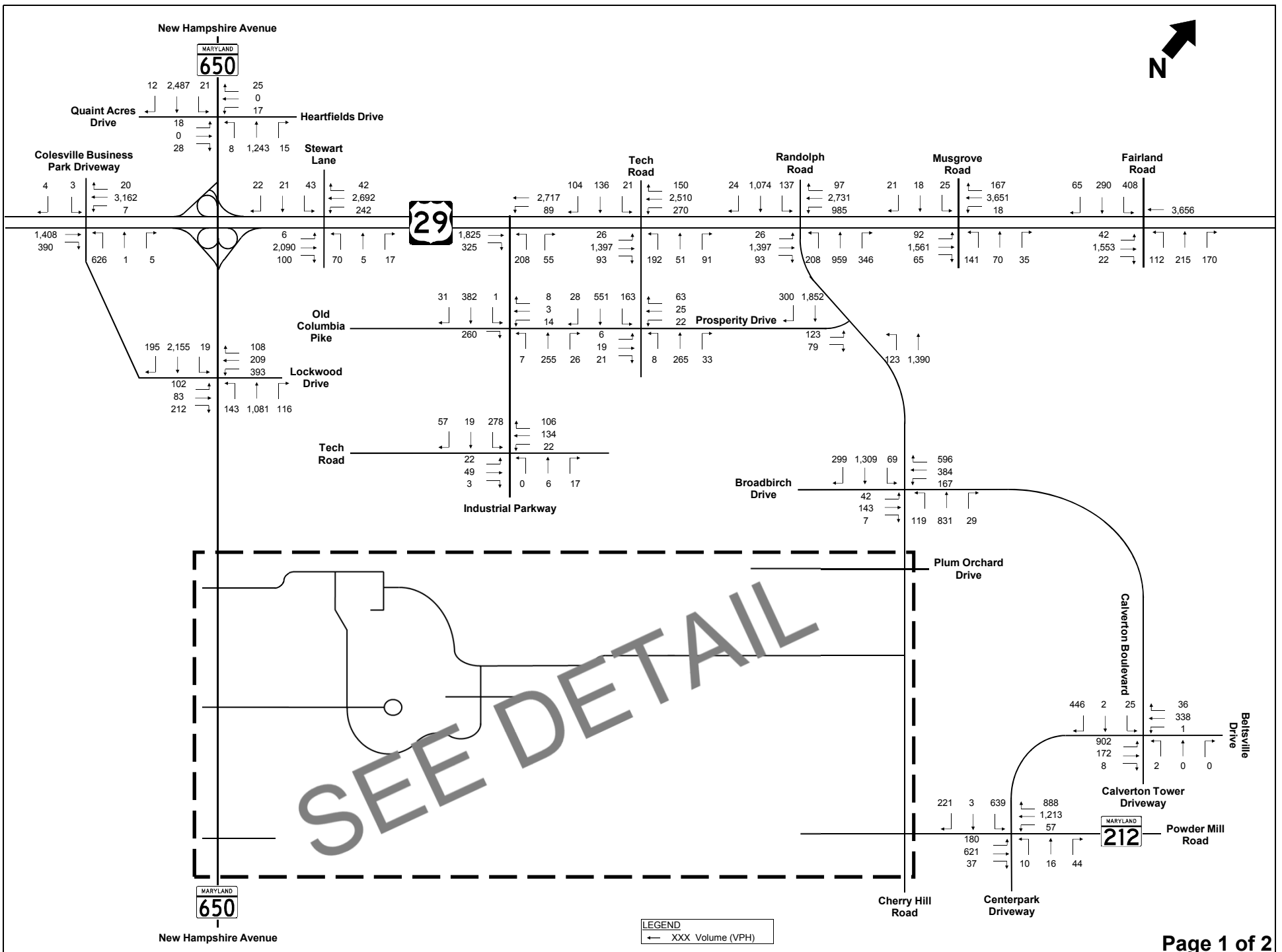
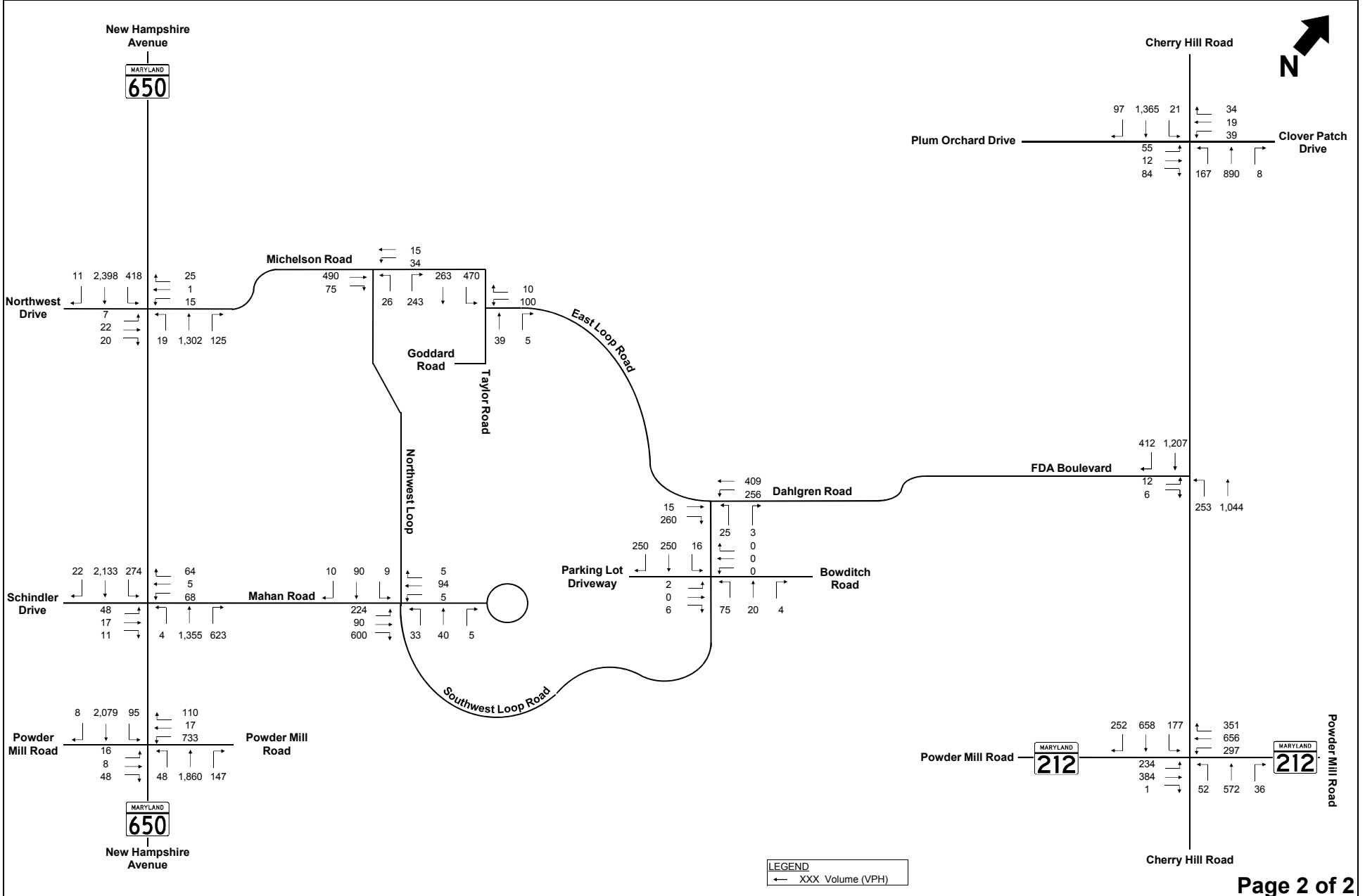


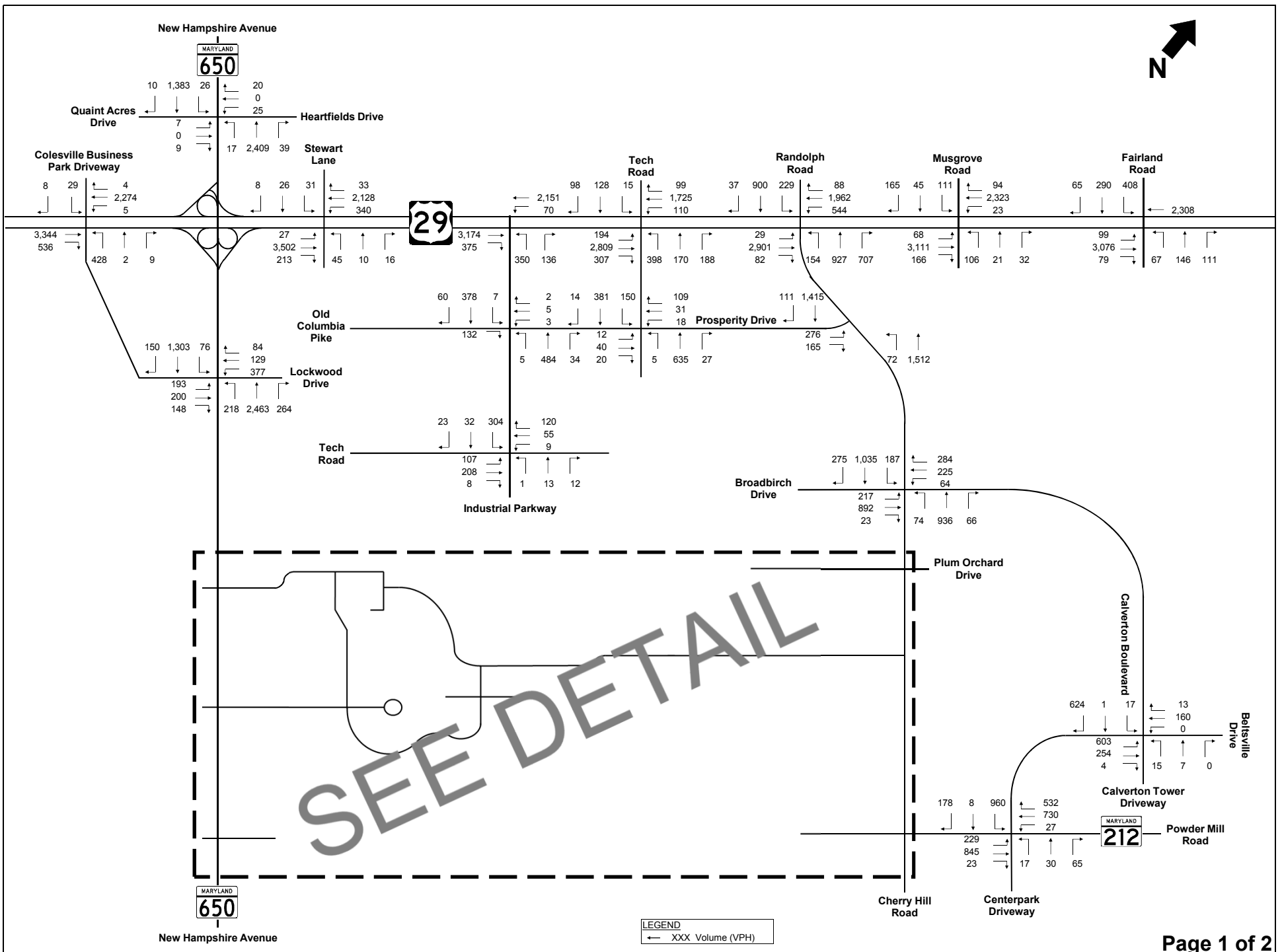
Appendix A: Traffic Technical Report Exhibits



	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 1 2017 Existing Condition AM Peak Hour (8:00 AM - 9:00 AM)
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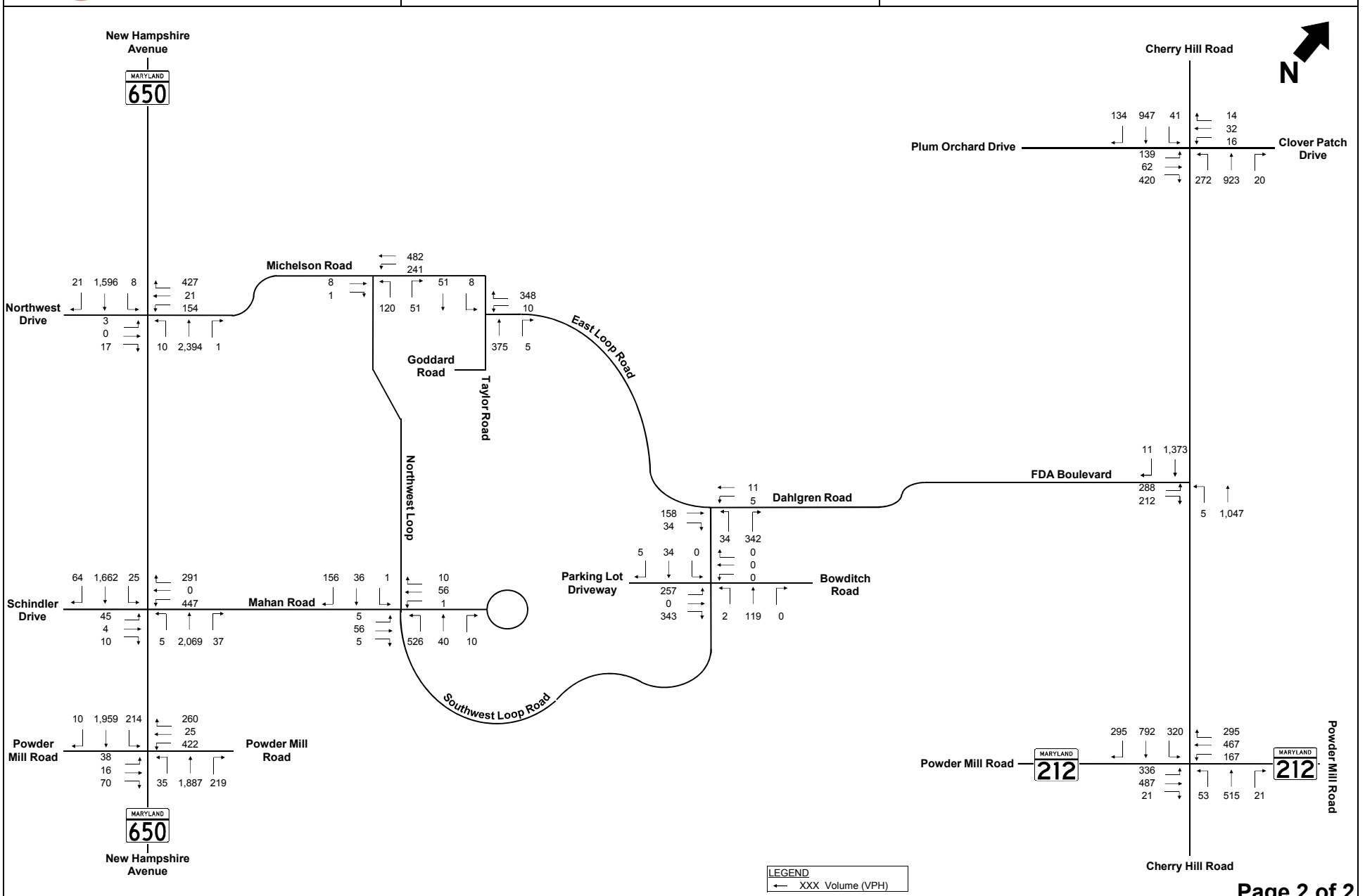


	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 1 2017 Existing Condition AM Peak Hour (8:00 AM - 9:00 AM)
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**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 2
 2017 Existing Condition
 PM Peak Hour (4:00 PM - 5:00 PM)**



**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 2
 2017 Existing Condition
 PM Peak Hour (4:00 PM - 5:00 PM)**

Exhibit 3
AM Peak Hour Conditions
Intersection Capacity Analysis

Intersection	LANE GROUP	AM Existing Condition					AM No Action Condition					AM Action Condition					AM Action with Mitigation Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road <i>Signalized</i>	EB-LTR	0.56	100.0	F	97	159	0.68	94.2	F	140	214	0.68	94.2	F	140	214	0.64	68.8	E	98	167
	WB-L	0.31	95.8	F	35	63	0.31	95.8	F	35	63	0.34	96.0	F	41	70	0.39	73.2	E	40	71
	WB-LT	0.29	99.5	F	35	76	0.29	99.5	F	35	76	0.33	100.1	F	41	85	0.37	28.0	C	5	53
	WB-R	0.34	4.8	A	0	0	0.34	4.8	A	0	0	0.50	15.6	B	0	42	0.21	2.0	A	0	0
	NB-L	0.07	94.5	F	5	21	0.08	94.8	F	7	25	0.08	94.8	F	7	25	0.07	71.6	E	5	21
	NB-T	0.63	56.5	E	448	521	0.81	65.3	E	594	690	0.88	69.2	E	663	816	0.67	36.0	D	388	500
	NB-R	0.85	39.6	D	431	722	0.92	55.3	E	536	870	1.09	94.5	F	851	1,184	0.50	1.2	A	0	0
	SB-L	0.21	18.1	B	54	76	0.21	20.1	C	69	93	0.47	28.0	C	209	257	0.73	52.2	D	309	339
	SB-TR	0.57	5.0	A	195	168	0.70	6.9	A	162	278	0.70	8.0	A	256	324	0.74	11.9	B	94	578
Intersection	-	28.6	C	-	-	-	34.3	C	-	-	-	42.0	D	-	-	-	23.8	C	-	-	
SW Loop Road/NW Loop Road & Schindler Drive/FDA Circle <i>Unsignalized</i>	EB-LTR	0.76	23.1	C	-	5	0.76	23.1	C	-	5	1.37	205.2	F	-	885	Movement Does Not Exist				
	EB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.87	43.0	E	-	315
	EB-TR	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.94	49.5	E	-	393
	EB-R	0.61	14.3	B	-	8	0.61	14.3	B	-	8	1.11	98.2	F	-	555	0.89	39.5	E	-	345
	WB-LTR	0.19	10.6	B	-	175	0.19	10.6	B	-	175	0.23	12.6	B	-	23	0.30	16.6	C	-	33
	NB-L	0.08	10.9	B	-	105	0.08	10.9	B	-	105	0.16	12.9	B	-	13	0.18	15.2	C	-	20
	NB-TR	0.10	10.4	B	-	18	0.10	10.4	B	-	18	0.12	11.8	B	-	10	0.14	13.9	B	-	13
	SB-LTR	0.22	11.6	B	-	20	0.22	11.6	B	-	20	0.63	21.3	C	-	110	0.78	36.9	E	-	230
Intersection	-	17.0	C	-	-	-	17.0	C	-	-	-	116.9	F	-	-	-	39.7	E	-	-	
NW Loop Road & Michelson Road <i>Unsignalized</i>	EB-TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WB-LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	NB-LR	0.45	15.1	C	-	60	0.45	15.1	C	-	60	0.97	68.1	F	-	285	Movement Does Not Exist				
	NB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.22	29.5	D	-	20
	NB-R	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.75	31.5	D	-	158
Intersection	-	4.9	A	-	-	-	4.9	A	-	-	-	17.2	C	-	-	-	8.1	A	-	-	
Taylor Road/Michelson Road & E Loop Road <i>Unsignalized</i>	WB-LR	0.20	10.3	B	-	18	0.20	10.3	B	-	18	Intersection Converted to Roundabout					Intersection Converted to Roundabout				
	NB-TR	0.05	36.6	E	-	280	0.05	36.6	E	-	280										
	SB-LT	0.89	8.7	A	-	3	0.89	8.7	A	-	3										
	Intersection	-	26.6	D	-	-	-	26.6	D	-	-										
Taylor Road & Michelson/E Loop Road <i>Roundabout</i>	EB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.62	13.3	B	-	100	0.62	13.3	B	-	100
	EB-TR											0.69	15.6	C	-	150	0.69	15.6	C	-	150
	WB-LT											0.27	6.0	A	-	25	0.27	6.0	A	-	25
	WB-T											0.02	3.6	A	-	0	0.02	3.6	A	-	0
	NB-L											0.07	5.9	A	-	0	0.07	5.9	A	-	0
	NB-LR											0.06	5.6	A	-	0	0.06	5.6	A	-	0
	Intersection											-	12.3	B	-	-	-	12.3	B	-	-
SW Loop Road & E Loop Road/Dahlgren Road <i>Unsignalized</i>	EB-TR	0.07	7.7	A	-	5	0.07	7.7	A	-	5	Intersection Does Not Exist					Intersection Does Not Exist				
	WB-LT	0.82	22.8	C	-	34	0.82	22.8	C	-	34										
	NB-L	0.05	9.8	A	-	5	0.05	9.8	A	-	5										
	NB-R	0.01	8.2	A	-	0	0.01	8.2	A	-	0										
	Intersection	-	21.2	C	-	-	-	21.2	C	-	-										
Distribution Center Driveway & E Loop Road <i>Unsignalized</i>	EB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.43	10.8	B	-	53	0.43	10.8	B	-	53
	WB-LT											0.21	9.0	A	-	28	0.21	9.0	A	-	28
	NB-LR											0.00	0.0	A	-	0	0.00	0.0	A	-	0
	Intersection											-	8.5	A	-	-	-	8.5	A	-	-
Dahlgren Road & E Loop Road <i>Roundabout</i>	EB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.06	3.8	A	-	0	0.06	3.8	A	-	0
	EB-T											0.02	3.5	A	-	0	0.02	3.5	A	-	0
	WB-T											0.53	9.7	A	-	75	0.53	9.7	A	-	75
	WB-TR											0.59	11.0	B	-	100	0.59	11.0	B	-	100
	SB-L											0.04	5.6	A	-	0	0.04	5.6	A	-	0
	SB-LR											0.04	5.4	A	-	0	0.04	5.4	A	-	0
	Intersection											-	9.8	A	-	-	-	9.8	A	-	-
SW Loop Road & Parking Lot Driveway/Bowditch Road <i>Unsignalized</i>	EB-LTR	0.01	7.9	A	-	0	0.01	7.9	A	-	0	Intersection Does Not Exist					Intersection Does Not Exist				
	WB-LTR	0.00	0.0	A	-	0	0.00	0.0	A	-	0										
	NB-LTR	0.14	8.2	A	-	13	0.14	8.2	A	-	13										
	SB-LTR	0.58	11.8	B	-	95	0.58	11.8	B	-	95										
	Intersection	-	11.2	B	-	-	-	11.2	B	-	-										
SW Loop Road & Distribution Center Driveway/Dahlgren Road <i>Unsignalized</i>	EB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.00	0.0	A	-	0	0.00	0.0	A	-	0
	WB-LT											0.47	12.5	B	-	63	0.47	12.5	B	-	63
	NB-LR											0.06	8.4	A	-	5	0.06	8.4	A	-	5
	Intersection											-	12.0	B	-	-	-	12.0	B	-	-
SW Loop Road & Proposed Access Road <i>Roundabout</i>	WB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.00	0.0	A	-	0	0.00	0.0	A	-	0
	NB-T											0.04	3.4	A	-	0	0.04	3.4	A	-	0
	NB-TR											0.04	3.6	A	-	0	0.04	3.6	A	-	0
	SB-LT											0.27	5.7	A	-	25	0.27	5.7	A	-	25
	SB-T											0.31	6.1	A	-	25	0.31	6.1	A	-	25
	Intersection											-	5.7	A	-	-	-	5.7	A	-	-
	New Hampshire Ave (MD 650) & Powder Mill Road <i>Signalized</i>											EB-L	0.20	87.0	F	19	48	0.55	84.1	F	123
EB-T		0.09	83.1	F	9	30	0.67	91.4	F	163	234	0.67	91.4	F	163	234	0.67	91.4	F	163	234
EB-R		0.23	2.6	A	0	0	0.19	1.3	A	0	0	0.19	1.3	A	0	0	0.19	1.3	A	0	0
WB-L		0.70	69.0	E	309	360	1.03	108.9	F	497	733	1.03	108.9	F	497	733	1.03	108.9	F	497	733
WB-T		0.70	74.2	E	313	412	1.03	120.3	F	505	843	1.03	120.3	F	505	843	1.03	120.3	F	505	843
WB-R		0.24	4.0	A	0	27	0.31	10.0	A	0	64	0.31	10.0	A	0	64	0.31	10.0	A	0	64
NB-L		0.43	91.1	F	57	104	0.53	92.3	F	83	140	0.53	92.3	F	83	140	0.53	92.3	F	83	140
NB-TR		0.78	37.8	D	727	884	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist				
NB-T		Movement Does Not Exist					0.97	59.0	E	932	1,013	1.13	107.2	F	1,297	1,367	1.13	107.2	F	11,297	1,367
NB-R		Movement Does Not Exist					0.23	12.4	B	50	104	0.23	12.4	B	50	104	0.23	12.4	B	50	104
SB-L		0.66	100.6	F	114	194	0.77	111.1	F	136	245	0.77	111.1	F	136	245	0.77	111.1	F	136	245
SB-TR	0.75	34.1	C	731	933	1.22	143.7	F	1,517	1,641	1.23	147.8	F	1,538	1,661	1.23	149.0	F	1,545	1,668	
Intersection	-	41.9	D	-	-	-	101.6	F	-	-	-	118.2	F	-	-	-	118.2	F	-	-	
New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road <i>Signalized</i>	EB-LTR	0.46	77.6	E	44	95	0.49	82.6	F	52	105	0.49	82.7	F	52	105	0.39	56.5	E	35	81
	WB-L	0.12	91.9	F	10	33	0.12	90.8	F	10	33	0.20	94.7	F	18	48	0.14	66.0	E	12	29
	WB-LT	0.12	91.9	F	10	33	0.11	90.6	F	10	33	0.21	94.9	F	18	48	Movement Does Not Exist				
	WB-R	0.13	1.3	A	0	0	0.13	1.2	A	0	0	0.28	3.3	A	0	0	0.05	13.0	B	9	22
	NB-L	0.24	154.2	F	27	43	0.25	148.0	F	28	36	0.25	144.9	F	28	33	0.20	45.5	D	19	32
	NB-TR	0.34	17.2	B	530	612	0.41	17.2	B	678	726	0.57	45.7	D	752	789	0.58	14.9	B	131	153
	SB-L	0.79	109.9	F	305	311	0.79	93.9	F	301	289	0.74	85.9								

Exhibit 3
AM Peak Hour Conditions
Intersection Capacity Analysis

Intersection	LANE GROUP	AM Existing Condition					AM No Action Condition					AM Action Condition					AM Action with Mitigation Condition					
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	
Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive <i>Signalized</i>	EB-L	0.01	63.3	E	3	14	0.02	63.6	E	5	19	0.02	63.6	E	5	19	0.01	40.4	D	4	15	
	EB-R	0.01	0.0	A	0	0	0.02	0.2	A	0	0	0.02	0.2	A	0	0	0.01	0.1	A	0	0	
	WB-L	1.19	161.7	F	495	627	1.61	326.7	F	803	940	1.63	335.4	F	818	955	0.99	50.9	D	386	529	
	WB-TR	0.02	38.5	D	1	17	0.02	0.2	A	0	0	0.02	0.2	A	0	0	0.01	0.2	A	58	75	
	NB-T	0.41	7.0	A	194	217	0.71	11.3	B	523	540	0.79	13.2	B	660	675	0.93	28.0	C	893	938	
	SB-L	0.04	6.7	A	2	3	0.28	12.2	B	3	3	0.28	12.4	B	3	3	0.23	20.7	C	4	5	
	SB-TR	0.92	21.4	C	856	404	0.83	9.6	A	565	328	0.83	9.7	A	590	332	0.98	26.6	C	893	684	
	Intersection	-	34.3	C	-	-	-	45.9	D	-	-	-	46.6	D	-	-	-	29.8	C	-	-	
New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive <i>Signalized</i>	EB-LTR	0.26	6.7	A	0	15	0.24	2.7	A	0	0	0.24	2.7	A	0	0	0.23	2.3	A	0	0	
	WB-LT	0.13	52.1	D	13	36	0.24	59.8	E	17	45	0.24	59.8	E	17	45	0.20	57.5	E	17	45	
	WB-R	0.12	1.2	A	0	0	0.12	1.1	A	0	0	0.12	1.1	A	0	0	0.11	1.0	A	0	0	
	NB-L	0.06	51.6	D	7	23	0.13	57.3	E	9	30	0.13	57.3	E	9	30	0.10	55.6	E	9	30	
	NB-TR	0.36	6.1	A	140	190	0.38	3.9	A	126	147	0.39	3.9	A	129	150	0.40	4.6	A	171	150	
	SB-L	0.15	52.1	D	17	43	0.27	61.5	E	20	52	0.27	61.5	E	20	52	0.22	58.2	E	20	52	
	SB-TR	0.67	6.9	A	220	569	0.75	7.2	A	235	533	0.80	8.7	A	291	663	0.81	9.3	A	373	663	
	Intersection	-	7.2	A	-	-	-	6.7	A	-	-	-	7.8	A	-	-	-	8.3	A	-	-	
Columbia Pike (US 29) & Stewart Lane <i>Signalized</i>	EB-L	0.49	96.4	F	54	103	1.80	481.8	F	126	246	1.80	481.8	F	126	246	0.82	118.6	F	70	166	
	EB-TR	0.29	48.6	D	27	73	0.51	74.6	E	79	145	0.51	74.6	E	79	145	0.36	50.5	D	59	116	
	WB-LT	0.75	117.2	F	95	182	1.79	434.9	F	303	472	1.79	434.9	F	303	472	1.12	164.5	F	193	351	
	WB-R	0.09	0.9	A	0	0	0.20	4.4	A	0	9	0.20	4.4	A	0	9	0.13	0.8	A	0	0	
	NB-L	0.09	102.0	F	9	23	0.16	105.0	F	16	24	0.16	104.8	F	16	20	0.16	69.3	E	13	14	
	NB-T	0.63	9.7	A	472	507	1.09	15.2	F	1,095	1,147	0.92	12.6	B	1,095	1,146	1.08	51.3	F	1,311	1,365	
	NB-R	0.10	0.3	A	0	0	0.19	0.4	A	0	1	0.20	0.3	A	0	0	0.23	1.5	A	6	19	
	SB-L	1.53	302.8	F	443	643	3.37	Error	F	1,154	1,185	3.37	Error	F	1,154	1,185	1.11	115.1	F	318	330	
	SB-T	0.74	4.4	A	117	477	0.96	12.3	B	481	1,175	0.96	12.3	B	480	1,175	0.96	20.8	C	725	1,440	
	SB-R	0.04	0.1	A	0	1	0.05	0.2	A	0	0	0.05	0.2	A	0	0	0.05	1.3	A	0	0	
Intersection	-	22.6	C	-	-	-	99.2	F	-	-	-	98.0	F	-	-	-	42.9	D	-	-		
FDA Boulevard & Industrial Parkway <i>Roundabout</i>	WB-L						0.27	5.7	A	-	25	0.46	8.2	A	-	50	0.46	8.2	A	-	50	
	WB-LR						0.24	5.4	A	-	25	0.40	7.4	A	-	50	0.40	7.4	A	-	50	
	WB-R						1.01	0.0	F	-	700	1.01	0.0	F	-	700	1.01	0.0	F	-	700	
	NB-T						0.00	4.0	A	-	0	0.01	4.1	A	-	0	0.01	4.1	A	-	0	
	NB-R						0.02	4.1	A	-	0	0.06	4.5	A	-	0	0.06	4.5	A	-	0	
	SB-L						0.40	10.2	B	-	50	0.54	16.7	C	-	75	0.54	16.7	C	-	75	
	SB-T						0.20	6.9	A	-	25	0.43	13.0	B	-	50	0.43	13.0	B	-	50	
	Intersection						-	2.5	A	-	-	-	4.6	A	-	-	-	4.6	A	-	-	
FDA Boulevard & B-5 <i>Signalized</i>	EB-L						0.59	41.3	D	86	163	0.58	41.4	D	87	165	0.66	28.0	C	30	115	
	EB-T						0.06	7.7	A	23	34	0.08	6.9	A	28	42	0.07	4.0	A	14	25	
	WB-TR						0.84	19.5	B	390	407	0.99	27.0	C	1,066	425	Movement Does Not Exist					
	WB-T						Movement Does Not Exist					Movement Does Not Exist					0.84	19.0	B	409	547	
	WB-R						Movement Does Not Exist					Movement Does Not Exist					0.16	1.8	A	0	24	
	SB-L						0.53	51.4	D	228	328	0.58	55.0	D	230	328	0.71	43.2	D	137	219	
	SB-R						0.64	1.9	A	0	0	0.64	1.9	A	0	0	0.64	1.9	A	0	0	
	Intersection						-	17.0	B	-	-	-	21.5	C	-	-	-	14.7	B	-	-	
Cherry Hill Road & FDA Boulevard <i>Signalized</i>	EB-L	0.07	67.8	E	6	18	0.62	48.3	D	94	117	0.64	49.3	D	105	134	0.71	74.0	E	138	195	
	EB-R	0.09	34.8	C	0	20	0.49	7.6	A	0	0	0.50	7.5	A	0	0	0.25	23.1	C	91	152	
	NB-L	0.56	14.3	B	19	61	1.15	110.0	F	703	969	1.51	262.0	F	1,113	1,401	0.83	56.3	E	402	488	
	NB-T	0.35	0.5	A	12	16	0.42	3.9	A	123	219	0.42	4.0	A	117	220	0.42	4.1	A	160	158	
	SB-T	0.51	3.0	A	56	114	0.80	29.9	C	336	525	0.80	31.5	C	404	432	0.80	18.3	B	542	605	
	SB-R	0.35	0.7	A	0	0	0.84	12.4	B	187	334	1.02	35.4	F	445	442	0.73	6.5	A	750	769	
	Intersection	-	3.1	A	-	-	-	31.3	C	-	-	-	65.0	E	-	-	-	21.9	C	-	-	
	Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive <i>Signalized</i>	EB-L	0.50	77.5	E	58	106	0.45	71.5	E	62	115	0.44	71.2	E	62	115	0.44	71.4	E	62	115
		EB-T	0.08	60.9	E	12	34	0.08	59.7	E	15	40	0.08	59.7	E	15	40	0.08	59.8	E	15	40
		EB-R	0.40	16.3	B	0	55	0.93	53.0	D	128	317	0.94	54.9	D	133	325	0.94	55.3	E	133	325
WB-L		0.34	69.5	E	40	80	0.25	64.2	E	35	74	0.25	64.1	E	35	74	0.25	64.2	E	35	74	
WB-TR		0.31	31.5	C	19	64	0.14	34.2	C	13	35	0.14	34.2	C	13	35	0.14	34.3	C	13	35	
NB-L		0.54	24.2	C	91	167	1.04	113.9	F	384	597	1.04	114.1	F	381	596	1.04	103.2	F	377	592	
NB-TR		0.31	5.4	A	159	194	0.38	1.7	A	50	50	0.39	1.8	A	55	59	0.39	3.9	A	100	170	
SB-L		0.06	4.8	A	1	6	0.06	21.9	C	14	12	0.06	22.6	C	14	12	0.06	3.2	A	1	2	
SB-TR		0.65	21.1	C	846	403	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
SB-T		Movement Does Not Exist						0.90	51.0	D	1,073	743	0.99	58.8	E	1,198	761	0.99	23.5	C	1,124	1,287
SB-R	Movement Does Not Exist						0.21	16.0	B	133	101	0.21	16.7	B	137	91	0.21	0.2	A	0	0	
Intersection	-	18.4	B	-	-	-	42.2	D	-	-	-	46.5	D	-	-	-	28.1	C	-	-		
Cherry Hill Road & Powder Mill Road (MD 212) <i>Signalized</i>	EB-L	0.38	55.9	E	105	147	0.64	70.4	E	128	178	0.64	70.4	E	128	178	0.38	53.3	D	113	170	
	EB-TR	0.55	57.1	E	180	236	0.84	74.8	E	237	320	0.84	74.8	E	237	320	0.85	75.2	E	237	320	
	WB-L	0.74	46.6	D	200	341	0.92	43.1	D	489	662	0.92	39.7	D	438	512	0.94	72.7	E	488	713	
	WB-T	0.76	37.9	D	323	402	0.63	19.6	B	300	317	0.63	18.1	B	261	284	0.84	56.8	E	388	433	
	WB-R	0.25	0.3	A	0	0	0.36	0.4	A	0	0	0.50	0.5	A	0	0	0.48	1.2	A	0	0	
	NB-L	0.21	60.1	E	46	90	0.71	100.0	F	79	166	0.71	100.0	F	79	166	0.69	96.8	F	79	166	
	NB-T																					

Exhibit 3
 AM Peak Hour Conditions
 Intersection Capacity Analysis

Intersection	LANE GROUP	AM Existing Condition					AM No Action Condition					AM Action Condition					AM Action with Mitigation Condition					
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	
Old Columbia Pike/Prosperity Drive & Tech Road <i>Unsignalized</i>	EB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB-L	0.01	8.8	A	-	0	0.13	12.4	B	-	12	0.14	12.7	B	-	12	0.14	12.7	B	-	12	12
	WB-TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NB-LTR	0.26	29.8	D	-	25	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	NB-R	Movement Does Not Exist					0.16	14.9	B	-	14	0.16	15.2	C	-	14	0.16	15.2	C	-	14	14
	SB-LTR	0.40	36.9	E	-	45	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	SB-R	0.05	9.4	A	-	5	0.11	13.4	B	-	9	0.11	13.4	B	-	9	0.11	13.4	B	-	9	9
	Intersection	-	5.0	A	-	-	-	2.8	A	-	-	-	2.8	A	-	-	-	2.8	A	-	-	-
Old Columbia Pike & Industrial Parkway <i>Unsignalized - Existing Signalized - No Build & Build</i>	EB-LTR	-	-	-	-	-	1.15	90.1	F	617	46	1.23	124.6	F	695	47	0.77	11.3	B	13	47	
	WB-L	0.01	8.2	A	-	0	0.06	40.5	D	28	45	0.06	45.2	D	27	58	0.07	37.9	D	27	40	
	WB-TR	-	-	-	-	-	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	WB-T	Movement Does Not Exist					0.63	51.4	D	352	383	0.63	56.6	E	361	413	0.73	50.3	D	344	393	
	WB-R	Movement Does Not Exist					0.35	16.4	B	103	143	0.35	5.9	A	0	70	0.38	9.1	A	88	126	
	NB-R	0.36	12.1	B	-	40	1.14	88.3	F	1,816	1,942	1.14	93.2	F	1,828	1,949	0.92	72.0	E	582	532	
	SB-LTR	Movement Does Not Exist					0.14	25.1	C	58	37	0.14	24.5	C	57	36	0.14	17.1	B	55	40	
	SB-LT	0.06	17.2	C	-	5	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	SB-R	0.01	9.8	A	-	0	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	Intersection	-	3.6	A	-	-	-	74.2	E	-	-	-	84.6	F	-	-	-	49.2	D	-	-	-
Old Columbia Pike & Columbia Pike (US 29) Right Turn Lane <i>Signalized</i>	EB-L	Intersection Does Not Exist					0.68	33.7	C	814	893	1.08	67.0	F	251	360	0.73	39.0	D	768	588	
	NB-T	Intersection Does Not Exist					0.82	68.6	E	457	507	0.52	10.8	B	72	111	0.35	7.0	A	77	106	
	SB-T	Intersection Does Not Exist					0.20	45.9	D	105	112	0.13	8.0	A	14	27	0.19	28.9	C	76	104	
	Intersection	Intersection Does Not Exist					-	45.2	D	-	-	-	45.5	D	-	-	-	28.5	C	-	-	
Tech Road & Industrial Parkway <i>Unsignalized - Existing Signalized - No Build & Build</i>	EB-LTR	0.51	14.6	B	-	70	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	EB-L	Movement Does Not Exist					0.84	32.5	C	284	229	0.89	43.3	D	253	336	0.89	40.4	D	265	313	
	EB-TR	Movement Does Not Exist					1.17	115.8	F	1,543	1,217	1.25	152.3	F	1,398	1,530	Movement Does Not Exist					
	EB-T	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					1.19	122.9	F	1,289	1,424	
	EB-R	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.11	8.3	A	14	19	
	WB-LTR	0.03	8.8	A	-	3	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	WB-LT	Movement Does Not Exist					0.60	58.2	E	347	436	0.64	51.3	D	301	371	0.65	51.5	D	298	368	
	WB-R	Movement Does Not Exist					0.15	0.2	A	0	0	0.15	0.2	A	0	0	0.15	0.4	A	0	0	
	NB-LTR	0.09	9.6	A	-	8	0.63	94.2	F	121	192	0.57	76.0	E	101	163	Movement Does Not Exist					
	NB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.39	73.7	E	50	96	
	NB-TR	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.37	68.7	E	47	93	
	SB-L	Movement Does Not Exist					1.06	112.0	F	796	1,094	1.08	112.4	F	684	993	0.97	77.7	E	619	937	
	SB-LTR	0.27	10.0	A	-	28	1.01	86.1	F	707	883	1.04	86.5	F	621	817	0.93	59.4	E	559	764	
Intersection	-	11.5	B	-	-	-	86.0	F	-	-	-	100.9	F	-	-	-	78.3	E	-	-	-	
Prosperity Drive & Cherry Hill Road <i>Signalized</i>	EB-T	0.82	76.4	E	1,093	1,087	0.70	10.0	A	388	424	0.76	12.4	B	468	497	0.78	19.9	B	505	584	
	EB-R	0.28	9.2	A	97	105	0.41	3.0	A	60	59	0.41	3.0	A	57	63	0.43	5.2	A	64	46	
	WB-L	0.62	62.9	E	84	136	0.89	70.8	E	133	212	0.89	70.7	E	133	209	0.70	62.6	E	133	207	
	WB-R	0.52	3.0	A	81	174	0.64	10.2	B	326	484	0.64	10.3	B	331	489	0.64	6.4	A	250	182	
	NB-L	0.56	69.7	E	125	189	0.73	72.9	E	205	297	0.73	72.9	E	205	297	0.73	66.4	E	189	221	
	NB-R	0.30	13.0	B	0	50	0.38	20.1	C	30	94	0.38	21.2	C	33	97	0.35	9.2	A	12	19	
	Intersection	-	44.3	D	-	-	-	14.6	B	-	-	-	15.6	B	-	-	-	17.2	B	-	-	
	Cherry Hill Road & Broadbirch Drive/Calverton Boulevard <i>Signalized</i>	EB-L	0.10	13.6	B	19	37	0.63	21.5	C	136	184	0.63	21.5	C	136	184	1.03	105.0	F	253	425
EB-TR		0.16	14.3	B	72	107	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
EB-T		Movement Does Not Exist					0.13	14.1	B	61	81	0.13	14.1	B	61	81	0.47	60.0	E	130	173	
EB-R		Movement Does Not Exist					0.17	2.2	A	0	28	0.17	2.2	A	0	28	0.11	0.1	A	0	0	
WB-L		0.31	24.2	C	111	167	0.74	48.5	D	280	428	0.74	48.5	D	280	428	0.75	47.1	D	255	336	
WB-T		0.46	26.4	C	280	367	0.46	32.8	C	253	317	0.46	32.8	C	253	317	0.91	74.0	E	347	405	
WB-R		0.69	18.2	B	272	402	1.07	89.8	F	802	1,050	1.07	90.3	F	804	1,052	0.50	1.1	A	0	0	
NB-L		0.71	56.9	E	90	152	1.27	189.3	F	246	406	1.27	186.9	F	251	407	0.88	72.1	E	202	355	
NB-TR		0.78	51.8	D	477	537	0.79	33.8	C	426	444	0.80	39.9	D	484	545	0.59	29.5	C	353	356	
SB-L		1.25	203.6	F	94	130	1.38	260.8	F	111	193	1.50	306.4	F	120	180	0.34	10.8	B	24	12	
SB-TR		2.30	610.2	F	1,611	1,677	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
SB-T		Movement Does Not Exist					1.47	241.1	F	872	923	1.63	314.0	F	1,050	1,067	0.96	48.7	D	759	741	
SB-R		Movement Does Not Exist					1.42	217.4	F	814	1,010	1.46	235.6	F	861	1,035	0.94	47.3	D	668	782	
Intersection		-	275.8	F	-	-	-	126.8	F	-	-	-	155.5	F	-	-	-	44.5	D	-	-	
Columbia Pike (US 29) & Musgrove Road <i>Signalized</i>		EB-L	0.18	67.2	E	28	60	0.97	170.7	F	85	178	0.97	167.3	F	85	176	0.95	149.2	F	69	165
	EB-T	0.07	63.3	E	21	47	0.17	62.2	E	55	95	0.16	62.2	E	55	95	0.17	52.9	D	45	86	
	EB-R	0.07	0.4	A	0	0	0.23	6.4	A	0	31	0.23	6.4	A	0	31	0.25	15.6	B	9	57	
	WB-L	0.74	93.5	F	176	251	0.66	81.8	F	173	245	0.74	88.5	F	198	276	0.75	78.5	E	163	246	
	WB-TR	0.41	64.7	E	110	171	0.77	85.1	F	281	366	0.77	85.0	F	281	365	0.78	75.3	E	231	325	
	NB-L	0.44	53.6	D	59	78	0.71	50.8	D	180	165	0.71	51.0	D	180	165	1.12	117.4	F	210	185	
	NB-TR	0.38	24.3	C	375	591	0.51	33.8	C	669	570	0.52	34.0	C	679	577	0.51	3.6	A	88	54	
	SB-L	0.23	117.4	F	25	27	0.25	118.0	F	27	19	0.25	118.0	F	27	19	0.28	97.1	F	22	18	
	SB-TR	0.95	17.8	B	1,505	1,587	1.59	285.4	F	3,018	1,829	1.66	317.5	F	3,220	1,845	1.60	289.2	F	2,611	1,821	
	Intersection	-	23.5	C	-	-	-	201.7	F	-	-	-	224.6	F	-	-	-	200.6	F	-	-	
	Columbia Pike (US 29) & Fairland Road <i>Signalized</i>	EB-L	1.19	184.5	F	384	598	1.72	385.5	F	685	927	1.72	385.5	F	685	927	1.29	194.3	F	435	561
EB-LT		1.18	165.4	F	393	525	1.72	374.7	F	707	851	1.72	374.7	F	707	851	0.65	62.6	E	205	266	
EB-R		0.22	1.6	A	0	0	0.33	8.0	A	0	38	0.33	8.0	A	0	38	0.30	21.5	C	27	84	
WB-L		0.66	96.6	F	139	220	0.80	109.4	F	180	312	0.91	125.2	F	205	369	0.79	93.5	F	88	149	
WB-LT		0.70	89.2	F	156	212	0.97	117.8	F	231	347	0.98	120.2	F	234	363	1.00	116.4	F	176	286	
WB-R		0.65	37.7	D	65	160	0.80	55.1	E	120	257	0.80	55.1	E	120	257	0.89	67.0	E	112	272	
NB-L		0.35	90.0	F	52	105	0.44	78.9	E	75	130											

Exhibit 4
PM Peak Hour Conditions
Intersection Capacity Analysis

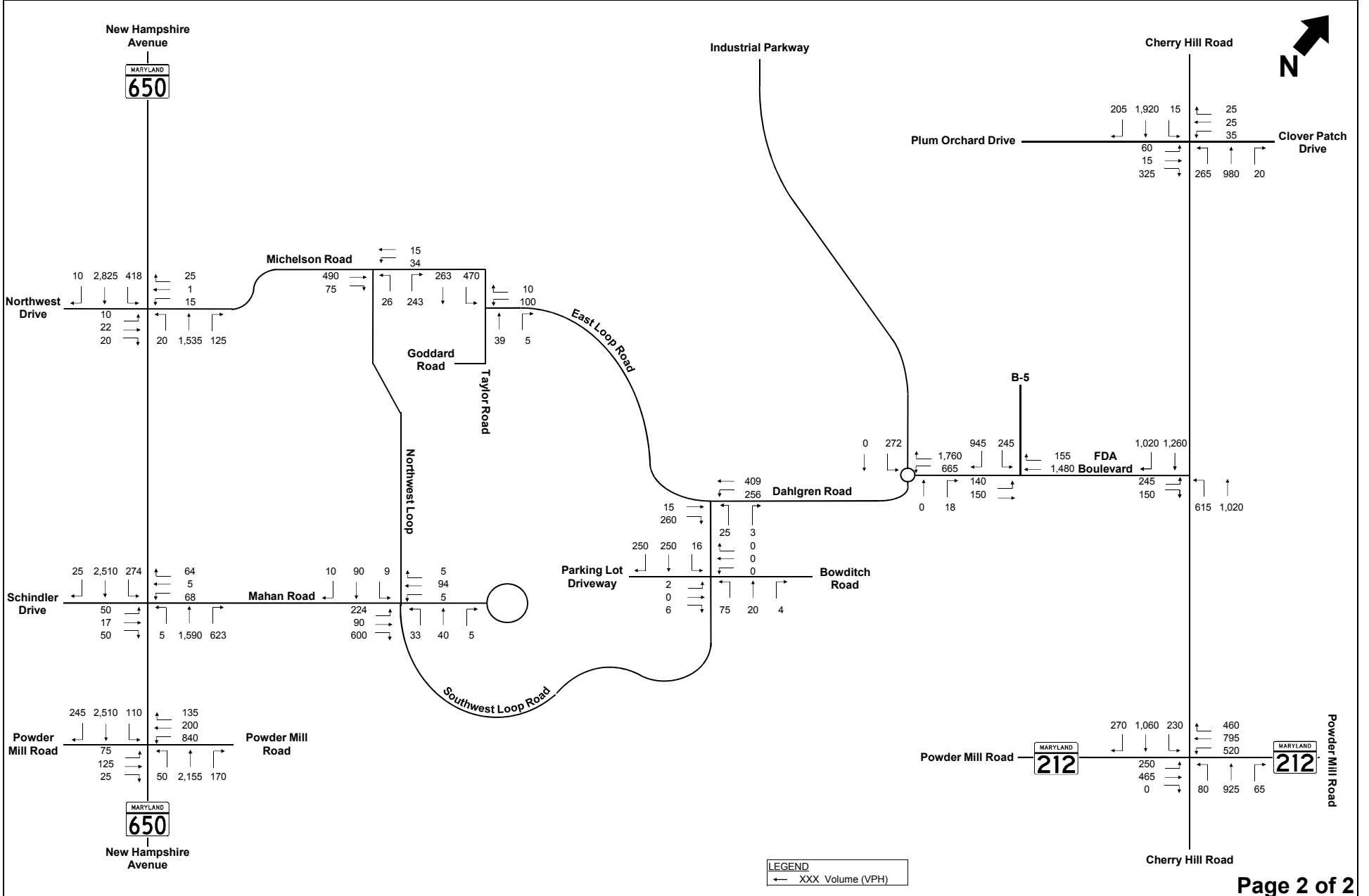
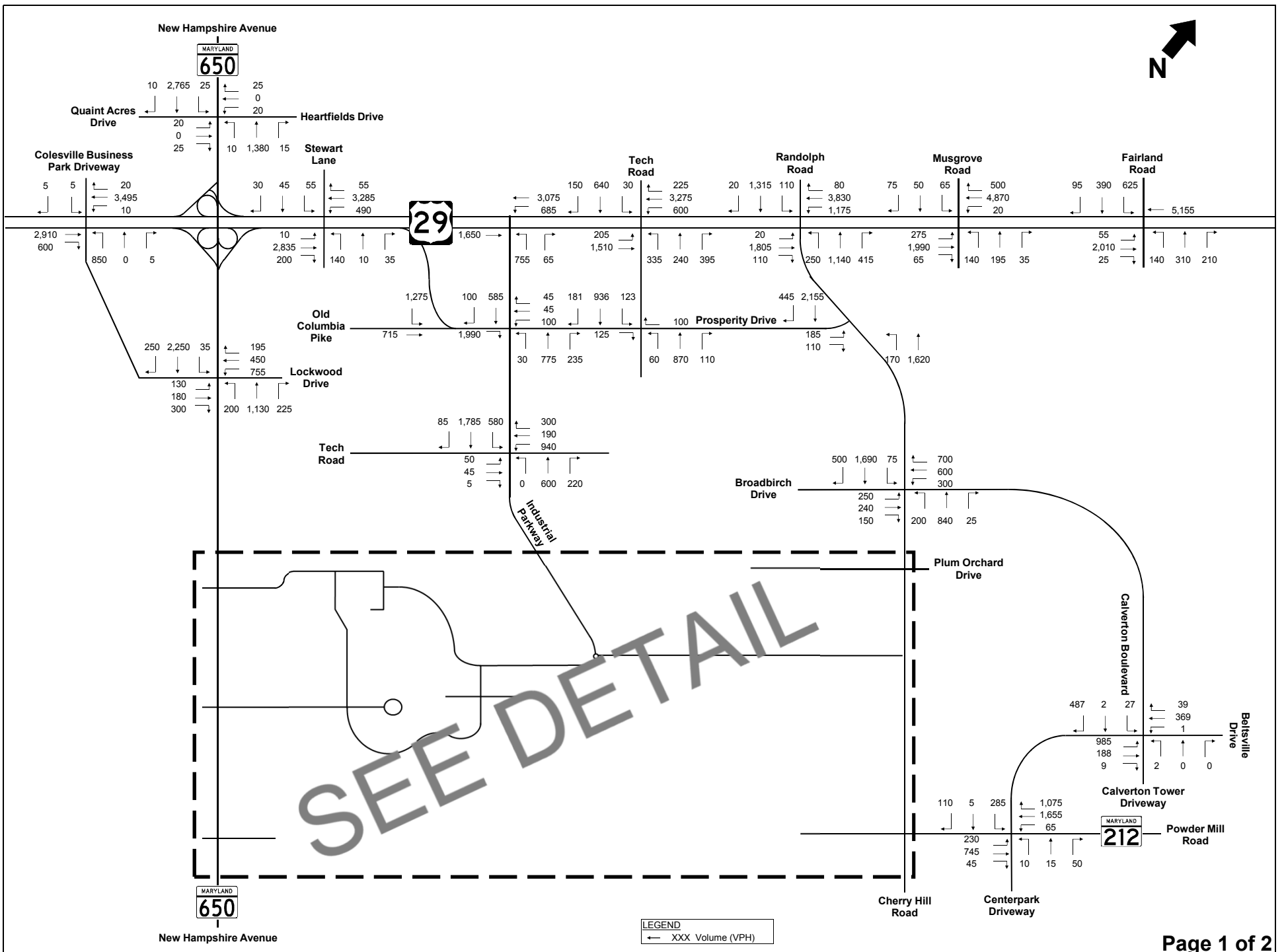
Intersection	LANE GROUP	PM Existing Condition					PM No Action Condition					PM Action Condition					PM Action with Mitigation Condition				
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)
New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road <i>Signalized</i>	EB-LTR	0.47	85.1	F	64	116	0.52	98.1	F	82	140	0.52	98.1	F	82	140	0.51	76.2	E	60	127
	WB-L	0.64	77.4	E	191	236	0.67	87.3	F	215	263	0.64	81.2	F	246	295	0.74	61.6	E	247	325
	WB-LT	0.61	81.1	F	187	265	0.63	91.5	F	210	292	0.61	84.3	F	241	326	0.59	18.9	B	62	174
	WB-R	0.60	11.1	B	0	89	0.61	11.8	B	0	95	0.77	11.5	B	0	127	0.59	18.9	B	62	174
	NB-L	0.07	124.2	F	6	7	0.08	94.8	F	7	25	0.08	94.8	F	7	25	0.08	73.8	E	5	21
	NB-T	1.71	361.7	F	1,061	1,298	1.57	301.3	F	1,382	1,611	1.78	391.3	F	1,469	1,691	0.80	33.6	C	627	679
	NB-R	0.10	3.6	A	0	0	0.08	0.3	A	0	0	0.10	0.5	A	0	0	0.03	0.0	A	0	0
	SB-L	0.02	21.7	C	3	12	0.02	13.8	B	5	6	0.03	14.8	B	8	10	0.17	54.1	D	19	23
	SB-TR	0.53	12.3	B	169	314	0.69	6.2	A	151	236	0.74	8.2	A	201	283	0.82	18.1	B	366	328
Intersection	-	174.8	F	-	-	-	144.6	F	-	-	-	172.8	F	-	-	-	29.0	C	-	-	
SW Loop Road/NW Loop Road & Schindler Drive/FDA Circle <i>Unsignalized</i>	EB-LTR	0.13	10.7	B	-	10	0.13	10.7	B	-	10	0.17	12.3	B	-	13	Movement Does Not Exist				
	EB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.03	11.3	B	-	3
	EB-TR	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.14	11.7	B	-	13
	EB-R	0.01	9.0	A	-	0	0.01	9.0	A	-	0	0.04	10.3	B	-	3	0.03	10.0	A	-	3
	WB-LTR	0.14	11.0	B	-	13	0.14	11.0	B	-	13	0.16	12.4	B	-	13	0.17	12.9	B	-	15
	NB-L	0.90	41.7	E	-	293	0.90	41.7	E	-	293	1.35	198.3	F	-	910	0.84	35.7	E	-	218
	NB-TR	0.08	8.2	A	-	5	0.08	8.2	A	-	5	0.13	9.0	A	-	10	0.83	34.3	D	-	213
	SB-LTR	0.32	10.9	B	-	33	0.32	10.9	B	-	33	0.59	15.9	C	-	83	0.66	21.4	C	-	120
Intersection	-	28.7	D	-	-	-	28.7	D	-	-	-	119.4	F	-	-	-	28.9	D	-	-	
NW Loop Road & Michelson Road <i>Unsignalized</i>	EB-TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WB-LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	NB-LR	0.57	29.2	D	-	83	0.57	29.2	D	-	83	2.63	821.8	F	-	670	Movement Does Not Exist				
	NB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					2.59	818.2	F	-	545
	NB-R	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.06	8.6	A	-	5
Intersection	-	7.8	A	-	-	-	7.8	A	-	-	-	158.5	F	-	-	-	126.4	F	-	-	
Taylor Road/Michelson Road & E Loop Road <i>Unsignalized</i>	WB-LR	0.48	11.6	B	-	68	0.48	11.6	B	-	68	Intersection Does Not Exist					Intersection Converted to Roundabout				
	NB-TR	0.42	12.1	B	-	50	0.42	12.1	B	-	50	Intersection Does Not Exist					Intersection Converted to Roundabout				
	SB-LT	0.62	9.2	A	-	5	0.62	9.2	A	-	5	Intersection Does Not Exist					Intersection Converted to Roundabout				
	Intersection	-	11.3	B	-	-	-	11.3	B	-	-	Intersection Does Not Exist					Intersection Converted to Roundabout				
Taylor Road & Michelson/E Loop Road <i>Roundabout</i>	EB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.01	3.3	A	-	0	0.01	3.3	A	-	0
	EB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.06	3.7	A	-	0	0.06	3.7	A	-	0
	WB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.36	10.4	B	-	50	0.36	10.4	B	-	50
	WB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.39	10.7	B	-	50	0.39	10.7	B	-	50
	NB-L	Intersection Does Not Exist					Intersection Does Not Exist					0.42	7.6	A	-	50	0.42	7.6	A	-	50
	NB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.37	6.9	A	-	50	0.37	6.9	A	-	50
	Intersection	-	-	-	-	-	-	-	-	-	-	-	8.2	A	-	-	-	8.2	A	-	-
SW Loop Road & E Loop Road/Dahlgren Road <i>Unsignalized</i>	EB-TR	0.28	9.5	A	-	28	0.28	9.5	A	-	28	Intersection Does Not Exist					Intersection Does Not Exist				
	WB-LT	0.02	8.3	A	-	3	0.02	8.3	A	-	3	Intersection Does Not Exist					Intersection Does Not Exist				
	NB-L	0.06	8.6	A	-	5	0.06	8.6	A	-	5	Intersection Does Not Exist					Intersection Does Not Exist				
	NB-R	0.45	10.6	B	-	58	0.45	10.6	B	-	58	Intersection Does Not Exist					Intersection Does Not Exist				
	Intersection	-	10.0	A	-	-	-	10.0	A	-	-	Intersection Does Not Exist					Intersection Does Not Exist				
Distribution Center Driveway & E Loop Road <i>Unsignalized</i>	EB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.11	8.1	A	-	10	0.11	8.1	A	-	10
	WB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.31	9.4	A	-	35	0.31	9.4	A	-	35
	NB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.00	0.0	A	-	0	0.00	0.0	A	-	0
	Intersection	-	7.7	A	-	-	-	7.7	A	-	-	-	7.7	A	-	-	-	7.7	A	-	-
Dahlgren Road & E Loop Road <i>Roundabout</i>	EB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.65	18.9	C	-	125	0.65	18.9	C	-	125
	EB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.28	9.0	A	-	25	0.28	9.0	A	-	25
	WB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.02	4.6	A	-	0	0.02	4.6	A	-	0
	WB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.02	4.4	A	-	0	0.02	4.4	A	-	0
	SB-L	Intersection Does Not Exist					Intersection Does Not Exist					0.42	7.6	A	-	50	0.42	7.6	A	-	50
	SB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.37	7.0	A	-	50	0.37	7.0	A	-	50
	Intersection	-	10.6	B	-	-	-	10.6	B	-	-	-	10.6	B	-	-	-	10.6	B	-	-
SW Loop Road & Parking Lot Driveway/Bowditch Road <i>Unsignalized</i>	EB-LTR	0.74	18.2	C	-	175	0.74	18.2	C	-	175	Intersection Does Not Exist					Intersection Does Not Exist				
	WB-LTR	0.00	0.0	A	-	0	0.00	0.0	A	-	0	Intersection Does Not Exist					Intersection Does Not Exist				
	NB-LTR	0.20	9.8	A	-	18	0.20	9.8	A	-	18	Intersection Does Not Exist					Intersection Does Not Exist				
	SB-LTR	0.06	8.9	A	-	5	0.06	8.9	A	-	5	Intersection Does Not Exist					Intersection Does Not Exist				
	Intersection	-	16.4	C	-	-	-	16.4	C	-	-	Intersection Does Not Exist					Intersection Does Not Exist				
SW Loop Road & Distribution Center Driveway/Dahlgren Road <i>Unsignalized</i>	EB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.00	0.0	A	-	0	0.00	0.0	A	-	0
	WB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.10	9.6	A	-	8	0.10	9.6	A	-	8
	NB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.34	9.1	A	-	38	0.34	9.1	A	-	38
	Intersection	-	9.2	A	-	-	-	9.2	A	-	-	-	9.2	A	-	-	-	9.2	A	-	-
SW Loop Road & Proposed Access Road <i>Roundabout</i>	WB-LR	Intersection Does Not Exist					Intersection Does Not Exist					0.00	0.0	A	-	0	0.00	0.0	A	-	0
	NB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.25	5.5	A	-	25	0.25	5.5	A	-	25
	NB-TR	Intersection Does Not Exist					Intersection Does Not Exist					0.28	5.8	A	-	25	0.28	5.8	A	-	25
	SB-LT	Intersection Does Not Exist					Intersection Does Not Exist					0.05	3.6	A	-	0	0.05	3.6	A	-	0
	SB-T	Intersection Does Not Exist					Intersection Does Not Exist					0.06	3.7	A	-	0	0.06	3.7	A	-	0
	Intersection	-	5.3	A	-	-	-	5.3	A	-	-	-	5.3	A	-	-	-	5.3	A	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
New Hampshire Ave (MD 650) & Powder Mill Road <i>Signalized</i>	EB-L	0.39	90.7	F	48	91	0.77	95.5	F	213	303	0.77	95.5	F	213	303	0.77	95.5	F	213	303
	EB-T	0.15	81.4	F	19	47	0.39	73.9	E	108	170	0.39	73.9	E	108	170	0.39	73.9	E	108	170
	EB-R	0.33	3.8	A	0	0	0.40	10.8	B	0	57	0.40	10.8	B	0	57	0.40	10.8	B	0	57
	WB-L	0.64	76.7	E	200	241	0.76	82.9	F	237	304	0.76	83.2	F	240	309	0.76	83.2	F	240	309
	WB-T	0.65	82.7	F	206	280	0.74	90.5	F	237	347	0.75	91.1	F	242	352	0.75	91.1	F	242	352
	WB-R	0.77	49.4	D	168	265	0.83	58.2	E	196	342	0.83	58.0	E	196	342	0.83	58.0	E	196	342
	NB-L	0.37	90.1	F	44	87	0.64	95.9	F	126	191	0.64	95.9	F	121	191	0.64	95.9	F	121	191
	NB-TR	0.85	39.3	D	810	1,104	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist				
	NB-T	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.90	47.8	D	905	1,013
	NB-R	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.31	17.3	B	106	181
	SB-L	1.14	168.7	F	317	526	1.69	381.5	F	433	629	1.69	381.5	F	433	629	1.33	232.2	F	433	629
	SB-TR	0.69	29.4	C	504	1,013	1.05	76.2	F	1,268	1,410	1.12	99.3	F	1,409	1,544	1.12	99.3	F	1,409	1,544
	Intersection	-	45.3	D	-	-	-	75.3	E	-	-	-	84.6	F	-	-	-	81.4	F	-	-
New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road <i>Signalized</i>	EB-LTR	0.05	0.2	A	0	0	0.07	0.4	A	0	0	0.07	0.4	A	0	0	0.06	0.2	A	0	0
	WB-L	0.33	66.2	E	95	160	0.39	79.1	E</												

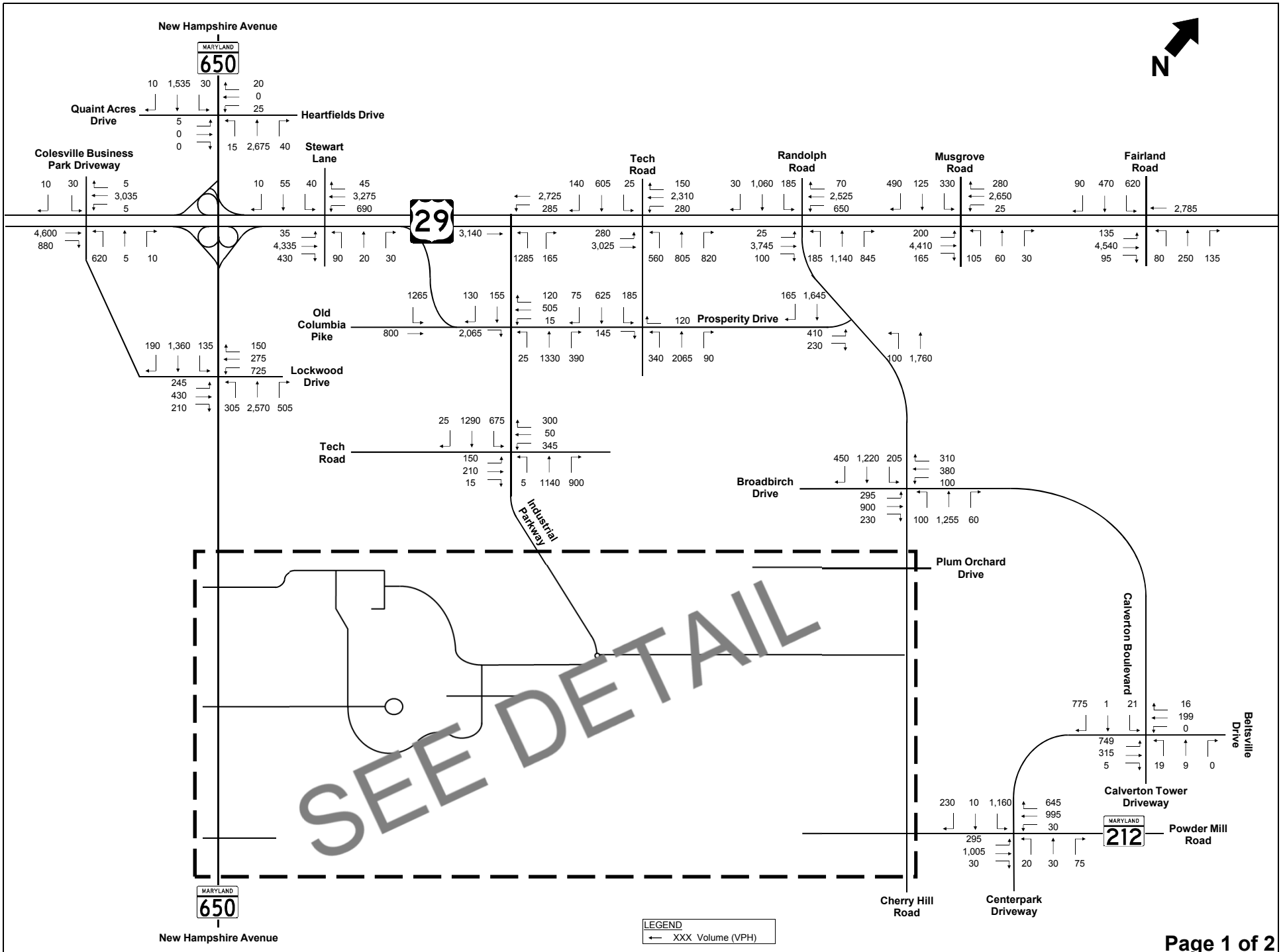
Exhibit 4
PM Peak Hour Conditions
Intersection Capacity Analysis


Intersection	LANE GROUP	PM Existing Condition					PM No Action Condition					PM Action Condition					PM Action with Mitigation Condition							
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)			
Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive <i>Signalized</i>	EB-L	0.14	66.3	E	33	7	0.14	66.4	E	34	72	0.14	66.4	E	34	72	0.12	52.0	D	27	60			
	EB-R	0.03	2.6	A	0	4	0.04	6.3	A	0	8	0.04	6.3	A	0	8	0.03	2.5	A	0	4			
	WB-L	0.82	113.0	F	271	360	1.18	159.4	F	490	621	1.36	227.3	F	623	758	1.18	126.4	F	472	585			
	WB-TR	0.04	95.1	F	12	29	0.06	64.3	E	16	42	0.06	64.3	E	16	42	0.05	29.1	C	9	19			
	NB-T	0.97	27.6	C	1,298	1,351	1.09	65.8	F	1,970	1,943	1.09	67.2	F	1,981	1,954	1.15	91.8	F	1,712	1,716			
	SB-L	0.12	9.0	A	1	2	0.12	7.6	A	1	1	0.12	7.6	A	1	1	0.11	11.0	B	2	2			
	SB-TR	0.65	7.7	A	357	371	0.74	7.5	A	283	273	0.81	7.9	A	311	300	0.86	16.5	B	572	580			
Intersection	-	26.4	C	-	-	-	50.6	D	-	-	-	56.5	E	-	-	-	64.6	E	-	-				
New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive <i>Signalized</i>	EB-LTR	0.11	1.3	A	0	0	0.04	0.5	A	0	0	0.04	0.5	A	0	0	0.03	0.2	A	0	0			
	WB-LT	0.24	69.2	E	25	58	0.32	63.9	E	21	53	0.32	63.9	E	21	53	0.26	59.3	E	20	53			
	WB-R	0.12	1.3	A	0	0	0.13	1.5	A	0	0	0.13	1.5	A	0	0	0.09	0.8	A	0	0			
	NB-L	0.15	67.5	E	17	44	0.18	58.6	E	14	38	0.18	58.6	E	14	38	0.10	46.4	D	13	32			
	NB-TR	0.68	9.8	A	469	617	0.74	7.9	A	436	497	0.79	9.3	A	522	596	0.81	10.4	B	634	602			
	SB-L	0.21	68.2	E	26	60	0.35	64.6	E	27	62	0.35	64.6	E	27	62	0.31	61.8	E	26	62			
	SB-TR	0.38	5.6	A	169	227	0.41	3.4	A	73	169	0.42	3.4	A	73	170	0.43	5.3	A	98	315			
Intersection	-	9.3	A	-	-	-	7.2	A	-	-	-	8.1	A	-	-	-	9.4	A	-	-				
Columbia Pike (US 29) & Stewart Lane <i>Signalized</i>	EB-L	0.32	85.4	F	38	80	0.84	152.4	F	60	154	0.84	152.4	F	60	154	1.04	204.6	F	53	149			
	EB-TR	0.25	68.3	E	33	76	0.47	81.6	F	80	142	0.47	81.6	F	80	142	0.56	77.1	E	66	123			
	WB-LT	0.55	87.5	F	69	125	1.25	228.2	F	192	346	1.25	228.2	F	192	346	1.40	280.7	F	172	316			
	WB-R	0.09	0.1	A	0	0	0.22	6.9	A	0	17	0.22	6.9	A	0	17	0.19	1.7	A	0	0			
	NB-L	0.30	71.5	E	32	38	0.41	95.7	F	56	60	0.41	95.6	F	58	55	0.61	78.5	E	48	42			
	NB-T	1.29	161.7	F	2,124	2,150	1.35	172.8	F	3,243	2,892	1.35	172.8	F	2,726	2,373	1.48	230.0	F	2,374	1,734			
	NB-R	0.24	13.7	B	78	90	0.41	0.5	A	2	2	0.41	0.4	A	2	1	0.45	0.2	A	0	0			
	SB-L	0.93	92.5	F	401	612	4.66	Error	F	1,658	1,920	4.66	Error	F	1,658	1,920	1.47	256.6	F	528	463			
	SB-T	0.63	3.8	A	170	178	1.06	55.2	F	1,937	2,013	1.06	55.2	F	1,937	2,013	0.97	14.7	B	994	671			
	SB-R	0.03	0.0	A	0	0	0.05	0.6	A	0	6	0.05	0.6	A	0	6	0.05	0.2	A	0	0			
Intersection	-	97.4	F	-	-	-	230.3	F	-	-	-	230.3	F	-	-	-	138.2	F	-	-				
FDA Boulevard & Industrial Parkway <i>Roundabout</i>	WB-L				Intersection Does Not Exist					0.01	3.6	A	-	0	0.02	3.8	A	-	0	0.02	3.8	A	-	0
	WB-LR				Intersection Does Not Exist					0.01	3.4	A	-	0	0.01	3.7	A	-	0	0.01	3.7	A	-	0
	WB-R				Intersection Does Not Exist					0.22	0.0	A	-	25	0.22	0.0	A	-	25	0.22	0.0	A	-	25
	NB-T				Intersection Does Not Exist					0.35	20.5	C	-	50	0.64	35.0	D	-	100	0.64	35.0	D	-	100
	NB-R				Intersection Does Not Exist					1.36	214.1	F	-	550	2.40	663.4	F	-	1,525	2.40	663.4	F	-	1,525
	SB-L				Intersection Does Not Exist					1.60	287.6	F	-	2,300	1.62	296.8	F	-	2,325	1.62	296.8	F	-	2,325
	SB-T				Intersection Does Not Exist					0.00	3.2	A	-	0	0.01	3.3	A	-	0	0.01	3.3	A	-	0
Intersection				Intersection Does Not Exist					-	221.3	F	-	-	-	328.1	F	-	-	-	328.1	F	-	-	
FDA Boulevard & B-5 <i>Signalized</i>	EB-L				Intersection Does Not Exist					0.83	37.5	D	526	706	0.84	38.9	D	525	708	0.93	29.4	C	133	439
	EB-T				Intersection Does Not Exist					0.33	7.6	A	127	141	0.46	8.7	A	192	217	0.46	5.2	A	108	187
	WB-TR				Intersection Does Not Exist					0.89	29.3	C	159	172	0.89	34.4	C	174	158	Movement Does Not Exist				
	WB-T				Intersection Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.15	7.2	A	35	63
	WB-R				Intersection Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.45	2.0	A	0	39
	SB-L				Intersection Does Not Exist					0.45	56.6	E	168	257	0.46	56.5	E	170	257	0.58	38.7	D	93	157
	SB-R				Intersection Does Not Exist					0.06	0.1	A	0	0	0.06	0.1	A	0	0	0.06	0.1	A	0	0
Intersection				Intersection Does Not Exist					-	25.4	C	-	-	-	25.8	C	-	-	-	12.4	B	-	-	
Cherry Hill Road & FDA Boulevard <i>Signalized</i>	EB-L	0.66	67.6	E	158	198	0.77	49.8	D	239	286	0.84	50.4	D	310	420	0.89	66.6	E	405	526			
	EB-R	0.56	11.3	B	0	70	0.78	24.2	C	128	207	0.98	54.6	D	253	704	0.91	59.3	E	561	809			
	NB-L	0.02	2.8	A	0	2	1.03	85.5	F	310	608	1.29	180.3	F	429	631	0.92	92.4	F	201	300			
	NB-T	0.41	3.7	A	28	404	0.47	3.7	A	48	181	0.50	6.1	A	208	185	0.49	12.2	B	262	308			
	SB-T	0.55	11.2	B	175	647	1.02	34.6	F	683	493	1.02	34.6	F	679	478	0.95	21.4	C	917	864			
	SB-R	0.01	7.2	A	1	7	0.50	2.5	A	22	21	0.50	2.5	A	23	21	0.32	0.0	A	0	0			
	Intersection	-	14.0	B	-	-	-	29.0	C	-	-	-	40.8	D	-	-	-	33.9	C	-	-			
	Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive <i>Signalized</i>	EB-L	0.68	72.9	E	143	206	0.44	48.8	D	135	211	0.44	48.8	D	135	211	0.44	48.8	D	135	211		
		EB-T	0.22	53.4	D	59	97	0.18	42.0	D	70	120	0.18	42.0	D	70	120	0.18	42.0	D	70	120		
		EB-R	0.80	23.5	C	86	212	1.04	73.1	F	513	766	1.04	73.1	F	513	766	1.04	73.1	F	513	766		
WB-L		0.08	49.8	D	15	37	0.05	40.1	D	12	33	0.05	40.1	D	12	33	0.05	40.1	D	12	33			
WB-TR		0.16	38.6	D	31	65	0.06	32.7	C	18	38	0.06	32.7	C	18	38	0.06	32.7	C	18	38			
NB-L		0.65	32.5	C	98	198	1.13	132.4	F	467	690	1.13	131.1	F	468	671	1.13	124.3	F	474	654			
NB-TR		0.37	1.8	A	14	66	0.59	14.7	B	203	378	0.66	16.6	B	314	395	0.66	20.5	C	456	537			
SB-L		0.15	41.3	D	42	31	0.21	31.0	C	30	29	0.26	33.7	C	30	29	0.26	13.1	B	5	9			
SB-TR		0.58	48.7	D	608	426	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist							
SB-T		Movement Does Not Exist					1.01	57.9	F	853	740	1.01	59.5	F	863	741	1.01	44.2	F	851	971			
SB-R	Movement Does Not Exist					0.21	16.0	B	97	86	0.21	16.0	B	97	86	0.21	0.6	A	0	0				
Intersection	-	30.1	C	-	-	-	52.2	D	-	-	-	51.9	D	-	-	-	46.9	D	-	-				
Cherry Hill Road & Powder Mill Road (MD 212) <i>Signalized</i>	EB-L	0.71	67.8	E	177	224	0.85	82.0	F	184	263	0.85	82.0	F	184	263	0.85	80.9	F	184	263			
	EB-TR	0.43	38.0	D	214	300	0.55	43.2	D	263	327	0.55	43.2	D	263	327	0.55	42.2	D	263	327			
	WB-L	0.76	98.2	F	187	279	0.54	42.5	D	75	88	0.54	42.3	D	75	87	0.58	83.1	F	76	135			
	WB-T	0.42	35.4	D	81	228	0.89	27.0	C	331	431	0.89	26.7	C	325	406	0.91	64.7	E	423	535			
	WB-R	0.23	0.3	A	0	0	0.03	0.0	A	0	0	0.04	0.0	A	0	0	0.04	0.1	A	0	0			
	NB-L	0.41	73.9	E	55	101	0.70	99.0	F	78	162	0.70	99.0	F	78									

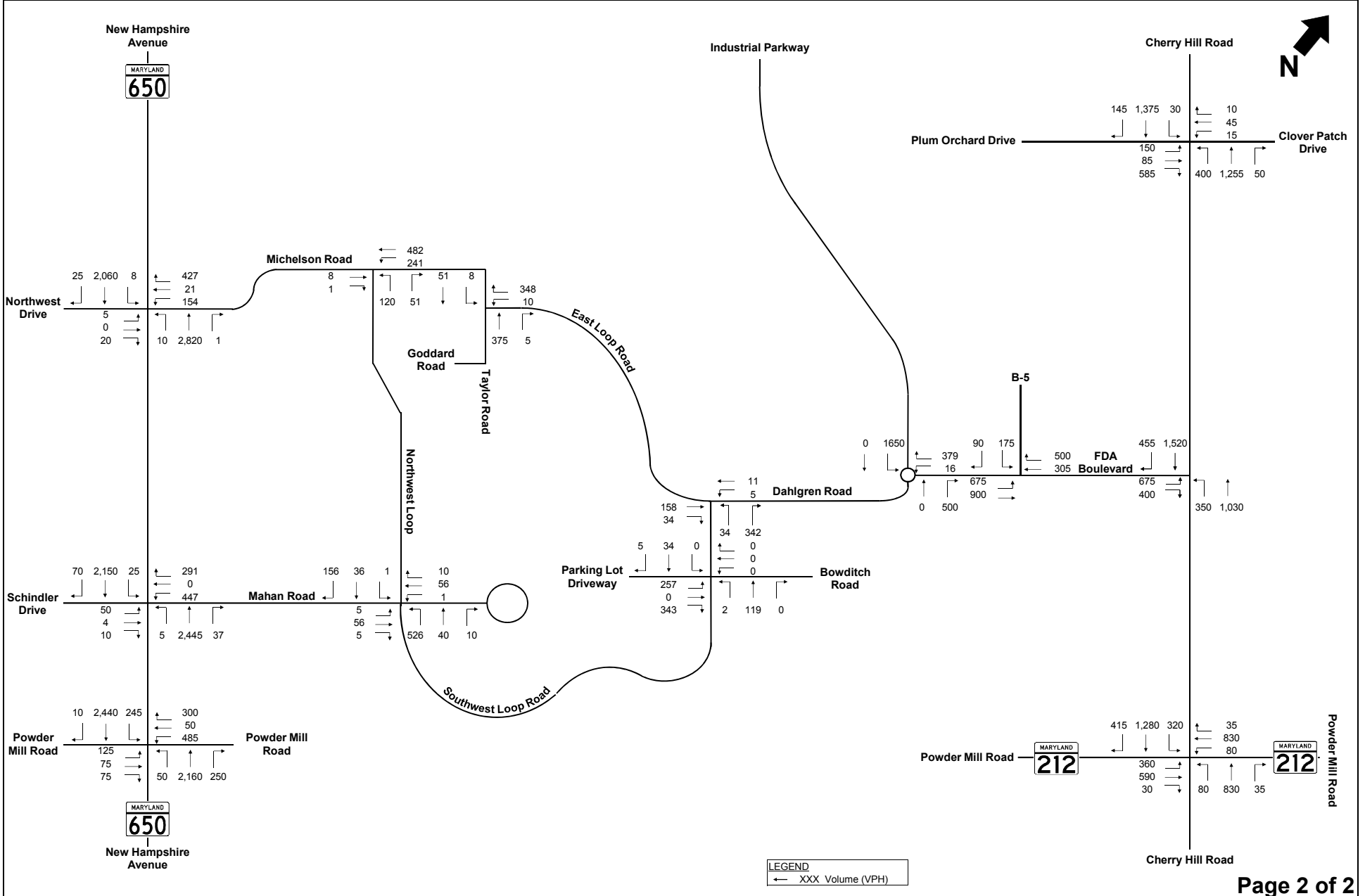
Exhibit 4
PM Peak Hour Conditions
Intersection Capacity Analysis


Intersection	LANE GROUP	PM Existing Condition					PM No Action Condition					PM Action Condition					PM Action with Mitigation Condition					
		V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	V/C Ratio	Delay	Level of Service	50th Queue (ft)	95th Queue (ft)	
Old Columbia Pike/Prosperity Drive & Tech Road Unsignalized	EB-LTR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB-L	0.01	8.1	A	-	0	0.45	12.7	B	-	58	0.45	12.7	B	-	58	0.45	12.7	B	-	58	
	WB-TR	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NB-LTR	0.59	66.3	F	-	75	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	NB-R	Movement Does Not Exist					0.13	11.7	B	-	11	0.13	11.7	B	-	11	0.13	11.7	B	-	11	
	SB-LTR	0.64	67.9	F	-	88	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	SB-R	0.12	11.3	B	-	10	0.38	37.5	E	-	40	0.38	38.6	E	-	41	0.38	38.6	E	-	41	
Intersection	-	9.1	A	-	-	-	18.6	C	-	-	-	19.7	C	-	-	-	19.7	C	-	-		
Old Columbia Pike & Industrial Parkway Unsignalized - Existing Signalized - No Build & Build	EB-LTR	-	-	-	-	-	1.11	95.6	F	21	0	1.12	99.1	F	22	0	0.73	29.4	C	0	0	
	WB-L	0.01	8.3	A	-	0	0.05	35.7	D	18	43	0.05	35.7	D	18	43	0.05	21.0	C	10	14	
	WB-TR	-	-	-	-	-	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	WB-T	Movement Does Not Exist					1.10	102.3	F	713	808	1.13	114.4	F	754	849	1.08	83.4	F	719	763	
	NB-R	Movement Does Not Exist					0.49	5.2	A	0	77	0.49	5.2	A	0	77	0.48	1.7	A	10	12	
	NB-R	0.19	10.8	B	-	18	1.01	60.7	F	1,242	1,532	1.01	60.7	F	1,243	1,532	0.79	38.0	D	452	1,001	
	SB-LTR	Movement Does Not Exist					0.45	25.5	C	237	292	0.45	25.5	C	237	292	0.47	31.2	C	265	288	
SB-LT	0.04	20.4	C	-	3	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist						
SB-R	0.00	10.7	B	-	0	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist						
Intersection	-	1.6	A	-	-	-	66.7	E	-	-	-	71.1	E	-	-	-	47.9	D	-	-		
Old Columbia Pike & Columbia Pike (US 29) Right Turn Lane Signalized	EB-L	Intersection Does Not Exist					0.90	22.1	C	235	389	0.90	22.1	C	235	389	0.76	12.8	B	424	257	
	NB-T	Intersection Does Not Exist					0.78	24.6	C	148	218	0.78	24.6	C	148	218	0.42	8.8	A	102	139	
	SB-T	Intersection Does Not Exist					0.64	20.6	C	115	167	0.64	20.6	C	115	167	0.64	17.3	B	225	221	
	Intersection	Intersection Does Not Exist					-	22.4	C	-	-	-	22.4	C	-	-	-	12.7	B	-	-	
Tech Road & Industrial Parkway Unsignalized - Existing Signalized - No Build & Build	EB-LTR	0.70	24.1	C	-	140	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	EB-L	Movement Does Not Exist					1.10	109.2	F	419	553	1.10	109.2	F	419	553	1.11	95.4	F	403	538	
	EB-TR	Movement Does Not Exist					0.67	22.6	C	483	561	0.68	22.6	C	484	563	Movement Does Not Exist					
	EB-T	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.65	27.8	C	606	673	
	EB-R	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.03	0.6	A	0	0	
	WB-LTR	0.41	10.0	A	-	3	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	WB-LT	Movement Does Not Exist					0.97	65.1	E	670	828	1.01	74.5	F	732	889	0.99	67.4	E	682	849	
	WB-R	Movement Does Not Exist					0.62	1.8	A	0	0	0.64	1.9	A	0	0	0.64	1.9	A	0	0	
	NB-LTR	0.46	14.9	B	-	60	0.90	89.7	F	212	307	1.71	375.8	F	595	812	Movement Does Not Exist					
	NB-L	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.68	78.0	E	152	236	
	NB-TR	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					0.97	113.8	F	235	416	
	SB-L	Movement Does Not Exist					0.96	105.1	F	325	535	0.97	105.8	F	326	537	1.05	125.0	F	339	551	
	SB-LTR	0.30	11.3	B	-	30	0.64	25.5	C	103	173	0.64	25.6	C	104	174	0.68	27.0	C	105	175	
Intersection	-	16.5	C	-	-	-	49.7	D	-	-	-	71.5	E	-	-	-	51.2	D	-	-		
Prosperity Drive & Cherry Hill Road Signalized	EB-T	0.68	36.0	D	776	884	0.54	4.8	A	230	205	0.54	4.8	A	231	209	0.69	6.8	A	189	205	
	EB-R	0.12	8.7	A	23	41	0.17	0.8	A	8	10	0.17	0.8	A	8	10	0.21	0.7	A	1	1	
	WB-L	0.32	13.9	B	17	36	0.53	26.0	C	22	32	0.50	23.3	C	22	24	0.55	41.8	D	39	44	
	WB-R	0.62	7.4	A	235	276	0.70	4.6	A	143	161	0.76	5.6	A	144	146	0.90	14.1	B	918	752	
	NB-L	0.80	72.9	E	276	389	1.45	260.1	F	658	886	1.45	260.1	F	658	886	0.89	61.9	E	383	389	
	NB-R	0.38	8.5	A	0	64	0.64	39.0	D	130	230	0.64	39.0	D	130	230	0.42	15.9	B	55	74	
	Intersection	-	24.1	C	-	-	-	33.5	C	-	-	-	32.9	C	-	-	-	16.4	B	-	-	
Cherry Hill Road & Broadbirch Drive/Calverton Boulevard Signalized	EB-L	0.35	17.6	B	105	153	0.69	23.0	C	211	273	0.69	23.0	C	211	273	1.09	109.4	F	386	569	
	EB-TR	0.89	40.1	D	786	1,059	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	EB-T	Movement Does Not Exist					0.49	18.9	B	296	334	0.49	18.9	B	296	334	0.97	72.6	E	524	623	
	EB-R	Movement Does Not Exist					1.08	85.2	F	43	207	1.08	85.2	F	43	207	0.18	0.2	A	0	0	
	WB-L	1.00	155.5	F	65	180	0.55	47.8	D	88	157	0.55	47.8	D	88	157	0.88	92.0	F	75	166	
	WB-T	0.29	30.6	C	150	229	0.31	32.2	C	159	196	0.31	32.2	C	159	196	0.76	69.0	E	220	272	
	WB-R	0.37	11.9	B	63	147	0.50	25.7	C	180	264	0.50	25.7	C	180	264	0.22	0.3	A	0	0	
	NB-L	0.37	29.6	C	39	70	0.75	54.2	D	108	182	0.75	52.4	D	113	175	0.57	37.5	D	80	145	
	NB-TR	0.79	39.0	D	406	556	1.12	105.1	F	840	921	1.26	161.3	F	1,036	1,109	1.04	65.3	F	885	936	
	SB-L	3.05	971.8	F	338	515	4.72	Error	F	412	562	4.72	Error	F	412	561	0.94	104.6	F	193	350	
	SB-TR	1.55	290.8	F	1,002	1,185	Movement Does Not Exist					Movement Does Not Exist					Movement Does Not Exist					
	SB-T	Movement Does Not Exist					1.14	111.1	F	591	652	1.15	113.9	F	598	658	0.62	12.8	B	113	180	
	SB-R	Movement Does Not Exist					3.47	Error	F	945	1,136	3.47	Error	F	658	1,134	0.67	6.0	A	0	12	
Intersection	-	155.4	F	-	-	-	223.9	F	-	-	-	234.6	F	-	-	-	48.2	D	-	-		
Columbia Pike (US 29) & Musgrove Road Signalized	EB-L	0.72	97.1	F	140	208	1.14	149.9	F	490	708	1.14	149.9	F	490	708	1.35	225.8	F	459	666	
	EB-T	0.20	69.8	E	53	93	0.28	55.2	E	130	198	0.28	55.2	E	130	198	0.33	52.3	D	113	180	
	EB-R	0.53	20.2	C	30	107	1.06	103.5	F	579	826	1.06	103.5	F	579	826	1.20	146.2	F	533	767	
	WB-L	0.65	91.0	F	132	198	0.41	60.8	E	116	187	0.42	60.9	E	117	188	0.51	60.6	E	103	173	
	WB-TR	0.23	33.0	C	24	70	0.21	46.0	D	78	135	0.21	46.0	D	78	135	0.24	42.3	D	67	122	
	NB-L	0.37	75.0	E	40	37	0.67	59.7	E	139	80	0.67	60.2	E	139	83	0.83	83.6	F	171	101	
	NB-TR	0.75	39.0	D	1,206	928	1.31	188.8	F	2,341	900	1.37	214.9	F	2,525	960	1.25	135.5	F	1,970	216	
	SB-L	0.27	119.3	F	28	35	0.38	136.7	F	32	41	0.38	136.5	F	32	41	0.52	92.5	F	28	42	
	SB-TR	0.58	21.9	C	920	949	0.96	34.4	C	1,196	1,215	0.96	34.7	C	1,200	1,219	0.95	22.5	C	259	269	
	Intersection	-	34.7	C	-	-	-	123.9	F	-	-	-	139.4	F	-	-	-	98.0	F	-	-	
Columbia Pike (US 29) & Fairland Road Signalized	EB-L	0.77	84.1	F	303	425	1.84	432.9	F	749	994	1.84	432.9	F	749	994	1.28	190.6	F	429	556	
	EB-T	0.76	76.0	E	312	384	1.85	429.1	F	784	928	1.85	429.1	F	784	928	0.71	62.1	E	247	314	
	EB-R	0.17	0.9	A	0	0	0.32	6.8	A	0	32	0.32	6.8	A	0	32	0.26	18.8	B	22	76	
	WB-L	0.44	86.4	F	82	143	0.48	85.8	F	101	170	0.48	86.1	F	102	172	0.60	87.4	F	45	77	
	WB-LT	0.53	84.1	F	104	148	0.78	94.3	F	180	240	0.78	94.3	F	180	240	0.81	85.3	F	140	210	
	WB-R	0.46	15.2	B	0	61	0.52	23.0	C	22	99	0.52	23.0	C	22	99	0.58	26.9	C	29	104	
	NB-L	0.65	68.9	E	117	166	0.90	65.7	E	175	131	0.90	65.5	E	174	125	Movement Does Not Exist					
	NB-TR	0.91	58.																			

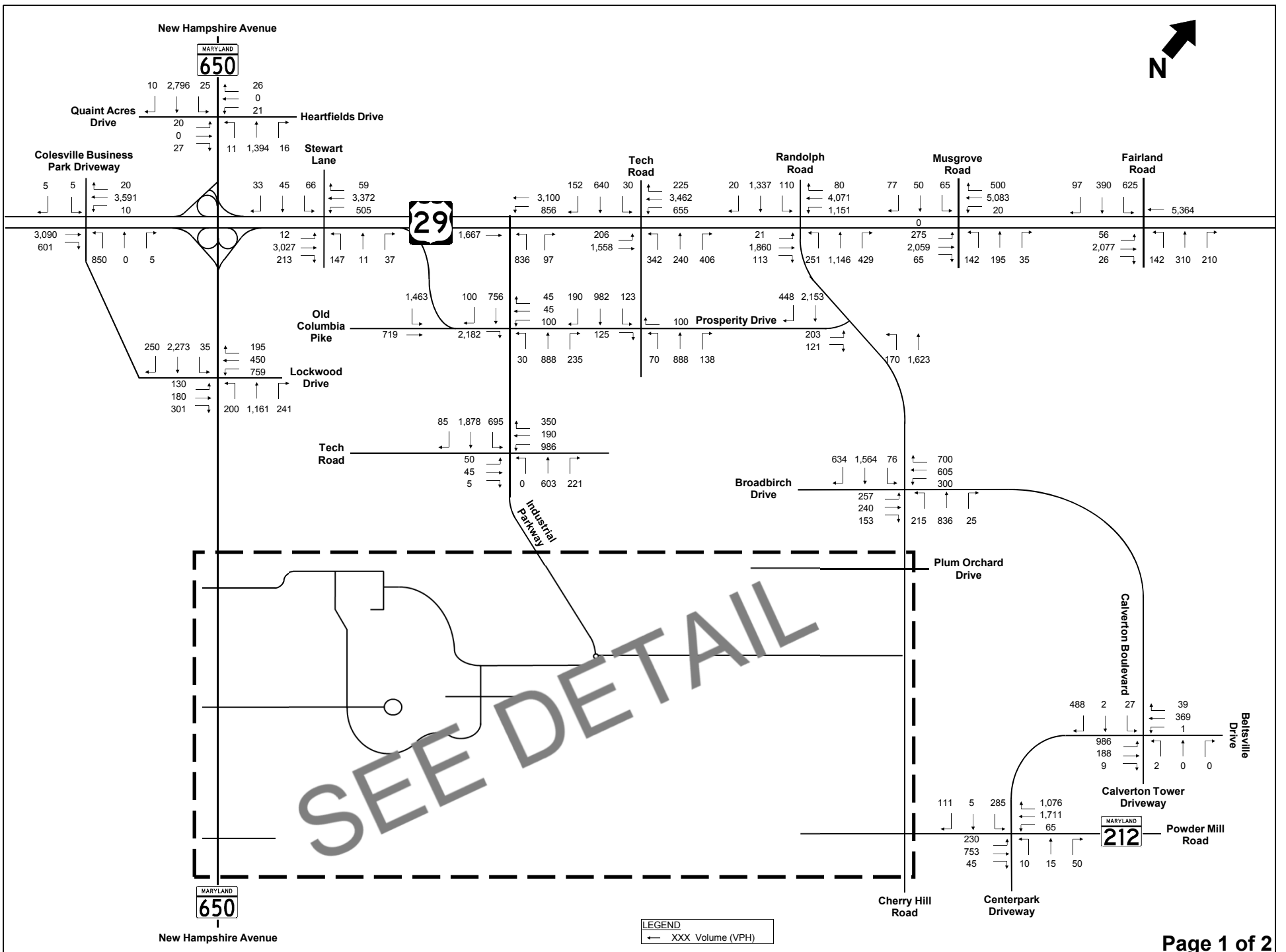





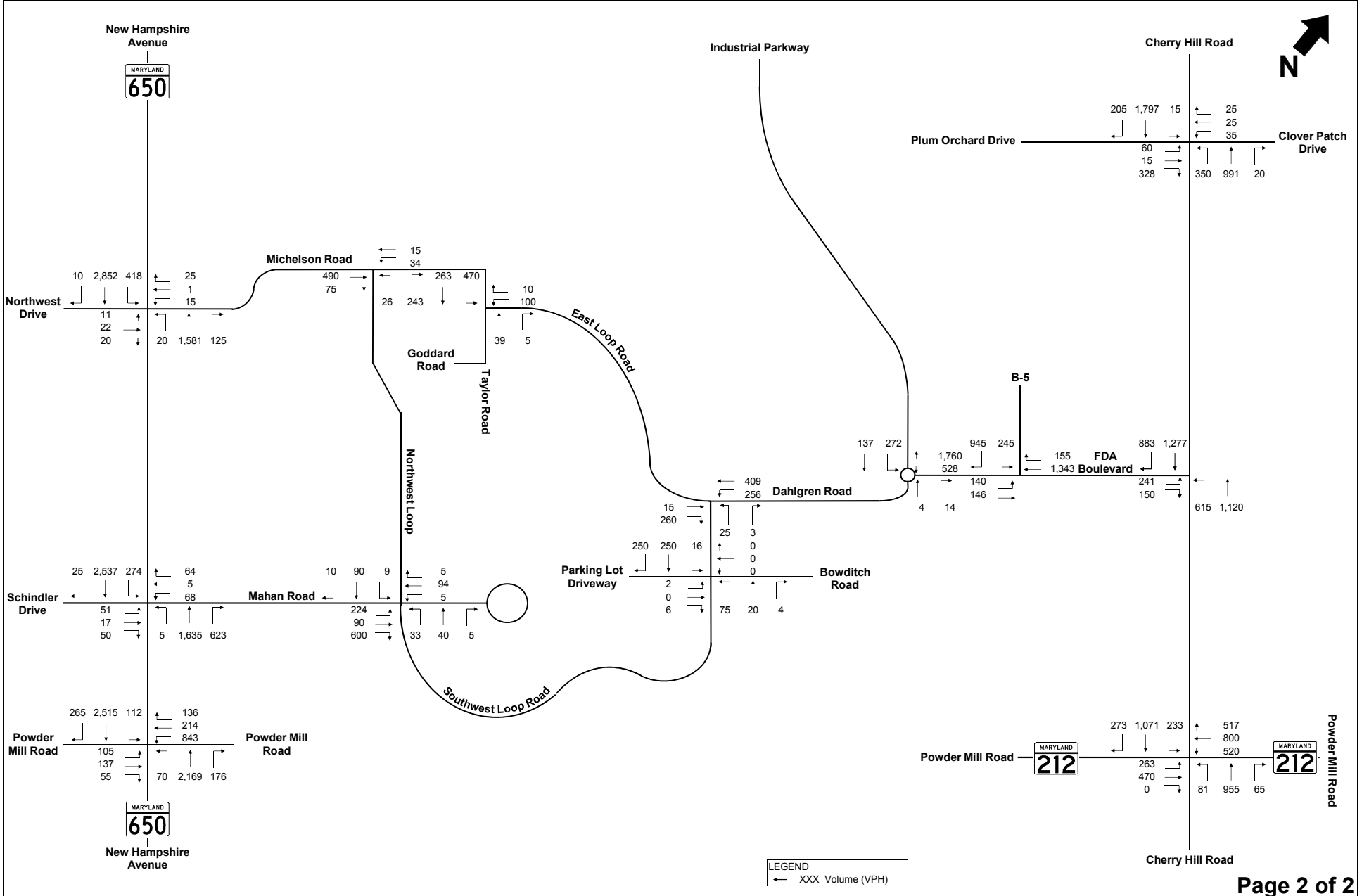
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 6 Sabra-Wang 2040 Future Condition PM Peak Hour (4:00 PM - 5:00 PM)
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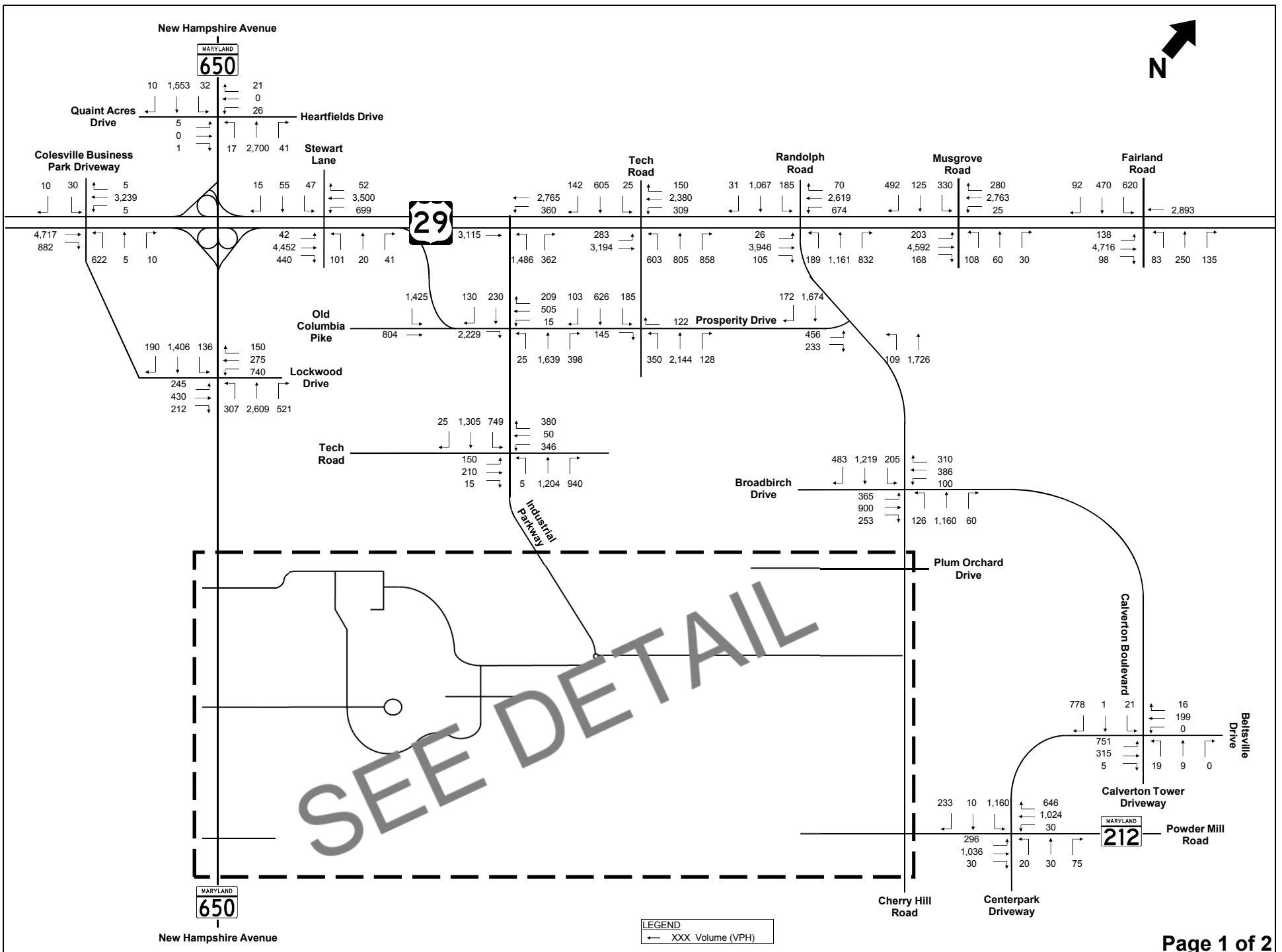
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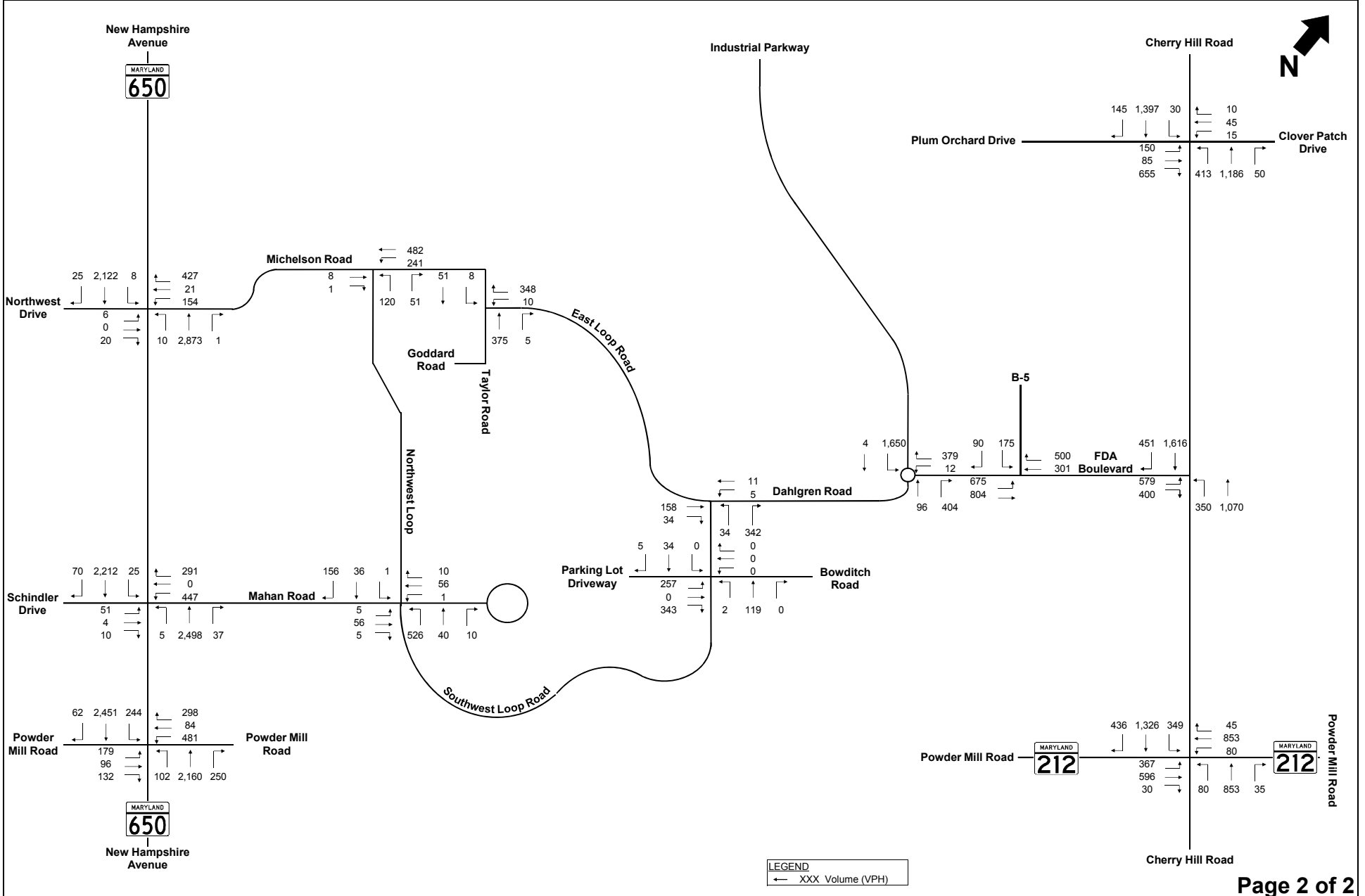
 <p>Stantec</p>	<p align="center">Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p align="center">Exhibit 7 2040 No Action Condition AM Peak Hour (8:00 AM - 9:00 AM)</p>
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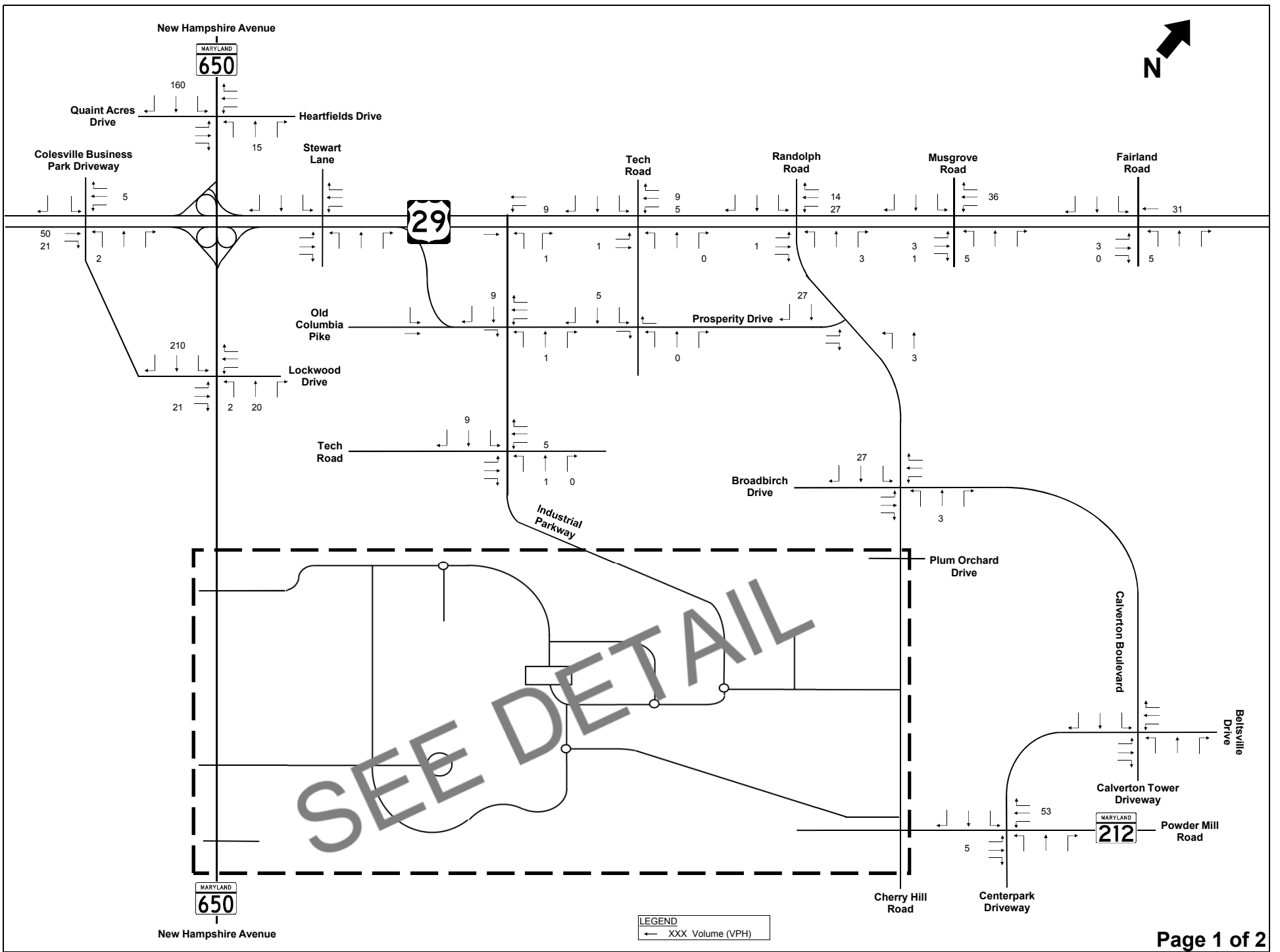
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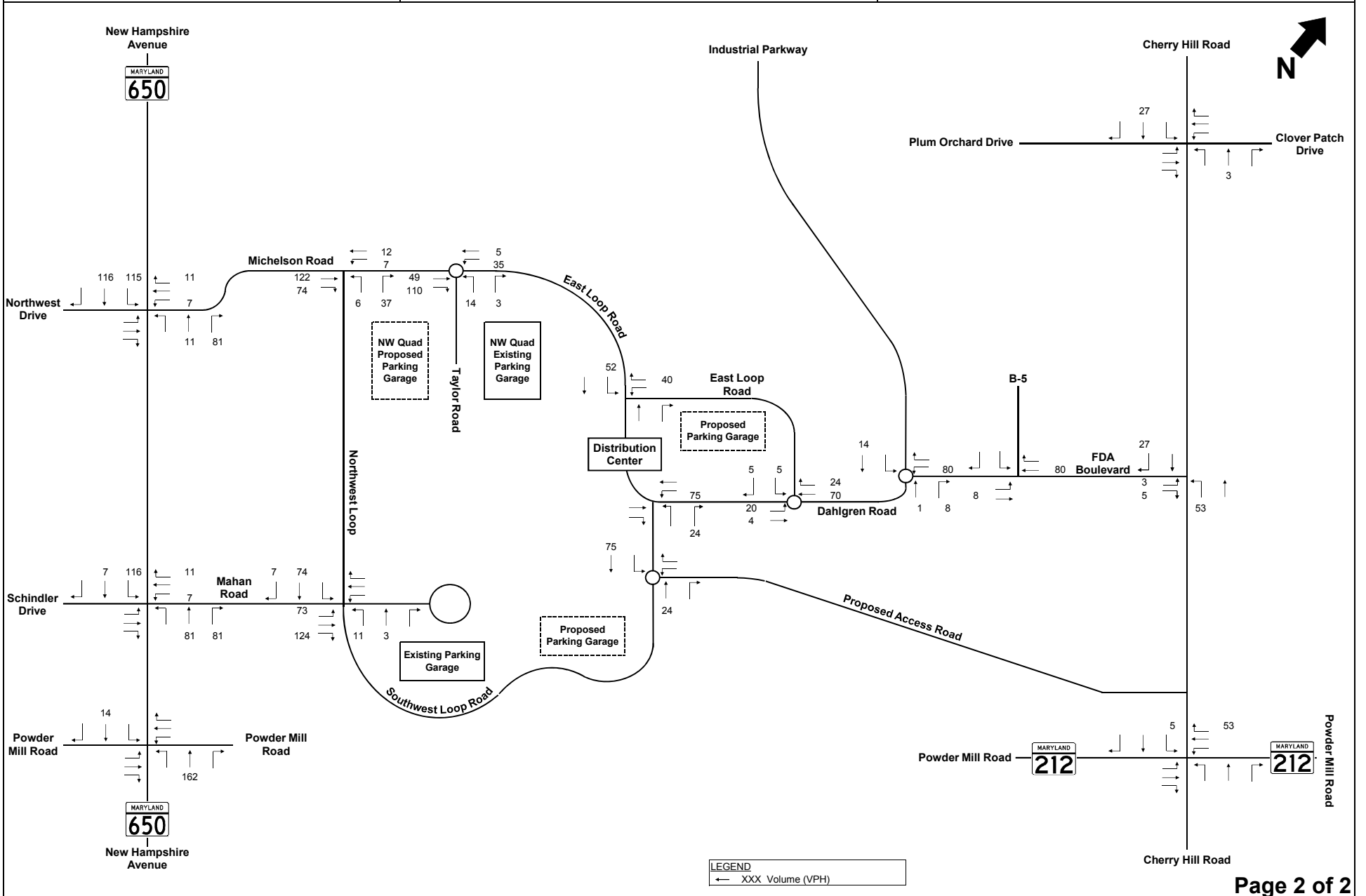
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 8 2040 No Action Condition PM Peak Hour (4:00 PM - 5:00 PM)
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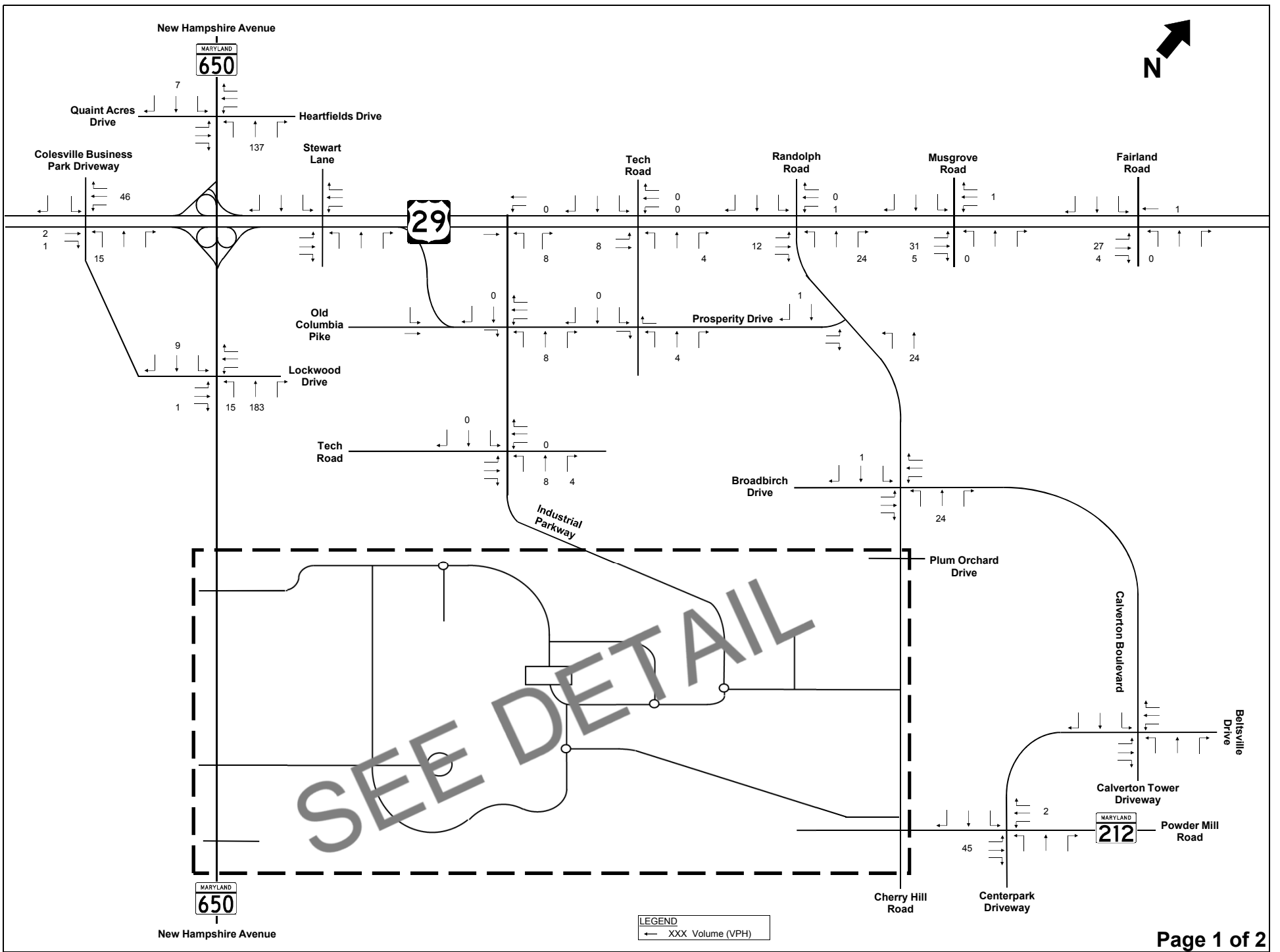
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 8 2040 No Action Condition PM Peak Hour (4:00 PM - 5:00 PM)
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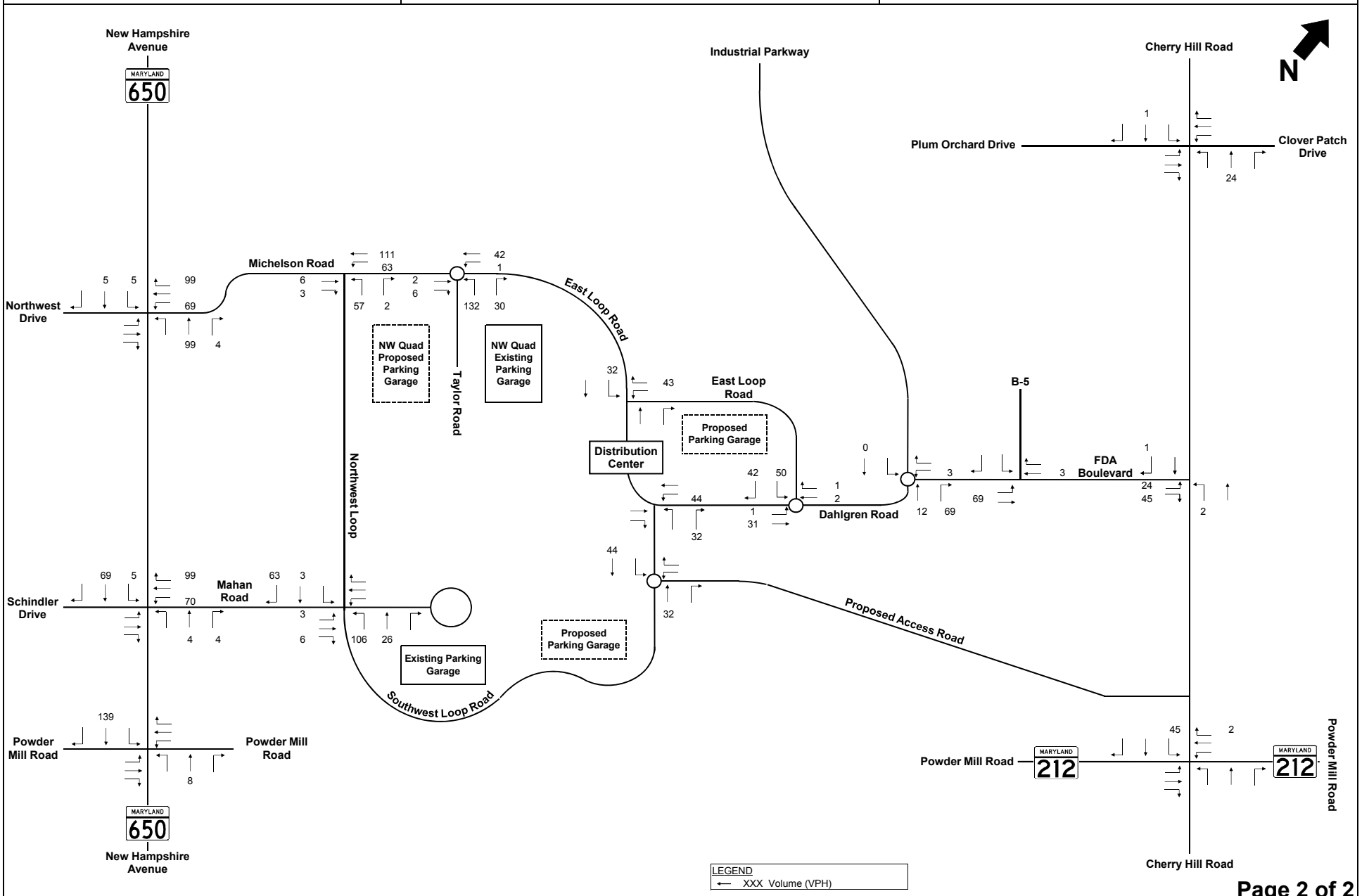
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 29 White Oak Off-Campus Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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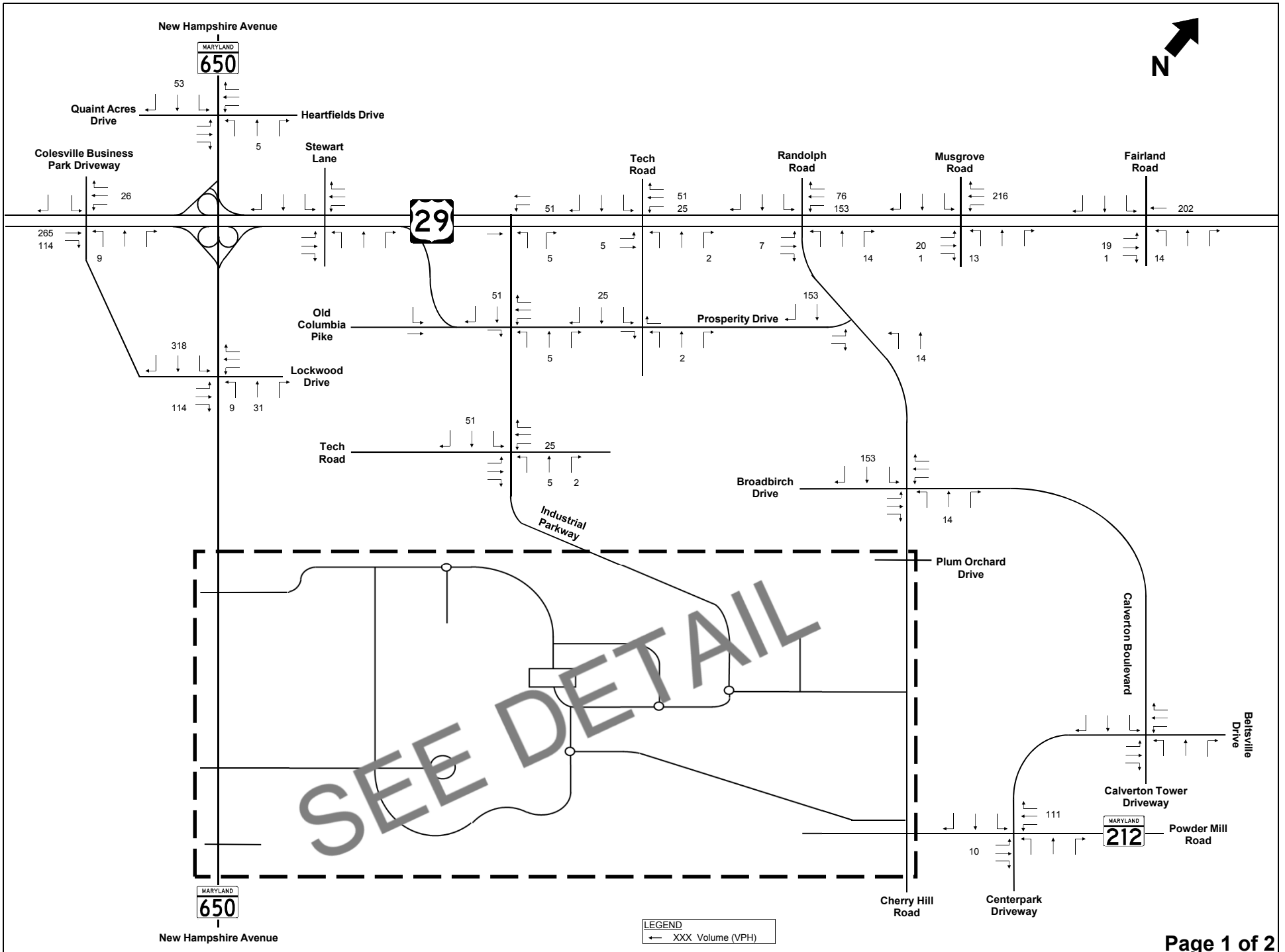
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 29 White Oak Off-Campus Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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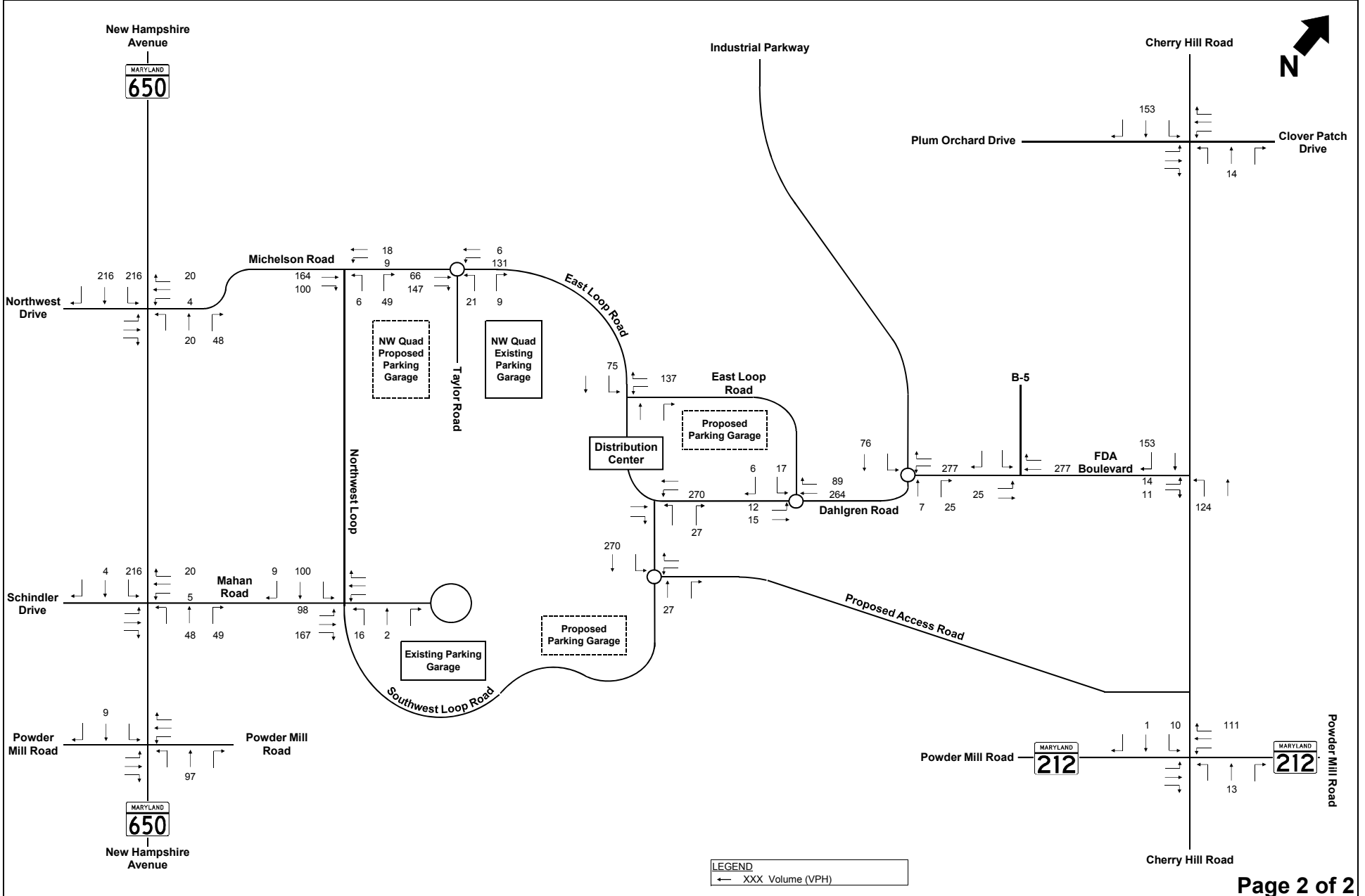
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 30 White Oak Off-Campus Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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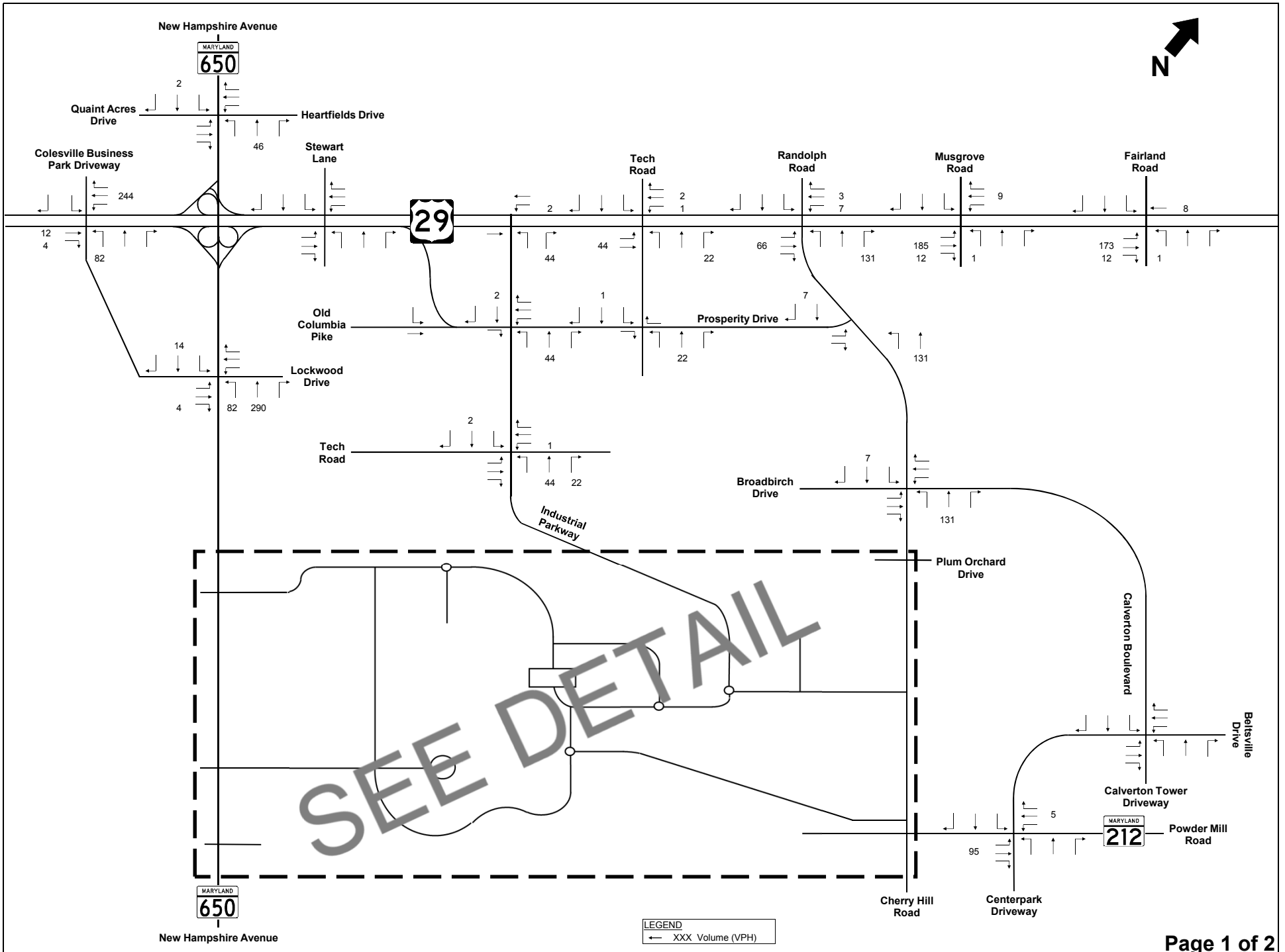
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 30 White Oak Off-Campus Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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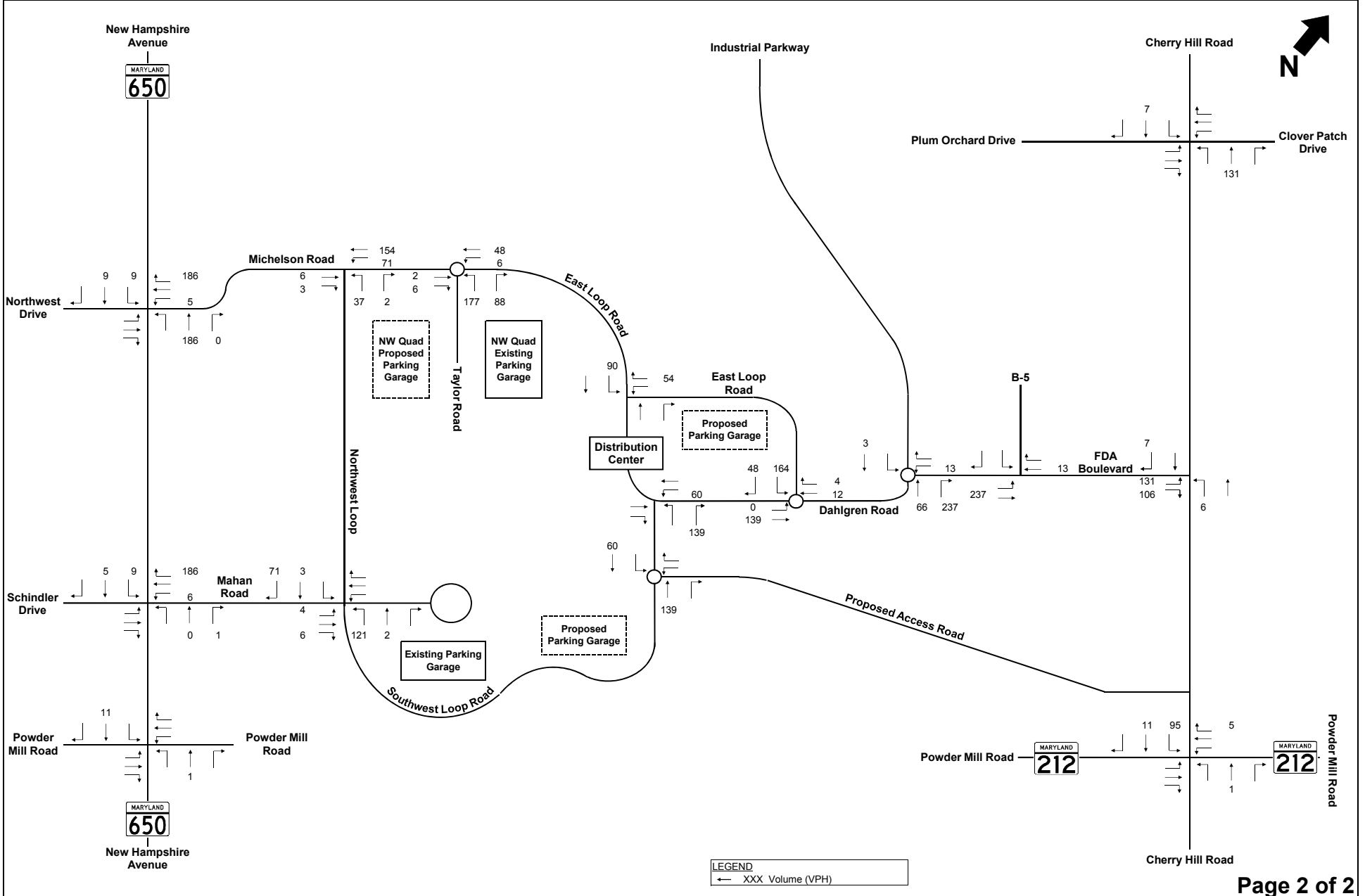
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 31 White Oak New Employees Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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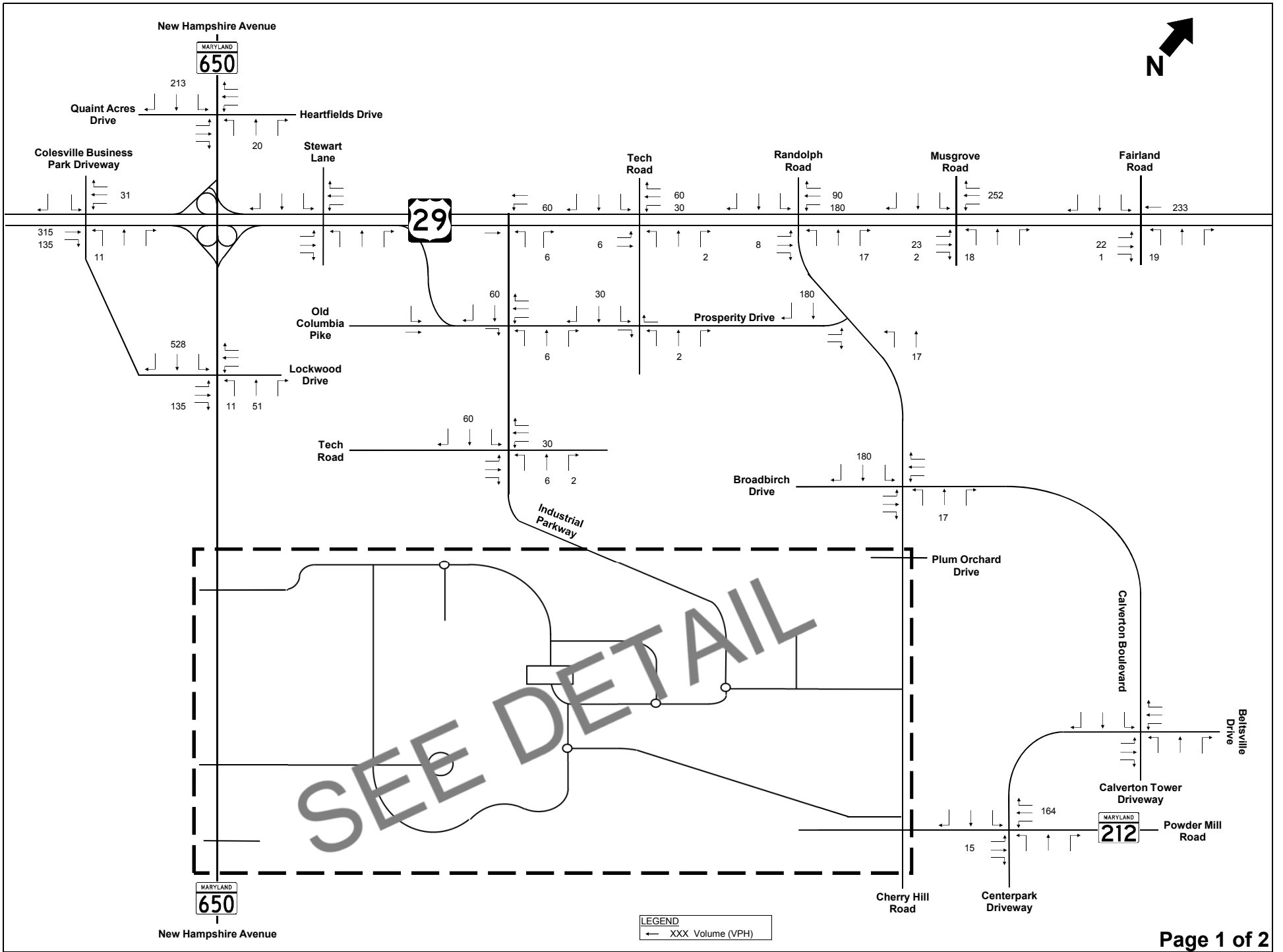
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 31 White Oak New Employees Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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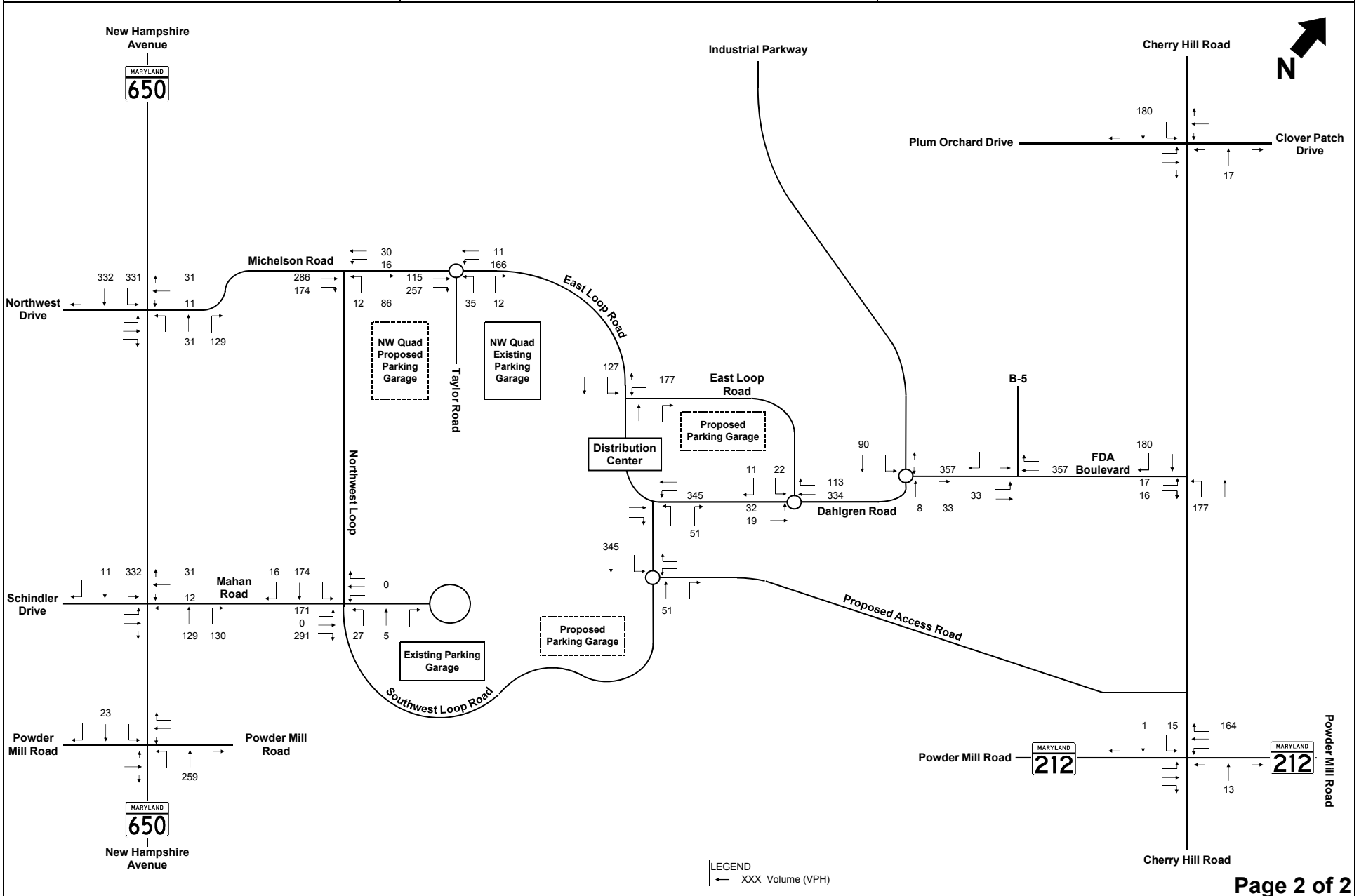
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 32 White Oak New Employees Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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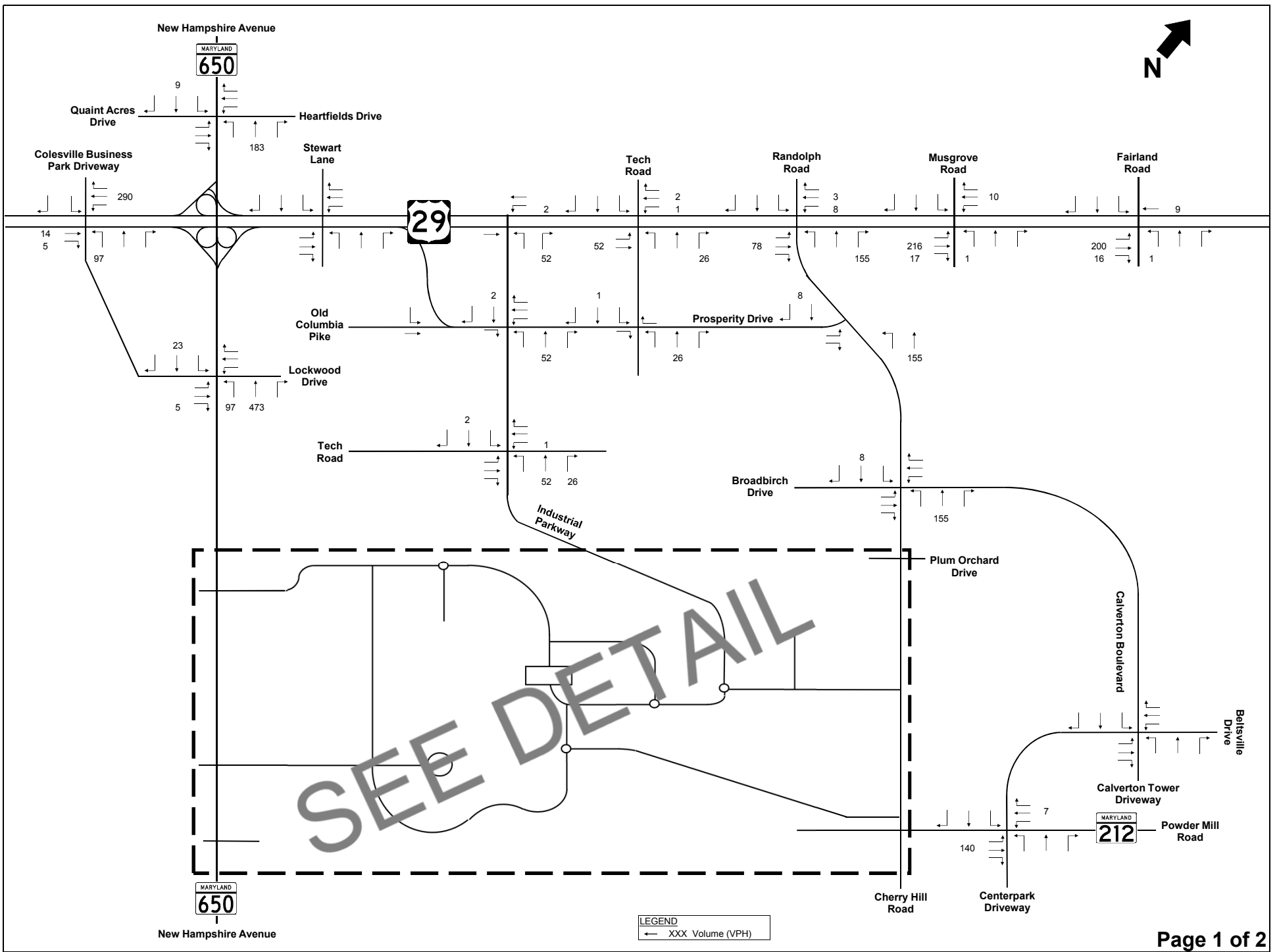
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 32 White Oak New Employees Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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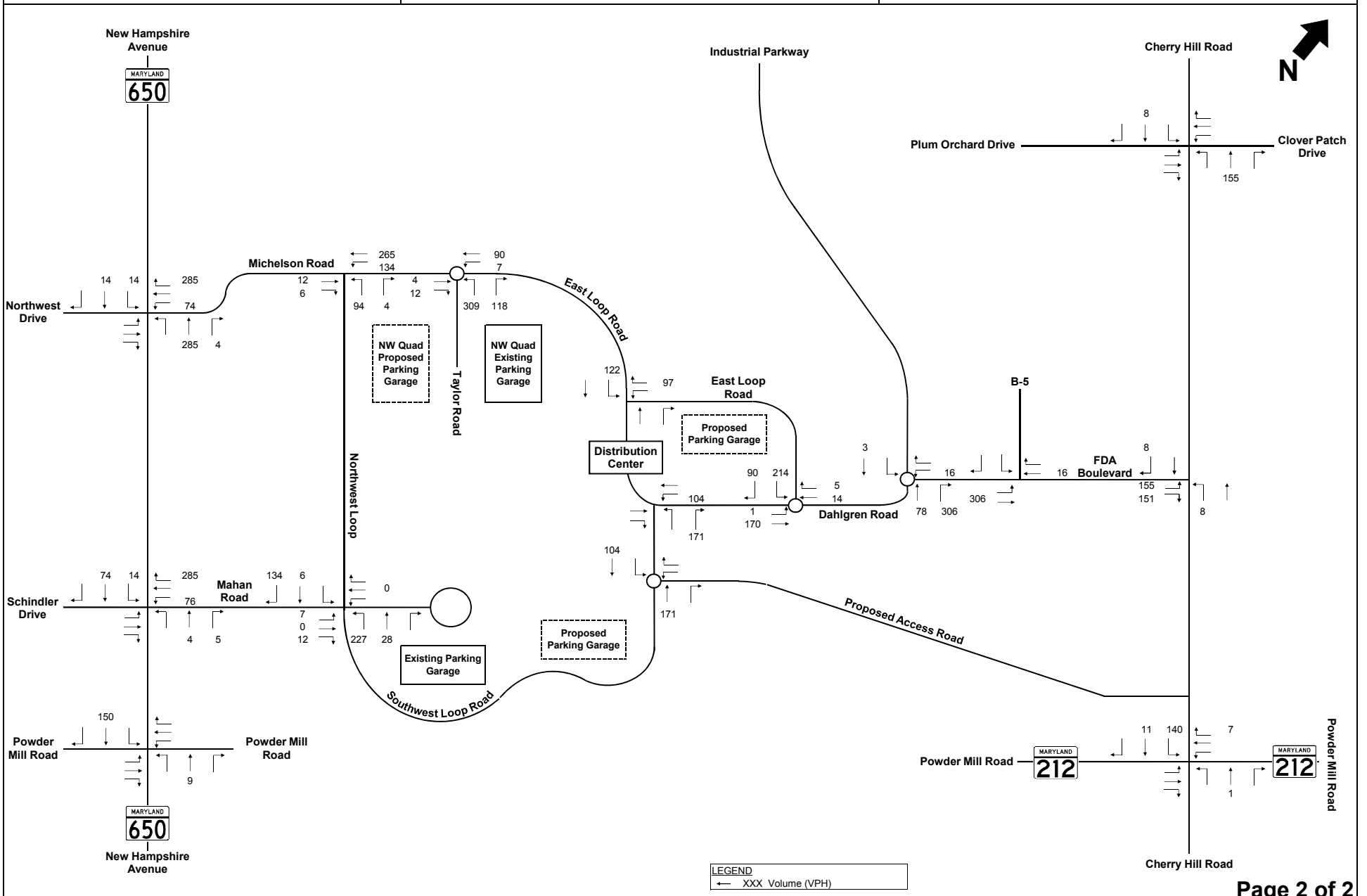
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 9 White Oak Net Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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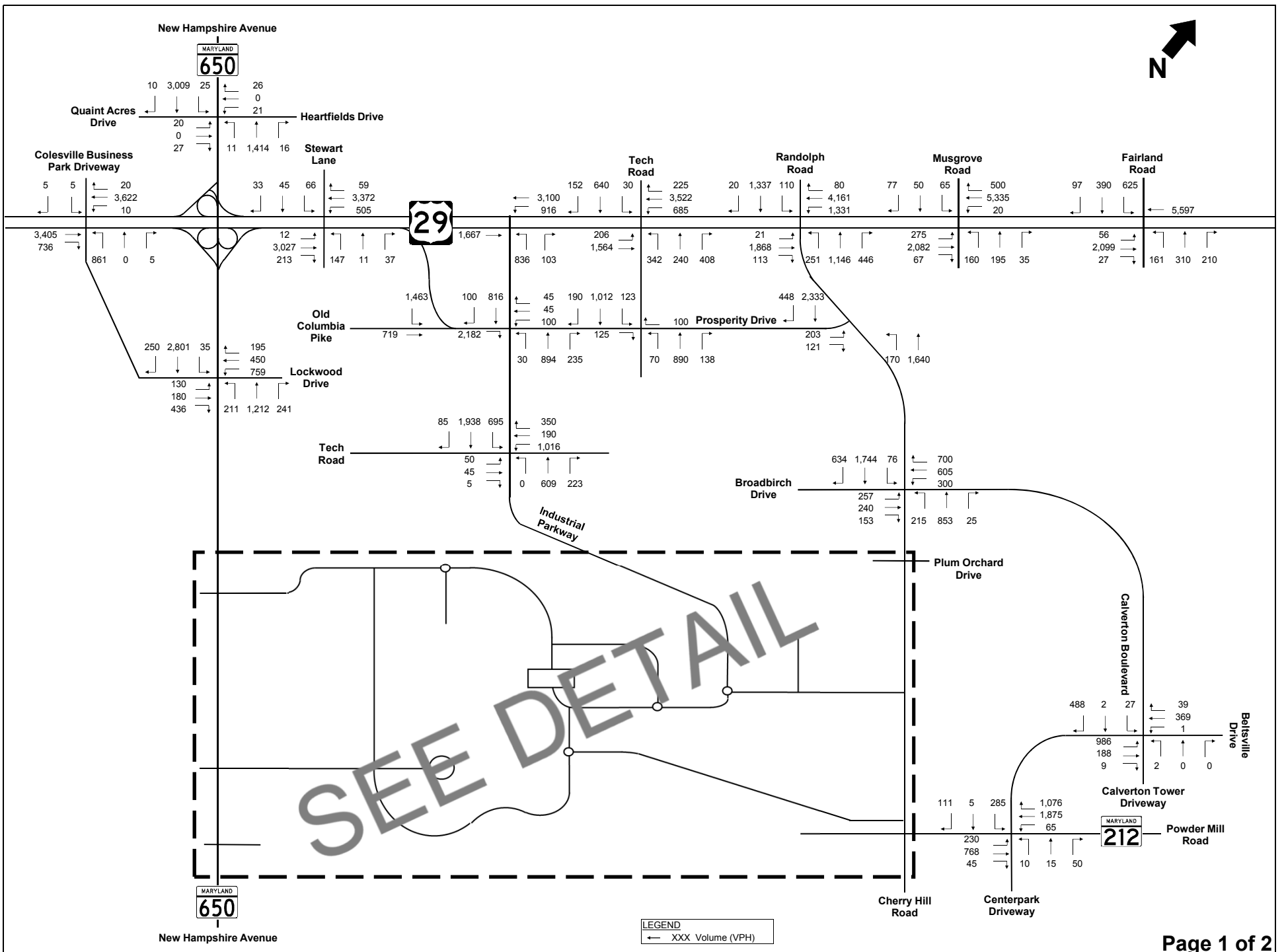
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 9 White Oak Net Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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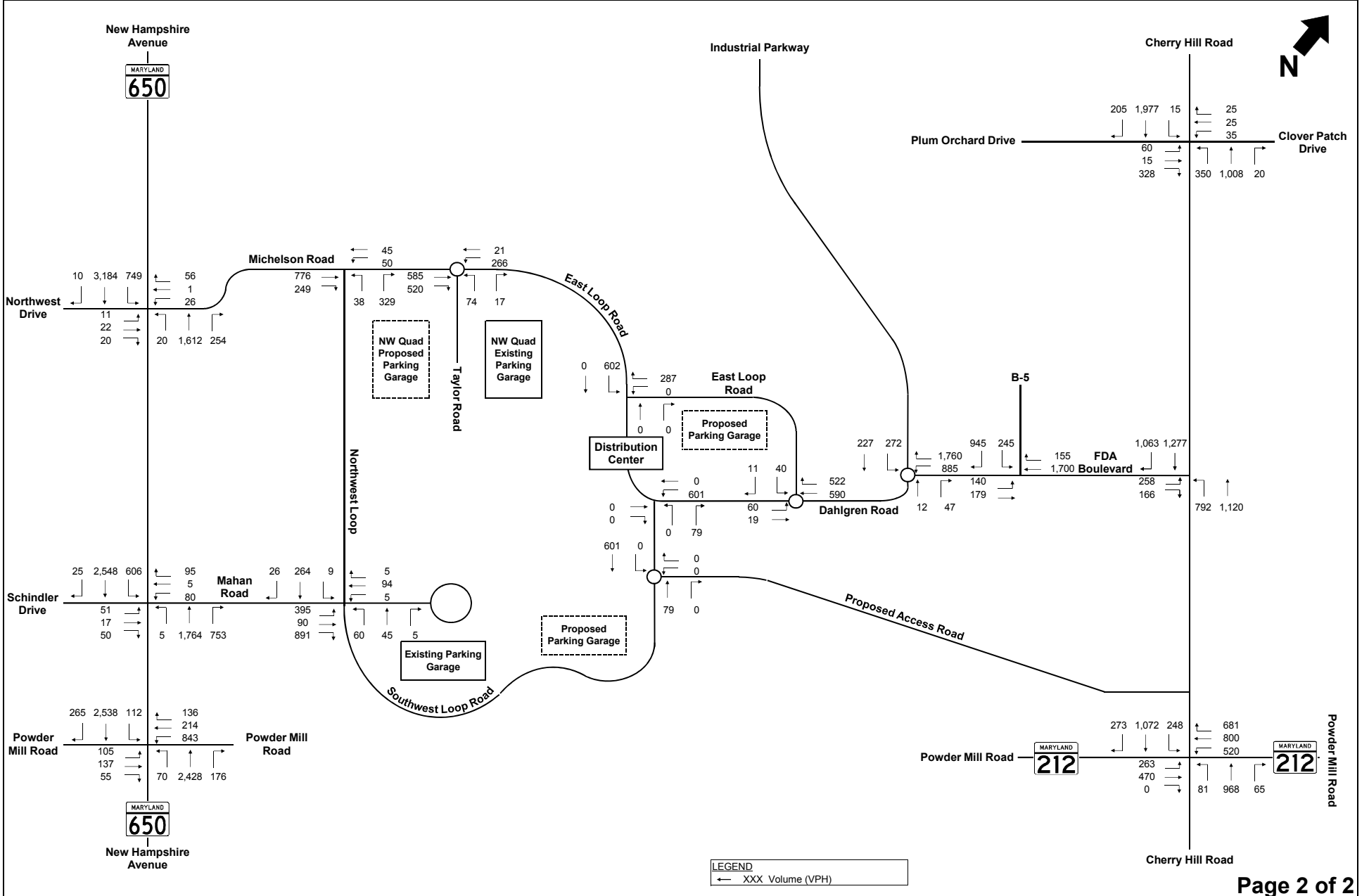
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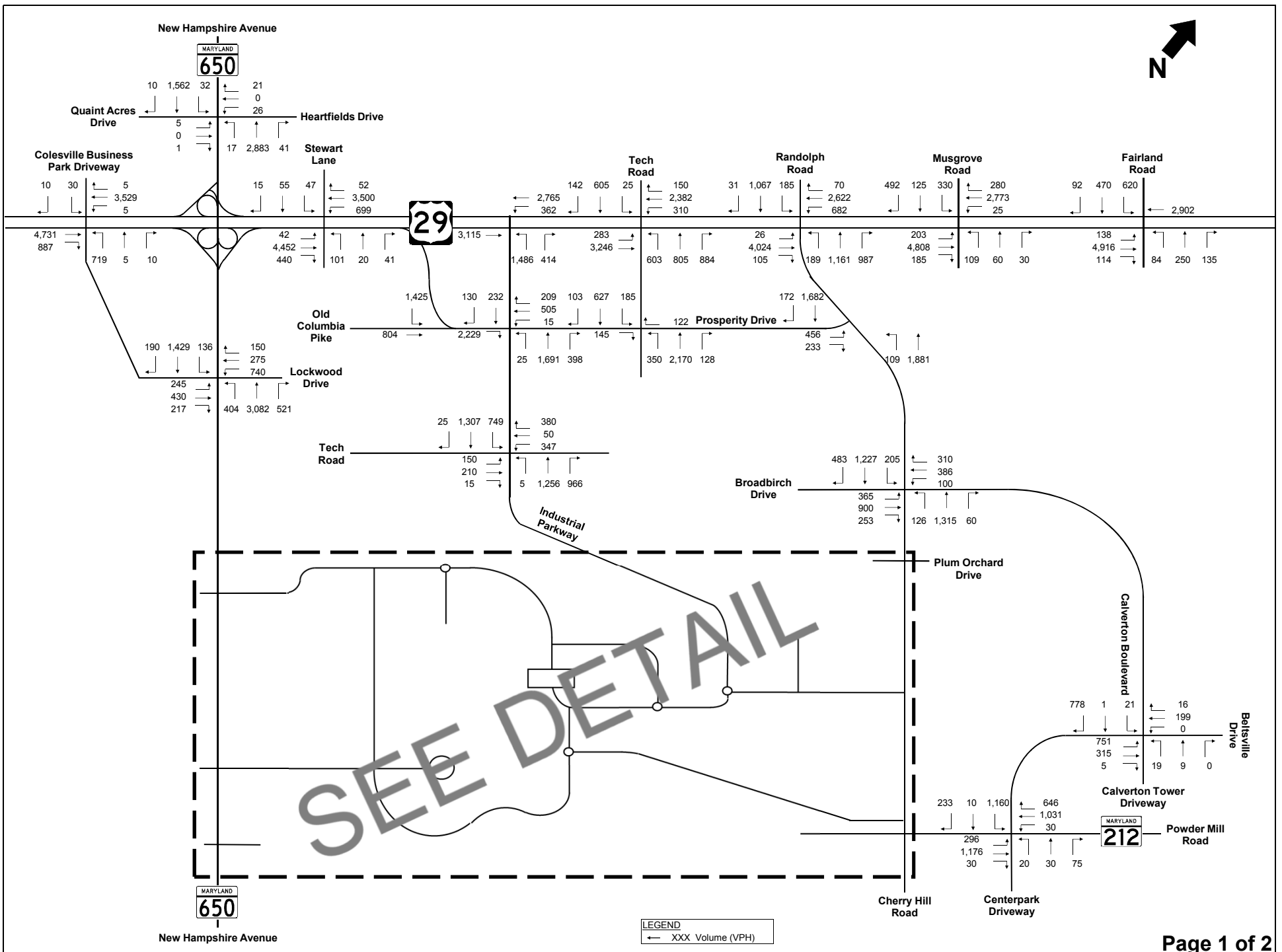
	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 10 White Oak Net Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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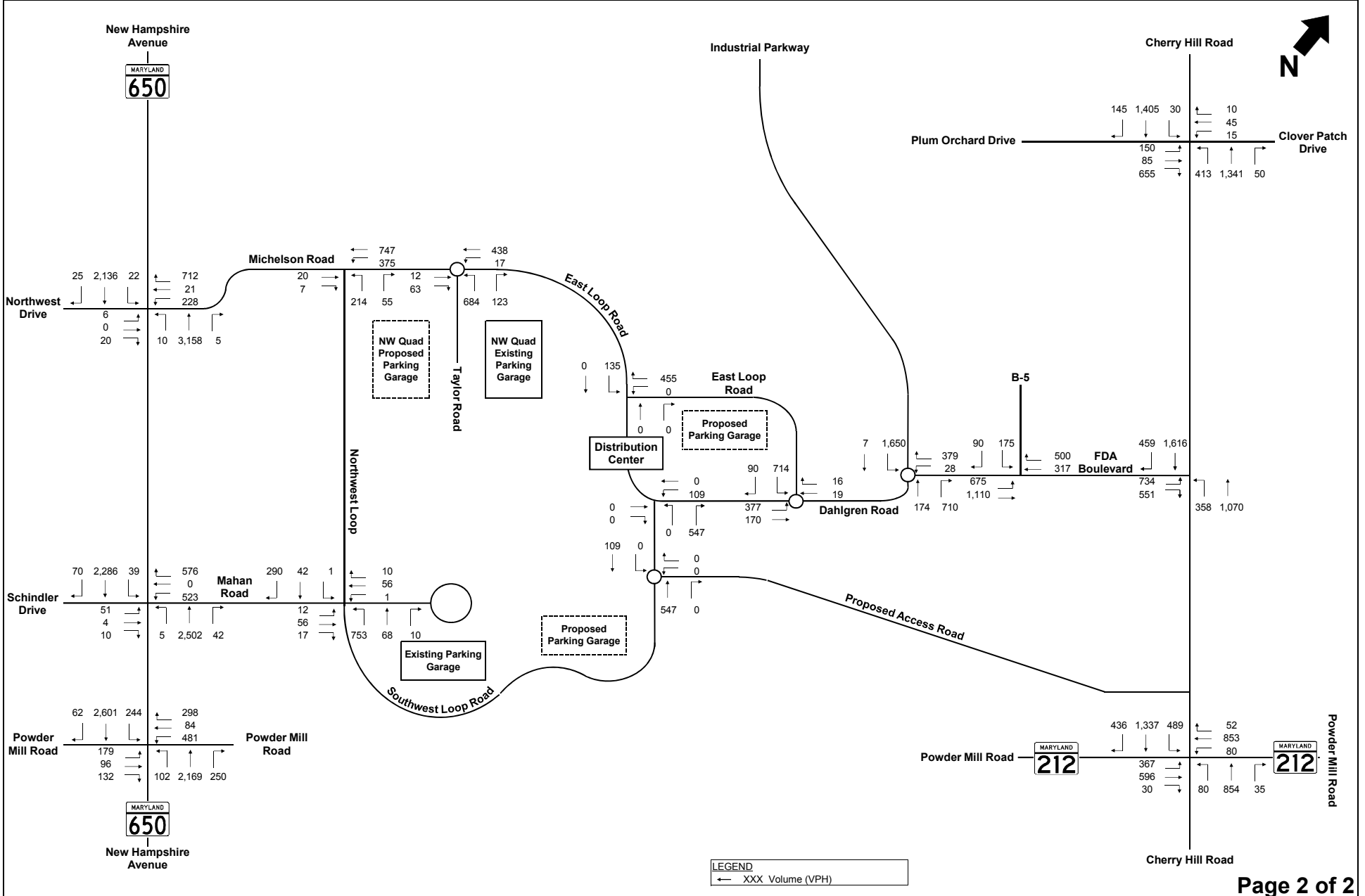
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 11 2040 Action Condition AM Peak Hour (8:00 AM - 9:00 AM)
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 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 11 2040 Action Condition AM Peak Hour (8:00 AM - 9:00 AM)
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 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 12 2040 Action Condition PM Peak Hour (4:00 PM - 5:00 PM)
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 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 12 2040 Action Condition PM Peak Hour (4:00 PM - 5:00 PM)
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FDA White Oak Campus Transportation Survey For Personnel Currently Located on the White Oak Campus

Please answer the following questions about your current work schedule and commute mode. The anonymous information you provide will be used to inform important decisions regarding future development options at the FDA White Oak Campus.

1. Please indicate the category below that best represents your role at FDA.
 - a. FDA employee
 - b. GSA employee

2. In which building do you work?
 - a. Building # (Please select from the drop-down menu.)

 - b. Other location

3. In what zip code is your home located?

4. Which best describes your current work schedule? Include days worked from an alternative duty station and/or days worked from home.
 - a. Typically work consistent hours (5 days/40 hours per week)
 - b. Irregular schedule – late hours or odd shifts (40 hours per week)
 - c. Irregular schedule – late hours or odd shifts (more than 40 hours per week)
 - d. Alternate work schedule – 9 days 80 hours (you have a day off every other week)
 - e. Alternate work schedule – 8 days 80 hours (you have a day off every week)
 - f. Part time

5. How often are you on the White Oak Campus?
 - a. Every work day
 - b. 3 – 4 days a week
 - c. 1 – 2 days a week
 - d. Once per month
 - e. Rarely (less than once per month)

6. What are your typical arrival and departure times to/from the White Oak Campus when working?
 - a. Arrival Time: (Please select a half-hour interval from the drop-down menu.)

 - b. Departure Time: (Please select a half-hour interval from the drop-down menu.)

7. What mode of travel do you primarily use to arrive at the White Oak Campus?
 - a. Drive alone
 - b. Carpool/Slug
 - c. Registered Vanpool
 - d. Dropped off by private vehicle, taxi, or car service
 - e. Bus (Metrobus, Commuter Bus, RideOn)
 - f. Metrorail
 - g. Commuter Rail (MARC/VRE)
 - h. Walk
 - i. Bike
 - j. FDA Shuttle

- k. Other
8. If you currently drive alone to the White Oak Campus, would you be willing to consider any alternative forms of travel?
- Yes
 - No
9. If you answered No, why would you be unwilling to consider an alternative form of travel? (Please select the answer that best applies.)
- Cost
 - Need car during the day for work
 - Need car during the day for personal use
 - No park-and-ride close to home
 - Unpredictable schedule
 - Need car for childcare drop-off/pick-up
 - I like the comfort/convenience of my own vehicle
 - Other
10. Are there any improvements to services that would encourage you to commute by transit? (Please select all that apply.)
- More mass transit options from my home
 - Frequent express bus/train services
 - Parking benefits up to \$255 per month (you would be paid up to \$255 per month if you did not park onsite).
 - Earlier transit service in the morning or later service in the evening to accommodate irregular shifts
 - Increase the frequency, reliability, safety, and/or comfort of public transit
 - Additional parking at Metro stations and Park and Rides
 - Direct transit connection between a Park and Ride near my home and the White Oak Campus
 - Fewer number of seat changes (transfers)
 - Decrease in transit travel time and cost
 - Increase transit subsidies
 - Direct door-to-door service
 - Not willing to consider transit
 - Other
11. If you carpool as your primary mode of travel, how many persons are assigned to your carpool, including yourself? (Please answer N/A if you do not carpool.)
12. If you vanpool as your primary mode of travel, how many persons are assigned to your vanpool, including yourself? (Please answer N/A if you do not vanpool.)
13. If you drive alone or carpool/vanpool to the White Oak Campus, where do you typically park? [Map of parking areas has been inserted.]
- Lot 132A
 - Lot 132B
 - White House Surface Parking
 - South Loop Road Surface Parking
 - Southeast Surface Parking
 - Southwest Parking Garage
 - Southwest Surface Parking
 - Northwest Surface Parking 1
 - Northwest Surface Parking 2
 - Northwest Surface Parking 3
 - Northwest Surface Parking 4
 - North Parking Garage

- m. Northeast Parking Garage
- n. Northeast Surface Parking 1
- o. Northeast Surface Parking 2
- p. East Loop Road Surface Parking
- q. Other

14. In your opinion, if you commute by car, carpool, or vanpool to the White Oak Campus, which of the following apply to the parking conditions there?

- a. There is not enough parking available.
- b. There is adequate parking available.
- c. There is more parking than is needed.

15. If additional parking was provided on the FDA White Oak campus, how would your commute change?

- a. I currently drive to work, but I would arrive to work later than I do now.
- b. I currently drive to work, but I would arrive to work earlier than I do now.
- c. I currently drive to work, but I would be able to leave later and arrive at work at the same time because I wouldn't have to waste time trying to find a parking space.
- d. I currently take transit or carpool/vanpool to work but would drive by myself if more parking was provided.
- e. My commute would not change.

16. Do you currently use the FDA shuttle as part of your commute to/from the White Oak Campus?

- a. Yes
- b. No

17. How often do you use the shuttle?

- a. Less than once a month
- b. Once or twice a month
- c. Once or twice a week
- d. Three or four times a week
- e. Everyday

18. Please indicate the reason why you do not use the shuttle.

- a. I don't need to travel to other locations during the workday.
- b. I travel to multiple locations during the day, some of which are not served by the shuttle.
- c. The shuttle schedule is not frequent enough to meet my needs.
- d. I prefer the comfort and convenience of my own vehicle.
- e. Other:

19. If you telework from home or an offsite location, how many days per week do you typically telework?
(Please select a number between 0.5 and 5 from the drop-down menu.)

20. Please identify the day(s) of the week when you most frequently telework. (Please select all that apply.)

- a. Monday
- b. Tuesday
- c. Wednesday
- d. Thursday
- e. Friday

21. Please select the primary reason why you telework.

- a. I enjoy working out of my home or other off-campus location.
- b. My commute to the White Oak campus is too long and/or too stressful.
- c. Parking is too difficult to find on campus.
- d. I must be close to home to care for a dependent immediately after work.

- e. I am required by my organization to office share/hot desk/hotel/deskshare.
- f. Other

22. Do you feel that you telework:

- a. Too much
- b. Too little
- c. Just the right amount

23. How often do you feel that it is difficult to conduct your work when you telework?

- a. Always
- b. Frequently
- c. Sometimes
- d. Occasionally
- e. Rarely
- f. Never

24. If you feel it is difficult to conduct your work when you telework, why is this?

- a. N/A. I do not feel it is difficult to conduct my work when I telework.
- b. Distractions
- c. IT/AV/telecommunications/network issues
- d. It is hard to interact with coworkers.
- e. Other

25. Do you ever walk or bike to work?

- a. Yes
- b. No

26. How often do you walk or bike to work?

- a. Everyday (year-round)
- b. Everyday (seasonally)
- c. 2-4 times per week
- d. Once per week
- e. Once per month
- f. Rarely

27. Are there any issues that you encounter on or off the campus when biking and walking to work? (please briefly describe)

- a. No.
- b. Yes

28. If a Zip-Car (carsharing service) or an equivalent service was provided at your office location for a fee, would you use it?

- a. Yes
- b. No

29. Would you consider parking your car at a Park-and-Ride lot near your home if FDA shuttle service was provided to and from the White Oak Campus?

- a. Yes
- b. No

30. Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

- a. Yes
- b. No

31. If you presently drive to work alone, would you be willing to carpool, vanpool, or be a transit passenger if you were provided Guaranteed Ride Home service? A Guaranteed Ride Home service provides free rides to registered carpool or vanpool participants that must leave work early due to an emergency, such as personal illness or sick child.

- a. Yes
- b. No
- c. N/A

32. Do you have any other comments, questions, or concerns?

FDA White Oak Campus Transportation Survey For Personnel Currently Located in off-Campus Leased Buildings

SECTION A: Please answer the following questions about your current work schedule and commute mode. The anonymous information you provide will be used to inform important decisions regarding future development options at the FDA White Oak Campus.

1. Please indicate the category below that best represents your role at FDA.
 - a. FDA employee
 - b. GSA employee

2. What is the address of your current FDA office?
 - a. 1451 Rockville Pike, Rockville, MD
 - b. 4041 Powder Mill Road, Beltsville, MD
 - c. 4300 River Road, College Park, MD
 - d. 5901 Ammendale (6001), Beltsville, MD
 - e. 5630 Fishers Lane, Rockville, MD
 - f. 7500 Standish Place, Rockville, MD
 - g. 7519 Standish Place, Derwood, MD
 - h. 7529 Standish Place, Derwood, MD
 - i. 7620 Standish Place, Rockville, MD
 - j. 8455 Colesville Road, Silver Spring, MD
 - k. 10001 New Hampshire Avenue, Silver Spring, MD
 - l. 11601 Lansdown Street, Rockville, MD
 - m. 11750 Beltsville Drive, Claverton, MD
 - n. 11785 Beltsville Drive, Beltsville, MD
 - o. 11919 Rockville Pike, Rockville, MD
 - p. 12100 Parklawn Drive, Rockville, MD
 - q. 12420 Parklawn Drive, Rockville, MD
 - r. Other

3. In what ZIP code is your home located?

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4. Which best describes your current work schedule? Include days worked from an alternative duty station and/or days worked from home.
 - a. Typically work consistent hours (5 days/40 hours per week)
 - b. Irregular schedule – late hours or odd shifts (40 hours per week)
 - c. Irregular schedule – late hours or odd shifts (more than 40 hours per week)
 - d. Alternate work schedule – 9 days 80 hours (you have a day off every other week)
 - e. Alternate work schedule – 8 days 80 hours (you have a day off every week)
 - f. Part time

5. What are your typical arrival and departure times to/from work?
 - a. Arrival Time: (Please select a half-hour interval from the drop-down menu.)
 - b. Departure Time: (Please select a half-hour interval from the drop-down menu.)

6. How long does your commute from home to the office (one-way) typically take?
 - a. less than 30 minutes
 - b. between 30 minutes and 60 minutes
 - c. between 61 minutes and 90 minutes
 - d. between 91 minutes and 120 minutes
 - e. over 121 minutes

7. What mode of travel do you primarily use to arrive at your current location? [Mandatory response]

- a. Drive alone
- b. Carpool/Slug
- c. Vanpool
- d. Dropped off by private vehicle, taxi, or car service
- e. Bus (Metrobus, Commuter Bus, RideOn, etc.)
- f. Metrorail
- g. Commuter Rail (MARC/VRE)
- h. Walk
- i. Bike
- j. FDA Shuttle
- k. Other

8. If you carpool as your primary mode of travel, how many persons are assigned to your carpool, including yourself?

- a. N/A. I do not carpool.
- b. There are this many persons assigned to my carpool, including myself:

9. If you vanpool as your primary mode of travel, how many persons are usually in your vehicle, including yourself?

- a. N/A. I do not vanpool
- b. There are this many persons assigned to my vanpool, including myself:

10. Do you currently receive a transit subsidy?

- a. Yes
- b. No

11. Are you currently registered with Commuter Connections Guaranteed Ride Home Service or any other commuter assistance program?

- a. Yes
- b. No

12. Do you currently telework from home or an offsite location? [Mandatory response]

- a. Yes
- b. No

13. How many days per week do you typically telework? (Please select a number between 0.5 and 5 from the drop-down menu.)

14. Please identify the day(s) of the week when you most frequently telework. (Select all that apply.)

- a. Monday
- b. Tuesday
- c. Wednesday
- d. Thursday
- e. Friday

15. What is the primary reason you telework?

- a. I enjoy working out of my home or other off-campus location

- b. My commute to my office is too long and/or too stressful
- c. Parking is too difficult to find
- d. I must be close to home to care for a dependent immediately after work
- e. I am required by my organization to office share/hot desk/hotel/deskshare
- f. Other

16. How would your commute time from home to the office (one-way) be affected if your office were to be relocated to the White Oak Campus?

- a. More than 21 minutes shorter
- b. 11 to 20 minutes shorter
- c. 1 to 10 minutes shorter
- d. About the same as it is now
- e. 1 to 10 minutes longer
- f. 11 to 20 minutes longer
- g. More than 21 minutes longer

17. If your office were to be relocated to the White Oak campus, would you relocate your place of residence to be closer to campus?

- a. Yes
- b. No

18. If you answered Yes to question 17, what would be the five-digit ZIP code for your most likely future place of residence?

- a. I answered No – I would not relocate.
- b. I would most likely relocate to the following ZIP code:

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19. What would you anticipate being your primary mode of travel to work if your office were to be relocated to the White Oak Campus? [Mandatory response]

- a. Drive alone
- b. Carpool/Slug
- c. Vanpool
- d. Dropped off
- e. Bus (Metrobus, Commuter Bus, RideOn)
- f. Metrorail
- g. Commuter Rail (MARC/VRE)
- h. Walk
- i. Bike
- j. FDA Shuttle
- k. Other

20. If you plan to drive alone to work, would you be willing to consider any alternative forms of travel?

- a. Yes
- b. No

21. If you answered No to the previous question, why would you not consider an alternative form of travel? (Please select the answer that best applies.)

- a. Cost
- b. Need car during the day for work
- c. Need car during the day for personal use
- d. No park-and-ride close to home
- e. Unpredictable schedule
- f. Need car for childcare drop-off/pick-up
- g. I like the comfort/convenience of my own vehicle

h. Other

22. What are the service improvements that would encourage you to commute by transit? (Please select all that apply.)

- a. More mass transit options from my home
- b. Frequent express bus/train services
- c. Earlier transit service in the morning or later service in the evening to accommodate irregular shifts
- d. Increase the frequency, reliability, safety, and/or comfort of public transit
- e. Additional parking at Metro stations and Park and Rides
- f. Direct transit connection between a Park and Ride near my home and my office
- g. Fewer number of seat changes (transfers)
- h. Decrease in transit travel time and cost
- i. Increase transit subsidies
- j. Direct door-to-door service
- k. Not willing to consider transit
- l. Other

23. Would you be willing to carpool, vanpool, or be a transit passenger if you were provided Guaranteed Ride Home service? A Guaranteed Ride Home service provides free rides to registered carpool or vanpool participants that must leave work early due to an emergency, such as personal illness or a sick child.

- a. Yes
- b. No

24. If a Zip-Car (car sharing service) or an equivalent service was provided at your office location for a fee, would you use it?

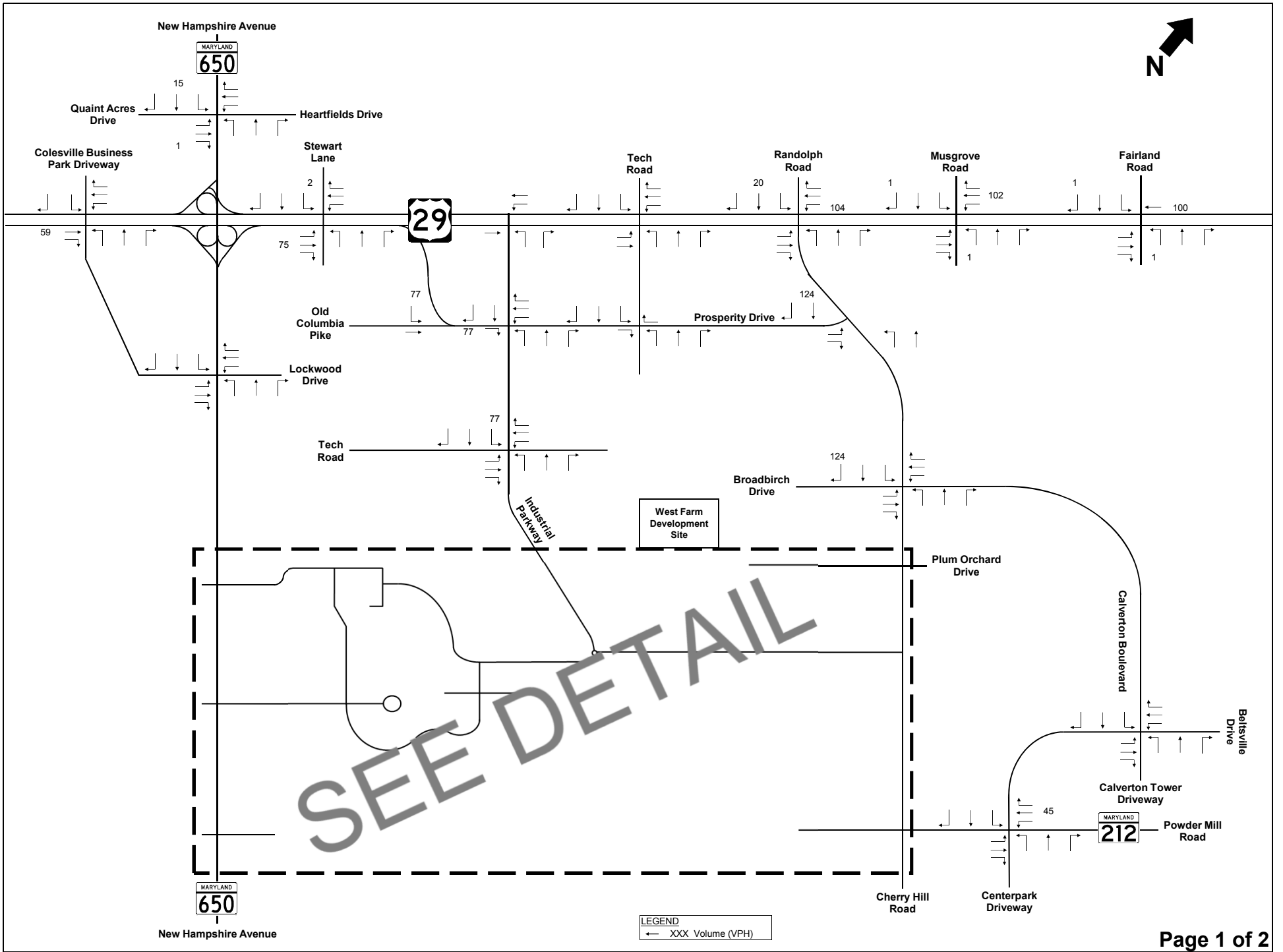
- a. Yes
- b. No


25. Would you consider parking your car at a Park-and-Ride lot near your home if FDA shuttle service was provided to and from the White Oak Campus?

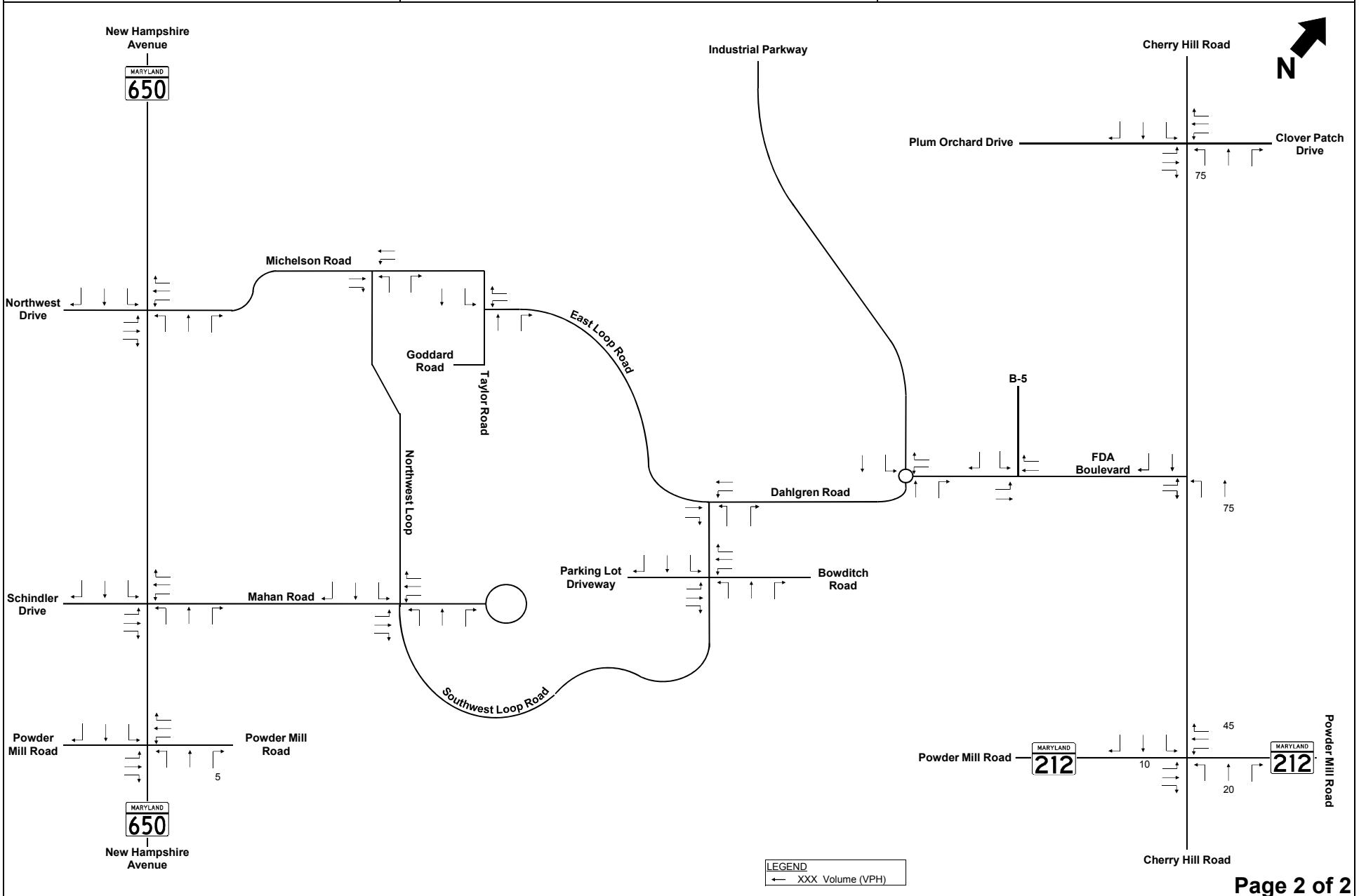
- a. Yes
- b. No


26. Do you have any other comments, questions, or concerns?

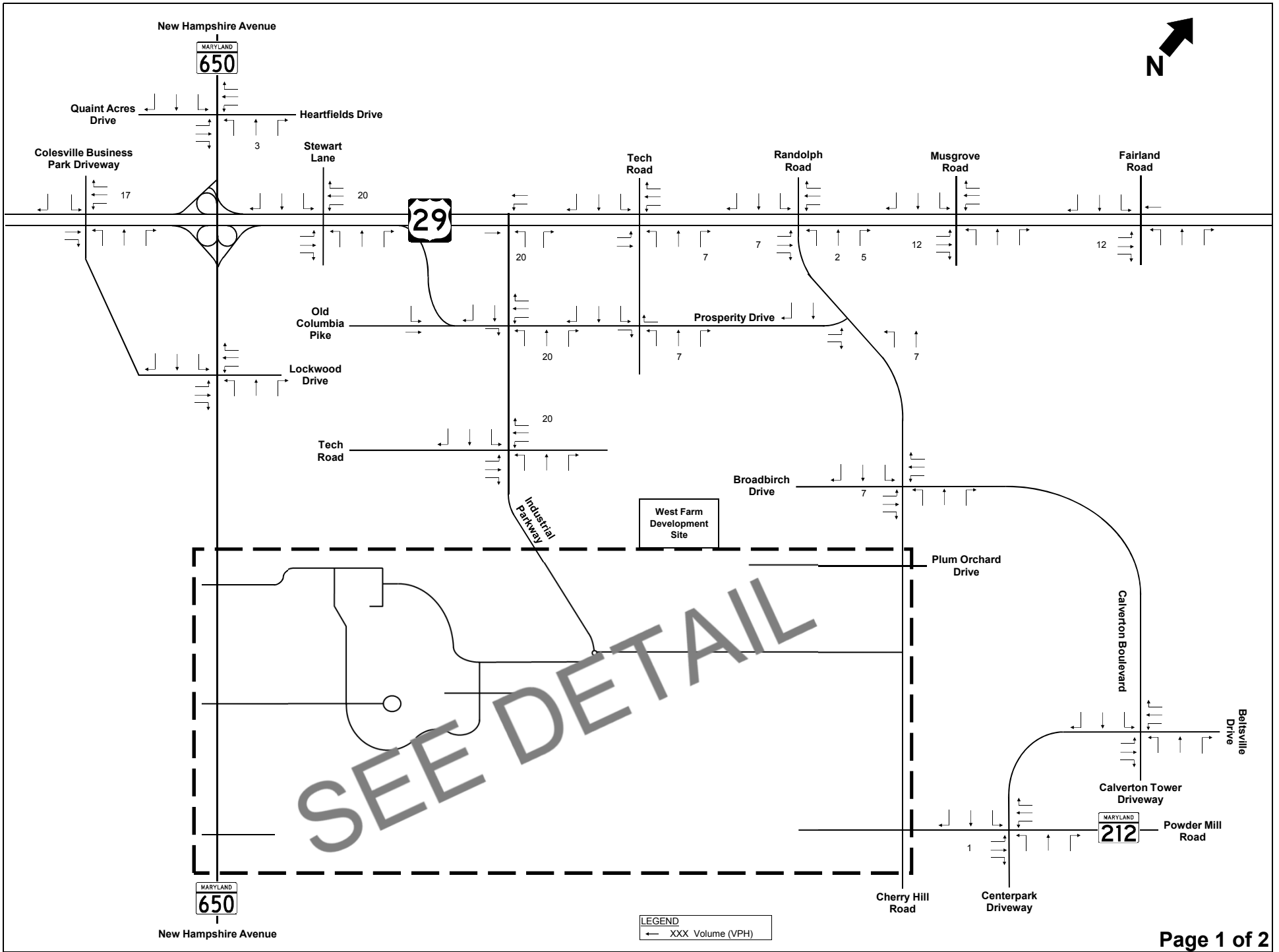
Appendix C: Trip Distribution Diagrams




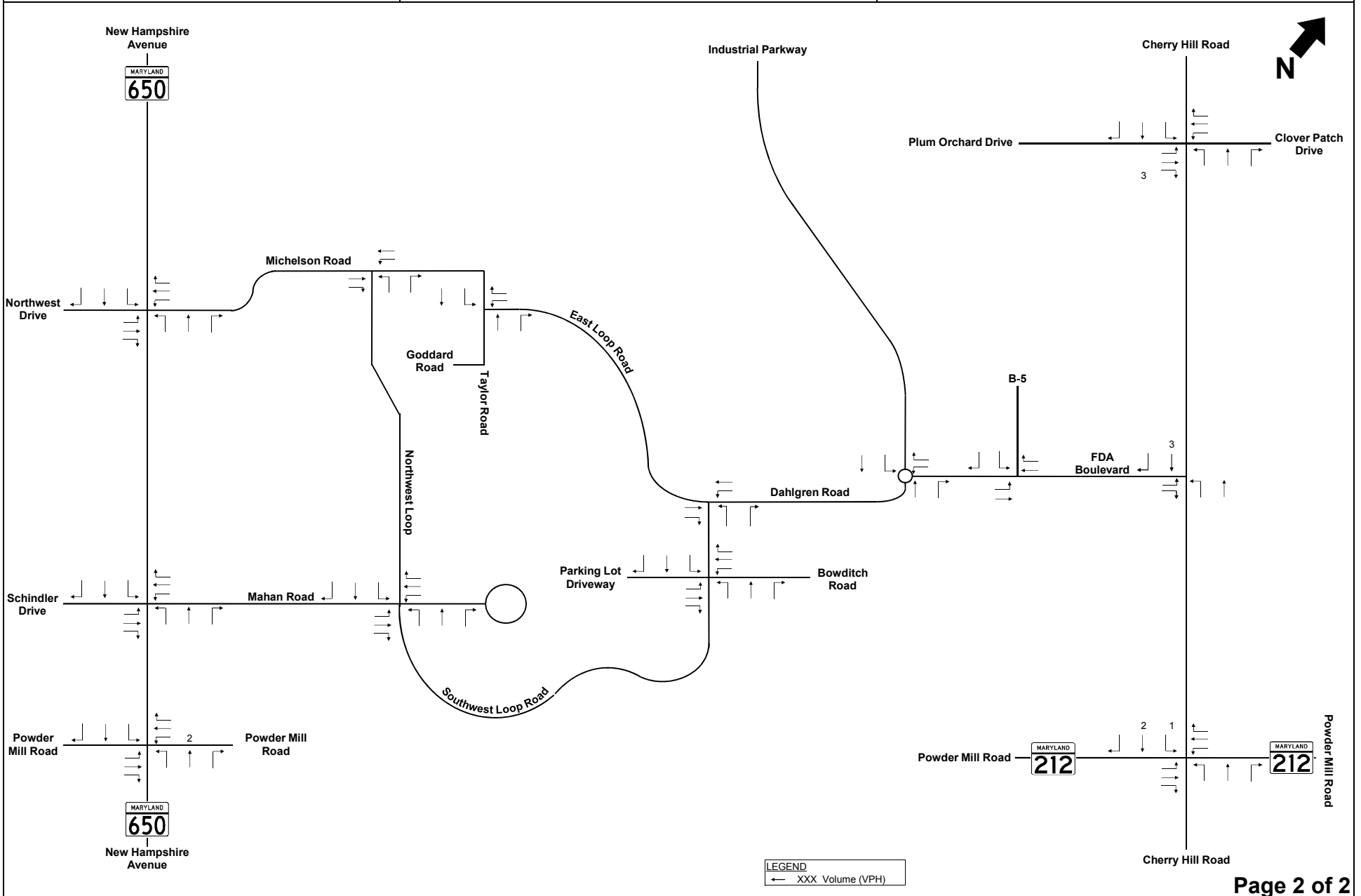
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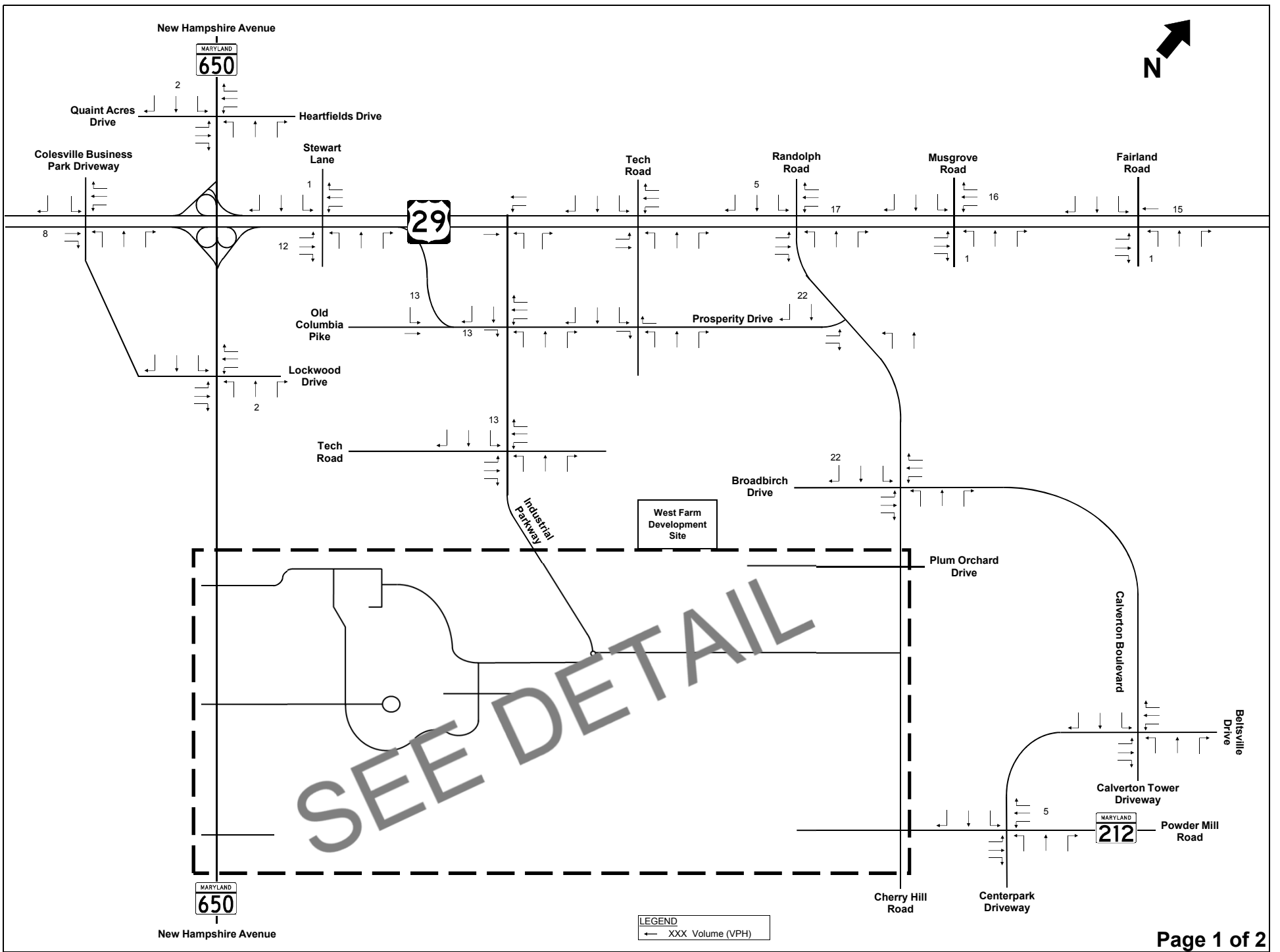
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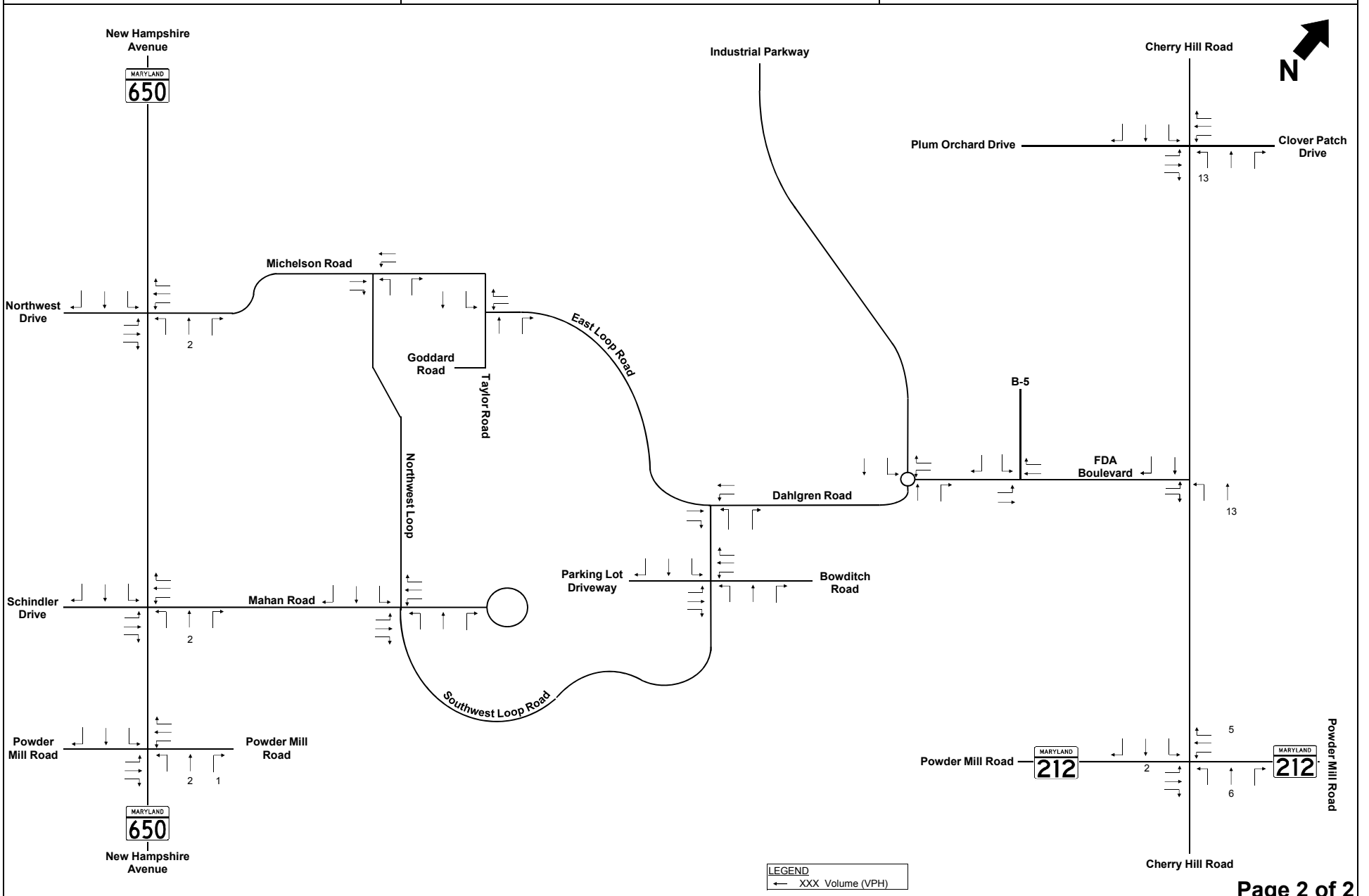
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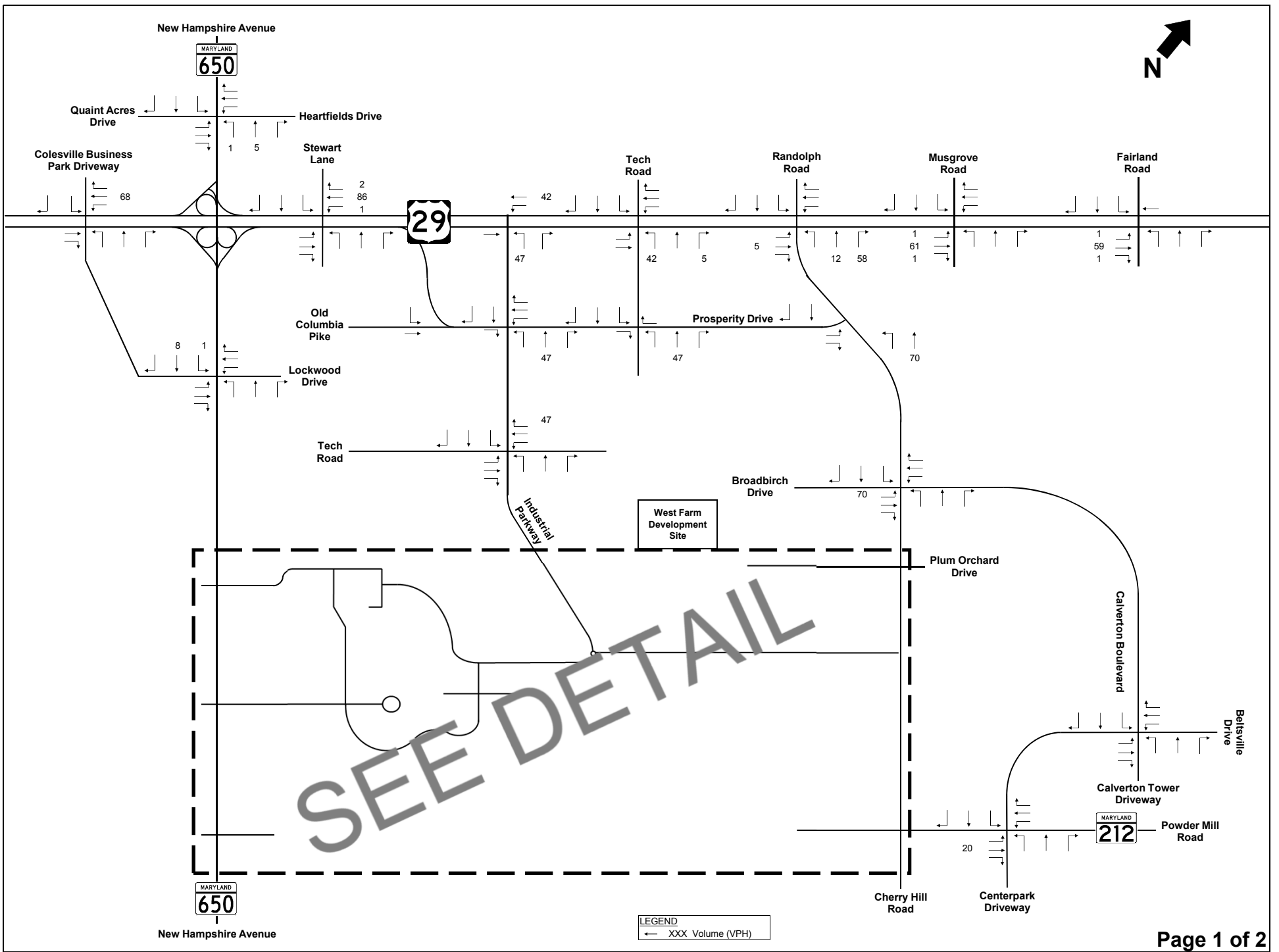
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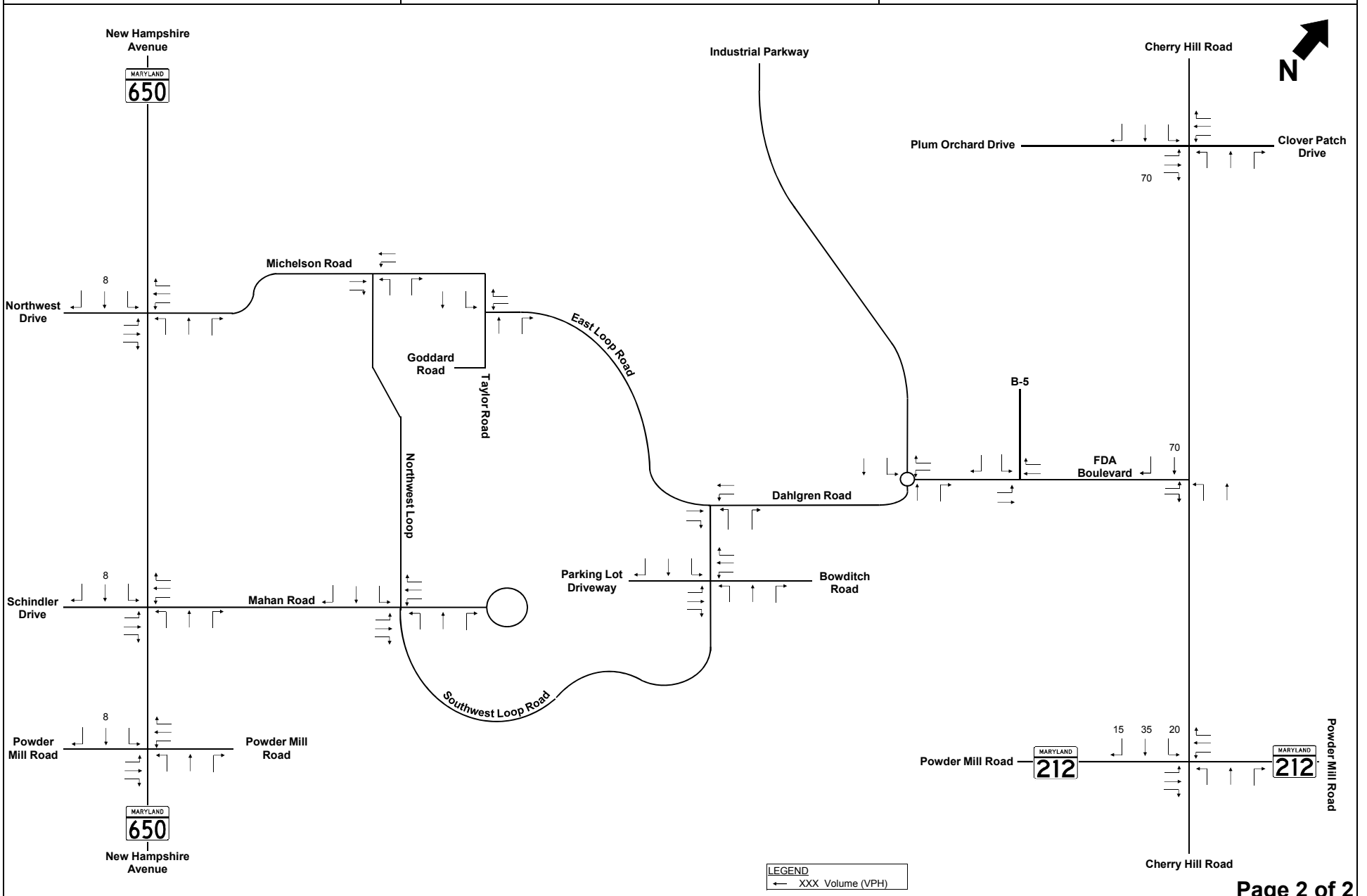
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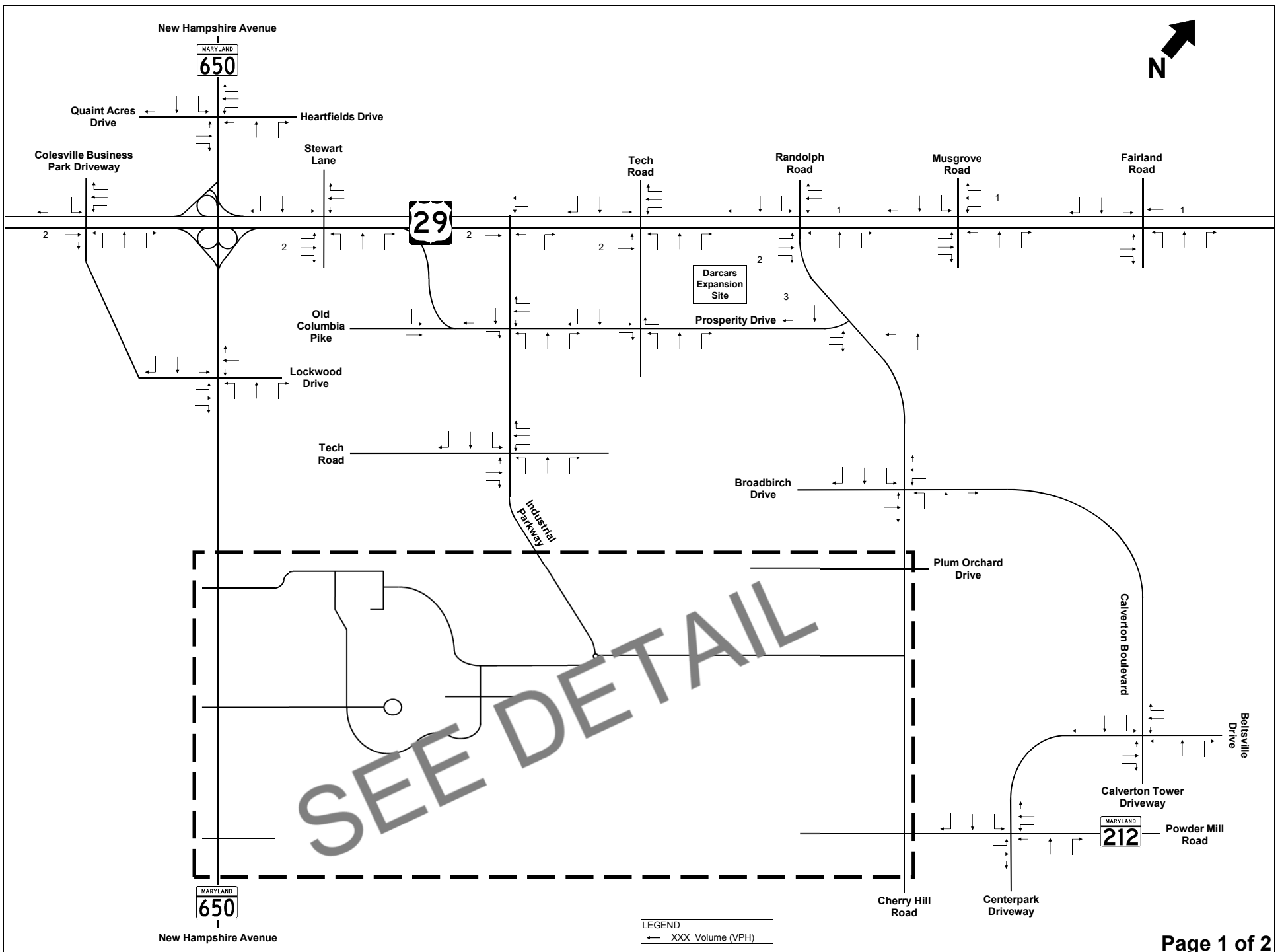
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 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 4 West Farm Trip Generation Out PM Peak Hour (4:00 PM - 5:00 PM)
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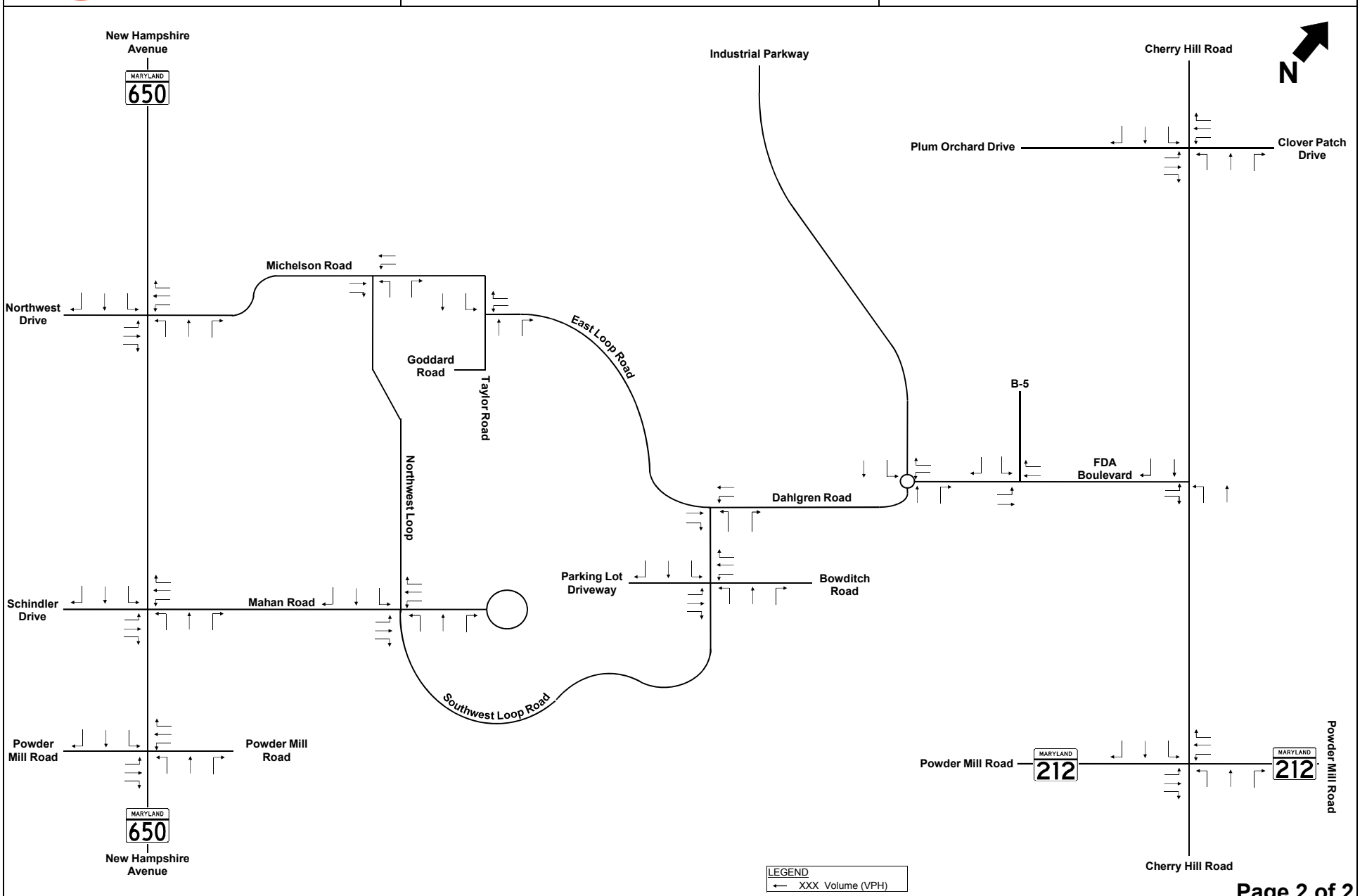


 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 4 West Farm Trip Generation Out PM Peak Hour (4:00 PM - 5:00 PM)
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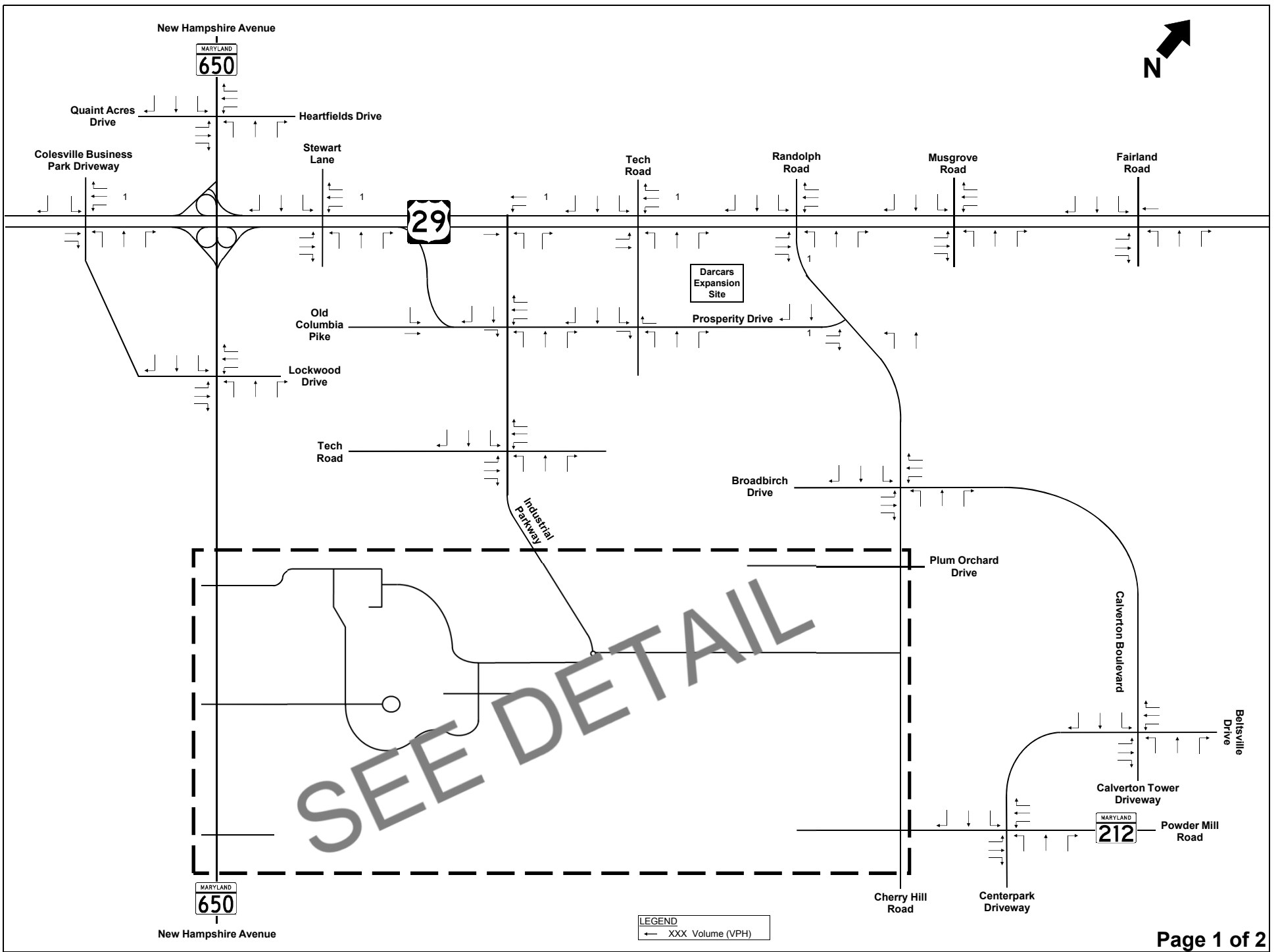
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**


**Exhibit 5
 Darcars Trip Generation In
 AM Peak Hour (8:00 AM - 9:00 AM)**

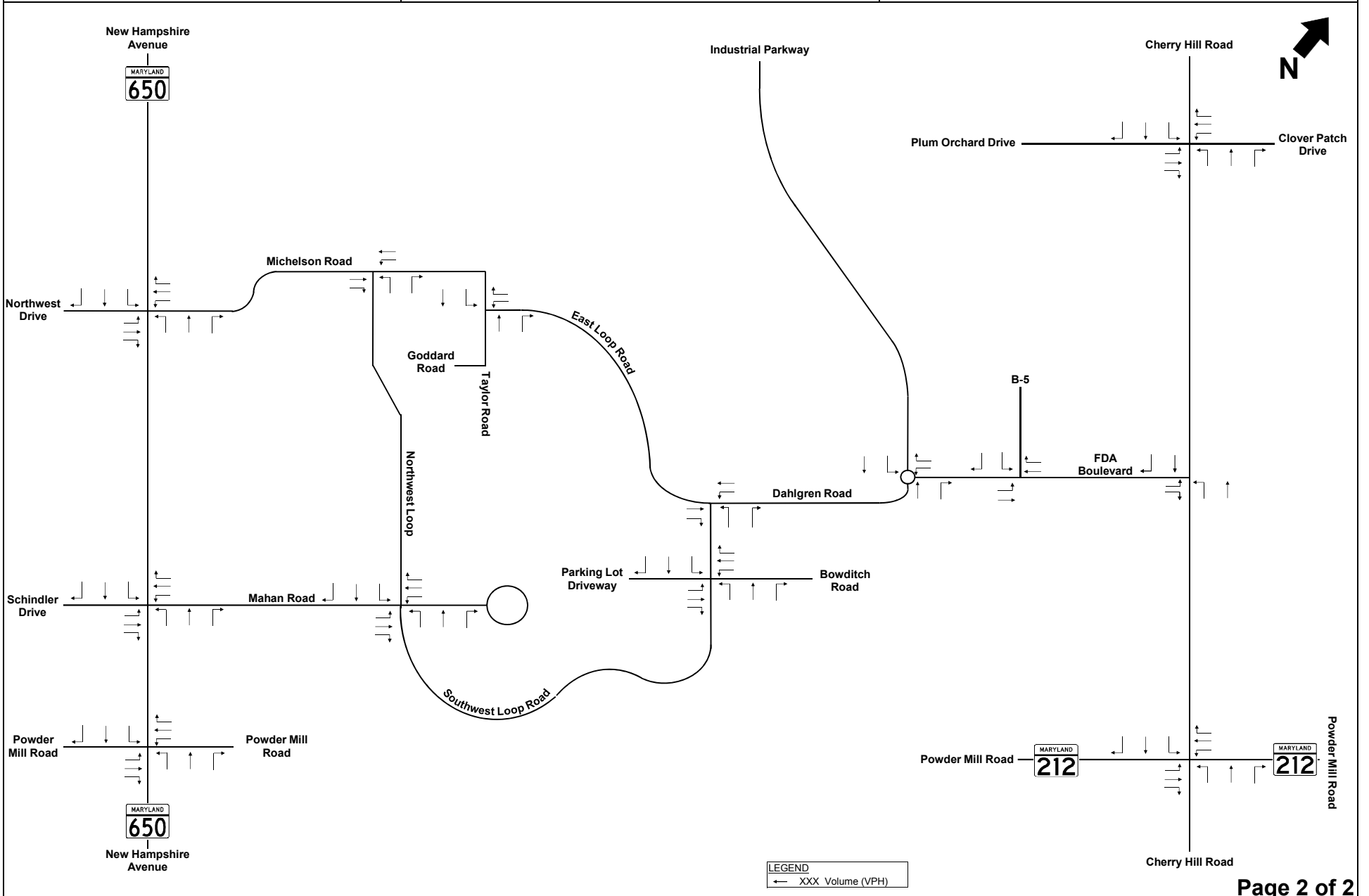



**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

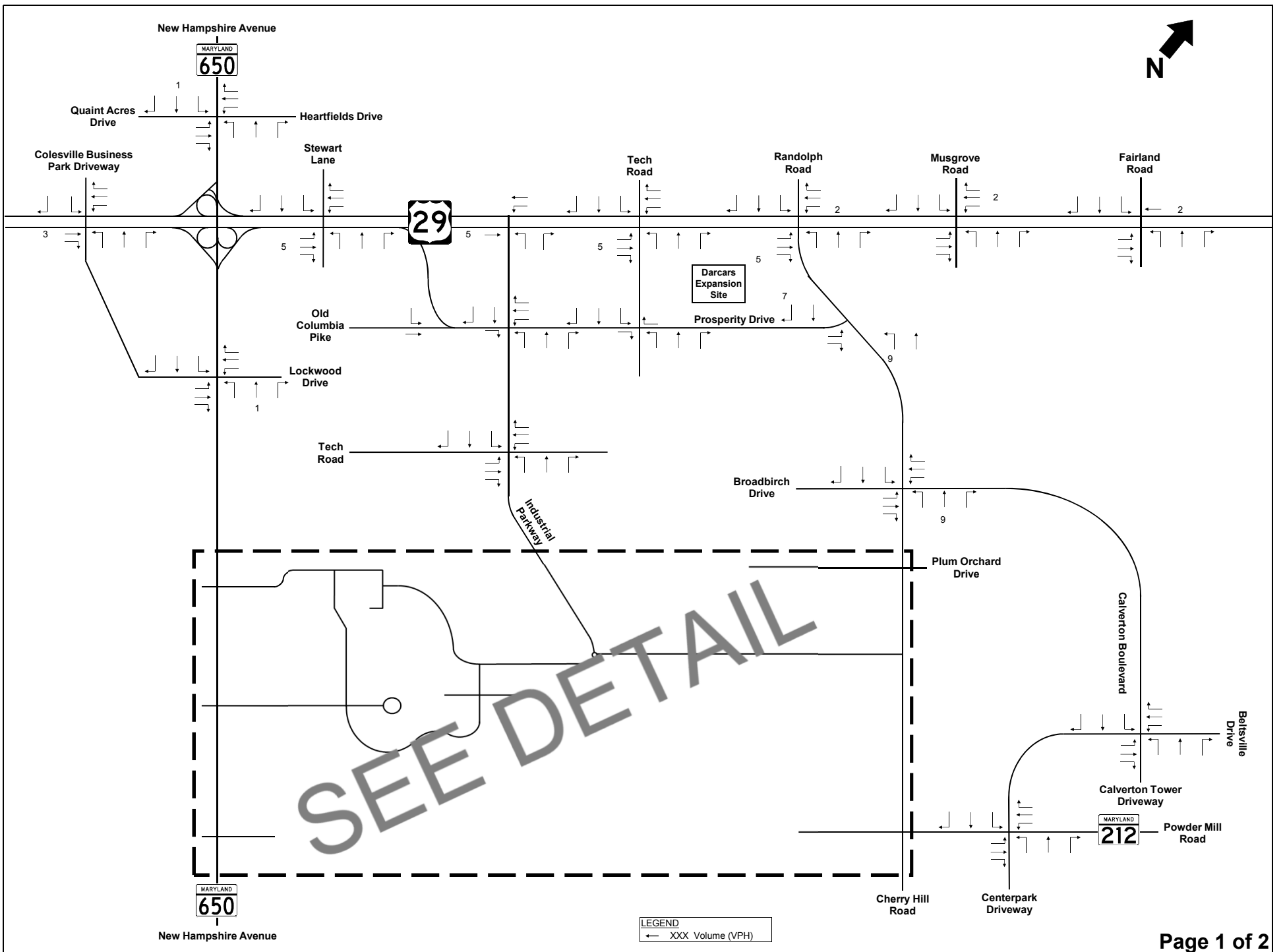
**Exhibit 5
 Darcars Trip Generation In
 AM Peak Hour (8:00 AM - 9:00 AM)**



	<p align="center">Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p align="center">Exhibit 6 Darcars Trip Generation Out AM Peak Hour (8:00 AM - 9:00 AM)</p>
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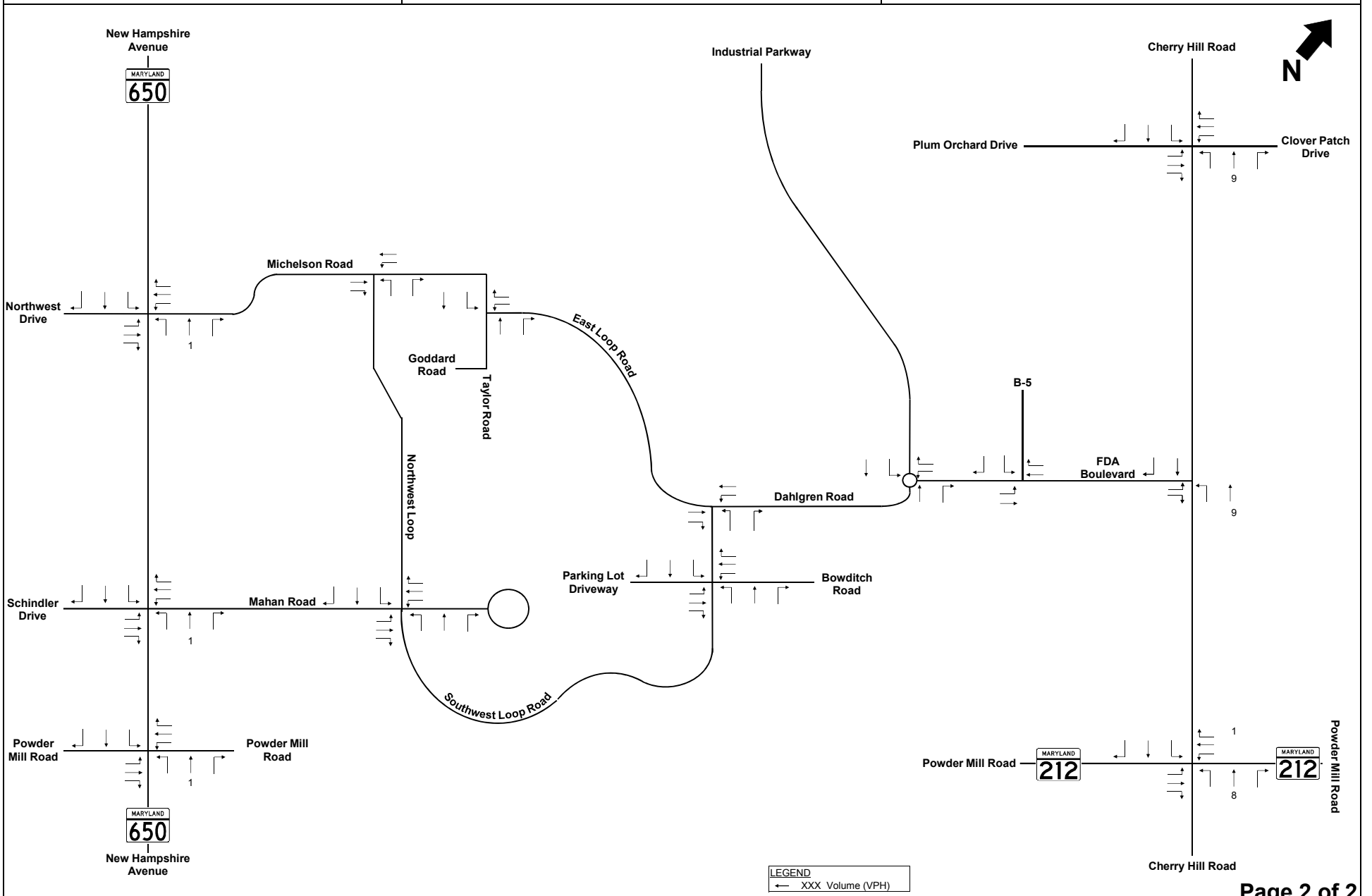


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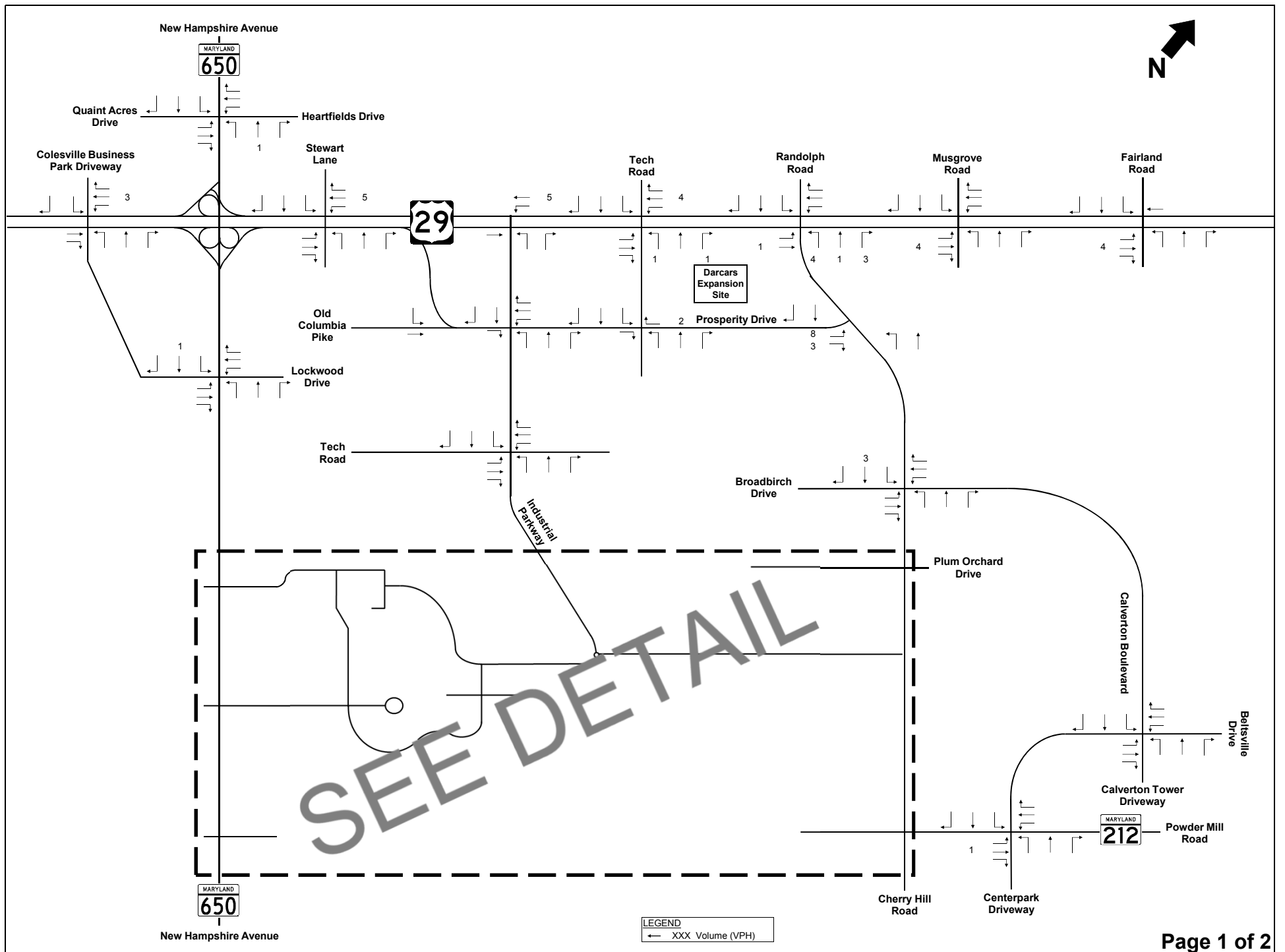
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 7
 Darcars Trip Generation In
 PM Peak Hour (4:00 PM - 5:00 PM)**



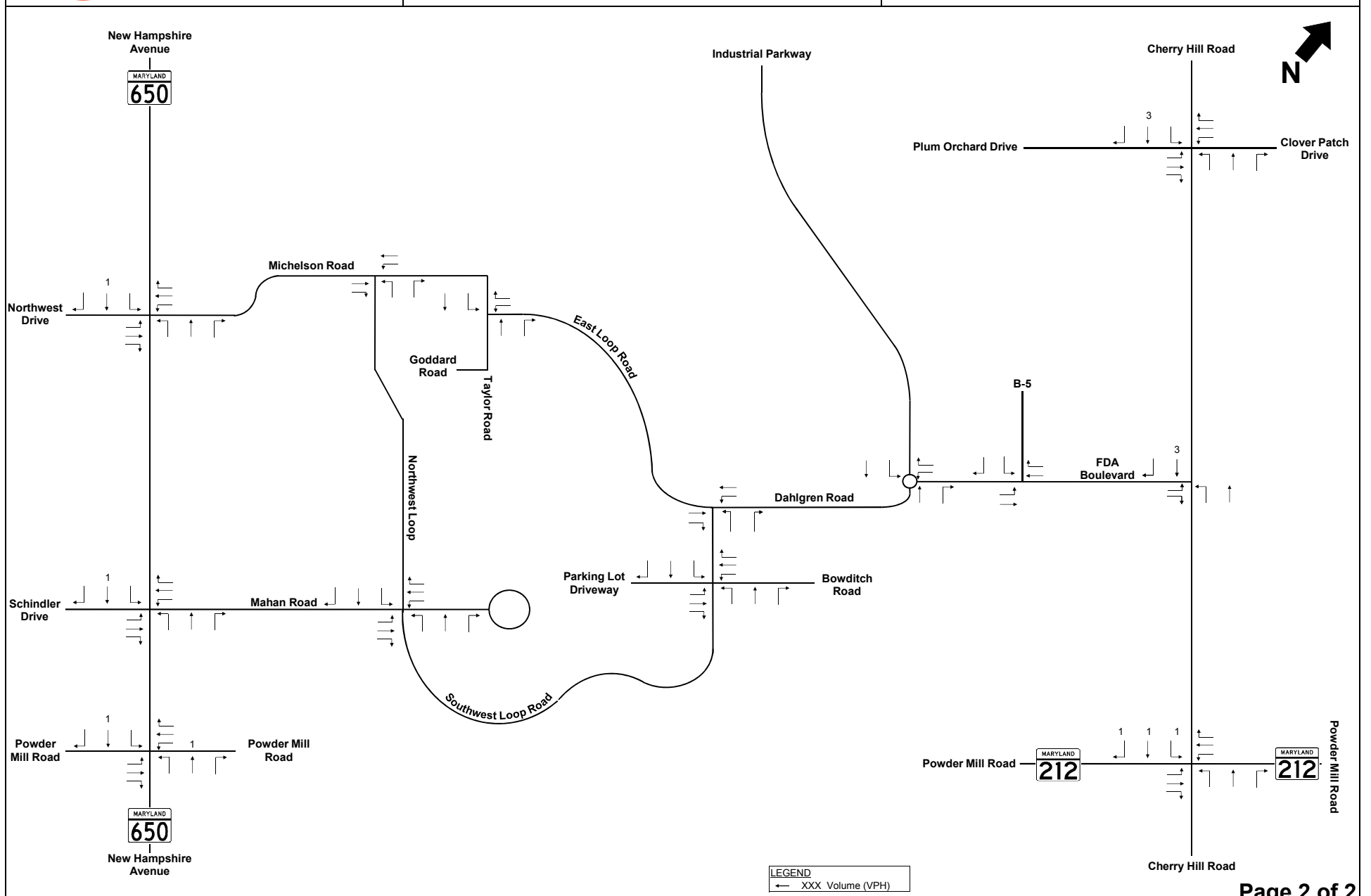
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 7
 Darcars Trip Generation In
 PM Peak Hour (4:00 PM - 5:00 PM)**



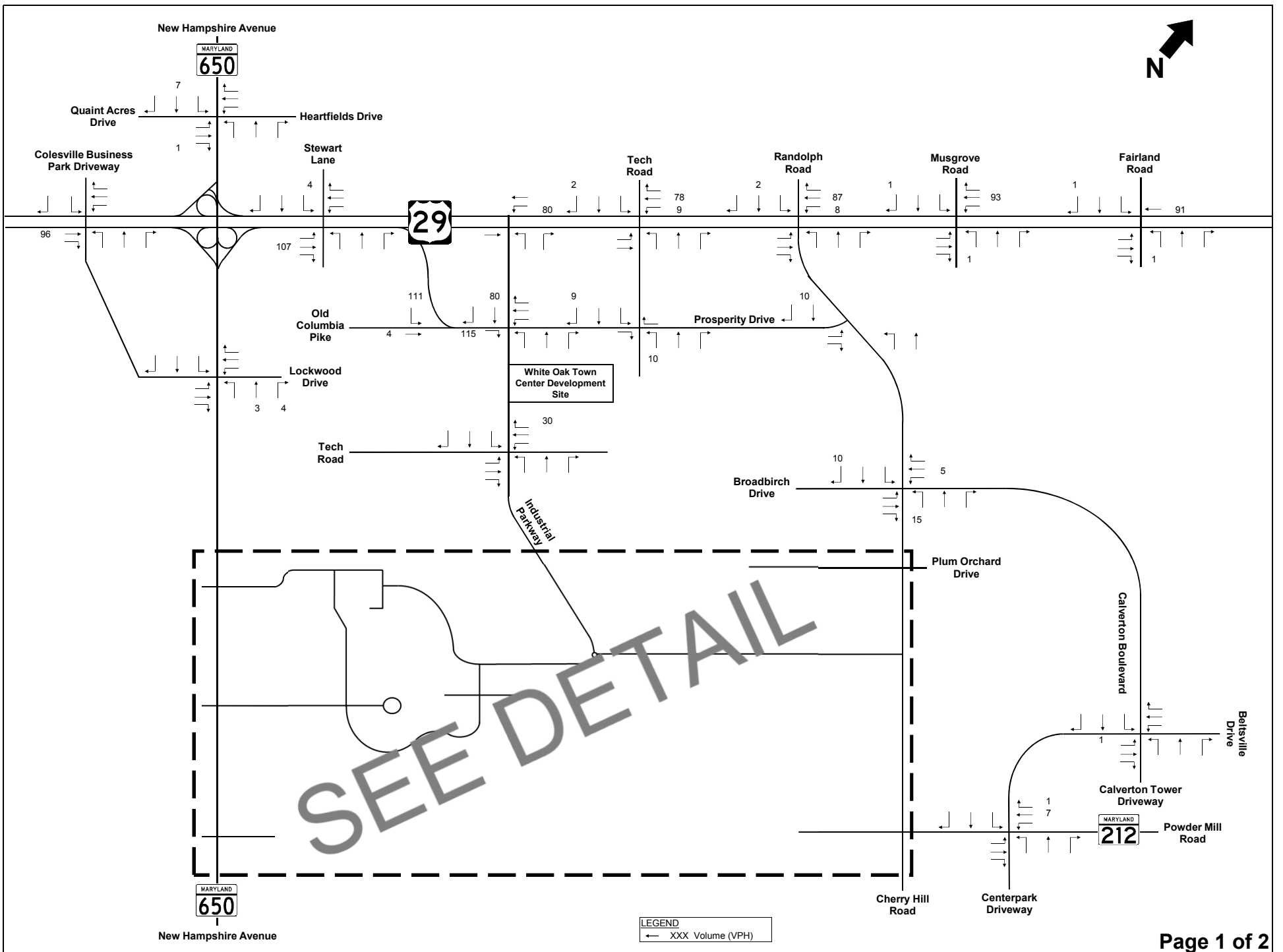
Traffic Impact Study
 FDA Master Plan
 White Oak, MD


Exhibit 8
 Darcars Trip Generation Out
 PM Peak Hour (4:00 PM - 5:00 PM)

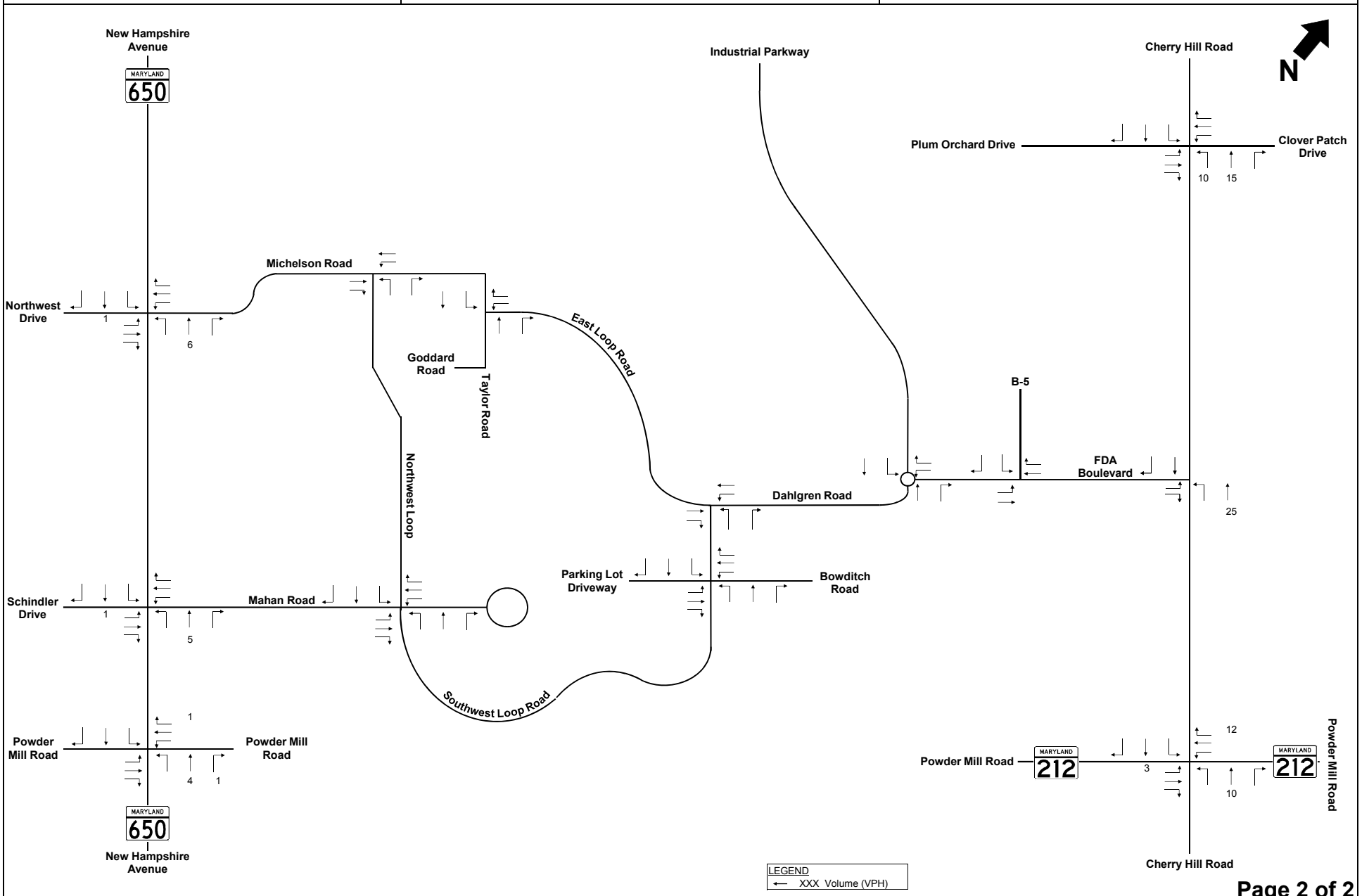



Traffic Impact Study
 FDA Master Plan
 White Oak, MD

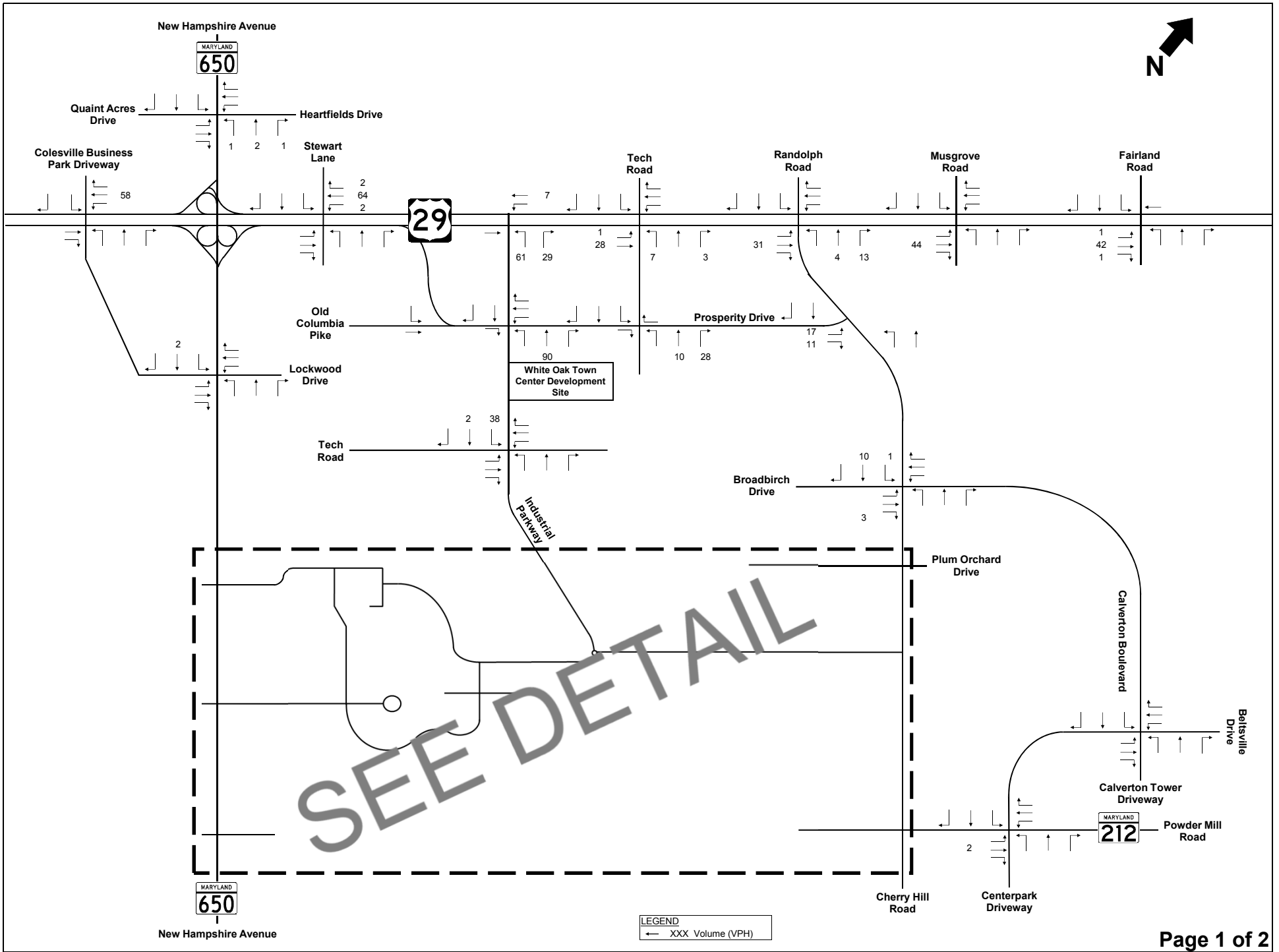
Exhibit 8
 Darcars Trip Generation Out
 PM Peak Hour (4:00 PM - 5:00 PM)




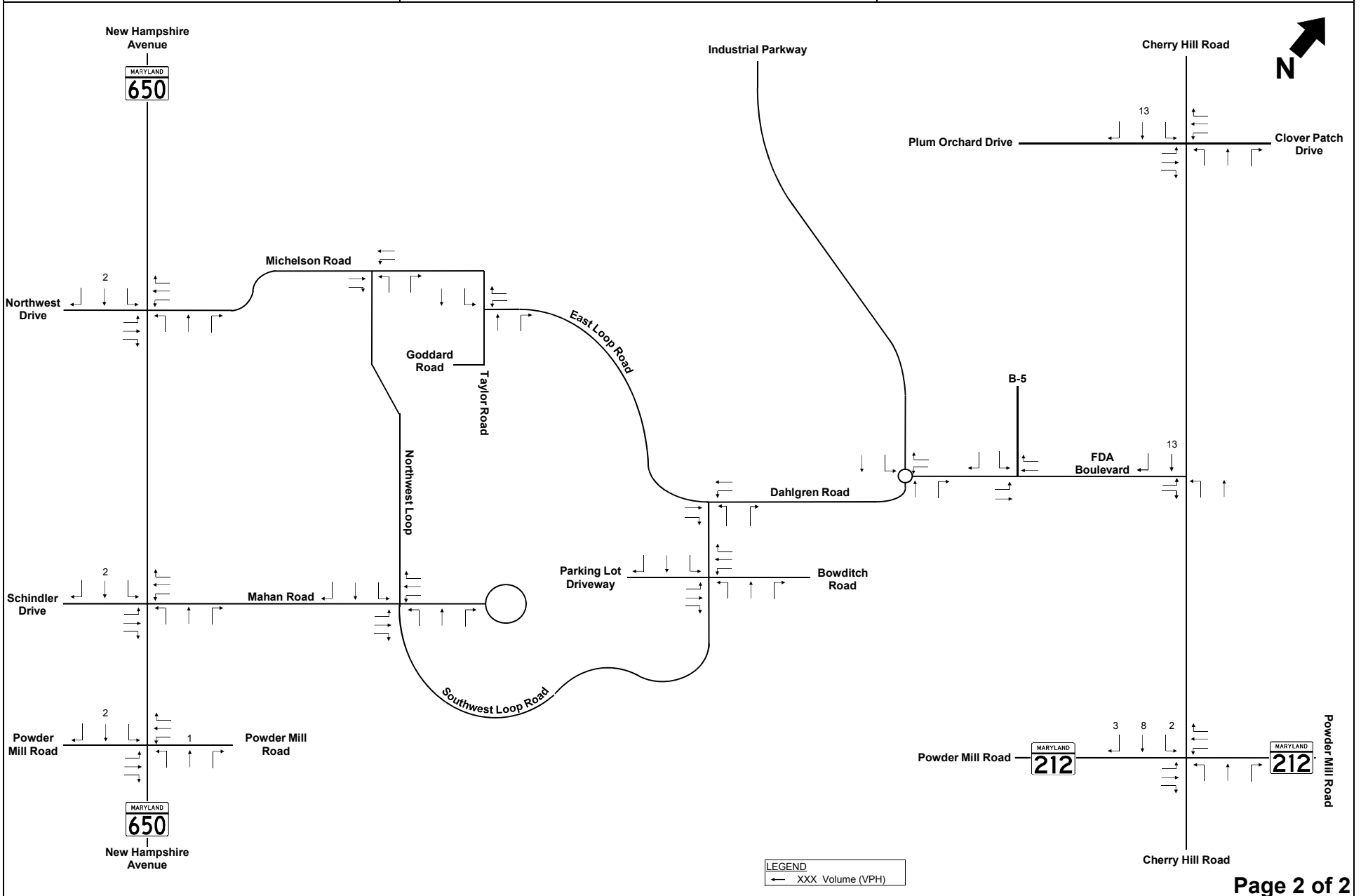
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 9 White Oak Transp. Center Trip Generation In AM Peak Hour (8:00 AM - 9:00 AM)
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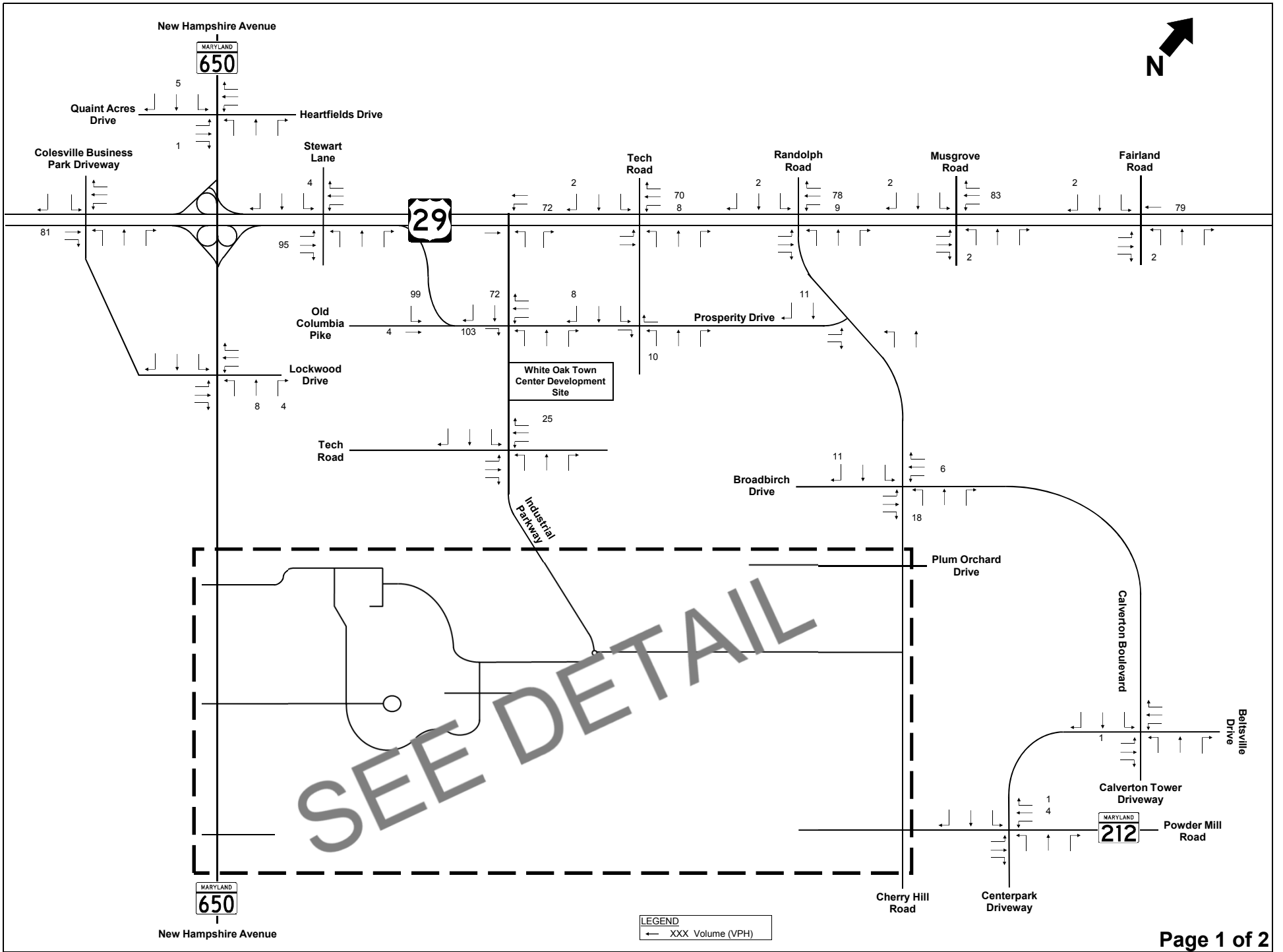
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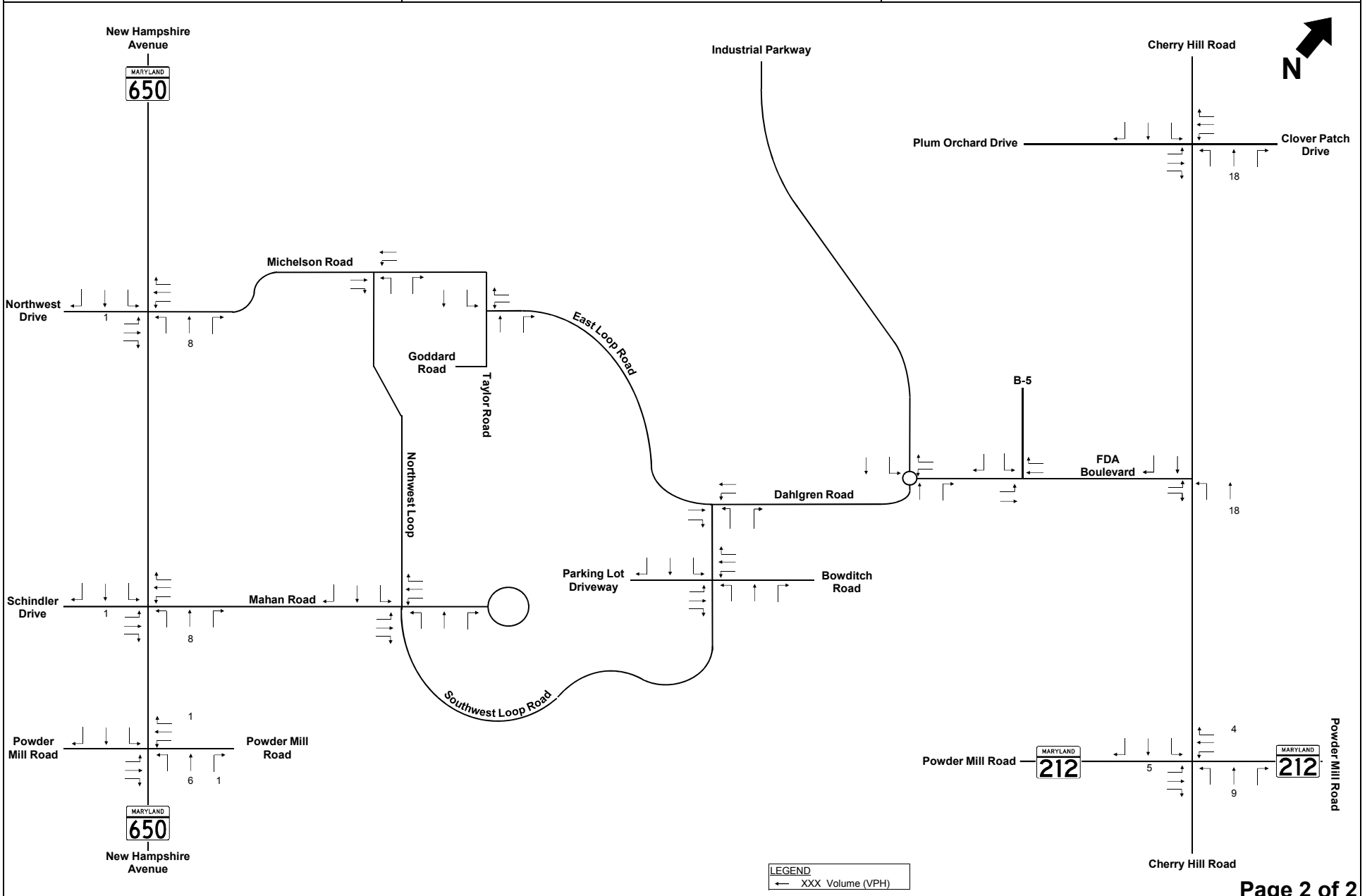
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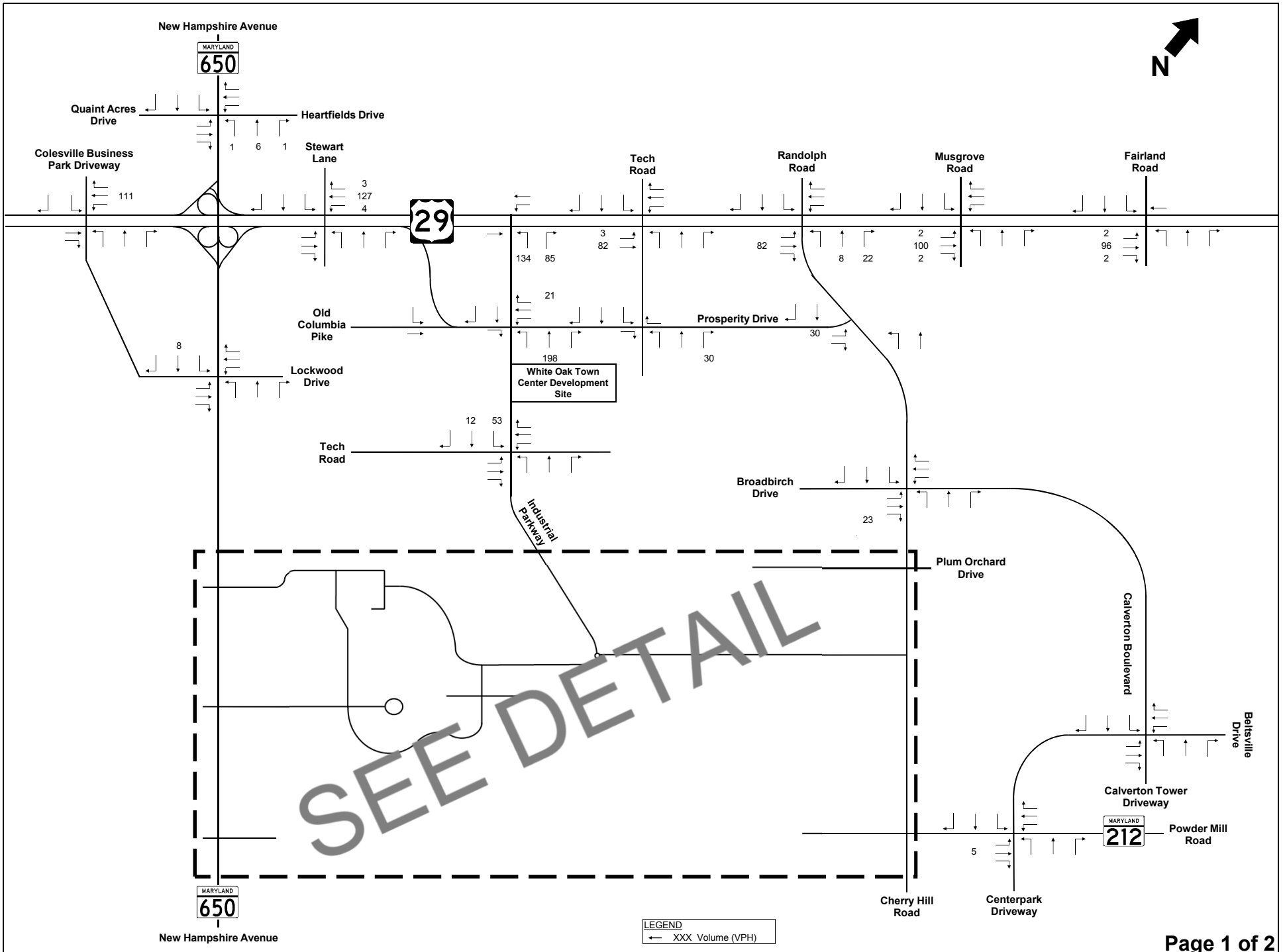
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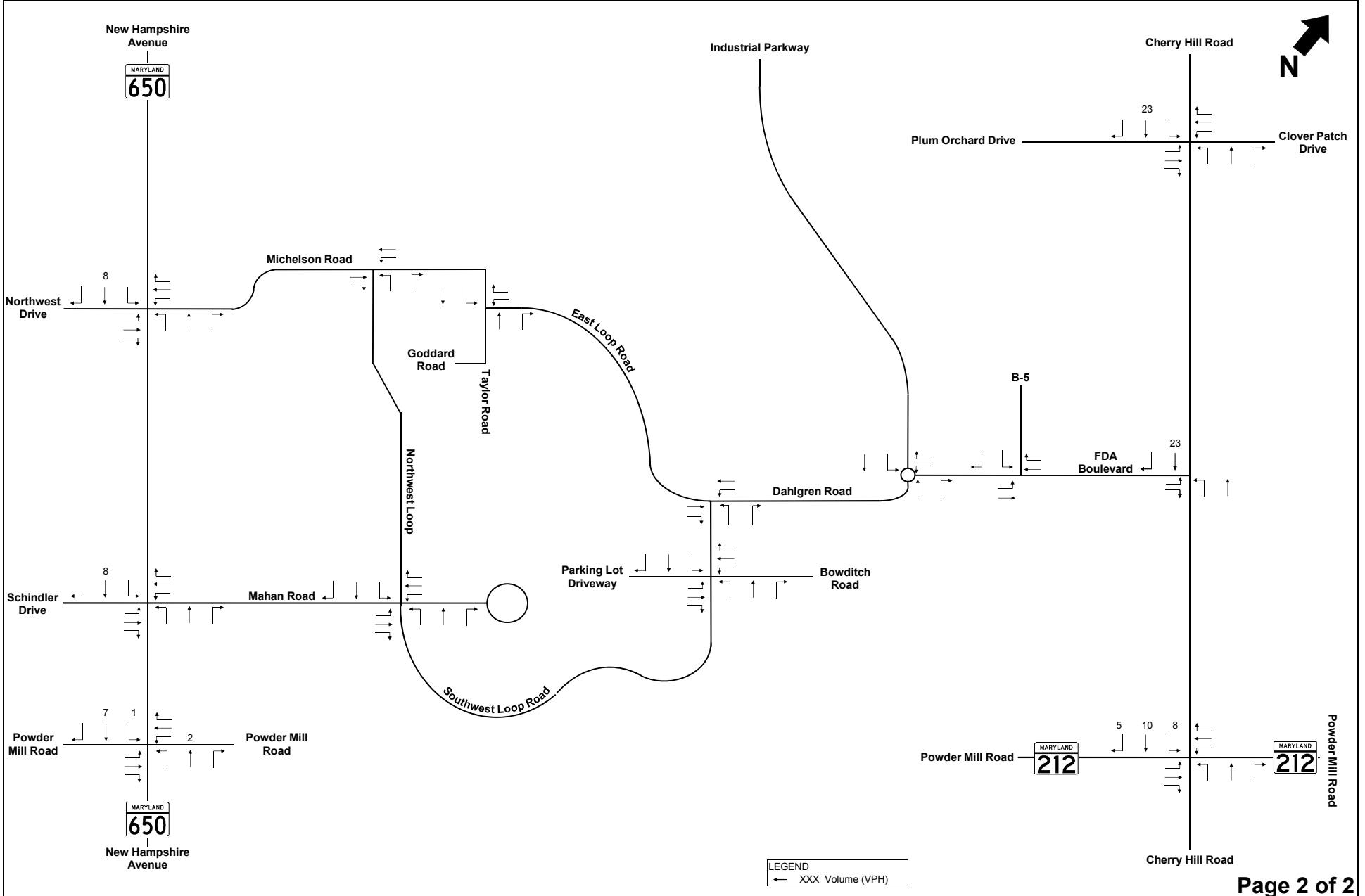
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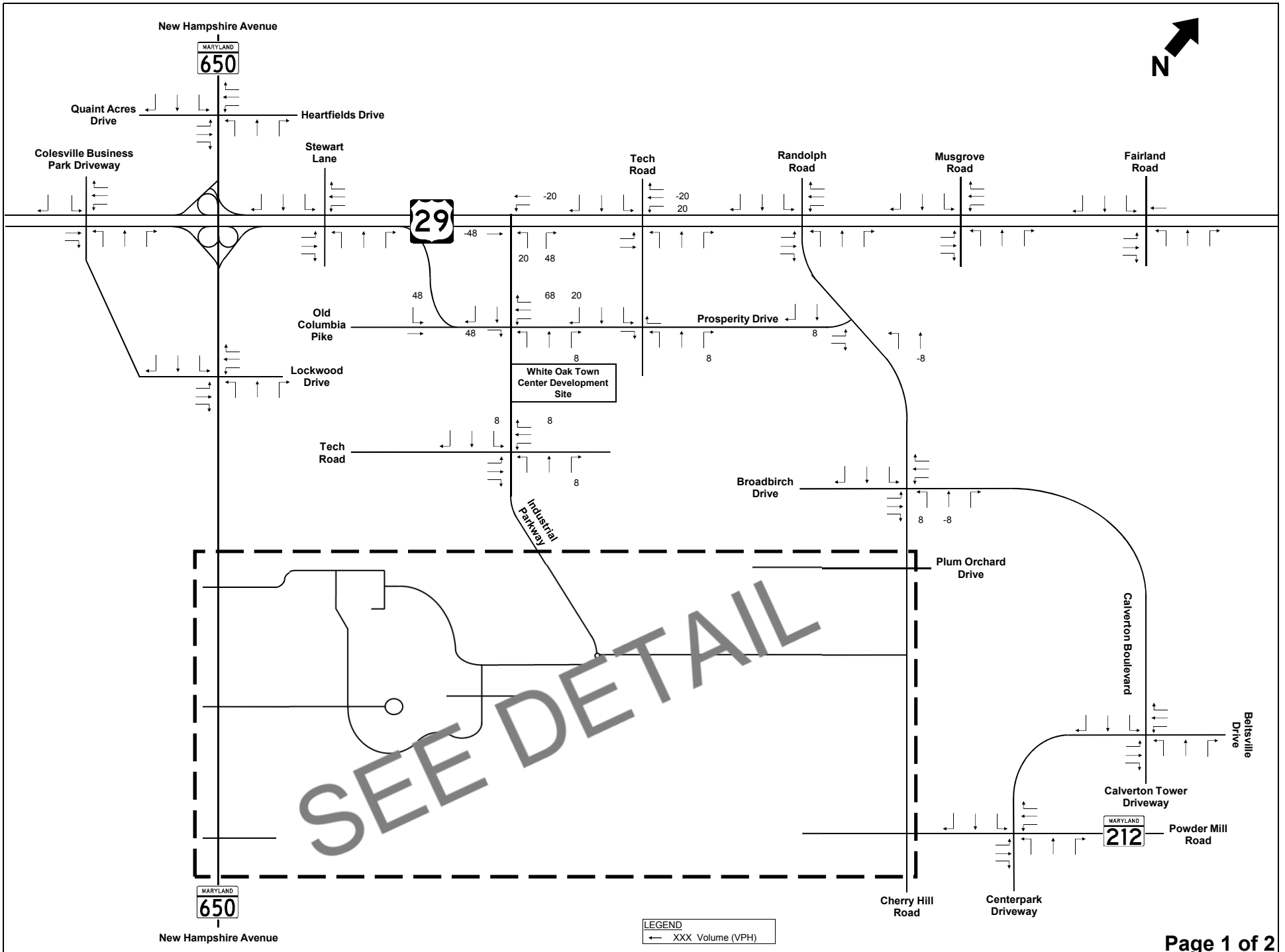
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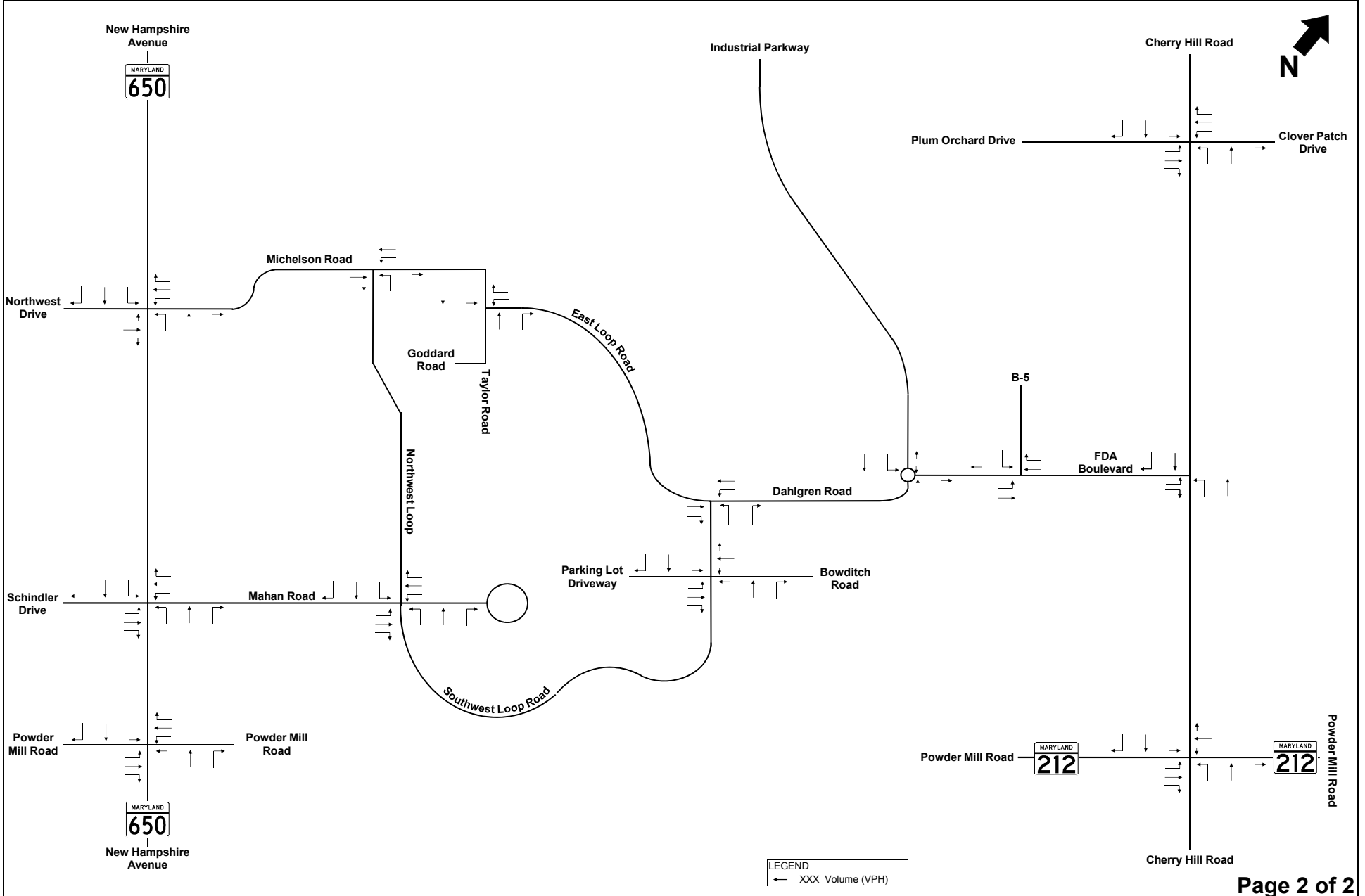
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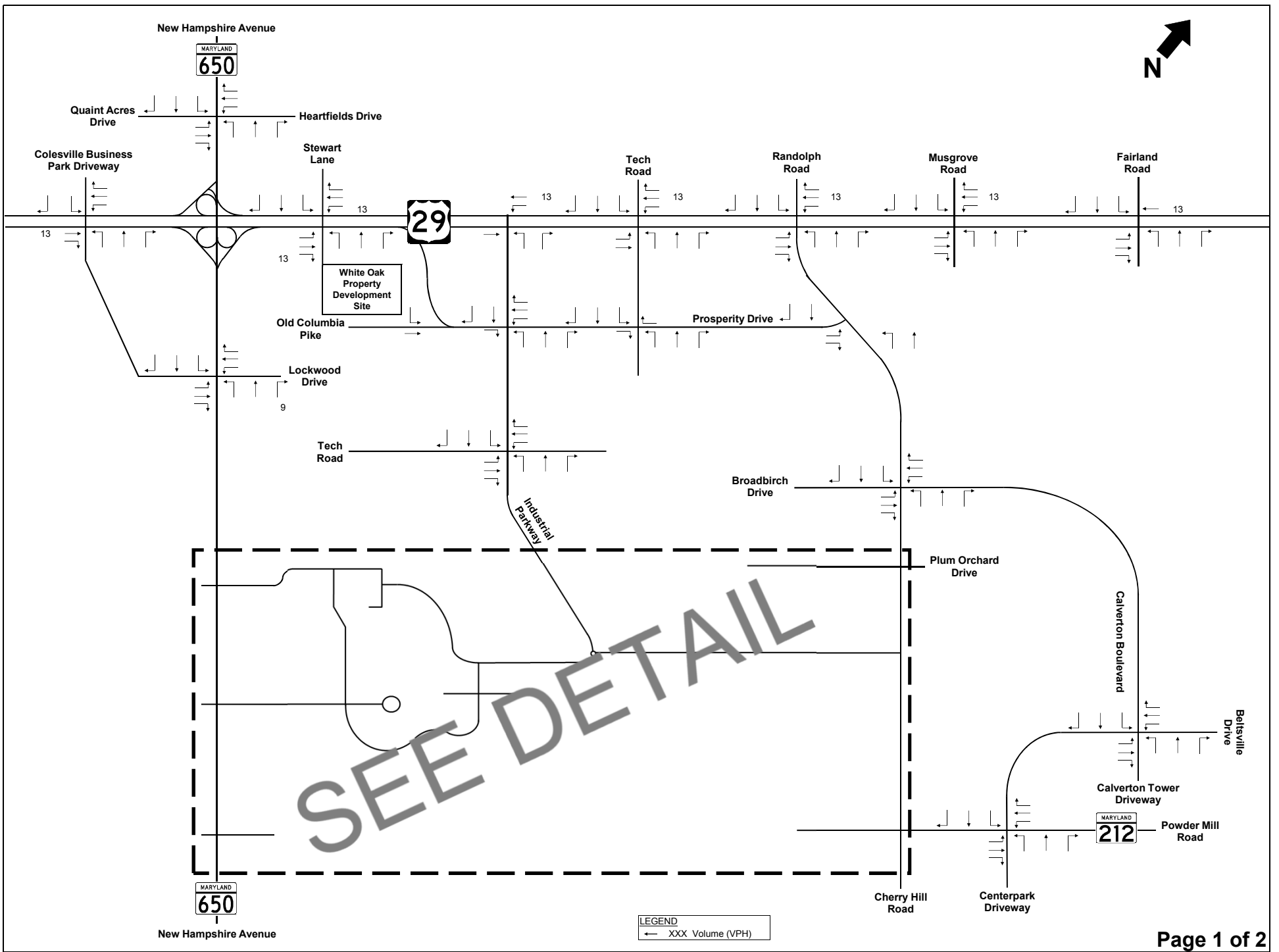
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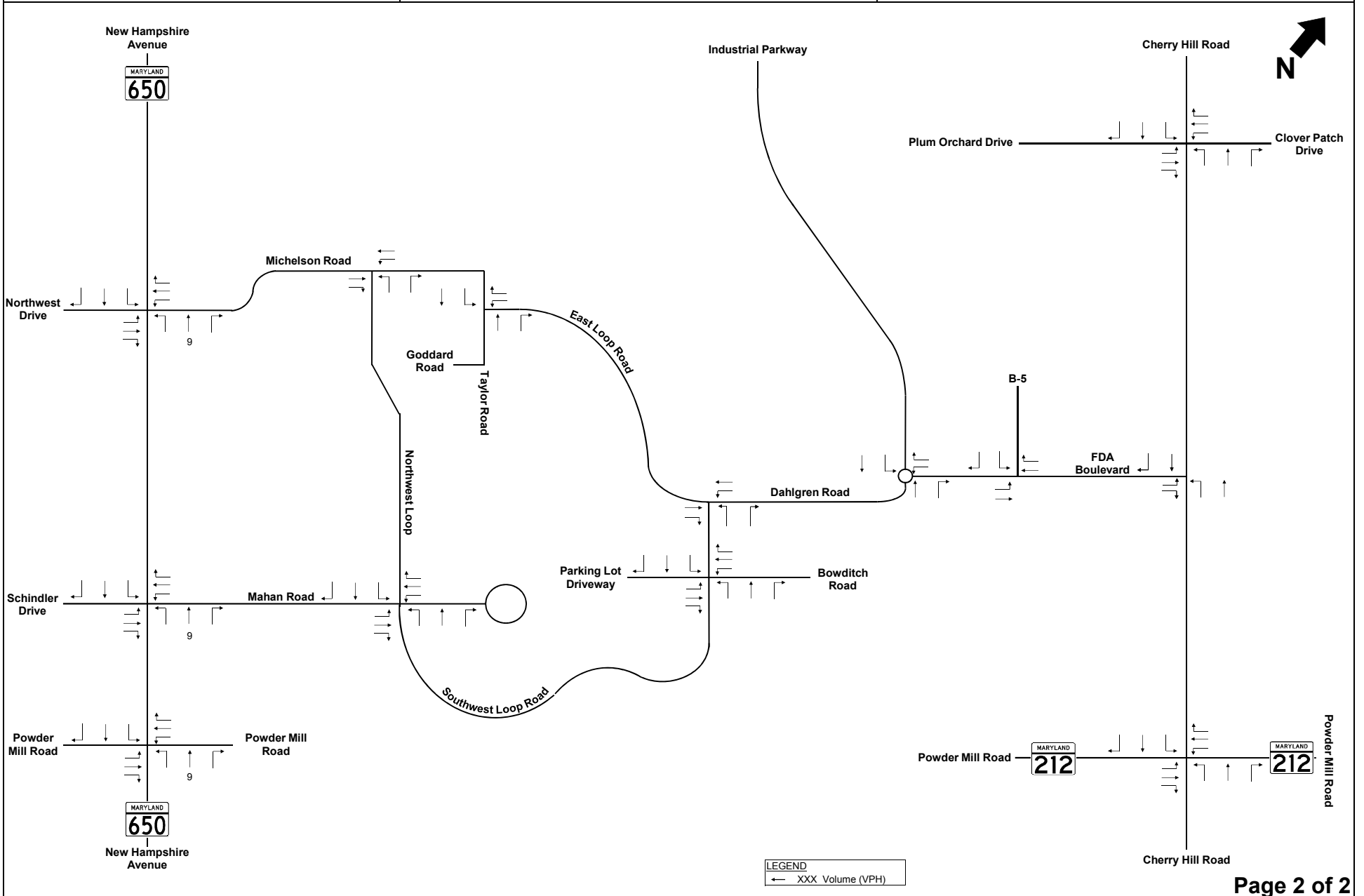
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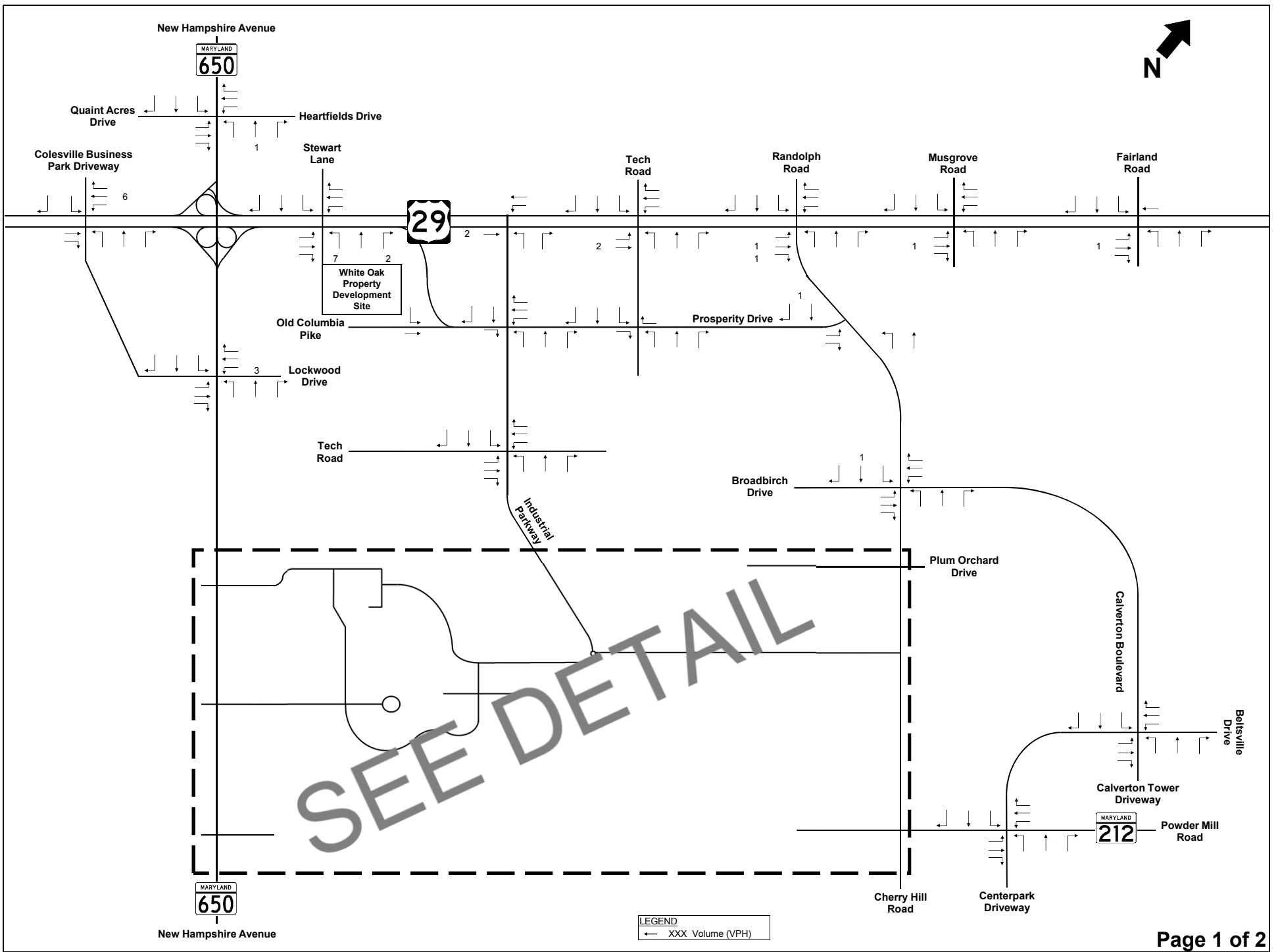
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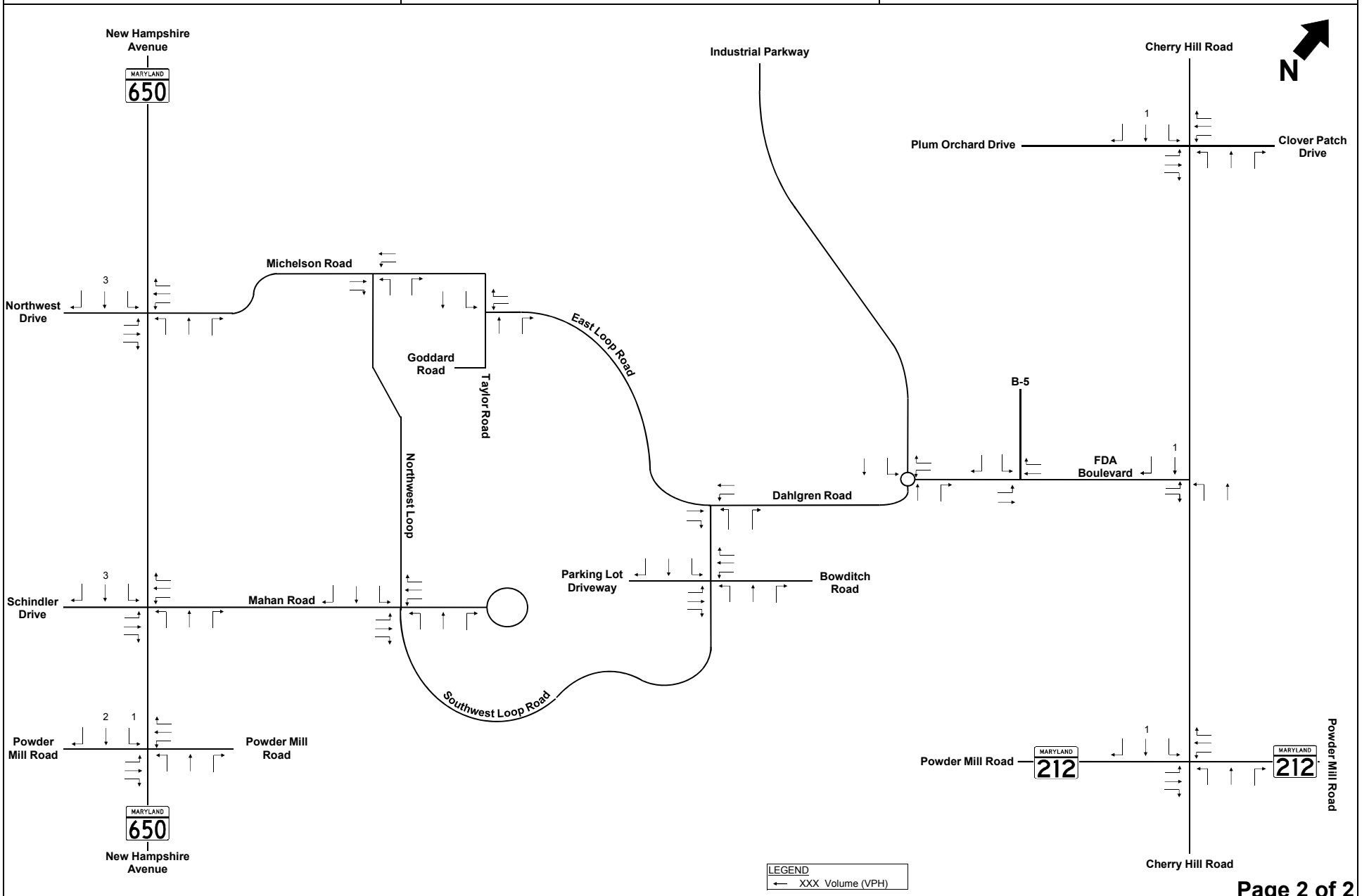
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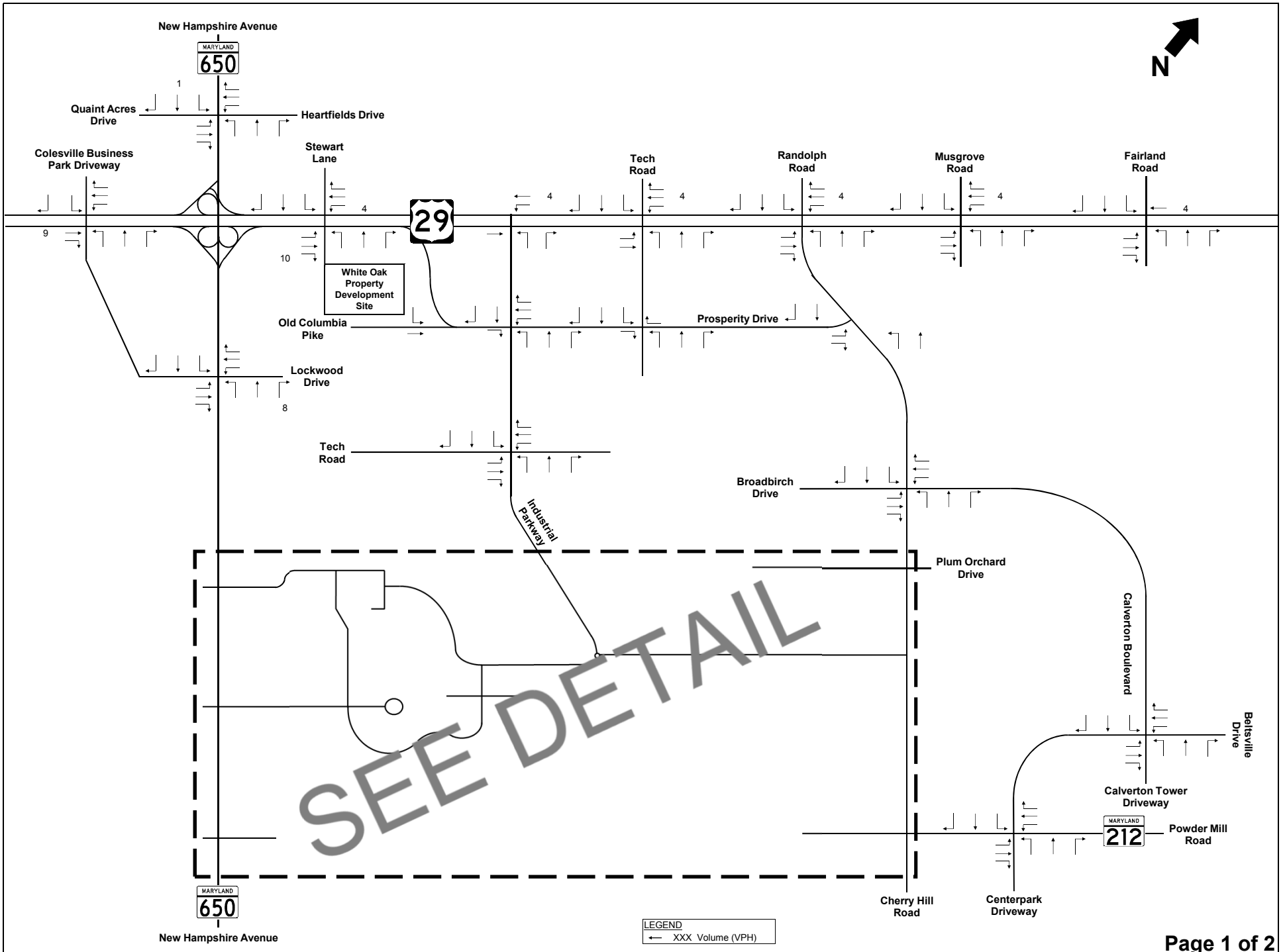
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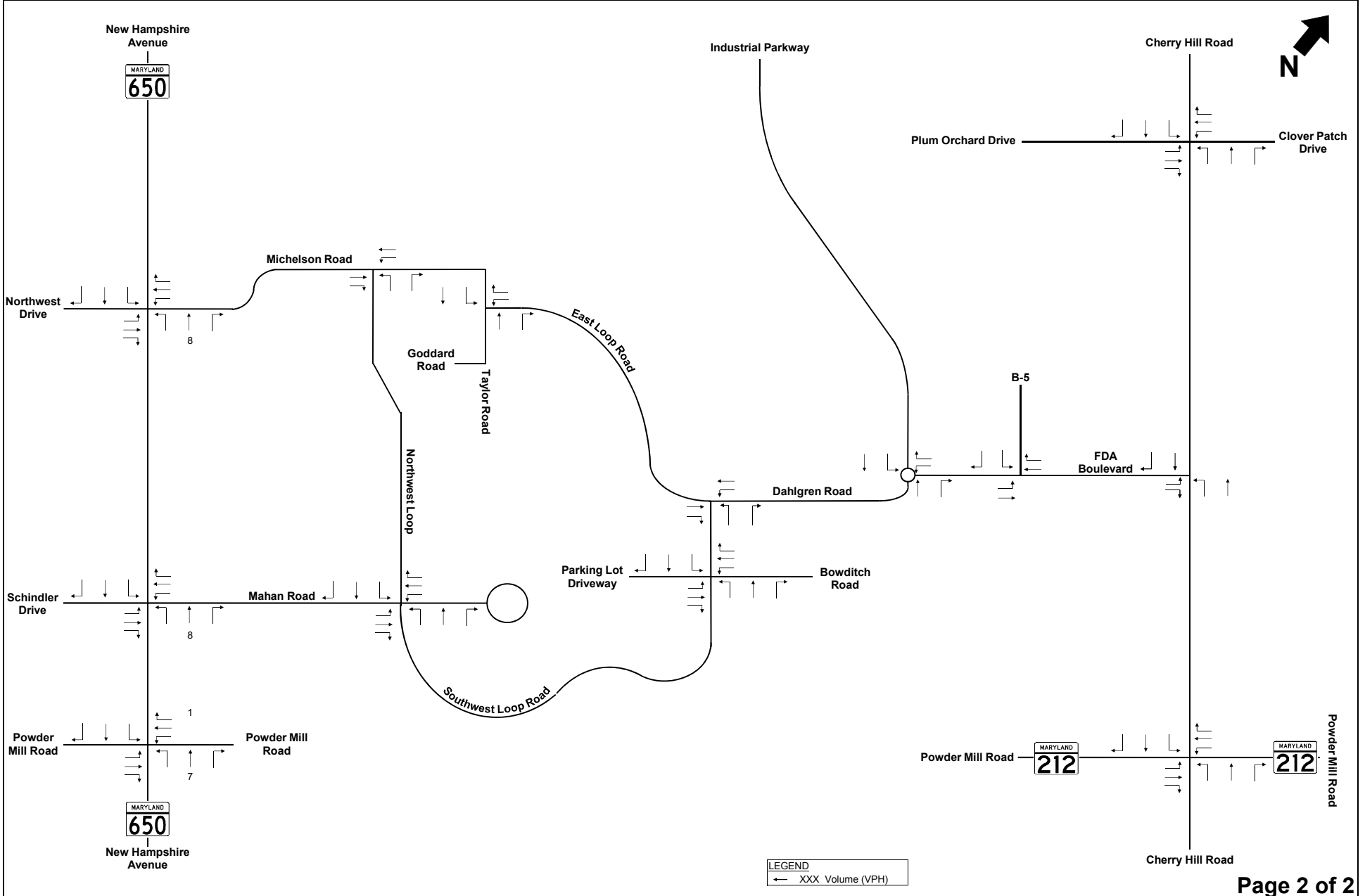
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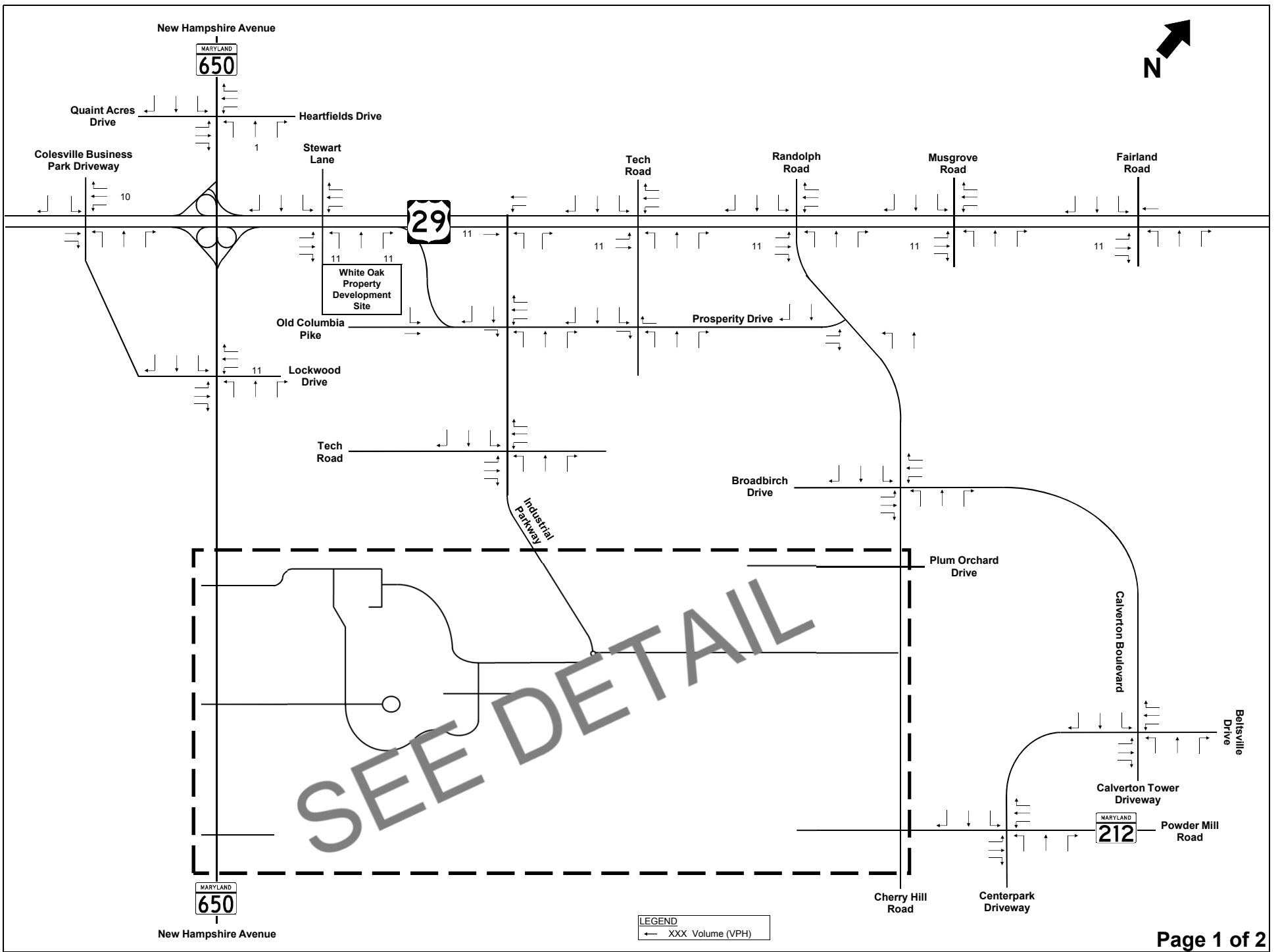
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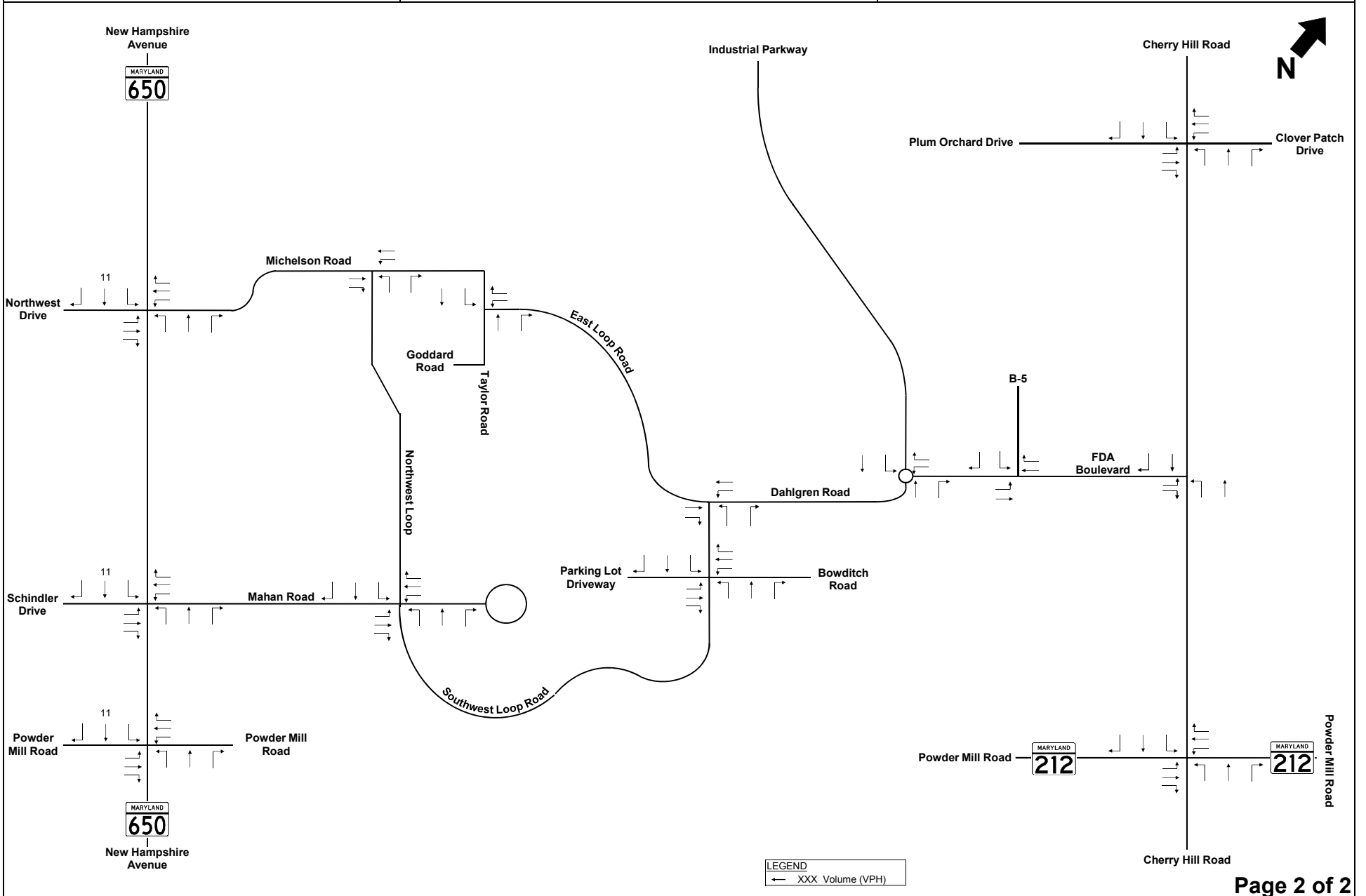
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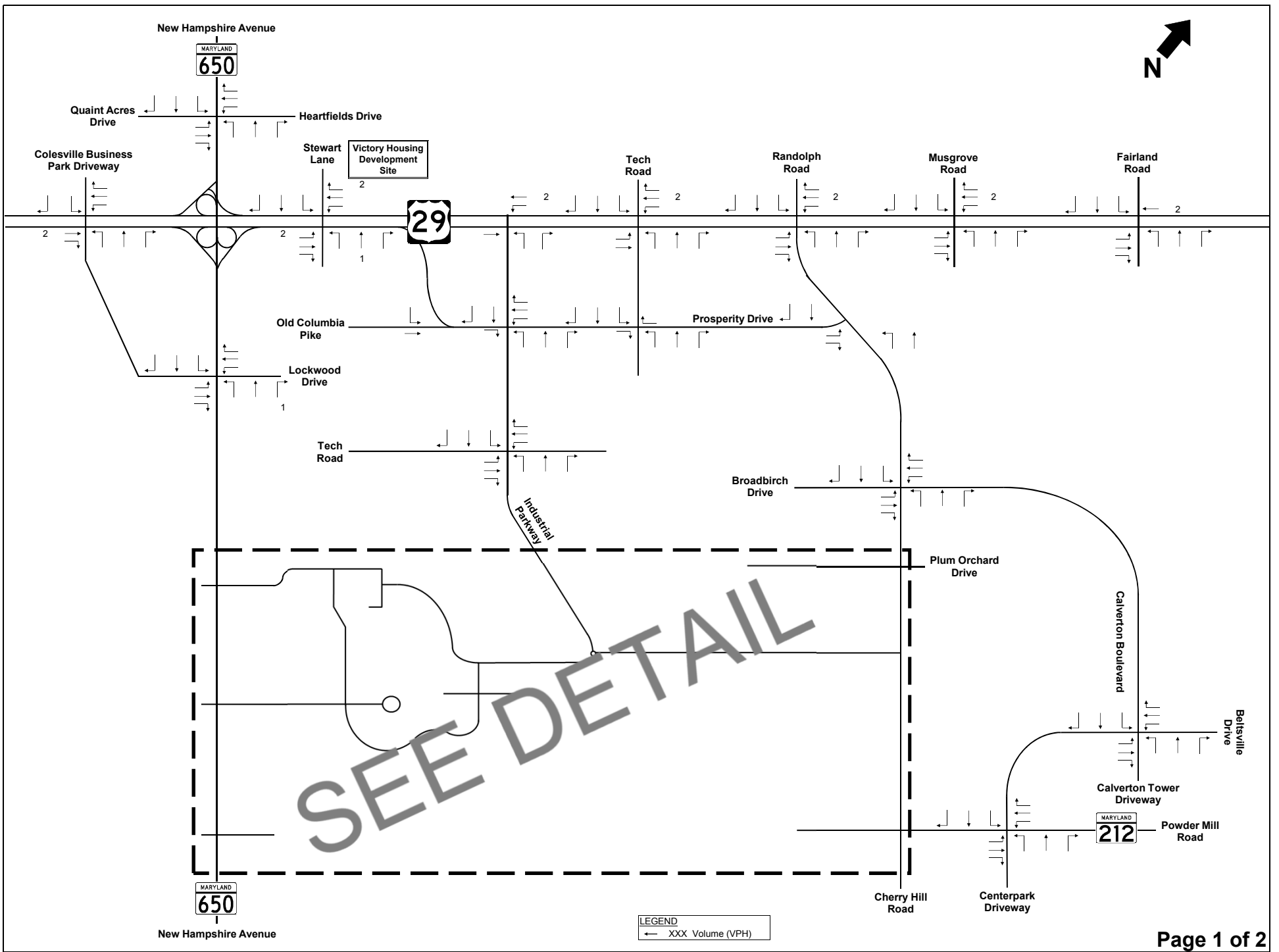
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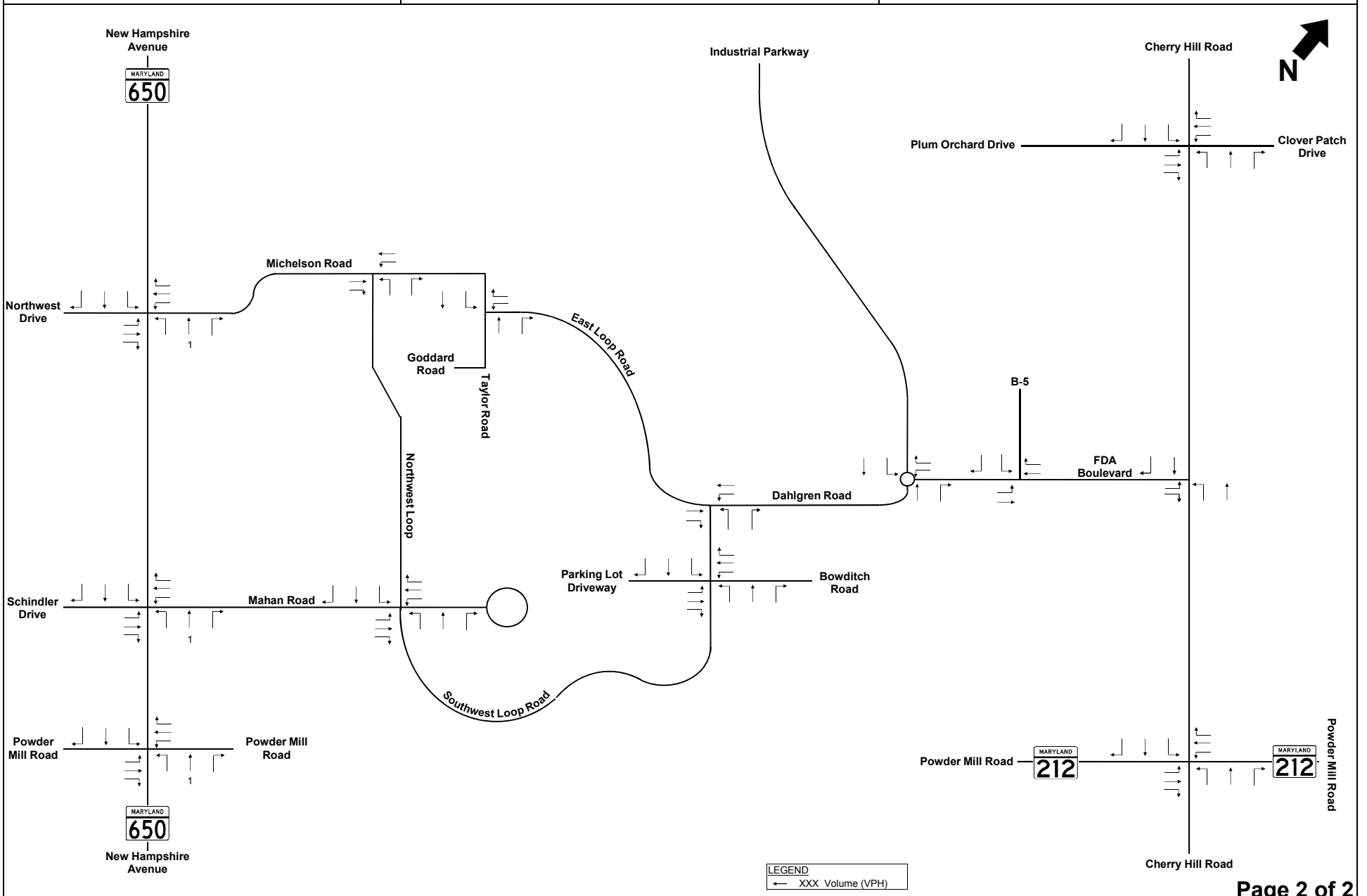
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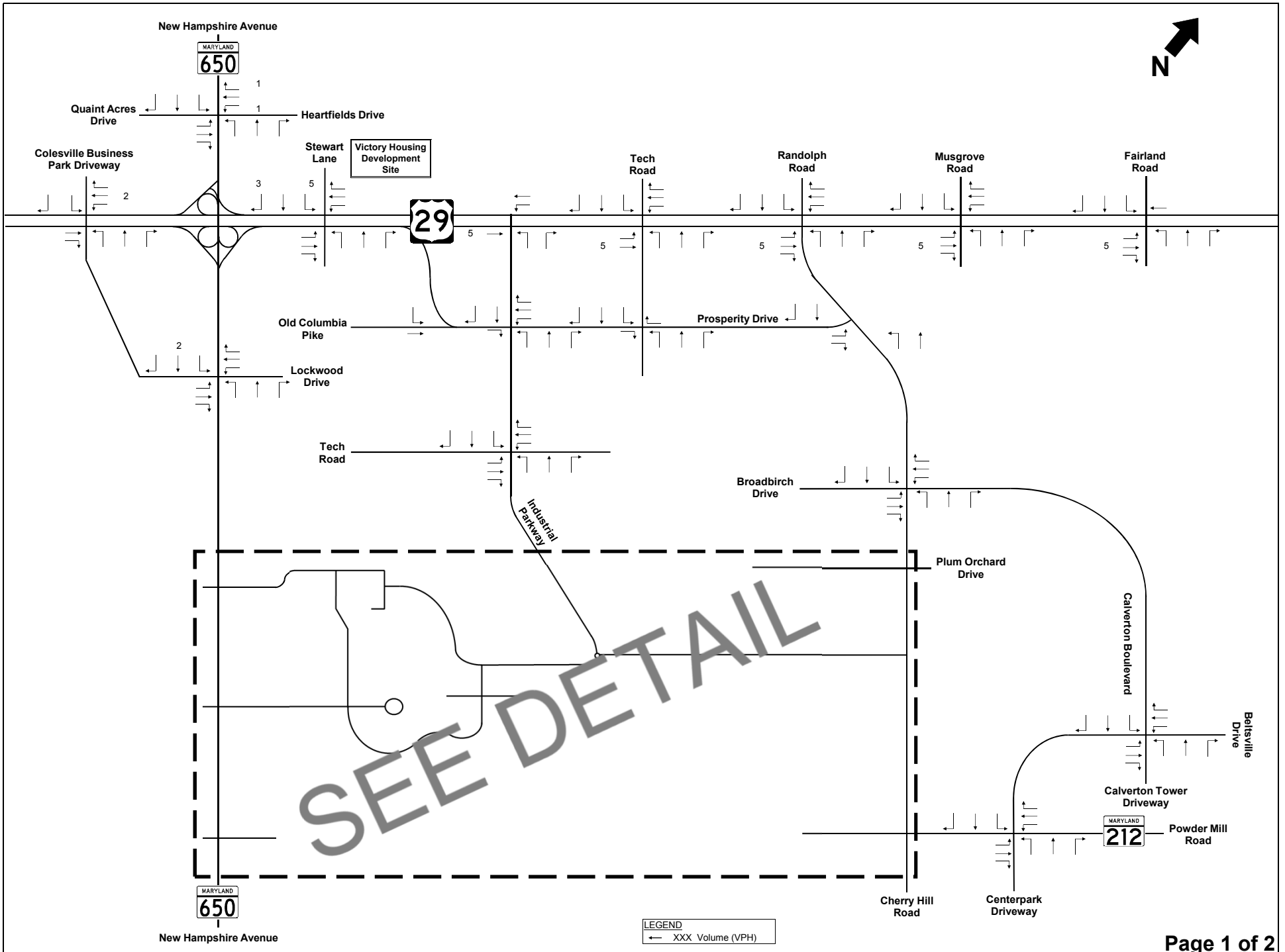
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 17 White Oak Property Trip Generation Out PM Peak Hour (4:00 PM - 5:00 PM)
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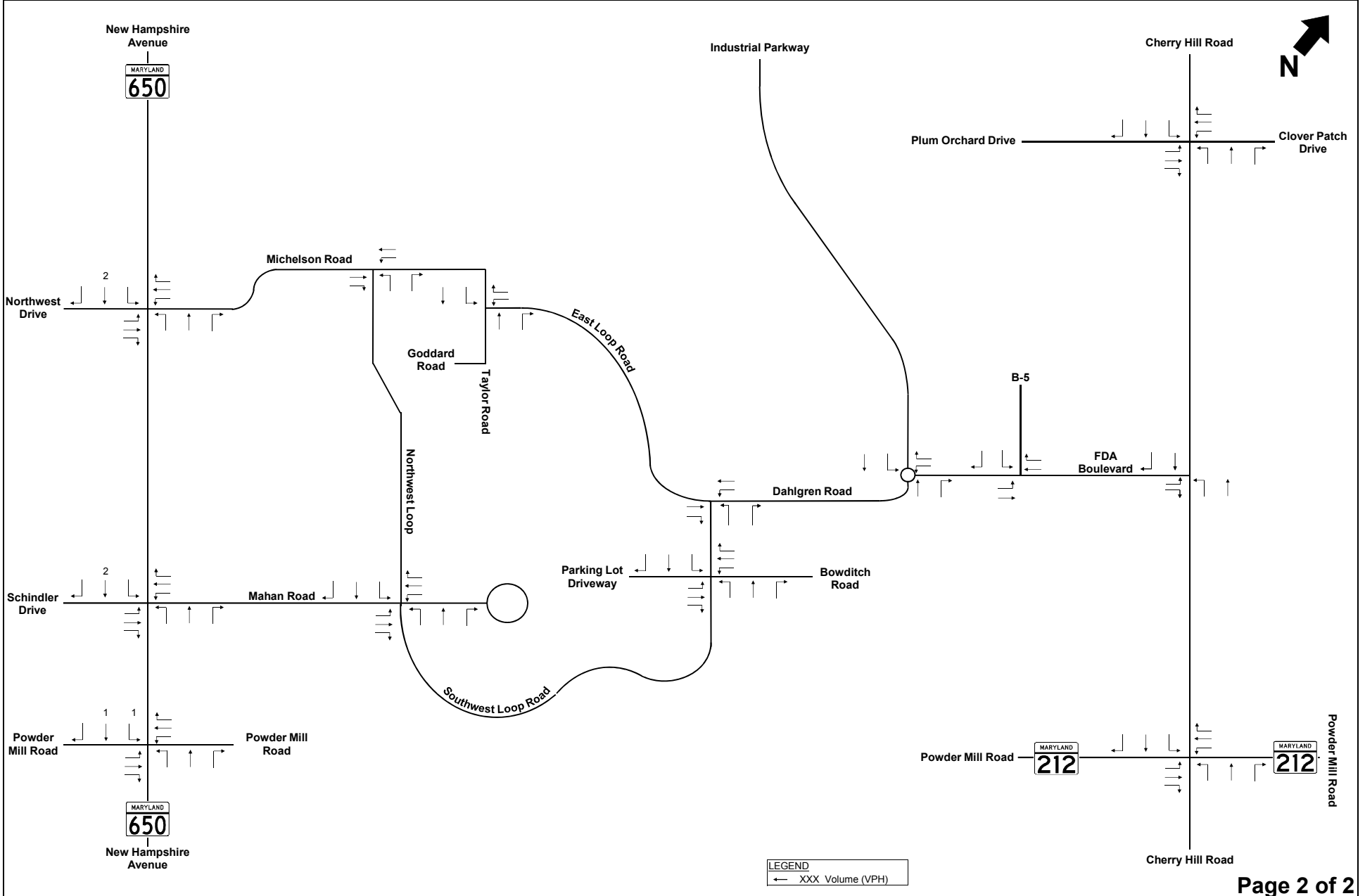
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 18 Victory Housing Trip Generation In AM Peak Hour (8:00 AM - 9:00 AM)
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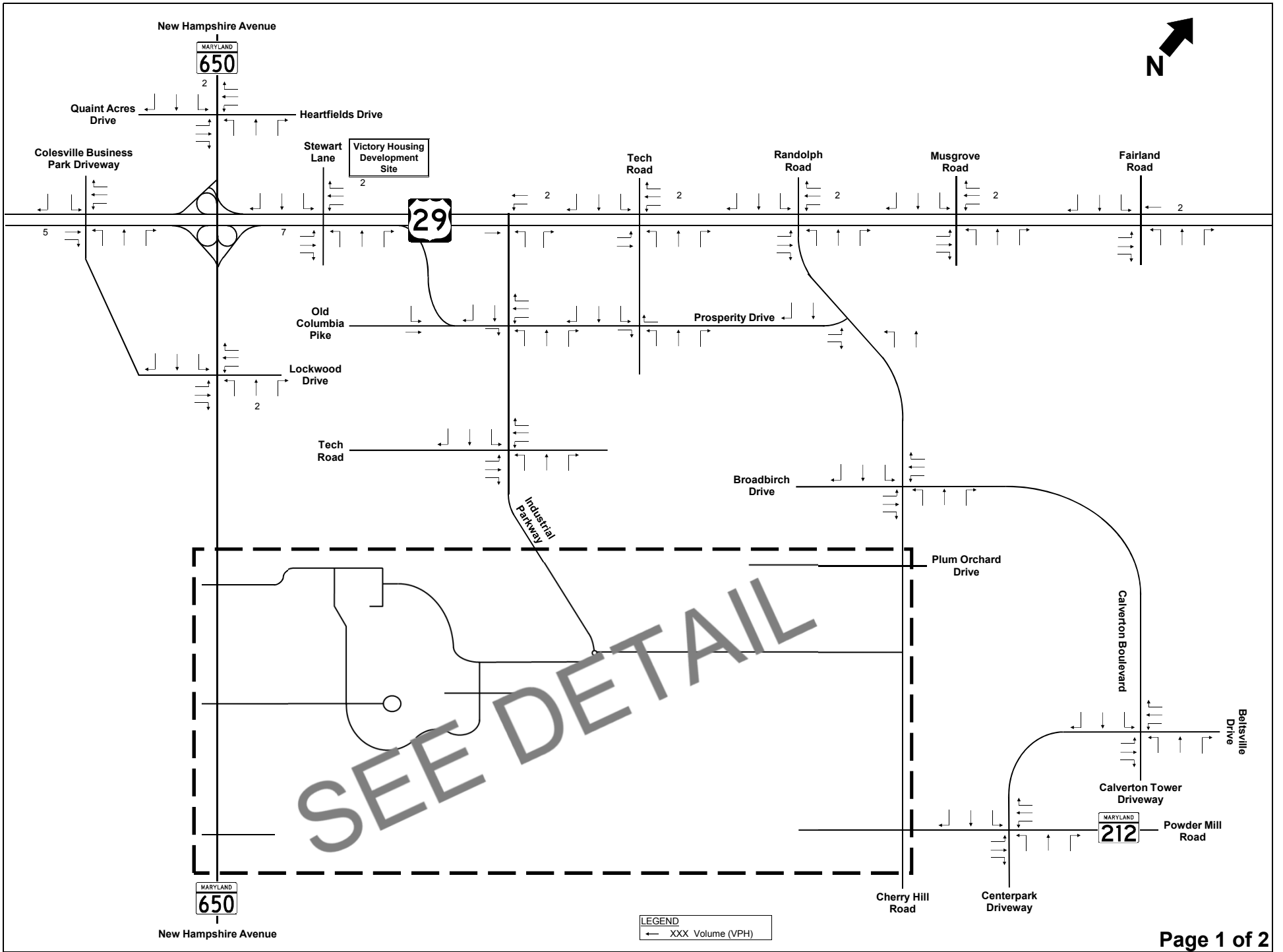
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 18 Victory Housing Trip Generation In AM Peak Hour (8:00 AM - 9:00 AM)
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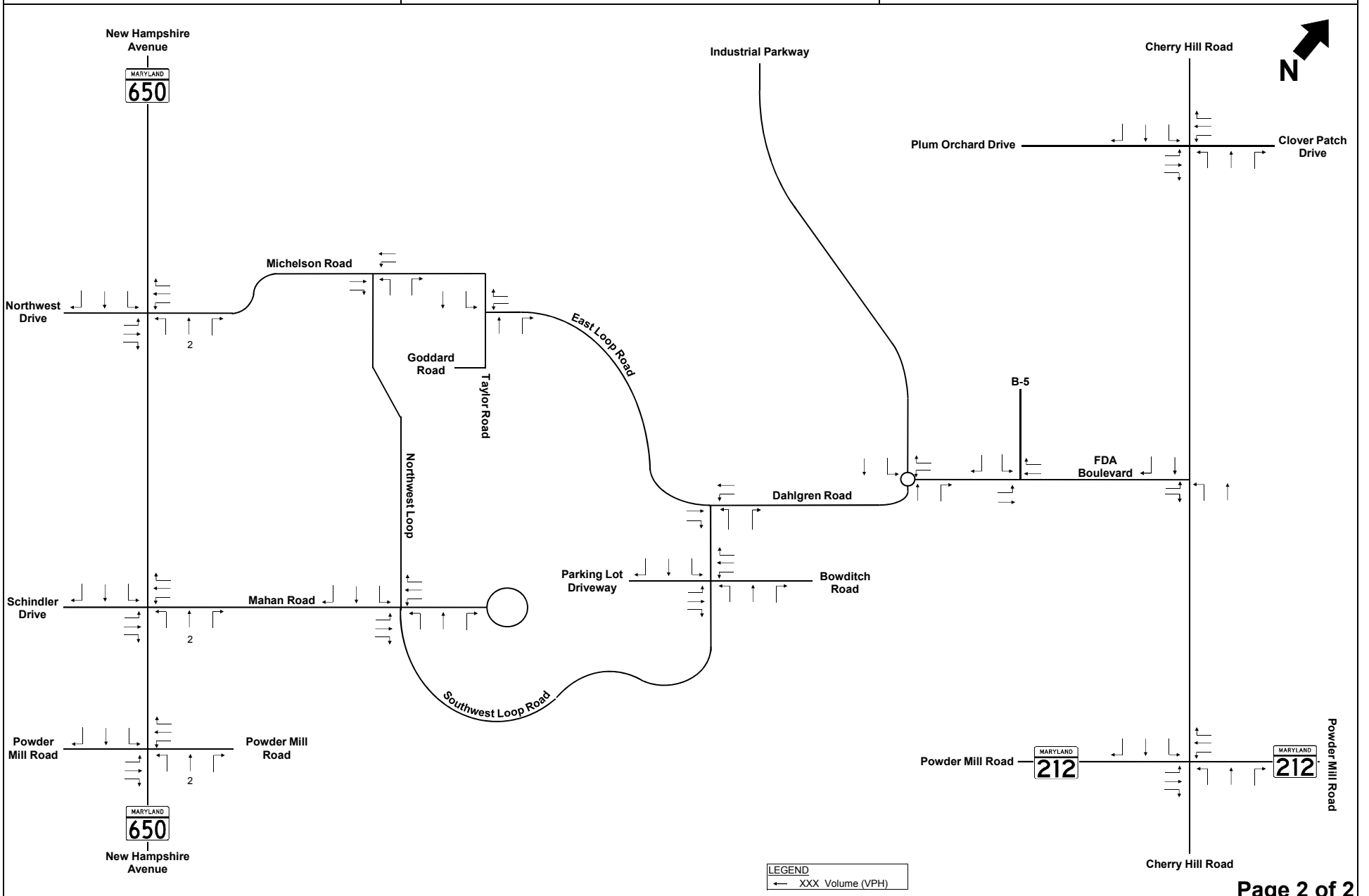
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 19 Victory Housing Trip Generation Out AM Peak Hour (8:00 AM - 9:00 AM)
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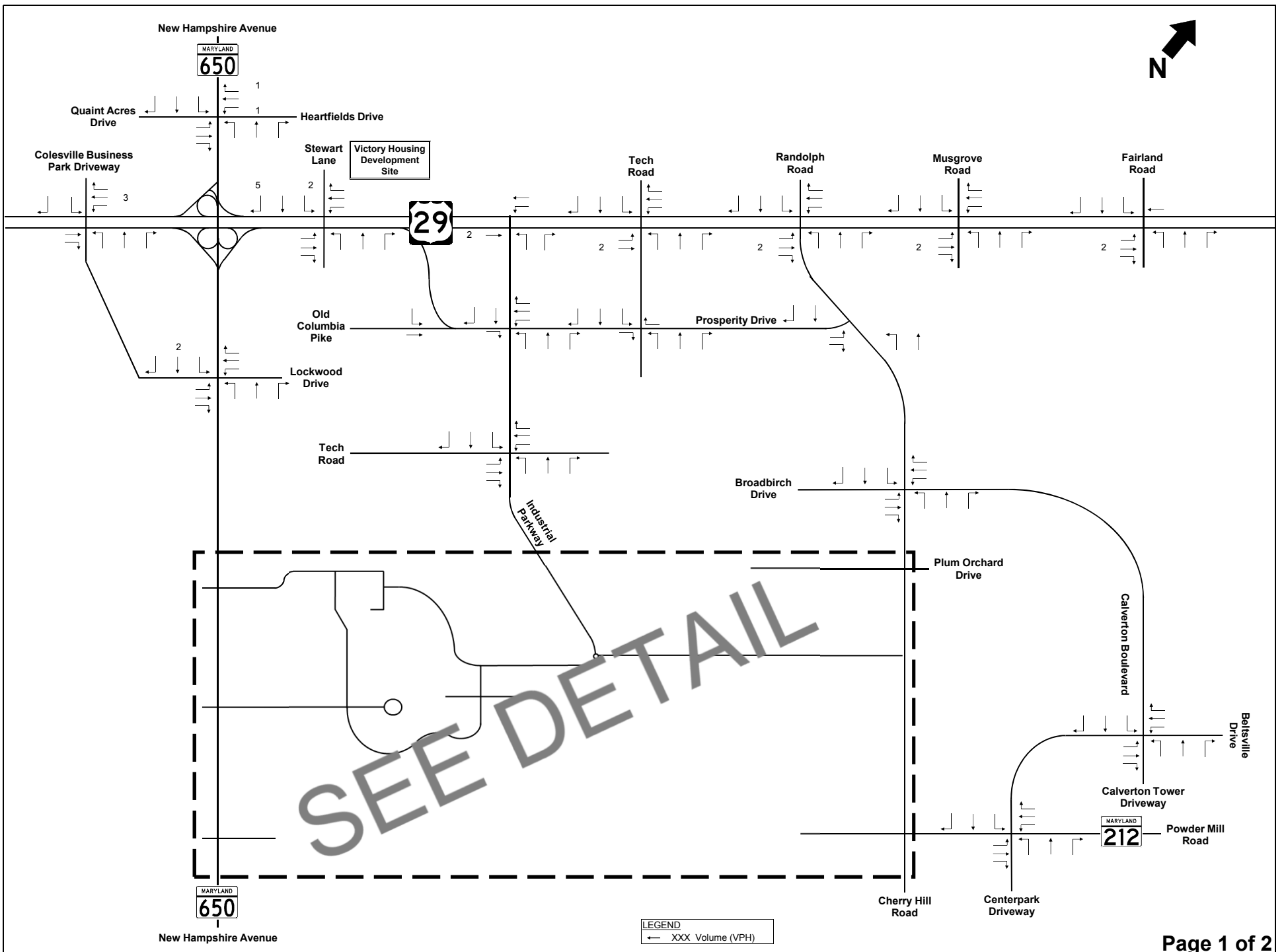
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 19 Victory Housing Trip Generation Out AM Peak Hour (8:00 AM - 9:00 AM)
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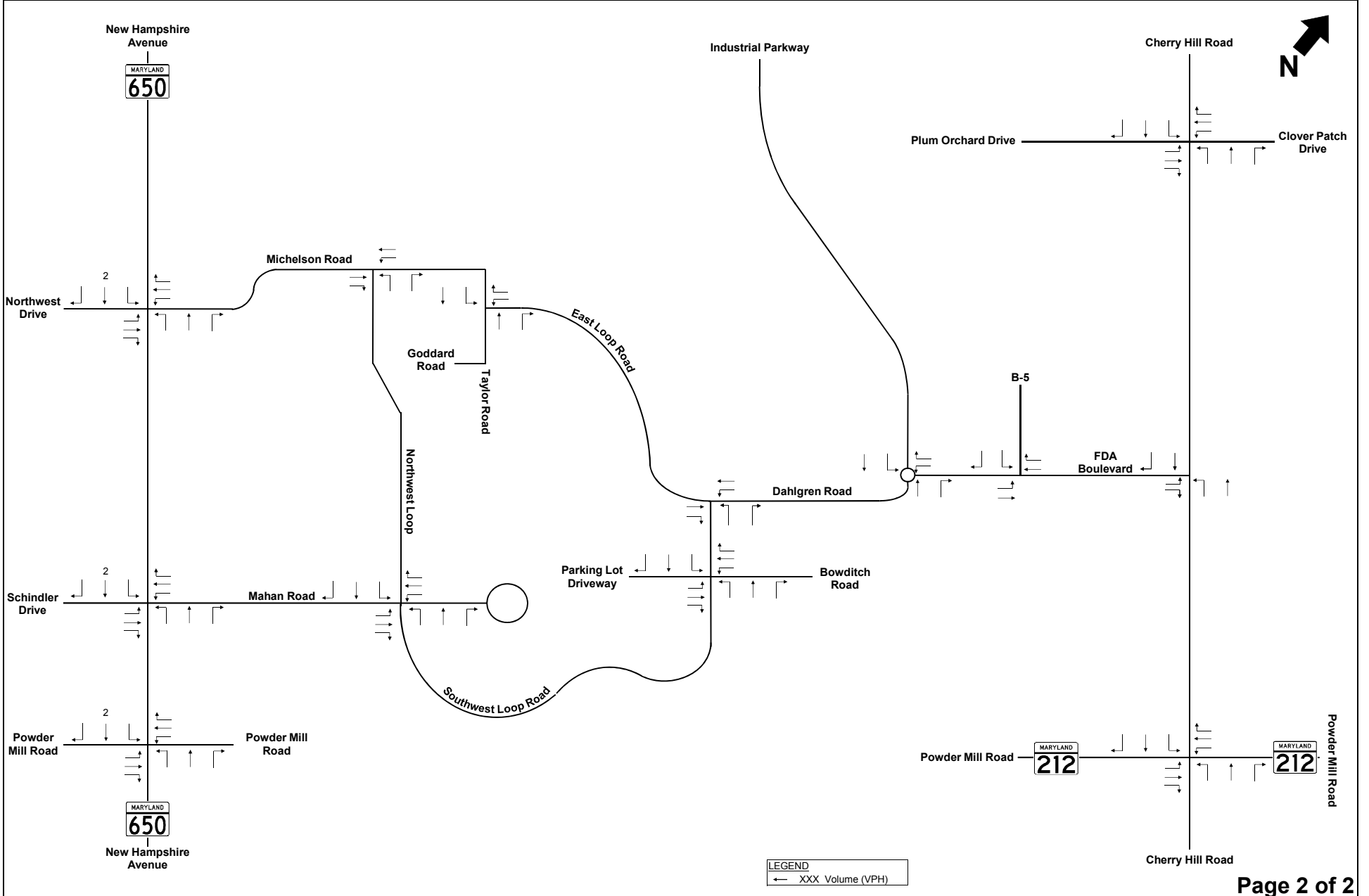
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 20 Victory Housing Trip Generation In PM Peak Hour (4:00 PM - 5:00 PM)
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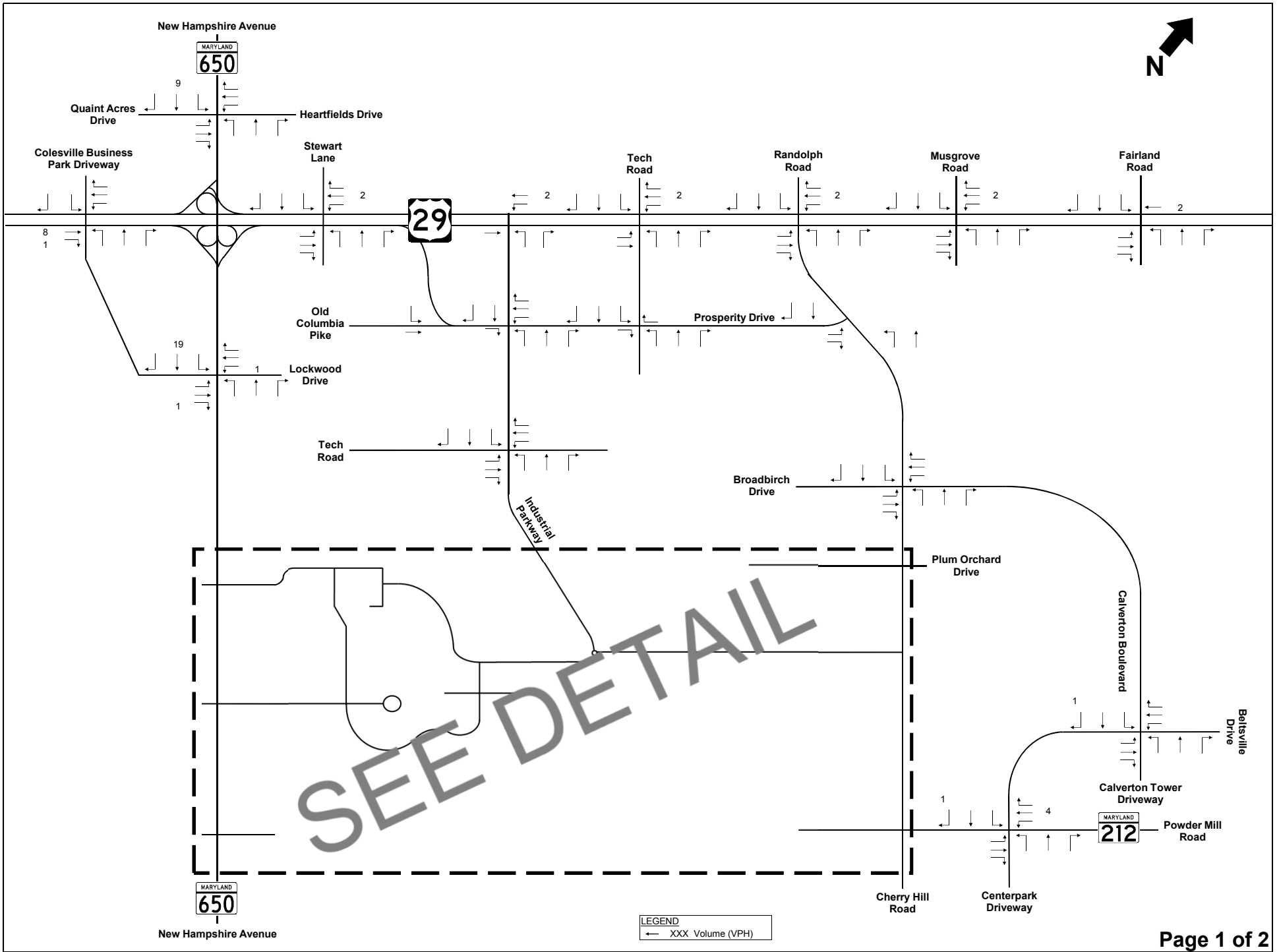
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 20 Victory Housing Trip Generation In PM Peak Hour (4:00 PM - 5:00 PM)
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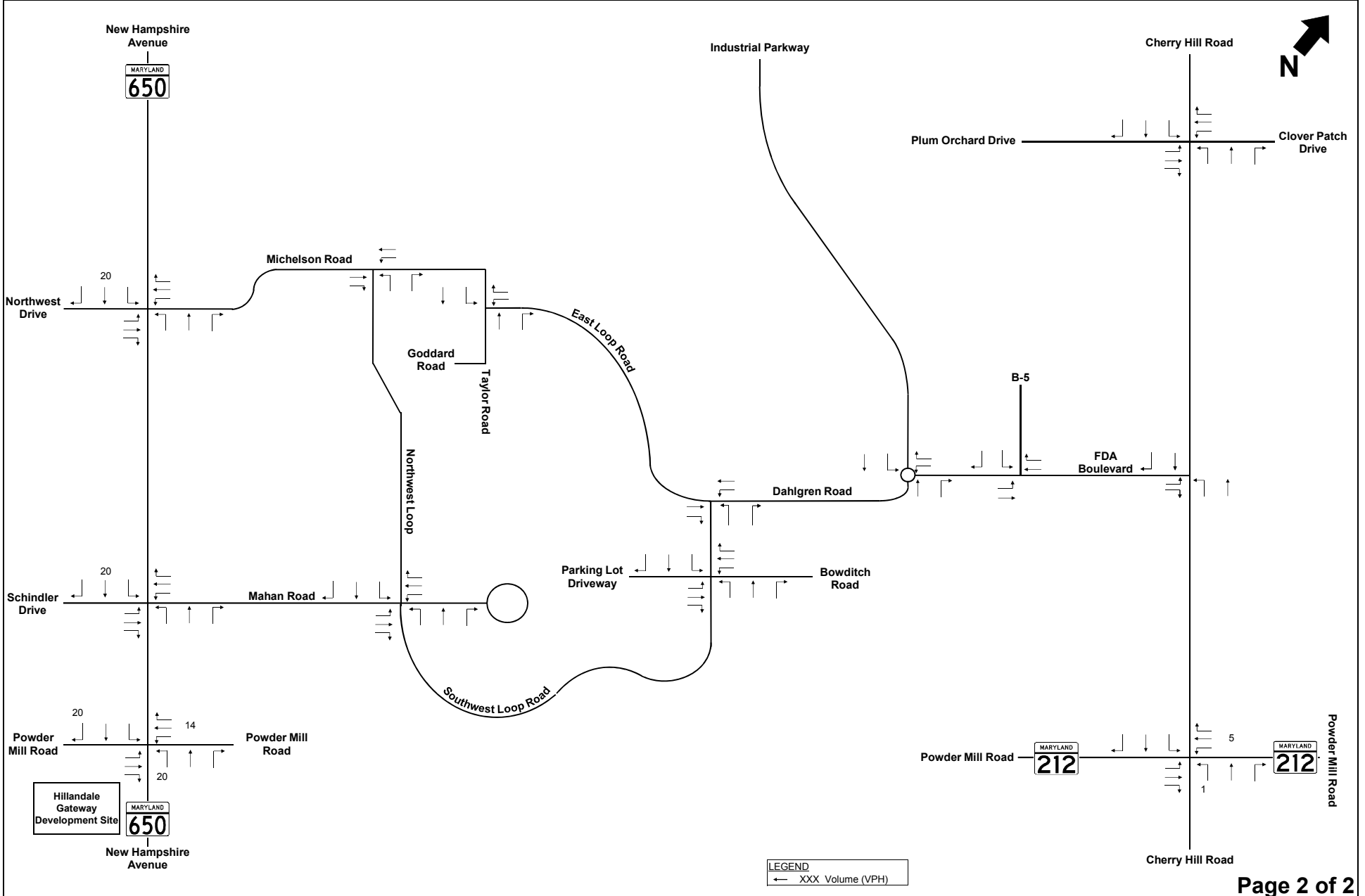
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 21 Victory Housing Trip Generation Out PM Peak Hour (4:00 PM - 5:00 PM)
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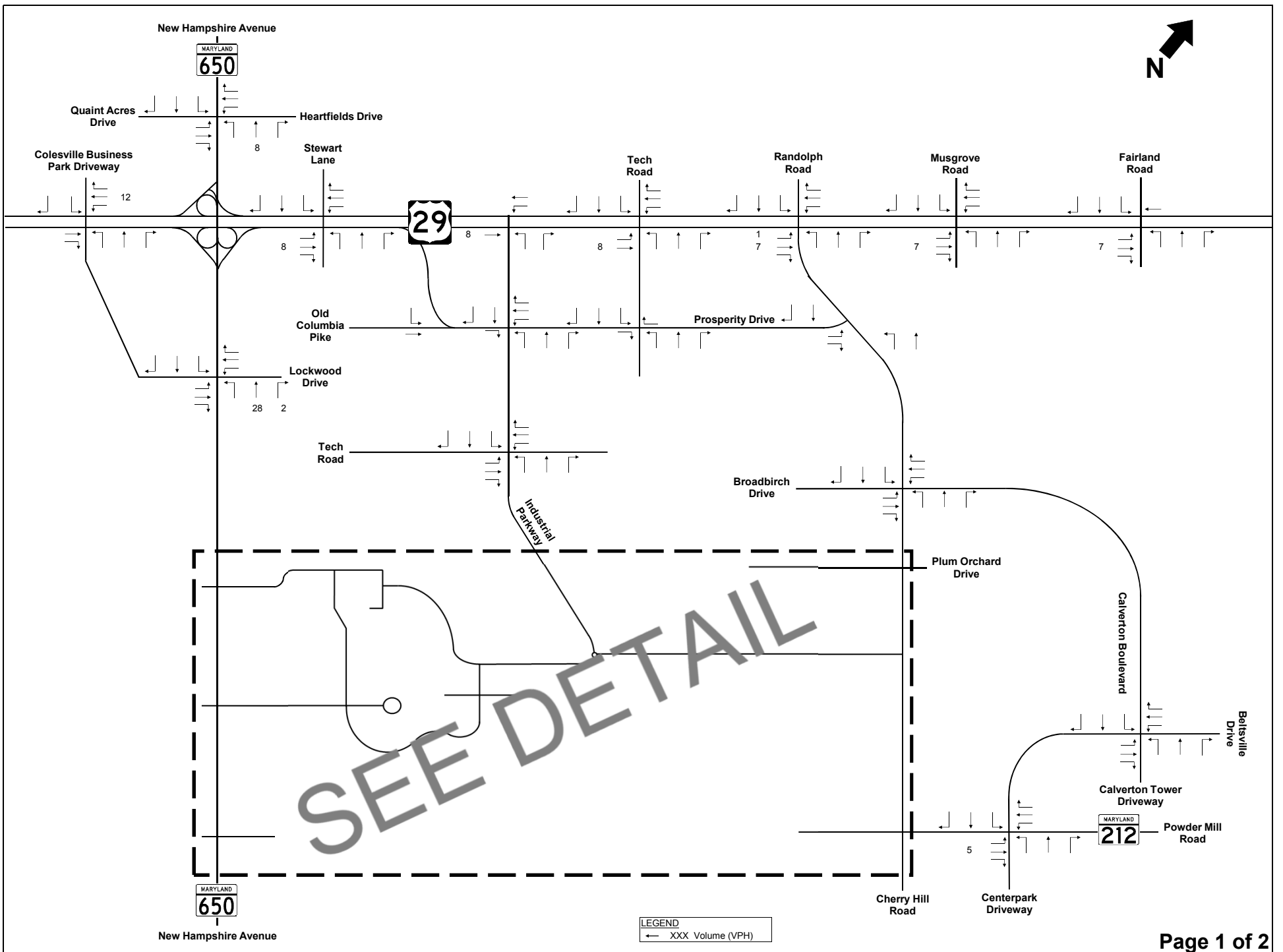
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 21 Victory Housing Trip Generation Out PM Peak Hour (4:00 PM - 5:00 PM)
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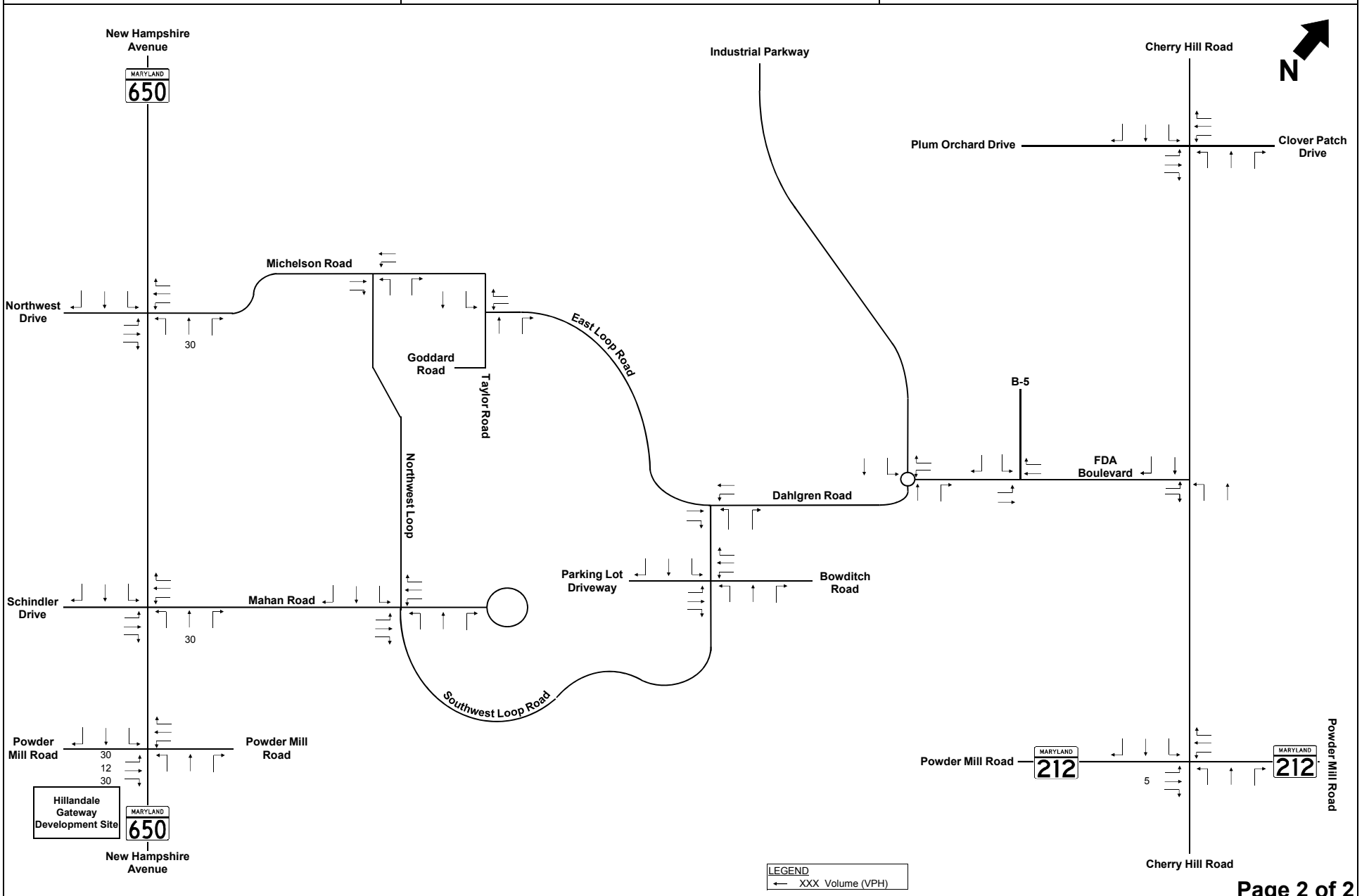
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 22 Hillandale Gateway Trip Generation In AM Peak Hour (8:00 AM - 9:00 AM)
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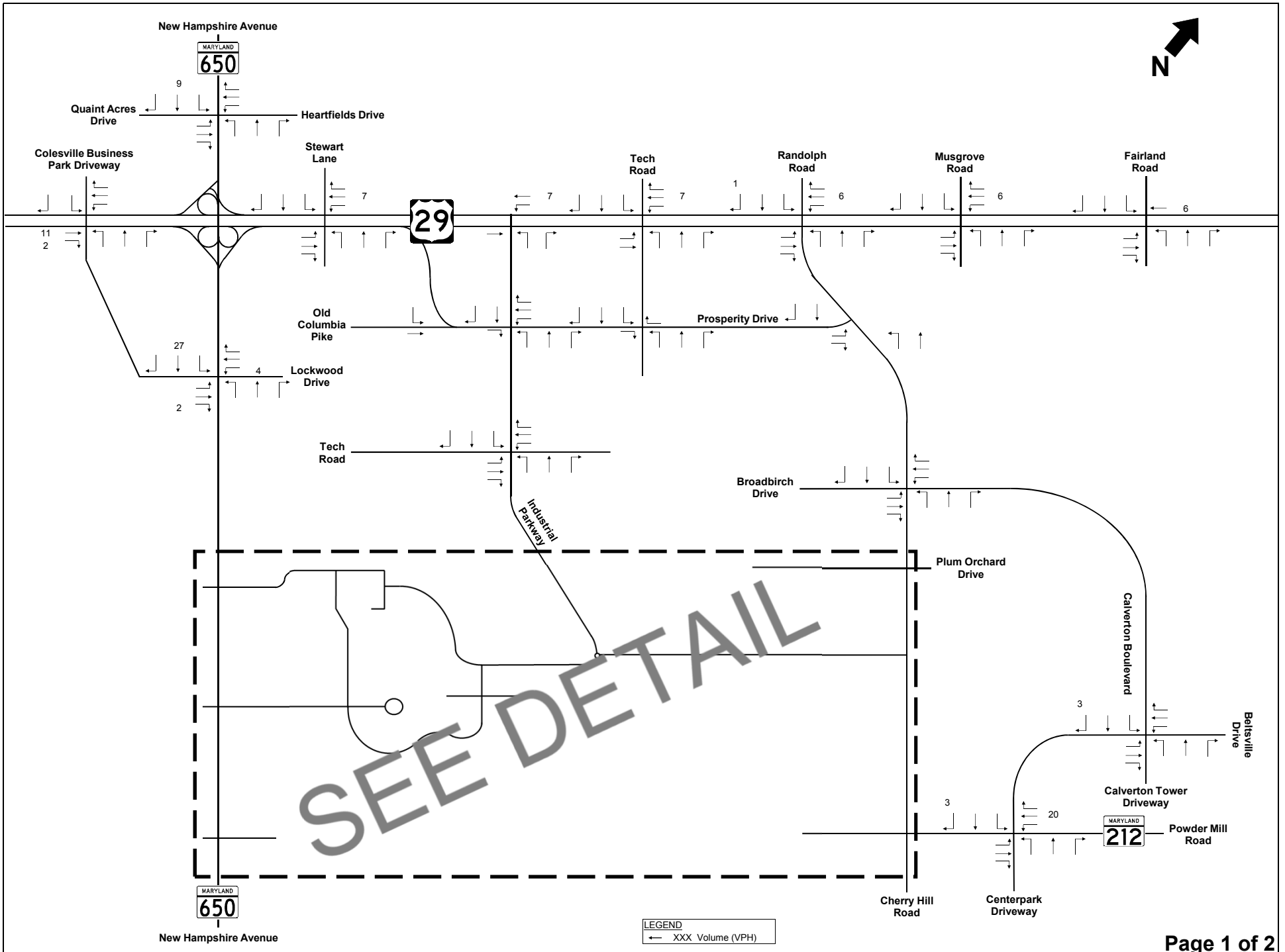
 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 22 Hillandale Gateway Trip Generation In AM Peak Hour (8:00 AM - 9:00 AM)
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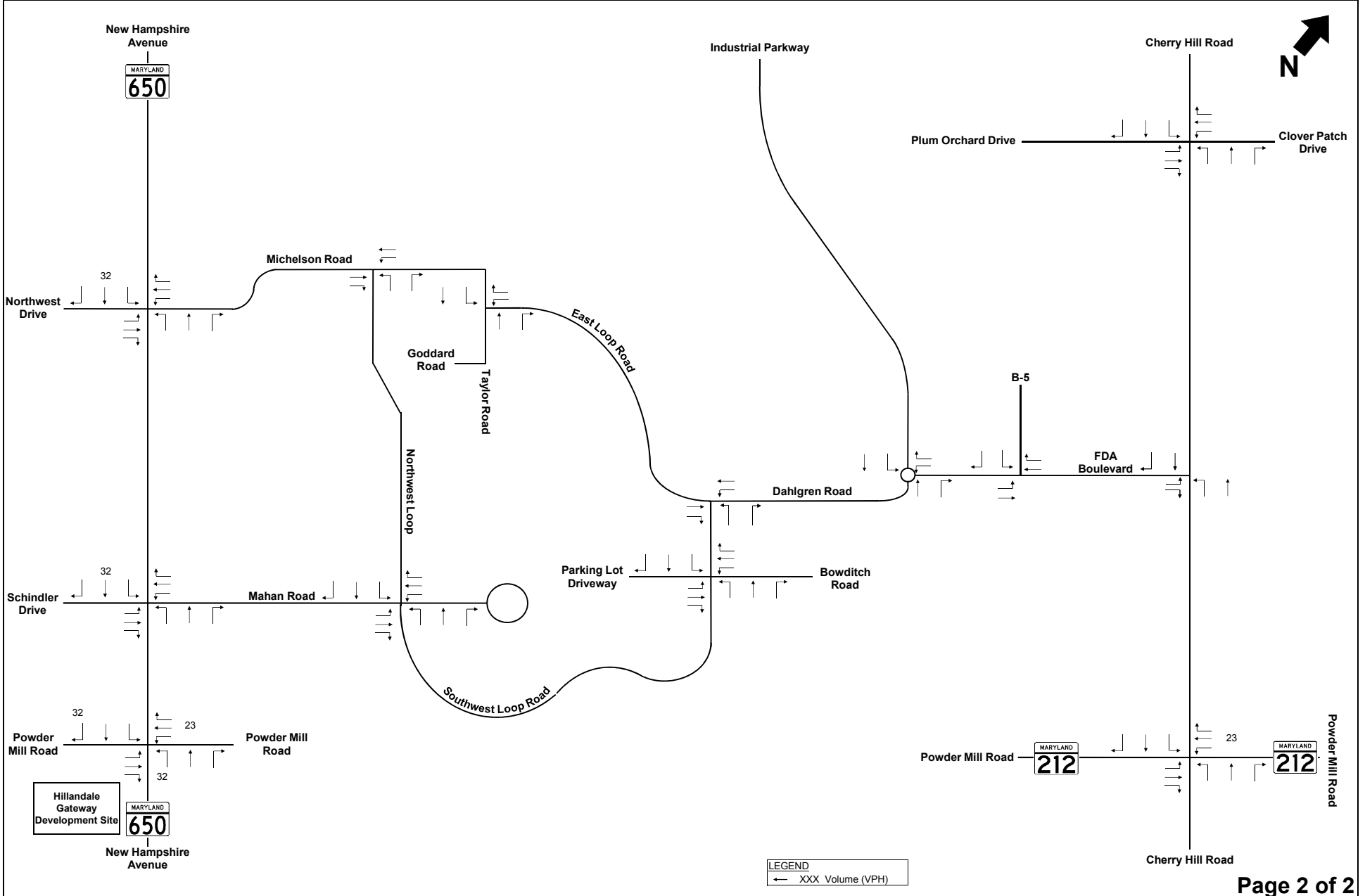
	<p>Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p>Exhibit 23 Hillandale Gateway Trip Generation Out AM Peak Hour (8:00 AM - 9:00 AM)</p>
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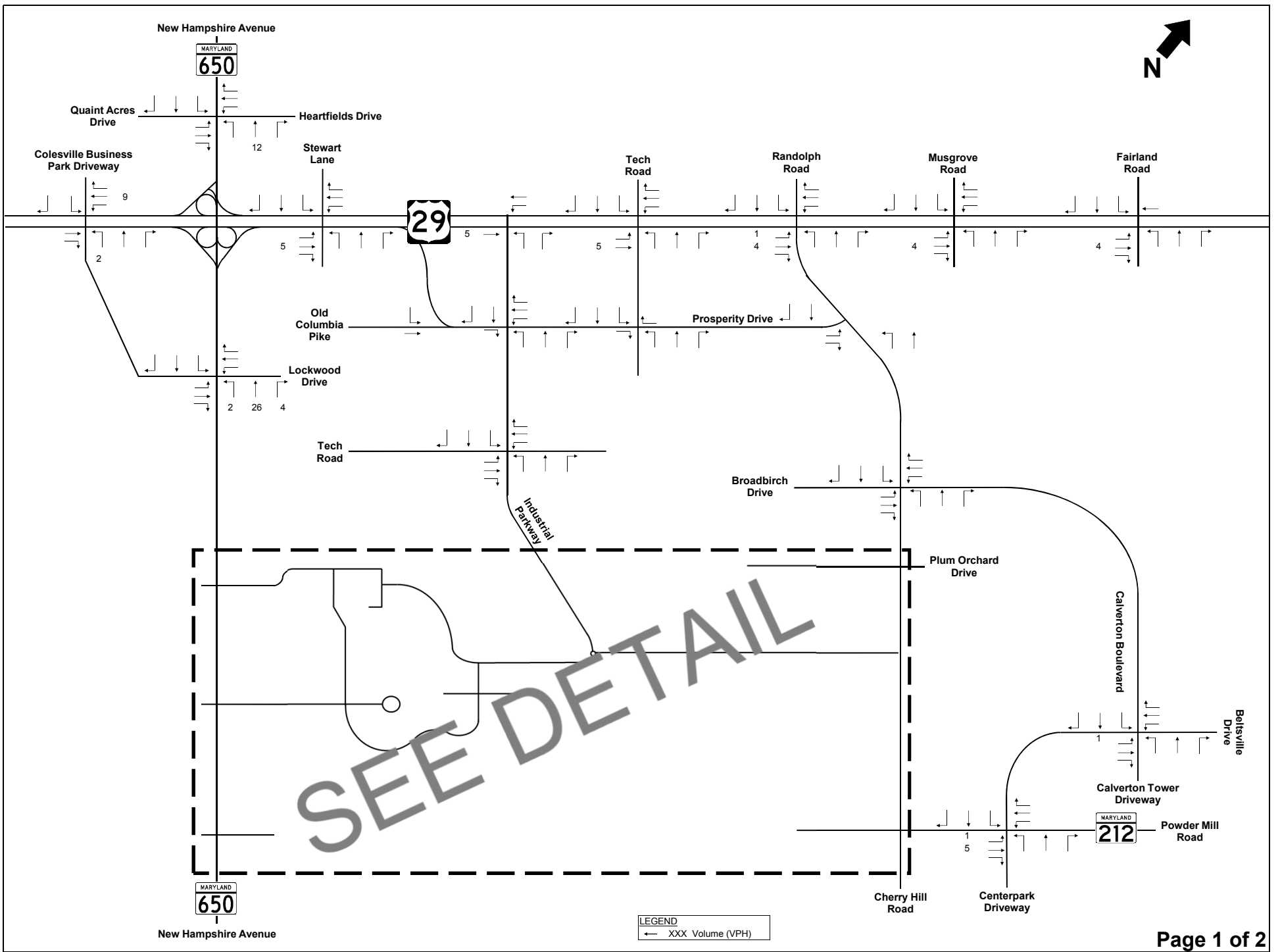
	<p>Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p>Exhibit 23 Hillandale Gateway Trip Generation Out AM Peak Hour (8:00 AM - 9:00 AM)</p>
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 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 24 Hillandale Gateway Trip Generation In PM Peak Hour (4:00 PM - 5:00 PM)
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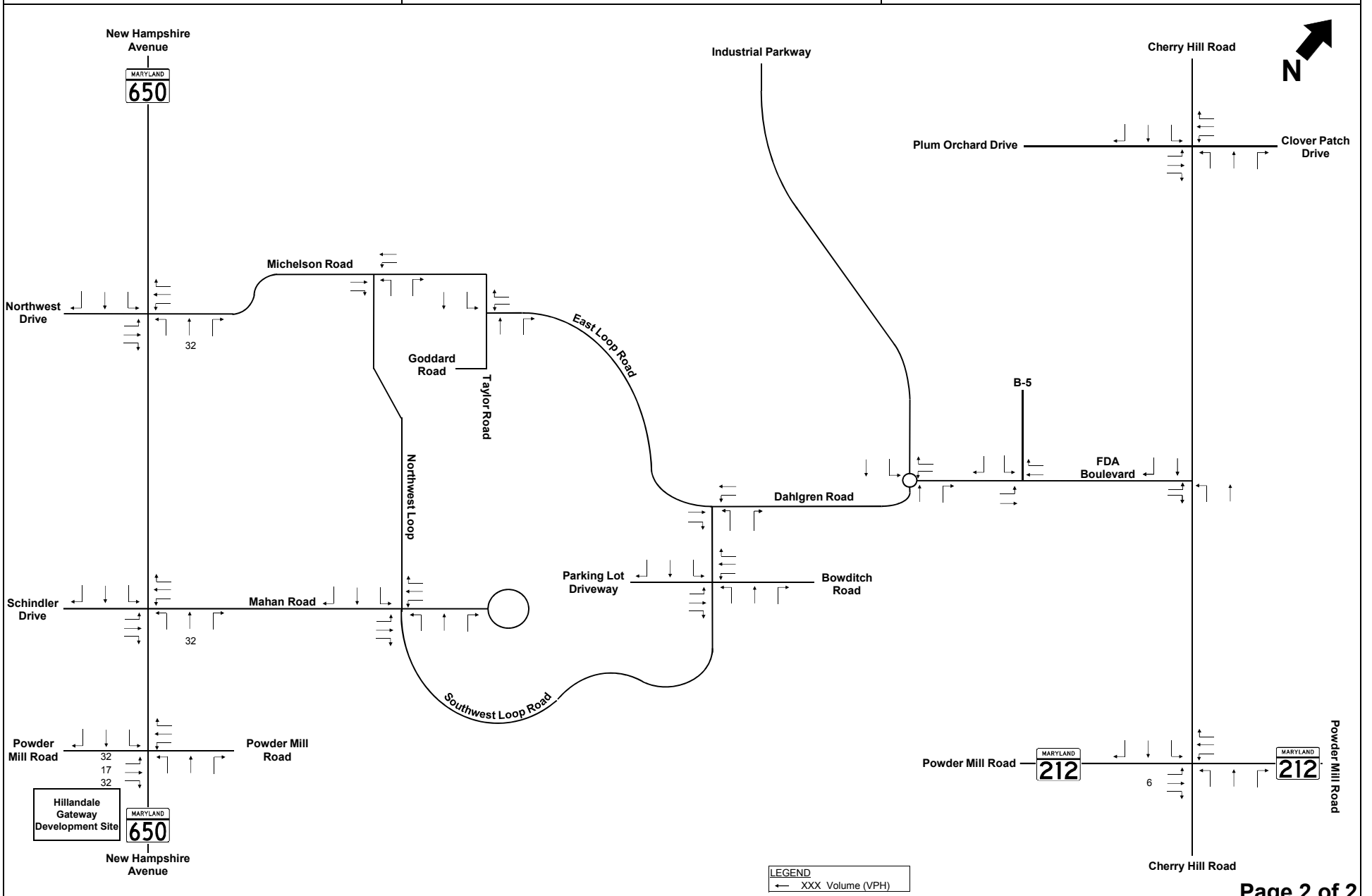


 Stantec	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 24 Hillandale Gateway Trip Generation In PM Peak Hour (4:00 PM - 5:00 PM)
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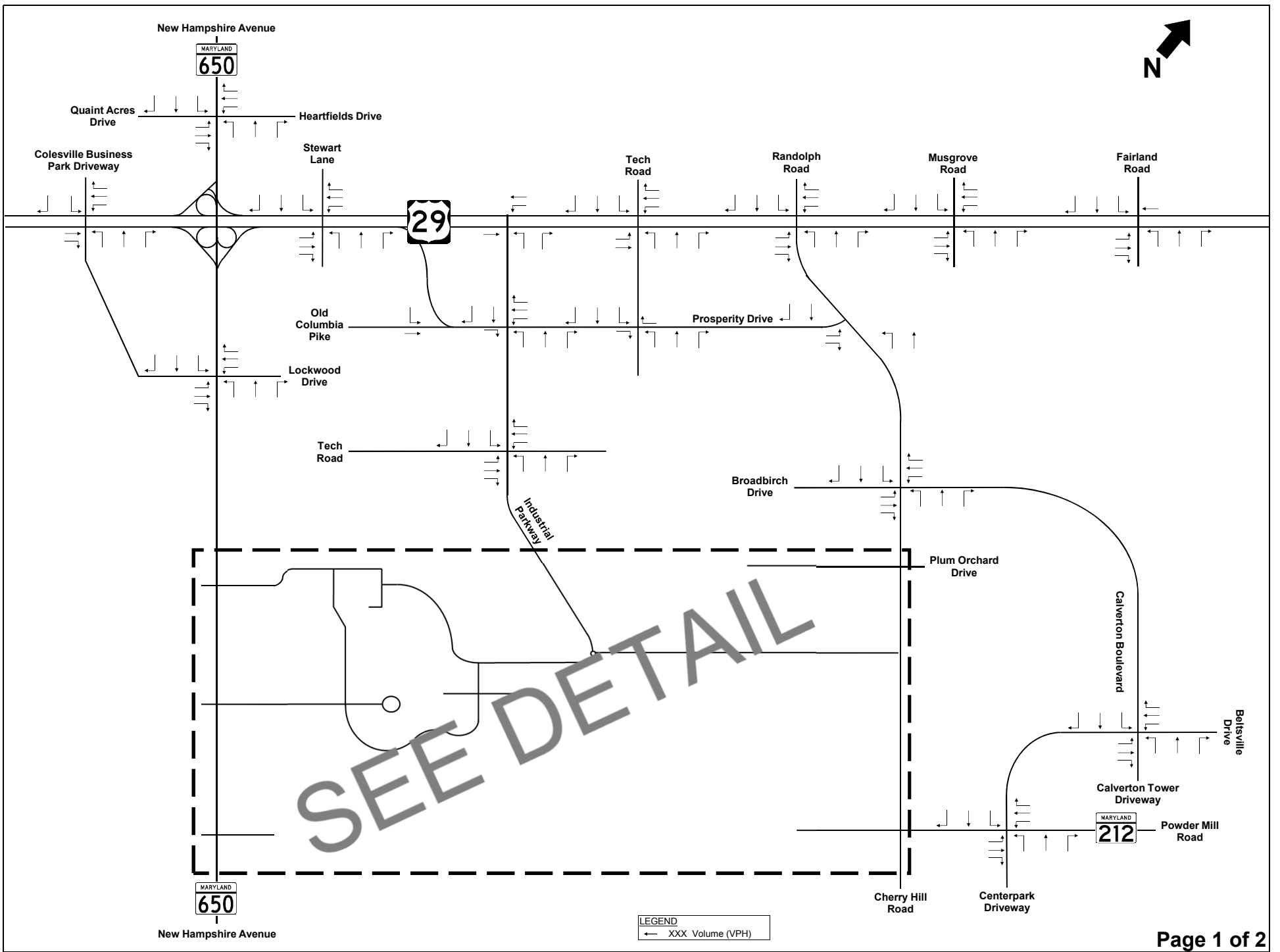
Traffic Impact Study
 FDA Master Plan
 White Oak, MD

Exhibit 25
 Hillandale Gateway Trip Generation Out
 PM Peak Hour (4:00 PM - 5:00 PM)



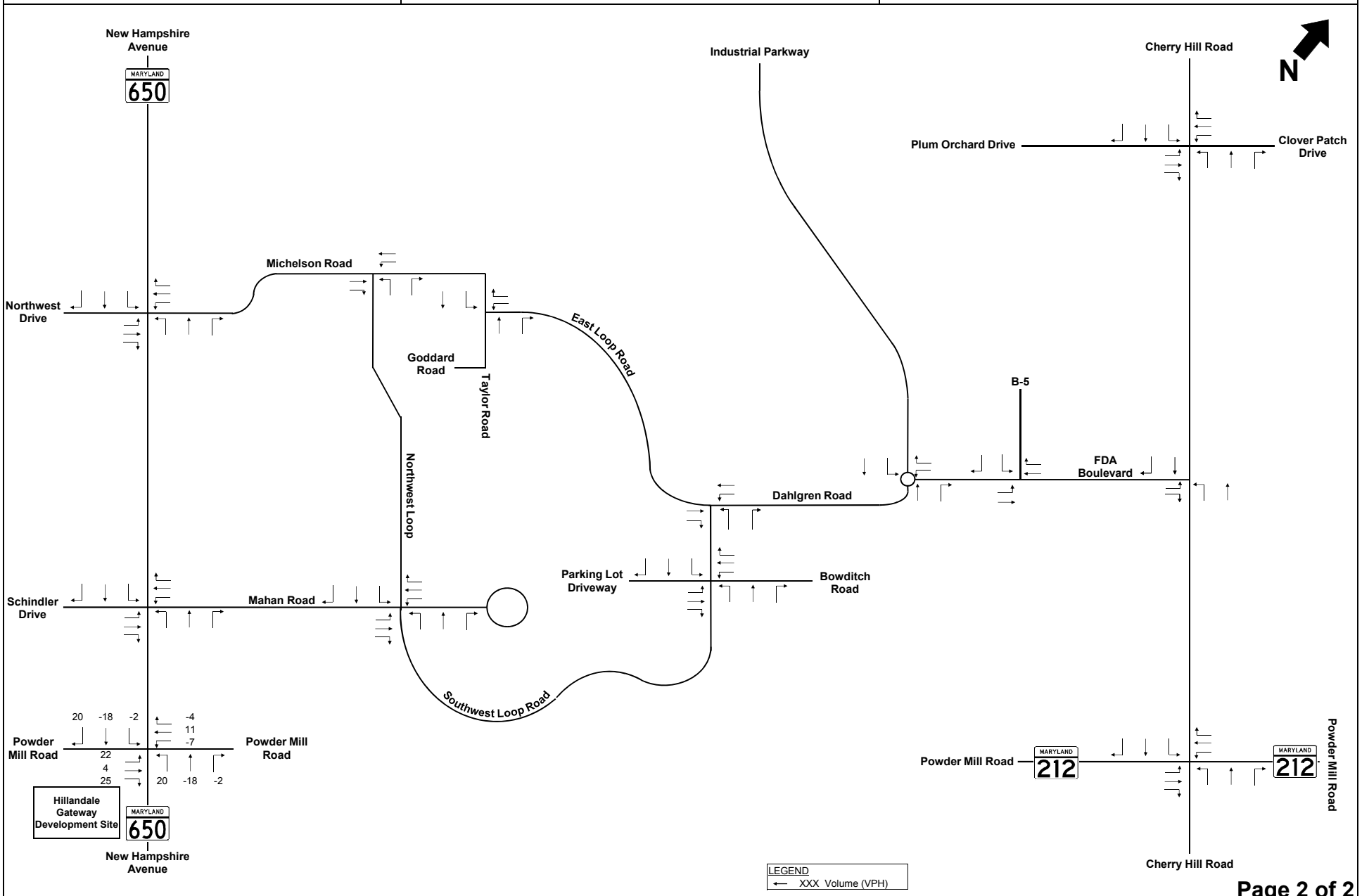
Traffic Impact Study
 FDA Master Plan
 White Oak, MD

Exhibit 25
 Hillandale Gateway Trip Generation Out
 PM Peak Hour (4:00 PM - 5:00 PM)



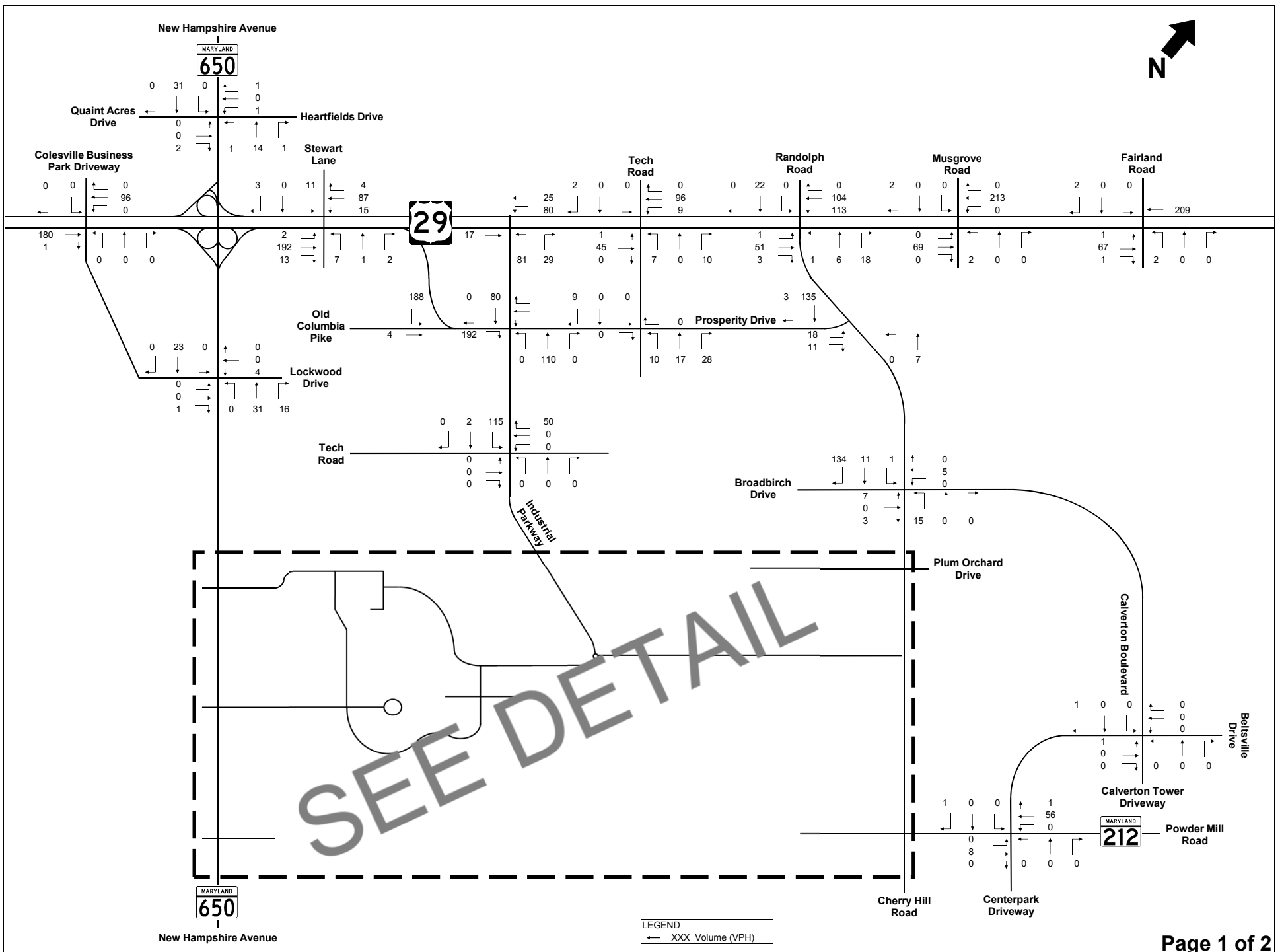
Traffic Impact Study
 FDA Master Plan
 White Oak, MD

Exhibit 26
 Hillandale Gateway Pass-By
 PM Peak Hour (4:00 PM - 5:00 PM)



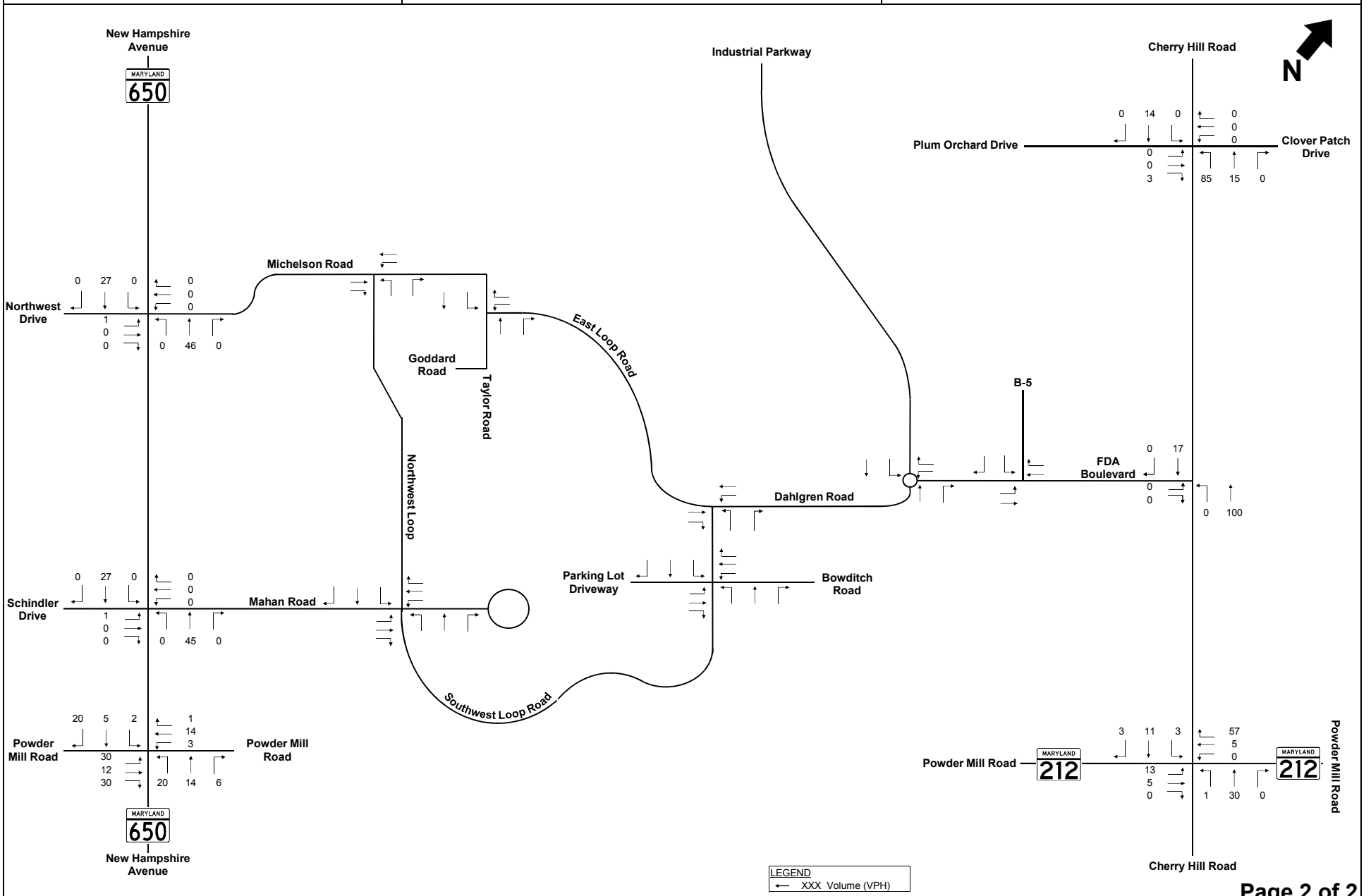
Traffic Impact Study
 FDA Master Plan
 White Oak, MD

Exhibit 26
 Hillandale Gateway Pass-By
 PM Peak Hour (4:00 PM - 5:00 PM)



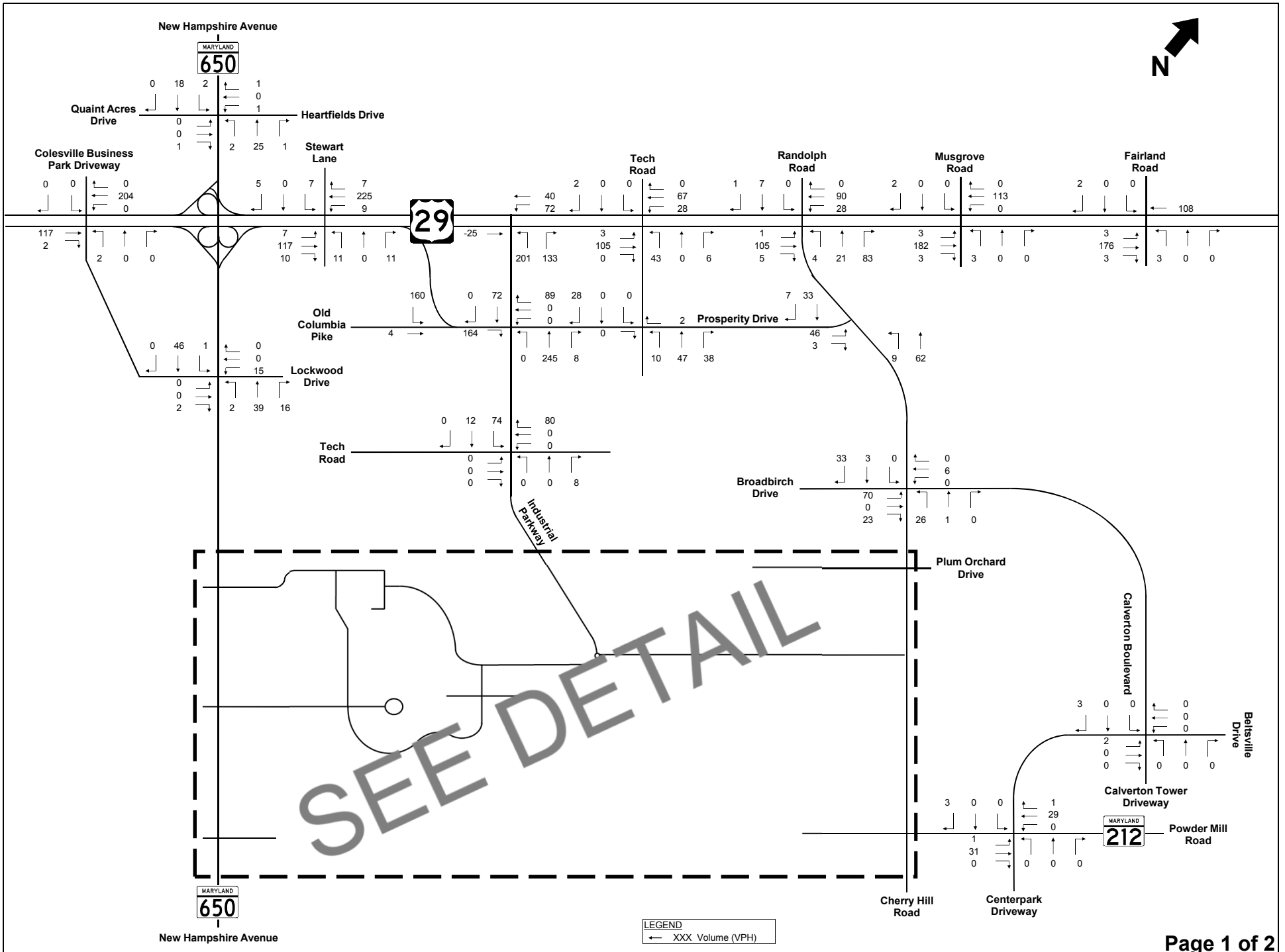
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 27
 Net Background Development Trip Generation
 AM Peak Hour (8:00 AM - 9:00 AM)**

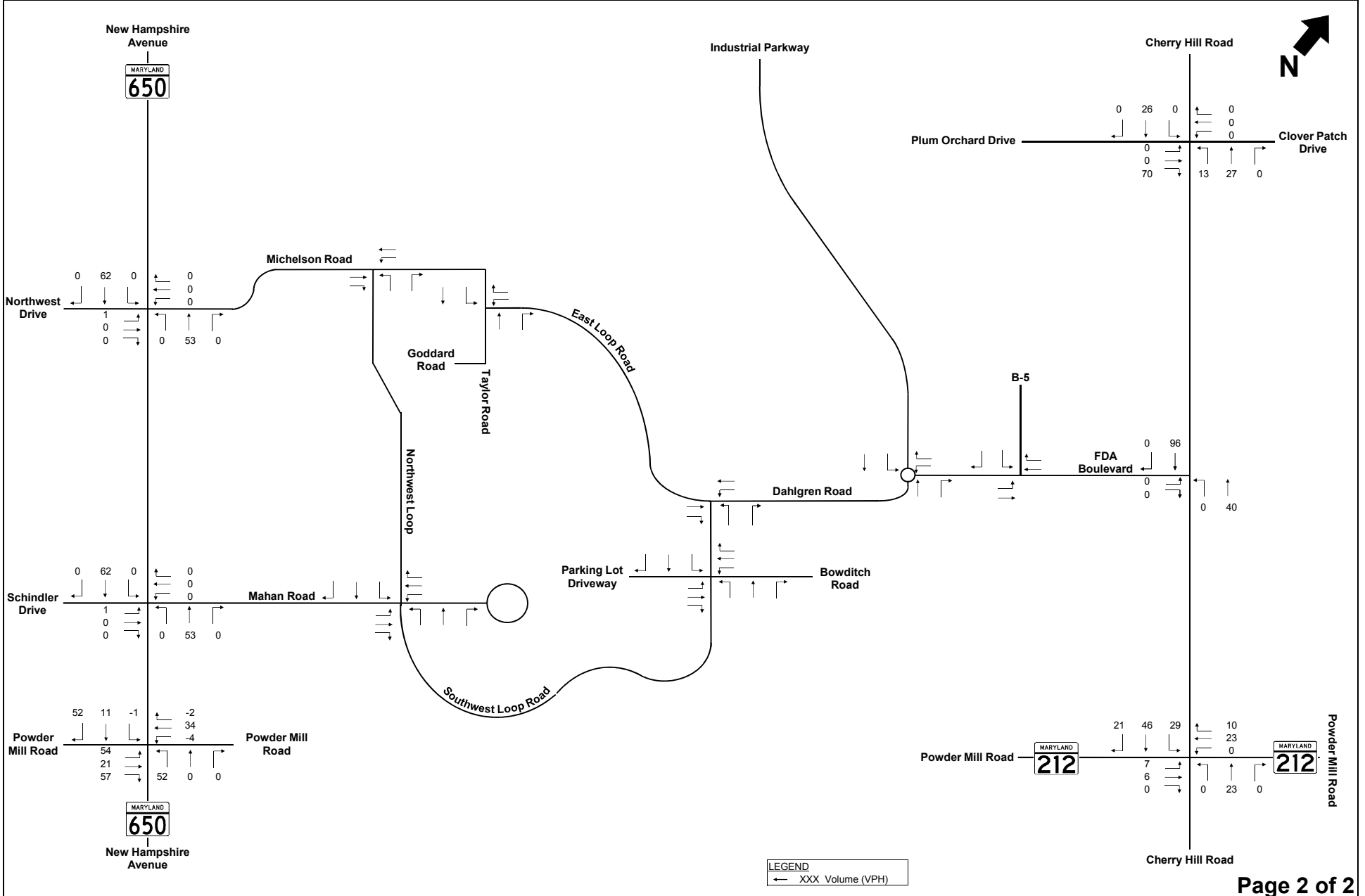


**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

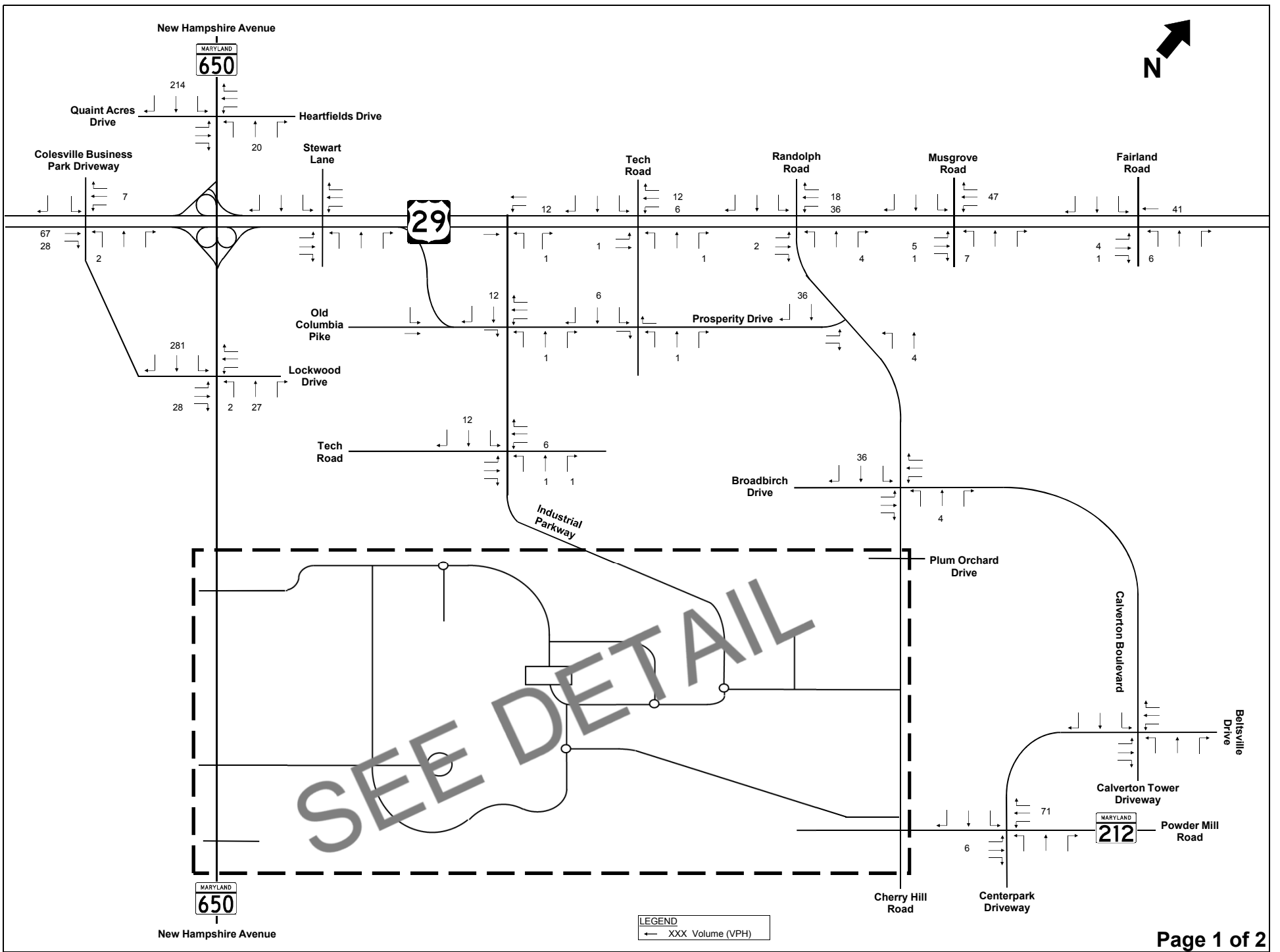
**Exhibit 27
 Net Background Development Trip Generation
 AM Peak Hour (8:00 AM - 9:00 AM)**



	<p align="center">Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p align="center">Exhibit 28 Net Background Development Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)</p>
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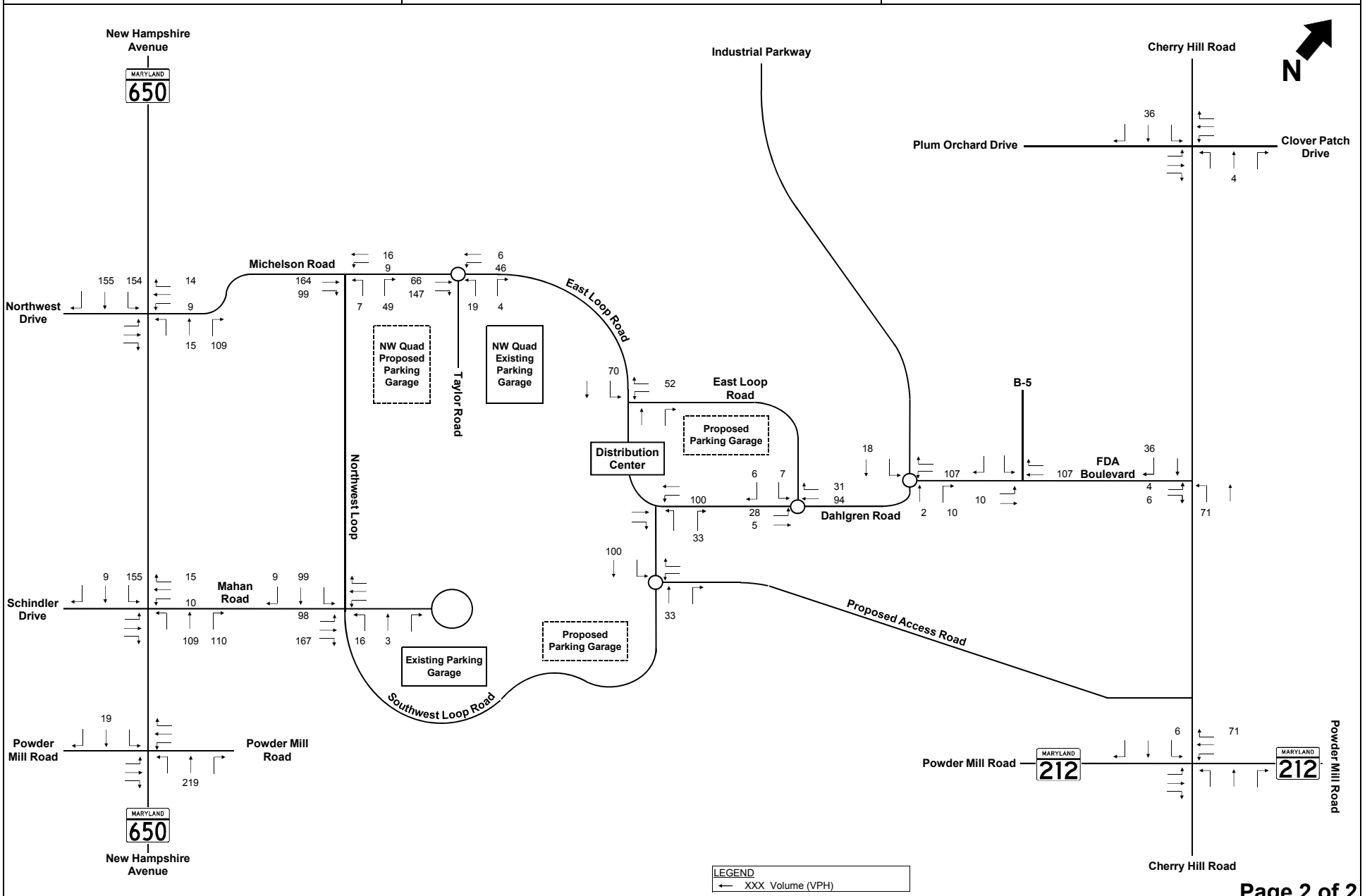


	<p align="center">Traffic Impact Study FDA Master Plan White Oak, MD</p>	<p align="center">Exhibit 28 Net Background Development Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)</p>
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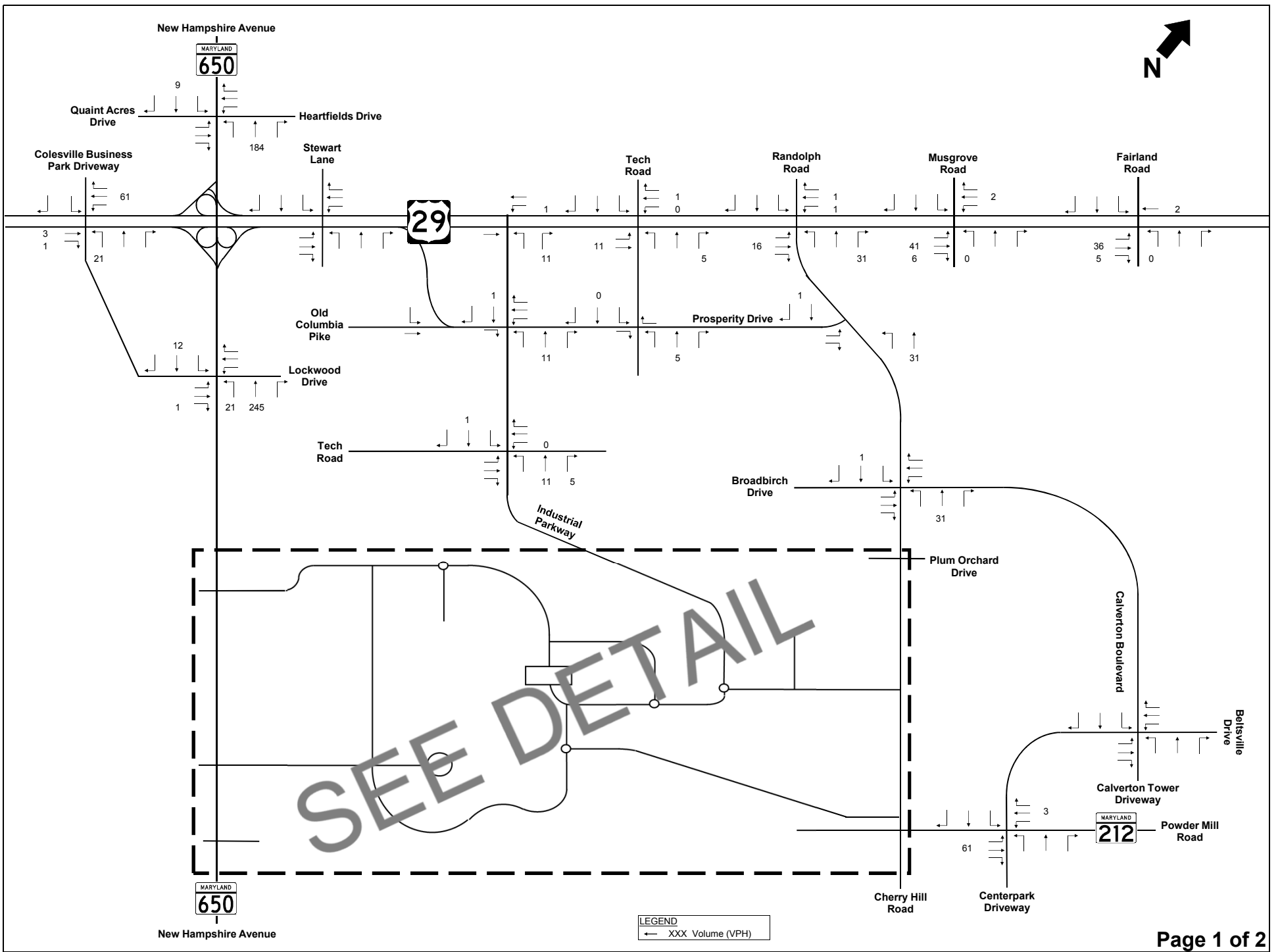
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 29
 White Oak Off-Campus Trip Generation
 AM Peak Hour (8:00 AM - 9:00 AM)**



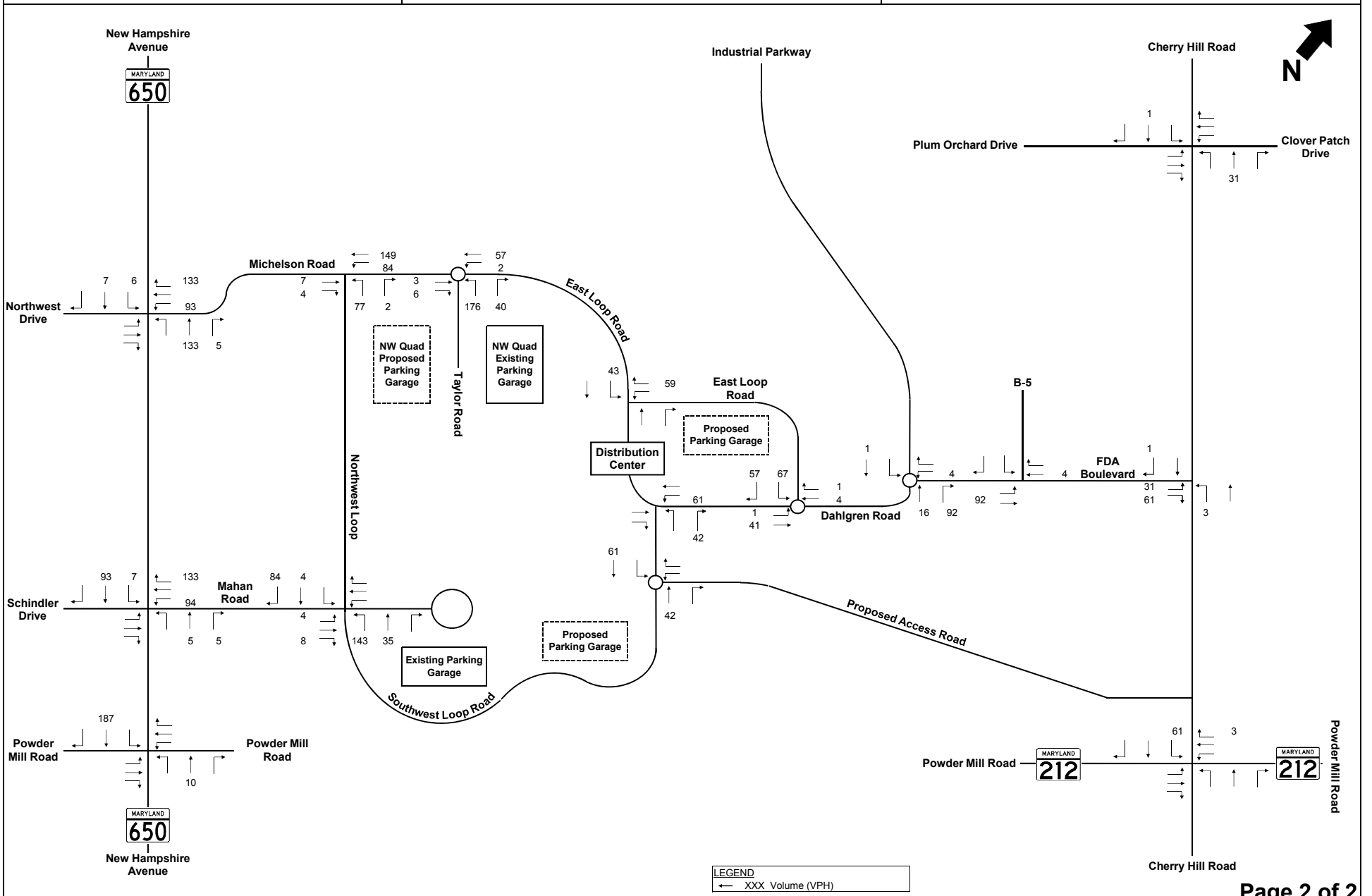
**Traffic Impact Study
 FDA Master Plan
 White Oak, MD**

**Exhibit 29
 White Oak Off-Campus Trip Generation
 AM Peak Hour (8:00 AM - 9:00 AM)**



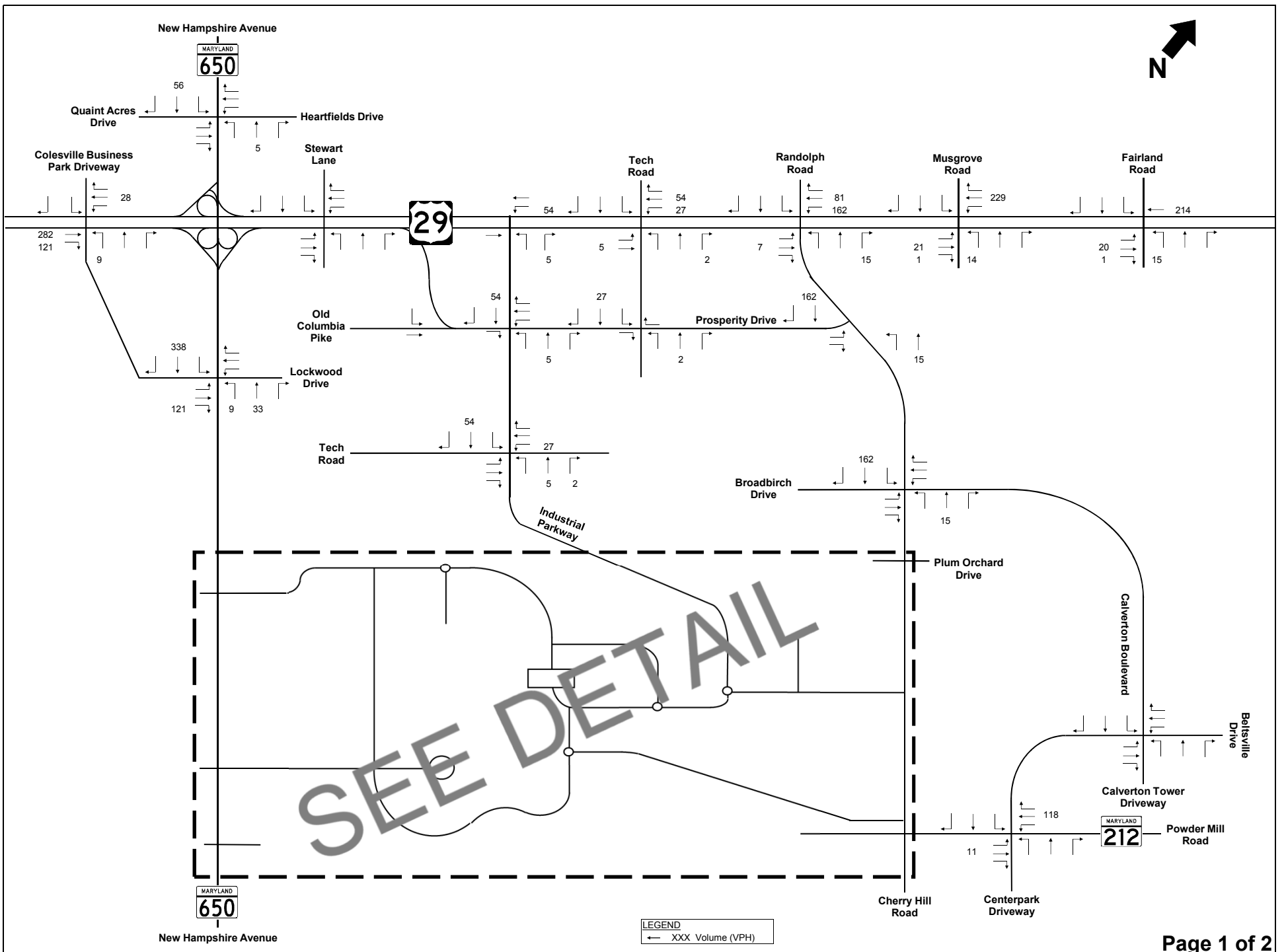
**Traffic Impact Study
FDA Master Plan
White Oak, MD**

**Exhibit 30
White Oak Off-Campus Trip Generation
PM Peak Hour (4:00 PM - 5:00 PM)**

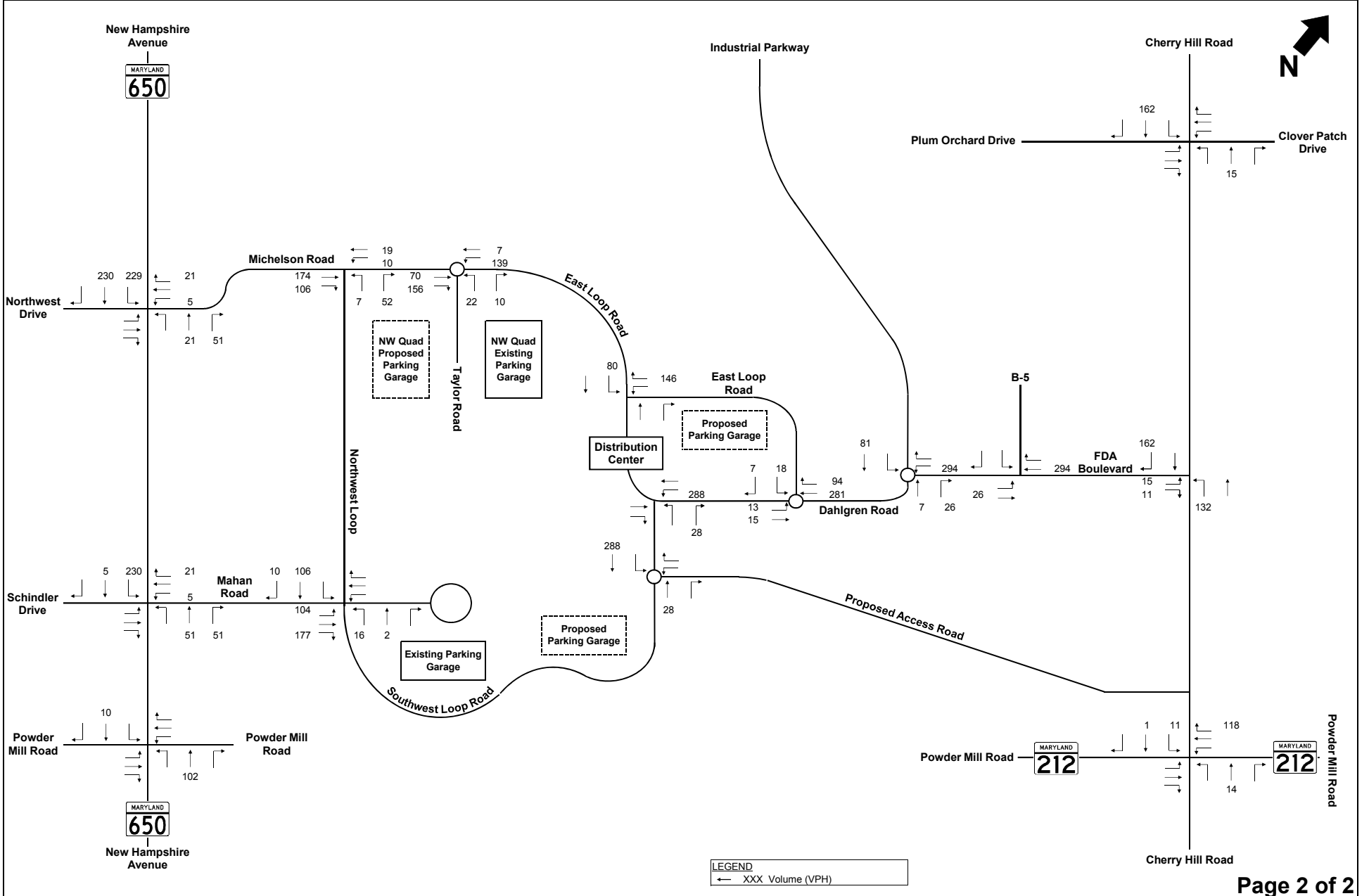


**Traffic Impact Study
FDA Master Plan
White Oak, MD**

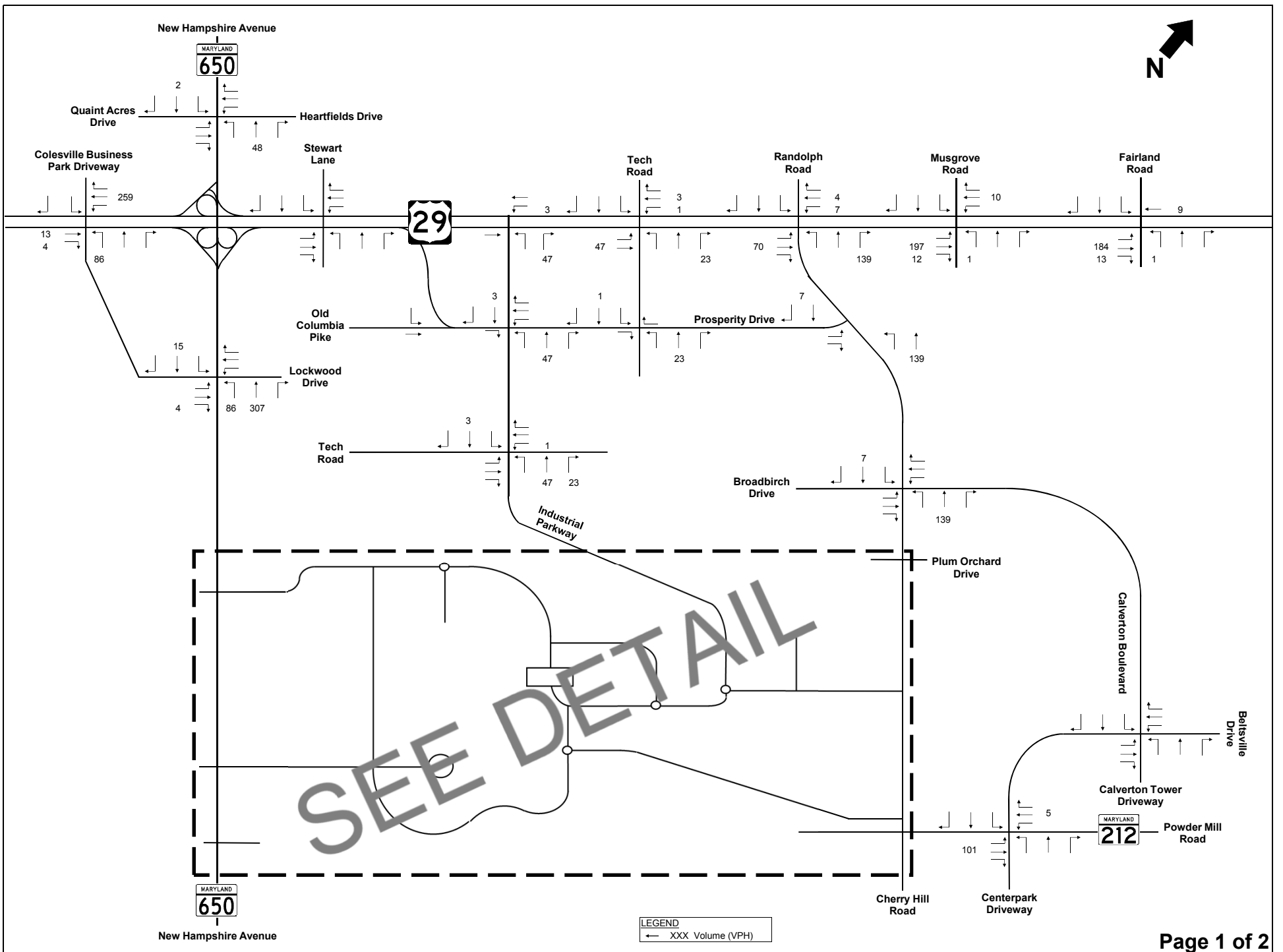
**Exhibit 30
White Oak Off-Campus Trip Generation
PM Peak Hour (4:00 PM - 5:00 PM)**



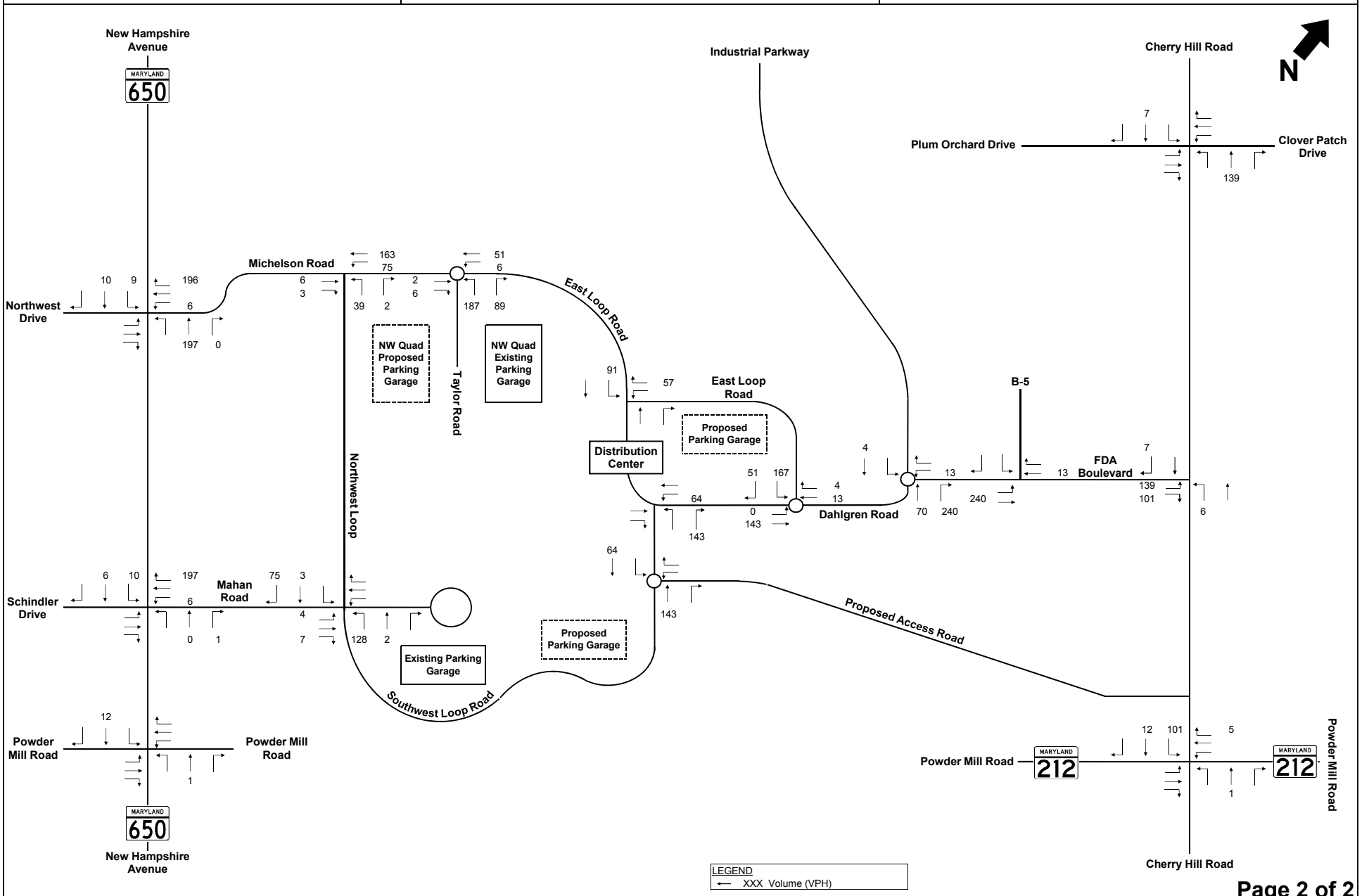
	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 31 White Oak New Employees Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 31 White Oak New Employees Trip Generation AM Peak Hour (8:00 AM - 9:00 AM)
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	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 32 White Oak New Employees Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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	Traffic Impact Study FDA Master Plan White Oak, MD	Exhibit 32 White Oak New Employees Trip Generation PM Peak Hour (4:00 PM - 5:00 PM)
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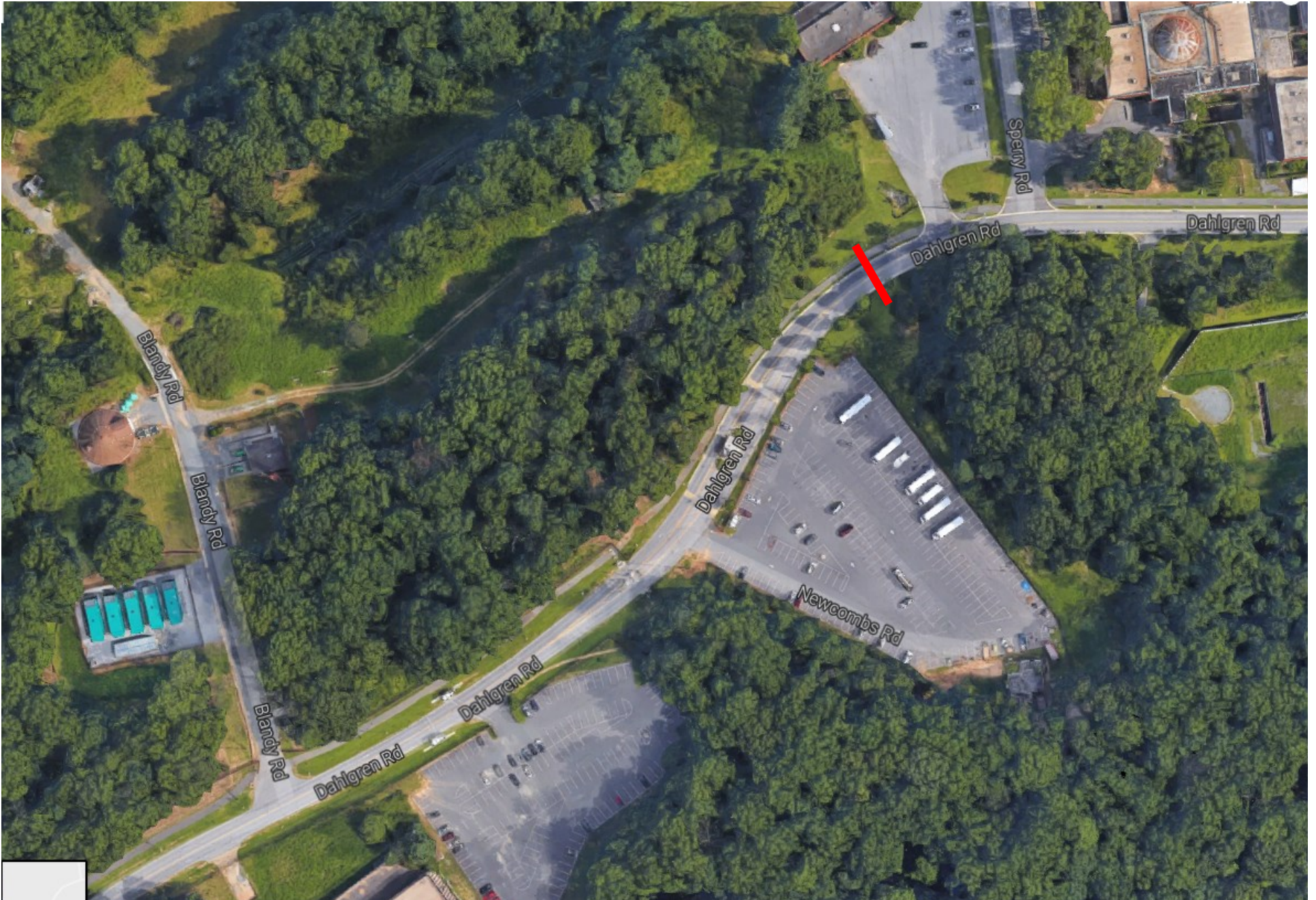
Appendix D: Raw Traffic Data



FDA White Oak Campus Michelson Road Security Checkpoint (Staff and Visitors)



FDA White Oak Campus SW Loop Road (via Mahan Road) Security Checkpoint (Staff)



FDA White Oak Campus Dahlgren Road (via E Loop Road) Security Checkpoint (Staff)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD										QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 26 2017	
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile	
12:00 AM					0	0	1	0	0		
12:15 AM					1	1	0	0	0		
12:30 AM					0	0	1	0	0		
12:45 AM					1	1	0	0	0		
1:00 AM					0	0	0	0	0		
1:15 AM					1	1	0	0	0		
1:30 AM					1	1	0	0	0		
1:45 AM					1	1	0	0	0		
2:00 AM					1	1	0	0	0		
2:15 AM					0	0	0	0	0		
2:30 AM					0	0	0	0	0		
2:45 AM					0	0	0	0	0		
3:00 AM					0	0	0	0	0		
3:15 AM					0	0	0	0	0		
3:30 AM					0	0	0	0	0		
3:45 AM					1	1	0	0	0		
4:00 AM					1	1	0	0	0		
4:15 AM					1	1	0	0	0		
4:30 AM					1	1	0	0	0		
4:45 AM					1	1	0	0	0		
5:00 AM					2	2	0	0	1		
5:15 AM					5	5	0	0	2		
5:30 AM					14	14	0	0	5		
5:45 AM					21	21	0	0	7		
Day Total											
% Weekday Average											
% Week Average											
AM Peak Volume											
PM Peak Volume											
<i>Comments:</i>											

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					29	29	1	0	10	
6:15 AM					24	24	1	0	8	
6:30 AM					55	55	0	2	19	
6:45 AM					68	68	0	1	23	
7:00 AM					60	60	0	2	21	
7:15 AM					67	67	0	0	22	
7:30 AM					78	78	0	0	26	
7:45 AM					95	95	0	0	32	
8:00 AM					99	99	0	0	33	
8:15 AM					101	101	0	0	34	
8:30 AM					107	107	0	0	36	
8:45 AM					102	102	0	0	34	
9:00 AM					85	85	0	0	28	
9:15 AM					78	78	0	0	26	
9:30 AM					70	70	0	0	23	
9:45 AM					44	44	0	0	15	
10:00 AM					35	35	0	0	12	
10:15 AM					18	18	0	2	7	
10:30 AM					19	19	0	1	7	
10:45 AM					9	9	1	1	4	
11:00 AM					19	19	2	0	7	
11:15 AM					20	20	0	0	7	
11:30 AM					28	28	0	0	9	
11:45 AM					24	24	0	0	8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					34	34	0	0	11	
12:15 PM					25	25	0	0	8	
12:30 PM					20	20	0	0	7	
12:45 PM					25	25	0	0	8	
1:00 PM					27	27	0	0	9	
1:15 PM					20	20	0	0	7	
1:30 PM					19	19	0	0	6	
1:45 PM					31	31	0	2	11	
2:00 PM					21	21	0	0	7	
2:15 PM					23	23	1	0	8	
2:30 PM					41	41	0	0	14	
2:45 PM					36	36	1	0	12	
3:00 PM					56	56	0	0	19	
3:15 PM					40	40	0	0	13	
3:30 PM					71	71	0	0	24	
3:45 PM					45	45	0	0	15	
4:00 PM					84	84	0	0	28	
4:15 PM					73	73	2	0	25	
4:30 PM					87	87	0	0	29	
4:45 PM					75	75	0	0	25	
5:00 PM					95	95	0	0	32	
5:15 PM					67	67	0	0	22	
5:30 PM					50	50	0	0	17	
5:45 PM					57	57	0	0	19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					36	36	0	0	12	
6:15 PM					31	31	0	0	10	
6:30 PM					24	24	0	0	8	
6:45 PM					10	10	0	1	4	
7:00 PM					13	13	0	0	4	
7:15 PM					8	8	0	0	3	
7:30 PM					6	6	0	0	2	
7:45 PM					4	4	0	2	2	
8:00 PM					6	6	0	0	2	
8:15 PM					2	2	0	0	1	
8:30 PM					3	3	0	0	1	
8:45 PM					1	1	0	0	0	
9:00 PM					1	1	0	0	0	
9:15 PM					0	0	0	0	0	
9:30 PM					0	0	0	0	0	
9:45 PM					1	1	0	2	1	
10:00 PM					1	1	1	1	1	
10:15 PM					0	0	1	0	0	
10:30 PM					0	0	0	0	0	
10:45 PM					0	0	0	0	0	
11:00 PM					0	0	0	0	0	
11:15 PM					0	0	0	1	0	
11:30 PM					0	0	0	1	0	
11:45 PM					0	0	0	0	0	
Day Total					2656	2656	13	19	893	
% Weekday Average					100.0%					
% Week Average					297.4%	297.4%	1.5%	2.1%		
AM Peak					8:30 AM	8:30 AM	11:00 AM	6:30 AM	8:30 AM	
Volume					107	107	2	2	36	
PM Peak					5:00 PM	5:00 PM	4:15 PM	1:45 PM	5:00 PM	
Volume					95	95	2	2	32	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0		0			0	
12:15 AM	0	0	0	0		0			0	
12:30 AM	0	0	0	0		0			0	
12:45 AM	0	0	0	0		0			0	
1:00 AM	0	1	0	0		0			0	
1:15 AM	0	0	0	0		0			0	
1:30 AM	0	0	0	0		0			0	
1:45 AM	0	1	0	0		0			0	
2:00 AM	0	2	0	0		1			1	
2:15 AM	0	0	0	0		0			0	
2:30 AM	0	0	0	0		0			0	
2:45 AM	0	0	0	0		0			0	
3:00 AM	0	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	0	1	0	0		0			0	
4:00 AM	0	1	0	0		0			0	
4:15 AM	1	1	1	1		1			1	
4:30 AM	2	1	1	1		1			1	
4:45 AM	1	2	2	3		2			2	
5:00 AM	3	2	4	1		3			3	
5:15 AM	5	2	2	4		3			3	
5:30 AM	9	14	11	13		12			12	
5:45 AM	23	27	32	18		25			25	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB/SB
DATE: Mar 27 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	19	28	27	34		27			27	
6:15 AM	50	50	39	42		45			45	
6:30 AM	48	59	51	66		56			56	
6:45 AM	84	88	103	86		90			90	
7:00 AM	87	109	93	102		98			98	
7:15 AM	97	130	138	99		116			116	
7:30 AM	124	143	147	146		140			140	
7:45 AM	132	150	153	137		143			143	
8:00 AM	161	186	167	165		170			170	
8:15 AM	144	167	149	155		154			154	
8:30 AM	175	192	187	154		177			177	
8:45 AM	168	184	162	179		173			173	
9:00 AM	119	135	138	130		131			131	
9:15 AM	124	117	148	120		127			127	
9:30 AM	118	105	81	84		97			97	
9:45 AM	65	66	44	61		59			59	
10:00 AM	37	46	43	44		43			43	
10:15 AM	27	18	23	9		19			19	
10:30 AM	15	13	27	14		17			17	
10:45 AM	10	15	14	13		13			13	
11:00 AM	13	12	21	16		16			16	
11:15 AM	19	20	16	20		19			19	
11:30 AM	25	25	25	25		25			25	
11:45 AM	13	22	37	24		24			24	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	29	16	22	24		23			23	
12:15 PM	17	30	29	23		25			25	
12:30 PM	14	26	28	30		25			25	
12:45 PM	20	24	22	19		21			21	
1:00 PM	29	19	30	23		25			25	
1:15 PM	19	20	26	22		22			22	
1:30 PM	18	24	31	22		24			24	
1:45 PM	14	23	26	20		21			21	
2:00 PM	24	20	30	17		23			23	
2:15 PM	29	25	25	32		28			28	
2:30 PM	42	29	30	35		34			34	
2:45 PM	36	35	29	23		31			31	
3:00 PM	57	70	62	70		65			65	
3:15 PM	54	66	65	48		58			58	
3:30 PM	103	89	112	100		101			101	
3:45 PM	62	92	91	90		84			84	
4:00 PM	115	130	119	125		122			122	
4:15 PM	115	110	98	130		113			113	
4:30 PM	127	133	137	135		133			133	
4:45 PM	124	144	154	134		139			139	
5:00 PM	133	118	112	99		116			116	
5:15 PM	115	125	119	120		120			120	
5:30 PM	99	89	102	72		91			91	
5:45 PM	92	75	77	75		80			80	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	67	80	64	73		71			71	
6:15 PM	53	46	52	59		53			53	
6:30 PM	32	33	36	36		34			34	
6:45 PM	22	30	34	26		28			28	
7:00 PM	28	22	28	19		24			24	
7:15 PM	13	14	15	10		13			13	
7:30 PM	10	8	11	9		10			10	
7:45 PM	6	11	10	8		9			9	
8:00 PM	4	7	3	5		5			5	
8:15 PM	2	2	3	3		3			3	
8:30 PM	3	1	3	4		3			3	
8:45 PM	4	1	4	3		3			3	
9:00 PM	2	1	1	2		2			2	
9:15 PM	0	0	0	0		0			0	
9:30 PM	0	0	0	0		0			0	
9:45 PM	2	0	0	1		1			1	
10:00 PM	1	1	1	1		1			1	
10:15 PM	0	1	3	0		1			1	
10:30 PM	0	0	0	0		0			0	
10:45 PM	0	0	0	0		0			0	
11:00 PM	0	0	0	0		0			0	
11:15 PM	0	0	0	1		0			0	
11:30 PM	0	0	0	0		0			0	
11:45 PM	0	0	0	0		0			0	
Day Total	3654	3925	3930	3714		3812			3812	
% Weekday Average	137.6%	103.0%	103.1%	97.4%						
% Week Average	409.2%	103.0%	103.1%	97.4%		100.0%				
AM Peak	8:30 AM	8:30 AM	8:30 AM	8:45 AM		8:30 AM			8:30 AM	
Volume	175	192	187	179		177			177	
PM Peak	5:00 PM	4:45 PM	4:45 PM	4:30 PM		4:45 PM			4:45 PM	
Volume	133	144	154	135		139			139	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	0	0	0	0	0	0		
12:15 AM	0	0	0	0	1	0		
12:30 AM	0	0	0	0	0	0		
12:45 AM	0	0	0	0	1	0		
1:00 AM	0	1	0	0	0	0		
1:15 AM	0	0	0	0	1	0		
1:30 AM	0	0	0	0	1	0		
1:45 AM	0	1	0	0	1	0		
2:00 AM	0	2	0	0	1	1		
2:15 AM	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	0	1	0	0	1	0		
4:00 AM	0	1	0	0	1	0		
4:15 AM	1	1	1	1	1	1		
4:30 AM	2	1	1	1	1	1		
4:45 AM	1	2	2	3	1	2		
5:00 AM	3	2	4	1	2	2		
5:15 AM	5	2	2	4	5	4		
5:30 AM	9	14	11	13	14	12		
5:45 AM	23	27	32	18	21	24		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB/SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic			Average Weekday Profile
6:00 AM	19	28	27	34	29	27			
6:15 AM	50	50	39	42	24	41			
6:30 AM	48	59	51	66	55	56			
6:45 AM	84	88	103	86	68	86			
7:00 AM	87	109	93	102	60	90			
7:15 AM	97	130	138	99	67	106			
7:30 AM	124	143	147	146	78	128			
7:45 AM	132	150	153	137	95	133			
8:00 AM	161	186	167	165	99	156			
8:15 AM	144	167	149	155	101	143			
8:30 AM	175	192	187	154	107	163			
8:45 AM	168	184	162	179	102	159			
9:00 AM	119	135	138	130	85	121			
9:15 AM	124	117	148	120	78	117			
9:30 AM	118	105	81	84	70	92			
9:45 AM	65	66	44	61	44	56			
10:00 AM	37	46	43	44	35	41			
10:15 AM	27	18	23	9	18	19			
10:30 AM	15	13	27	14	19	18			
10:45 AM	10	15	14	13	9	12			
11:00 AM	13	12	21	16	19	16			
11:15 AM	19	20	16	20	20	19			
11:30 AM	25	25	25	25	28	26			
11:45 AM	13	22	37	24	24	24			
Day Total									
% Weekday Average									
% Week Average									
AM Peak Volume									
PM Peak Volume									
<i>Comments:</i>									

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 30 2017	
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile
12:00 PM	29	16	22	24	34	25	
12:15 PM	17	30	29	23	25	25	
12:30 PM	14	26	28	30	20	24	
12:45 PM	20	24	22	19	25	22	
1:00 PM	29	19	30	23	27	26	
1:15 PM	19	20	26	22	20	21	
1:30 PM	18	24	31	22	19	23	
1:45 PM	14	23	26	20	31	23	
2:00 PM	24	20	30	17	21	22	
2:15 PM	29	25	25	32	23	27	
2:30 PM	42	29	30	35	41	35	
2:45 PM	36	35	29	23	36	32	
3:00 PM	57	70	62	70	56	63	
3:15 PM	54	66	65	48	40	55	
3:30 PM	103	89	112	100	71	95	
3:45 PM	62	92	91	90	45	76	
4:00 PM	115	130	119	125	84	115	
4:15 PM	115	110	98	130	73	105	
4:30 PM	127	133	137	135	87	124	
4:45 PM	124	144	154	134	75	126	
5:00 PM	133	118	112	99	95	111	
5:15 PM	115	125	119	120	67	109	
5:30 PM	99	89	102	72	50	82	
5:45 PM	92	75	77	75	57	75	
Day Total							
% Weekday Average							
% Week Average							
AM Peak Volume							
PM Peak Volume							
<i>Comments:</i>							

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile	
6:00 PM	67	80	64	73	36	64		
6:15 PM	53	46	52	59	31	48		
6:30 PM	32	33	36	36	24	32		
6:45 PM	22	30	34	26	10	24		
7:00 PM	28	22	28	19	13	22		
7:15 PM	13	14	15	10	8	12		
7:30 PM	10	8	11	9	6	9		
7:45 PM	6	11	10	8	4	8		
8:00 PM	4	7	3	5	6	5		
8:15 PM	2	2	3	3	2	2		
8:30 PM	3	1	3	4	3	3		
8:45 PM	4	1	4	3	1	3		
9:00 PM	2	1	1	2	1	1		
9:15 PM	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0		
9:45 PM	2	0	0	1	1	1		
10:00 PM	1	1	1	1	1	1		
10:15 PM	0	1	3	0	0	1		
10:30 PM	0	0	0	0	0	0		
10:45 PM	0	0	0	0	0	0		
11:00 PM	0	0	0	0	0	0		
11:15 PM	0	0	0	1	0	0		
11:30 PM	0	0	0	0	0	0		
11:45 PM	0	0	0	0	0	0		
Day Total	3654	3925	3930	3714	2656	3573		
% Weekday Average	102.3%	109.9%	110.0%	103.9%	74.3%			
% Week Average								
AM Peak Volume	8:30 AM 175	8:30 AM 192	8:30 AM 187	8:45 AM 179	8:30 AM 107	8:30 AM 163		
PM Peak Volume	5:00 PM 133	4:45 PM 144	4:45 PM 154	4:30 PM 135	5:00 PM 95	4:45 PM 126		
<i>Comments:</i>								

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			1	0	1	
12:15 AM			0	0	0	
12:30 AM			1	0	1	
12:45 AM			0	0	0	
1:00 AM			0	0	0	
1:15 AM			0	0	0	
1:30 AM			0	0	0	
1:45 AM			0	0	0	
2:00 AM			0	0	0	
2:15 AM			0	0	0	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			0	0	0	
4:15 AM			0	0	0	
4:30 AM			0	0	0	
4:45 AM			0	0	0	
5:00 AM			0	0	0	
5:15 AM			0	0	0	
5:30 AM			0	0	0	
5:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			1	0	1	
6:15 AM			1	0	1	
6:30 AM			0	2	1	
6:45 AM			0	1	1	
7:00 AM			0	2	1	
7:15 AM			0	0	0	
7:30 AM			0	0	0	
7:45 AM			0	0	0	
8:00 AM			0	0	0	
8:15 AM			0	0	0	
8:30 AM			0	0	0	
8:45 AM			0	0	0	
9:00 AM			0	0	0	
9:15 AM			0	0	0	
9:30 AM			0	0	0	
9:45 AM			0	0	0	
10:00 AM			0	0	0	
10:15 AM			0	2	1	
10:30 AM			0	1	1	
10:45 AM			1	1	1	
11:00 AM			2	0	1	
11:15 AM			0	0	0	
11:30 AM			0	0	0	
11:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			0	0	0	
12:15 PM			0	0	0	
12:30 PM			0	0	0	
12:45 PM			0	0	0	
1:00 PM			0	0	0	
1:15 PM			0	0	0	
1:30 PM			0	0	0	
1:45 PM			0	2	1	
2:00 PM			0	0	0	
2:15 PM			1	0	1	
2:30 PM			0	0	0	
2:45 PM			1	0	1	
3:00 PM			0	0	0	
3:15 PM			0	0	0	
3:30 PM			0	0	0	
3:45 PM			0	0	0	
4:00 PM			0	0	0	
4:15 PM			2	0	1	
4:30 PM			0	0	0	
4:45 PM			0	0	0	
5:00 PM			0	0	0	
5:15 PM			0	0	0	
5:30 PM			0	0	0	
5:45 PM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			0	0	0	
6:15 PM			0	0	0	
6:30 PM			0	0	0	
6:45 PM			0	1	1	▬
7:00 PM			0	0	0	
7:15 PM			0	0	0	
7:30 PM			0	0	0	
7:45 PM			0	2	1	▬
8:00 PM			0	0	0	
8:15 PM			0	0	0	
8:30 PM			0	0	0	
8:45 PM			0	0	0	
9:00 PM			0	0	0	
9:15 PM			0	0	0	
9:30 PM			0	0	0	
9:45 PM			0	2	1	▬
10:00 PM			1	1	1	▬
10:15 PM			1	0	1	▬
10:30 PM			0	0	0	
10:45 PM			0	0	0	
11:00 PM			0	0	0	
11:15 PM			0	1	1	▬
11:30 PM			0	1	1	▬
11:45 PM			0	0	0	
Day Total			13	19	22	
% Weekday Average						
% Week Average			59.1%	86.4%		
AM Peak			11:00 AM	6:30 AM	12:00 AM	
Volume			2	2	1	
PM Peak			4:15 PM	1:45 PM	1:45 PM	
Volume			2	2	1	
<i>Comments:</i>						

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB/SB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0	0	0	1	0	0	
12:15 AM	0	0	0	0	1	0	0	0	0	
12:30 AM	0	0	0	0	0	0	1	0	0	
12:45 AM	0	0	0	0	1	0	0	0	0	
1:00 AM	0	1	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	1	0	0	0	0	
1:30 AM	0	0	0	0	1	0	0	0	0	
1:45 AM	0	1	0	0	1	0	0	0	0	
2:00 AM	0	2	0	0	1	1	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	0	1	0	0	1	0	0	0	0	
4:00 AM	0	1	0	0	1	0	0	0	0	
4:15 AM	1	1	1	1	1	1	0	0	1	
4:30 AM	2	1	1	1	1	1	0	0	1	
4:45 AM	1	2	2	3	1	2	0	0	1	
5:00 AM	3	2	4	1	2	2	0	0	2	
5:15 AM	5	2	2	4	5	4	0	0	3	
5:30 AM	9	14	11	13	14	12	0	0	9	
5:45 AM	23	27	32	18	21	24	0	0	17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB/SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	19	28	27	34	29	27	1	0	20	
6:15 AM	50	50	39	42	24	41	1	0	29	
6:30 AM	48	59	51	66	55	56	0	2	40	
6:45 AM	84	88	103	86	68	86	0	1	61	
7:00 AM	87	109	93	102	60	90	0	2	65	
7:15 AM	97	130	138	99	67	106	0	0	76	
7:30 AM	124	143	147	146	78	128	0	0	91	
7:45 AM	132	150	153	137	95	133	0	0	95	
8:00 AM	161	186	167	165	99	156	0	0	111	
8:15 AM	144	167	149	155	101	143	0	0	102	
8:30 AM	175	192	187	154	107	163	0	0	116	
8:45 AM	168	184	162	179	102	159	0	0	114	
9:00 AM	119	135	138	130	85	121	0	0	87	
9:15 AM	124	117	148	120	78	117	0	0	84	
9:30 AM	118	105	81	84	70	92	0	0	65	
9:45 AM	65	66	44	61	44	56	0	0	40	
10:00 AM	37	46	43	44	35	41	0	0	29	
10:15 AM	27	18	23	9	18	19	0	2	14	
10:30 AM	15	13	27	14	19	18	0	1	13	
10:45 AM	10	15	14	13	9	12	1	1	9	
11:00 AM	13	12	21	16	19	16	2	0	12	
11:15 AM	19	20	16	20	20	19	0	0	14	
11:30 AM	25	25	25	25	28	26	0	0	18	
11:45 AM	13	22	37	24	24	24	0	0	17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB/SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	29	16	22	24	34	25	0	0	18	
12:15 PM	17	30	29	23	25	25	0	0	18	
12:30 PM	14	26	28	30	20	24	0	0	17	
12:45 PM	20	24	22	19	25	22	0	0	16	
1:00 PM	29	19	30	23	27	26	0	0	18	
1:15 PM	19	20	26	22	20	21	0	0	15	
1:30 PM	18	24	31	22	19	23	0	0	16	
1:45 PM	14	23	26	20	31	23	0	2	17	
2:00 PM	24	20	30	17	21	22	0	0	16	
2:15 PM	29	25	25	32	23	27	1	0	19	
2:30 PM	42	29	30	35	41	35	0	0	25	
2:45 PM	36	35	29	23	36	32	1	0	23	
3:00 PM	57	70	62	70	56	63	0	0	45	
3:15 PM	54	66	65	48	40	55	0	0	39	
3:30 PM	103	89	112	100	71	95	0	0	68	
3:45 PM	62	92	91	90	45	76	0	0	54	
4:00 PM	115	130	119	125	84	115	0	0	82	
4:15 PM	115	110	98	130	73	105	2	0	75	
4:30 PM	127	133	137	135	87	124	0	0	88	
4:45 PM	124	144	154	134	75	126	0	0	90	
5:00 PM	133	118	112	99	95	111	0	0	80	
5:15 PM	115	125	119	120	67	109	0	0	78	
5:30 PM	99	89	102	72	50	82	0	0	59	
5:45 PM	92	75	77	75	57	75	0	0	54	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB/SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	67	80	64	73	36	64	0	0	46	
6:15 PM	53	46	52	59	31	48	0	0	34	
6:30 PM	32	33	36	36	24	32	0	0	23	
6:45 PM	22	30	34	26	10	24	0	1	18	
7:00 PM	28	22	28	19	13	22	0	0	16	
7:15 PM	13	14	15	10	8	12	0	0	9	
7:30 PM	10	8	11	9	6	9	0	0	6	
7:45 PM	6	11	10	8	4	8	0	2	6	
8:00 PM	4	7	3	5	6	5	0	0	4	
8:15 PM	2	2	3	3	2	2	0	0	2	
8:30 PM	3	1	3	4	3	3	0	0	2	
8:45 PM	4	1	4	3	1	3	0	0	2	
9:00 PM	2	1	1	2	1	1	0	0	1	
9:15 PM	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	
9:45 PM	2	0	0	1	1	1	0	2	1	
10:00 PM	1	1	1	1	1	1	1	1	1	
10:15 PM	0	1	3	0	0	1	1	0	1	
10:30 PM	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	1	0	0	0	1	0	
11:30 PM	0	0	0	0	0	0	0	1	0	
11:45 PM	0	0	0	0	0	0	0	0	0	
Day Total	3654	3925	3930	3714	2656	3573	13	19	2558	
% Weekday Average	102.3%	109.9%	110.0%	103.9%	74.3%					
% Week Average	142.8%	153.4%	153.6%	145.2%	103.8%	139.7%	0.5%	0.7%		
AM Peak	8:30 AM	8:30 AM	8:30 AM	8:45 AM	8:30 AM	8:30 AM	11:00 AM	6:30 AM	8:30 AM	
Volume	175	192	187	179	107	163	2	2	116	
PM Peak	5:00 PM	4:45 PM	4:45 PM	4:30 PM	5:00 PM	4:45 PM	4:15 PM	1:45 PM	4:45 PM	
Volume	133	144	154	135	95	126	2	2	90	

Comments:

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD										QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 26 2017	
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile	
12:00 AM					0	0	1	0	0		
12:15 AM					1	1	0	0	0		
12:30 AM					0	0	0	0	0		
12:45 AM					1	1	0	0	0		
1:00 AM					0	0	0	0	0		
1:15 AM					0	0	0	0	0		
1:30 AM					0	0	0	0	0		
1:45 AM					1	1	0	0	0		
2:00 AM					0	0	0	0	0		
2:15 AM					0	0	0	0	0		
2:30 AM					0	0	0	0	0		
2:45 AM					0	0	0	0	0		
3:00 AM					0	0	0	0	0		
3:15 AM					0	0	0	0	0		
3:30 AM					0	0	0	0	0		
3:45 AM					1	1	0	0	0		
4:00 AM					0	0	0	0	0		
4:15 AM					1	1	0	0	0		
4:30 AM					0	0	0	0	0		
4:45 AM					1	1	0	0	0		
5:00 AM					0	0	0	0	0		
5:15 AM					1	1	0	0	0		
5:30 AM					3	3	0	0	1		
5:45 AM					2	2	0	0	1		
Day Total											
% Weekday Average											
% Week Average											
AM Peak Volume											
PM Peak Volume											
<i>Comments:</i>											

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					1	1	1	0	1	
6:15 AM					1	1	0	0	0	
6:30 AM					2	2	0	2	1	
6:45 AM					2	2	0	0	1	
7:00 AM					2	2	0	1	1	
7:15 AM					1	1	0	0	0	
7:30 AM					2	2	0	0	1	
7:45 AM					1	1	0	0	0	
8:00 AM					7	7	0	0	2	
8:15 AM					3	3	0	0	1	
8:30 AM					5	5	0	0	2	
8:45 AM					2	2	0	0	1	
9:00 AM					5	5	0	0	2	
9:15 AM					4	4	0	0	1	
9:30 AM					4	4	0	0	1	
9:45 AM					3	3	0	0	1	
10:00 AM					3	3	0	0	1	
10:15 AM					4	4	0	1	2	
10:30 AM					3	3	0	1	1	
10:45 AM					2	2	1	0	1	
11:00 AM					10	10	1	0	4	
11:15 AM					9	9	0	0	3	
11:30 AM					19	19	0	0	6	
11:45 AM					14	14	0	0	5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint **QC JOB #:** 14250403
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint **DIRECTION:** NB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 26 2017

Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					23	23	0	0	8	
12:15 PM					12	12	0	0	4	
12:30 PM					12	12	0	0	4	
12:45 PM					9	9	0	0	3	
1:00 PM					16	16	0	0	5	
1:15 PM					12	12	0	0	4	
1:30 PM					8	8	0	0	3	
1:45 PM					19	19	0	1	7	
2:00 PM					15	15	0	0	5	
2:15 PM					18	18	1	0	6	
2:30 PM					32	32	0	0	11	
2:45 PM					34	34	0	0	11	
3:00 PM					48	48	0	0	16	
3:15 PM					33	33	0	0	11	
3:30 PM					67	67	0	0	22	
3:45 PM					40	40	0	0	13	
4:00 PM					81	81	0	0	27	
4:15 PM					70	70	1	0	24	
4:30 PM					82	82	0	0	27	
4:45 PM					70	70	0	0	23	
5:00 PM					93	93	0	0	31	
5:15 PM					62	62	0	0	21	
5:30 PM					46	46	0	0	15	
5:45 PM					54	54	0	0	18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					34	34	0	0	11	
6:15 PM					31	31	0	0	10	
6:30 PM					24	24	0	0	8	
6:45 PM					9	9	0	1	3	
7:00 PM					13	13	0	0	4	
7:15 PM					8	8	0	0	3	
7:30 PM					6	6	0	0	2	
7:45 PM					4	4	0	1	2	
8:00 PM					6	6	0	0	2	
8:15 PM					2	2	0	0	1	
8:30 PM					3	3	0	0	1	
8:45 PM					1	1	0	0	0	
9:00 PM					0	0	0	0	0	
9:15 PM					0	0	0	0	0	
9:30 PM					0	0	0	0	0	
9:45 PM					1	1	0	1	1	
10:00 PM					0	0	1	0	0	
10:15 PM					0	0	0	0	0	
10:30 PM					0	0	0	0	0	
10:45 PM					0	0	0	0	0	
11:00 PM					0	0	0	0	0	
11:15 PM					0	0	0	1	0	
11:30 PM					0	0	0	0	0	
11:45 PM					0	0	0	0	0	
Day Total					1219	1219	7	10	408	
% Weekday Average					100.0%					
% Week Average					298.8%	298.8%	1.7%	2.5%		
AM Peak					11:30 AM	11:30 AM	12:00 AM	6:30 AM	11:30 AM	
Volume					19	19	1	2	6	
PM Peak					5:00 PM	5:00 PM	2:15 PM	1:45 PM	5:00 PM	
Volume					93	93	1	1	31	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0		0			0	
12:15 AM	0	0	0	0		0			0	
12:30 AM	0	0	0	0		0			0	
12:45 AM	0	0	0	0		0			0	
1:00 AM	0	1	0	0		0			0	
1:15 AM	0	0	0	0		0			0	
1:30 AM	0	0	0	0		0			0	
1:45 AM	0	0	0	0		0			0	
2:00 AM	0	2	0	0		1			1	
2:15 AM	0	0	0	0		0			0	
2:30 AM	0	0	0	0		0			0	
2:45 AM	0	0	0	0		0			0	
3:00 AM	0	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	0	0	0	0		0			0	
4:00 AM	0	0	0	0		0			0	
4:15 AM	1	1	1	1		1			1	
4:30 AM	1	0	0	0		0			0	
4:45 AM	1	2	2	3		2			2	
5:00 AM	1	0	0	0		0			0	
5:15 AM	0	0	1	0		0			0	
5:30 AM	1	2	1	3		2			2	
5:45 AM	5	4	8	1		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	3	6	2	7		5			5	
6:15 AM	0	1	1	0		1			1	
6:30 AM	2	1	2	5		3			3	
6:45 AM	3	3	5	2		3			3	
7:00 AM	2	3	1	2		2			2	
7:15 AM	3	4	6	3		4			4	
7:30 AM	4	4	4	4		4			4	
7:45 AM	4	3	4	6		4			4	
8:00 AM	1	3	4	2		3			3	
8:15 AM	5	7	5	6		6			6	
8:30 AM	1	6	6	6		5			5	
8:45 AM	3	3	4	1		3			3	
9:00 AM	2	3	3	6		4			4	
9:15 AM	7	3	2	6		5			5	
9:30 AM	6	2	3	5		4			4	
9:45 AM	1	4	4	3		3			3	
10:00 AM	3	1	4	3		3			3	
10:15 AM	7	2	6	1		4			4	
10:30 AM	2	4	6	6		5			5	
10:45 AM	2	6	4	7		5			5	
11:00 AM	4	5	5	3		4			4	
11:15 AM	9	12	6	12		10			10	
11:30 AM	12	15	14	14		14			14	
11:45 AM	8	11	19	14		13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	17	8	14	15		14			14	
12:15 PM	10	14	17	6		12			12	
12:30 PM	7	11	16	19		13			13	
12:45 PM	9	7	11	6		8			8	
1:00 PM	18	12	12	13		14			14	
1:15 PM	9	9	16	9		11			11	
1:30 PM	7	11	13	11		11			11	
1:45 PM	8	17	14	15		14			14	
2:00 PM	13	17	23	12		16			16	
2:15 PM	20	19	17	22		20			20	
2:30 PM	33	22	23	26		26			26	
2:45 PM	30	29	25	17		25			25	
3:00 PM	55	67	57	65		61			61	
3:15 PM	50	60	61	44		54			54	
3:30 PM	96	85	108	95		96			96	
3:45 PM	60	85	87	85		79			79	
4:00 PM	112	125	116	122		119			119	
4:15 PM	109	103	94	126		108			108	
4:30 PM	121	129	134	133		129			129	
4:45 PM	120	139	149	131		135			135	
5:00 PM	130	116	108	95		112			112	
5:15 PM	113	120	115	119		117			117	
5:30 PM	97	89	98	69		88			88	
5:45 PM	89	70	73	74		77			77	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	65	79	59	69		68			68	
6:15 PM	51	45	51	57		51			51	
6:30 PM	30	33	36	36		34			34	
6:45 PM	21	29	34	25		27			27	
7:00 PM	27	22	27	18		24			24	
7:15 PM	12	14	15	9		13			13	
7:30 PM	8	7	11	9		9			9	
7:45 PM	6	10	8	7		8			8	
8:00 PM	4	7	3	4		5			5	
8:15 PM	2	2	3	3		3			3	
8:30 PM	2	1	2	3		2			2	
8:45 PM	3	1	4	2		3			3	
9:00 PM	1	0	0	1		1			1	
9:15 PM	0	0	0	0		0			0	
9:30 PM	0	0	0	0		0			0	
9:45 PM	1	0	0	1		1			1	
10:00 PM	0	1	1	0		1			1	
10:15 PM	0	0	1	0		0			0	
10:30 PM	0	0	0	0		0			0	
10:45 PM	0	0	0	0		0			0	
11:00 PM	0	0	0	0		0			0	
11:15 PM	0	0	0	0		0			0	
11:30 PM	0	0	0	0		0			0	
11:45 PM	0	0	0	0		0			0	
Day Total	1670	1739	1789	1705		1737			1737	
% Weekday Average	137.0%	100.1%	103.0%	98.2%						
% Week Average	409.3%	100.1%	103.0%	98.2%		100.0%				
AM Peak	11:30 AM	11:30 AM	11:45 AM	11:30 AM		11:30 AM			11:30 AM	
Volume	12	15	19	14		14			14	
PM Peak	5:00 PM	4:45 PM	4:45 PM	4:30 PM		4:45 PM			4:45 PM	
Volume	130	139	149	133		135			135	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	0	0	0	0	0	0		
12:15 AM	0	0	0	0	1	0		
12:30 AM	0	0	0	0	0	0		
12:45 AM	0	0	0	0	1	0		
1:00 AM	0	1	0	0	0	0		
1:15 AM	0	0	0	0	0	0		
1:30 AM	0	0	0	0	0	0		
1:45 AM	0	0	0	0	1	0		
2:00 AM	0	2	0	0	0	0		
2:15 AM	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	0	0	0	0	1	0		
4:00 AM	0	0	0	0	0	0		
4:15 AM	1	1	1	1	1	1		
4:30 AM	1	0	0	0	0	0		
4:45 AM	1	2	2	3	1	2		
5:00 AM	1	0	0	0	0	0		
5:15 AM	0	0	1	0	1	0		
5:30 AM	1	2	1	3	3	2		
5:45 AM	5	4	8	1	2	4		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	3	6	2	7	1	4		
6:15 AM	0	1	1	0	1	1		
6:30 AM	2	1	2	5	2	2		
6:45 AM	3	3	5	2	2	3		
7:00 AM	2	3	1	2	2	2		
7:15 AM	3	4	6	3	1	3		
7:30 AM	4	4	4	4	2	4		
7:45 AM	4	3	4	6	1	4		
8:00 AM	1	3	4	2	7	3		
8:15 AM	5	7	5	6	3	5		
8:30 AM	1	6	6	6	5	5		
8:45 AM	3	3	4	1	2	3		
9:00 AM	2	3	3	6	5	4		
9:15 AM	7	3	2	6	4	4		
9:30 AM	6	2	3	5	4	4		
9:45 AM	1	4	4	3	3	3		
10:00 AM	3	1	4	3	3	3		
10:15 AM	7	2	6	1	4	4		
10:30 AM	2	4	6	6	3	4		
10:45 AM	2	6	4	7	2	4		
11:00 AM	4	5	5	3	10	5		
11:15 AM	9	12	6	12	9	10		
11:30 AM	12	15	14	14	19	15		
11:45 AM	8	11	19	14	14	13		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	17	8	14	15	23	15		
12:15 PM	10	14	17	6	12	12		
12:30 PM	7	11	16	19	12	13		
12:45 PM	9	7	11	6	9	8		
1:00 PM	18	12	12	13	16	14		
1:15 PM	9	9	16	9	12	11		
1:30 PM	7	11	13	11	8	10		
1:45 PM	8	17	14	15	19	15		
2:00 PM	13	17	23	12	15	16		
2:15 PM	20	19	17	22	18	19		
2:30 PM	33	22	23	26	32	27		
2:45 PM	30	29	25	17	34	27		
3:00 PM	55	67	57	65	48	58		
3:15 PM	50	60	61	44	33	50		
3:30 PM	96	85	108	95	67	90		
3:45 PM	60	85	87	85	40	71		
4:00 PM	112	125	116	122	81	111		
4:15 PM	109	103	94	126	70	100		
4:30 PM	121	129	134	133	82	120		
4:45 PM	120	139	149	131	70	122		
5:00 PM	130	116	108	95	93	108		
5:15 PM	113	120	115	119	62	106		
5:30 PM	97	89	98	69	46	80		
5:45 PM	89	70	73	74	54	72		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	65	79	59	69	34	61		
6:15 PM	51	45	51	57	31	47		
6:30 PM	30	33	36	36	24	32		
6:45 PM	21	29	34	25	9	24		
7:00 PM	27	22	27	18	13	21		
7:15 PM	12	14	15	9	8	12		
7:30 PM	8	7	11	9	6	8		
7:45 PM	6	10	8	7	4	7		
8:00 PM	4	7	3	4	6	5		
8:15 PM	2	2	3	3	2	2		
8:30 PM	2	1	2	3	3	2		
8:45 PM	3	1	4	2	1	2		
9:00 PM	1	0	0	1	0	0		
9:15 PM	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0		
9:45 PM	1	0	0	1	1	1		
10:00 PM	0	1	1	0	0	0		
10:15 PM	0	0	1	0	0	0		
10:30 PM	0	0	0	0	0	0		
10:45 PM	0	0	0	0	0	0		
11:00 PM	0	0	0	0	0	0		
11:15 PM	0	0	0	0	0	0		
11:30 PM	0	0	0	0	0	0		
11:45 PM	0	0	0	0	0	0		
Day Total	1670	1739	1789	1705	1219	1620		
% Weekday Average	103.1%	107.3%	110.4%	105.2%	75.2%			
% Week Average								
AM Peak Volume	11:30 AM 12	11:30 AM 15	11:45 AM 19	11:30 AM 14	11:30 AM 19	11:30 AM 15		
PM Peak Volume	5:00 PM 130	4:45 PM 139	4:45 PM 149	4:30 PM 133	5:00 PM 93	4:45 PM 122		

Comments:

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			1	0	1	
12:15 AM			0	0	0	
12:30 AM			0	0	0	
12:45 AM			0	0	0	
1:00 AM			0	0	0	
1:15 AM			0	0	0	
1:30 AM			0	0	0	
1:45 AM			0	0	0	
2:00 AM			0	0	0	
2:15 AM			0	0	0	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			0	0	0	
4:15 AM			0	0	0	
4:30 AM			0	0	0	
4:45 AM			0	0	0	
5:00 AM			0	0	0	
5:15 AM			0	0	0	
5:30 AM			0	0	0	
5:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			1	0	1	
6:15 AM			0	0	0	
6:30 AM			0	2	1	
6:45 AM			0	0	0	
7:00 AM			0	1	1	
7:15 AM			0	0	0	
7:30 AM			0	0	0	
7:45 AM			0	0	0	
8:00 AM			0	0	0	
8:15 AM			0	0	0	
8:30 AM			0	0	0	
8:45 AM			0	0	0	
9:00 AM			0	0	0	
9:15 AM			0	0	0	
9:30 AM			0	0	0	
9:45 AM			0	0	0	
10:00 AM			0	0	0	
10:15 AM			0	1	1	
10:30 AM			0	1	1	
10:45 AM			1	0	1	
11:00 AM			1	0	1	
11:15 AM			0	0	0	
11:30 AM			0	0	0	
11:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			0	0	0	
12:15 PM			0	0	0	
12:30 PM			0	0	0	
12:45 PM			0	0	0	
1:00 PM			0	0	0	
1:15 PM			0	0	0	
1:30 PM			0	0	0	
1:45 PM			0	1	1	
2:00 PM			0	0	0	
2:15 PM			1	0	1	
2:30 PM			0	0	0	
2:45 PM			0	0	0	
3:00 PM			0	0	0	
3:15 PM			0	0	0	
3:30 PM			0	0	0	
3:45 PM			0	0	0	
4:00 PM			0	0	0	
4:15 PM			1	0	1	
4:30 PM			0	0	0	
4:45 PM			0	0	0	
5:00 PM			0	0	0	
5:15 PM			0	0	0	
5:30 PM			0	0	0	
5:45 PM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: NB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			0	0	0	
6:15 PM			0	0	0	
6:30 PM			0	0	0	
6:45 PM			0	1	1	
7:00 PM			0	0	0	
7:15 PM			0	0	0	
7:30 PM			0	0	0	
7:45 PM			0	1	1	
8:00 PM			0	0	0	
8:15 PM			0	0	0	
8:30 PM			0	0	0	
8:45 PM			0	0	0	
9:00 PM			0	0	0	
9:15 PM			0	0	0	
9:30 PM			0	0	0	
9:45 PM			0	1	1	
10:00 PM			1	0	1	
10:15 PM			0	0	0	
10:30 PM			0	0	0	
10:45 PM			0	0	0	
11:00 PM			0	0	0	
11:15 PM			0	1	1	
11:30 PM			0	0	0	
11:45 PM			0	0	0	
Day Total			7	10	16	
% Weekday Average						
% Week Average			43.8%	62.5%		
AM Peak			12:00 AM	6:30 AM	12:00 AM	
Volume			1	2	1	
PM Peak			2:15 PM	1:45 PM	1:45 PM	
Volume			1	1	1	
<i>Comments:</i>						

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0	0	0	1	0	0	
12:15 AM	0	0	0	0	1	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	1	0	0	0	0	
1:00 AM	0	1	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	1	0	0	0	0	
2:00 AM	0	2	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	1	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	
4:15 AM	1	1	1	1	1	1	0	0	1	
4:30 AM	1	0	0	0	0	0	0	0	0	
4:45 AM	1	2	2	3	1	2	0	0	1	
5:00 AM	1	0	0	0	0	0	0	0	0	
5:15 AM	0	0	1	0	1	0	0	0	0	
5:30 AM	1	2	1	3	3	2	0	0	1	
5:45 AM	5	4	8	1	2	4	0	0	3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	3	6	2	7	1	4	1	0	3	
6:15 AM	0	1	1	0	1	1	0	0	0	
6:30 AM	2	1	2	5	2	2	0	2	2	
6:45 AM	3	3	5	2	2	3	0	0	2	
7:00 AM	2	3	1	2	2	2	0	1	2	
7:15 AM	3	4	6	3	1	3	0	0	2	
7:30 AM	4	4	4	4	2	4	0	0	3	
7:45 AM	4	3	4	6	1	4	0	0	3	
8:00 AM	1	3	4	2	7	3	0	0	2	
8:15 AM	5	7	5	6	3	5	0	0	4	
8:30 AM	1	6	6	6	5	5	0	0	3	
8:45 AM	3	3	4	1	2	3	0	0	2	
9:00 AM	2	3	3	6	5	4	0	0	3	
9:15 AM	7	3	2	6	4	4	0	0	3	
9:30 AM	6	2	3	5	4	4	0	0	3	
9:45 AM	1	4	4	3	3	3	0	0	2	
10:00 AM	3	1	4	3	3	3	0	0	2	
10:15 AM	7	2	6	1	4	4	0	1	3	
10:30 AM	2	4	6	6	3	4	0	1	3	
10:45 AM	2	6	4	7	2	4	1	0	3	
11:00 AM	4	5	5	3	10	5	1	0	4	
11:15 AM	9	12	6	12	9	10	0	0	7	
11:30 AM	12	15	14	14	19	15	0	0	11	
11:45 AM	8	11	19	14	14	13	0	0	9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: NB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	17	8	14	15	23	15	0	0	11	
12:15 PM	10	14	17	6	12	12	0	0	8	
12:30 PM	7	11	16	19	12	13	0	0	9	
12:45 PM	9	7	11	6	9	8	0	0	6	
1:00 PM	18	12	12	13	16	14	0	0	10	
1:15 PM	9	9	16	9	12	11	0	0	8	
1:30 PM	7	11	13	11	8	10	0	0	7	
1:45 PM	8	17	14	15	19	15	0	1	11	
2:00 PM	13	17	23	12	15	16	0	0	11	
2:15 PM	20	19	17	22	18	19	1	0	14	
2:30 PM	33	22	23	26	32	27	0	0	19	
2:45 PM	30	29	25	17	34	27	0	0	19	
3:00 PM	55	67	57	65	48	58	0	0	42	
3:15 PM	50	60	61	44	33	50	0	0	35	
3:30 PM	96	85	108	95	67	90	0	0	64	
3:45 PM	60	85	87	85	40	71	0	0	51	
4:00 PM	112	125	116	122	81	111	0	0	79	
4:15 PM	109	103	94	126	70	100	1	0	72	
4:30 PM	121	129	134	133	82	120	0	0	86	
4:45 PM	120	139	149	131	70	122	0	0	87	
5:00 PM	130	116	108	95	93	108	0	0	77	
5:15 PM	113	120	115	119	62	106	0	0	76	
5:30 PM	97	89	98	69	46	80	0	0	57	
5:45 PM	89	70	73	74	54	72	0	0	51	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: NB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	65	79	59	69	34	61	0	0	44	
6:15 PM	51	45	51	57	31	47	0	0	34	
6:30 PM	30	33	36	36	24	32	0	0	23	
6:45 PM	21	29	34	25	9	24	0	1	17	
7:00 PM	27	22	27	18	13	21	0	0	15	
7:15 PM	12	14	15	9	8	12	0	0	8	
7:30 PM	8	7	11	9	6	8	0	0	6	
7:45 PM	6	10	8	7	4	7	0	1	5	
8:00 PM	4	7	3	4	6	5	0	0	3	
8:15 PM	2	2	3	3	2	2	0	0	2	
8:30 PM	2	1	2	3	3	2	0	0	2	
8:45 PM	3	1	4	2	1	2	0	0	2	
9:00 PM	1	0	0	1	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	
9:45 PM	1	0	0	1	1	1	0	1	1	
10:00 PM	0	1	1	0	0	0	1	0	0	
10:15 PM	0	0	1	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	1	0	
11:30 PM	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	
Day Total	1670	1739	1789	1705	1219	1620	7	10	1159	
% Weekday Average	103.1%	107.3%	110.4%	105.2%	75.2%					
% Week Average	144.1%	150.0%	154.4%	147.1%	105.2%	139.8%	0.6%	0.9%		
AM Peak	11:30 AM	11:30 AM	11:45 AM	11:30 AM	11:30 AM	11:30 AM	12:00 AM	6:30 AM	11:30 AM	
Volume	12	15	19	14	19	15	1	2	11	
PM Peak	5:00 PM	4:45 PM	4:45 PM	4:30 PM	5:00 PM	4:45 PM	2:15 PM	1:45 PM	4:45 PM	
Volume	130	139	149	133	93	122	1	1	87	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					5	5	3	1	3	
12:15 AM					0	0	0	2	1	
12:30 AM					0	0	1	1	1	
12:45 AM					1	1	0	0	0	
1:00 AM					0	0	1	0	0	
1:15 AM					1	1	0	0	0	
1:30 AM					0	0	0	2	1	
1:45 AM					0	0	0	1	0	
2:00 AM					6	6	0	1	2	
2:15 AM					0	0	0	0	0	
2:30 AM					0	0	0	0	0	
2:45 AM					0	0	0	1	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	0	0	0	
3:30 AM					0	0	0	0	0	
3:45 AM					0	0	1	0	0	
4:00 AM					0	0	0	0	0	
4:15 AM					1	1	0	0	0	
4:30 AM					1	1	0	0	0	
4:45 AM					2	2	1	0	1	
5:00 AM					1	1	1	1	1	
5:15 AM					2	2	1	0	1	
5:30 AM					3	3	2	3	3	
5:45 AM					2	2	1	0	1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					6	6	2	2	3	
6:15 AM					7	7	2	0	3	
6:30 AM					6	6	0	1	2	
6:45 AM					5	5	0	0	2	
7:00 AM					8	8	5	0	4	
7:15 AM					13	13	2	1	5	
7:30 AM					6	6	1	0	2	
7:45 AM					13	13	1	0	5	
8:00 AM					21	21	2	1	8	
8:15 AM					16	16	1	1	6	
8:30 AM					17	17	2	1	7	
8:45 AM					20	20	0	0	7	
9:00 AM					15	15	2	0	6	
9:15 AM					21	21	2	3	9	
9:30 AM					10	10	3	2	5	
9:45 AM					15	15	1	4	7	
10:00 AM					16	16	0	2	6	
10:15 AM					14	14	0	1	5	
10:30 AM					9	9	4	1	5	
10:45 AM					14	14	2	1	6	
11:00 AM					17	17	5	3	8	
11:15 AM					18	18	1	0	6	
11:30 AM					35	35	1	3	13	
11:45 AM					25	25	3	3	10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					38	38	3	6	16	
12:15 PM					25	25	2	5	11	
12:30 PM					24	24	7	0	10	
12:45 PM					22	22	5	3	10	
1:00 PM					30	30	3	3	12	
1:15 PM					22	22	1	2	8	
1:30 PM					25	25	1	3	10	
1:45 PM					21	21	2	0	8	
2:00 PM					40	40	5	8	18	
2:15 PM					44	44	1	3	16	
2:30 PM					68	68	3	1	24	
2:45 PM					56	56	1	3	20	
3:00 PM					64	64	1	2	22	
3:15 PM					73	73	1	3	26	
3:30 PM					104	104	2	5	37	
3:45 PM					67	67	1	1	23	
4:00 PM					108	108	0	4	37	
4:15 PM					112	112	2	3	39	
4:30 PM					127	127	1	4	44	
4:45 PM					115	115	4	5	41	
5:00 PM					107	107	2	3	37	
5:15 PM					105	105	2	3	37	
5:30 PM					88	88	4	4	32	
5:45 PM					76	76	4	0	27	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					69	69	3	5	26	
6:15 PM					42	42	2	5	16	
6:30 PM					32	32	2	3	12	
6:45 PM					20	20	2	1	8	
7:00 PM					22	22	1	1	8	
7:15 PM					11	11	4	0	5	
7:30 PM					10	10	0	2	4	
7:45 PM					16	16	0	1	6	
8:00 PM					6	6	1	2	3	
8:15 PM					6	6	0	0	2	
8:30 PM					8	8	1	0	3	
8:45 PM					3	3	3	2	3	
9:00 PM					5	5	4	2	4	
9:15 PM					3	3	1	1	2	
9:30 PM					4	4	0	3	2	
9:45 PM					0	0	0	1	0	
10:00 PM					3	3	1	3	2	
10:15 PM					1	1	2	3	2	
10:30 PM					3	3	1	1	2	
10:45 PM					4	4	0	2	2	
11:00 PM					0	0	3	1	1	
11:15 PM					1	1	1	0	1	
11:30 PM					0	0	0	3	1	
11:45 PM					0	0	0	0	0	
Day Total					2202	2202	144	159	835	
% Weekday Average					100.0%					
% Week Average					263.7%	263.7%	17.2%	19.0%		
AM Peak					11:30 AM	11:30 AM	7:00 AM	9:45 AM	11:30 AM	
Volume					35	35	5	4	13	
PM Peak					4:30 PM	4:30 PM	12:30 PM	2:00 PM	4:30 PM	
Volume					127	127	7	8	44	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	2	3	2		2			2	
12:15 AM	1	1	0	0		1			1	
12:30 AM	2	0	1	1		1			1	
12:45 AM	1	1	0	0		1			1	
1:00 AM	0	0	0	0		0			0	
1:15 AM	0	2	1	2		1			1	
1:30 AM	0	0	0	1		0			0	
1:45 AM	0	1	0	2		1			1	
2:00 AM	0	0	0	0		0			0	
2:15 AM	0	2	0	3		1			1	
2:30 AM	0	3	1	1		1			1	
2:45 AM	1	0	0	0		0			0	
3:00 AM	0	0	1	0		0			0	
3:15 AM	1	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	0	0	0	0		0			0	
4:00 AM	0	0	0	0		0			0	
4:15 AM	0	0	0	2		1			1	
4:30 AM	1	2	0	0		1			1	
4:45 AM	2	0	1	3		2			2	
5:00 AM	2	3	1	1		2			2	
5:15 AM	2	1	4	0		2			2	
5:30 AM	4	1	3	2		3			3	
5:45 AM	6	5	2	5		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	9	7	5	6		7			7	
6:15 AM	6	5	4	10		6			6	
6:30 AM	4	4	4	9		5			5	
6:45 AM	8	6	8	12		9			9	
7:00 AM	11	11	11	13		12			12	
7:15 AM	10	11	11	13		11			11	
7:30 AM	15	13	17	14		15			15	
7:45 AM	10	14	10	13		12			12	
8:00 AM	16	14	22	26		20			20	
8:15 AM	13	17	12	18		15			15	
8:30 AM	14	19	22	21		19			19	
8:45 AM	24	21	18	24		22			22	
9:00 AM	19	12	22	20		18			18	
9:15 AM	14	23	15	14		17			17	
9:30 AM	19	23	21	26		22			22	
9:45 AM	9	14	22	26		18			18	
10:00 AM	10	12	13	16		13			13	
10:15 AM	19	12	12	11		14			14	
10:30 AM	14	12	17	18		15			15	
10:45 AM	15	10	12	24		15			15	
11:00 AM	19	14	20	17		18			18	
11:15 AM	25	24	28	31		27			27	
11:30 AM	26	35	20	38		30			30	
11:45 AM	29	30	25	21		26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	24	34	29	32		30			30	
12:15 PM	27	25	33	26		28			28	
12:30 PM	36	14	30	30		28			28	
12:45 PM	27	29	20	17		23			23	
1:00 PM	29	30	26	28		28			28	
1:15 PM	13	28	35	36		28			28	
1:30 PM	23	22	29	42		29			29	
1:45 PM	28	26	19	27		25			25	
2:00 PM	38	48	46	51		46			46	
2:15 PM	49	39	30	38		39			39	
2:30 PM	63	67	47	52		57			57	
2:45 PM	61	53	53	54		55			55	
3:00 PM	81	130	125	112		112			112	
3:15 PM	83	86	93	80		86			86	
3:30 PM	135	145	145	145		143			143	
3:45 PM	100	128	122	100		113			113	
4:00 PM	131	142	141	144		140			140	
4:15 PM	129	124	134	127		129			129	
4:30 PM	150	175	151	162		160			160	
4:45 PM	142	146	139	142		142			142	
5:00 PM	173	156	157	155		160			160	
5:15 PM	141	128	168	139		144			144	
5:30 PM	122	128	143	128		130			130	
5:45 PM	121	104	108	126		115			115	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	90	85	106	86		92			92	
6:15 PM	78	68	57	68		68			68	
6:30 PM	44	50	42	47		46			46	
6:45 PM	37	42	36	36		38			38	
7:00 PM	27	30	35	28		30			30	
7:15 PM	19	20	19	14		18			18	
7:30 PM	13	22	15	17		17			17	
7:45 PM	7	19	10	10		12			12	
8:00 PM	15	7	10	7		10			10	
8:15 PM	7	11	5	5		7			7	
8:30 PM	12	4	8	6		8			8	
8:45 PM	7	7	6	10		8			8	
9:00 PM	6	8	10	6		8			8	
9:15 PM	3	4	5	7		5			5	
9:30 PM	2	4	2	3		3			3	
9:45 PM	2	2	6	6		4			4	
10:00 PM	6	3	4	6		5			5	
10:15 PM	4	3	3	4		4			4	
10:30 PM	2	0	5	2		2			2	
10:45 PM	5	0	1	2		2			2	
11:00 PM	1	0	1	3		1			1	
11:15 PM	0	2	1	1		1			1	
11:30 PM	1	3	1	0		1			1	
11:45 PM	0	0	0	1		0			0	
Day Total	2695	2788	2800	2834		2791			2791	
% Weekday Average	122.4%	99.9%	100.3%	101.5%						
% Week Average	322.8%	99.9%	100.3%	101.5%		100.0%				
AM Peak	11:45 AM	11:30 AM	11:15 AM	11:30 AM		11:30 AM			11:30 AM	
Volume	29	35	28	38		30			30	
PM Peak	5:00 PM	4:30 PM	5:15 PM	4:30 PM		4:30 PM			4:30 PM	
Volume	173	175	168	162		160			160	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	0	2	3	2	5	2		
12:15 AM	1	1	0	0	0	0		
12:30 AM	2	0	1	1	0	1		
12:45 AM	1	1	0	0	1	1		
1:00 AM	0	0	0	0	0	0		
1:15 AM	0	2	1	2	1	1		
1:30 AM	0	0	0	1	0	0		
1:45 AM	0	1	0	2	0	1		
2:00 AM	0	0	0	0	6	1		
2:15 AM	0	2	0	3	0	1		
2:30 AM	0	3	1	1	0	1		
2:45 AM	1	0	0	0	0	0		
3:00 AM	0	0	1	0	0	0		
3:15 AM	1	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	0	0	0	0	0	0		
4:00 AM	0	0	0	0	0	0		
4:15 AM	0	0	0	2	1	1		
4:30 AM	1	2	0	0	1	1		
4:45 AM	2	0	1	3	2	2		
5:00 AM	2	3	1	1	1	2		
5:15 AM	2	1	4	0	2	2		
5:30 AM	4	1	3	2	3	3		
5:45 AM	6	5	2	5	2	4		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	9	7	5	6	6	7		
6:15 AM	6	5	4	10	7	6		
6:30 AM	4	4	4	9	6	5		
6:45 AM	8	6	8	12	5	8		
7:00 AM	11	11	11	13	8	11		
7:15 AM	10	11	11	13	13	12		
7:30 AM	15	13	17	14	6	13		
7:45 AM	10	14	10	13	13	12		
8:00 AM	16	14	22	26	21	20		
8:15 AM	13	17	12	18	16	15		
8:30 AM	14	19	22	21	17	19		
8:45 AM	24	21	18	24	20	21		
9:00 AM	19	12	22	20	15	18		
9:15 AM	14	23	15	14	21	17		
9:30 AM	19	23	21	26	10	20		
9:45 AM	9	14	22	26	15	17		
10:00 AM	10	12	13	16	16	13		
10:15 AM	19	12	12	11	14	14		
10:30 AM	14	12	17	18	9	14		
10:45 AM	15	10	12	24	14	15		
11:00 AM	19	14	20	17	17	17		
11:15 AM	25	24	28	31	18	25		
11:30 AM	26	35	20	38	35	31		
11:45 AM	29	30	25	21	25	26		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250402
DIRECTION: WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	24	34	29	32	38	31		
12:15 PM	27	25	33	26	25	27		
12:30 PM	36	14	30	30	24	27		
12:45 PM	27	29	20	17	22	23		
1:00 PM	29	30	26	28	30	29		
1:15 PM	13	28	35	36	22	27		
1:30 PM	23	22	29	42	25	28		
1:45 PM	28	26	19	27	21	24		
2:00 PM	38	48	46	51	40	45		
2:15 PM	49	39	30	38	44	40		
2:30 PM	63	67	47	52	68	59		
2:45 PM	61	53	53	54	56	55		
3:00 PM	81	130	125	112	64	102		
3:15 PM	83	86	93	80	73	83		
3:30 PM	135	145	145	145	104	135		
3:45 PM	100	128	122	100	67	103		
4:00 PM	131	142	141	144	108	133		
4:15 PM	129	124	134	127	112	125		
4:30 PM	150	175	151	162	127	153		
4:45 PM	142	146	139	142	115	137		
5:00 PM	173	156	157	155	107	150		
5:15 PM	141	128	168	139	105	136		
5:30 PM	122	128	143	128	88	122		
5:45 PM	121	104	108	126	76	107		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	90	85	106	86	69	87		
6:15 PM	78	68	57	68	42	63		
6:30 PM	44	50	42	47	32	43		
6:45 PM	37	42	36	36	20	34		
7:00 PM	27	30	35	28	22	28		
7:15 PM	19	20	19	14	11	17		
7:30 PM	13	22	15	17	10	15		
7:45 PM	7	19	10	10	16	12		
8:00 PM	15	7	10	7	6	9		
8:15 PM	7	11	5	5	6	7		
8:30 PM	12	4	8	6	8	8		
8:45 PM	7	7	6	10	3	7		
9:00 PM	6	8	10	6	5	7		
9:15 PM	3	4	5	7	3	4		
9:30 PM	2	4	2	3	4	3		
9:45 PM	2	2	6	6	0	3		
10:00 PM	6	3	4	6	3	4		
10:15 PM	4	3	3	4	1	3		
10:30 PM	2	0	5	2	3	2		
10:45 PM	5	0	1	2	4	2		
11:00 PM	1	0	1	3	0	1		
11:15 PM	0	2	1	1	1	1		
11:30 PM	1	3	1	0	0	1		
11:45 PM	0	0	0	1	0	0		
Day Total	2695	2788	2800	2834	2202	2662		
% Weekday Average	101.2%	104.7%	105.2%	106.5%	82.7%			
% Week Average								
AM Peak Volume	11:45 AM 29	11:30 AM 35	11:15 AM 28	11:30 AM 38	11:30 AM 35	11:30 AM 31		
PM Peak Volume	5:00 PM 173	4:30 PM 175	5:15 PM 168	4:30 PM 162	4:30 PM 127	4:30 PM 153		

Comments:

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			3	1	2	
12:15 AM			0	2	1	
12:30 AM			1	1	1	
12:45 AM			0	0	0	
1:00 AM			1	0	1	
1:15 AM			0	0	0	
1:30 AM			0	2	1	
1:45 AM			0	1	1	
2:00 AM			0	1	1	
2:15 AM			0	0	0	
2:30 AM			0	0	0	
2:45 AM			0	1	1	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			1	0	1	
4:00 AM			0	0	0	
4:15 AM			0	0	0	
4:30 AM			0	0	0	
4:45 AM			1	0	1	
5:00 AM			1	1	1	
5:15 AM			1	0	1	
5:30 AM			2	3	3	
5:45 AM			1	0	1	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			2	2	2	
6:15 AM			2	0	1	
6:30 AM			0	1	1	
6:45 AM			0	0	0	
7:00 AM			5	0	3	
7:15 AM			2	1	2	
7:30 AM			1	0	1	
7:45 AM			1	0	1	
8:00 AM			2	1	2	
8:15 AM			1	1	1	
8:30 AM			2	1	2	
8:45 AM			0	0	0	
9:00 AM			2	0	1	
9:15 AM			2	3	3	
9:30 AM			3	2	3	
9:45 AM			1	4	3	
10:00 AM			0	2	1	
10:15 AM			0	1	1	
10:30 AM			4	1	3	
10:45 AM			2	1	2	
11:00 AM			5	3	4	
11:15 AM			1	0	1	
11:30 AM			1	3	2	
11:45 AM			3	3	3	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			3	6	5	
12:15 PM			2	5	4	
12:30 PM			7	0	4	
12:45 PM			5	3	4	
1:00 PM			3	3	3	
1:15 PM			1	2	2	
1:30 PM			1	3	2	
1:45 PM			2	0	1	
2:00 PM			5	8	7	
2:15 PM			1	3	2	
2:30 PM			3	1	2	
2:45 PM			1	3	2	
3:00 PM			1	2	2	
3:15 PM			1	3	2	
3:30 PM			2	5	4	
3:45 PM			1	1	1	
4:00 PM			0	4	2	
4:15 PM			2	3	3	
4:30 PM			1	4	3	
4:45 PM			4	5	5	
5:00 PM			2	3	3	
5:15 PM			2	3	3	
5:30 PM			4	4	4	
5:45 PM			4	0	2	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			3	5	4	
6:15 PM			2	5	4	
6:30 PM			2	3	3	
6:45 PM			2	1	2	
7:00 PM			1	1	1	
7:15 PM			4	0	2	
7:30 PM			0	2	1	
7:45 PM			0	1	1	
8:00 PM			1	2	2	
8:15 PM			0	0	0	
8:30 PM			1	0	1	
8:45 PM			3	2	3	
9:00 PM			4	2	3	
9:15 PM			1	1	1	
9:30 PM			0	3	2	
9:45 PM			0	1	1	
10:00 PM			1	3	2	
10:15 PM			2	3	3	
10:30 PM			1	1	1	
10:45 PM			0	2	1	
11:00 PM			3	1	2	
11:15 PM			1	0	1	
11:30 PM			0	3	2	
11:45 PM			0	0	0	
Day Total			144	159	175	
% Weekday Average						
% Week Average			82.3%	90.9%		
AM Peak			7:00 AM	9:45 AM	11:00 AM	
Volume			5	4	4	
PM Peak			12:30 PM	2:00 PM	2:00 PM	
Volume			7	8	7	
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	2	3	2	5	2	3	1	2	
12:15 AM	1	1	0	0	0	0	0	2	1	
12:30 AM	2	0	1	1	0	1	1	1	1	
12:45 AM	1	1	0	0	1	1	0	0	0	
1:00 AM	0	0	0	0	0	0	1	0	0	
1:15 AM	0	2	1	2	1	1	0	0	1	
1:30 AM	0	0	0	1	0	0	0	2	0	
1:45 AM	0	1	0	2	0	1	0	1	1	
2:00 AM	0	0	0	0	6	1	0	1	1	
2:15 AM	0	2	0	3	0	1	0	0	1	
2:30 AM	0	3	1	1	0	1	0	0	1	
2:45 AM	1	0	0	0	0	0	0	1	0	
3:00 AM	0	0	1	0	0	0	0	0	0	
3:15 AM	1	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	1	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	2	1	1	0	0	0	
4:30 AM	1	2	0	0	1	1	0	0	1	
4:45 AM	2	0	1	3	2	2	1	0	1	
5:00 AM	2	3	1	1	1	2	1	1	1	
5:15 AM	2	1	4	0	2	2	1	0	1	
5:30 AM	4	1	3	2	3	3	2	3	3	
5:45 AM	6	5	2	5	2	4	1	0	3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD										QC JOB #: 14250402 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	9	7	5	6	6	7	2	2	5	
6:15 AM	6	5	4	10	7	6	2	0	5	
6:30 AM	4	4	4	9	6	5	0	1	4	
6:45 AM	8	6	8	12	5	8	0	0	6	
7:00 AM	11	11	11	13	8	11	5	0	8	
7:15 AM	10	11	11	13	13	12	2	1	9	
7:30 AM	15	13	17	14	6	13	1	0	9	
7:45 AM	10	14	10	13	13	12	1	0	9	
8:00 AM	16	14	22	26	21	20	2	1	15	
8:15 AM	13	17	12	18	16	15	1	1	11	
8:30 AM	14	19	22	21	17	19	2	1	14	
8:45 AM	24	21	18	24	20	21	0	0	15	
9:00 AM	19	12	22	20	15	18	2	0	13	
9:15 AM	14	23	15	14	21	17	2	3	13	
9:30 AM	19	23	21	26	10	20	3	2	15	
9:45 AM	9	14	22	26	15	17	1	4	13	
10:00 AM	10	12	13	16	16	13	0	2	10	
10:15 AM	19	12	12	11	14	14	0	1	10	
10:30 AM	14	12	17	18	9	14	4	1	11	
10:45 AM	15	10	12	24	14	15	2	1	11	
11:00 AM	19	14	20	17	17	17	5	3	14	
11:15 AM	25	24	28	31	18	25	1	0	18	
11:30 AM	26	35	20	38	35	31	1	3	23	
11:45 AM	29	30	25	21	25	26	3	3	19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	24	34	29	32	38	31	3	6	24	
12:15 PM	27	25	33	26	25	27	2	5	20	
12:30 PM	36	14	30	30	24	27	7	0	20	
12:45 PM	27	29	20	17	22	23	5	3	18	
1:00 PM	29	30	26	28	30	29	3	3	21	
1:15 PM	13	28	35	36	22	27	1	2	20	
1:30 PM	23	22	29	42	25	28	1	3	21	
1:45 PM	28	26	19	27	21	24	2	0	18	
2:00 PM	38	48	46	51	40	45	5	8	34	
2:15 PM	49	39	30	38	44	40	1	3	29	
2:30 PM	63	67	47	52	68	59	3	1	43	
2:45 PM	61	53	53	54	56	55	1	3	40	
3:00 PM	81	130	125	112	64	102	1	2	74	
3:15 PM	83	86	93	80	73	83	1	3	60	
3:30 PM	135	145	145	145	104	135	2	5	97	
3:45 PM	100	128	122	100	67	103	1	1	74	
4:00 PM	131	142	141	144	108	133	0	4	96	
4:15 PM	129	124	134	127	112	125	2	3	90	
4:30 PM	150	175	151	162	127	153	1	4	110	
4:45 PM	142	146	139	142	115	137	4	5	99	
5:00 PM	173	156	157	155	107	150	2	3	108	
5:15 PM	141	128	168	139	105	136	2	3	98	
5:30 PM	122	128	143	128	88	122	4	4	88	
5:45 PM	121	104	108	126	76	107	4	0	77	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	90	85	106	86	69	87	3	5	63	
6:15 PM	78	68	57	68	42	63	2	5	46	
6:30 PM	44	50	42	47	32	43	2	3	31	
6:45 PM	37	42	36	36	20	34	2	1	25	
7:00 PM	27	30	35	28	22	28	1	1	21	
7:15 PM	19	20	19	14	11	17	4	0	12	
7:30 PM	13	22	15	17	10	15	0	2	11	
7:45 PM	7	19	10	10	16	12	0	1	9	
8:00 PM	15	7	10	7	6	9	1	2	7	
8:15 PM	7	11	5	5	6	7	0	0	5	
8:30 PM	12	4	8	6	8	8	1	0	6	
8:45 PM	7	7	6	10	3	7	3	2	5	
9:00 PM	6	8	10	6	5	7	4	2	6	
9:15 PM	3	4	5	7	3	4	1	1	3	
9:30 PM	2	4	2	3	4	3	0	3	3	
9:45 PM	2	2	6	6	0	3	0	1	2	
10:00 PM	6	3	4	6	3	4	1	3	4	
10:15 PM	4	3	3	4	1	3	2	3	3	
10:30 PM	2	0	5	2	3	2	1	1	2	
10:45 PM	5	0	1	2	4	2	0	2	2	
11:00 PM	1	0	1	3	0	1	3	1	1	
11:15 PM	0	2	1	1	1	1	1	0	1	
11:30 PM	1	3	1	0	0	1	0	3	1	
11:45 PM	0	0	0	1	0	0	0	0	0	
Day Total	2695	2788	2800	2834	2202	2662	144	159	1947	
% Weekday Average	101.2%	104.7%	105.2%	106.5%	82.7%					
% Week Average	138.4%	143.2%	143.8%	145.6%	113.1%	136.7%	7.4%	8.2%		
AM Peak	11:45 AM	11:30 AM	11:15 AM	11:30 AM	11:30 AM	11:30 AM	7:00 AM	9:45 AM	11:30 AM	
Volume	29	35	28	38	35	31	5	4	23	
PM Peak	5:00 PM	4:30 PM	5:15 PM	4:30 PM	4:30 PM	4:30 PM	12:30 PM	2:00 PM	4:30 PM	
Volume	173	175	168	162	127	153	7	8	110	

Comments:

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					5	5	3	2	3	
12:15 AM					1	1	1	2	1	
12:30 AM					1	1	1	1	1	
12:45 AM					1	1	1	0	1	
1:00 AM					0	0	1	0	0	
1:15 AM					1	1	0	0	0	
1:30 AM					1	1	1	3	2	
1:45 AM					0	0	0	1	0	
2:00 AM					6	6	0	1	2	
2:15 AM					0	0	0	0	0	
2:30 AM					1	1	0	1	1	
2:45 AM					0	0	0	1	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	0	0	0	
3:30 AM					1	1	0	0	0	
3:45 AM					0	0	1	0	0	
4:00 AM					1	1	1	0	1	
4:15 AM					4	4	1	0	2	
4:30 AM					10	10	1	1	4	
4:45 AM					10	10	3	2	5	
5:00 AM					8	8	3	1	4	
5:15 AM					17	17	4	1	7	
5:30 AM					32	32	6	6	15	
5:45 AM					36	36	4	1	14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					26	26	4	3	11	
6:15 AM					46	46	4	2	17	
6:30 AM					69	69	3	5	26	
6:45 AM					61	61	0	2	21	
7:00 AM					80	80	9	2	30	
7:15 AM					88	88	4	4	32	
7:30 AM					83	83	1	1	28	
7:45 AM					109	109	1	2	37	
8:00 AM					154	154	4	5	54	
8:15 AM					136	136	3	2	47	
8:30 AM					123	123	3	1	42	
8:45 AM					156	156	0	3	53	
9:00 AM					134	134	5	1	47	
9:15 AM					117	117	5	8	43	
9:30 AM					73	73	6	2	27	
9:45 AM					78	78	3	9	30	
10:00 AM					48	48	4	6	19	
10:15 AM					43	43	2	2	16	
10:30 AM					28	28	5	3	12	
10:45 AM					32	32	3	3	13	
11:00 AM					38	38	5	4	16	
11:15 AM					31	31	3	5	13	
11:30 AM					50	50	5	3	19	
11:45 AM					40	40	6	7	18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					51	51	4	8	21	
12:15 PM					49	49	3	9	20	
12:30 PM					49	49	11	2	21	
12:45 PM					46	46	6	10	21	
1:00 PM					52	52	7	6	22	
1:15 PM					44	44	5	4	18	
1:30 PM					42	42	4	5	17	
1:45 PM					38	38	4	5	16	
2:00 PM					56	56	7	12	25	
2:15 PM					57	57	3	4	21	
2:30 PM					74	74	4	5	28	
2:45 PM					65	65	2	6	24	
3:00 PM					78	78	3	6	29	
3:15 PM					84	84	2	6	31	
3:30 PM					112	112	3	5	40	
3:45 PM					75	75	2	4	27	
4:00 PM					114	114	2	5	40	
4:15 PM					116	116	2	7	42	
4:30 PM					140	140	4	4	49	
4:45 PM					127	127	4	6	46	
5:00 PM					114	114	2	6	41	
5:15 PM					116	116	5	6	42	
5:30 PM					98	98	6	4	36	
5:45 PM					87	87	6	2	32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					73	73	3	9	28	
6:15 PM					45	45	2	6	18	
6:30 PM					35	35	3	3	14	
6:45 PM					20	20	3	2	8	
7:00 PM					23	23	1	1	8	
7:15 PM					12	12	7	0	6	
7:30 PM					12	12	0	3	5	
7:45 PM					17	17	2	4	8	
8:00 PM					10	10	1	4	5	
8:15 PM					7	7	0	0	2	
8:30 PM					9	9	1	0	3	
8:45 PM					4	4	6	4	5	
9:00 PM					7	7	5	2	5	
9:15 PM					3	3	3	2	3	
9:30 PM					8	8	2	4	5	
9:45 PM					1	1	0	3	1	
10:00 PM					4	4	3	4	4	
10:15 PM					1	1	3	3	2	
10:30 PM					4	4	2	1	2	
10:45 PM					5	5	0	2	2	
11:00 PM					0	0	4	3	2	
11:15 PM					2	2	2	2	2	
11:30 PM					3	3	1	5	3	
11:45 PM					0	0	1	0	0	
Day Total					4168	4168	276	313	1584	
% Weekday Average					100.0%					
% Week Average					263.1%	263.1%	17.4%	19.8%		
AM Peak					8:45 AM	8:45 AM	7:00 AM	9:45 AM	8:00 AM	
Volume					156	156	9	9	54	
PM Peak					4:30 PM	4:30 PM	12:30 PM	2:00 PM	4:30 PM	
Volume					140	140	11	12	49	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1	2	4	2		2			2	
12:15 AM	1	1	0	1		1			1	
12:30 AM	2	1	1	1		1			1	
12:45 AM	2	1	0	0		1			1	
1:00 AM	0	0	0	0		0			0	
1:15 AM	0	3	2	3		2			2	
1:30 AM	0	1	0	1		1			1	
1:45 AM	0	2	0	2		1			1	
2:00 AM	0	1	0	0		0			0	
2:15 AM	2	3	1	4		3			3	
2:30 AM	1	3	1	1		2			2	
2:45 AM	1	1	0	0		1			1	
3:00 AM	1	0	1	0		1			1	
3:15 AM	1	0	0	0		0			0	
3:30 AM	0	0	1	1		1			1	
3:45 AM	4	4	2	2		3			3	
4:00 AM	2	3	1	2		2			2	
4:15 AM	5	4	7	6		6			6	
4:30 AM	14	10	10	9		11			11	
4:45 AM	17	15	13	20		16			16	
5:00 AM	18	20	10	17		16			16	
5:15 AM	16	16	20	14		17			17	
5:30 AM	25	35	37	37		34			34	
5:45 AM	67	60	56	45		57			57	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	48	50	44	56		50			50	
6:15 AM	66	75	81	79		75			75	
6:30 AM	88	97	94	97		94			94	
6:45 AM	101	109	107	103		105			105	
7:00 AM	113	120	114	120		117			117	
7:15 AM	98	130	127	123		120			120	
7:30 AM	138	129	149	150		142			142	
7:45 AM	152	159	148	154		153			153	
8:00 AM	155	183	211	190		185			185	
8:15 AM	192	217	204	190		201			201	
8:30 AM	193	198	174	201		192			192	
8:45 AM	173	179	179	192		181			181	
9:00 AM	135	128	172	164		150			150	
9:15 AM	160	140	125	124		137			137	
9:30 AM	120	109	88	108		106			106	
9:45 AM	58	64	93	81		74			74	
10:00 AM	47	50	51	52		50			50	
10:15 AM	50	42	42	32		42			42	
10:30 AM	31	31	33	46		35			35	
10:45 AM	30	24	30	52		34			34	
11:00 AM	28	24	39	38		32			32	
11:15 AM	35	38	45	46		41			41	
11:30 AM	44	54	37	67		51			51	
11:45 AM	45	43	40	46		44			44	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	33	47	40	55		44			44	
12:15 PM	44	41	55	52		48			48	
12:30 PM	57	40	54	54		51			51	
12:45 PM	44	58	45	38		46			46	
1:00 PM	45	46	51	42		46			46	
1:15 PM	34	40	52	51		44			44	
1:30 PM	43	43	43	59		47			47	
1:45 PM	46	41	30	42		40			40	
2:00 PM	49	57	57	64		57			57	
2:15 PM	65	48	37	52		51			51	
2:30 PM	69	75	58	59		65			65	
2:45 PM	67	60	60	59		62			62	
3:00 PM	88	139	133	125		121			121	
3:15 PM	94	92	101	84		93			93	
3:30 PM	145	157	153	152		152			152	
3:45 PM	106	135	129	110		120			120	
4:00 PM	141	153	154	154		151			151	
4:15 PM	135	131	140	134		135			135	
4:30 PM	161	182	164	170		169			169	
4:45 PM	155	162	151	158		157			157	
5:00 PM	189	165	164	166		171			171	
5:15 PM	156	141	179	149		156			156	
5:30 PM	138	138	156	145		144			144	
5:45 PM	131	119	116	133		125			125	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	95	91	111	91		97			97	
6:15 PM	82	69	62	75		72			72	
6:30 PM	50	55	47	51		51			51	
6:45 PM	42	46	41	39		42			42	
7:00 PM	29	30	36	30		31			31	
7:15 PM	23	21	19	14		19			19	
7:30 PM	18	28	17	18		20			20	
7:45 PM	11	20	11	13		14			14	
8:00 PM	18	8	12	11		12			12	
8:15 PM	10	13	6	6		9			9	
8:30 PM	15	8	9	8		10			10	
8:45 PM	9	8	11	12		10			10	
9:00 PM	11	10	14	10		11			11	
9:15 PM	3	5	6	9		6			6	
9:30 PM	5	10	3	8		7			7	
9:45 PM	6	2	8	7		6			6	
10:00 PM	6	5	5	6		6			6	
10:15 PM	6	5	4	5		5			5	
10:30 PM	3	1	6	3		3			3	
10:45 PM	6	0	2	3		3			3	
11:00 PM	1	0	2	3		2			2	
11:15 PM	1	2	2	3		2			2	
11:30 PM	2	6	5	3		4			4	
11:45 PM	0	3	0	2		1			1	
Day Total	5167	5335	5355	5416		5328			5328	
% Weekday Average	124.0%	100.1%	100.5%	101.7%						
% Week Average	326.2%	100.1%	100.5%	101.7%		100.0%				
AM Peak	8:30 AM	8:15 AM	8:00 AM	8:30 AM		8:15 AM			8:15 AM	
Volume	193	217	211	201		201			201	
PM Peak	5:00 PM	4:30 PM	5:15 PM	4:30 PM		5:00 PM			5:00 PM	
Volume	189	182	179	170		171			171	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	1	2	4	2	5	3		
12:15 AM	1	1	0	1	1	1		
12:30 AM	2	1	1	1	1	1		
12:45 AM	2	1	0	0	1	1		
1:00 AM	0	0	0	0	0	0		
1:15 AM	0	3	2	3	1	2		
1:30 AM	0	1	0	1	1	1		
1:45 AM	0	2	0	2	0	1		
2:00 AM	0	1	0	0	6	1		
2:15 AM	2	3	1	4	0	2		
2:30 AM	1	3	1	1	1	1		
2:45 AM	1	1	0	0	0	0		
3:00 AM	1	0	1	0	0	0		
3:15 AM	1	0	0	0	0	0		
3:30 AM	0	0	1	1	1	1		
3:45 AM	4	4	2	2	0	2		
4:00 AM	2	3	1	2	1	2		
4:15 AM	5	4	7	6	4	5		
4:30 AM	14	10	10	9	10	11		
4:45 AM	17	15	13	20	10	15		
5:00 AM	18	20	10	17	8	15		
5:15 AM	16	16	20	14	17	17		
5:30 AM	25	35	37	37	32	33		
5:45 AM	67	60	56	45	36	53		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB/WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	48	50	44	56	26	45		
6:15 AM	66	75	81	79	46	69		
6:30 AM	88	97	94	97	69	89		
6:45 AM	101	109	107	103	61	96		
7:00 AM	113	120	114	120	80	109		
7:15 AM	98	130	127	123	88	113		
7:30 AM	138	129	149	150	83	130		
7:45 AM	152	159	148	154	109	144		
8:00 AM	155	183	211	190	154	179		
8:15 AM	192	217	204	190	136	188		
8:30 AM	193	198	174	201	123	178		
8:45 AM	173	179	179	192	156	176		
9:00 AM	135	128	172	164	134	147		
9:15 AM	160	140	125	124	117	133		
9:30 AM	120	109	88	108	73	100		
9:45 AM	58	64	93	81	78	75		
10:00 AM	47	50	51	52	48	50		
10:15 AM	50	42	42	32	43	42		
10:30 AM	31	31	33	46	28	34		
10:45 AM	30	24	30	52	32	34		
11:00 AM	28	24	39	38	38	33		
11:15 AM	35	38	45	46	31	39		
11:30 AM	44	54	37	67	50	50		
11:45 AM	45	43	40	46	40	43		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								

Comments:

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017	
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile
12:00 PM	33	47	40	55	51	45	
12:15 PM	44	41	55	52	49	48	
12:30 PM	57	40	54	54	49	51	
12:45 PM	44	58	45	38	46	46	
1:00 PM	45	46	51	42	52	47	
1:15 PM	34	40	52	51	44	44	
1:30 PM	43	43	43	59	42	46	
1:45 PM	46	41	30	42	38	39	
2:00 PM	49	57	57	64	56	57	
2:15 PM	65	48	37	52	57	52	
2:30 PM	69	75	58	59	74	67	
2:45 PM	67	60	60	59	65	62	
3:00 PM	88	139	133	125	78	113	
3:15 PM	94	92	101	84	84	91	
3:30 PM	145	157	153	152	112	144	
3:45 PM	106	135	129	110	75	111	
4:00 PM	141	153	154	154	114	143	
4:15 PM	135	131	140	134	116	131	
4:30 PM	161	182	164	170	140	163	
4:45 PM	155	162	151	158	127	151	
5:00 PM	189	165	164	166	114	160	
5:15 PM	156	141	179	149	116	148	
5:30 PM	138	138	156	145	98	135	
5:45 PM	131	119	116	133	87	117	
Day Total							
% Weekday Average							
% Week Average							
AM Peak Volume							
PM Peak Volume							
<i>Comments:</i>							

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	95	91	111	91	73	92		
6:15 PM	82	69	62	75	45	67		
6:30 PM	50	55	47	51	35	48		
6:45 PM	42	46	41	39	20	38		
7:00 PM	29	30	36	30	23	30		
7:15 PM	23	21	19	14	12	18		
7:30 PM	18	28	17	18	12	19		
7:45 PM	11	20	11	13	17	14		
8:00 PM	18	8	12	11	10	12		
8:15 PM	10	13	6	6	7	8		
8:30 PM	15	8	9	8	9	10		
8:45 PM	9	8	11	12	4	9		
9:00 PM	11	10	14	10	7	10		
9:15 PM	3	5	6	9	3	5		
9:30 PM	5	10	3	8	8	7		
9:45 PM	6	2	8	7	1	5		
10:00 PM	6	5	5	6	4	5		
10:15 PM	6	5	4	5	1	4		
10:30 PM	3	1	6	3	4	3		
10:45 PM	6	0	2	3	5	3		
11:00 PM	1	0	2	3	0	1		
11:15 PM	1	2	2	3	2	2		
11:30 PM	2	6	5	3	3	4		
11:45 PM	0	3	0	2	0	1		
Day Total	5167	5335	5355	5416	4168	5090		
% Weekday Average	101.5%	104.8%	105.2%	106.4%	81.9%			
% Week Average								
AM Peak Volume	8:30 AM 193	8:15 AM 217	8:00 AM 211	8:30 AM 201	8:45 AM 156	8:15 AM 188		
PM Peak Volume	5:00 PM 189	4:30 PM 182	5:15 PM 179	4:30 PM 170	4:30 PM 140	4:30 PM 163		
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			3	2	3	
12:15 AM			1	2	2	
12:30 AM			1	1	1	
12:45 AM			1	0	1	
1:00 AM			1	0	1	
1:15 AM			0	0	0	
1:30 AM			1	3	2	
1:45 AM			0	1	1	
2:00 AM			0	1	1	
2:15 AM			0	0	0	
2:30 AM			0	1	1	
2:45 AM			0	1	1	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			1	0	1	
4:00 AM			1	0	1	
4:15 AM			1	0	1	
4:30 AM			1	1	1	
4:45 AM			3	2	3	
5:00 AM			3	1	2	
5:15 AM			4	1	3	
5:30 AM			6	6	6	
5:45 AM			4	1	3	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			4	3	4	
6:15 AM			4	2	3	
6:30 AM			3	5	4	
6:45 AM			0	2	1	
7:00 AM			9	2	6	
7:15 AM			4	4	4	
7:30 AM			1	1	1	
7:45 AM			1	2	2	
8:00 AM			4	5	5	
8:15 AM			3	2	3	
8:30 AM			3	1	2	
8:45 AM			0	3	2	
9:00 AM			5	1	3	
9:15 AM			5	8	7	
9:30 AM			6	2	4	
9:45 AM			3	9	6	
10:00 AM			4	6	5	
10:15 AM			2	2	2	
10:30 AM			5	3	4	
10:45 AM			3	3	3	
11:00 AM			5	4	5	
11:15 AM			3	5	4	
11:30 AM			5	3	4	
11:45 AM			6	7	7	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			4	8	6	
12:15 PM			3	9	6	
12:30 PM			11	2	7	
12:45 PM			6	10	8	
1:00 PM			7	6	7	
1:15 PM			5	4	5	
1:30 PM			4	5	5	
1:45 PM			4	5	5	
2:00 PM			7	12	10	
2:15 PM			3	4	4	
2:30 PM			4	5	5	
2:45 PM			2	6	4	
3:00 PM			3	6	5	
3:15 PM			2	6	4	
3:30 PM			3	5	4	
3:45 PM			2	4	3	
4:00 PM			2	5	4	
4:15 PM			2	7	5	
4:30 PM			4	4	4	
4:45 PM			4	6	5	
5:00 PM			2	6	4	
5:15 PM			5	6	6	
5:30 PM			6	4	5	
5:45 PM			6	2	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			3	9	6	
6:15 PM			2	6	4	
6:30 PM			3	3	3	
6:45 PM			3	2	3	
7:00 PM			1	1	1	
7:15 PM			7	0	4	
7:30 PM			0	3	2	
7:45 PM			2	4	3	
8:00 PM			1	4	3	
8:15 PM			0	0	0	
8:30 PM			1	0	1	
8:45 PM			6	4	5	
9:00 PM			5	2	4	
9:15 PM			3	2	3	
9:30 PM			2	4	3	
9:45 PM			0	3	2	
10:00 PM			3	4	4	
10:15 PM			3	3	3	
10:30 PM			2	1	2	
10:45 PM			0	2	1	
11:00 PM			4	3	4	
11:15 PM			2	2	2	
11:30 PM			1	5	3	
11:45 PM			1	0	1	
Day Total			276	313	318	
% Weekday Average						
% Week Average			86.8%	98.4%		
AM Peak Volume			7:00 AM 9	9:45 AM 9	9:15 AM 7	
PM Peak Volume			12:30 PM 11	2:00 PM 12	2:00 PM 10	
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1	2	4	2	5	3	3	2	3	
12:15 AM	1	1	0	1	1	1	1	2	1	
12:30 AM	2	1	1	1	1	1	1	1	1	
12:45 AM	2	1	0	0	1	1	1	0	1	
1:00 AM	0	0	0	0	0	0	1	0	0	
1:15 AM	0	3	2	3	1	2	0	0	1	
1:30 AM	0	1	0	1	1	1	1	3	1	
1:45 AM	0	2	0	2	0	1	0	1	1	
2:00 AM	0	1	0	0	6	1	0	1	1	
2:15 AM	2	3	1	4	0	2	0	0	1	
2:30 AM	1	3	1	1	1	1	0	1	1	
2:45 AM	1	1	0	0	0	0	0	1	0	
3:00 AM	1	0	1	0	0	0	0	0	0	
3:15 AM	1	0	0	0	0	0	0	0	0	
3:30 AM	0	0	1	1	1	1	0	0	0	
3:45 AM	4	4	2	2	0	2	1	0	2	
4:00 AM	2	3	1	2	1	2	1	0	1	
4:15 AM	5	4	7	6	4	5	1	0	4	
4:30 AM	14	10	10	9	10	11	1	1	8	
4:45 AM	17	15	13	20	10	15	3	2	11	
5:00 AM	18	20	10	17	8	15	3	1	11	
5:15 AM	16	16	20	14	17	17	4	1	13	
5:30 AM	25	35	37	37	32	33	6	6	25	
5:45 AM	67	60	56	45	36	53	4	1	38	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB/WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	48	50	44	56	26	45	4	3	33	
6:15 AM	66	75	81	79	46	69	4	2	50	
6:30 AM	88	97	94	97	69	89	3	5	65	
6:45 AM	101	109	107	103	61	96	0	2	69	
7:00 AM	113	120	114	120	80	109	9	2	80	
7:15 AM	98	130	127	123	88	113	4	4	82	
7:30 AM	138	129	149	150	83	130	1	1	93	
7:45 AM	152	159	148	154	109	144	1	2	104	
8:00 AM	155	183	211	190	154	179	4	5	129	
8:15 AM	192	217	204	190	136	188	3	2	135	
8:30 AM	193	198	174	201	123	178	3	1	128	
8:45 AM	173	179	179	192	156	176	0	3	126	
9:00 AM	135	128	172	164	134	147	5	1	106	
9:15 AM	160	140	125	124	117	133	5	8	97	
9:30 AM	120	109	88	108	73	100	6	2	72	
9:45 AM	58	64	93	81	78	75	3	9	55	
10:00 AM	47	50	51	52	48	50	4	6	37	
10:15 AM	50	42	42	32	43	42	2	2	30	
10:30 AM	31	31	33	46	28	34	5	3	25	
10:45 AM	30	24	30	52	32	34	3	3	25	
11:00 AM	28	24	39	38	38	33	5	4	25	
11:15 AM	35	38	45	46	31	39	3	5	29	
11:30 AM	44	54	37	67	50	50	5	3	37	
11:45 AM	45	43	40	46	40	43	6	7	32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB/WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	33	47	40	55	51	45	4	8	34	
12:15 PM	44	41	55	52	49	48	3	9	36	
12:30 PM	57	40	54	54	49	51	11	2	38	
12:45 PM	44	58	45	38	46	46	6	10	35	
1:00 PM	45	46	51	42	52	47	7	6	36	
1:15 PM	34	40	52	51	44	44	5	4	33	
1:30 PM	43	43	43	59	42	46	4	5	34	
1:45 PM	46	41	30	42	38	39	4	5	29	
2:00 PM	49	57	57	64	56	57	7	12	43	
2:15 PM	65	48	37	52	57	52	3	4	38	
2:30 PM	69	75	58	59	74	67	4	5	49	
2:45 PM	67	60	60	59	65	62	2	6	46	
3:00 PM	88	139	133	125	78	113	3	6	82	
3:15 PM	94	92	101	84	84	91	2	6	66	
3:30 PM	145	157	153	152	112	144	3	5	104	
3:45 PM	106	135	129	110	75	111	2	4	80	
4:00 PM	141	153	154	154	114	143	2	5	103	
4:15 PM	135	131	140	134	116	131	2	7	95	
4:30 PM	161	182	164	170	140	163	4	4	118	
4:45 PM	155	162	151	158	127	151	4	6	109	
5:00 PM	189	165	164	166	114	160	2	6	115	
5:15 PM	156	141	179	149	116	148	5	6	107	
5:30 PM	138	138	156	145	98	135	6	4	98	
5:45 PM	131	119	116	133	87	117	6	2	85	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB/WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	95	91	111	91	73	92	3	9	68	
6:15 PM	82	69	62	75	45	67	2	6	49	
6:30 PM	50	55	47	51	35	48	3	3	35	
6:45 PM	42	46	41	39	20	38	3	2	28	
7:00 PM	29	30	36	30	23	30	1	1	21	
7:15 PM	23	21	19	14	12	18	7	0	14	
7:30 PM	18	28	17	18	12	19	0	3	14	
7:45 PM	11	20	11	13	17	14	2	4	11	
8:00 PM	18	8	12	11	10	12	1	4	9	
8:15 PM	10	13	6	6	7	8	0	0	6	
8:30 PM	15	8	9	8	9	10	1	0	7	
8:45 PM	9	8	11	12	4	9	6	4	8	
9:00 PM	11	10	14	10	7	10	5	2	8	
9:15 PM	3	5	6	9	3	5	3	2	4	
9:30 PM	5	10	3	8	8	7	2	4	6	
9:45 PM	6	2	8	7	1	5	0	3	4	
10:00 PM	6	5	5	6	4	5	3	4	5	
10:15 PM	6	5	4	5	1	4	3	3	4	
10:30 PM	3	1	6	3	4	3	2	1	3	
10:45 PM	6	0	2	3	5	3	0	2	3	
11:00 PM	1	0	2	3	0	1	4	3	2	
11:15 PM	1	2	2	3	2	2	2	2	2	
11:30 PM	2	6	5	3	3	4	1	5	4	
11:45 PM	0	3	0	2	0	1	1	0	1	
Day Total	5167	5335	5355	5416	4168	5090	276	313	3718	
% Weekday Average	101.5%	104.8%	105.2%	106.4%	81.9%					
% Week Average	139.0%	143.5%	144.0%	145.7%	112.1%	136.9%	7.4%	8.4%		
AM Peak	8:30 AM	8:15 AM	8:00 AM	8:30 AM	8:45 AM	8:15 AM	7:00 AM	9:45 AM	8:15 AM	
Volume	193	217	211	201	156	188	9	9	135	
PM Peak	5:00 PM	4:30 PM	5:15 PM	4:30 PM	4:30 PM	4:30 PM	12:30 PM	2:00 PM	4:30 PM	
Volume	189	182	179	170	140	163	11	12	118	

Comments:

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					0	0	0	1	0	
12:15 AM					1	1	1	0	1	
12:30 AM					1	1	0	0	0	
12:45 AM					0	0	1	0	0	
1:00 AM					0	0	0	0	0	
1:15 AM					0	0	0	0	0	
1:30 AM					1	1	1	1	1	
1:45 AM					0	0	0	0	0	
2:00 AM					0	0	0	0	0	
2:15 AM					0	0	0	0	0	
2:30 AM					1	1	0	1	1	
2:45 AM					0	0	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	0	0	0	
3:30 AM					1	1	0	0	0	
3:45 AM					0	0	0	0	0	
4:00 AM					1	1	1	0	1	
4:15 AM					3	3	1	0	1	
4:30 AM					9	9	1	1	4	
4:45 AM					8	8	2	2	4	
5:00 AM					7	7	2	0	3	
5:15 AM					15	15	3	1	6	
5:30 AM					29	29	4	3	12	
5:45 AM					34	34	3	1	13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					20	20	2	1	8	
6:15 AM					39	39	2	2	14	
6:30 AM					63	63	3	4	23	
6:45 AM					56	56	0	2	19	
7:00 AM					72	72	4	2	26	
7:15 AM					75	75	2	3	27	
7:30 AM					77	77	0	1	26	
7:45 AM					96	96	0	2	33	
8:00 AM					133	133	2	4	46	
8:15 AM					120	120	2	1	41	
8:30 AM					106	106	1	0	36	
8:45 AM					136	136	0	3	46	
9:00 AM					119	119	3	1	41	
9:15 AM					96	96	3	5	35	
9:30 AM					63	63	3	0	22	
9:45 AM					63	63	2	5	23	
10:00 AM					32	32	4	4	13	
10:15 AM					29	29	2	1	11	
10:30 AM					19	19	1	2	7	
10:45 AM					18	18	1	2	7	
11:00 AM					21	21	0	1	7	
11:15 AM					13	13	2	5	7	
11:30 AM					15	15	4	0	6	
11:45 AM					15	15	3	4	7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					13	13	1	2	5	
12:15 PM					24	24	1	4	10	
12:30 PM					25	25	4	2	10	
12:45 PM					24	24	1	7	11	
1:00 PM					22	22	4	3	10	
1:15 PM					22	22	4	2	9	
1:30 PM					17	17	3	2	7	
1:45 PM					17	17	2	5	8	
2:00 PM					16	16	2	4	7	
2:15 PM					13	13	2	1	5	
2:30 PM					6	6	1	4	4	
2:45 PM					9	9	1	3	4	
3:00 PM					14	14	2	4	7	
3:15 PM					11	11	1	3	5	
3:30 PM					8	8	1	0	3	
3:45 PM					8	8	1	3	4	
4:00 PM					6	6	2	1	3	
4:15 PM					4	4	0	4	3	
4:30 PM					13	13	3	0	5	
4:45 PM					12	12	0	1	4	
5:00 PM					7	7	0	3	3	
5:15 PM					11	11	3	3	6	
5:30 PM					10	10	2	0	4	
5:45 PM					11	11	2	2	5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250402 DIRECTION: EB		DATE: Mar 24 2017 - Mar 26 2017	
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					4	4	0	4	3	
6:15 PM					3	3	0	1	1	
6:30 PM					3	3	1	0	1	
6:45 PM					0	0	1	1	1	
7:00 PM					1	1	0	0	0	
7:15 PM					1	1	3	0	1	
7:30 PM					2	2	0	1	1	
7:45 PM					1	1	2	3	2	
8:00 PM					4	4	0	2	2	
8:15 PM					1	1	0	0	0	
8:30 PM					1	1	0	0	0	
8:45 PM					1	1	3	2	2	
9:00 PM					2	2	1	0	1	
9:15 PM					0	0	2	1	1	
9:30 PM					4	4	2	1	2	
9:45 PM					1	1	0	2	1	
10:00 PM					1	1	2	1	1	
10:15 PM					0	0	1	0	0	
10:30 PM					1	1	1	0	1	
10:45 PM					1	1	0	0	0	
11:00 PM					0	0	1	2	1	
11:15 PM					1	1	1	2	1	
11:30 PM					3	3	1	2	2	
11:45 PM					0	0	1	0	0	
Day Total					1966	1966	132	154	745	
% Weekday Average					100.0%					
% Week Average					263.9%	263.9%	17.7%	20.7%		
AM Peak					8:45 AM	8:45 AM	5:30 AM	9:15 AM	8:00 AM	
Volume					136	136	4	5	46	
PM Peak					12:30 PM	12:30 PM	12:30 PM	12:45 PM	12:45 PM	
Volume					25	25	4	7	11	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1	0	1	0		1			1	
12:15 AM	0	0	0	1		0			0	
12:30 AM	0	1	0	0		0			0	
12:45 AM	1	0	0	0		0			0	
1:00 AM	0	0	0	0		0			0	
1:15 AM	0	1	1	1		1			1	
1:30 AM	0	1	0	0		0			0	
1:45 AM	0	1	0	0		0			0	
2:00 AM	0	1	0	0		0			0	
2:15 AM	2	1	1	1		1			1	
2:30 AM	1	0	0	0		0			0	
2:45 AM	0	1	0	0		0			0	
3:00 AM	1	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	1	1		1			1	
3:45 AM	4	4	2	2		3			3	
4:00 AM	2	3	1	2		2			2	
4:15 AM	5	4	7	4		5			5	
4:30 AM	13	8	10	9		10			10	
4:45 AM	15	15	12	17		15			15	
5:00 AM	16	17	9	16		15			15	
5:15 AM	14	15	16	14		15			15	
5:30 AM	21	34	34	35		31			31	
5:45 AM	61	55	54	40		53			53	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	39	43	39	50		43			43	
6:15 AM	60	70	77	69		69			69	
6:30 AM	84	93	90	88		89			89	
6:45 AM	93	103	99	91		97			97	
7:00 AM	102	109	103	107		105			105	
7:15 AM	88	119	116	110		108			108	
7:30 AM	123	116	132	136		127			127	
7:45 AM	142	145	138	141		142			142	
8:00 AM	139	169	189	164		165			165	
8:15 AM	179	200	192	172		186			186	
8:30 AM	179	179	152	180		173			173	
8:45 AM	149	158	161	168		159			159	
9:00 AM	116	116	150	144		132			132	
9:15 AM	146	117	110	110		121			121	
9:30 AM	101	86	67	82		84			84	
9:45 AM	49	50	71	55		56			56	
10:00 AM	37	38	38	36		37			37	
10:15 AM	31	30	30	21		28			28	
10:30 AM	17	19	16	28		20			20	
10:45 AM	15	14	18	28		19			19	
11:00 AM	9	10	19	21		15			15	
11:15 AM	10	14	17	15		14			14	
11:30 AM	18	19	17	29		21			21	
11:45 AM	16	13	15	25		17			17	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	9	13	11	23		14			14	
12:15 PM	17	16	22	26		20			20	
12:30 PM	21	26	24	24		24			24	
12:45 PM	17	29	25	21		23			23	
1:00 PM	16	16	25	14		18			18	
1:15 PM	21	12	17	15		16			16	
1:30 PM	20	21	14	17		18			18	
1:45 PM	18	15	11	15		15			15	
2:00 PM	11	9	11	13		11			11	
2:15 PM	16	9	7	14		12			12	
2:30 PM	6	8	11	7		8			8	
2:45 PM	6	7	7	5		6			6	
3:00 PM	7	9	8	13		9			9	
3:15 PM	11	6	8	4		7			7	
3:30 PM	10	12	8	7		9			9	
3:45 PM	6	7	7	10		8			8	
4:00 PM	10	11	13	10		11			11	
4:15 PM	6	7	6	7		7			7	
4:30 PM	11	7	13	8		10			10	
4:45 PM	13	16	12	16		14			14	
5:00 PM	16	9	7	11		11			11	
5:15 PM	15	13	11	10		12			12	
5:30 PM	16	10	13	17		14			14	
5:45 PM	10	15	8	7		10			10	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	5	6	5	5		5			5	
6:15 PM	4	1	5	7		4			4	
6:30 PM	6	5	5	4		5			5	
6:45 PM	5	4	5	3		4			4	
7:00 PM	2	0	1	2		1			1	
7:15 PM	4	1	0	0		1			1	
7:30 PM	5	6	2	1		4			4	
7:45 PM	4	1	1	3		2			2	
8:00 PM	3	1	2	4		3			3	
8:15 PM	3	2	1	1		2			2	
8:30 PM	3	4	1	2		3			3	
8:45 PM	2	1	5	2		3			3	
9:00 PM	5	2	4	4		4			4	
9:15 PM	0	1	1	2		1			1	
9:30 PM	3	6	1	5		4			4	
9:45 PM	4	0	2	1		2			2	
10:00 PM	0	2	1	0		1			1	
10:15 PM	2	2	1	1		2			2	
10:30 PM	1	1	1	1		1			1	
10:45 PM	1	0	1	1		1			1	
11:00 PM	0	0	1	0		0			0	
11:15 PM	1	0	1	2		1			1	
11:30 PM	1	3	4	3		3			3	
11:45 PM	0	3	0	1		1			1	
Day Total	2472	2547	2555	2582		2545			2545	
% Weekday Average	125.7%	100.1%	100.4%	101.5%						
% Week Average	331.8%	100.1%	100.4%	101.5%		100.0%				
AM Peak	8:15 AM	8:15 AM	8:15 AM	8:30 AM		8:15 AM			8:15 AM	
Volume	179	200	192	180		186			186	
PM Peak	12:30 PM	12:45 PM	12:45 PM	12:15 PM		12:30 PM			12:30 PM	
Volume	21	29	25	26		24			24	
<i>Comments:</i>										

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	1	0	1	0	0	0		
12:15 AM	0	0	0	1	1	0		
12:30 AM	0	1	0	0	1	0		
12:45 AM	1	0	0	0	0	0		
1:00 AM	0	0	0	0	0	0		
1:15 AM	0	1	1	1	0	1		
1:30 AM	0	1	0	0	1	0		
1:45 AM	0	1	0	0	0	0		
2:00 AM	0	1	0	0	0	0		
2:15 AM	2	1	1	1	0	1		
2:30 AM	1	0	0	0	1	0		
2:45 AM	0	1	0	0	0	0		
3:00 AM	1	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	1	1	1	1		
3:45 AM	4	4	2	2	0	2		
4:00 AM	2	3	1	2	1	2		
4:15 AM	5	4	7	4	3	5		
4:30 AM	13	8	10	9	9	10		
4:45 AM	15	15	12	17	8	13		
5:00 AM	16	17	9	16	7	13		
5:15 AM	14	15	16	14	15	15		
5:30 AM	21	34	34	35	29	31		
5:45 AM	61	55	54	40	34	49		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	39	43	39	50	20	38		
6:15 AM	60	70	77	69	39	63		
6:30 AM	84	93	90	88	63	84		
6:45 AM	93	103	99	91	56	88		
7:00 AM	102	109	103	107	72	99		
7:15 AM	88	119	116	110	75	102		
7:30 AM	123	116	132	136	77	117		
7:45 AM	142	145	138	141	96	132		
8:00 AM	139	169	189	164	133	159		
8:15 AM	179	200	192	172	120	173		
8:30 AM	179	179	152	180	106	159		
8:45 AM	149	158	161	168	136	154		
9:00 AM	116	116	150	144	119	129		
9:15 AM	146	117	110	110	96	116		
9:30 AM	101	86	67	82	63	80		
9:45 AM	49	50	71	55	63	58		
10:00 AM	37	38	38	36	32	36		
10:15 AM	31	30	30	21	29	28		
10:30 AM	17	19	16	28	19	20		
10:45 AM	15	14	18	28	18	19		
11:00 AM	9	10	19	21	21	16		
11:15 AM	10	14	17	15	13	14		
11:30 AM	18	19	17	29	15	20		
11:45 AM	16	13	15	25	15	17		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Southwest Loop Road Security Checkpoint
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250402
DIRECTION: EB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	9	13	11	23	13	14		
12:15 PM	17	16	22	26	24	21		
12:30 PM	21	26	24	24	25	24		
12:45 PM	17	29	25	21	24	23		
1:00 PM	16	16	25	14	22	19		
1:15 PM	21	12	17	15	22	17		
1:30 PM	20	21	14	17	17	18		
1:45 PM	18	15	11	15	17	15		
2:00 PM	11	9	11	13	16	12		
2:15 PM	16	9	7	14	13	12		
2:30 PM	6	8	11	7	6	8		
2:45 PM	6	7	7	5	9	7		
3:00 PM	7	9	8	13	14	10		
3:15 PM	11	6	8	4	11	8		
3:30 PM	10	12	8	7	8	9		
3:45 PM	6	7	7	10	8	8		
4:00 PM	10	11	13	10	6	10		
4:15 PM	6	7	6	7	4	6		
4:30 PM	11	7	13	8	13	10		
4:45 PM	13	16	12	16	12	14		
5:00 PM	16	9	7	11	7	10		
5:15 PM	15	13	11	10	11	12		
5:30 PM	16	10	13	17	10	13		
5:45 PM	10	15	8	7	11	10		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								

Comments:

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	5	6	5	5	4	5		
6:15 PM	4	1	5	7	3	4		
6:30 PM	6	5	5	4	3	5		
6:45 PM	5	4	5	3	0	3		
7:00 PM	2	0	1	2	1	1		
7:15 PM	4	1	0	0	1	1		
7:30 PM	5	6	2	1	2	3		
7:45 PM	4	1	1	3	1	2		
8:00 PM	3	1	2	4	4	3		
8:15 PM	3	2	1	1	1	2		
8:30 PM	3	4	1	2	1	2		
8:45 PM	2	1	5	2	1	2		
9:00 PM	5	2	4	4	2	3		
9:15 PM	0	1	1	2	0	1		
9:30 PM	3	6	1	5	4	4		
9:45 PM	4	0	2	1	1	2		
10:00 PM	0	2	1	0	1	1		
10:15 PM	2	2	1	1	0	1		
10:30 PM	1	1	1	1	1	1		
10:45 PM	1	0	1	1	1	1		
11:00 PM	0	0	1	0	0	0		
11:15 PM	1	0	1	2	1	1		
11:30 PM	1	3	4	3	3	3		
11:45 PM	0	3	0	1	0	1		
Day Total	2472	2547	2555	2582	1966	2426		
% Weekday Average	101.9%	105.0%	105.3%	106.4%	81.0%			
% Week Average								
AM Peak Volume	8:15 AM 179	8:15 AM 200	8:15 AM 192	8:30 AM 180	8:45 AM 136	8:15 AM 173		
PM Peak Volume	12:30 PM 21	12:45 PM 29	12:45 PM 25	12:15 PM 26	12:30 PM 25	12:30 PM 24		
<i>Comments:</i>								

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			0	1	1	
12:15 AM			1	0	1	
12:30 AM			0	0	0	
12:45 AM			1	0	1	
1:00 AM			0	0	0	
1:15 AM			0	0	0	
1:30 AM			1	1	1	
1:45 AM			0	0	0	
2:00 AM			0	0	0	
2:15 AM			0	0	0	
2:30 AM			0	1	1	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			1	0	1	
4:15 AM			1	0	1	
4:30 AM			1	1	1	
4:45 AM			2	2	2	
5:00 AM			2	0	1	
5:15 AM			3	1	2	
5:30 AM			4	3	4	
5:45 AM			3	1	2	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			2	1	2	
6:15 AM			2	2	2	
6:30 AM			3	4	4	
6:45 AM			0	2	1	
7:00 AM			4	2	3	
7:15 AM			2	3	3	
7:30 AM			0	1	1	
7:45 AM			0	2	1	
8:00 AM			2	4	3	
8:15 AM			2	1	2	
8:30 AM			1	0	1	
8:45 AM			0	3	2	
9:00 AM			3	1	2	
9:15 AM			3	5	4	
9:30 AM			3	0	2	
9:45 AM			2	5	4	
10:00 AM			4	4	4	
10:15 AM			2	1	2	
10:30 AM			1	2	2	
10:45 AM			1	2	2	
11:00 AM			0	1	1	
11:15 AM			2	5	4	
11:30 AM			4	0	2	
11:45 AM			3	4	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			1	2	2	
12:15 PM			1	4	3	
12:30 PM			4	2	3	
12:45 PM			1	7	4	
1:00 PM			4	3	4	
1:15 PM			4	2	3	
1:30 PM			3	2	3	
1:45 PM			2	5	4	
2:00 PM			2	4	3	
2:15 PM			2	1	2	
2:30 PM			1	4	3	
2:45 PM			1	3	2	
3:00 PM			2	4	3	
3:15 PM			1	3	2	
3:30 PM			1	0	1	
3:45 PM			1	3	2	
4:00 PM			2	1	2	
4:15 PM			0	4	2	
4:30 PM			3	0	2	
4:45 PM			0	1	1	
5:00 PM			0	3	2	
5:15 PM			3	3	3	
5:30 PM			2	0	1	
5:45 PM			2	2	2	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250402 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			0	4	2	
6:15 PM			0	1	1	
6:30 PM			1	0	1	
6:45 PM			1	1	1	
7:00 PM			0	0	0	
7:15 PM			3	0	2	
7:30 PM			0	1	1	
7:45 PM			2	3	3	
8:00 PM			0	2	1	
8:15 PM			0	0	0	
8:30 PM			0	0	0	
8:45 PM			3	2	3	
9:00 PM			1	0	1	
9:15 PM			2	1	2	
9:30 PM			2	1	2	
9:45 PM			0	2	1	
10:00 PM			2	1	2	
10:15 PM			1	0	1	
10:30 PM			1	0	1	
10:45 PM			0	0	0	
11:00 PM			1	2	2	
11:15 PM			1	2	2	
11:30 PM			1	2	2	
11:45 PM			1	0	1	
Day Total			132	154	168	
% Weekday Average						
% Week Average			78.6%	91.7%		
AM Peak			5:30 AM	9:15 AM	5:30 AM	
Volume			4	5	4	
PM Peak			12:30 PM	12:45 PM	12:45 PM	
Volume			4	7	4	
<i>Comments:</i>						

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	1	0	1	0	0	0	0	1	0	
12:15 AM	0	0	0	1	1	0	1	0	0	
12:30 AM	0	1	0	0	1	0	0	0	0	
12:45 AM	1	0	0	0	0	0	1	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	
1:15 AM	0	1	1	1	0	1	0	0	0	
1:30 AM	0	1	0	0	1	0	1	1	1	
1:45 AM	0	1	0	0	0	0	0	0	0	
2:00 AM	0	1	0	0	0	0	0	0	0	
2:15 AM	2	1	1	1	0	1	0	0	1	
2:30 AM	1	0	0	0	1	0	0	1	0	
2:45 AM	0	1	0	0	0	0	0	0	0	
3:00 AM	1	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	1	1	1	1	0	0	0	
3:45 AM	4	4	2	2	0	2	0	0	2	
4:00 AM	2	3	1	2	1	2	1	0	1	
4:15 AM	5	4	7	4	3	5	1	0	3	
4:30 AM	13	8	10	9	9	10	1	1	7	
4:45 AM	15	15	12	17	8	13	2	2	10	
5:00 AM	16	17	9	16	7	13	2	0	10	
5:15 AM	14	15	16	14	15	15	3	1	11	
5:30 AM	21	34	34	35	29	31	4	3	23	
5:45 AM	61	55	54	40	34	49	3	1	35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	39	43	39	50	20	38	2	1	28	
6:15 AM	60	70	77	69	39	63	2	2	46	
6:30 AM	84	93	90	88	63	84	3	4	61	
6:45 AM	93	103	99	91	56	88	0	2	63	
7:00 AM	102	109	103	107	72	99	4	2	71	
7:15 AM	88	119	116	110	75	102	2	3	73	
7:30 AM	123	116	132	136	77	117	0	1	84	
7:45 AM	142	145	138	141	96	132	0	2	95	
8:00 AM	139	169	189	164	133	159	2	4	114	
8:15 AM	179	200	192	172	120	173	2	1	124	
8:30 AM	179	179	152	180	106	159	1	0	114	
8:45 AM	149	158	161	168	136	154	0	3	111	
9:00 AM	116	116	150	144	119	129	3	1	93	
9:15 AM	146	117	110	110	96	116	3	5	84	
9:30 AM	101	86	67	82	63	80	3	0	57	
9:45 AM	49	50	71	55	63	58	2	5	42	
10:00 AM	37	38	38	36	32	36	4	4	27	
10:15 AM	31	30	30	21	29	28	2	1	21	
10:30 AM	17	19	16	28	19	20	1	2	15	
10:45 AM	15	14	18	28	18	19	1	2	14	
11:00 AM	9	10	19	21	21	16	0	1	12	
11:15 AM	10	14	17	15	13	14	2	5	11	
11:30 AM	18	19	17	29	15	20	4	0	15	
11:45 AM	16	13	15	25	15	17	3	4	13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint **QC JOB #:** 14250402
SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	9	13	11	23	13	14	1	2	10	
12:15 PM	17	16	22	26	24	21	1	4	16	
12:30 PM	21	26	24	24	25	24	4	2	18	
12:45 PM	17	29	25	21	24	23	1	7	18	
1:00 PM	16	16	25	14	22	19	4	3	14	
1:15 PM	21	12	17	15	22	17	4	2	13	
1:30 PM	20	21	14	17	17	18	3	2	13	
1:45 PM	18	15	11	15	17	15	2	5	12	
2:00 PM	11	9	11	13	16	12	2	4	9	
2:15 PM	16	9	7	14	13	12	2	1	9	
2:30 PM	6	8	11	7	6	8	1	4	6	
2:45 PM	6	7	7	5	9	7	1	3	5	
3:00 PM	7	9	8	13	14	10	2	4	8	
3:15 PM	11	6	8	4	11	8	1	3	6	
3:30 PM	10	12	8	7	8	9	1	0	7	
3:45 PM	6	7	7	10	8	8	1	3	6	
4:00 PM	10	11	13	10	6	10	2	1	8	
4:15 PM	6	7	6	7	4	6	0	4	5	
4:30 PM	11	7	13	8	13	10	3	0	8	
4:45 PM	13	16	12	16	12	14	0	1	10	
5:00 PM	16	9	7	11	7	10	0	3	8	
5:15 PM	15	13	11	10	11	12	3	3	9	
5:30 PM	16	10	13	17	10	13	2	0	10	
5:45 PM	10	15	8	7	11	10	2	2	8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Southwest Loop Road Security Checkpoint SPECIFIC LOCATION: Southwest Loop Road Security Checkpoint CITY/STATE: Silver Spring, MD										QC JOB #: 14250402 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017	
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile	
6:00 PM	5	6	5	5	4	5	0	4	4		
6:15 PM	4	1	5	7	3	4	0	1	3		
6:30 PM	6	5	5	4	3	5	1	0	3		
6:45 PM	5	4	5	3	0	3	1	1	3		
7:00 PM	2	0	1	2	1	1	0	0	1		
7:15 PM	4	1	0	0	1	1	3	0	1		
7:30 PM	5	6	2	1	2	3	0	1	2		
7:45 PM	4	1	1	3	1	2	2	3	2		
8:00 PM	3	1	2	4	4	3	0	2	2		
8:15 PM	3	2	1	1	1	2	0	0	1		
8:30 PM	3	4	1	2	1	2	0	0	2		
8:45 PM	2	1	5	2	1	2	3	2	2		
9:00 PM	5	2	4	4	2	3	1	0	3		
9:15 PM	0	1	1	2	0	1	2	1	1		
9:30 PM	3	6	1	5	4	4	2	1	3		
9:45 PM	4	0	2	1	1	2	0	2	1		
10:00 PM	0	2	1	0	1	1	2	1	1		
10:15 PM	2	2	1	1	0	1	1	0	1		
10:30 PM	1	1	1	1	1	1	1	0	1		
10:45 PM	1	0	1	1	1	1	0	0	1		
11:00 PM	0	0	1	0	0	0	1	2	1		
11:15 PM	1	0	1	2	1	1	1	2	1		
11:30 PM	1	3	4	3	3	3	1	2	2		
11:45 PM	0	3	0	1	0	1	1	0	1		
Day Total	2472	2547	2555	2582	1966	2426	132	154	1771		
% Weekday Average	101.9%	105.0%	105.3%	106.4%	81.0%						
% Week Average	139.6%	143.8%	144.3%	145.8%	111.0%	137.0%	7.5%	8.7%			
AM Peak	8:15 AM	8:15 AM	8:15 AM	8:30 AM	8:45 AM	8:15 AM	5:30 AM	9:15 AM	8:15 AM		
Volume	179	200	192	180	136	173	4	5	124		
PM Peak	12:30 PM	12:45 PM	12:45 PM	12:15 PM	12:30 PM	12:30 PM	12:30 PM	12:45 PM	12:30 PM		
Volume	21	29	25	26	25	24	4	7	18		
<i>Comments:</i>											

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					4	4	2	2	3	
12:15 AM					4	4	4	2	3	
12:30 AM					0	0	0	1	0	
12:45 AM					1	1	0	0	0	
1:00 AM					2	2	2	0	1	
1:15 AM					2	2	1	1	1	
1:30 AM					1	1	0	1	1	
1:45 AM					1	1	0	0	0	
2:00 AM					2	2	3	3	3	
2:15 AM					1	1	1	1	1	
2:30 AM					0	0	0	0	0	
2:45 AM					0	0	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	1	1	1	
3:30 AM					0	0	0	0	0	
3:45 AM					1	1	1	0	1	
4:00 AM					0	0	0	0	0	
4:15 AM					0	0	1	2	1	
4:30 AM					2	2	0	0	1	
4:45 AM					5	5	2	0	2	
5:00 AM					1	1	4	2	2	
5:15 AM					5	5	2	4	4	
5:30 AM					8	8	1	3	4	
5:45 AM					4	4	4	3	4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					4	4	7	6	6	
6:15 AM					10	10	4	5	6	
6:30 AM					9	9	6	3	6	
6:45 AM					0	0	0	2	1	
7:00 AM					6	6	0	1	2	
7:15 AM					7	7	2	2	4	
7:30 AM					4	4	1	1	2	
7:45 AM					6	6	1	3	3	
8:00 AM					8	8	1	4	4	
8:15 AM					3	3	3	1	2	
8:30 AM					14	14	3	3	7	
8:45 AM					4	4	1	1	2	
9:00 AM					11	11	2	0	4	
9:15 AM					7	7	0	0	2	
9:30 AM					17	17	3	1	7	
9:45 AM					16	16	0	1	6	
10:00 AM					13	13	4	1	6	
10:15 AM					11	11	2	2	5	
10:30 AM					17	17	0	1	6	
10:45 AM					10	10	0	2	4	
11:00 AM					23	23	3	1	9	
11:15 AM					32	32	2	0	11	
11:30 AM					32	32	3	4	13	
11:45 AM					35	35	1	2	13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					29	29	3	1	11	
12:15 PM					32	32	3	3	13	
12:30 PM					31	31	3	5	13	
12:45 PM					24	24	2	1	9	
1:00 PM					49	49	1	2	17	
1:15 PM					33	33	5	4	14	
1:30 PM					30	30	4	4	13	
1:45 PM					30	30	3	8	14	
2:00 PM					50	50	4	11	22	
2:15 PM					40	40	5	4	16	
2:30 PM					61	61	3	2	22	
2:45 PM					51	51	0	1	17	
3:00 PM					76	76	5	0	27	
3:15 PM					75	75	1	6	27	
3:30 PM					111	111	1	5	39	
3:45 PM					71	71	7	2	27	
4:00 PM					100	100	5	5	37	
4:15 PM					102	102	4	4	37	
4:30 PM					128	128	3	2	44	
4:45 PM					114	114	2	2	39	
5:00 PM					115	115	1	0	39	
5:15 PM					95	95	0	3	33	
5:30 PM					84	84	6	7	32	
5:45 PM					83	83	3	4	30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					65	65	8	3	25	
6:15 PM					64	64	3	7	25	
6:30 PM					45	45	1	1	16	
6:45 PM					32	32	2	2	12	
7:00 PM					25	25	1	0	9	
7:15 PM					24	24	3	1	9	
7:30 PM					18	18	0	0	6	
7:45 PM					11	11	2	3	5	
8:00 PM					10	10	3	1	5	
8:15 PM					9	9	1	0	3	
8:30 PM					7	7	2	0	3	
8:45 PM					9	9	0	1	3	
9:00 PM					29	29	0	3	11	
9:15 PM					12	12	5	3	7	
9:30 PM					6	6	4	3	4	
9:45 PM					3	3	5	2	3	
10:00 PM					11	11	4	5	7	
10:15 PM					6	6	7	2	5	
10:30 PM					2	2	2	2	2	
10:45 PM					3	3	3	2	3	
11:00 PM					0	0	3	2	2	
11:15 PM					1	1	0	4	2	
11:30 PM					1	1	1	1	1	
11:45 PM					1	1	2	0	1	
Day Total					2351	2351	214	207	925	
% Weekday Average					100.0%					
% Week Average					254.2%	254.2%	23.1%	22.4%		
AM Peak					11:45 AM	11:45 AM	6:00 AM	6:00 AM	11:30 AM	
Volume					35	35	7	6	13	
PM Peak					4:30 PM	4:30 PM	6:00 PM	2:00 PM	4:30 PM	
Volume					128	128	8	11	44	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	2	5	5		4			4	
12:15 AM	8	2	5	4		5			5	
12:30 AM	3	2	2	0		2			2	
12:45 AM	1	1	1	0		1			1	
1:00 AM	1	2	1	2		2			2	
1:15 AM	0	0	1	2		1			1	
1:30 AM	2	3	2	1		2			2	
1:45 AM	0	1	2	1		1			1	
2:00 AM	0	0	2	1		1			1	
2:15 AM	2	1	0	1		1			1	
2:30 AM	0	0	0	2		1			1	
2:45 AM	1	0	0	0		0			0	
3:00 AM	0	1	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	1		0			0	
3:45 AM	0	0	1	0		0			0	
4:00 AM	0	2	1	1		1			1	
4:15 AM	1	3	0	2		2			2	
4:30 AM	2	3	2	0		2			2	
4:45 AM	1	3	1	1		2			2	
5:00 AM	1	1	2	5		2			2	
5:15 AM	8	8	8	4		7			7	
5:30 AM	5	7	8	7		7			7	
5:45 AM	4	4	4	4		4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	9	9	9	9		9			9	
6:15 AM	6	8	4	8		7			7	
6:30 AM	7	3	3	4		4			4	
6:45 AM	3	6	4	3		4			4	
7:00 AM	7	4	7	10		7			7	
7:15 AM	5	11	6	7		7			7	
7:30 AM	8	9	9	8		9			9	
7:45 AM	9	8	11	7		9			9	
8:00 AM	7	9	9	11		9			9	
8:15 AM	16	13	15	17		15			15	
8:30 AM	13	5	15	10		11			11	
8:45 AM	9	14	12	17		13			13	
9:00 AM	9	8	8	11		9			9	
9:15 AM	9	17	12	16		14			14	
9:30 AM	7	8	16	16		12			12	
9:45 AM	7	8	10	8		8			8	
10:00 AM	11	3	7	18		10			10	
10:15 AM	12	11	17	12		13			13	
10:30 AM	14	8	19	19		15			15	
10:45 AM	18	12	11	14		14			14	
11:00 AM	20	24	20	32		24			24	
11:15 AM	15	29	34	19		24			24	
11:30 AM	23	22	41	26		28			28	
11:45 AM	21	35	31	24		28			28	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	26	40	34	33		33			33	
12:15 PM	37	42	31	42		38			38	
12:30 PM	24	30	31	28		28			28	
12:45 PM	38	23	36	34		33			33	
1:00 PM	27	26	33	30		29			29	
1:15 PM	30	38	27	42		34			34	
1:30 PM	31	25	23	31		28			28	
1:45 PM	33	33	40	39		36			36	
2:00 PM	53	50	64	55		56			56	
2:15 PM	56	41	49	65		53			53	
2:30 PM	52	58	53	55		55			55	
2:45 PM	44	65	70	68		62			62	
3:00 PM	109	123	103	110		111			111	
3:15 PM	89	88	81	97		89			89	
3:30 PM	146	151	131	150		145			145	
3:45 PM	94	123	118	131		117			117	
4:00 PM	183	156	191	166		174			174	
4:15 PM	179	194	174	176		181			181	
4:30 PM	182	171	200	187		185			185	
4:45 PM	169	179	196	180		181			181	
5:00 PM	211	169	174	200		189			189	
5:15 PM	165	188	198	191		186			186	
5:30 PM	170	178	184	141		168			168	
5:45 PM	138	134	162	127		140			140	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	127	130	127	123		127			127	
6:15 PM	94	105	94	101		99			99	
6:30 PM	90	72	68	86		79			79	
6:45 PM	67	58	75	56		64			64	
7:00 PM	60	67	38	59		56			56	
7:15 PM	35	52	42	38		42			42	
7:30 PM	23	43	34	19		30			30	
7:45 PM	19	28	26	23		24			24	
8:00 PM	13	26	20	14		18			18	
8:15 PM	12	22	17	16		17			17	
8:30 PM	18	14	13	8		13			13	
8:45 PM	15	13	8	14		13			13	
9:00 PM	29	31	44	33		34			34	
9:15 PM	15	27	23	18		21			21	
9:30 PM	8	8	11	9		9			9	
9:45 PM	6	8	6	6		7			7	
10:00 PM	14	12	16	19		15			15	
10:15 PM	11	7	9	5		8			8	
10:30 PM	3	5	7	5		5			5	
10:45 PM	3	1	1	2		2			2	
11:00 PM	1	1	1	2		1			1	
11:15 PM	5	2	5	1		3			3	
11:30 PM	1	2	0	3		2			2	
11:45 PM	2	4	4	2		3			3	
Day Total	3267	3393	3470	3410		3394			3394	
% Weekday Average	139.0%	100.0%	102.2%	100.5%						
% Week Average	353.2%	100.0%	102.2%	100.5%		100.0%				
AM Peak	11:30 AM	11:45 AM	11:30 AM	11:00 AM		11:30 AM			11:30 AM	
Volume	23	35	41	32		28			28	
PM Peak	5:00 PM	4:15 PM	4:30 PM	5:00 PM		5:00 PM			5:00 PM	
Volume	211	194	200	200		189			189	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	5	2	5	5	4	4		
12:15 AM	8	2	5	4	4	5		
12:30 AM	3	2	2	0	0	1		
12:45 AM	1	1	1	0	1	1		
1:00 AM	1	2	1	2	2	2		
1:15 AM	0	0	1	2	2	1		
1:30 AM	2	3	2	1	1	2		
1:45 AM	0	1	2	1	1	1		
2:00 AM	0	0	2	1	2	1		
2:15 AM	2	1	0	1	1	1		
2:30 AM	0	0	0	2	0	0		
2:45 AM	1	0	0	0	0	0		
3:00 AM	0	1	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	1	0	0		
3:45 AM	0	0	1	0	1	0		
4:00 AM	0	2	1	1	0	1		
4:15 AM	1	3	0	2	0	1		
4:30 AM	2	3	2	0	2	2		
4:45 AM	1	3	1	1	5	2		
5:00 AM	1	1	2	5	1	2		
5:15 AM	8	8	8	4	5	7		
5:30 AM	5	7	8	7	8	7		
5:45 AM	4	4	4	4	4	4		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	9	9	9	9	4	8		
6:15 AM	6	8	4	8	10	7		
6:30 AM	7	3	3	4	9	5		
6:45 AM	3	6	4	3	0	3		
7:00 AM	7	4	7	10	6	7		
7:15 AM	5	11	6	7	7	7		
7:30 AM	8	9	9	8	4	8		
7:45 AM	9	8	11	7	6	8		
8:00 AM	7	9	9	11	8	9		
8:15 AM	16	13	15	17	3	13		
8:30 AM	13	5	15	10	14	11		
8:45 AM	9	14	12	17	4	11		
9:00 AM	9	8	8	11	11	9		
9:15 AM	9	17	12	16	7	12		
9:30 AM	7	8	16	16	17	13		
9:45 AM	7	8	10	8	16	10		
10:00 AM	11	3	7	18	13	10		
10:15 AM	12	11	17	12	11	13		
10:30 AM	14	8	19	19	17	15		
10:45 AM	18	12	11	14	10	13		
11:00 AM	20	24	20	32	23	24		
11:15 AM	15	29	34	19	32	26		
11:30 AM	23	22	41	26	32	29		
11:45 AM	21	35	31	24	35	29		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	26	40	34	33	29	32		
12:15 PM	37	42	31	42	32	37		
12:30 PM	24	30	31	28	31	29		
12:45 PM	38	23	36	34	24	31		
1:00 PM	27	26	33	30	49	33		
1:15 PM	30	38	27	42	33	34		
1:30 PM	31	25	23	31	30	28		
1:45 PM	33	33	40	39	30	35		
2:00 PM	53	50	64	55	50	54		
2:15 PM	56	41	49	65	40	50		
2:30 PM	52	58	53	55	61	56		
2:45 PM	44	65	70	68	51	60		
3:00 PM	109	123	103	110	76	104		
3:15 PM	89	88	81	97	75	86		
3:30 PM	146	151	131	150	111	138		
3:45 PM	94	123	118	131	71	107		
4:00 PM	183	156	191	166	100	159		
4:15 PM	179	194	174	176	102	165		
4:30 PM	182	171	200	187	128	174		
4:45 PM	169	179	196	180	114	168		
5:00 PM	211	169	174	200	115	174		
5:15 PM	165	188	198	191	95	167		
5:30 PM	170	178	184	141	84	151		
5:45 PM	138	134	162	127	83	129		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile	
6:00 PM	127	130	127	123	65	114		
6:15 PM	94	105	94	101	64	92		
6:30 PM	90	72	68	86	45	72		
6:45 PM	67	58	75	56	32	58		
7:00 PM	60	67	38	59	25	50		
7:15 PM	35	52	42	38	24	38		
7:30 PM	23	43	34	19	18	27		
7:45 PM	19	28	26	23	11	21		
8:00 PM	13	26	20	14	10	17		
8:15 PM	12	22	17	16	9	15		
8:30 PM	18	14	13	8	7	12		
8:45 PM	15	13	8	14	9	12		
9:00 PM	29	31	44	33	29	33		
9:15 PM	15	27	23	18	12	19		
9:30 PM	8	8	11	9	6	8		
9:45 PM	6	8	6	6	3	6		
10:00 PM	14	12	16	19	11	14		
10:15 PM	11	7	9	5	6	8		
10:30 PM	3	5	7	5	2	4		
10:45 PM	3	1	1	2	3	2		
11:00 PM	1	1	1	2	0	1		
11:15 PM	5	2	5	1	1	3		
11:30 PM	1	2	0	3	1	1		
11:45 PM	2	4	4	2	1	3		
Day Total	3267	3393	3470	3410	2351	3176		
% Weekday Average	102.9%	106.8%	109.3%	107.4%	74.0%			
% Week Average								
AM Peak Volume	11:30 AM 23	11:45 AM 35	11:30 AM 41	11:00 AM 32	11:45 AM 35	11:30 AM 29		
PM Peak Volume	5:00 PM 211	4:15 PM 194	4:30 PM 200	5:00 PM 200	4:30 PM 128	4:30 PM 174		
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			2	2	2	
12:15 AM			4	2	3	
12:30 AM			0	1	1	
12:45 AM			0	0	0	
1:00 AM			2	0	1	
1:15 AM			1	1	1	
1:30 AM			0	1	1	
1:45 AM			0	0	0	
2:00 AM			3	3	3	
2:15 AM			1	1	1	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			1	1	1	
3:30 AM			0	0	0	
3:45 AM			1	0	1	
4:00 AM			0	0	0	
4:15 AM			1	2	2	
4:30 AM			0	0	0	
4:45 AM			2	0	1	
5:00 AM			4	2	3	
5:15 AM			2	4	3	
5:30 AM			1	3	2	
5:45 AM			4	3	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			7	6	7	
6:15 AM			4	5	5	
6:30 AM			6	3	5	
6:45 AM			0	2	1	
7:00 AM			0	1	1	
7:15 AM			2	2	2	
7:30 AM			1	1	1	
7:45 AM			1	3	2	
8:00 AM			1	4	3	
8:15 AM			3	1	2	
8:30 AM			3	3	3	
8:45 AM			1	1	1	
9:00 AM			2	0	1	
9:15 AM			0	0	0	
9:30 AM			3	1	2	
9:45 AM			0	1	1	
10:00 AM			4	1	3	
10:15 AM			2	2	2	
10:30 AM			0	1	1	
10:45 AM			0	2	1	
11:00 AM			3	1	2	
11:15 AM			2	0	1	
11:30 AM			3	4	4	
11:45 AM			1	2	2	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			3	1	2	
12:15 PM			3	3	3	
12:30 PM			3	5	4	
12:45 PM			2	1	2	
1:00 PM			1	2	2	
1:15 PM			5	4	5	
1:30 PM			4	4	4	
1:45 PM			3	8	6	
2:00 PM			4	11	8	
2:15 PM			5	4	5	
2:30 PM			3	2	3	
2:45 PM			0	1	1	
3:00 PM			5	0	3	
3:15 PM			1	6	4	
3:30 PM			1	5	3	
3:45 PM			7	2	5	
4:00 PM			5	5	5	
4:15 PM			4	4	4	
4:30 PM			3	2	3	
4:45 PM			2	2	2	
5:00 PM			1	0	1	
5:15 PM			0	3	2	
5:30 PM			6	7	7	
5:45 PM			3	4	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint **QC JOB #:** 14250401
SPECIFIC LOCATION: Michelson Road Security Checkpoint **DIRECTION:** WB
CITY/STATE: Silver Spring, MD **DATE:** Mar 25 2017 - Mar 26 2017

Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			8	3	6	
6:15 PM			3	7	5	
6:30 PM			1	1	1	
6:45 PM			2	2	2	
7:00 PM			1	0	1	
7:15 PM			3	1	2	
7:30 PM			0	0	0	
7:45 PM			2	3	3	
8:00 PM			3	1	2	
8:15 PM			1	0	1	
8:30 PM			2	0	1	
8:45 PM			0	1	1	
9:00 PM			0	3	2	
9:15 PM			5	3	4	
9:30 PM			4	3	4	
9:45 PM			5	2	4	
10:00 PM			4	5	5	
10:15 PM			7	2	5	
10:30 PM			2	2	2	
10:45 PM			3	2	3	
11:00 PM			3	2	3	
11:15 PM			0	4	2	
11:30 PM			1	1	1	
11:45 PM			2	0	1	
Day Total			214	207	232	
% Weekday Average						
% Week Average			92.2%	89.2%		
AM Peak Volume			6:00 AM 7	6:00 AM 6	6:00 AM 7	
PM Peak Volume			6:00 PM 8	2:00 PM 11	2:00 PM 8	

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	2	5	5	4	4	2	2	4	
12:15 AM	8	2	5	4	4	5	4	2	4	
12:30 AM	3	2	2	0	0	1	0	1	1	
12:45 AM	1	1	1	0	1	1	0	0	1	
1:00 AM	1	2	1	2	2	2	2	0	1	
1:15 AM	0	0	1	2	2	1	1	1	1	
1:30 AM	2	3	2	1	1	2	0	1	1	
1:45 AM	0	1	2	1	1	1	0	0	1	
2:00 AM	0	0	2	1	2	1	3	3	2	
2:15 AM	2	1	0	1	1	1	1	1	1	
2:30 AM	0	0	0	2	0	0	0	0	0	
2:45 AM	1	0	0	0	0	0	0	0	0	
3:00 AM	0	1	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	1	1	0	
3:30 AM	0	0	0	1	0	0	0	0	0	
3:45 AM	0	0	1	0	1	0	1	0	0	
4:00 AM	0	2	1	1	0	1	0	0	1	
4:15 AM	1	3	0	2	0	1	1	2	1	
4:30 AM	2	3	2	0	2	2	0	0	1	
4:45 AM	1	3	1	1	5	2	2	0	2	
5:00 AM	1	1	2	5	1	2	4	2	2	
5:15 AM	8	8	8	4	5	7	2	4	6	
5:30 AM	5	7	8	7	8	7	1	3	6	
5:45 AM	4	4	4	4	4	4	4	3	4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	9	9	9	9	4	8	7	6	8	
6:15 AM	6	8	4	8	10	7	4	5	6	
6:30 AM	7	3	3	4	9	5	6	3	5	
6:45 AM	3	6	4	3	0	3	0	2	3	
7:00 AM	7	4	7	10	6	7	0	1	5	
7:15 AM	5	11	6	7	7	7	2	2	6	
7:30 AM	8	9	9	8	4	8	1	1	6	
7:45 AM	9	8	11	7	6	8	1	3	6	
8:00 AM	7	9	9	11	8	9	1	4	7	
8:15 AM	16	13	15	17	3	13	3	1	10	
8:30 AM	13	5	15	10	14	11	3	3	9	
8:45 AM	9	14	12	17	4	11	1	1	8	
9:00 AM	9	8	8	11	11	9	2	0	7	
9:15 AM	9	17	12	16	7	12	0	0	9	
9:30 AM	7	8	16	16	17	13	3	1	10	
9:45 AM	7	8	10	8	16	10	0	1	7	
10:00 AM	11	3	7	18	13	10	4	1	8	
10:15 AM	12	11	17	12	11	13	2	2	10	
10:30 AM	14	8	19	19	17	15	0	1	11	
10:45 AM	18	12	11	14	10	13	0	2	10	
11:00 AM	20	24	20	32	23	24	3	1	18	
11:15 AM	15	29	34	19	32	26	2	0	19	
11:30 AM	23	22	41	26	32	29	3	4	22	
11:45 AM	21	35	31	24	35	29	1	2	21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	26	40	34	33	29	32	3	1	24	
12:15 PM	37	42	31	42	32	37	3	3	27	
12:30 PM	24	30	31	28	31	29	3	5	22	
12:45 PM	38	23	36	34	24	31	2	1	23	
1:00 PM	27	26	33	30	49	33	1	2	24	
1:15 PM	30	38	27	42	33	34	5	4	26	
1:30 PM	31	25	23	31	30	28	4	4	21	
1:45 PM	33	33	40	39	30	35	3	8	27	
2:00 PM	53	50	64	55	50	54	4	11	41	
2:15 PM	56	41	49	65	40	50	5	4	37	
2:30 PM	52	58	53	55	61	56	3	2	41	
2:45 PM	44	65	70	68	51	60	0	1	43	
3:00 PM	109	123	103	110	76	104	5	0	75	
3:15 PM	89	88	81	97	75	86	1	6	62	
3:30 PM	146	151	131	150	111	138	1	5	99	
3:45 PM	94	123	118	131	71	107	7	2	78	
4:00 PM	183	156	191	166	100	159	5	5	115	
4:15 PM	179	194	174	176	102	165	4	4	119	
4:30 PM	182	171	200	187	128	174	3	2	125	
4:45 PM	169	179	196	180	114	168	2	2	120	
5:00 PM	211	169	174	200	115	174	1	0	124	
5:15 PM	165	188	198	191	95	167	0	3	120	
5:30 PM	170	178	184	141	84	151	6	7	110	
5:45 PM	138	134	162	127	83	129	3	4	93	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	127	130	127	123	65	114	8	3	83	
6:15 PM	94	105	94	101	64	92	3	7	67	
6:30 PM	90	72	68	86	45	72	1	1	52	
6:45 PM	67	58	75	56	32	58	2	2	42	
7:00 PM	60	67	38	59	25	50	1	0	36	
7:15 PM	35	52	42	38	24	38	3	1	28	
7:30 PM	23	43	34	19	18	27	0	0	20	
7:45 PM	19	28	26	23	11	21	2	3	16	
8:00 PM	13	26	20	14	10	17	3	1	12	
8:15 PM	12	22	17	16	9	15	1	0	11	
8:30 PM	18	14	13	8	7	12	2	0	9	
8:45 PM	15	13	8	14	9	12	0	1	9	
9:00 PM	29	31	44	33	29	33	0	3	24	
9:15 PM	15	27	23	18	12	19	5	3	15	
9:30 PM	8	8	11	9	6	8	4	3	7	
9:45 PM	6	8	6	6	3	6	5	2	5	
10:00 PM	14	12	16	19	11	14	4	5	12	
10:15 PM	11	7	9	5	6	8	7	2	7	
10:30 PM	3	5	7	5	2	4	2	2	4	
10:45 PM	3	1	1	2	3	2	3	2	2	
11:00 PM	1	1	1	2	0	1	3	2	1	
11:15 PM	5	2	5	1	1	3	0	4	3	
11:30 PM	1	2	0	3	1	1	1	1	1	
11:45 PM	2	4	4	2	1	3	2	0	2	
Day Total	3267	3393	3470	3410	2351	3176	214	207	2335	
% Weekday Average	102.9%	106.8%	109.3%	107.4%	74.0%					
% Week Average	139.9%	145.3%	148.6%	146.0%	100.7%	136.0%	9.2%	8.9%		
AM Peak Volume	11:30 AM 23	11:45 AM 35	11:30 AM 41	11:00 AM 32	11:45 AM 35	11:30 AM 29	6:00 AM 7	6:00 AM 6	11:30 AM 22	
PM Peak Volume	5:00 PM 211	4:15 PM 194	4:30 PM 200	5:00 PM 200	4:30 PM 128	4:30 PM 174	6:00 PM 8	2:00 PM 11	4:30 PM 125	

Comments:

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					4	4	2	2	3	
12:15 AM					4	4	4	2	3	
12:30 AM					0	0	0	1	0	
12:45 AM					1	1	0	0	0	
1:00 AM					2	2	2	0	1	
1:15 AM					2	2	1	1	1	
1:30 AM					1	1	0	1	1	
1:45 AM					1	1	0	0	0	
2:00 AM					2	2	3	3	3	
2:15 AM					1	1	1	1	1	
2:30 AM					0	0	0	0	0	
2:45 AM					0	0	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	1	1	1	
3:30 AM					0	0	0	0	0	
3:45 AM					1	1	1	0	1	
4:00 AM					0	0	0	0	0	
4:15 AM					0	0	1	2	1	
4:30 AM					2	2	0	0	1	
4:45 AM					5	5	2	0	2	
5:00 AM					1	1	4	2	2	
5:15 AM					5	5	2	4	4	
5:30 AM					8	8	1	3	4	
5:45 AM					4	4	4	3	4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					28	28	7	6	14	
6:15 AM					48	48	4	5	19	
6:30 AM					48	48	6	3	19	
6:45 AM					45	45	0	2	16	
7:00 AM					70	70	0	1	24	
7:15 AM					69	69	2	2	24	
7:30 AM					84	84	1	1	29	
7:45 AM					87	87	1	3	30	
8:00 AM					106	106	1	4	37	
8:15 AM					118	118	3	1	41	
8:30 AM					136	136	3	3	47	
8:45 AM					124	124	1	1	42	
9:00 AM					133	133	2	0	45	
9:15 AM					100	100	0	0	33	
9:30 AM					115	115	3	1	40	
9:45 AM					93	93	0	1	31	
10:00 AM					69	69	4	1	25	
10:15 AM					49	49	2	2	18	
10:30 AM					49	49	0	1	17	
10:45 AM					32	32	0	2	11	
11:00 AM					44	44	3	1	16	
11:15 AM					49	49	2	0	17	
11:30 AM					53	53	3	4	20	
11:45 AM					46	46	1	2	16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					52	52	3	1	19	
12:15 PM					52	52	3	3	19	
12:30 PM					58	58	3	5	22	
12:45 PM					53	53	2	1	19	
1:00 PM					75	75	1	2	26	
1:15 PM					57	57	5	4	22	
1:30 PM					48	48	4	4	19	
1:45 PM					47	47	3	8	19	
2:00 PM					66	66	4	11	27	
2:15 PM					51	51	5	4	20	
2:30 PM					74	74	3	2	26	
2:45 PM					65	65	0	1	22	
3:00 PM					88	88	5	0	31	
3:15 PM					84	84	1	6	30	
3:30 PM					121	121	1	5	42	
3:45 PM					76	76	7	2	28	
4:00 PM					107	107	5	5	39	
4:15 PM					109	109	4	4	39	
4:30 PM					139	139	3	2	48	
4:45 PM					124	124	2	2	43	
5:00 PM					123	123	1	0	41	
5:15 PM					101	101	0	3	35	
5:30 PM					89	89	6	7	34	
5:45 PM					87	87	3	4	31	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					65	65	8	3	25	
6:15 PM					64	64	3	7	25	
6:30 PM					45	45	1	1	16	
6:45 PM					32	32	2	2	12	
7:00 PM					25	25	1	0	9	
7:15 PM					24	24	3	1	9	
7:30 PM					18	18	0	0	6	
7:45 PM					11	11	2	3	5	
8:00 PM					10	10	3	1	5	
8:15 PM					9	9	1	0	3	
8:30 PM					7	7	2	0	3	
8:45 PM					9	9	0	1	3	
9:00 PM					29	29	0	3	11	
9:15 PM					12	12	5	3	7	
9:30 PM					6	6	4	3	4	
9:45 PM					3	3	5	2	3	
10:00 PM					11	11	4	5	7	
10:15 PM					6	6	7	2	5	
10:30 PM					2	2	2	2	2	
10:45 PM					3	3	3	2	3	
11:00 PM					0	0	3	2	2	
11:15 PM					1	1	0	4	2	
11:30 PM					1	1	1	1	1	
11:45 PM					1	1	2	0	1	
Day Total					4179	4179	214	207	1534	
% Weekday Average					100.0%					
% Week Average					272.4%	272.4%	14.0%	13.5%		
AM Peak					8:30 AM	8:30 AM	6:00 AM	6:00 AM	8:30 AM	
Volume					136	136	7	6	47	
PM Peak					4:30 PM	4:30 PM	6:00 PM	2:00 PM	4:30 PM	
Volume					139	139	8	11	48	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	2	5	5		4			4	
12:15 AM	8	2	5	4		5			5	
12:30 AM	3	2	2	0		2			2	
12:45 AM	1	1	1	0		1			1	
1:00 AM	1	2	1	2		2			2	
1:15 AM	0	0	1	2		1			1	
1:30 AM	2	3	2	1		2			2	
1:45 AM	0	1	2	1		1			1	
2:00 AM	0	0	2	1		1			1	
2:15 AM	2	1	0	1		1			1	
2:30 AM	0	0	0	2		1			1	
2:45 AM	1	0	0	0		0			0	
3:00 AM	0	1	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	1		0			0	
3:45 AM	0	0	1	0		0			0	
4:00 AM	0	2	1	1		1			1	
4:15 AM	1	3	0	2		2			2	
4:30 AM	2	3	2	0		2			2	
4:45 AM	1	3	1	1		2			2	
5:00 AM	1	1	2	5		2			2	
5:15 AM	8	8	8	4		7			7	
5:30 AM	5	7	8	7		7			7	
5:45 AM	4	4	4	7		5			5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	43	39	44	43		42			42	
6:15 AM	56	50	48	50		51			51	
6:30 AM	60	68	78	59		66			66	
6:45 AM	81	81	83	83		82			82	
7:00 AM	93	85	97	99		94			94	
7:15 AM	106	101	100	86		98			98	
7:30 AM	102	126	140	113		120			120	
7:45 AM	124	101	131	111		117			117	
8:00 AM	144	150	160	169		156			156	
8:15 AM	196	167	198	189		188			188	
8:30 AM	176	173	182	188		180			180	
8:45 AM	175	164	182	202		181			181	
9:00 AM	173	165	187	168		173			173	
9:15 AM	176	152	167	177		168			168	
9:30 AM	165	158	196	159		170			170	
9:45 AM	117	143	133	122		129			129	
10:00 AM	88	87	92	104		93			93	
10:15 AM	69	66	68	69		68			68	
10:30 AM	46	53	53	63		54			54	
10:45 AM	56	44	38	48		47			47	
11:00 AM	42	47	54	58		50			50	
11:15 AM	44	47	61	47		50			50	
11:30 AM	58	52	72	49		58			58	
11:45 AM	37	59	50	40		47			47	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	45	57	52	59		53			53	
12:15 PM	65	64	58	82		67			67	
12:30 PM	38	53	63	61		54			54	
12:45 PM	63	48	66	66		61			61	
1:00 PM	48	53	51	52		51			51	
1:15 PM	57	58	57	79		63			63	
1:30 PM	62	48	49	58		54			54	
1:45 PM	49	53	64	60		57			57	
2:00 PM	69	70	80	71		73			73	
2:15 PM	72	60	67	85		71			71	
2:30 PM	60	73	62	74		67			67	
2:45 PM	52	73	87	81		73			73	
3:00 PM	120	135	118	125		125			125	
3:15 PM	95	105	95	111		102			102	
3:30 PM	161	162	141	162		157			157	
3:45 PM	109	141	134	138		131			131	
4:00 PM	189	165	200	176		183			183	
4:15 PM	186	198	186	183		188			188	
4:30 PM	188	183	208	199		195			195	
4:45 PM	190	193	207	194		196			196	
5:00 PM	224	174	182	209		197			197	
5:15 PM	169	197	206	194		192			192	
5:30 PM	173	183	189	142		172			172	
5:45 PM	140	139	166	131		144			144	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	127	130	128	123		127			127	
6:15 PM	94	105	94	101		99			99	
6:30 PM	90	72	68	86		79			79	
6:45 PM	67	58	75	56		64			64	
7:00 PM	60	67	38	59		56			56	
7:15 PM	35	52	42	38		42			42	
7:30 PM	23	43	34	19		30			30	
7:45 PM	19	28	26	23		24			24	
8:00 PM	13	26	20	14		18			18	
8:15 PM	12	22	17	16		17			17	
8:30 PM	18	14	13	8		13			13	
8:45 PM	15	13	8	14		13			13	
9:00 PM	29	31	44	33		34			34	
9:15 PM	15	27	23	18		21			21	
9:30 PM	8	8	11	9		9			9	
9:45 PM	6	8	6	6		7			7	
10:00 PM	14	12	16	19		15			15	
10:15 PM	11	7	9	5		8			8	
10:30 PM	3	5	7	5		5			5	
10:45 PM	3	1	1	2		2			2	
11:00 PM	1	1	1	2		1			1	
11:15 PM	5	2	5	1		3			3	
11:30 PM	1	2	0	3		2			2	
11:45 PM	2	4	4	2		3			3	
Day Total	5767	5847	6140	5997		5949			5949	
% Weekday Average	138.0%	98.3%	103.2%	100.8%						
% Week Average	375.9%	98.3%	103.2%	100.8%		100.0%				
AM Peak	8:15 AM	8:30 AM	8:15 AM	8:45 AM		8:15 AM			8:15 AM	
Volume	196	173	198	202		188			188	
PM Peak	5:00 PM	4:15 PM	4:30 PM	5:00 PM		5:00 PM			5:00 PM	
Volume	224	198	208	209		197			197	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	5	2	5	5	4	4		
12:15 AM	8	2	5	4	4	5		
12:30 AM	3	2	2	0	0	1		
12:45 AM	1	1	1	0	1	1		
1:00 AM	1	2	1	2	2	2		
1:15 AM	0	0	1	2	2	1		
1:30 AM	2	3	2	1	1	2		
1:45 AM	0	1	2	1	1	1		
2:00 AM	0	0	2	1	2	1		
2:15 AM	2	1	0	1	1	1		
2:30 AM	0	0	0	2	0	0		
2:45 AM	1	0	0	0	0	0		
3:00 AM	0	1	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	1	0	0		
3:45 AM	0	0	1	0	1	0		
4:00 AM	0	2	1	1	0	1		
4:15 AM	1	3	0	2	0	1		
4:30 AM	2	3	2	0	2	2		
4:45 AM	1	3	1	1	5	2		
5:00 AM	1	1	2	5	1	2		
5:15 AM	8	8	8	4	5	7		
5:30 AM	5	7	8	7	8	7		
5:45 AM	4	4	4	7	4	5		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	43	39	44	43	28	39		
6:15 AM	56	50	48	50	48	50		
6:30 AM	60	68	78	59	48	63		
6:45 AM	81	81	83	83	45	75		
7:00 AM	93	85	97	99	70	89		
7:15 AM	106	101	100	86	69	92		
7:30 AM	102	126	140	113	84	113		
7:45 AM	124	101	131	111	87	111		
8:00 AM	144	150	160	169	106	146		
8:15 AM	196	167	198	189	118	174		
8:30 AM	176	173	182	188	136	171		
8:45 AM	175	164	182	202	124	169		
9:00 AM	173	165	187	168	133	165		
9:15 AM	176	152	167	177	100	154		
9:30 AM	165	158	196	159	115	159		
9:45 AM	117	143	133	122	93	122		
10:00 AM	88	87	92	104	69	88		
10:15 AM	69	66	68	69	49	64		
10:30 AM	46	53	53	63	49	53		
10:45 AM	56	44	38	48	32	44		
11:00 AM	42	47	54	58	44	49		
11:15 AM	44	47	61	47	49	50		
11:30 AM	58	52	72	49	53	57		
11:45 AM	37	59	50	40	46	46		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB/WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	45	57	52	59	52	53		
12:15 PM	65	64	58	82	52	64		
12:30 PM	38	53	63	61	58	55		
12:45 PM	63	48	66	66	53	59		
1:00 PM	48	53	51	52	75	56		
1:15 PM	57	58	57	79	57	62		
1:30 PM	62	48	49	58	48	53		
1:45 PM	49	53	64	60	47	55		
2:00 PM	69	70	80	71	66	71		
2:15 PM	72	60	67	85	51	67		
2:30 PM	60	73	62	74	74	69		
2:45 PM	52	73	87	81	65	72		
3:00 PM	120	135	118	125	88	117		
3:15 PM	95	105	95	111	84	98		
3:30 PM	161	162	141	162	121	149		
3:45 PM	109	141	134	138	76	120		
4:00 PM	189	165	200	176	107	167		
4:15 PM	186	198	186	183	109	172		
4:30 PM	188	183	208	199	139	183		
4:45 PM	190	193	207	194	124	182		
5:00 PM	224	174	182	209	123	182		
5:15 PM	169	197	206	194	101	173		
5:30 PM	173	183	189	142	89	155		
5:45 PM	140	139	166	131	87	133		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB/WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	127	130	128	123	65	115		
6:15 PM	94	105	94	101	64	92		
6:30 PM	90	72	68	86	45	72		
6:45 PM	67	58	75	56	32	58		
7:00 PM	60	67	38	59	25	50		
7:15 PM	35	52	42	38	24	38		
7:30 PM	23	43	34	19	18	27		
7:45 PM	19	28	26	23	11	21		
8:00 PM	13	26	20	14	10	17		
8:15 PM	12	22	17	16	9	15		
8:30 PM	18	14	13	8	7	12		
8:45 PM	15	13	8	14	9	12		
9:00 PM	29	31	44	33	29	33		
9:15 PM	15	27	23	18	12	19		
9:30 PM	8	8	11	9	6	8		
9:45 PM	6	8	6	6	3	6		
10:00 PM	14	12	16	19	11	14		
10:15 PM	11	7	9	5	6	8		
10:30 PM	3	5	7	5	2	4		
10:45 PM	3	1	1	2	3	2		
11:00 PM	1	1	1	2	0	1		
11:15 PM	5	2	5	1	1	3		
11:30 PM	1	2	0	3	1	1		
11:45 PM	2	4	4	2	1	3		
Day Total	5767	5847	6140	5997	4179	5587		
% Weekday Average	103.2%	104.7%	109.9%	107.3%	74.8%			
% Week Average								
AM Peak Volume	8:15 AM 196	8:30 AM 173	8:15 AM 198	8:45 AM 202	8:30 AM 136	8:15 AM 174		
PM Peak Volume	5:00 PM 224	4:15 PM 198	4:30 PM 208	5:00 PM 209	4:30 PM 139	4:30 PM 183		

Comments:

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			2	2	2	
12:15 AM			4	2	3	
12:30 AM			0	1	1	
12:45 AM			0	0	0	
1:00 AM			2	0	1	
1:15 AM			1	1	1	
1:30 AM			0	1	1	
1:45 AM			0	0	0	
2:00 AM			3	3	3	
2:15 AM			1	1	1	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			1	1	1	
3:30 AM			0	0	0	
3:45 AM			1	0	1	
4:00 AM			0	0	0	
4:15 AM			1	2	2	
4:30 AM			0	0	0	
4:45 AM			2	0	1	
5:00 AM			4	2	3	
5:15 AM			2	4	3	
5:30 AM			1	3	2	
5:45 AM			4	3	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			7	6	7	
6:15 AM			4	5	5	
6:30 AM			6	3	5	
6:45 AM			0	2	1	
7:00 AM			0	1	1	
7:15 AM			2	2	2	
7:30 AM			1	1	1	
7:45 AM			1	3	2	
8:00 AM			1	4	3	
8:15 AM			3	1	2	
8:30 AM			3	3	3	
8:45 AM			1	1	1	
9:00 AM			2	0	1	
9:15 AM			0	0	0	
9:30 AM			3	1	2	
9:45 AM			0	1	1	
10:00 AM			4	1	3	
10:15 AM			2	2	2	
10:30 AM			0	1	1	
10:45 AM			0	2	1	
11:00 AM			3	1	2	
11:15 AM			2	0	1	
11:30 AM			3	4	4	
11:45 AM			1	2	2	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB/WB
DATE: Mar 25 2017 - Mar 26 2017

Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			3	1	2	
12:15 PM			3	3	3	
12:30 PM			3	5	4	
12:45 PM			2	1	2	
1:00 PM			1	2	2	
1:15 PM			5	4	5	
1:30 PM			4	4	4	
1:45 PM			3	8	6	
2:00 PM			4	11	8	
2:15 PM			5	4	5	
2:30 PM			3	2	3	
2:45 PM			0	1	1	
3:00 PM			5	0	3	
3:15 PM			1	6	4	
3:30 PM			1	5	3	
3:45 PM			7	2	5	
4:00 PM			5	5	5	
4:15 PM			4	4	4	
4:30 PM			3	2	3	
4:45 PM			2	2	2	
5:00 PM			1	0	1	
5:15 PM			0	3	2	
5:30 PM			6	7	7	
5:45 PM			3	4	4	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			8	3	6	
6:15 PM			3	7	5	
6:30 PM			1	1	1	
6:45 PM			2	2	2	
7:00 PM			1	0	1	
7:15 PM			3	1	2	
7:30 PM			0	0	0	
7:45 PM			2	3	3	
8:00 PM			3	1	2	
8:15 PM			1	0	1	
8:30 PM			2	0	1	
8:45 PM			0	1	1	
9:00 PM			0	3	2	
9:15 PM			5	3	4	
9:30 PM			4	3	4	
9:45 PM			5	2	4	
10:00 PM			4	5	5	
10:15 PM			7	2	5	
10:30 PM			2	2	2	
10:45 PM			3	2	3	
11:00 PM			3	2	3	
11:15 PM			0	4	2	
11:30 PM			1	1	1	
11:45 PM			2	0	1	
Day Total			214	207	232	
% Weekday Average						
% Week Average			92.2%	89.2%		
AM Peak Volume			6:00 AM 7	6:00 AM 6	6:00 AM 7	
PM Peak Volume			6:00 PM 8	2:00 PM 11	2:00 PM 8	
<i>Comments:</i>						

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	5	2	5	5	4	4	2	2	4	
12:15 AM	8	2	5	4	4	5	4	2	4	
12:30 AM	3	2	2	0	0	1	0	1	1	
12:45 AM	1	1	1	0	1	1	0	0	1	
1:00 AM	1	2	1	2	2	2	2	0	1	
1:15 AM	0	0	1	2	2	1	1	1	1	
1:30 AM	2	3	2	1	1	2	0	1	1	
1:45 AM	0	1	2	1	1	1	0	0	1	
2:00 AM	0	0	2	1	2	1	3	3	2	
2:15 AM	2	1	0	1	1	1	1	1	1	
2:30 AM	0	0	0	2	0	0	0	0	0	
2:45 AM	1	0	0	0	0	0	0	0	0	
3:00 AM	0	1	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	1	1	0	
3:30 AM	0	0	0	1	0	0	0	0	0	
3:45 AM	0	0	1	0	1	0	1	0	0	
4:00 AM	0	2	1	1	0	1	0	0	1	
4:15 AM	1	3	0	2	0	1	1	2	1	
4:30 AM	2	3	2	0	2	2	0	0	1	
4:45 AM	1	3	1	1	5	2	2	0	2	
5:00 AM	1	1	2	5	1	2	4	2	2	
5:15 AM	8	8	8	4	5	7	2	4	6	
5:30 AM	5	7	8	7	8	7	1	3	6	
5:45 AM	4	4	4	7	4	5	4	3	4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB/WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	43	39	44	43	28	39	7	6	30	
6:15 AM	56	50	48	50	48	50	4	5	37	
6:30 AM	60	68	78	59	48	63	6	3	46	
6:45 AM	81	81	83	83	45	75	0	2	54	
7:00 AM	93	85	97	99	70	89	0	1	64	
7:15 AM	106	101	100	86	69	92	2	2	67	
7:30 AM	102	126	140	113	84	113	1	1	81	
7:45 AM	124	101	131	111	87	111	1	3	80	
8:00 AM	144	150	160	169	106	146	1	4	105	
8:15 AM	196	167	198	189	118	174	3	1	125	
8:30 AM	176	173	182	188	136	171	3	3	123	
8:45 AM	175	164	182	202	124	169	1	1	121	
9:00 AM	173	165	187	168	133	165	2	0	118	
9:15 AM	176	152	167	177	100	154	0	0	110	
9:30 AM	165	158	196	159	115	159	3	1	114	
9:45 AM	117	143	133	122	93	122	0	1	87	
10:00 AM	88	87	92	104	69	88	4	1	64	
10:15 AM	69	66	68	69	49	64	2	2	46	
10:30 AM	46	53	53	63	49	53	0	1	38	
10:45 AM	56	44	38	48	32	44	0	2	31	
11:00 AM	42	47	54	58	44	49	3	1	36	
11:15 AM	44	47	61	47	49	50	2	0	36	
11:30 AM	58	52	72	49	53	57	3	4	42	
11:45 AM	37	59	50	40	46	46	1	2	34	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB/WB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	45	57	52	59	52	53	3	1	38	
12:15 PM	65	64	58	82	52	64	3	3	47	
12:30 PM	38	53	63	61	58	55	3	5	40	
12:45 PM	63	48	66	66	53	59	2	1	43	
1:00 PM	48	53	51	52	75	56	1	2	40	
1:15 PM	57	58	57	79	57	62	5	4	45	
1:30 PM	62	48	49	58	48	53	4	4	39	
1:45 PM	49	53	64	60	47	55	3	8	41	
2:00 PM	69	70	80	71	66	71	4	11	53	
2:15 PM	72	60	67	85	51	67	5	4	49	
2:30 PM	60	73	62	74	74	69	3	2	50	
2:45 PM	52	73	87	81	65	72	0	1	51	
3:00 PM	120	135	118	125	88	117	5	0	84	
3:15 PM	95	105	95	111	84	98	1	6	71	
3:30 PM	161	162	141	162	121	149	1	5	108	
3:45 PM	109	141	134	138	76	120	7	2	87	
4:00 PM	189	165	200	176	107	167	5	5	121	
4:15 PM	186	198	186	183	109	172	4	4	124	
4:30 PM	188	183	208	199	139	183	3	2	132	
4:45 PM	190	193	207	194	124	182	2	2	130	
5:00 PM	224	174	182	209	123	182	1	0	130	
5:15 PM	169	197	206	194	101	173	0	3	124	
5:30 PM	173	183	189	142	89	155	6	7	113	
5:45 PM	140	139	166	131	87	133	3	4	96	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB/WB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	127	130	128	123	65	115	8	3	83	
6:15 PM	94	105	94	101	64	92	3	7	67	
6:30 PM	90	72	68	86	45	72	1	1	52	
6:45 PM	67	58	75	56	32	58	2	2	42	
7:00 PM	60	67	38	59	25	50	1	0	36	
7:15 PM	35	52	42	38	24	38	3	1	28	
7:30 PM	23	43	34	19	18	27	0	0	20	
7:45 PM	19	28	26	23	11	21	2	3	16	
8:00 PM	13	26	20	14	10	17	3	1	12	
8:15 PM	12	22	17	16	9	15	1	0	11	
8:30 PM	18	14	13	8	7	12	2	0	9	
8:45 PM	15	13	8	14	9	12	0	1	9	
9:00 PM	29	31	44	33	29	33	0	3	24	
9:15 PM	15	27	23	18	12	19	5	3	15	
9:30 PM	8	8	11	9	6	8	4	3	7	
9:45 PM	6	8	6	6	3	6	5	2	5	
10:00 PM	14	12	16	19	11	14	4	5	12	
10:15 PM	11	7	9	5	6	8	7	2	7	
10:30 PM	3	5	7	5	2	4	2	2	4	
10:45 PM	3	1	1	2	3	2	3	2	2	
11:00 PM	1	1	1	2	0	1	3	2	1	
11:15 PM	5	2	5	1	1	3	0	4	3	
11:30 PM	1	2	0	3	1	1	1	1	1	
11:45 PM	2	4	4	2	1	3	2	0	2	
Day Total	5767	5847	6140	5997	4179	5587	214	207	4053	
% Weekday Average	103.2%	104.7%	109.9%	107.3%	74.8%					
% Week Average	142.3%	144.3%	151.5%	148.0%	103.1%	137.8%	5.3%	5.1%		
AM Peak	8:15 AM	8:30 AM	8:15 AM	8:45 AM	8:30 AM	8:15 AM	6:00 AM	6:00 AM	8:15 AM	
Volume	196	173	198	202	136	174	7	6	125	
PM Peak	5:00 PM	4:15 PM	4:30 PM	5:00 PM	4:30 PM	4:30 PM	6:00 PM	2:00 PM	4:30 PM	
Volume	224	198	208	209	139	183	8	11	132	

Comments:

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					0	0	0	0	0	
12:15 AM					0	0	0	0	0	
12:30 AM					0	0	0	0	0	
12:45 AM					0	0	0	0	0	
1:00 AM					0	0	0	0	0	
1:15 AM					0	0	0	0	0	
1:30 AM					0	0	0	0	0	
1:45 AM					0	0	0	0	0	
2:00 AM					0	0	0	0	0	
2:15 AM					0	0	0	0	0	
2:30 AM					0	0	0	0	0	
2:45 AM					0	0	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	0	0	0	
3:30 AM					0	0	0	0	0	
3:45 AM					0	0	0	0	0	
4:00 AM					0	0	0	0	0	
4:15 AM					0	0	0	0	0	
4:30 AM					0	0	0	0	0	
4:45 AM					0	0	0	0	0	
5:00 AM					0	0	0	0	0	
5:15 AM					0	0	0	0	0	
5:30 AM					0	0	0	0	0	
5:45 AM					0	0	0	0	0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					24	24	0	0	8	
6:15 AM					38	38	0	0	13	
6:30 AM					39	39	0	0	13	
6:45 AM					45	45	0	0	15	
7:00 AM					64	64	0	0	21	
7:15 AM					62	62	0	0	21	
7:30 AM					80	80	0	0	27	
7:45 AM					81	81	0	0	27	
8:00 AM					98	98	0	0	33	
8:15 AM					115	115	0	0	38	
8:30 AM					122	122	0	0	41	
8:45 AM					120	120	0	0	40	
9:00 AM					122	122	0	0	41	
9:15 AM					93	93	0	0	31	
9:30 AM					98	98	0	0	33	
9:45 AM					77	77	0	0	26	
10:00 AM					56	56	0	0	19	
10:15 AM					38	38	0	0	13	
10:30 AM					32	32	0	0	11	
10:45 AM					22	22	0	0	7	
11:00 AM					21	21	0	0	7	
11:15 AM					17	17	0	0	6	
11:30 AM					21	21	0	0	7	
11:45 AM					11	11	0	0	4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					23	23	0	0	8	
12:15 PM					20	20	0	0	7	
12:30 PM					27	27	0	0	9	
12:45 PM					29	29	0	0	10	
1:00 PM					26	26	0	0	9	
1:15 PM					24	24	0	0	8	
1:30 PM					18	18	0	0	6	
1:45 PM					17	17	0	0	6	
2:00 PM					16	16	0	0	5	
2:15 PM					11	11	0	0	4	
2:30 PM					13	13	0	0	4	
2:45 PM					14	14	0	0	5	
3:00 PM					12	12	0	0	4	
3:15 PM					9	9	0	0	3	
3:30 PM					10	10	0	0	3	
3:45 PM					5	5	0	0	2	
4:00 PM					7	7	0	0	2	
4:15 PM					7	7	0	0	2	
4:30 PM					11	11	0	0	4	
4:45 PM					10	10	0	0	3	
5:00 PM					8	8	0	0	3	
5:15 PM					6	6	0	0	2	
5:30 PM					5	5	0	0	2	
5:45 PM					4	4	0	0	1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					0	0	0	0	0	
6:15 PM					0	0	0	0	0	
6:30 PM					0	0	0	0	0	
6:45 PM					0	0	0	0	0	
7:00 PM					0	0	0	0	0	
7:15 PM					0	0	0	0	0	
7:30 PM					0	0	0	0	0	
7:45 PM					0	0	0	0	0	
8:00 PM					0	0	0	0	0	
8:15 PM					0	0	0	0	0	
8:30 PM					0	0	0	0	0	
8:45 PM					0	0	0	0	0	
9:00 PM					0	0	0	0	0	
9:15 PM					0	0	0	0	0	
9:30 PM					0	0	0	0	0	
9:45 PM					0	0	0	0	0	
10:00 PM					0	0	0	0	0	
10:15 PM					0	0	0	0	0	
10:30 PM					0	0	0	0	0	
10:45 PM					0	0	0	0	0	
11:00 PM					0	0	0	0	0	
11:15 PM					0	0	0	0	0	
11:30 PM					0	0	0	0	0	
11:45 PM					0	0	0	0	0	
Day Total					1828	1828	0	0	614	
% Weekday Average					100.0%					
% Week Average					297.7%	297.7%	0.0%	0.0%		
AM Peak					8:30 AM	8:30 AM	12:00 AM	12:00 AM	8:30 AM	
Volume					122	122	0	0	41	
PM Peak					12:45 PM	12:45 PM	12:00 PM	12:00 PM	12:45 PM	
Volume					29	29	0	0	10	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0		0			0	
12:15 AM	0	0	0	0		0			0	
12:30 AM	0	0	0	0		0			0	
12:45 AM	0	0	0	0		0			0	
1:00 AM	0	0	0	0		0			0	
1:15 AM	0	0	0	0		0			0	
1:30 AM	0	0	0	0		0			0	
1:45 AM	0	0	0	0		0			0	
2:00 AM	0	0	0	0		0			0	
2:15 AM	0	0	0	0		0			0	
2:30 AM	0	0	0	0		0			0	
2:45 AM	0	0	0	0		0			0	
3:00 AM	0	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	0	0	0	0		0			0	
4:00 AM	0	0	0	0		0			0	
4:15 AM	0	0	0	0		0			0	
4:30 AM	0	0	0	0		0			0	
4:45 AM	0	0	0	0		0			0	
5:00 AM	0	0	0	0		0			0	
5:15 AM	0	0	0	0		0			0	
5:30 AM	0	0	0	0		0			0	
5:45 AM	0	0	0	3		1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	34	30	35	34		33			33	
6:15 AM	50	42	44	42		45			45	
6:30 AM	53	65	75	55		62			62	
6:45 AM	78	75	79	80		78			78	
7:00 AM	86	81	90	89		87			87	
7:15 AM	101	90	94	79		91			91	
7:30 AM	94	117	131	105		112			112	
7:45 AM	115	93	120	104		108			108	
8:00 AM	137	141	151	158		147			147	
8:15 AM	180	154	183	172		172			172	
8:30 AM	163	168	167	178		169			169	
8:45 AM	166	150	170	185		168			168	
9:00 AM	164	157	179	157		164			164	
9:15 AM	167	135	155	161		155			155	
9:30 AM	158	150	180	143		158			158	
9:45 AM	110	135	123	114		121			121	
10:00 AM	77	84	85	86		83			83	
10:15 AM	57	55	51	57		55			55	
10:30 AM	32	45	34	44		39			39	
10:45 AM	38	32	27	34		33			33	
11:00 AM	22	23	34	26		26			26	
11:15 AM	29	18	27	28		26			26	
11:30 AM	35	30	31	23		30			30	
11:45 AM	16	24	19	16		19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	19	17	18	26		20			20	
12:15 PM	28	22	27	40		29			29	
12:30 PM	14	23	32	33		26			26	
12:45 PM	25	25	30	32		28			28	
1:00 PM	21	27	18	22		22			22	
1:15 PM	27	20	30	37		29			29	
1:30 PM	31	23	26	27		27			27	
1:45 PM	16	20	24	21		20			20	
2:00 PM	16	20	16	16		17			17	
2:15 PM	16	19	18	20		18			18	
2:30 PM	8	15	9	19		13			13	
2:45 PM	8	8	17	13		12			12	
3:00 PM	11	12	15	15		13			13	
3:15 PM	6	17	14	14		13			13	
3:30 PM	15	11	10	12		12			12	
3:45 PM	15	18	16	7		14			14	
4:00 PM	6	9	9	10		9			9	
4:15 PM	7	4	12	7		8			8	
4:30 PM	6	12	8	12		10			10	
4:45 PM	21	14	11	14		15			15	
5:00 PM	13	5	8	9		9			9	
5:15 PM	4	9	8	3		6			6	
5:30 PM	3	5	5	1		4			4	
5:45 PM	2	5	4	4		4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	0	0	1	0		0			0	
6:15 PM	0	0	0	0		0			0	
6:30 PM	0	0	0	0		0			0	
6:45 PM	0	0	0	0		0			0	
7:00 PM	0	0	0	0		0			0	
7:15 PM	0	0	0	0		0			0	
7:30 PM	0	0	0	0		0			0	
7:45 PM	0	0	0	0		0			0	
8:00 PM	0	0	0	0		0			0	
8:15 PM	0	0	0	0		0			0	
8:30 PM	0	0	0	0		0			0	
8:45 PM	0	0	0	0		0			0	
9:00 PM	0	0	0	0		0			0	
9:15 PM	0	0	0	0		0			0	
9:30 PM	0	0	0	0		0			0	
9:45 PM	0	0	0	0		0			0	
10:00 PM	0	0	0	0		0			0	
10:15 PM	0	0	0	0		0			0	
10:30 PM	0	0	0	0		0			0	
10:45 PM	0	0	0	0		0			0	
11:00 PM	0	0	0	0		0			0	
11:15 PM	0	0	0	0		0			0	
11:30 PM	0	0	0	0		0			0	
11:45 PM	0	0	0	0		0			0	
Day Total	2500	2454	2670	2587		2560			2560	
% Weekday Average	136.8%	95.9%	104.3%	101.1%						
% Week Average	407.2%	95.9%	104.3%	101.1%		100.0%				
AM Peak	8:15 AM	8:30 AM	8:15 AM	8:45 AM		8:15 AM			8:15 AM	
Volume	180	168	183	185		172			172	
PM Peak	1:30 PM	1:00 PM	12:30 PM	12:15 PM		12:15 PM			12:15 PM	
Volume	31	27	32	40		29			29	
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	0	0	0	0	0	0		
12:15 AM	0	0	0	0	0	0		
12:30 AM	0	0	0	0	0	0		
12:45 AM	0	0	0	0	0	0		
1:00 AM	0	0	0	0	0	0		
1:15 AM	0	0	0	0	0	0		
1:30 AM	0	0	0	0	0	0		
1:45 AM	0	0	0	0	0	0		
2:00 AM	0	0	0	0	0	0		
2:15 AM	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	0	0	0	0	0	0		
4:00 AM	0	0	0	0	0	0		
4:15 AM	0	0	0	0	0	0		
4:30 AM	0	0	0	0	0	0		
4:45 AM	0	0	0	0	0	0		
5:00 AM	0	0	0	0	0	0		
5:15 AM	0	0	0	0	0	0		
5:30 AM	0	0	0	0	0	0		
5:45 AM	0	0	0	3	0	1		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	34	30	35	34	24	31		
6:15 AM	50	42	44	42	38	43		
6:30 AM	53	65	75	55	39	57		
6:45 AM	78	75	79	80	45	71		
7:00 AM	86	81	90	89	64	82		
7:15 AM	101	90	94	79	62	85		
7:30 AM	94	117	131	105	80	105		
7:45 AM	115	93	120	104	81	103		
8:00 AM	137	141	151	158	98	137		
8:15 AM	180	154	183	172	115	161		
8:30 AM	163	168	167	178	122	160		
8:45 AM	166	150	170	185	120	158		
9:00 AM	164	157	179	157	122	156		
9:15 AM	167	135	155	161	93	142		
9:30 AM	158	150	180	143	98	146		
9:45 AM	110	135	123	114	77	112		
10:00 AM	77	84	85	86	56	78		
10:15 AM	57	55	51	57	38	52		
10:30 AM	32	45	34	44	32	37		
10:45 AM	38	32	27	34	22	31		
11:00 AM	22	23	34	26	21	25		
11:15 AM	29	18	27	28	17	24		
11:30 AM	35	30	31	23	21	28		
11:45 AM	16	24	19	16	11	17		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017	
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile
12:00 PM	19	17	18	26	23	21	
12:15 PM	28	22	27	40	20	27	
12:30 PM	14	23	32	33	27	26	
12:45 PM	25	25	30	32	29	28	
1:00 PM	21	27	18	22	26	23	
1:15 PM	27	20	30	37	24	28	
1:30 PM	31	23	26	27	18	25	
1:45 PM	16	20	24	21	17	20	
2:00 PM	16	20	16	16	16	17	
2:15 PM	16	19	18	20	11	17	
2:30 PM	8	15	9	19	13	13	
2:45 PM	8	8	17	13	14	12	
3:00 PM	11	12	15	15	12	13	
3:15 PM	6	17	14	14	9	12	
3:30 PM	15	11	10	12	10	12	
3:45 PM	15	18	16	7	5	12	
4:00 PM	6	9	9	10	7	8	
4:15 PM	7	4	12	7	7	7	
4:30 PM	6	12	8	12	11	10	
4:45 PM	21	14	11	14	10	14	
5:00 PM	13	5	8	9	8	9	
5:15 PM	4	9	8	3	6	6	
5:30 PM	3	5	5	1	5	4	
5:45 PM	2	5	4	4	4	4	
Day Total							
% Weekday Average							
% Week Average							
AM Peak Volume							
PM Peak Volume							
<i>Comments:</i>							

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	0	0	1	0	0	0		
6:15 PM	0	0	0	0	0	0		
6:30 PM	0	0	0	0	0	0		
6:45 PM	0	0	0	0	0	0		
7:00 PM	0	0	0	0	0	0		
7:15 PM	0	0	0	0	0	0		
7:30 PM	0	0	0	0	0	0		
7:45 PM	0	0	0	0	0	0		
8:00 PM	0	0	0	0	0	0		
8:15 PM	0	0	0	0	0	0		
8:30 PM	0	0	0	0	0	0		
8:45 PM	0	0	0	0	0	0		
9:00 PM	0	0	0	0	0	0		
9:15 PM	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0		
9:45 PM	0	0	0	0	0	0		
10:00 PM	0	0	0	0	0	0		
10:15 PM	0	0	0	0	0	0		
10:30 PM	0	0	0	0	0	0		
10:45 PM	0	0	0	0	0	0		
11:00 PM	0	0	0	0	0	0		
11:15 PM	0	0	0	0	0	0		
11:30 PM	0	0	0	0	0	0		
11:45 PM	0	0	0	0	0	0		
Day Total	2500	2454	2670	2587	1828	2410		
% Weekday Average	103.7%	101.8%	110.8%	107.3%	75.9%			
% Week Average								
AM Peak Volume	8:15 AM 180	8:30 AM 168	8:15 AM 183	8:45 AM 185	8:30 AM 122	8:15 AM 161		
PM Peak Volume	1:30 PM 31	1:00 PM 27	12:30 PM 32	12:15 PM 40	12:45 PM 29	12:45 PM 28		
<i>Comments:</i>								

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			0	0	0	
12:15 AM			0	0	0	
12:30 AM			0	0	0	
12:45 AM			0	0	0	
1:00 AM			0	0	0	
1:15 AM			0	0	0	
1:30 AM			0	0	0	
1:45 AM			0	0	0	
2:00 AM			0	0	0	
2:15 AM			0	0	0	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			0	0	0	
4:15 AM			0	0	0	
4:30 AM			0	0	0	
4:45 AM			0	0	0	
5:00 AM			0	0	0	
5:15 AM			0	0	0	
5:30 AM			0	0	0	
5:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint				QC JOB #: 14250401		
SPECIFIC LOCATION: Michelson Road Security Checkpoint				DIRECTION: EB		
CITY/STATE: Silver Spring, MD				DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			0	0	0	
6:15 AM			0	0	0	
6:30 AM			0	0	0	
6:45 AM			0	0	0	
7:00 AM			0	0	0	
7:15 AM			0	0	0	
7:30 AM			0	0	0	
7:45 AM			0	0	0	
8:00 AM			0	0	0	
8:15 AM			0	0	0	
8:30 AM			0	0	0	
8:45 AM			0	0	0	
9:00 AM			0	0	0	
9:15 AM			0	0	0	
9:30 AM			0	0	0	
9:45 AM			0	0	0	
10:00 AM			0	0	0	
10:15 AM			0	0	0	
10:30 AM			0	0	0	
10:45 AM			0	0	0	
11:00 AM			0	0	0	
11:15 AM			0	0	0	
11:30 AM			0	0	0	
11:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			0	0	0	
12:15 PM			0	0	0	
12:30 PM			0	0	0	
12:45 PM			0	0	0	
1:00 PM			0	0	0	
1:15 PM			0	0	0	
1:30 PM			0	0	0	
1:45 PM			0	0	0	
2:00 PM			0	0	0	
2:15 PM			0	0	0	
2:30 PM			0	0	0	
2:45 PM			0	0	0	
3:00 PM			0	0	0	
3:15 PM			0	0	0	
3:30 PM			0	0	0	
3:45 PM			0	0	0	
4:00 PM			0	0	0	
4:15 PM			0	0	0	
4:30 PM			0	0	0	
4:45 PM			0	0	0	
5:00 PM			0	0	0	
5:15 PM			0	0	0	
5:30 PM			0	0	0	
5:45 PM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250401 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			0	0	0	
6:15 PM			0	0	0	
6:30 PM			0	0	0	
6:45 PM			0	0	0	
7:00 PM			0	0	0	
7:15 PM			0	0	0	
7:30 PM			0	0	0	
7:45 PM			0	0	0	
8:00 PM			0	0	0	
8:15 PM			0	0	0	
8:30 PM			0	0	0	
8:45 PM			0	0	0	
9:00 PM			0	0	0	
9:15 PM			0	0	0	
9:30 PM			0	0	0	
9:45 PM			0	0	0	
10:00 PM			0	0	0	
10:15 PM			0	0	0	
10:30 PM			0	0	0	
10:45 PM			0	0	0	
11:00 PM			0	0	0	
11:15 PM			0	0	0	
11:30 PM			0	0	0	
11:45 PM			0	0	0	
Day Total			0	0	0	
% Weekday Average						
% Week Average						
AM Peak			12:00 AM	12:00 AM	12:00 AM	
Volume			0	0	0	
PM Peak			12:00 PM	12:00 PM	12:00 PM	
Volume			0	0	0	
<i>Comments:</i>						

LOCATION: Michelson Road Security Checkpoint SPECIFIC LOCATION: Michelson Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250401 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	0	0	0	0	0	
1:30 AM	0	0	0	0	0	0	0	0	0	
1:45 AM	0	0	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	0	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	0	0	0	0	0	0	0	0	0	
4:00 AM	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	3	0	1	0	0	0	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	34	30	35	34	24	31	0	0	22	
6:15 AM	50	42	44	42	38	43	0	0	31	
6:30 AM	53	65	75	55	39	57	0	0	41	
6:45 AM	78	75	79	80	45	71	0	0	51	
7:00 AM	86	81	90	89	64	82	0	0	59	
7:15 AM	101	90	94	79	62	85	0	0	61	
7:30 AM	94	117	131	105	80	105	0	0	75	
7:45 AM	115	93	120	104	81	103	0	0	73	
8:00 AM	137	141	151	158	98	137	0	0	98	
8:15 AM	180	154	183	172	115	161	0	0	115	
8:30 AM	163	168	167	178	122	160	0	0	114	
8:45 AM	166	150	170	185	120	158	0	0	113	
9:00 AM	164	157	179	157	122	156	0	0	111	
9:15 AM	167	135	155	161	93	142	0	0	102	
9:30 AM	158	150	180	143	98	146	0	0	104	
9:45 AM	110	135	123	114	77	112	0	0	80	
10:00 AM	77	84	85	86	56	78	0	0	55	
10:15 AM	57	55	51	57	38	52	0	0	37	
10:30 AM	32	45	34	44	32	37	0	0	27	
10:45 AM	38	32	27	34	22	31	0	0	22	
11:00 AM	22	23	34	26	21	25	0	0	18	
11:15 AM	29	18	27	28	17	24	0	0	17	
11:30 AM	35	30	31	23	21	28	0	0	20	
11:45 AM	16	24	19	16	11	17	0	0	12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	19	17	18	26	23	21	0	0	15	
12:15 PM	28	22	27	40	20	27	0	0	20	
12:30 PM	14	23	32	33	27	26	0	0	18	
12:45 PM	25	25	30	32	29	28	0	0	20	
1:00 PM	21	27	18	22	26	23	0	0	16	
1:15 PM	27	20	30	37	24	28	0	0	20	
1:30 PM	31	23	26	27	18	25	0	0	18	
1:45 PM	16	20	24	21	17	20	0	0	14	
2:00 PM	16	20	16	16	16	17	0	0	12	
2:15 PM	16	19	18	20	11	17	0	0	12	
2:30 PM	8	15	9	19	13	13	0	0	9	
2:45 PM	8	8	17	13	14	12	0	0	9	
3:00 PM	11	12	15	15	12	13	0	0	9	
3:15 PM	6	17	14	14	9	12	0	0	9	
3:30 PM	15	11	10	12	10	12	0	0	8	
3:45 PM	15	18	16	7	5	12	0	0	9	
4:00 PM	6	9	9	10	7	8	0	0	6	
4:15 PM	7	4	12	7	7	7	0	0	5	
4:30 PM	6	12	8	12	11	10	0	0	7	
4:45 PM	21	14	11	14	10	14	0	0	10	
5:00 PM	13	5	8	9	8	9	0	0	6	
5:15 PM	4	9	8	3	6	6	0	0	4	
5:30 PM	3	5	5	1	5	4	0	0	3	
5:45 PM	2	5	4	4	4	4	0	0	3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Security Checkpoint
SPECIFIC LOCATION: Michelson Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250401
DIRECTION: EB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	0	0	1	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	0	0	0	
6:45 PM	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	
8:00 PM	0	0	0	0	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	
8:30 PM	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	
9:00 PM	0	0	0	0	0	0	0	0	0	
9:15 PM	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	
9:45 PM	0	0	0	0	0	0	0	0	0	
10:00 PM	0	0	0	0	0	0	0	0	0	
10:15 PM	0	0	0	0	0	0	0	0	0	
10:30 PM	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	0	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	0	0	
11:45 PM	0	0	0	0	0	0	0	0	0	
Day Total	2500	2454	2670	2587	1828	2410	0	0	1720	
% Weekday Average	103.7%	101.8%	110.8%	107.3%	75.9%					
% Week Average	145.3%	142.7%	155.2%	150.4%	106.3%	140.1%	0.0%	0.0%		
AM Peak Volume	8:15 AM 180	8:30 AM 168	8:15 AM 183	8:45 AM 185	8:30 AM 122	8:15 AM 161	12:00 AM 0	12:00 AM 0	8:15 AM 115	
PM Peak Volume	1:30 PM 31	1:00 PM 27	12:30 PM 32	12:15 PM 40	12:45 PM 29	12:45 PM 28	12:00 PM 0	12:00 PM 0	12:15 PM 20	

Comments:

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					2	2	0	1	1	
12:15 AM					0	0	0	0	0	
12:30 AM					0	0	0	0	0	
12:45 AM					0	0	1	0	0	
1:00 AM					0	0	0	1	0	
1:15 AM					2	2	1	1	1	
1:30 AM					0	0	1	1	1	
1:45 AM					0	0	0	1	0	
2:00 AM					0	0	0	1	0	
2:15 AM					1	1	0	0	0	
2:30 AM					0	0	1	1	1	
2:45 AM					1	1	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	1	0	0	
3:30 AM					0	0	0	0	0	
3:45 AM					3	3	0	0	1	
4:00 AM					1	1	1	0	1	
4:15 AM					3	3	1	0	1	
4:30 AM					5	5	6	2	4	
4:45 AM					7	7	3	3	4	
5:00 AM					12	12	1	1	5	
5:15 AM					21	21	7	6	11	
5:30 AM					36	36	8	6	17	
5:45 AM					33	33	2	7	14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					5	5	3	3	4	
6:15 AM					3	3	1	1	2	
6:30 AM					5	5	4	3	4	
6:45 AM					4	4	2	2	3	
7:00 AM					6	6	0	3	3	
7:15 AM					0	0	4	6	3	
7:30 AM					5	5	6	4	5	
7:45 AM					5	5	4	2	4	
8:00 AM					13	13	7	2	7	
8:15 AM					8	8	1	0	3	
8:30 AM					8	8	0	1	3	
8:45 AM					11	11	2	4	6	
9:00 AM					12	12	4	3	6	
9:15 AM					9	9	4	3	5	
9:30 AM					13	13	2	1	5	
9:45 AM					13	13	2	1	5	
10:00 AM					3	3	4	2	3	
10:15 AM					8	8	1	3	4	
10:30 AM					14	14	0	0	5	
10:45 AM					9	9	1	2	4	
11:00 AM					3	3	0	3	2	
11:15 AM					5	5	1	1	2	
11:30 AM					10	10	4	3	6	
11:45 AM					9	9	1	4	5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					11	11	5	0	5	
12:15 PM					8	8	1	2	4	
12:30 PM					8	8	3	5	5	
12:45 PM					6	6	4	0	3	
1:00 PM					5	5	2	7	5	
1:15 PM					9	9	6	5	7	
1:30 PM					3	3	6	10	6	
1:45 PM					3	3	4	7	5	
2:00 PM					2	2	2	1	2	
2:15 PM					9	9	1	1	4	
2:30 PM					4	4	2	2	3	
2:45 PM					4	4	1	4	3	
3:00 PM					1	1	4	2	2	
3:15 PM					3	3	6	5	5	
3:30 PM					3	3	4	5	4	
3:45 PM					1	1	4	1	2	
4:00 PM					2	2	2	1	2	
4:15 PM					3	3	3	2	3	
4:30 PM					0	0	1	1	1	
4:45 PM					3	3	0	1	1	
5:00 PM					3	3	1	1	2	
5:15 PM					1	1	2	6	3	
5:30 PM					2	2	5	3	3	
5:45 PM					3	3	4	2	3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD										QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 26 2017
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					5	5	4	1	3	
6:15 PM					3	3	3	1	2	
6:30 PM					6	6	1	1	3	
6:45 PM					3	3	1	0	1	
7:00 PM					4	4	1	0	2	
7:15 PM					4	4	1	2	2	
7:30 PM					2	2	2	3	2	
7:45 PM					4	4	1	0	2	
8:00 PM					3	3	3	1	2	
8:15 PM					0	0	0	2	1	
8:30 PM					5	5	4	1	3	
8:45 PM					4	4	2	2	3	
9:00 PM					3	3	4	5	4	
9:15 PM					6	6	0	2	3	
9:30 PM					9	9	6	6	7	
9:45 PM					2	2	6	3	4	
10:00 PM					1	1	1	3	2	
10:15 PM					0	0	3	0	1	
10:30 PM					2	2	1	2	2	
10:45 PM					1	1	2	0	1	
11:00 PM					0	0	2	2	1	
11:15 PM					2	2	2	2	2	
11:30 PM					3	3	3	4	3	
11:45 PM					3	3	0	2	2	
Day Total					480	480	218	208	302	
% Weekday Average					100.0%					
% Week Average					158.9%	158.9%	72.2%	68.9%		
AM Peak					5:30 AM	5:30 AM	5:30 AM	5:45 AM	5:30 AM	
Volume					36	36	8	7	17	
PM Peak					12:00 PM	12:00 PM	1:15 PM	1:30 PM	1:15 PM	
Volume					11	11	6	10	7	
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	3	2	0	2		2			2	
12:15 AM	1	0	0	0		0			0	
12:30 AM	2	0	0	1		1			1	
12:45 AM	2	0	0	1		1			1	
1:00 AM	0	1	1	0		1			1	
1:15 AM	0	0	0	0		0			0	
1:30 AM	2	1	0	1		1			1	
1:45 AM	0	0	1	0		0			0	
2:00 AM	0	0	0	1		0			0	
2:15 AM	0	0	0	1		0			0	
2:30 AM	1	0	0	1		1			1	
2:45 AM	1	0	0	0		0			0	
3:00 AM	0	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	2	0	2	3		2			2	
4:00 AM	1	5	2	3		3			3	
4:15 AM	1	9	3	4		4			4	
4:30 AM	5	12	3	9		7			7	
4:45 AM	11	8	9	8		9			9	
5:00 AM	17	10	15	14		14			14	
5:15 AM	31	29	32	21		28			28	
5:30 AM	37	42	38	44		40			40	
5:45 AM	42	47	43	37		42			42	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	7	13	4	14		10			10	
6:15 AM	3	3	1	3		3			3	
6:30 AM	8	3	6	6		6			6	
6:45 AM	0	3	3	6		3			3	
7:00 AM	3	5	3	4		4			4	
7:15 AM	5	5	4	5		5			5	
7:30 AM	7	13	7	7		9			9	
7:45 AM	4	11	6	15		9			9	
8:00 AM	5	10	17	15		12			12	
8:15 AM	9	17	17	17		15			15	
8:30 AM	17	14	22	24		19			19	
8:45 AM	10	24	19	25		20			20	
9:00 AM	6	11	21	16		14			14	
9:15 AM	9	20	17	16		16			16	
9:30 AM	15	14	15	10		14			14	
9:45 AM	5	8	9	10		8			8	
10:00 AM	10	1	3	4		5			5	
10:15 AM	5	7	10	9		8			8	
10:30 AM	10	3	9	18		10			10	
10:45 AM	7	6	4	12		7			7	
11:00 AM	9	9	6	8		8			8	
11:15 AM	13	7	14	9		11			11	
11:30 AM	10	6	9	9		9			9	
11:45 AM	5	10	4	9		7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 27 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	12	11	8	12		11			11	
12:15 PM	19	9	9	10		12			12	
12:30 PM	7	6	12	14		10			10	
12:45 PM	6	5	12	13		9			9	
1:00 PM	13	3	7	8		8			8	
1:15 PM	3	4	15	7		7			7	
1:30 PM	7	4	9	11		8			8	
1:45 PM	1	4	8	5		5			5	
2:00 PM	2	7	8	4		5			5	
2:15 PM	4	7	3	3		4			4	
2:30 PM	5	10	6	8		7			7	
2:45 PM	2	4	4	4		4			4	
3:00 PM	3	3	4	2		3			3	
3:15 PM	1	6	1	5		3			3	
3:30 PM	5	4	1	8		5			5	
3:45 PM	4	7	7	2		5			5	
4:00 PM	3	5	6	3		4			4	
4:15 PM	2	7	1	4		4			4	
4:30 PM	4	5	8	3		5			5	
4:45 PM	2	2	6	3		3			3	
5:00 PM	4	1	1	1		2			2	
5:15 PM	2	5	2	0		2			2	
5:30 PM	0	5	2	0		2			2	
5:45 PM	5	8	3	7		6			6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	6	8	6	10		8			8	
6:15 PM	4	5	1	8		5			5	
6:30 PM	7	5	11	2		6			6	
6:45 PM	4	6	4	6		5			5	
7:00 PM	5	4	4	6		5			5	
7:15 PM	4	7	4	2		4			4	
7:30 PM	2	3	6	3		4			4	
7:45 PM	0	3	3	2		2			2	
8:00 PM	2	3	2	3		3			3	
8:15 PM	0	5	6	1		3			3	
8:30 PM	7	7	5	5		6			6	
8:45 PM	6	2	4	4		4			4	
9:00 PM	5	6	7	5		6			6	
9:15 PM	4	8	4	5		5			5	
9:30 PM	4	4	5	6		5			5	
9:45 PM	5	5	2	7		5			5	
10:00 PM	1	3	3	1		2			2	
10:15 PM	0	4	1	0		1			1	
10:30 PM	1	1	4	3		2			2	
10:45 PM	1	0	1	0		1			1	
11:00 PM	0	1	2	1		1			1	
11:15 PM	4	7	0	3		4			4	
11:30 PM	4	1	4	6		4			4	
11:45 PM	3	3	1	1		2			2	
Day Total	536	622	612	649		615			615	
% Weekday Average	111.7%	101.1%	99.5%	105.5%						
% Week Average	177.5%	101.1%	99.5%	105.5%		100.0%				
AM Peak	5:45 AM	5:45 AM	5:45 AM	5:30 AM		5:45 AM			5:45 AM	
Volume	42	47	43	44		42			42	
PM Peak	12:15 PM	12:00 PM	1:15 PM	12:30 PM		12:15 PM			12:15 PM	
Volume	19	11	15	14		12			12	
<i>Comments:</i>										

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	3	2	0	2	2	2		
12:15 AM	1	0	0	0	0	0		
12:30 AM	2	0	0	1	0	1		
12:45 AM	2	0	0	1	0	1		
1:00 AM	0	1	1	0	0	0		
1:15 AM	0	0	0	0	2	0		
1:30 AM	2	1	0	1	0	1		
1:45 AM	0	0	1	0	0	0		
2:00 AM	0	0	0	1	0	0		
2:15 AM	0	0	0	1	1	0		
2:30 AM	1	0	0	1	0	0		
2:45 AM	1	0	0	0	1	0		
3:00 AM	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	2	0	2	3	3	2		
4:00 AM	1	5	2	3	1	2		
4:15 AM	1	9	3	4	3	4		
4:30 AM	5	12	3	9	5	7		
4:45 AM	11	8	9	8	7	9		
5:00 AM	17	10	15	14	12	14		
5:15 AM	31	29	32	21	21	27		
5:30 AM	37	42	38	44	36	39		
5:45 AM	42	47	43	37	33	40		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	7	13	4	14	5	9		
6:15 AM	3	3	1	3	3	3		
6:30 AM	8	3	6	6	5	6		
6:45 AM	0	3	3	6	4	3		
7:00 AM	3	5	3	4	6	4		
7:15 AM	5	5	4	5	0	4		
7:30 AM	7	13	7	7	5	8		
7:45 AM	4	11	6	15	5	8		
8:00 AM	5	10	17	15	13	12		
8:15 AM	9	17	17	17	8	14		
8:30 AM	17	14	22	24	8	17		
8:45 AM	10	24	19	25	11	18		
9:00 AM	6	11	21	16	12	13		
9:15 AM	9	20	17	16	9	14		
9:30 AM	15	14	15	10	13	13		
9:45 AM	5	8	9	10	13	9		
10:00 AM	10	1	3	4	3	4		
10:15 AM	5	7	10	9	8	8		
10:30 AM	10	3	9	18	14	11		
10:45 AM	7	6	4	12	9	8		
11:00 AM	9	9	6	8	3	7		
11:15 AM	13	7	14	9	5	10		
11:30 AM	10	6	9	9	10	9		
11:45 AM	5	10	4	9	9	7		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250410 DIRECTION: EB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	12	11	8	12	11	11		
12:15 PM	19	9	9	10	8	11		
12:30 PM	7	6	12	14	8	9		
12:45 PM	6	5	12	13	6	8		
1:00 PM	13	3	7	8	5	7		
1:15 PM	3	4	15	7	9	8		
1:30 PM	7	4	9	11	3	7		
1:45 PM	1	4	8	5	3	4		
2:00 PM	2	7	8	4	2	5		
2:15 PM	4	7	3	3	9	5		
2:30 PM	5	10	6	8	4	7		
2:45 PM	2	4	4	4	4	4		
3:00 PM	3	3	4	2	1	3		
3:15 PM	1	6	1	5	3	3		
3:30 PM	5	4	1	8	3	4		
3:45 PM	4	7	7	2	1	4		
4:00 PM	3	5	6	3	2	4		
4:15 PM	2	7	1	4	3	3		
4:30 PM	4	5	8	3	0	4		
4:45 PM	2	2	6	3	3	3		
5:00 PM	4	1	1	1	3	2		
5:15 PM	2	5	2	0	1	2		
5:30 PM	0	5	2	0	2	2		
5:45 PM	5	8	3	7	3	5		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 PM	6	8	6	10	5	7		
6:15 PM	4	5	1	8	3	4		
6:30 PM	7	5	11	2	6	6		
6:45 PM	4	6	4	6	3	5		
7:00 PM	5	4	4	6	4	5		
7:15 PM	4	7	4	2	4	4		
7:30 PM	2	3	6	3	2	3		
7:45 PM	0	3	3	2	4	2		
8:00 PM	2	3	2	3	3	3		
8:15 PM	0	5	6	1	0	2		
8:30 PM	7	7	5	5	5	6		
8:45 PM	6	2	4	4	4	4		
9:00 PM	5	6	7	5	3	5		
9:15 PM	4	8	4	5	6	5		
9:30 PM	4	4	5	6	9	6		
9:45 PM	5	5	2	7	2	4		
10:00 PM	1	3	3	1	1	2		
10:15 PM	0	4	1	0	0	1		
10:30 PM	1	1	4	3	2	2		
10:45 PM	1	0	1	0	1	1		
11:00 PM	0	1	2	1	0	1		
11:15 PM	4	7	0	3	2	3		
11:30 PM	4	1	4	6	3	4		
11:45 PM	3	3	1	1	3	2		
Day Total	536	622	612	649	480	580		
% Weekday Average	92.4%	107.2%	105.5%	111.9%	82.8%			
% Week Average								
AM Peak Volume	5:45 AM 42	5:45 AM 47	5:45 AM 43	5:30 AM 44	5:30 AM 36	5:45 AM 40		
PM Peak Volume	12:15 PM 19	12:00 PM 11	1:15 PM 15	12:30 PM 14	12:00 PM 11	12:00 PM 11		

Comments:

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250410 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			0	1	1	
12:15 AM			0	0	0	
12:30 AM			0	0	0	
12:45 AM			1	0	1	
1:00 AM			0	1	1	
1:15 AM			1	1	1	
1:30 AM			1	1	1	
1:45 AM			0	1	1	
2:00 AM			0	1	1	
2:15 AM			0	0	0	
2:30 AM			1	1	1	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			1	0	1	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			1	0	1	
4:15 AM			1	0	1	
4:30 AM			6	2	4	
4:45 AM			3	3	3	
5:00 AM			1	1	1	
5:15 AM			7	6	7	
5:30 AM			8	6	7	
5:45 AM			2	7	5	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250410 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			3	3	3	
6:15 AM			1	1	1	
6:30 AM			4	3	4	
6:45 AM			2	2	2	
7:00 AM			0	3	2	
7:15 AM			4	6	5	
7:30 AM			6	4	5	
7:45 AM			4	2	3	
8:00 AM			7	2	5	
8:15 AM			1	0	1	
8:30 AM			0	1	1	
8:45 AM			2	4	3	
9:00 AM			4	3	4	
9:15 AM			4	3	4	
9:30 AM			2	1	2	
9:45 AM			2	1	2	
10:00 AM			4	2	3	
10:15 AM			1	3	2	
10:30 AM			0	0	0	
10:45 AM			1	2	2	
11:00 AM			0	3	2	
11:15 AM			1	1	1	
11:30 AM			4	3	4	
11:45 AM			1	4	3	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Guest Security Checkpoint SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250410 DIRECTION: EB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			5	0	3	
12:15 PM			1	2	2	
12:30 PM			3	5	4	
12:45 PM			4	0	2	
1:00 PM			2	7	5	
1:15 PM			6	5	6	
1:30 PM			6	10	8	
1:45 PM			4	7	6	
2:00 PM			2	1	2	
2:15 PM			1	1	1	
2:30 PM			2	2	2	
2:45 PM			1	4	3	
3:00 PM			4	2	3	
3:15 PM			6	5	6	
3:30 PM			4	5	5	
3:45 PM			4	1	3	
4:00 PM			2	1	2	
4:15 PM			3	2	3	
4:30 PM			1	1	1	
4:45 PM			0	1	1	
5:00 PM			1	1	1	
5:15 PM			2	6	4	
5:30 PM			5	3	4	
5:45 PM			4	2	3	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 25 2017 - Mar 26 2017

Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			4	1	3	
6:15 PM			3	1	2	
6:30 PM			1	1	1	
6:45 PM			1	0	1	
7:00 PM			1	0	1	
7:15 PM			1	2	2	
7:30 PM			2	3	3	
7:45 PM			1	0	1	
8:00 PM			3	1	2	
8:15 PM			0	2	1	
8:30 PM			4	1	3	
8:45 PM			2	2	2	
9:00 PM			4	5	5	
9:15 PM			0	2	1	
9:30 PM			6	6	6	
9:45 PM			6	3	5	
10:00 PM			1	3	2	
10:15 PM			3	0	2	
10:30 PM			1	2	2	
10:45 PM			2	0	1	
11:00 PM			2	2	2	
11:15 PM			2	2	2	
11:30 PM			3	4	4	
11:45 PM			0	2	1	
Day Total			218	208	237	
% Weekday Average						
% Week Average			92.0%	87.8%		
AM Peak Volume			5:30 AM 8	5:45 AM 7	5:15 AM 7	
PM Peak Volume			1:15 PM 6	1:30 PM 10	1:30 PM 8	

Comments:

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	3	2	0	2	2	2	0	1	1	
12:15 AM	1	0	0	0	0	0	0	0	0	
12:30 AM	2	0	0	1	0	1	0	0	0	
12:45 AM	2	0	0	1	0	1	1	0	1	
1:00 AM	0	1	1	0	0	0	0	1	0	
1:15 AM	0	0	0	0	2	0	1	1	1	
1:30 AM	2	1	0	1	0	1	1	1	1	
1:45 AM	0	0	1	0	0	0	0	1	0	
2:00 AM	0	0	0	1	0	0	0	1	0	
2:15 AM	0	0	0	1	1	0	0	0	0	
2:30 AM	1	0	0	1	0	0	1	1	1	
2:45 AM	1	0	0	0	1	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	1	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	2	0	2	3	3	2	0	0	1	
4:00 AM	1	5	2	3	1	2	1	0	2	
4:15 AM	1	9	3	4	3	4	1	0	3	
4:30 AM	5	12	3	9	5	7	6	2	6	
4:45 AM	11	8	9	8	7	9	3	3	7	
5:00 AM	17	10	15	14	12	14	1	1	10	
5:15 AM	31	29	32	21	21	27	7	6	21	
5:30 AM	37	42	38	44	36	39	8	6	30	
5:45 AM	42	47	43	37	33	40	2	7	30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	7	13	4	14	5	9	3	3	7	
6:15 AM	3	3	1	3	3	3	1	1	2	
6:30 AM	8	3	6	6	5	6	4	3	5	
6:45 AM	0	3	3	6	4	3	2	2	3	
7:00 AM	3	5	3	4	6	4	0	3	3	
7:15 AM	5	5	4	5	0	4	4	6	4	
7:30 AM	7	13	7	7	5	8	6	4	7	
7:45 AM	4	11	6	15	5	8	4	2	7	
8:00 AM	5	10	17	15	13	12	7	2	10	
8:15 AM	9	17	17	17	8	14	1	0	10	
8:30 AM	17	14	22	24	8	17	0	1	12	
8:45 AM	10	24	19	25	11	18	2	4	14	
9:00 AM	6	11	21	16	12	13	4	3	10	
9:15 AM	9	20	17	16	9	14	4	3	11	
9:30 AM	15	14	15	10	13	13	2	1	10	
9:45 AM	5	8	9	10	13	9	2	1	7	
10:00 AM	10	1	3	4	3	4	4	2	4	
10:15 AM	5	7	10	9	8	8	1	3	6	
10:30 AM	10	3	9	18	14	11	0	0	8	
10:45 AM	7	6	4	12	9	8	1	2	6	
11:00 AM	9	9	6	8	3	7	0	3	5	
11:15 AM	13	7	14	9	5	10	1	1	7	
11:30 AM	10	6	9	9	10	9	4	3	7	
11:45 AM	5	10	4	9	9	7	1	4	6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	12	11	8	12	11	11	5	0	8	
12:15 PM	19	9	9	10	8	11	1	2	8	
12:30 PM	7	6	12	14	8	9	3	5	8	
12:45 PM	6	5	12	13	6	8	4	0	7	
1:00 PM	13	3	7	8	5	7	2	7	6	
1:15 PM	3	4	15	7	9	8	6	5	7	
1:30 PM	7	4	9	11	3	7	6	10	7	
1:45 PM	1	4	8	5	3	4	4	7	5	
2:00 PM	2	7	8	4	2	5	2	1	4	
2:15 PM	4	7	3	3	9	5	1	1	4	
2:30 PM	5	10	6	8	4	7	2	2	5	
2:45 PM	2	4	4	4	4	4	1	4	3	
3:00 PM	3	3	4	2	1	3	4	2	3	
3:15 PM	1	6	1	5	3	3	6	5	4	
3:30 PM	5	4	1	8	3	4	4	5	4	
3:45 PM	4	7	7	2	1	4	4	1	4	
4:00 PM	3	5	6	3	2	4	2	1	3	
4:15 PM	2	7	1	4	3	3	3	2	3	
4:30 PM	4	5	8	3	0	4	1	1	3	
4:45 PM	2	2	6	3	3	3	0	1	2	
5:00 PM	4	1	1	1	3	2	1	1	2	
5:15 PM	2	5	2	0	1	2	2	6	3	
5:30 PM	0	5	2	0	2	2	5	3	2	
5:45 PM	5	8	3	7	3	5	4	2	5	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Michelson Road Guest Security Checkpoint **QC JOB #:** 14250410
SPECIFIC LOCATION: Michelson Road Guest Security Checkpoint **DIRECTION:** EB
CITY/STATE: Silver Spring, MD **DATE:** Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	6	8	6	10	5	7	4	1	6	
6:15 PM	4	5	1	8	3	4	3	1	4	
6:30 PM	7	5	11	2	6	6	1	1	5	
6:45 PM	4	6	4	6	3	5	1	0	3	
7:00 PM	5	4	4	6	4	5	1	0	3	
7:15 PM	4	7	4	2	4	4	1	2	3	
7:30 PM	2	3	6	3	2	3	2	3	3	
7:45 PM	0	3	3	2	4	2	1	0	2	
8:00 PM	2	3	2	3	3	3	3	1	2	
8:15 PM	0	5	6	1	0	2	0	2	2	
8:30 PM	7	7	5	5	5	6	4	1	5	
8:45 PM	6	2	4	4	4	4	2	2	3	
9:00 PM	5	6	7	5	3	5	4	5	5	
9:15 PM	4	8	4	5	6	5	0	2	4	
9:30 PM	4	4	5	6	9	6	6	6	6	
9:45 PM	5	5	2	7	2	4	6	3	4	
10:00 PM	1	3	3	1	1	2	1	3	2	
10:15 PM	0	4	1	0	0	1	3	0	1	
10:30 PM	1	1	4	3	2	2	1	2	2	
10:45 PM	1	0	1	0	1	1	2	0	1	
11:00 PM	0	1	2	1	0	1	2	2	1	
11:15 PM	4	7	0	3	2	3	2	2	3	
11:30 PM	4	1	4	6	3	4	3	4	4	
11:45 PM	3	3	1	1	3	2	0	2	2	
Day Total	536	622	612	649	480	580	218	208	472	
% Weekday Average	92.4%	107.2%	105.5%	111.9%	82.8%					
% Week Average	113.6%	131.8%	129.7%	137.5%	101.7%	122.9%	46.2%	44.1%		
AM Peak	5:45 AM	5:45 AM	5:45 AM	5:30 AM	5:30 AM	5:45 AM	5:30 AM	5:45 AM	5:30 AM	
Volume	42	47	43	44	36	40	8	7	30	
PM Peak	12:15 PM	12:00 PM	1:15 PM	12:30 PM	12:00 PM	12:00 PM	1:15 PM	1:30 PM	12:00 PM	
Volume	19	11	15	14	11	11	6	10	8	

Comments:

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 26 2017				
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM					0	0	0	0	0	
12:15 AM					0	0	0	0	0	
12:30 AM					0	0	1	0	0	
12:45 AM					0	0	0	0	0	
1:00 AM					0	0	0	0	0	
1:15 AM					1	1	0	0	0	
1:30 AM					1	1	0	0	0	
1:45 AM					0	0	0	0	0	
2:00 AM					1	1	0	0	0	
2:15 AM					0	0	0	0	0	
2:30 AM					0	0	0	0	0	
2:45 AM					0	0	0	0	0	
3:00 AM					0	0	0	0	0	
3:15 AM					0	0	0	0	0	
3:30 AM					0	0	0	0	0	
3:45 AM					0	0	0	0	0	
4:00 AM					1	1	0	0	0	
4:15 AM					0	0	0	0	0	
4:30 AM					1	1	0	0	0	
4:45 AM					0	0	0	0	0	
5:00 AM					2	2	0	0	1	
5:15 AM					4	4	0	0	1	
5:30 AM					11	11	0	0	4	
5:45 AM					19	19	0	0	6	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM					28	28	0	0	9	
6:15 AM					23	23	1	0	8	
6:30 AM					53	53	0	0	18	
6:45 AM					66	66	0	1	22	
7:00 AM					58	58	0	1	20	
7:15 AM					66	66	0	0	22	
7:30 AM					76	76	0	0	25	
7:45 AM					94	94	0	0	31	
8:00 AM					92	92	0	0	31	
8:15 AM					98	98	0	0	33	
8:30 AM					102	102	0	0	34	
8:45 AM					100	100	0	0	33	
9:00 AM					80	80	0	0	27	
9:15 AM					74	74	0	0	25	
9:30 AM					66	66	0	0	22	
9:45 AM					41	41	0	0	14	
10:00 AM					32	32	0	0	11	
10:15 AM					14	14	0	1	5	
10:30 AM					16	16	0	0	5	
10:45 AM					7	7	0	1	3	
11:00 AM					9	9	1	0	3	
11:15 AM					11	11	0	0	4	
11:30 AM					9	9	0	0	3	
11:45 AM					10	10	0	0	3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM					11	11	0	0	4	
12:15 PM					13	13	0	0	4	
12:30 PM					8	8	0	0	3	
12:45 PM					16	16	0	0	5	
1:00 PM					11	11	0	0	4	
1:15 PM					8	8	0	0	3	
1:30 PM					11	11	0	0	4	
1:45 PM					12	12	0	1	4	
2:00 PM					6	6	0	0	2	
2:15 PM					5	5	0	0	2	
2:30 PM					9	9	0	0	3	
2:45 PM					2	2	1	0	1	
3:00 PM					8	8	0	0	3	
3:15 PM					7	7	0	0	2	
3:30 PM					4	4	0	0	1	
3:45 PM					5	5	0	0	2	
4:00 PM					3	3	0	0	1	
4:15 PM					3	3	1	0	1	
4:30 PM					5	5	0	0	2	
4:45 PM					5	5	0	0	2	
5:00 PM					2	2	0	0	1	
5:15 PM					5	5	0	0	2	
5:30 PM					4	4	0	0	1	
5:45 PM					3	3	0	0	1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD							QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 26 2017			
Start Time	Mon	Tue	Wed	Thu	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM					2	2	0	0	1	
6:15 PM					0	0	0	0	0	
6:30 PM					0	0	0	0	0	
6:45 PM					1	1	0	0	0	
7:00 PM					0	0	0	0	0	
7:15 PM					0	0	0	0	0	
7:30 PM					0	0	0	0	0	
7:45 PM					0	0	0	1	0	
8:00 PM					0	0	0	0	0	
8:15 PM					0	0	0	0	0	
8:30 PM					0	0	0	0	0	
8:45 PM					0	0	0	0	0	
9:00 PM					1	1	0	0	0	
9:15 PM					0	0	0	0	0	
9:30 PM					0	0	0	0	0	
9:45 PM					0	0	0	1	0	
10:00 PM					1	1	0	1	1	
10:15 PM					0	0	1	0	0	
10:30 PM					0	0	0	0	0	
10:45 PM					0	0	0	0	0	
11:00 PM					0	0	0	0	0	
11:15 PM					0	0	0	0	0	
11:30 PM					0	0	0	1	0	
11:45 PM					0	0	0	0	0	
Day Total					1437	1437	6	9	483	
% Weekday Average					100.0%					
% Week Average					297.5%	297.5%	1.2%	1.9%		
AM Peak					8:30 AM	8:30 AM	12:30 AM	6:45 AM	8:30 AM	
Volume					102	102	1	1	34	
PM Peak					12:45 PM	12:45 PM	2:45 PM	1:45 PM	12:45 PM	
Volume					16	16	1	1	5	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0		0			0	
12:15 AM	0	0	0	0		0			0	
12:30 AM	0	0	0	0		0			0	
12:45 AM	0	0	0	0		0			0	
1:00 AM	0	0	0	0		0			0	
1:15 AM	0	0	0	0		0			0	
1:30 AM	0	0	0	0		0			0	
1:45 AM	0	1	0	0		0			0	
2:00 AM	0	0	0	0		0			0	
2:15 AM	0	0	0	0		0			0	
2:30 AM	0	0	0	0		0			0	
2:45 AM	0	0	0	0		0			0	
3:00 AM	0	0	0	0		0			0	
3:15 AM	0	0	0	0		0			0	
3:30 AM	0	0	0	0		0			0	
3:45 AM	0	1	0	0		0			0	
4:00 AM	0	1	0	0		0			0	
4:15 AM	0	0	0	0		0			0	
4:30 AM	1	1	1	1		1			1	
4:45 AM	0	0	0	0		0			0	
5:00 AM	2	2	4	1		2			2	
5:15 AM	5	2	1	4		3			3	
5:30 AM	8	12	10	10		10			10	
5:45 AM	18	23	24	17		21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM	16	22	25	27		23			23	
6:15 AM	50	49	38	42		45			45	
6:30 AM	46	58	49	61		54			54	
6:45 AM	81	85	98	84		87			87	
7:00 AM	85	106	92	100		96			96	
7:15 AM	94	126	132	96		112			112	
7:30 AM	120	139	143	142		136			136	
7:45 AM	128	147	149	131		139			139	
8:00 AM	160	183	163	163		167			167	
8:15 AM	139	160	144	149		148			148	
8:30 AM	174	186	181	148		172			172	
8:45 AM	165	181	158	178		171			171	
9:00 AM	117	132	135	124		127			127	
9:15 AM	117	114	146	114		123			123	
9:30 AM	112	103	78	79		93			93	
9:45 AM	64	62	40	58		56			56	
10:00 AM	34	45	39	41		40			40	
10:15 AM	20	16	17	8		15			15	
10:30 AM	13	9	21	8		13			13	
10:45 AM	8	9	10	6		8			8	
11:00 AM	9	7	16	13		11			11	
11:15 AM	10	8	10	8		9			9	
11:30 AM	13	10	11	11		11			11	
11:45 AM	5	11	18	10		11			11	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM	12	8	8	9		9			9	
12:15 PM	7	16	12	17		13			13	
12:30 PM	7	15	12	11		11			11	
12:45 PM	11	17	11	13		13			13	
1:00 PM	11	7	18	10		12			12	
1:15 PM	10	11	10	13		11			11	
1:30 PM	11	13	18	11		13			13	
1:45 PM	6	6	12	5		7			7	
2:00 PM	11	3	7	5		7			7	
2:15 PM	9	6	8	10		8			8	
2:30 PM	9	7	7	9		8			8	
2:45 PM	6	6	4	6		6			6	
3:00 PM	2	3	5	5		4			4	
3:15 PM	4	6	4	4		5			5	
3:30 PM	7	4	4	5		5			5	
3:45 PM	2	7	4	5		5			5	
4:00 PM	3	5	3	3		4			4	
4:15 PM	6	7	4	4		5			5	
4:30 PM	6	4	3	2		4			4	
4:45 PM	4	5	5	3		4			4	
5:00 PM	3	2	4	4		3			3	
5:15 PM	2	5	4	1		3			3	
5:30 PM	2	0	4	3		2			2	
5:45 PM	3	5	4	1		3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 27 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM	2	1	5	4		3			3	
6:15 PM	2	1	1	2		2			2	
6:30 PM	2	0	0	0		1			1	
6:45 PM	1	1	0	1		1			1	
7:00 PM	1	0	1	1		1			1	
7:15 PM	1	0	0	1		1			1	
7:30 PM	2	1	0	0		1			1	
7:45 PM	0	1	2	1		1			1	
8:00 PM	0	0	0	1		0			0	
8:15 PM	0	0	0	0		0			0	
8:30 PM	1	0	1	1		1			1	
8:45 PM	1	0	0	1		1			1	
9:00 PM	1	1	1	1		1			1	
9:15 PM	0	0	0	0		0			0	
9:30 PM	0	0	0	0		0			0	
9:45 PM	1	0	0	0		0			0	
10:00 PM	1	0	0	1		1			1	
10:15 PM	0	1	2	0		1			1	
10:30 PM	0	0	0	0		0			0	
10:45 PM	0	0	0	0		0			0	
11:00 PM	0	0	0	0		0			0	
11:15 PM	0	0	0	1		0			0	
11:30 PM	0	0	0	0		0			0	
11:45 PM	0	0	0	0		0			0	
Day Total	1984	2186	2141	2009		2085			2085	
% Weekday Average	138.1%	104.8%	102.7%	96.4%						
% Week Average	410.8%	104.8%	102.7%	96.4%		100.0%				
AM Peak	8:30 AM	8:30 AM	8:30 AM	8:45 AM		8:30 AM			8:30 AM	
Volume	174	186	181	178		172			172	
PM Peak	12:00 PM	12:45 PM	1:00 PM	12:15 PM		12:15 PM			12:15 PM	
Volume	12	17	18	17		13			13	
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 AM	0	0	0	0	0	0		
12:15 AM	0	0	0	0	0	0		
12:30 AM	0	0	0	0	0	0		
12:45 AM	0	0	0	0	0	0		
1:00 AM	0	0	0	0	0	0		
1:15 AM	0	0	0	0	1	0		
1:30 AM	0	0	0	0	1	0		
1:45 AM	0	1	0	0	0	0		
2:00 AM	0	0	0	0	1	0		
2:15 AM	0	0	0	0	0	0		
2:30 AM	0	0	0	0	0	0		
2:45 AM	0	0	0	0	0	0		
3:00 AM	0	0	0	0	0	0		
3:15 AM	0	0	0	0	0	0		
3:30 AM	0	0	0	0	0	0		
3:45 AM	0	1	0	0	0	0		
4:00 AM	0	1	0	0	1	0		
4:15 AM	0	0	0	0	0	0		
4:30 AM	1	1	1	1	1	1		
4:45 AM	0	0	0	0	0	0		
5:00 AM	2	2	4	1	2	2		
5:15 AM	5	2	1	4	4	3		
5:30 AM	8	12	10	10	11	10		
5:45 AM	18	23	24	17	19	20		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
6:00 AM	16	22	25	27	28	24		
6:15 AM	50	49	38	42	23	40		
6:30 AM	46	58	49	61	53	53		
6:45 AM	81	85	98	84	66	83		
7:00 AM	85	106	92	100	58	88		
7:15 AM	94	126	132	96	66	103		
7:30 AM	120	139	143	142	76	124		
7:45 AM	128	147	149	131	94	130		
8:00 AM	160	183	163	163	92	152		
8:15 AM	139	160	144	149	98	138		
8:30 AM	174	186	181	148	102	158		
8:45 AM	165	181	158	178	100	156		
9:00 AM	117	132	135	124	80	118		
9:15 AM	117	114	146	114	74	113		
9:30 AM	112	103	78	79	66	88		
9:45 AM	64	62	40	58	41	53		
10:00 AM	34	45	39	41	32	38		
10:15 AM	20	16	17	8	14	15		
10:30 AM	13	9	21	8	16	13		
10:45 AM	8	9	10	6	7	8		
11:00 AM	9	7	16	13	9	11		
11:15 AM	10	8	10	8	11	9		
11:30 AM	13	10	11	11	9	11		
11:45 AM	5	11	18	10	10	11		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
Comments:								

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic		Average Weekday Profile
12:00 PM	12	8	8	9	11	10		
12:15 PM	7	16	12	17	13	13		
12:30 PM	7	15	12	11	8	11		
12:45 PM	11	17	11	13	16	14		
1:00 PM	11	7	18	10	11	11		
1:15 PM	10	11	10	13	8	10		
1:30 PM	11	13	18	11	11	13		
1:45 PM	6	6	12	5	12	8		
2:00 PM	11	3	7	5	6	6		
2:15 PM	9	6	8	10	5	8		
2:30 PM	9	7	7	9	9	8		
2:45 PM	6	6	4	6	2	5		
3:00 PM	2	3	5	5	8	5		
3:15 PM	4	6	4	4	7	5		
3:30 PM	7	4	4	5	4	5		
3:45 PM	2	7	4	5	5	5		
4:00 PM	3	5	3	3	3	3		
4:15 PM	6	7	4	4	3	5		
4:30 PM	6	4	3	2	5	4		
4:45 PM	4	5	5	3	5	4		
5:00 PM	3	2	4	4	2	3		
5:15 PM	2	5	4	1	5	3		
5:30 PM	2	0	4	3	4	3		
5:45 PM	3	5	4	1	3	3		
Day Total								
% Weekday Average								
% Week Average								
AM Peak Volume								
PM Peak Volume								
<i>Comments:</i>								

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 30 2017		
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Average Weekday Profile	
6:00 PM	2	1	5	4	2	3		
6:15 PM	2	1	1	2	0	1		
6:30 PM	2	0	0	0	0	0		
6:45 PM	1	1	0	1	1	1		
7:00 PM	1	0	1	1	0	1		
7:15 PM	1	0	0	1	0	0		
7:30 PM	2	1	0	0	0	1		
7:45 PM	0	1	2	1	0	1		
8:00 PM	0	0	0	1	0	0		
8:15 PM	0	0	0	0	0	0		
8:30 PM	1	0	1	1	0	1		
8:45 PM	1	0	0	1	0	0		
9:00 PM	1	1	1	1	1	1		
9:15 PM	0	0	0	0	0	0		
9:30 PM	0	0	0	0	0	0		
9:45 PM	1	0	0	0	0	0		
10:00 PM	1	0	0	1	1	1		
10:15 PM	0	1	2	0	0	1		
10:30 PM	0	0	0	0	0	0		
10:45 PM	0	0	0	0	0	0		
11:00 PM	0	0	0	0	0	0		
11:15 PM	0	0	0	1	0	0		
11:30 PM	0	0	0	0	0	0		
11:45 PM	0	0	0	0	0	0		
Day Total	1984	2186	2141	2009	1437	1950		
% Weekday Average	101.7%	112.1%	109.8%	103.0%	73.7%			
% Week Average								
AM Peak Volume	8:30 AM 174	8:30 AM 186	8:30 AM 181	8:45 AM 178	8:30 AM 102	8:30 AM 158		
PM Peak Volume	12:00 PM 12	12:45 PM 17	1:00 PM 18	12:15 PM 17	12:45 PM 16	12:45 PM 14		
<i>Comments:</i>								






LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			0	0	0	
12:15 AM			0	0	0	
12:30 AM			1	0	1	
12:45 AM			0	0	0	
1:00 AM			0	0	0	
1:15 AM			0	0	0	
1:30 AM			0	0	0	
1:45 AM			0	0	0	
2:00 AM			0	0	0	
2:15 AM			0	0	0	
2:30 AM			0	0	0	
2:45 AM			0	0	0	
3:00 AM			0	0	0	
3:15 AM			0	0	0	
3:30 AM			0	0	0	
3:45 AM			0	0	0	
4:00 AM			0	0	0	
4:15 AM			0	0	0	
4:30 AM			0	0	0	
4:45 AM			0	0	0	
5:00 AM			0	0	0	
5:15 AM			0	0	0	
5:30 AM			0	0	0	
5:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 AM			0	0	0	
6:15 AM			1	0	1	
6:30 AM			0	0	0	
6:45 AM			0	1	1	
7:00 AM			0	1	1	
7:15 AM			0	0	0	
7:30 AM			0	0	0	
7:45 AM			0	0	0	
8:00 AM			0	0	0	
8:15 AM			0	0	0	
8:30 AM			0	0	0	
8:45 AM			0	0	0	
9:00 AM			0	0	0	
9:15 AM			0	0	0	
9:30 AM			0	0	0	
9:45 AM			0	0	0	
10:00 AM			0	0	0	
10:15 AM			0	1	1	
10:30 AM			0	0	0	
10:45 AM			0	1	1	
11:00 AM			1	0	1	
11:15 AM			0	0	0	
11:30 AM			0	0	0	
11:45 AM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 PM			0	0	0	
12:15 PM			0	0	0	
12:30 PM			0	0	0	
12:45 PM			0	0	0	
1:00 PM			0	0	0	
1:15 PM			0	0	0	
1:30 PM			0	0	0	
1:45 PM			0	1	1	
2:00 PM			0	0	0	
2:15 PM			0	0	0	
2:30 PM			0	0	0	
2:45 PM			1	0	1	
3:00 PM			0	0	0	
3:15 PM			0	0	0	
3:30 PM			0	0	0	
3:45 PM			0	0	0	
4:00 PM			0	0	0	
4:15 PM			1	0	1	
4:30 PM			0	0	0	
4:45 PM			0	0	0	
5:00 PM			0	0	0	
5:15 PM			0	0	0	
5:30 PM			0	0	0	
5:45 PM			0	0	0	
Day Total						
% Weekday Average						
% Week Average						
AM Peak Volume						
PM Peak Volume						
<i>Comments:</i>						

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD				QC JOB #: 14250403 DIRECTION: SB DATE: Mar 25 2017 - Mar 26 2017		
Start Time			Sat 25-Mar-17	Sun 26-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
6:00 PM			0	0	0	
6:15 PM			0	0	0	
6:30 PM			0	0	0	
6:45 PM			0	0	0	
7:00 PM			0	0	0	
7:15 PM			0	0	0	
7:30 PM			0	0	0	
7:45 PM			0	1	1	
8:00 PM			0	0	0	
8:15 PM			0	0	0	
8:30 PM			0	0	0	
8:45 PM			0	0	0	
9:00 PM			0	0	0	
9:15 PM			0	0	0	
9:30 PM			0	0	0	
9:45 PM			0	1	1	
10:00 PM			0	1	1	
10:15 PM			1	0	1	
10:30 PM			0	0	0	
10:45 PM			0	0	0	
11:00 PM			0	0	0	
11:15 PM			0	0	0	
11:30 PM			0	1	1	
11:45 PM			0	0	0	
Day Total			6	9	15	
% Weekday Average						
% Week Average			40.0%	60.0%		
AM Peak			12:30 AM	6:45 AM	12:30 AM	
Volume			1	1	1	
PM Peak			2:45 PM	1:45 PM	1:45 PM	
Volume			1	1	1	
<i>Comments:</i>						

LOCATION: Dahlgren Road Security Checkpoint SPECIFIC LOCATION: Dahlgren Road Security Checkpoint CITY/STATE: Silver Spring, MD						QC JOB #: 14250403 DIRECTION: SB DATE: Mar 24 2017 - Mar 30 2017				
Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 AM	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	1	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	
1:00 AM	0	0	0	0	0	0	0	0	0	
1:15 AM	0	0	0	0	1	0	0	0	0	
1:30 AM	0	0	0	0	1	0	0	0	0	
1:45 AM	0	1	0	0	0	0	0	0	0	
2:00 AM	0	0	0	0	1	0	0	0	0	
2:15 AM	0	0	0	0	0	0	0	0	0	
2:30 AM	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	
3:00 AM	0	0	0	0	0	0	0	0	0	
3:15 AM	0	0	0	0	0	0	0	0	0	
3:30 AM	0	0	0	0	0	0	0	0	0	
3:45 AM	0	1	0	0	0	0	0	0	0	
4:00 AM	0	1	0	0	1	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	
4:30 AM	1	1	1	1	1	1	0	0	1	
4:45 AM	0	0	0	0	0	0	0	0	0	
5:00 AM	2	2	4	1	2	2	0	0	2	
5:15 AM	5	2	1	4	4	3	0	0	2	
5:30 AM	8	12	10	10	11	10	0	0	7	
5:45 AM	18	23	24	17	19	20	0	0	14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
<i>Comments:</i>										

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 AM	16	22	25	27	28	24	0	0	17	
6:15 AM	50	49	38	42	23	40	1	0	29	
6:30 AM	46	58	49	61	53	53	0	0	38	
6:45 AM	81	85	98	84	66	83	0	1	59	
7:00 AM	85	106	92	100	58	88	0	1	63	
7:15 AM	94	126	132	96	66	103	0	0	73	
7:30 AM	120	139	143	142	76	124	0	0	89	
7:45 AM	128	147	149	131	94	130	0	0	93	
8:00 AM	160	183	163	163	92	152	0	0	109	
8:15 AM	139	160	144	149	98	138	0	0	99	
8:30 AM	174	186	181	148	102	158	0	0	113	
8:45 AM	165	181	158	178	100	156	0	0	112	
9:00 AM	117	132	135	124	80	118	0	0	84	
9:15 AM	117	114	146	114	74	113	0	0	81	
9:30 AM	112	103	78	79	66	88	0	0	63	
9:45 AM	64	62	40	58	41	53	0	0	38	
10:00 AM	34	45	39	41	32	38	0	0	27	
10:15 AM	20	16	17	8	14	15	0	1	11	
10:30 AM	13	9	21	8	16	13	0	0	10	
10:45 AM	8	9	10	6	7	8	0	1	6	
11:00 AM	9	7	16	13	9	11	1	0	8	
11:15 AM	10	8	10	8	11	9	0	0	7	
11:30 AM	13	10	11	11	9	11	0	0	8	
11:45 AM	5	11	18	10	10	11	0	0	8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

QC JOB #: 14250403
DIRECTION: SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
12:00 PM	12	8	8	9	11	10	0	0	7	
12:15 PM	7	16	12	17	13	13	0	0	9	
12:30 PM	7	15	12	11	8	11	0	0	8	
12:45 PM	11	17	11	13	16	14	0	0	10	
1:00 PM	11	7	18	10	11	11	0	0	8	
1:15 PM	10	11	10	13	8	10	0	0	7	
1:30 PM	11	13	18	11	11	13	0	0	9	
1:45 PM	6	6	12	5	12	8	0	1	6	
2:00 PM	11	3	7	5	6	6	0	0	5	
2:15 PM	9	6	8	10	5	8	0	0	5	
2:30 PM	9	7	7	9	9	8	0	0	6	
2:45 PM	6	6	4	6	2	5	1	0	4	
3:00 PM	2	3	5	5	8	5	0	0	3	
3:15 PM	4	6	4	4	7	5	0	0	4	
3:30 PM	7	4	4	5	4	5	0	0	3	
3:45 PM	2	7	4	5	5	5	0	0	3	
4:00 PM	3	5	3	3	3	3	0	0	2	
4:15 PM	6	7	4	4	3	5	1	0	4	
4:30 PM	6	4	3	2	5	4	0	0	3	
4:45 PM	4	5	5	3	5	4	0	0	3	
5:00 PM	3	2	4	4	2	3	0	0	2	
5:15 PM	2	5	4	1	5	3	0	0	2	
5:30 PM	2	0	4	3	4	3	0	0	2	
5:45 PM	3	5	4	1	3	3	0	0	2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										

Comments:

LOCATION: Dahlgren Road Security Checkpoint
SPECIFIC LOCATION: Dahlgren Road Security Checkpoint
CITY/STATE: Silver Spring, MD

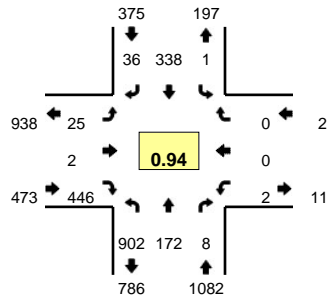
QC JOB #: 14250403
DIRECTION: SB
DATE: Mar 24 2017 - Mar 30 2017

Start Time	Mon 27-Mar-17	Tue 28-Mar-17	Wed 29-Mar-17	Thu 30-Mar-17	Fri 24-Mar-17	Average Weekday Hourly Traffic	Sat 25-Mar-17	Sun 26-Mar-17	Average Week Hourly Traffic	Average Week Profile
6:00 PM	2	1	5	4	2	3	0	0	2	
6:15 PM	2	1	1	2	0	1	0	0	1	
6:30 PM	2	0	0	0	0	0	0	0	0	
6:45 PM	1	1	0	1	1	1	0	0	1	
7:00 PM	1	0	1	1	0	1	0	0	0	
7:15 PM	1	0	0	1	0	0	0	0	0	
7:30 PM	2	1	0	0	0	1	0	0	0	
7:45 PM	0	1	2	1	0	1	0	1	1	
8:00 PM	0	0	0	1	0	0	0	0	0	
8:15 PM	0	0	0	0	0	0	0	0	0	
8:30 PM	1	0	1	1	0	1	0	0	0	
8:45 PM	1	0	0	1	0	0	0	0	0	
9:00 PM	1	1	1	1	1	1	0	0	1	
9:15 PM	0	0	0	0	0	0	0	0	0	
9:30 PM	0	0	0	0	0	0	0	0	0	
9:45 PM	1	0	0	0	0	0	0	1	0	
10:00 PM	1	0	0	1	1	1	0	1	1	
10:15 PM	0	1	2	0	0	1	1	0	1	
10:30 PM	0	0	0	0	0	0	0	0	0	
10:45 PM	0	0	0	0	0	0	0	0	0	
11:00 PM	0	0	0	0	0	0	0	0	0	
11:15 PM	0	0	0	1	0	0	0	0	0	
11:30 PM	0	0	0	0	0	0	0	1	0	
11:45 PM	0	0	0	0	0	0	0	0	0	
Day Total	1984	2186	2141	2009	1437	1950	6	9	1396	
% Weekday Average	101.7%	112.1%	109.8%	103.0%	73.7%					
% Week Average	142.1%	156.6%	153.4%	143.9%	102.9%	139.7%	0.4%	0.6%		
AM Peak	8:30 AM	8:30 AM	8:30 AM	8:45 AM	8:30 AM	8:30 AM	12:30 AM	6:45 AM	8:30 AM	
Volume	174	186	181	178	102	158	1	1	113	
PM Peak	12:00 PM	12:45 PM	1:00 PM	12:15 PM	12:45 PM	12:45 PM	2:45 PM	1:45 PM	12:45 PM	
Volume	12	17	18	17	16	14	1	1	10	

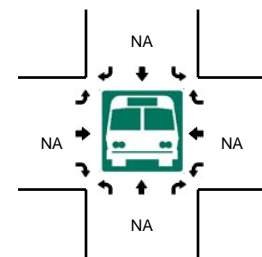
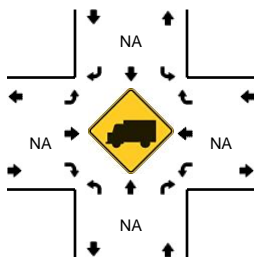
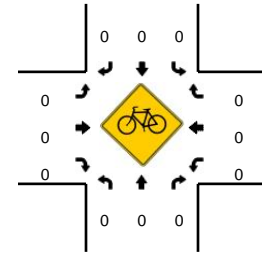
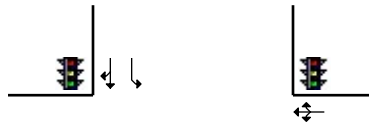
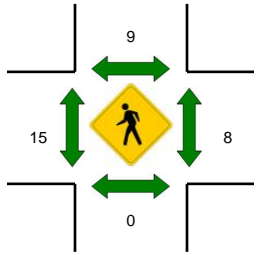
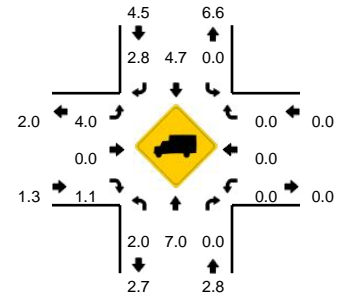
Comments:

LOCATION: Beltsville Dr -- Calverton Blvd
CITY/STATE: Calverton, MD

QC JOB #: 14250406
DATE: Tue, Mar 28 2017



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

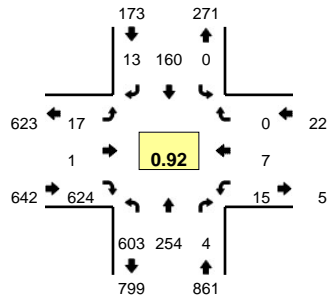


15-Min Count Period Beginning At	Beltsville Dr (Northbound)				Beltsville Dr (Southbound)				Calverton Blvd (Eastbound)				Calverton Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	95	15	0	0	0	43	2	0	1	0	64	0	0	0	0	0	220	
6:15 AM	171	11	0	0	0	34	2	0	0	0	76	0	0	0	0	0	294	
6:30 AM	151	22	1	0	0	46	3	0	1	0	73	0	0	0	0	0	297	
6:45 AM	165	19	0	0	0	37	2	0	2	0	92	0	0	0	0	0	317	1128
7:00 AM	198	42	0	0	0	54	4	0	3	0	86	0	0	0	0	0	387	1295
7:15 AM	157	54	2	0	0	89	11	0	1	0	114	0	1	0	1	0	430	1431
7:30 AM	194	64	0	0	0	113	10	0	10	0	93	0	0	0	0	0	484	1618
7:45 AM	213	41	0	0	0	101	14	0	9	0	134	0	0	0	0	0	512	1813
8:00 AM	240	36	3	0	1	59	7	0	3	0	123	0	1	0	0	0	473	1899
8:15 AM	255	31	5	0	0	65	5	0	3	2	96	0	1	0	0	0	463	1932
8:30 AM	220	40	3	0	0	65	6	0	2	0	117	0	0	0	0	0	453	1901
8:45 AM	177	27	1	0	0	56	4	0	0	1	94	0	0	0	0	0	360	1749
9:00 AM	126	28	5	0	1	44	1	0	1	1	91	0	2	1	0	0	301	1577
9:15 AM	134	24	4	0	0	39	4	0	3	0	104	0	0	0	0	0	312	1426
9:30 AM	111	30	3	0	0	40	2	0	4	1	104	0	0	0	0	0	295	1268
9:45 AM	115	19	2	0	0	33	1	0	0	0	92	0	1	0	0	0	263	1171
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	852	164	0	0	0	404	56	0	36	0	536	0	0	0	0	0	2048	
Heavy Trucks	12	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	20	
Pedestrians		0				4				8				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

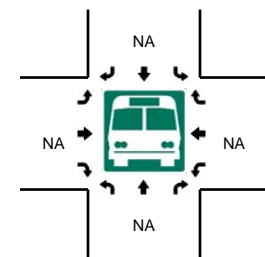
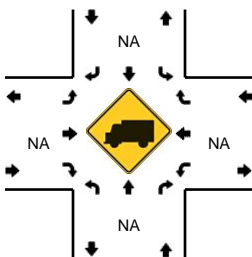
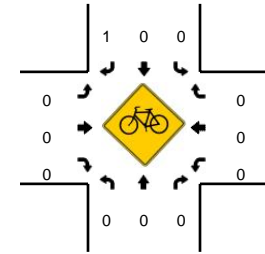
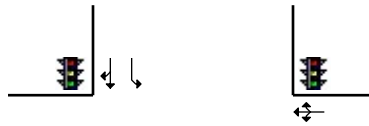
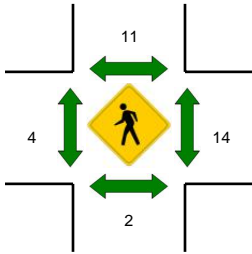
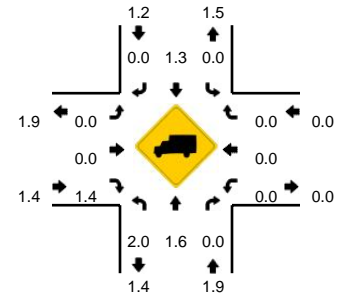
Comments:

LOCATION: Beltsville Dr -- Calverton Blvd
CITY/STATE: Calverton, MD

QC JOB #: 14250407
DATE: Tue, Mar 28 2017



Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Beltsville Dr (Northbound)				Beltsville Dr (Southbound)				Calverton Blvd (Eastbound)				Calverton Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	132	39	0	0	0	40	3	0	5	0	123	0	0	0	0	0	342	
3:15 PM	129	64	1	0	0	34	2	0	2	0	127	0	1	0	0	0	360	
3:30 PM	137	54	1	0	0	46	5	0	5	0	109	0	1	1	0	0	359	
3:45 PM	157	49	0	0	0	38	3	0	6	1	101	0	2	0	0	0	357	1418
4:00 PM	154	56	2	0	0	29	4	0	2	0	129	0	2	0	0	0	378	1454
4:15 PM	143	51	1	0	0	40	3	0	1	1	141	0	2	0	0	0	383	1477
4:30 PM	138	55	0	0	0	33	3	0	4	0	144	0	2	0	0	0	379	1497
4:45 PM	155	63	0	0	0	25	4	0	0	0	145	0	3	0	0	0	395	1535
5:00 PM	155	69	2	0	0	56	2	0	7	0	158	0	9	5	0	0	463	1620
5:15 PM	143	58	2	0	0	39	3	0	3	0	157	0	2	1	0	0	408	1645
5:30 PM	150	64	0	0	0	40	4	0	7	1	164	0	1	1	0	0	432	1698
5:45 PM	141	73	0	0	0	35	4	0	2	3	102	0	1	2	1	0	364	1667
6:00 PM	105	57	5	0	1	30	5	0	6	2	86	0	1	0	0	0	298	1502
6:15 PM	153	61	1	0	1	35	6	0	10	2	85	0	3	0	3	0	360	1454
6:30 PM	96	48	2	0	0	29	0	0	1	5	78	0	0	0	0	0	259	1281
6:45 PM	104	59	1	0	0	24	6	0	4	0	95	0	1	0	0	0	294	1211
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	620	276	8	0	0	224	8	0	28	0	632	0	36	20	0	0	1852	
Heavy Trucks	12	0	0		0	4	0		0	0	12		0	0	0		28	
Pedestrians		0				40				0				40			80	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

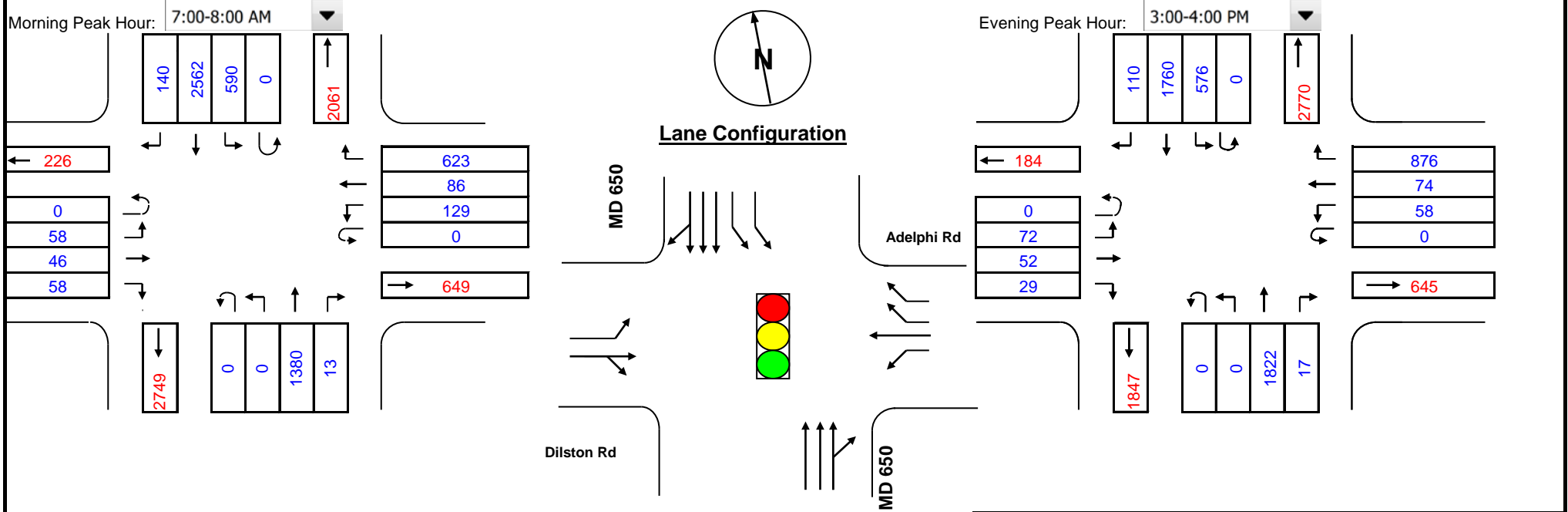
Location: MD 650 at Adelphi

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options for the intersection]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1393	0.37	515	354	869			NB	1839	0.37	680	346	1026	*
	SB	2702	0.37	1000	0	1000	*		SB	1870	0.37	692	0	692	
	EB	104	1.00	104	129	233	*		EB	81	1.00	81	58	139	
	WB	269	0.53	143	58	201			WB	530	0.53	281	72	353	*

Remarks:	* Critical volume	Total	1233	Remarks:	* Critical volume	Total	1379
	Level of service (V/C)		0.77		Level of service (V/C)		0.86
			C				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

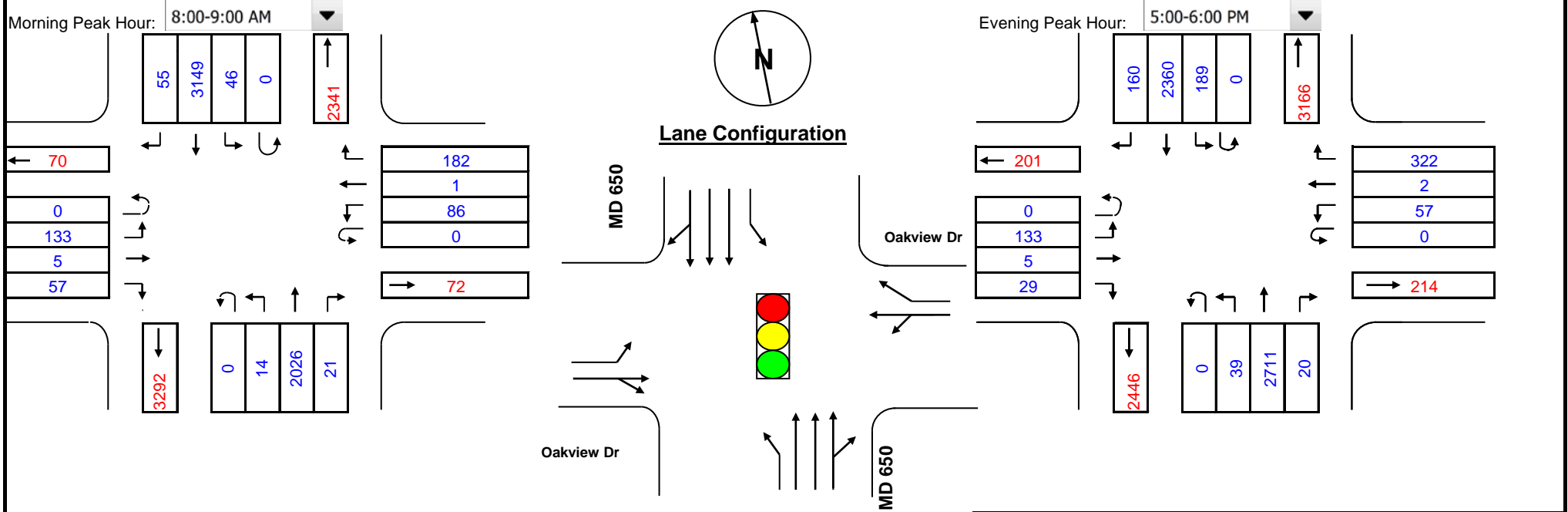
Location: MD 650 at Oakview

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options for the intersection]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2047	0.37	757	46	803			NB	2731	0.37	1010	189	1199	*
	SB	3204	0.37	1185	14	1199	*		SB	2520	0.37	932	39	971	
	EB	62	1.00	62	86	148			EB	34	1.00	34	57	91	
	WB	136	1.00	136	133	269	*		WB	133	1.00	133	133	266	*

Remarks: * Critical volume Total 1468 Level of service (V/C) 0.92 E

Remarks: * Critical volume Total 1465 Level of service (V/C) 0.92 E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 1/13/2015

Location: MD 650 at Elton and 495 Ramps

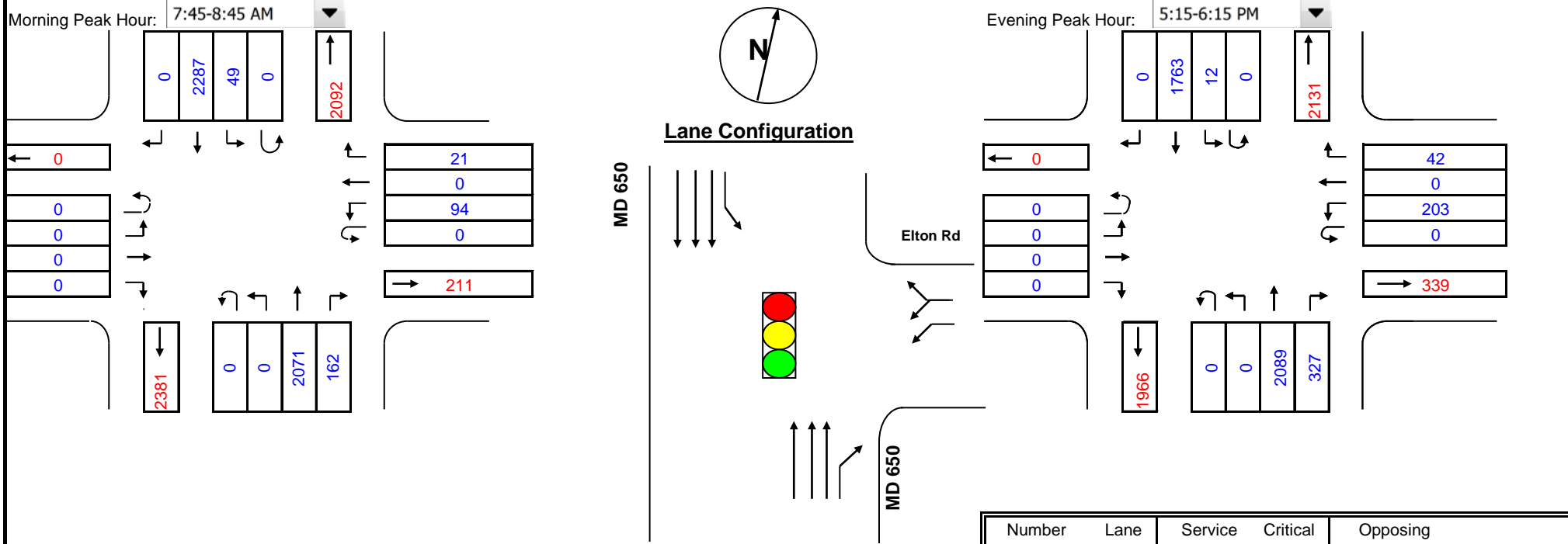
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 5:15-6:15 PM



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2071	0.37	766	49	815			NB	2089	0.37	773	12	785	*
	SB	2287	0.37	846	0	846	*		SB	1763	0.37	652	0	652	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	115	0.60	69	0	69	*		WB	245	0.60	147	0	147	*

Remarks:	* Critical volume	Total	915	Remarks:	* Critical volume	Total	932
	Level of service (V/C)		0.57		Level of service (V/C)		0.58
			A				A

Count Date:

Location: MD 650 (New Hampshire Ave) at Powder Mill Rd

Conditions: Existing

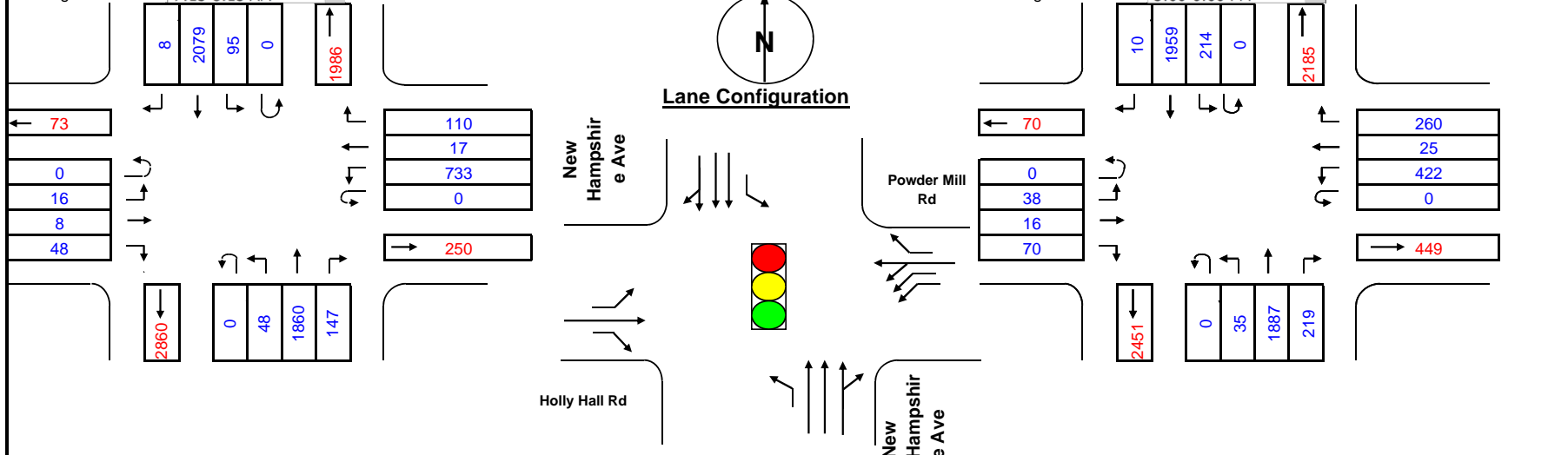
Design Year:

Computed by: RS

Date 5/25/2016

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2007	0.37	743	95	838	*		NB	2106	0.37	779	214	993	*
	SB	2087	0.37	772	48	820	*		SB	1969	0.37	729	35	764	*
	EB	48	1.00	48		48	*		EB	70	1.00	70		70	*
	WB	750	0.37	278		278	*		WB	447	0.37	165		165	*

Remarks: * Critical volume Total **1163** Level of service (V/C) **0.73** **C** Remarks: * Critical volume Total **1229** Level of service (V/C) **0.77** **C**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 1/29/2015

Location: MD 650 at Chalmers Rd

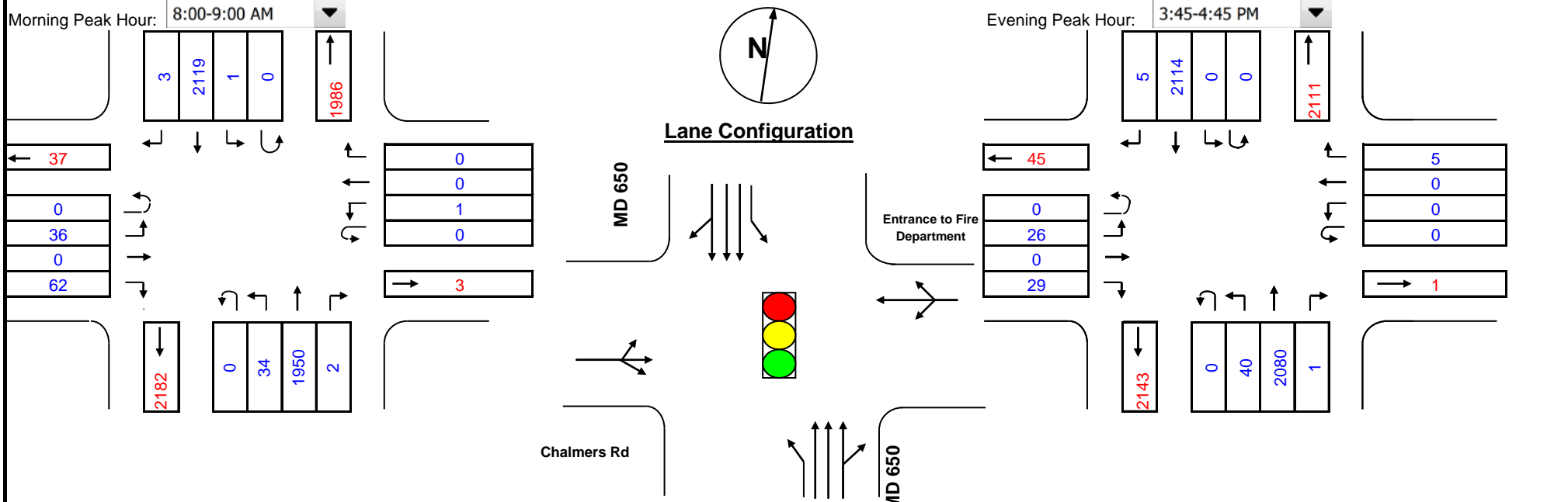
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 3:45-4:45 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1952	0.37	722	1	723			NB	2081	0.37	770	0	770	
	SB	2122	0.37	785	34	819	*		SB	2119	0.37	784	40	824	*
	EB	102	1.00	102	1	103	*		EB	58	1.00	58	0	58	*
	WB	1	1.00	1	36	37			WB	5	1.00	5	26	31	

Remarks:	* Critical volume	Total	922	Remarks:	* Critical volume	Total	882
	Level of service (V/C)		0.58		Level of service (V/C)		0.55
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: New Hampshire Ave at Mahan/Schindler

Conditions: Existing

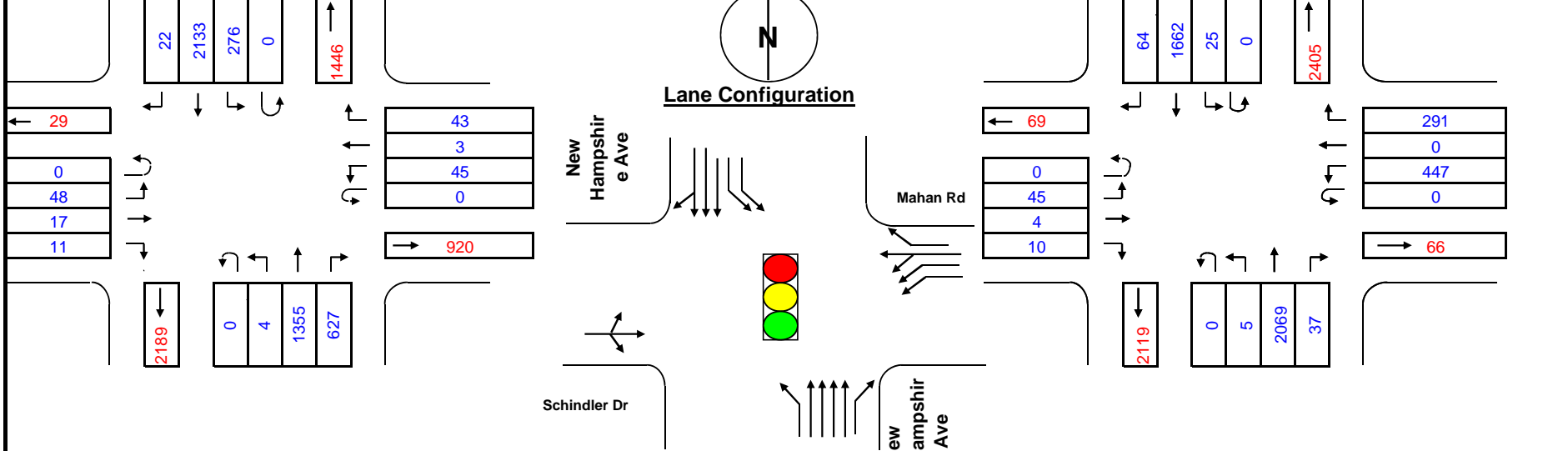
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing

East/West
 North/South
 None

Inx. Control

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1355	0.30	407	166	572	*		NB	2069	0.30	621	15	636	*
	SB	2155	0.37	797	4	801	*		SB	1726	0.37	639	5	644	*
	EB	76	1.00	76		76	*		EB	59	1.00	59		59	*
	WB	48	0.37	18		18	*		WB	276	1.00	276		276	*

Remarks: * Critical volume Total **895**
Level of service (V/C) **0.56** **A**

Remarks: * Critical volume Total **979**
Level of service (V/C) **0.61** **A**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

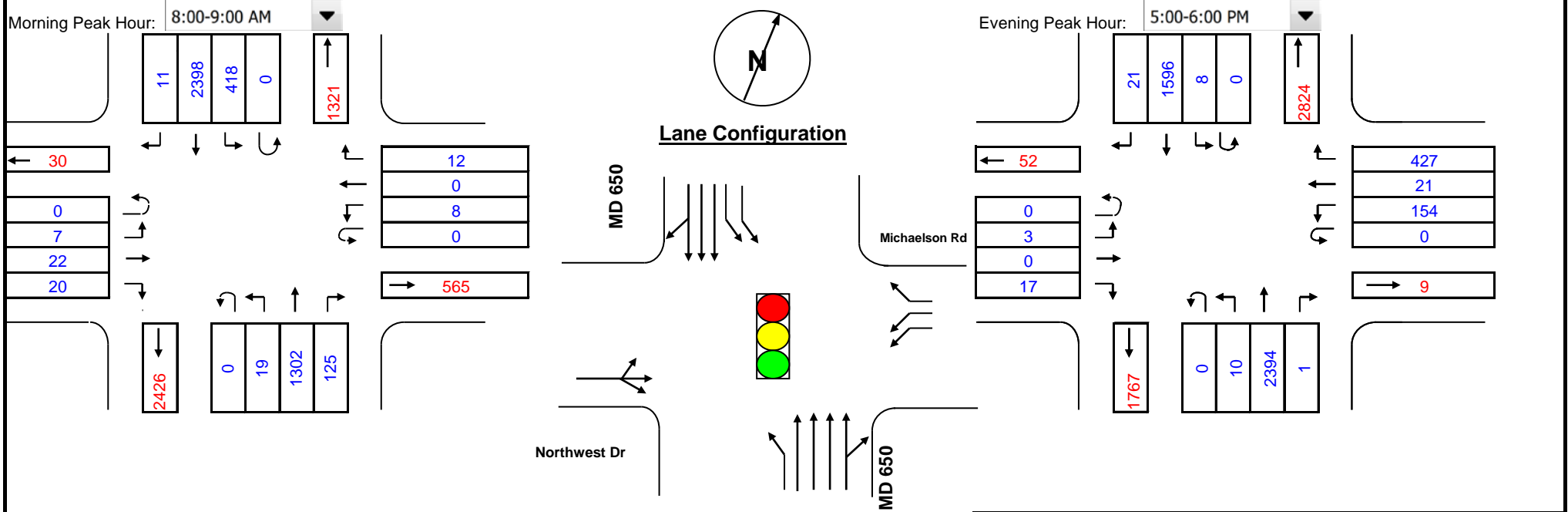
Location: MD 650 at Michaelson and Northwest

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1427	0.30	428	251	679			NB	2395	0.30	719	5	723	*
	SB	2409	0.37	891	19	910	*		SB	1617	0.37	598	10	608	
	EB	50	1.00	50	5	55	*		EB	23	1.00	23	92	115	
	WB	12	1.00	12	7	19			WB	448	1.00	448	3	451	*

Remarks:	* Critical volume	Total	965	Remarks:	* Critical volume	Total	1174
	Level of service (V/C)		0.60		Level of service (V/C)		0.73
			A				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 650 (New Hampshire Ave) at Lockwood Dr

Conditions: Existing

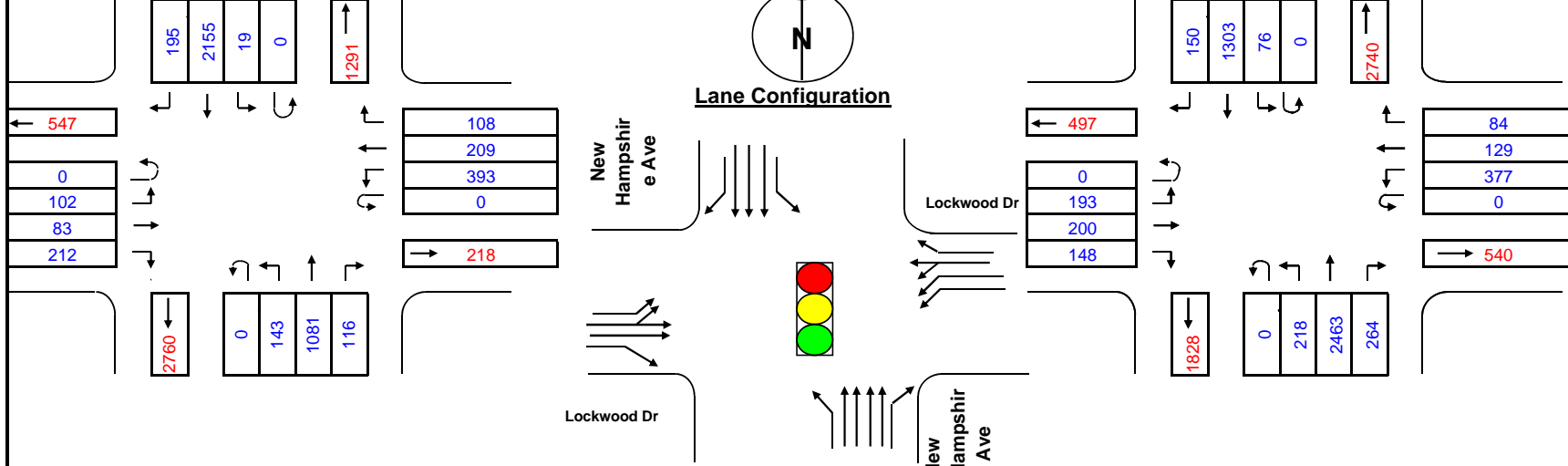
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RTOR/Overlap

Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing

East/West
 North/South
 None

Inx. Control

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1081	0.30	324	19	343			NB	2463	0.30	739	76	815	*
	SB	2155	0.37	797	143	940	*		SB	1303	0.37	482	218	700	
	EB	69	1.00	69		69	*		EB	393	0.37	145		145	*
	WB	602	0.37	223		223	*		WB	506	0.37	187		187	*

Remarks:	* Critical volume	Total	1232	Remarks:	* Critical volume	Total	1148
	Level of service (V/C)		0.77		Level of service (V/C)		0.72
			C				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

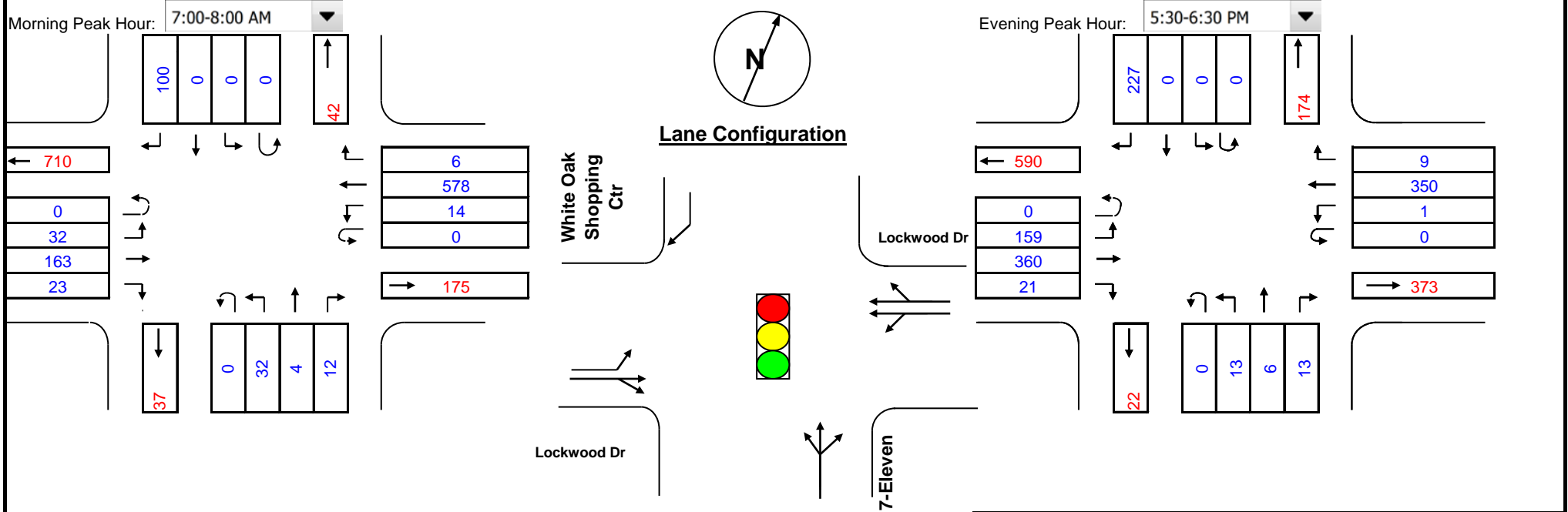
Location: Lockwood Dr at White Oak Shopping Ctr

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap

Split Phasing

Inx. Control

Northbound
 Southbound
 Eastbound
 Westbound

East/West
 North/South
 None

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	51	1.00	51	0	51			NB	45	1.00	45	0	45	
	SB	68	1.00	68	32	100	*		SB	68	1.00	68	13	81	*
	EB	186	1.00	186	14	200			EBT	381	1.00	381	1	382	*
	WB	598	0.53	317	32	349	*		WB	360	0.53	191	159	350	

Remarks:	* Critical volume	Total	449	Remarks:	* Critical volume	Total	463
	Level of service (V/C)		0.28		Level of service (V/C)		0.29
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

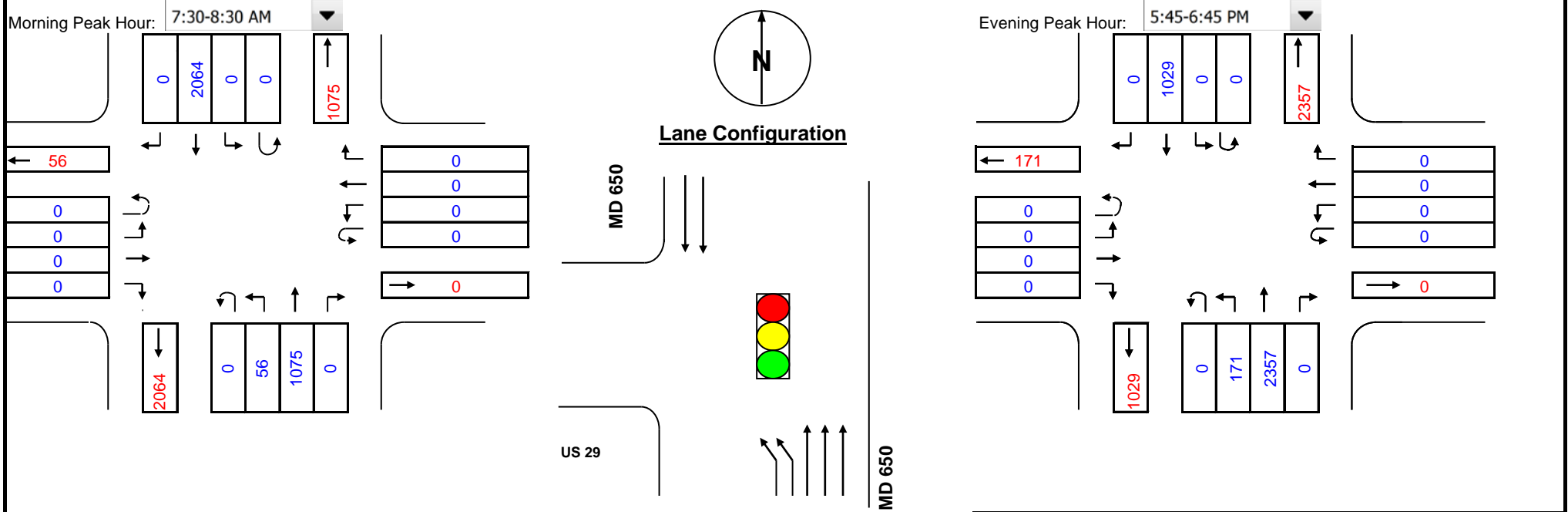
Location: MD 650/ US 29 SB Ramps

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

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RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1075	0.37	398	0	398			NB	2357	0.37	872	0	872	*
	SB	2064	0.53	1094	34	1128	*		SB	1029	0.53	545	103	648	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1128	Remarks:	* Critical volume	Total	872
	Level of service (V/C)		0.70		Level of service (V/C)		0.55
			B				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/11/2014

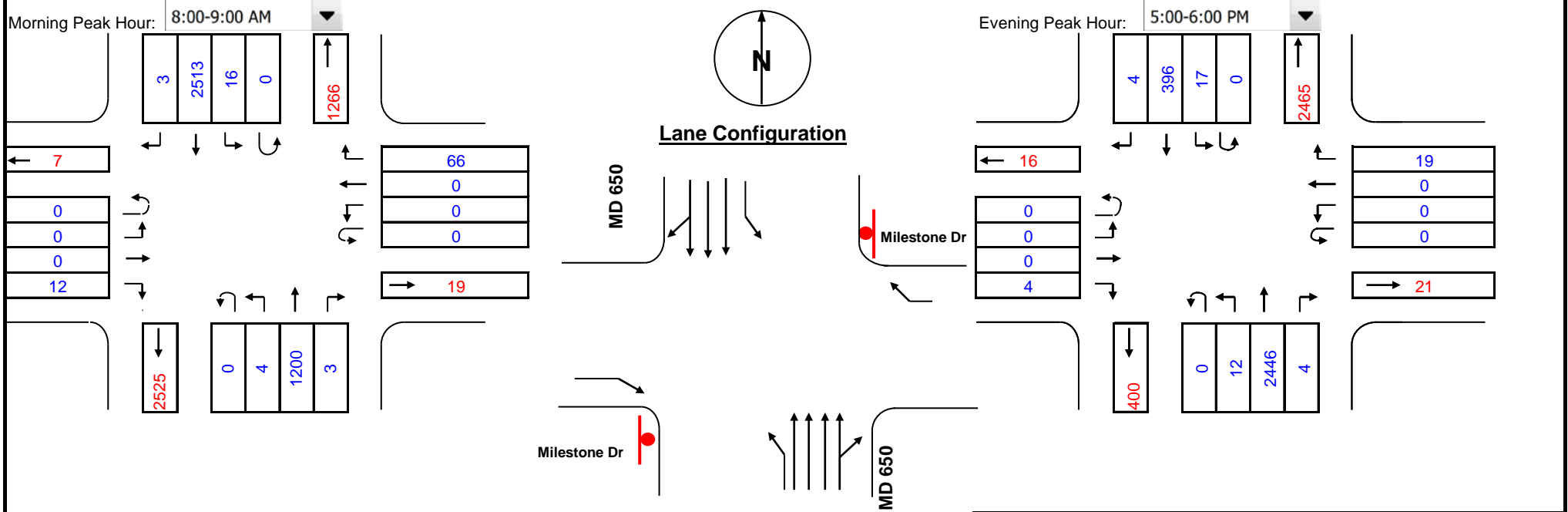
Location: MD 650 at Milestone

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1203	0.30	361	16	377			NB	2450	0.30	735	17	752	*
	SB	2516	0.37	931	4	935	*		SB	400	0.37	148	12	160	
	EB	8	1.00	8	0	8			EB	0	1.00	0	0	0	
	WB	50	1.00	50	0	50	*		WB	2	1.00	2	0	2	*

Remarks: * Critical volume Total 985 Level of service (V/C) 0.62 A

Remarks: * Critical volume Total 754 Level of service (V/C) 0.47 A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/8/2014

Location: MD 650 at Quaint Acres and Heartfields

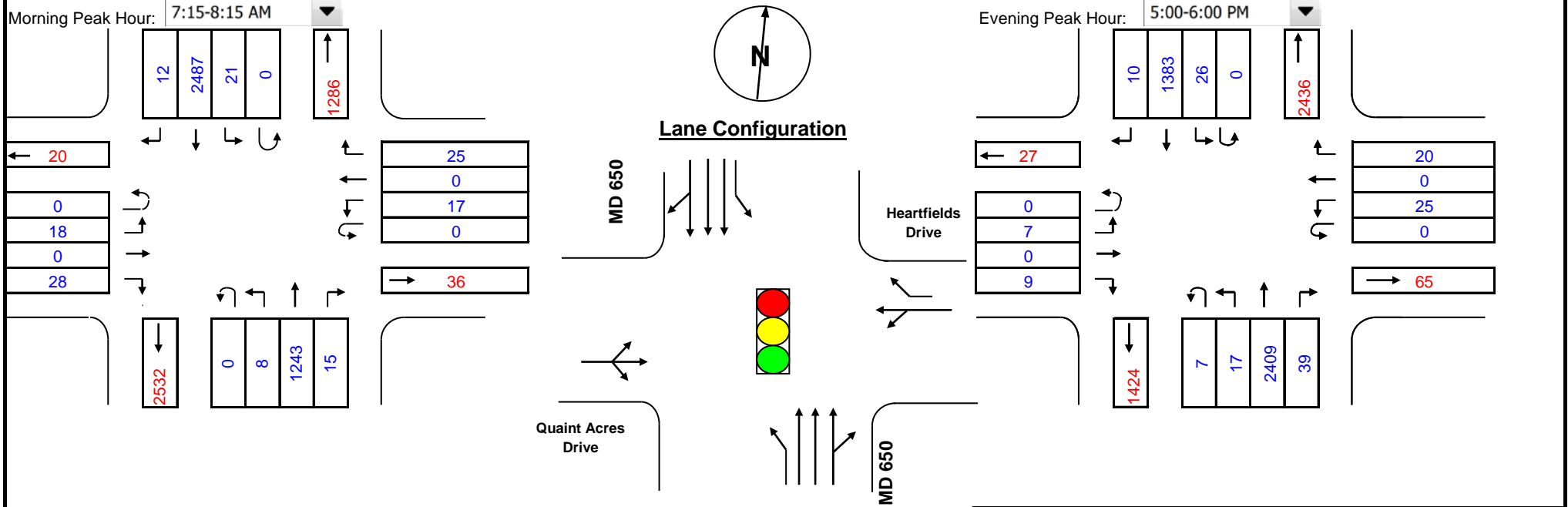
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RTOR/Overlap	Split Phasing	Inx. Control
<input type="checkbox"/> Northbound	<input type="radio"/> East/West	<input checked="" type="radio"/> Signal
<input type="checkbox"/> Southbound	<input type="radio"/> North/South	<input type="radio"/> Stop
<input type="checkbox"/> Eastbound	<input checked="" type="radio"/> None	
<input checked="" type="checkbox"/> Westbound		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1258	0.37	465	21	486			NB	2448	0.37	906	26	932	*
	SB	2499	0.37	925	8	933	*		SB	1393	0.37	515	17	532	
	EB	48	1.00	48	17	65	*		EB	17	1.00	17	25	42	*
	WB	19	1.00	19	18	37			WB	28	1.00	28	7	35	

Remarks:	* Critical volume	Total	997	Remarks:	* Critical volume	Total	973
	Level of service (V/C)		0.62		Level of service (V/C)		0.61
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015

Location: MD 650 at Jackson

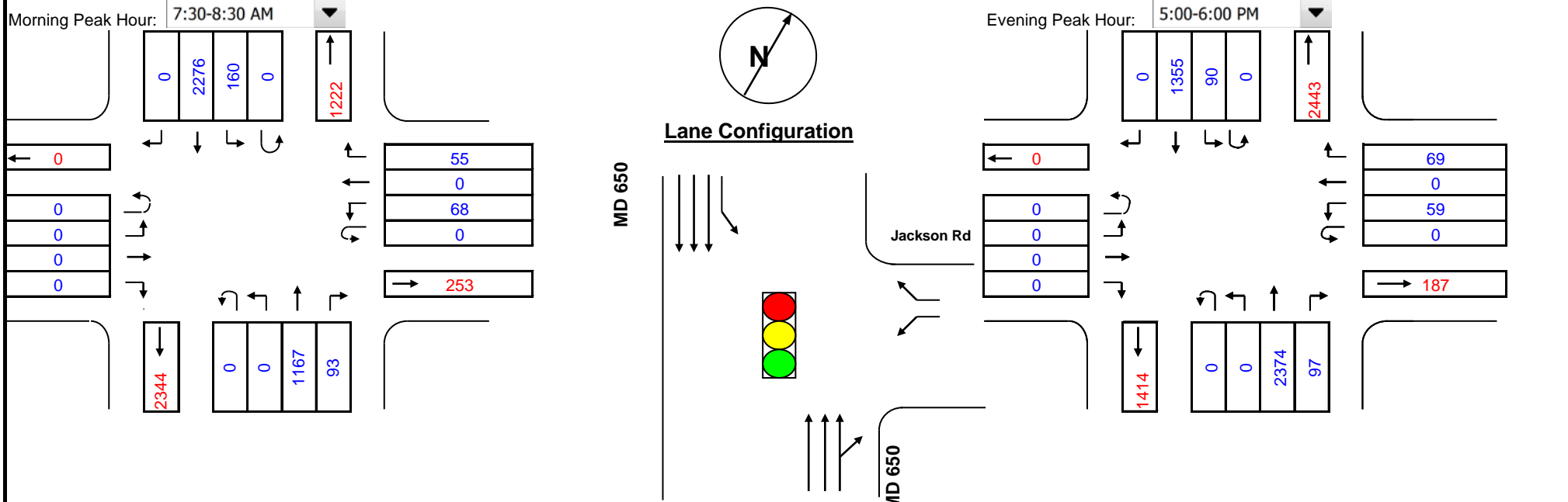
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:30-8:30 AM

Evening Peak Hour: 5:00-6:00 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing:

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1260	0.37	466	160	626			NB	2471	0.37	914	90	1004	*
	SB	2276	0.37	842	0	842	*		SB	1355	0.37	501	0	501	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	68	1.00	68	0	68	*		WB	59	1.00	59	0	59	*

Remarks:	* Critical volume	Total	910	Remarks:	* Critical volume	Total	1063
	Level of service (V/C)		0.57		Level of service (V/C)		0.66
			A				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: US 29 at MD 193 EBL

Conditions: Existing

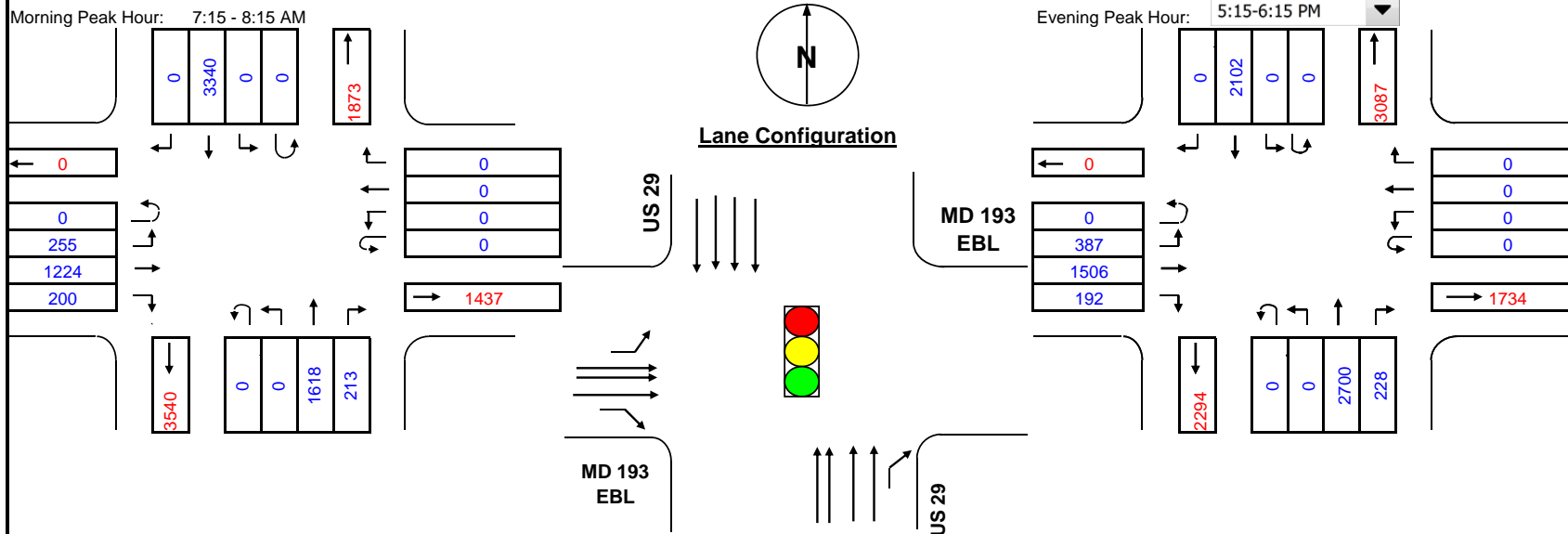
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:15 - 8:15 AM

Evening Peak Hour: 5:15-6:15 PM



Phasing			
<input checked="" type="checkbox"/>	Northbound	<input checked="" type="checkbox"/>	Eastbound
<input type="checkbox"/>	Southbound	<input type="checkbox"/>	Westbound

RTOR/Overlap

Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing

East/West
 North/South
 None

Inx. Control

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
Dbl-Lt = 0.60		E	<= 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1618	0.30	485	0	485			NB	2700	0.30	810	0	810	*
	SB	3340	0.30	1002	0	1002	*		SB	2102	0.30	631	0	631	
	EB	1224	0.37	453	0	453	*		EB	1506	0.37	557	0	557	*
	WB	0	0.00	0	255	255			WB	0	0.00	0	387	387	

Remarks:	* Critical volume	Total	1455	Remarks:	* Critical volume	Total	1367
	Level of service (V/C)		0.91		Level of service (V/C)		0.85
			E				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: US 29 at MD 193 WBL

Conditions: Existing

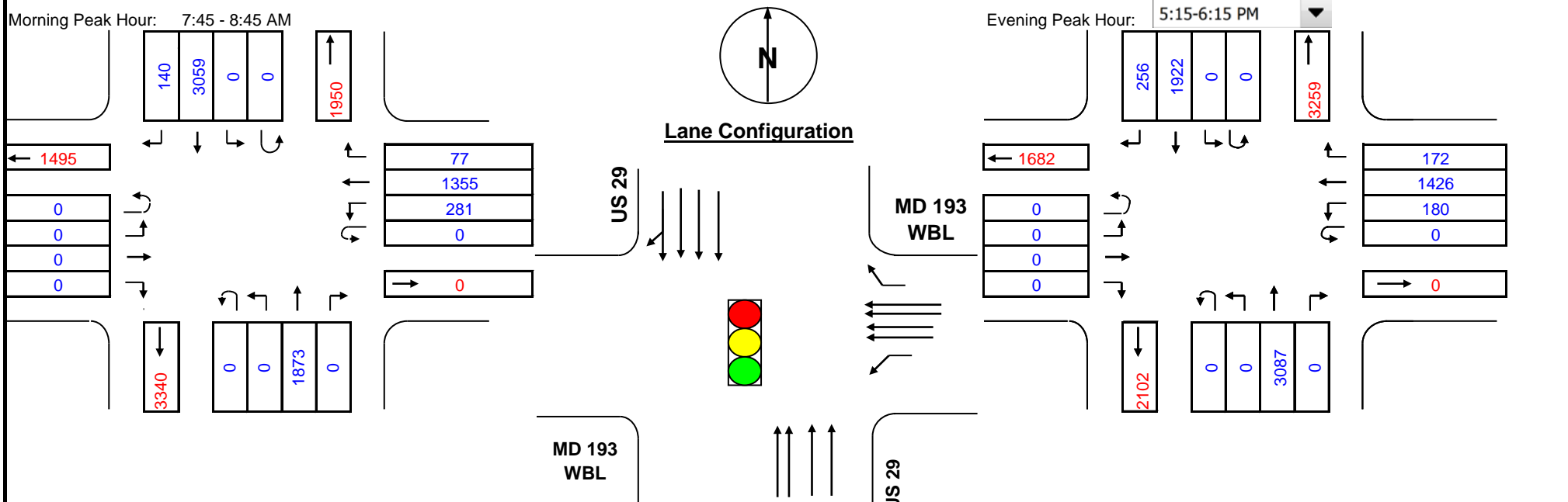
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45 - 8:45 AM

Evening Peak Hour: 5:15-6:15 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: (Northbound/Southbound), (Eastbound/Westbound)

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1873	0.30	562	0	562			NB	3087	0.30	926	0	926	*
	SB	3199	0.30	960	0	960	*		SB	2178	0.30	653	0	653	
	EB	0	0.30	0	281	281			EB	0	0.30	0	180	180	
	WB	1355	0.30	407	0	407	*		WB	1426	0.30	428	0	428	*

Remarks:	* Critical volume	Total	1366	Remarks:	* Critical volume	Total	1354
	Level of service (V/C)		0.85		Level of service (V/C)		0.85
			D				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015

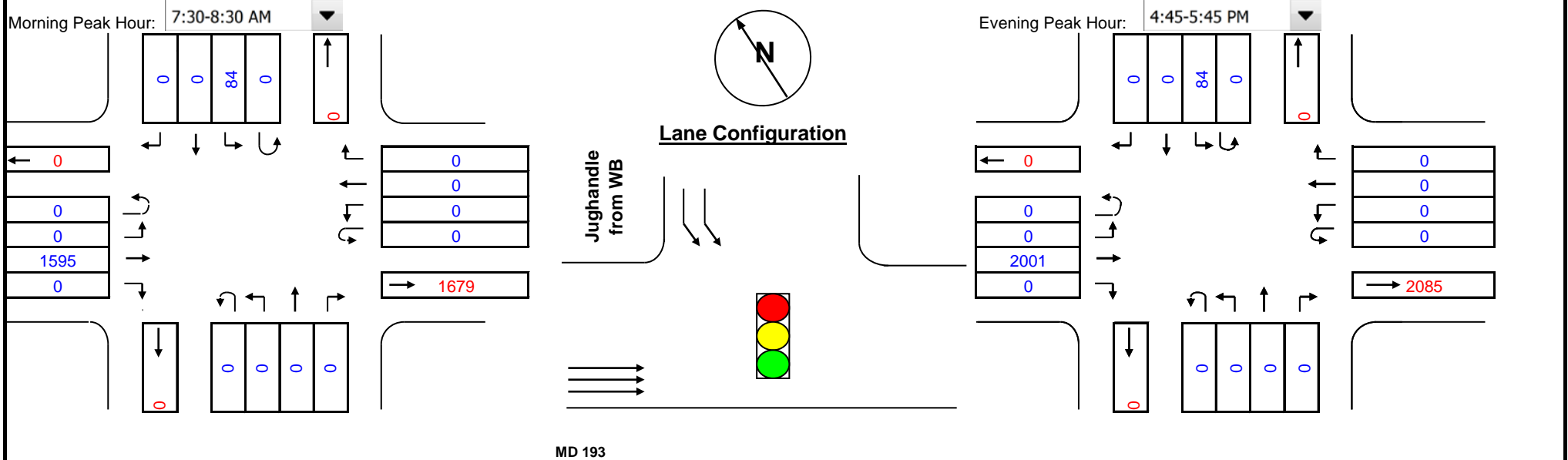
Location: MD 193 EB at Jughandle from WB

Conditions: Existing

Design Year:

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	84	0.60	50	0	50	*		SB	84	0.60	50	0	50	*
	EB	1595	0.37	590	0	590	*		EB	2001	0.37	740	0	740	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	641	Remarks:	* Critical volume	Total	791
	Level of service (V/C)		0.40		Level of service (V/C)		0.49
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

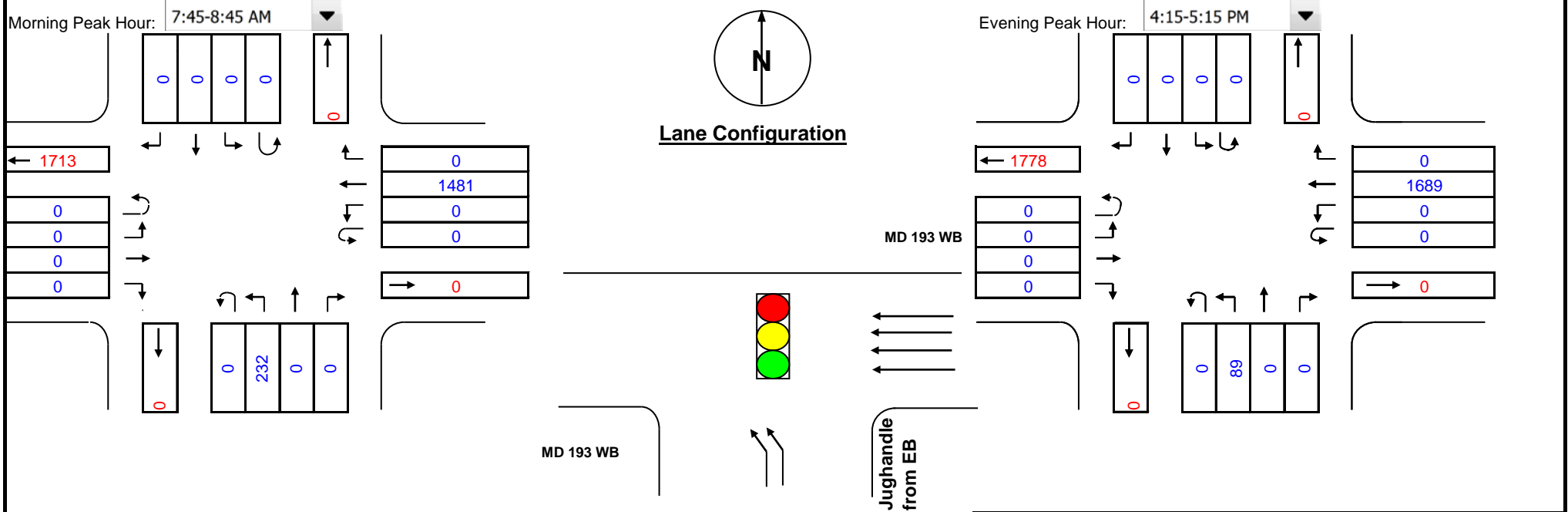
Location: MD 193 WB at Jughandle from EB

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



RTOR/Overlap Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing East/West
 North/South
 None

Inx. Control Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	232	0.60	139	0	139	*		NB	89	0.60	53	0	53	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	1481	0.30	444	0	444	*		WB	1689	0.30	507	0	507	*

Remarks:	* Critical volume	Total	584	Remarks:	* Critical volume	Total	560
	Level of service (V/C)		0.36		Level of service (V/C)		0.35
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/28/2015

Location: US 29 at Lorain Ave

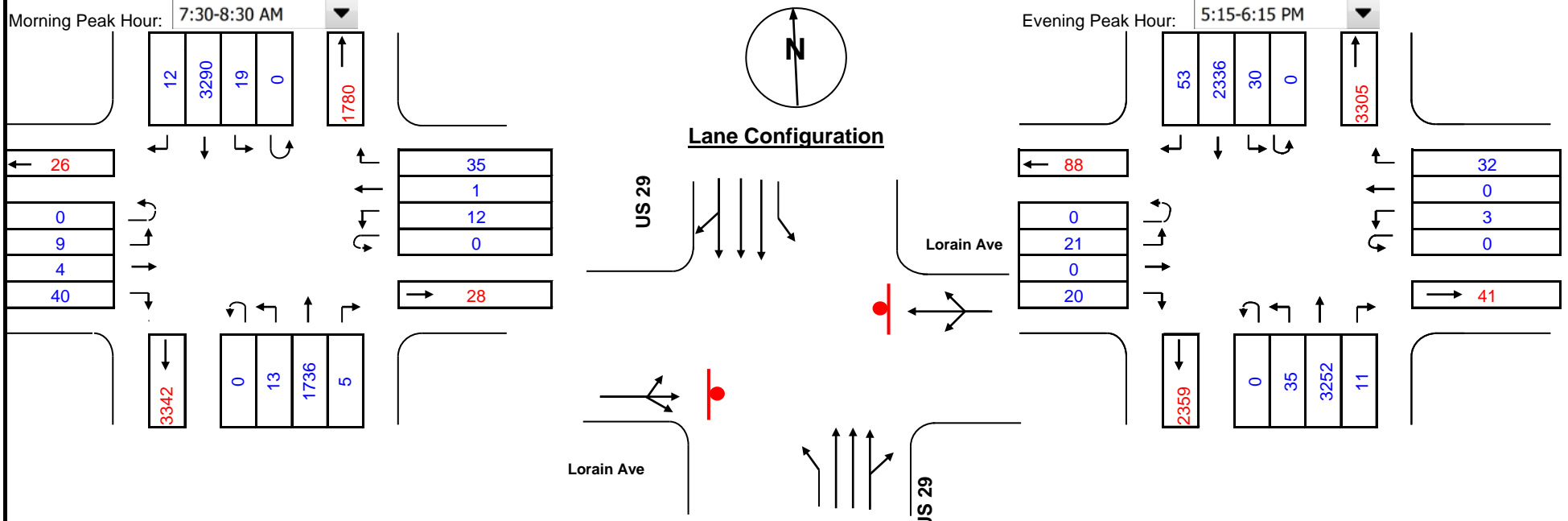
Conditions: Existing

Computed by: NB

Date 5/25/2016

Morning Peak Hour: 7:30-8:30 AM

Evening Peak Hour: 5:15-6:15 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.55	B	≤ 1150	≤ 599	2.0
3	0.40	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1741	0.37	644	19	663			NB	3263	0.37	1207	30	1237	*
	SB	3302	0.37	1222	13	1235	*		SB	2389	0.37	884	35	919	
	EB	54	1.00	54	12	66	*		EB	43	1.00	43	3	46	
	WB	49	1.00	49	9	58			WB	35	1.00	35	21	56	*

Remarks:	* Critical volume	Total	1301	Remarks:	* Critical volume	Total	1294
	Level of service (V/C)		0.81		Level of service (V/C)		0.81
			D				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/24/2014

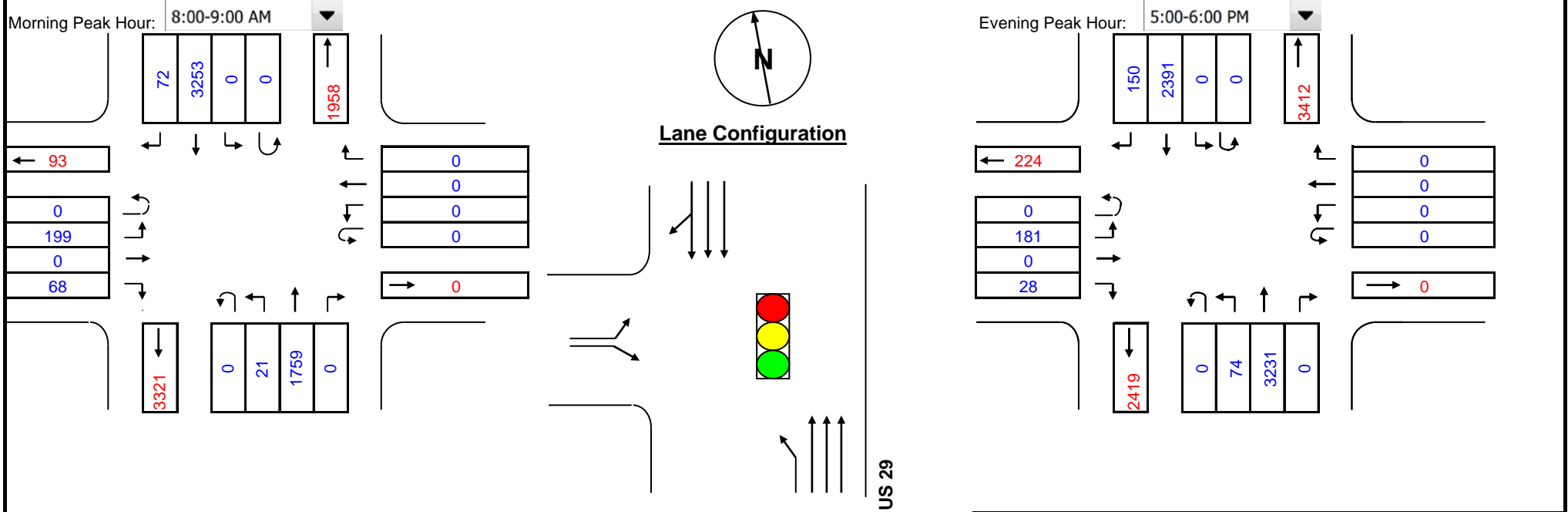
Location: US 29 at Southwood and Eastwood

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1759	0.37	651	0	651			NB	3231	0.37	1195	0	1195	*
	SB	3325	0.37	1230	21	1251	*		SB	2541	0.37	940	74	1014	
	EB	199	1.00	199	0	199	*		EB	181	1.00	181	0	181	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1450	Remarks:	* Critical volume	Total	1376
	Level of service (V/C)		0.91		Level of service (V/C)		0.86
			E				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

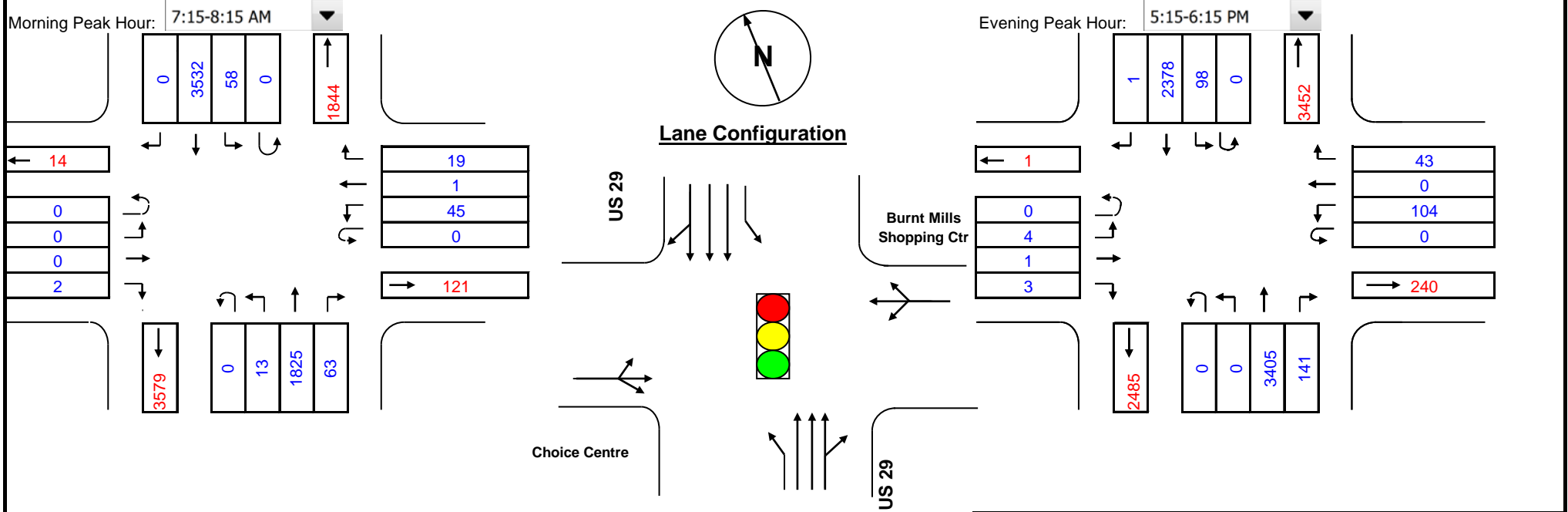
Location: US 29 at Burnt Mills Shopping Ctr

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing

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RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1888	0.37	699	58	757			NB	3546	0.37	1312	98	1410	*
	SB	3532	0.37	1307	13	1320	*		SB	2379	0.37	880	0	880	
	EB	2	1.00	2	45	47			EB	8	1.00	8	104	112	
	WB	70	1.00	70	0	70	*		WB	157	1.00	157	4	161	*

Remarks:	* Critical volume	Total	1389	Remarks:	* Critical volume	Total	1571
	Level of service (V/C)		0.87		Level of service (V/C)		0.98
			D				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

Location: US 29 at Lockwood

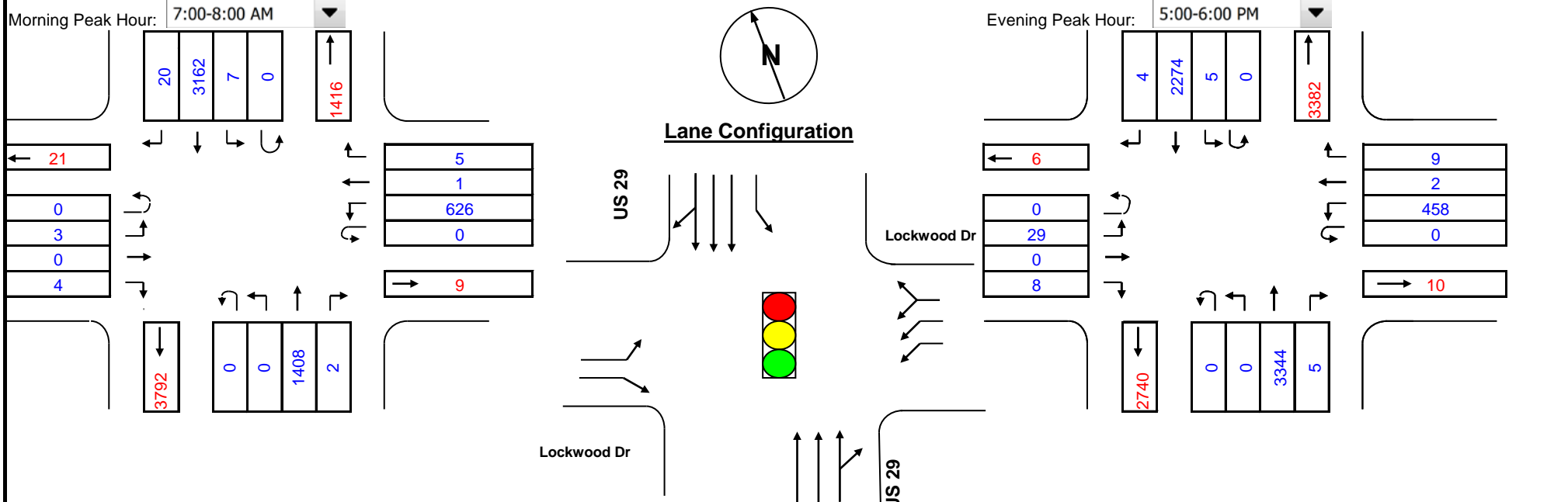
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1410	0.37	522	7	529			NB	3349	0.37	1239	5	1244	*
	SB	3182	0.37	1177	0	1177	*		SB	2278	0.37	843	0	843	
	EB	4	1.00	4	0	4			EB	8	1.00	8	0	8	
	WB	632	0.37	234	3	237	*		WB	469	0.37	174	29	203	*

Remarks:	* Critical volume	Total	1414		Remarks:	* Critical volume	Total	1447
	Level of service (V/C)		0.88	D		Level of service (V/C)		0.90

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

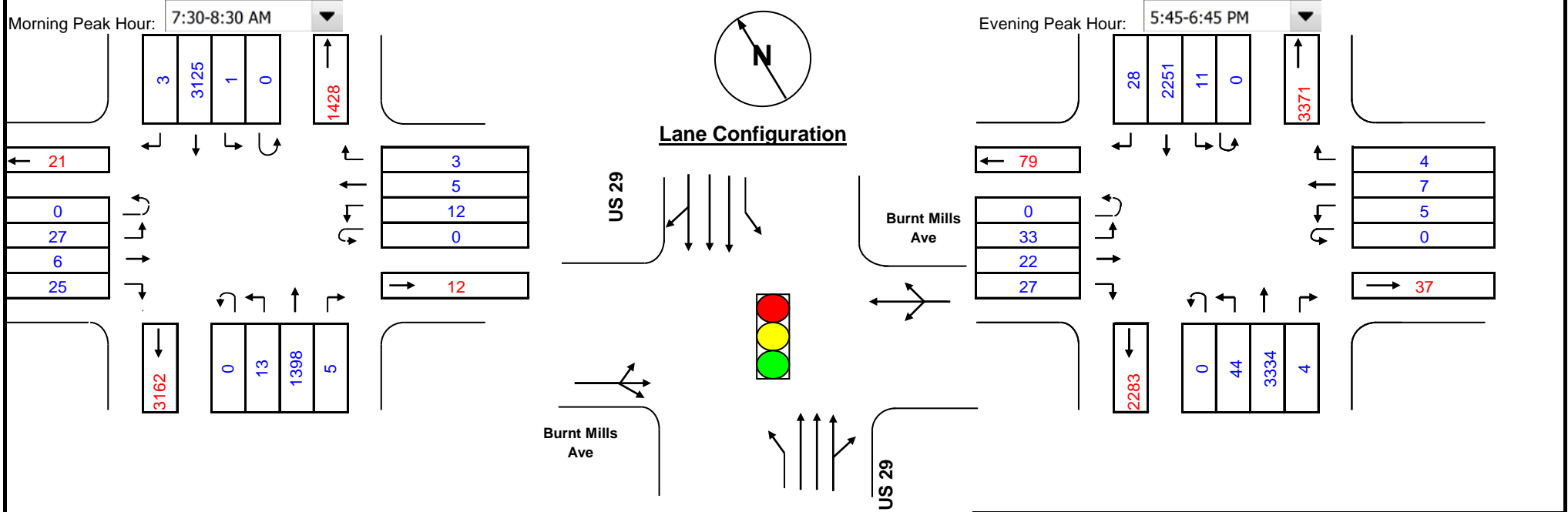
Location: US 29 at Burnt Mills

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1403	0.37	519	1	520			NB	3338	0.37	1235	11	1246	*
	SB	3128	0.37	1157	13	1170	*		SB	2279	0.37	843	44	887	
	EB	61	1.00	61	12	73	*		EB	85	1.00	85	5	90	*
	WB	21	1.00	21	27	48			WB	17	1.00	17	33	50	

Remarks:	* Critical volume	Total	1243	Remarks:	* Critical volume	Total	1336
	Level of service (V/C)		0.78		Level of service (V/C)		0.84
			C				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/20/2015

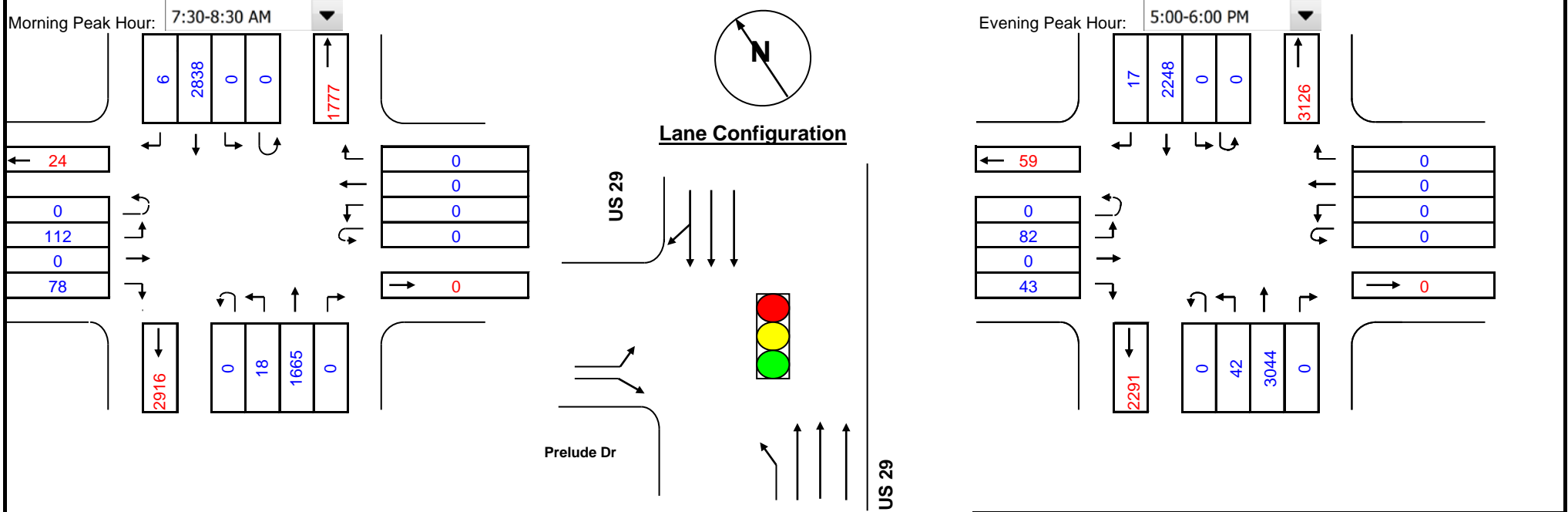
Location: US 29 at Prelude

Conditions: Existing

Computed by: RS

Date: 5/25/2016

Design Year:



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1665	0.37	616	0	616			NB	3044	0.37	1126	0	1126	*
	SB	2844	0.37	1052	18	1070	*		SB	2265	0.37	838	42	880	
	EB	112	1.00	112	0	112	*		EB	82	1.00	82	0	82	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1182	Remarks:	* Critical volume	Total	1208
	Level of service (V/C)		0.74		Level of service (V/C)		0.76
			C				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 7/8/2014

Location: US 29 and Stewart Lane

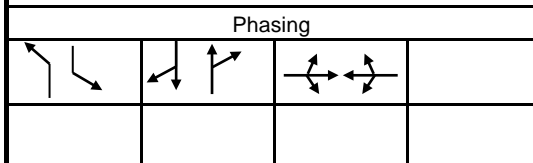
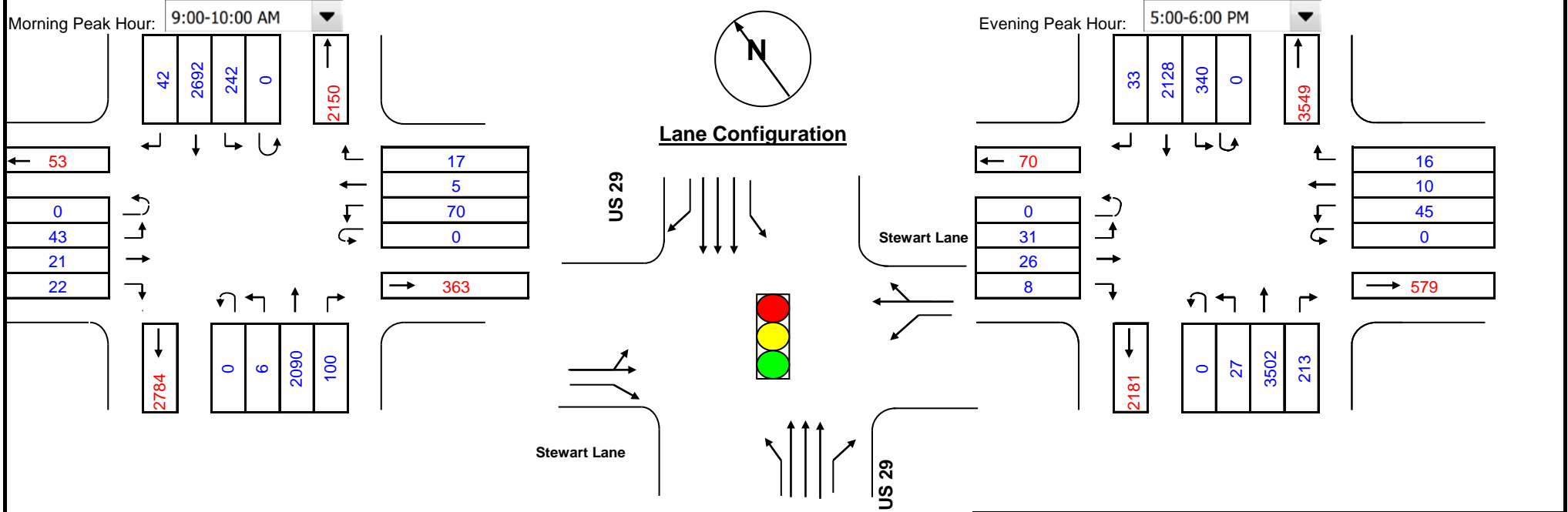
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 9:00-10:00 AM

Evening Peak Hour: 5:00-6:00 PM



- RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound
- Split Phasing: East/West, North/South, None
- Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2090	0.37	773	242	1015	*		NB	3502	0.37	1296	340	1636	*
	SB	2692	0.37	996	6	1002			SB	2128	0.37	787	27	814	
	EB	68	1.00	68	70	138	*		EB	60	1.00	60	45	105	*
	WB	22	1.00	22	43	65			WB	26	1.00	26	31	57	

Remarks:	* Critical volume	Total	1154	Remarks:	* Critical volume	Total	1741
	Level of service (V/C)		0.72		Level of service (V/C)		1.09
			C				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/27/2012

Location: US 29 at Industrial Road

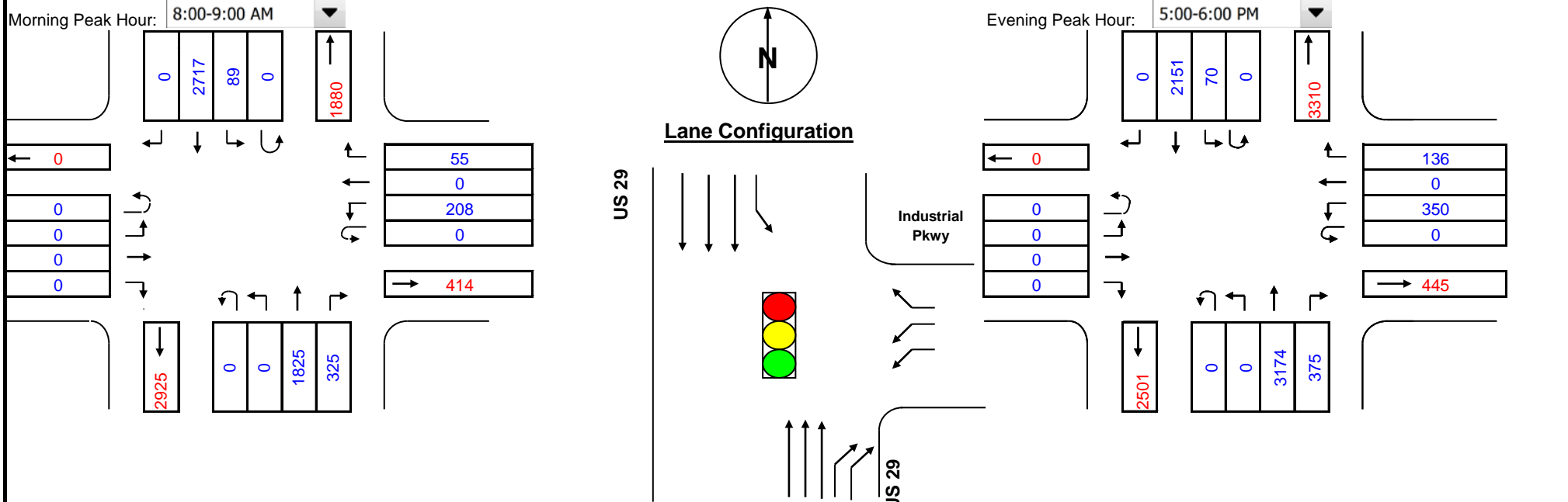
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1825	0.37	675	89	764			NB	3174	0.37	1174	70	1244	*
	SB	2717	0.37	1005	0	1005	*		SB	2151	0.37	796	0	796	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	208	0.60	125	0	125	*		WB	350	0.60	210	0	210	*

Remarks:	* Critical volume	Total	1130	Level of service (V/C)	0.71	B	Remarks:	* Critical volume	Total	1454	Level of service (V/C)	0.91	E
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Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/6/2014

Location: US 29 at Tech Road

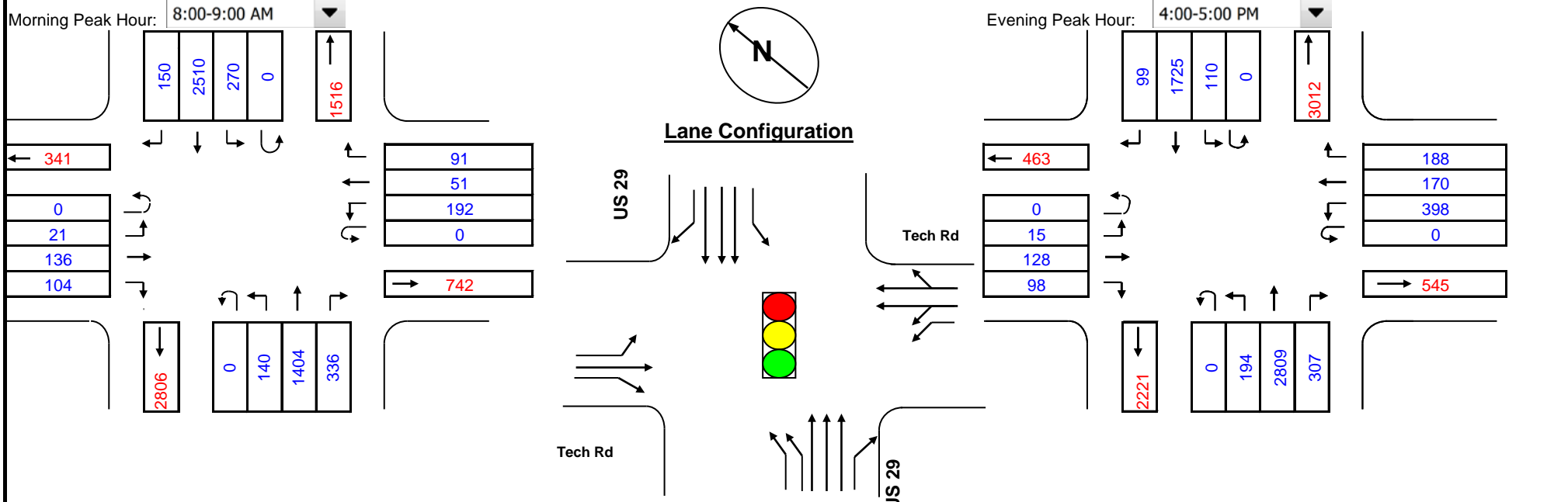
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 4:00-5:00 PM



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1404	0.37	519	270	789			NB	2809	0.37	1039	110	1149	*
	SB	2510	0.37	929	84	1013	*		SB	1725	0.37	638	116	755	
	EB	136	1.00	136	0	136	*		EB	128	1.00	128	0	128	*
	WB	334	0.37	124	0	124	*		WB	756	0.37	280	0	280	*

Remarks:	* Critical volume	Total	1272	Remarks:	* Critical volume	Total	1557
	Level of service (V/C)		0.80		Level of service (V/C)		0.97
			C				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 12/11/2013

Location: US 29 at Musgrove

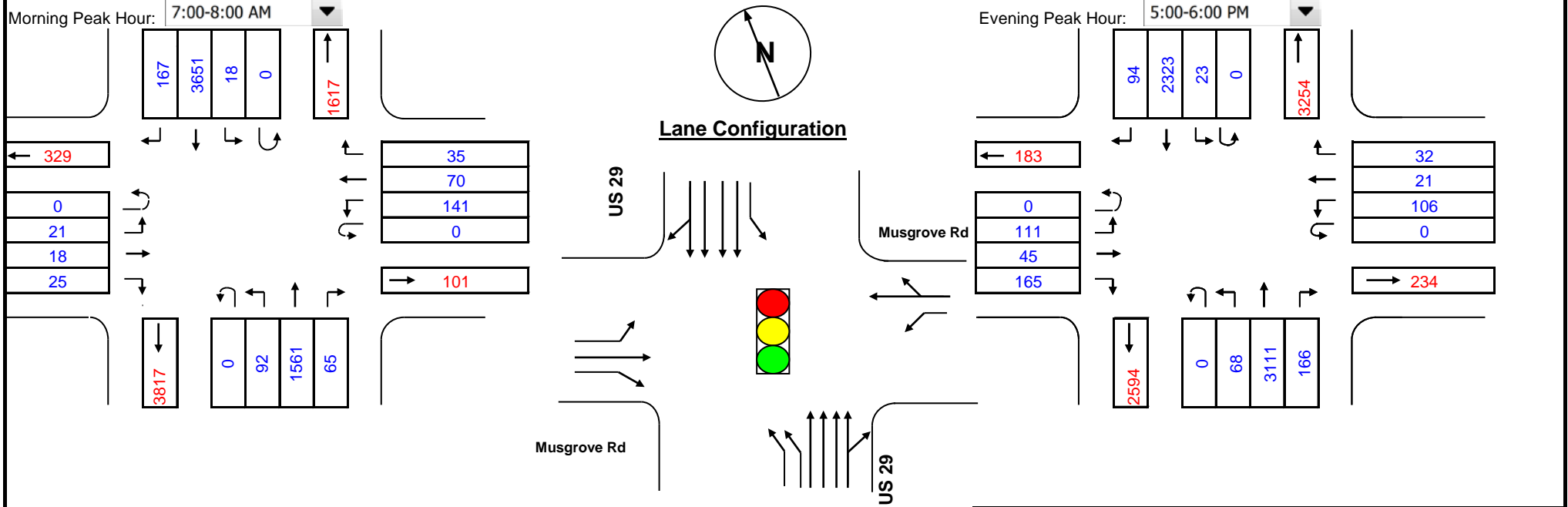
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options]

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1626	0.30	488	18	506			NB	3277	0.30	983	23	1006	*
	SB	3818	0.30	1145	55	1201	*		SB	2417	0.30	725	41	766	
	EB	18	1.00	18	141	159	*		EB	124	1.00	124	106	230	*
	WB	105	1.00	105	21	126			WB	53	1.00	53	111	164	

Remarks:	* Critical volume	Total	1360	Remarks:	* Critical volume	Total	1236
	Level of service (V/C)		0.85		Level of service (V/C)		0.77
			D				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/18/2014

Location: US 29 at Fairland

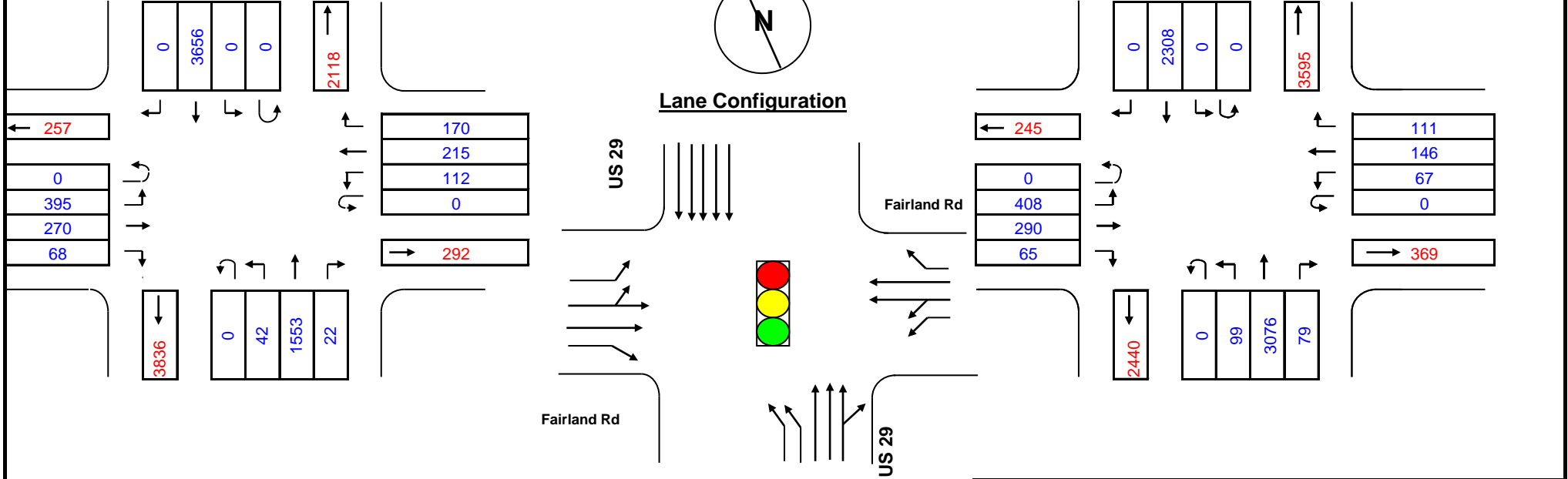
Conditions: Existing

Computed by: RS

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options for left-turn, through, and right-turn movements]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1575	0.37	583	0	583			NB	3155	0.37	1167	0	1167	*
	SB	3656	0.25	914	25	939	*		SB	2308	0.25	577	59	636	*
	EB	665	0.37	246	0	246	*		EB	698	0.37	258	0	258	*
	WB	170	1.00	170	0	170	*		WB	111	1.00	111	0	111	*

Remarks:	* Critical volume	Total	1355	Remarks:	* Critical volume	Total	1537
	Level of service (V/C)		0.85		Level of service (V/C)		0.96
			D				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Old Columbia Pike at Fairland Rd

Conditions: Existing

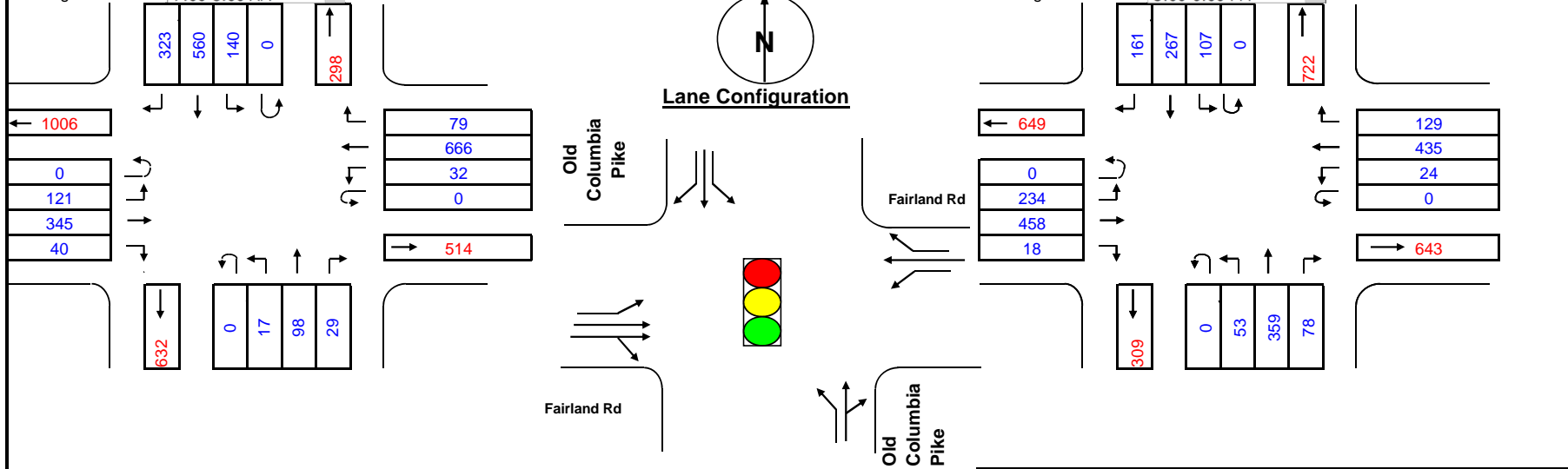
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	127	1.00	127	140	267			NB	437	1.00	437	107	544	*
	SB	560	1.00	560	17	577	*		SB	267	1.00	267	53	320	
	EB	385	0.53	204	32	236			EB	476	0.53	252	24	276	
	WB	666	1.00	666	121	787	*		WB	435	1.00	435	234	669	*

Remarks:	* Critical volume	Total	1364	Remarks:	* Critical volume	Total	1213
	Level of service (V/C)		0.85		Level of service (V/C)		0.76
			D				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

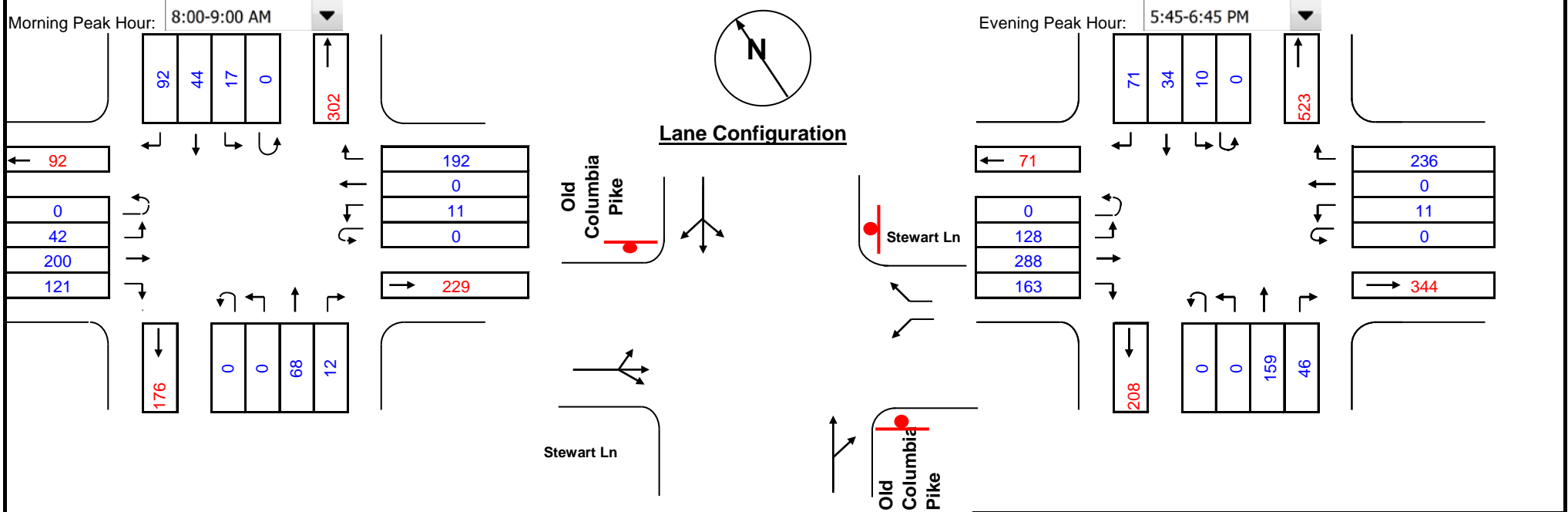
Location: Old Columbia Pike at Stewart Ln

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	80	1.00	80	17	97			NB	205	1.00	205	10	215	*
	SB	155	1.00	155	0	155	*		SB	125	1.00	125	0	125	
	EB	363	1.00	363	0	363	*		EB	579	1.00	579	0	579	*
	WB	175	1.00	175	42	217			WB	226	1.00	226	128	354	

Remarks:	* Critical volume	Total	518	Remarks:	* Critical volume	Total	794
	Level of service (V/C)		0.32		Level of service (V/C)		0.50
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

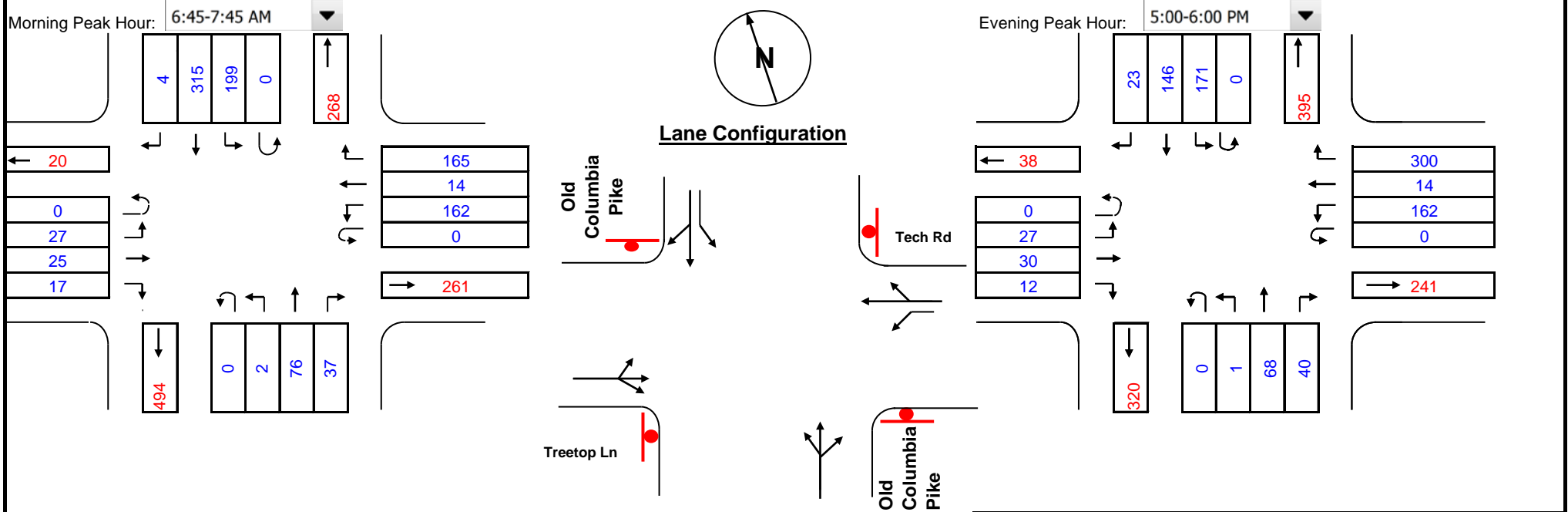
Location: Old Columbia Pike at Tech Rd

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	115	1.00	115	199	314			NB	109	1.00	109	171	280	*
	SB	319	1.00	319	1	320	*		SB	169	1.00	169	1	170	
	EB	69	1.00	69	162	231	*		EB	69	1.00	69	162	231	
	WB	179	1.00	179	27	206			WB	314	1.00	314	27	341	*

Remarks:	* Critical volume	Total	551	Remarks:	* Critical volume	Total	621
	Level of service (V/C)		0.34		Level of service (V/C)		0.39
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/12/2015

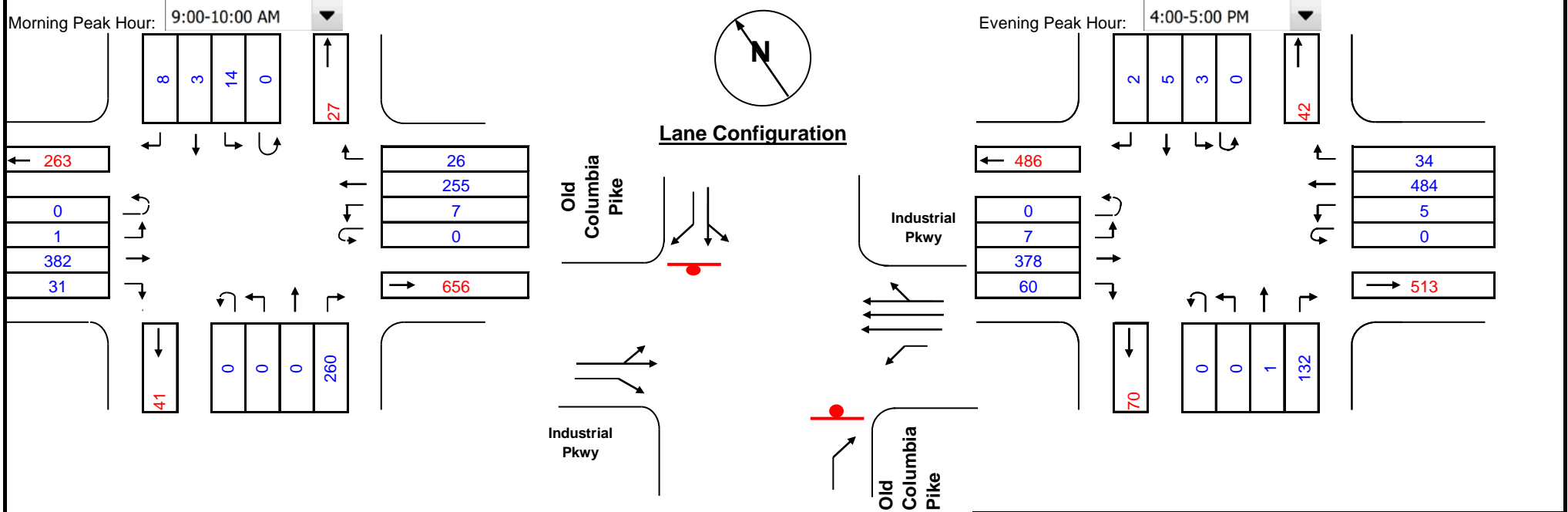
Location: Old Columbia Pike at Industrial

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	253	1.00	253	14	267	*		NB	128	1.00	128	3	131	*
	SB	31	1.00	31	0	31			SB	8	1.00	8	0	8	
	EB	384	1.00	384	7	391	*		EB	392	1.00	392	5	397	*
	WB	281	0.37	104	1	105			WB	518	0.37	192	7	199	

Remarks: * Critical volume Total **658** Level of service (V/C) **0.41** **A** Remarks: * Critical volume Total **528** Level of service (V/C) **0.33** **A**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

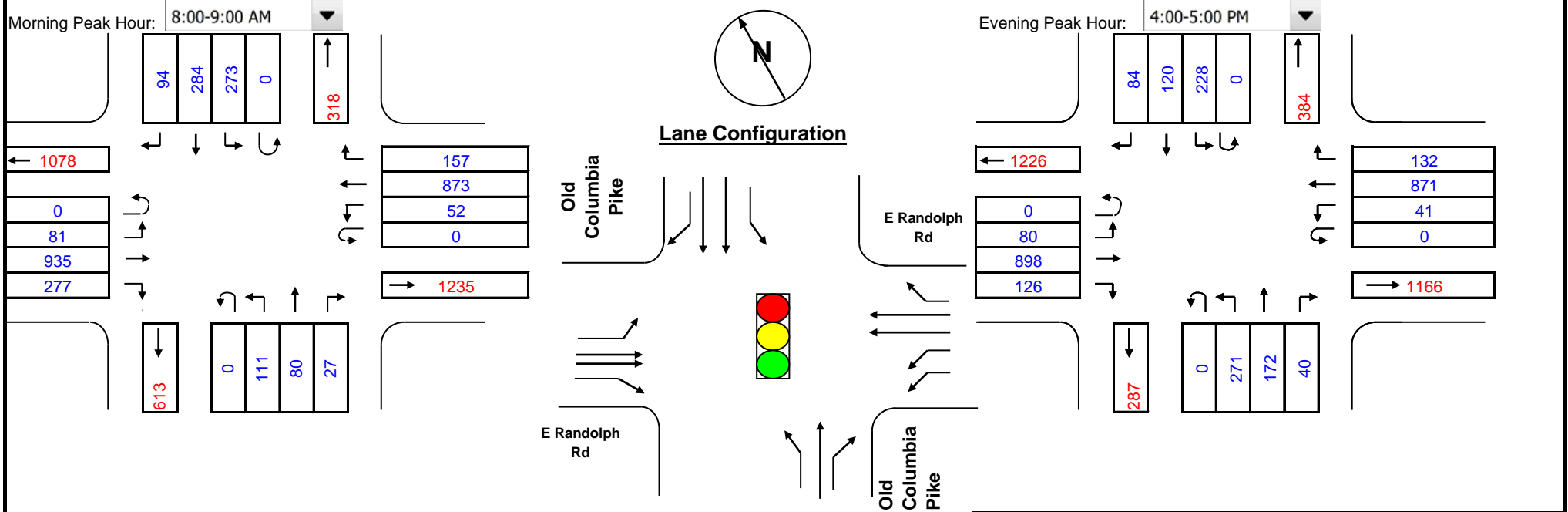
Location: Old Columbia Pike at Randolph

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Lane Configuration

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: Left-turn, Through, Right-turn

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	80	1.00	80	273	353	*		NB	172	1.00	172	228	400	*
	SB	284	0.53	151	111	262			SB	120	0.53	64	271	335	
	EB	935	0.53	496	31	527			EB	898	0.53	476	25	501	
	WB	873	0.53	463	81	544	*		WB	871	0.53	462	80	542	*

Remarks: * Critical volume Total **897** Level of service (V/C) **0.56** **A**

Remarks: * Critical volume Total **942** Level of service (V/C) **0.59** **A**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015

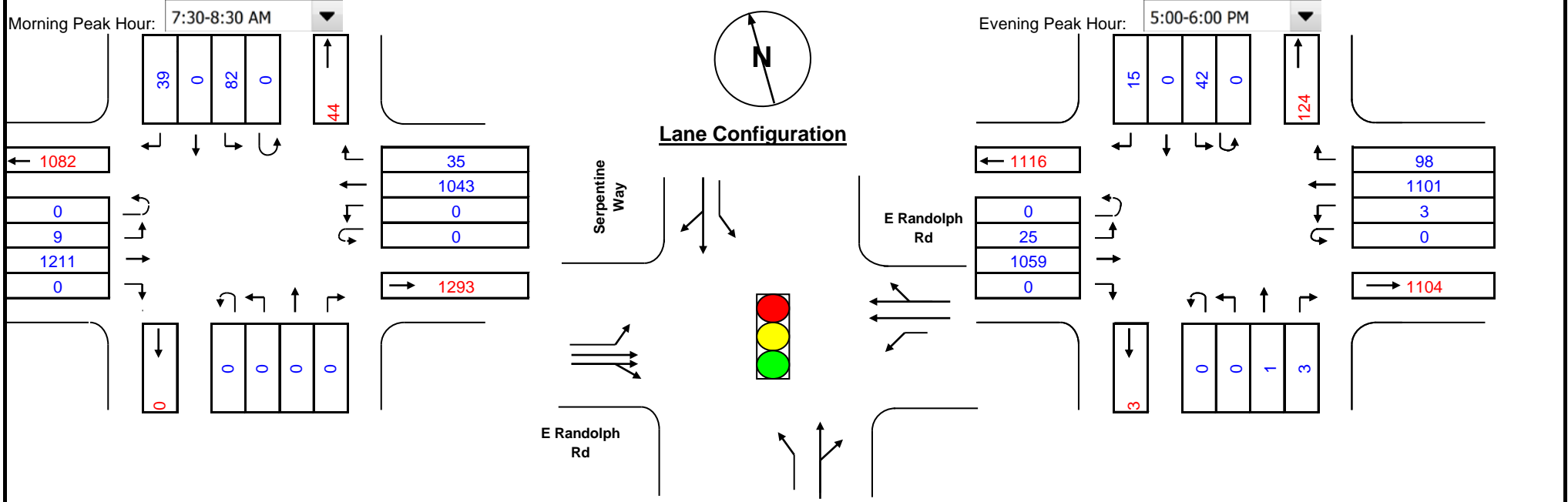
Location: Randolph at Serpentine

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	82	82	*		NB	4	1.00	4	42	46	*
	SB	39	1.00	39	0	39			SB	15	1.00	15	0	15	
	EB	1211	0.53	642	0	642	*		EB	1059	0.53	561	3	564	
	WB	1078	0.53	571	9	580			WB	1199	0.53	635	25	660	*

Remarks:	* Critical volume	Total	724	Remarks:	* Critical volume	Total	706
	Level of service (V/C)		0.45		Level of service (V/C)		0.44
			A				A

Count Date:

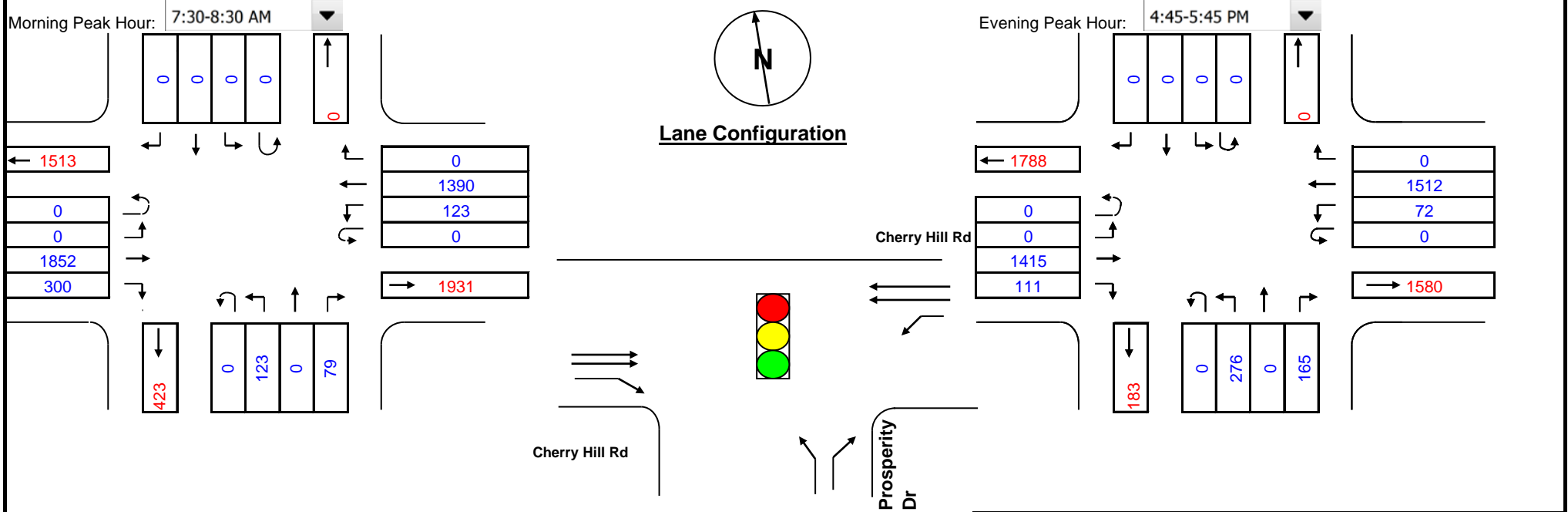
Location: Cherry Hill at Prosperity

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	123	1.00	123	0	123	*		NB	276	1.00	276	0	276	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	1852	0.53	982	123	1105	*		EB	1415	0.53	750	72	822	*
	WB	1390	0.53	737	0	737			WB	1512	0.53	801	0	801	

Remarks:	* Critical volume	Total	1228	Remarks:	* Critical volume	Total	1098
	Level of service (V/C)		0.77		Level of service (V/C)		0.69
			C				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Cherry Hill Rd at Broadbirch/Calverton

Conditions: Existing

Design Year:

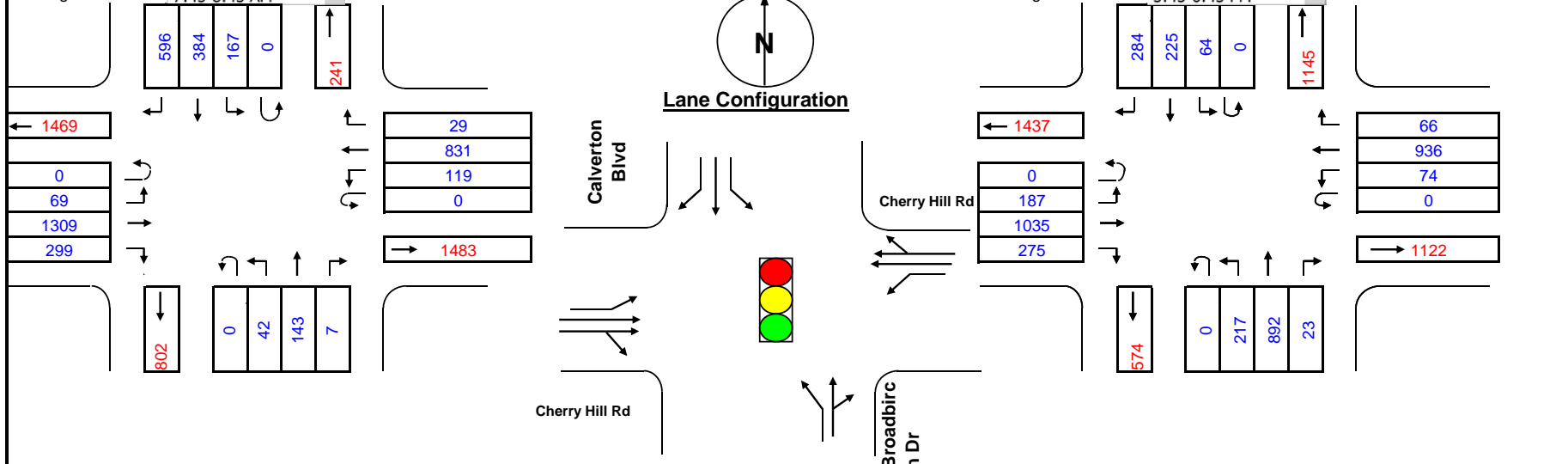
Computed by:

Date: 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 5:45-6:45 PM

Date



Phasing				RTOR/Overlap			Split Phasing			Inx. Control			Number of Lanes		Lane Use Factor		Service Level		Critical Lane Vol		Opposing Volume (VPH)		PCE	
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*									
	NB	150	1.00	150	167	317	*		NB	915	1.00	915	64	979	*			A <= 1000		<= 199		1.1		
	SB	384	1.00	384	42	426	*		SB	225	1.00	225	217	442	*			B <= 1150		<= 599		2.0		
	EB	1608	0.53	852	119	971	*		EB	1310	0.53	694	74	768	*			C <= 1300		<= 799		3.0		
	WB	860	0.53	456	69	525			WB	1002	0.53	531	187	718				D <= 1450		<= 999		4.0		
																		E <= 1600		> 1000		5.0		
																		F > 1600						
Remarks:						* Critical volume Total						Remarks:						* Critical volume Total						
						1397												1747						
						Level of service (V/C) 0.87												Level of service (V/C) 1.09						
						D												F						

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

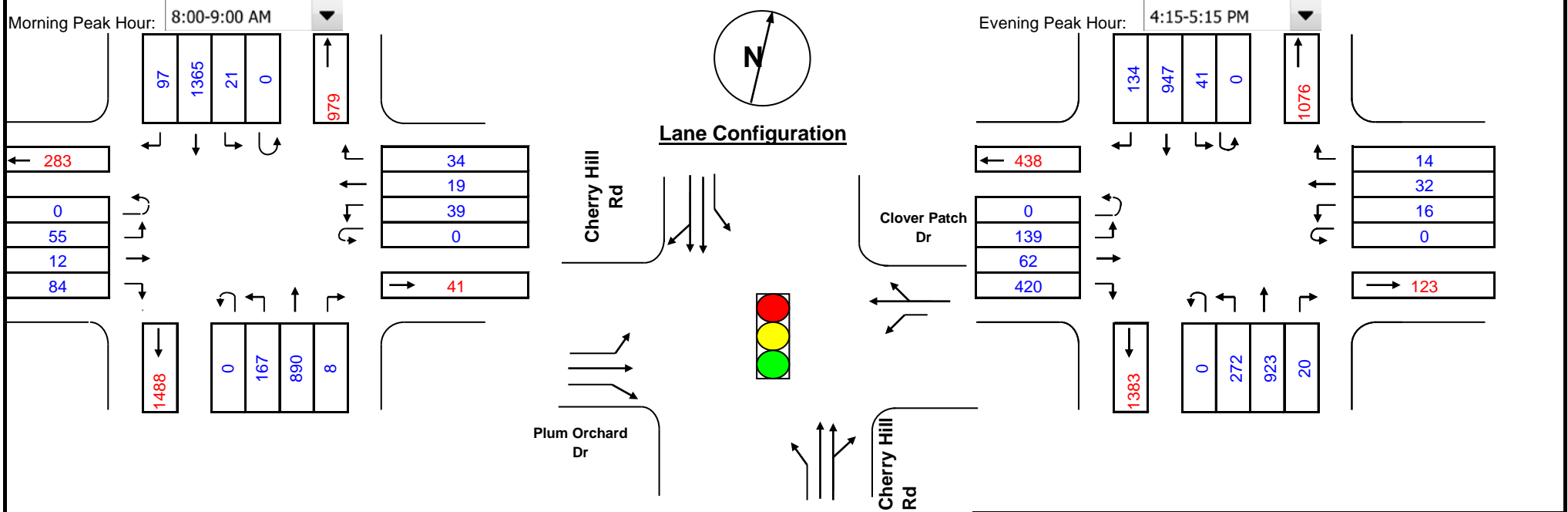
Location: Cherry Hill at Plum Orchard

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing:

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	898	0.53	476	21	497			NB	943	0.53	500	41	541	
	SB	1462	0.53	775	167	942	*		SB	1081	0.53	573	272	845	*
	EB	12	1.00	12	39	51			EB	148	1.00	148	16	164	
	WB	53	1.00	53	55	108	*		WB	46	1.00	46	139	185	*

Remarks:	* Critical volume	Total	1050	Remarks:	* Critical volume	Total	1030
	Level of service (V/C)		0.66		Level of service (V/C)		0.64
			B				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/20/2015

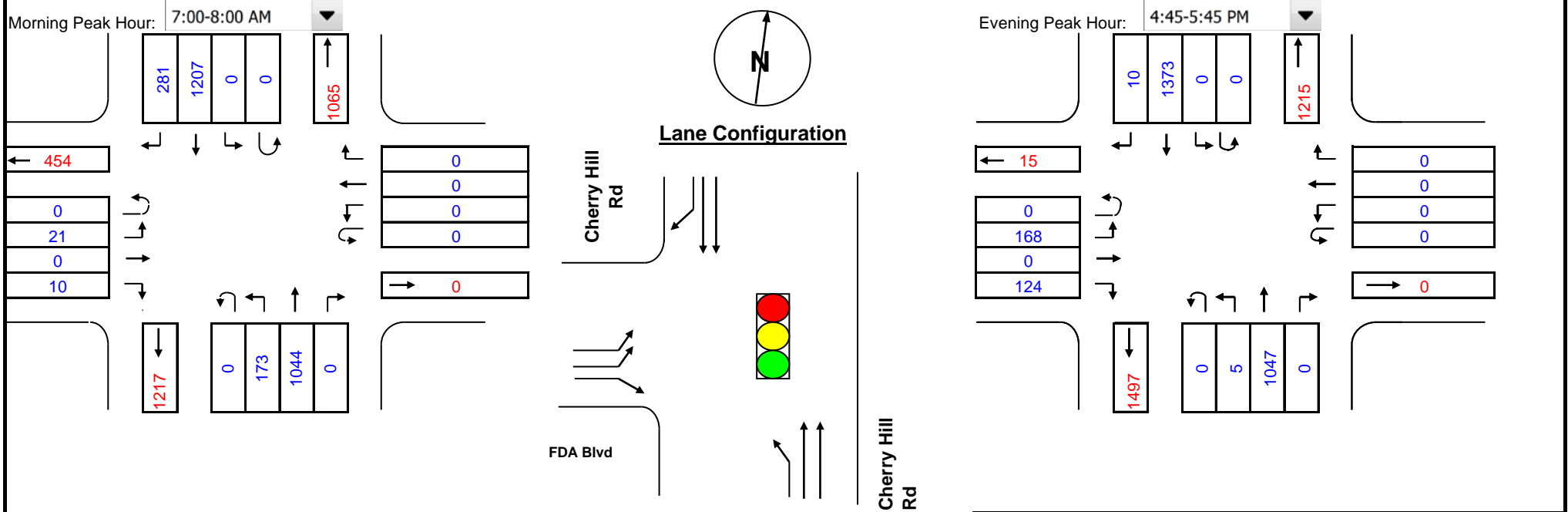
Location: Cherry Hill at FDA Blvd

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="radio"/>	<input type="radio"/>

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A <= 1000		<= 199	1.1
2	0.53	B <= 1150		<= 599	2.0
3	0.37	C <= 1300		<= 799	3.0
4	0.30	D <= 1450		<= 999	4.0
5	0.25	E <= 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1044	0.53	553	0	553			NB	1047	0.53	555	0	555	
	SB	1207	0.53	640	173	813	*		SB	1373	0.53	728	5	733	*
	EB	21	0.60	13	0	13	*		EB	119	1.00	119	0	119	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	825	Remarks:	* Critical volume	Total	852
	Level of service (V/C)		0.52		Level of service (V/C)		0.53
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/28/2015

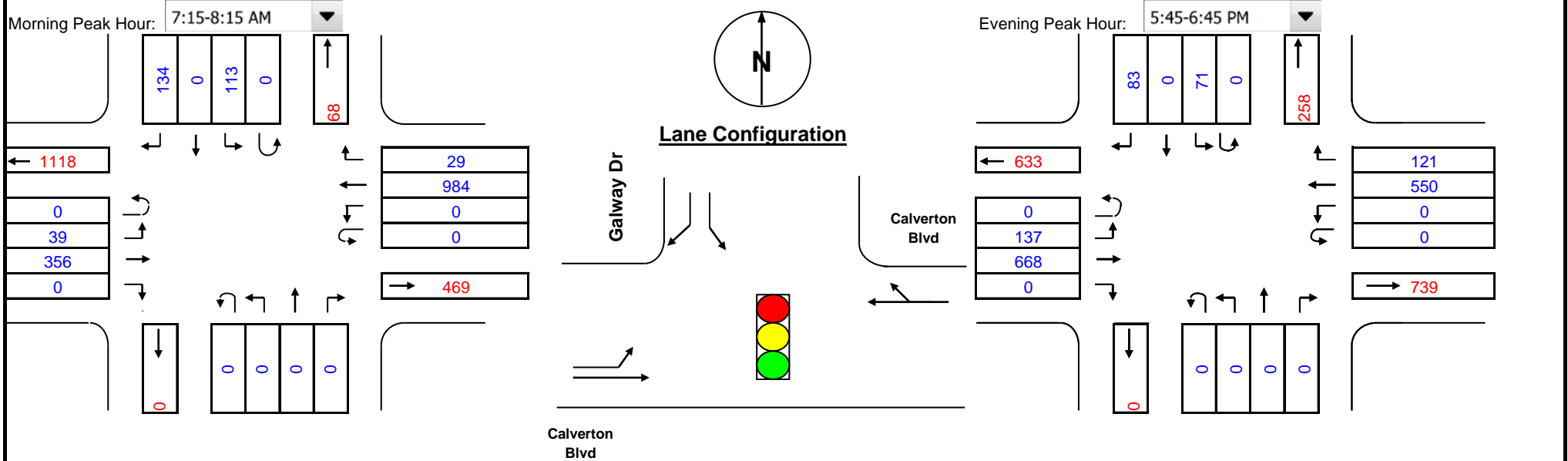
Location: Calverton Blvd at Galway Dr

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: Left, Through, Right

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	113	1.00	113	0	113	*		SB	71	1.00	71	0	71	*
	EB	356	1.00	356	0	356	*		EB	668	1.00	668	0	668	*
	WB	1013	1.00	1013	39	1052	*		WB	671	1.00	671	137	808	*

Remarks:	* Critical volume	Total	1165	Remarks:	* Critical volume	Total	879
	Level of service (V/C)		0.73		Level of service (V/C)		0.55
			C				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

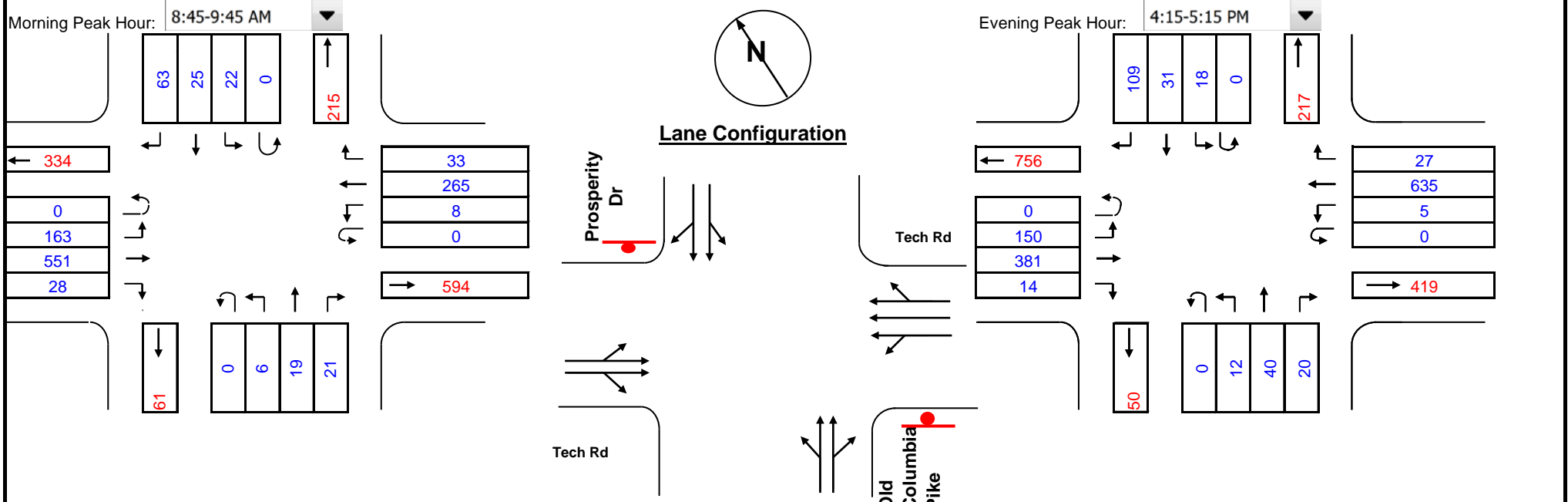
Location: Tech Road at Prosperity

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phasing			

RTOR/Overlap	Split Phasing	Inx. Control
<input type="checkbox"/> Northbound	<input type="radio"/> East/West	<input type="radio"/> Signal
<input type="checkbox"/> Southbound	<input type="radio"/> North/South	<input checked="" type="radio"/> Stop
<input type="checkbox"/> Eastbound	<input checked="" type="radio"/> None	
<input type="checkbox"/> Westbound		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	47	0.53	25	22	47			NB	73	0.53	39	18	57	
	SB	112	0.53	59	6	65	*		SB	160	0.53	85	12	97	*
	EB	905	0.53	480	8	488	*		EB	845	0.53	448	5	453	*
	WB	322	0.37	119	163	282			WB	672	0.37	249	150	399	

Remarks:	* Critical volume	Total	553	Remarks:	* Critical volume	Total	550
	Level of service (V/C)		0.35		Level of service (V/C)		0.34
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

Location: Tech Road at Broadbirch

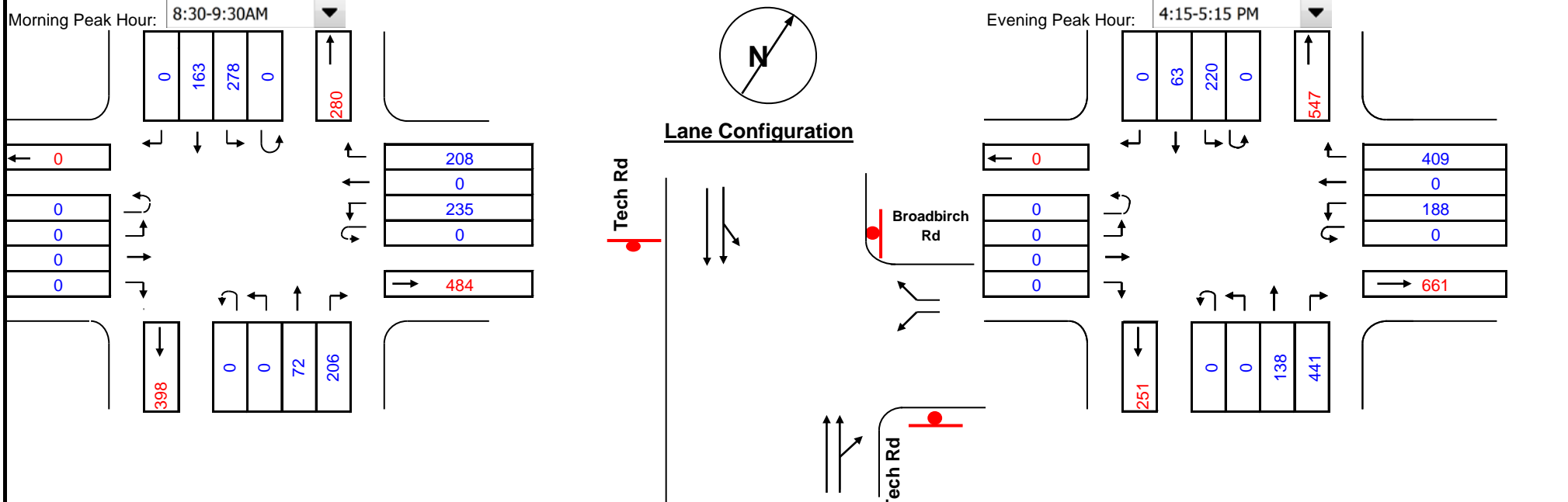
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 8:30-9:30AM

Evening Peak Hour: 4:15-5:15 PM



Phasing			

RTOR/Overlap Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing East/West
 North/South
 None

Inx. Control Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	278	0.53	147	278	425	*		NB	579	0.53	307	220	527	*
	SB	469	0.53	248	0	248			SB	305	0.53	162	0	162	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	235	1.00	235	0	235	*		WB	189	1.00	189	0	189	*

Remarks:	* Critical volume	Total	660	Remarks:	* Critical volume	Total	716
	Level of service (V/C)		0.41		Level of service (V/C)		0.45
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

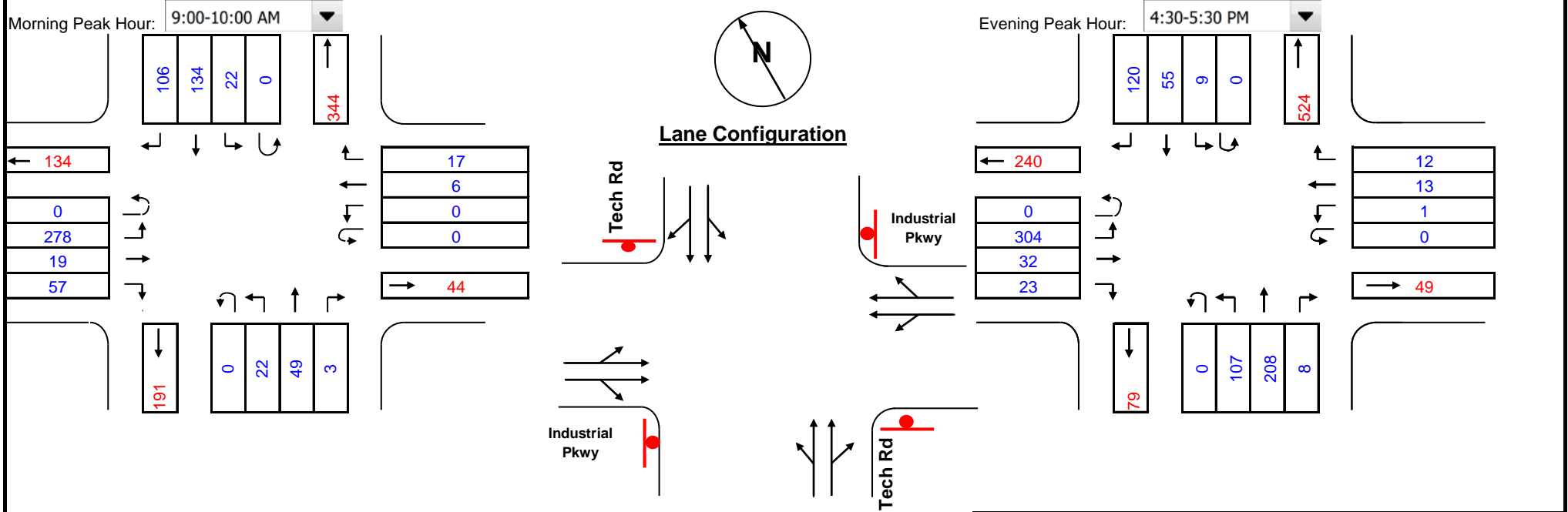
Location: Tech Road at Industrial Pkwy

Conditions: Existing

Design Year:

Computed by: RS

Date 5/25/2016



Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
				<input type="checkbox"/> Northbound	<input type="checkbox"/> East/West	<input type="checkbox"/> East/West	<input type="checkbox"/> East/West	<input type="checkbox"/> Signal	<input type="checkbox"/> Signal
				<input type="checkbox"/> Southbound	<input type="checkbox"/> North/South	<input type="checkbox"/> North/South	<input type="checkbox"/> North/South	<input type="checkbox"/> Stop	<input type="checkbox"/> Stop
				<input type="checkbox"/> Eastbound	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> None	<input checked="" type="checkbox"/> Stop	<input checked="" type="checkbox"/> Stop
				<input type="checkbox"/> Westbound					

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A <= 1000		<= 199	1.1
2	= 0.53	B <= 1150		<= 599	2.0
3	= 0.37	C <= 1300		<= 799	3.0
4	= 0.30	D <= 1450		<= 999	4.0
5	= 0.25	E <= 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	96	0.53	51	22	73			NB	334	0.53	177	9	186	
	SB	264	0.53	140	22	162	*		SB	193	0.53	102	107	209	*
	EB	382	0.53	202	0	202			EB	389	0.53	206	1	207	
	WB	23	0.53	12	278	290	*		WB	26	0.53	14	304	318	*

Remarks:	* Critical volume	Total	452	Remarks:	* Critical volume	Total	527
	Level of service (V/C)		0.28		Level of service (V/C)		0.33
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 212 (Powder Mill Rd) at Riggs Rd

Conditions: Existing

Design Year:

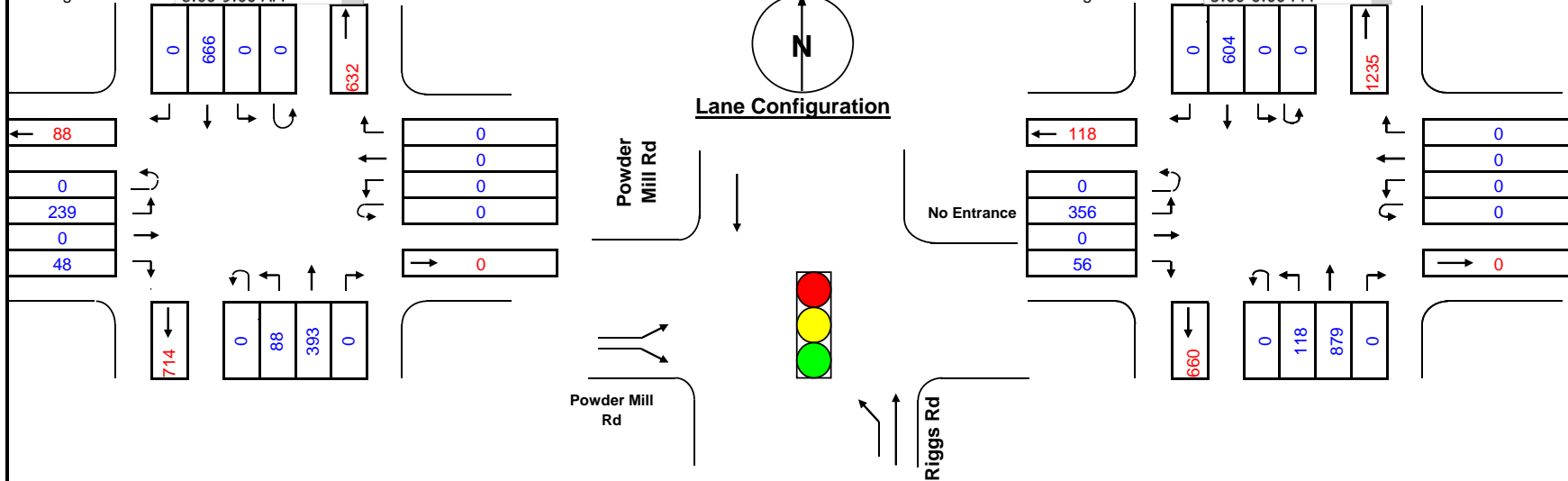
Computed by:

Date: 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM

Date



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Oposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phasing		

RTOR/Overlap		Split Phasing		Inx. Control	
<input type="checkbox"/>	Northbound	<input type="radio"/>	East/West	<input checked="" type="radio"/>	Signal
<input type="checkbox"/>	Southbound	<input type="radio"/>	North/South	<input type="radio"/>	Stop
<input checked="" type="checkbox"/>	Eastbound	<input checked="" type="radio"/>	None		
<input type="checkbox"/>	Westbound				

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Oposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Oposing Movement	Critical In. Volume	*
	NB	393	1.00	393	0	393			NB	879	1.00	879	0	879	*
	SB	666	1.00	666	88	754	*		SB	604	1.00	604	118	722	*
	EB	239	1.00	239	0	239	*		EB	356	1.00	356	0	356	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks: * Critical volume Total **993**
Level of service (V/C) **0.62** **A**

Remarks: * Critical volume Total **1235**
Level of service (V/C) **0.77** **C**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 212 (Powder Mill Rd) at Cherry Hill Rd

Conditions: Existing

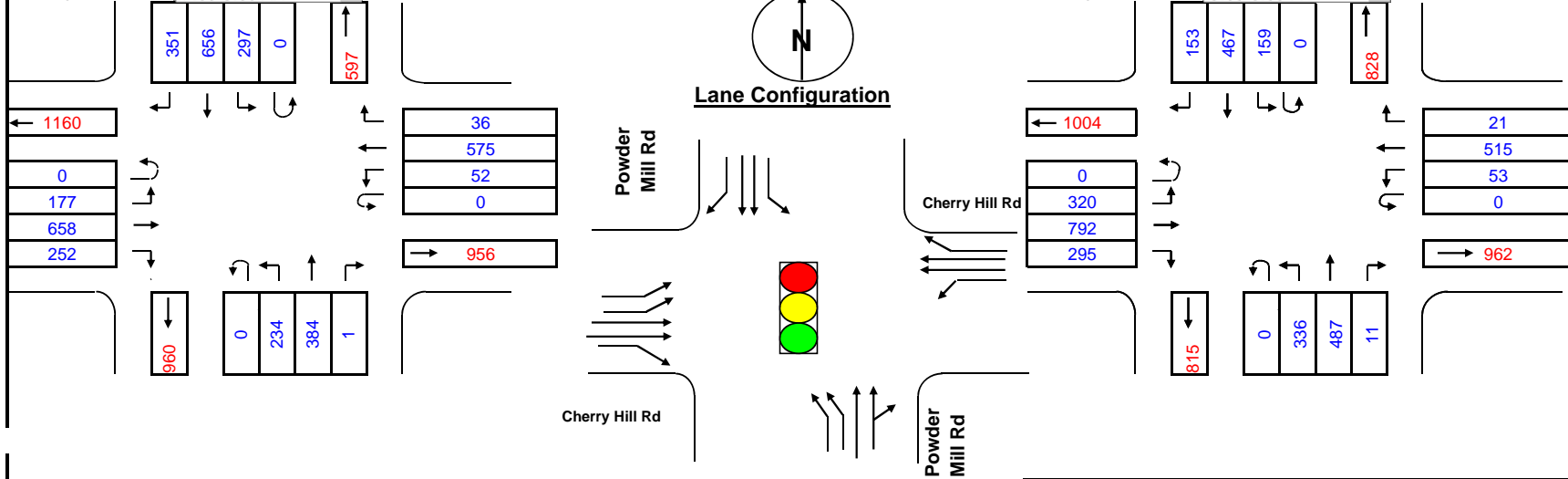
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	385	0.53	204	297	501	*		NB	498	0.53	264	159	423	
	SB	656	0.53	348	140	488			SB	467	0.53	248	202	449	*
	EB	658	0.53	349	52	401			EB	792	0.53	420	53	473	*
	WB	575	0.53	305	106	411	*		WB	515	0.53	273	192	465	

Remarks:	* Critical volume	Total	912	Remarks:	* Critical volume	Total	922
	Level of service (V/C)		0.57		Level of service (V/C)		0.58
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Powder Mill Rd at Beltsville Rd

Conditions: Existing

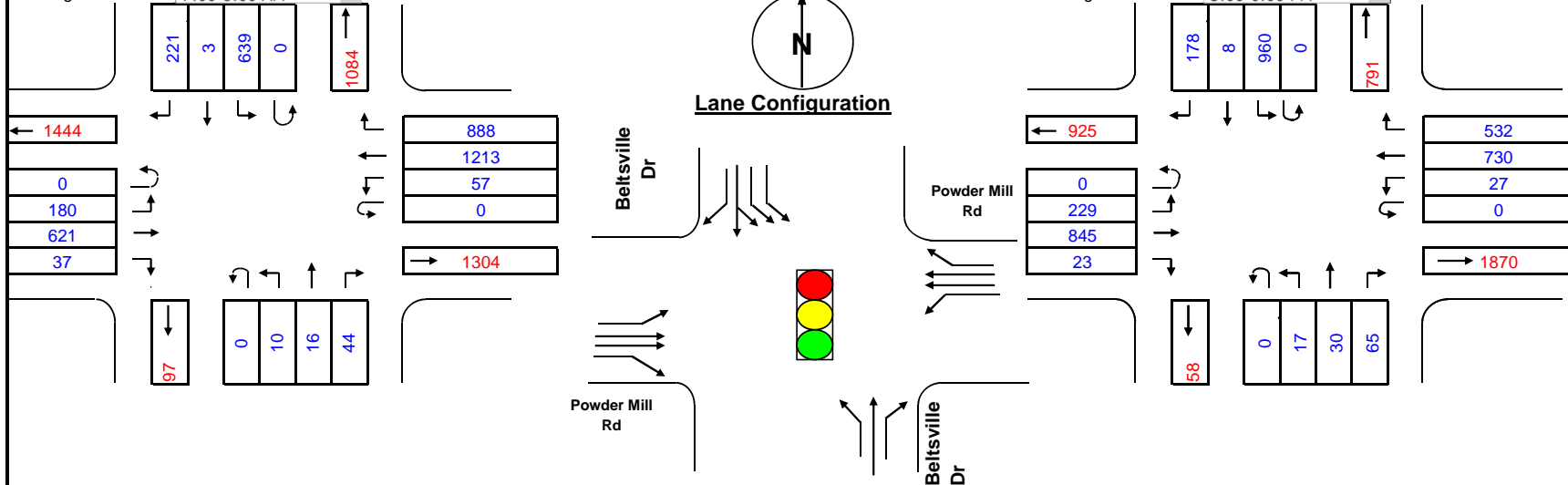
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RTOR/Overlap	
<input checked="" type="checkbox"/>	Northbound
<input checked="" type="checkbox"/>	Southbound
<input checked="" type="checkbox"/>	Eastbound
<input checked="" type="checkbox"/>	Westbound

Split Phasing	
<input type="radio"/>	East/West
<input checked="" type="radio"/>	North/South
<input type="radio"/>	None

Inx. Control	
<input checked="" type="radio"/>	Signal
<input type="radio"/>	Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	16	1.00	16	0	16	*		NB	38	1.00	38	0	38	*
	SB	642	0.37	238	0	238	*		SB	968	0.37	358	0	358	*
	EB	621	0.53	329	57	386	*		EB	845	0.53	448	27	475	*
	WB	1213	0.53	643	180	823	*		WB	730	0.53	387	229	616	*

Remarks:	* Critical volume	Total	1076
	Level of service (V/C)		0.67

Remarks:	* Critical volume	Total	1012
	Level of service (V/C)		0.63

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015

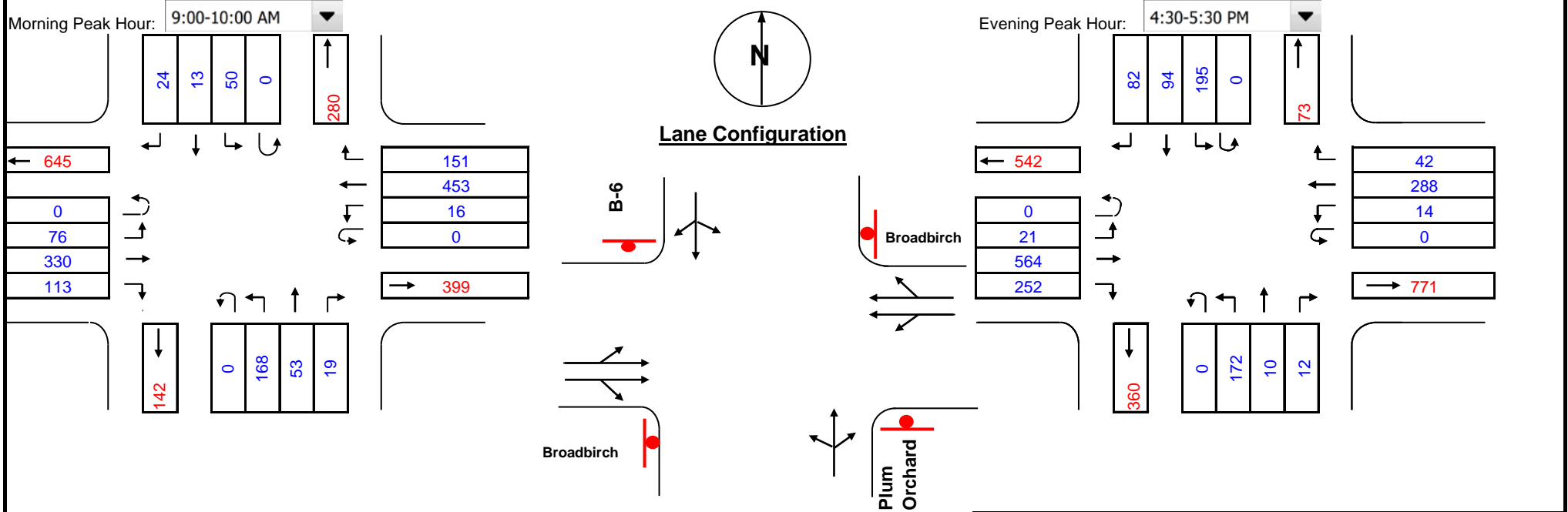
Location: Plum Orchard at Broadbirch

Conditions: Existing

Design Year:

Computed by: JC

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	257	1.00	257	50	307	*		NB	211	1.00	211	195	406	
	SB	92	1.00	92	168	260			SB	391	1.00	391	172	563	*
	EB	595	0.53	315	16	331			EB	858	0.53	455	14	469	*
	WB	636	0.53	337	76	413	*		WB	386	0.53	205	21	226	

Remarks:	* Critical volume	Total	720	Remarks:	* Critical volume	Total	1031
	Level of service (V/C)		0.45		Level of service (V/C)		0.64
			A				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 650 at Adelphi

Conditions: No-Build

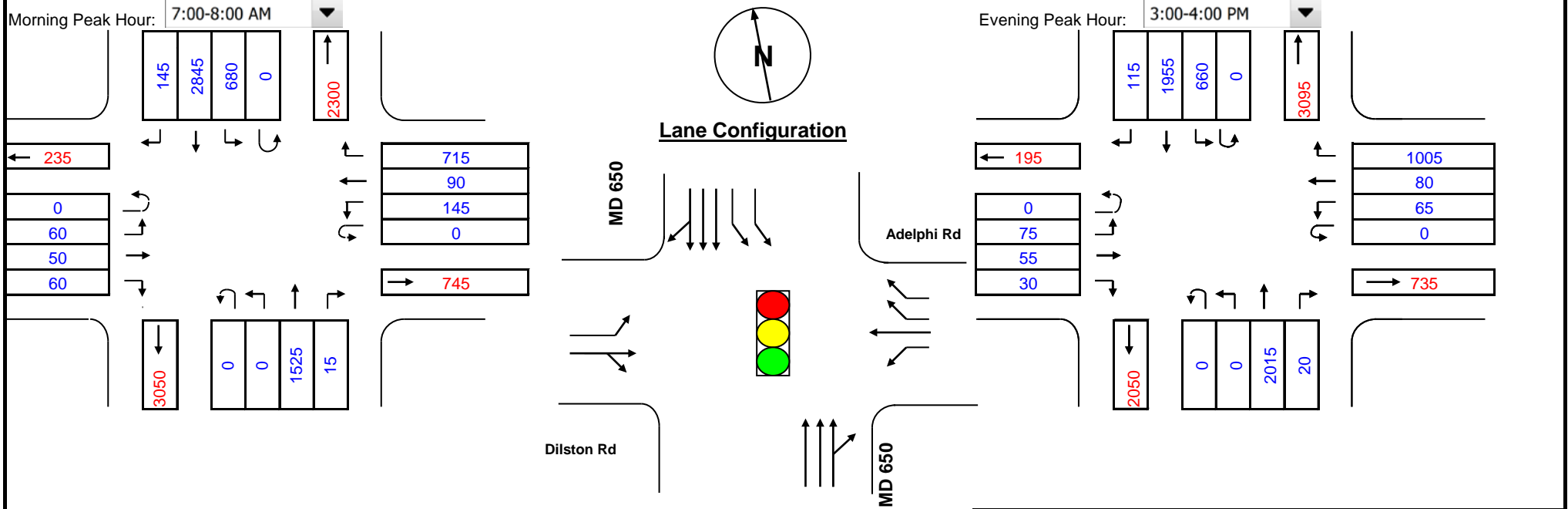
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 3:00-4:00 PM



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1540	0.37	570	408	978			NB	2035	0.37	753	396	1149	*
	SB	2990	0.37	1106	0	1106	*		SB	2070	0.37	766	0	766	
	EB	110	1.00	110	145	255	*		EB	85	1.00	85	65	150	
	WB	307	0.53	163	60	223			WB	609	0.53	323	75	398	*

Remarks:	* Critical volume	Total	1361	Remarks:	* Critical volume	Total	1547
	Level of service (V/C)		0.85		Level of service (V/C)		0.97
			D				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

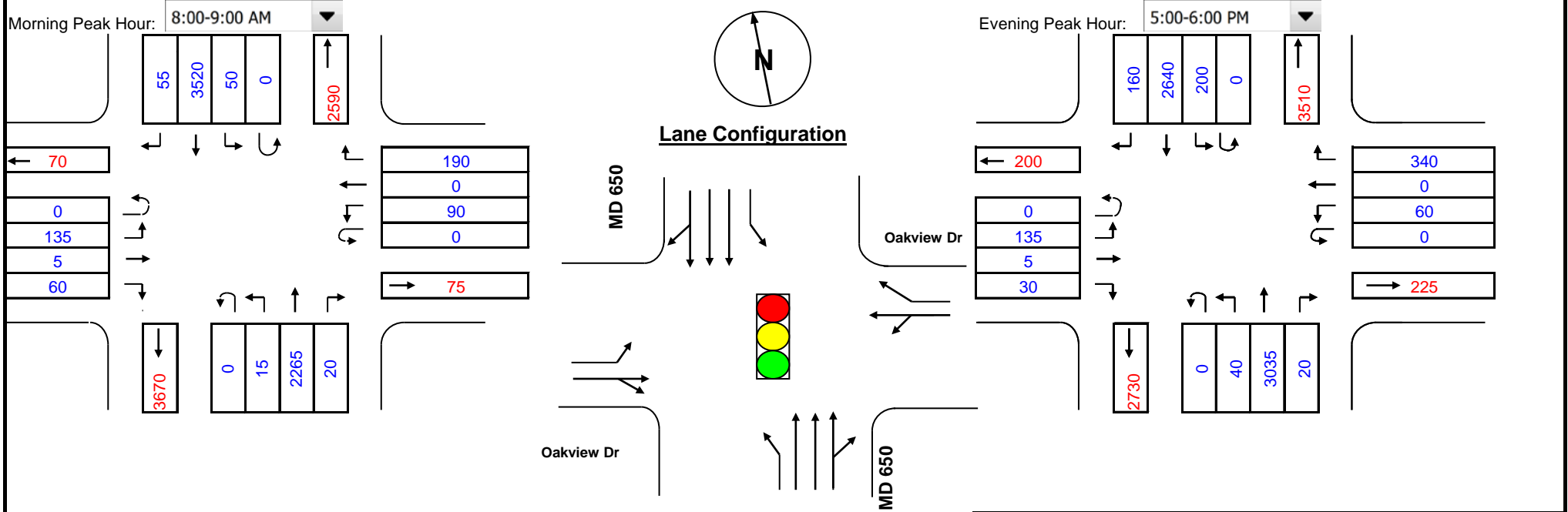
Location: MD 650 at Oakview

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2285	0.37	845	50	895			NB	3055	0.37	1130	200	1330	*
	SB	3575	0.37	1323	15	1338	*		SB	2800	0.37	1036	40	1076	
	EB	65	1.00	65	90	155			EB	35	1.00	35	60	95	
	WB	140	1.00	140	135	275	*		WB	140	1.00	140	135	275	*

Remarks:	* Critical volume	Total	1613	Remarks:	* Critical volume	Total	1605
	Level of service (V/C)		1.01		Level of service (V/C)		1.00
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 1/13/2015

Location: MD 650 at Elton and 495 Ramps

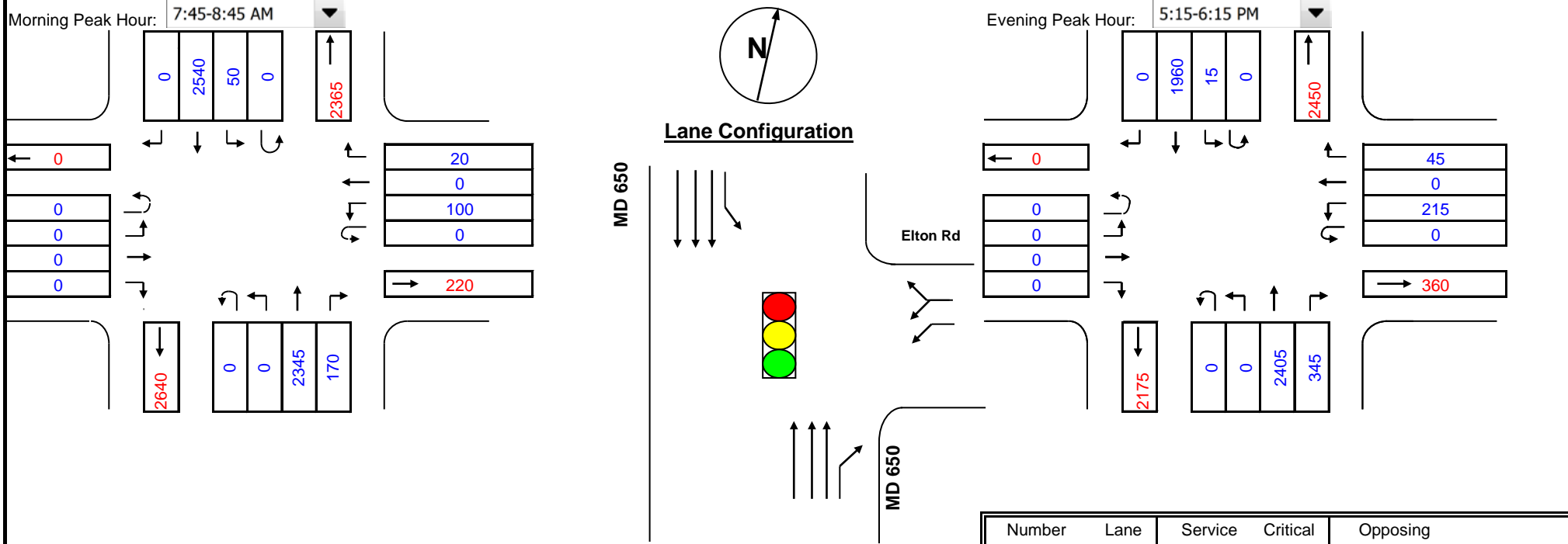
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 5:15-6:15 PM



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2345	0.37	868	50	918			NB	2405	0.37	890	15	905	*
	SB	2540	0.37	940	0	940	*		SB	1960	0.37	725	0	725	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	120	0.60	72	0	72	*		WB	260	0.60	156	0	156	*

Remarks: * Critical volume Total **1012** Level of service (V/C) **0.63** **B** Remarks: * Critical volume Total **1061** Level of service (V/C) **0.66** **B**

Count Date:

Location: MD 650 (New Hampshire Ave) at Powder Mill Rd

Conditions: Existing

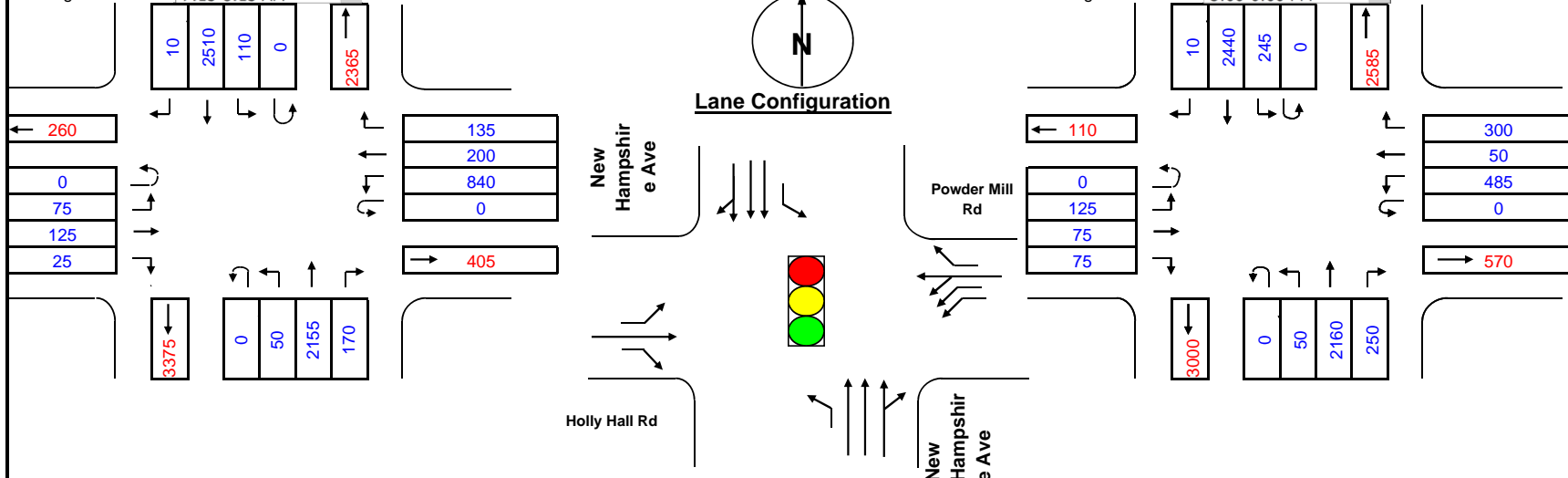
Design Year:

Computed by: RS

Date 5/25/2016

Morning Peak Hour: 7:15-8:15 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2325	0.37	860	110	970			NB	2410	0.37	892	245	1137	*
	SB	2520	0.37	932	50	982	*		SB	2450	0.37	907	50	957	
	EB	125	1.00	125		125	*		EB	125	1.00	125		125	*
	WB	1040	0.37	385		385	*		WB	535	0.37	198		198	*

Remarks:	* Critical volume	Total	1492	Remarks:	* Critical volume	Total	1460
	Level of service (V/C)		0.93		Level of service (V/C)		0.91
			E				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 1/29/2015

Location: MD 650 at Chalmers Rd

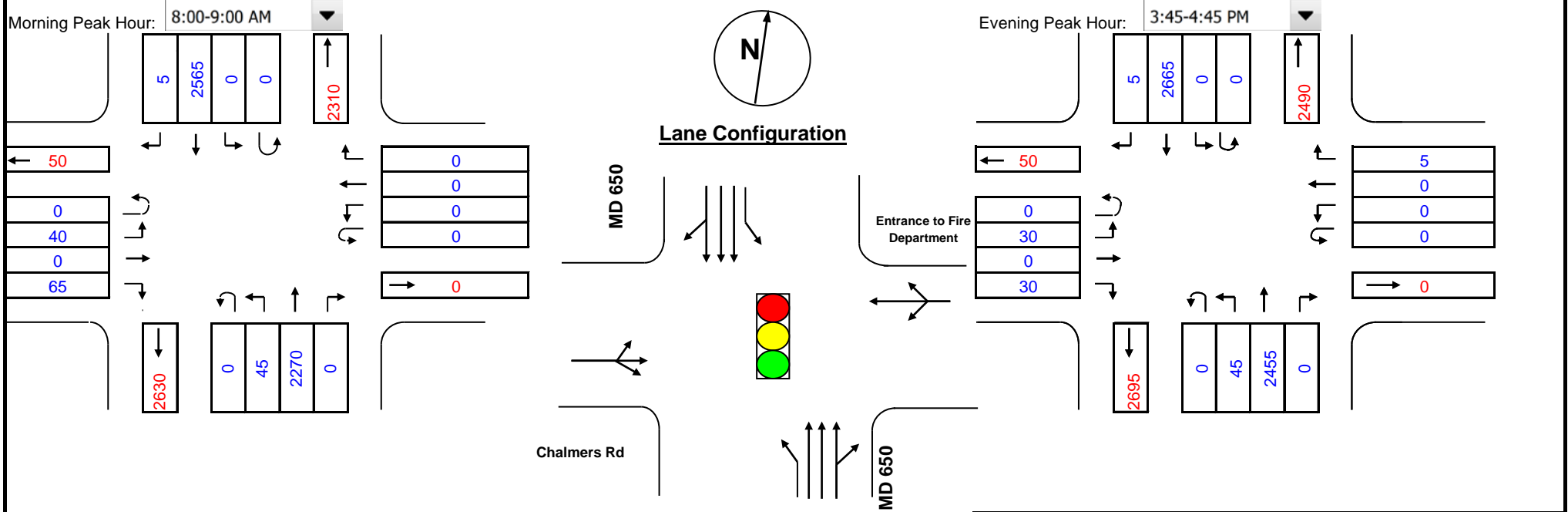
Conditions: Existing

Computed by: RS

Date: 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 3:45-4:45 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing:

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2270	0.37	840	0	840			NB	2455	0.37	908	0	908	
	SB	2570	0.37	951	45	996	*		SB	2670	0.37	988	45	1033	*
	EB	109	1.00	109	0	109	*		EB	63	1.00	63	0	63	*
	WB	0	1.00	0	40	40			WB	5	1.00	5	30	35	

Remarks:	* Critical volume	Total	1105	Remarks:	* Critical volume	Total	1096
	Level of service (V/C)		0.69		Level of service (V/C)		0.68
			B				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: New Hampshire Ave at Mahan/Schindler

Conditions: Existing

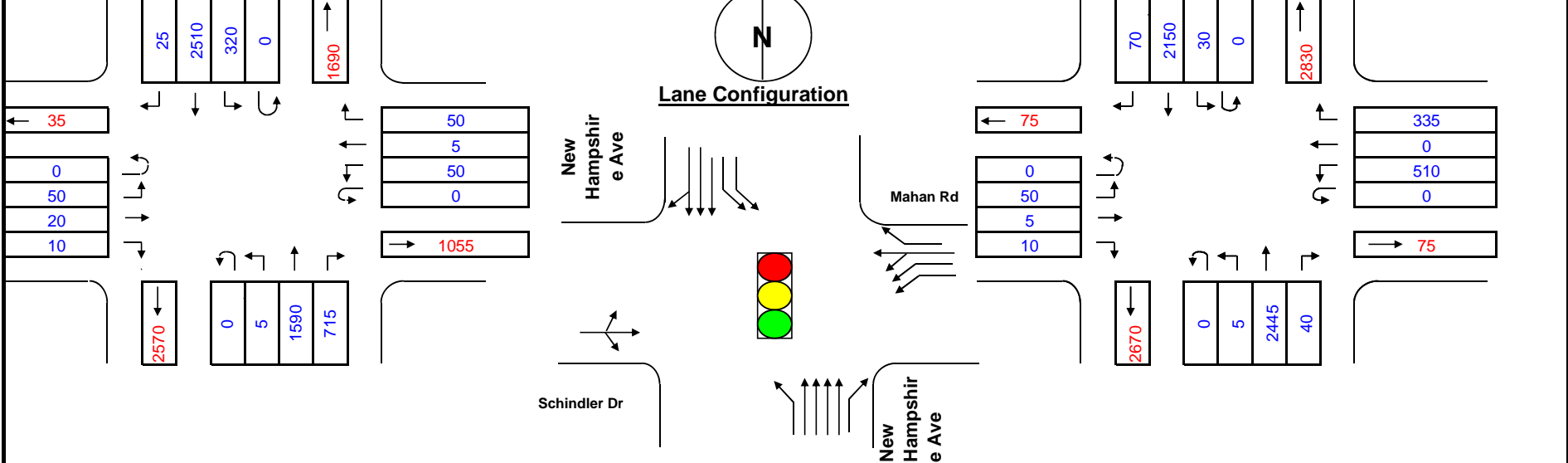
Design Year:

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap	
<input checked="" type="checkbox"/>	Northbound
<input type="checkbox"/>	Southbound
<input type="checkbox"/>	Eastbound
<input checked="" type="checkbox"/>	Westbound

Split Phasing	
<input checked="" type="radio"/>	East/West
<input type="radio"/>	North/South
<input checked="" type="radio"/>	None

Inx. Control	
<input checked="" type="radio"/>	Signal
<input type="radio"/>	Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1590	0.30	477	192	669	*		NB	2445	0.30	734	18	752	*
	SB	2535	0.37	938	5	943	*		SB	2220	0.37	821	5	826	*
	EB	80	1.00	80		80	*		EB	65	1.00	65		65	*
	WB	55	0.37	20		20	*		WB	317	1.00	317		317	*

Remarks: * Critical volume Total **1043**
Level of service (V/C) **0.65** **B**

Remarks: * Critical volume Total **1208**
Level of service (V/C) **0.76** **C**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

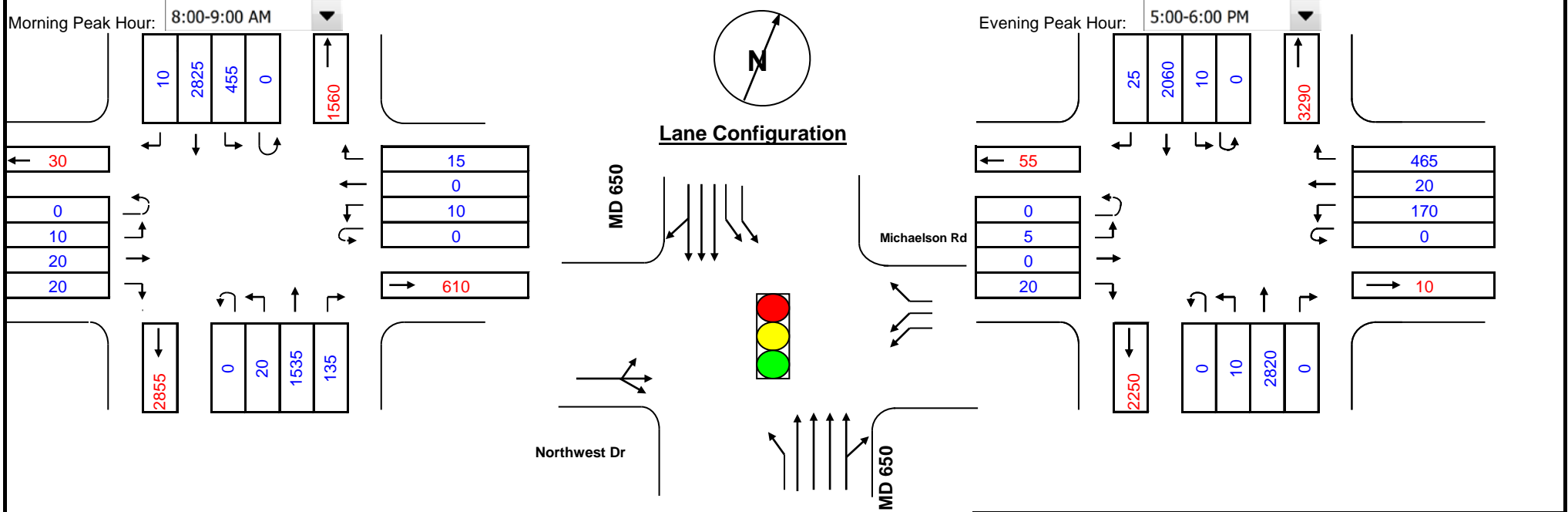
Location: MD 650 at Michaelson and Northwest

Conditions: Existing

Design Year:

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1670	0.30	501	273	774			NB	2820	0.30	846	6	852	*
	SB	2835	0.37	1049	20	1069	*		SB	2085	0.37	771	10	781	
	EB	51	1.00	51	6	57	*		EB	30	1.00	30	102	132	
	WB	15	1.00	15	10	25			WB	485	1.00	485	5	490	*

Remarks:	* Critical volume	Total	1126	Remarks:	* Critical volume	Total	1342
	Level of service (V/C)		0.70		Level of service (V/C)		0.84
			B				D

Count Date:

Location: MD 650 (New Hampshire Ave) at Lockwood Dr

Conditions: No-Build

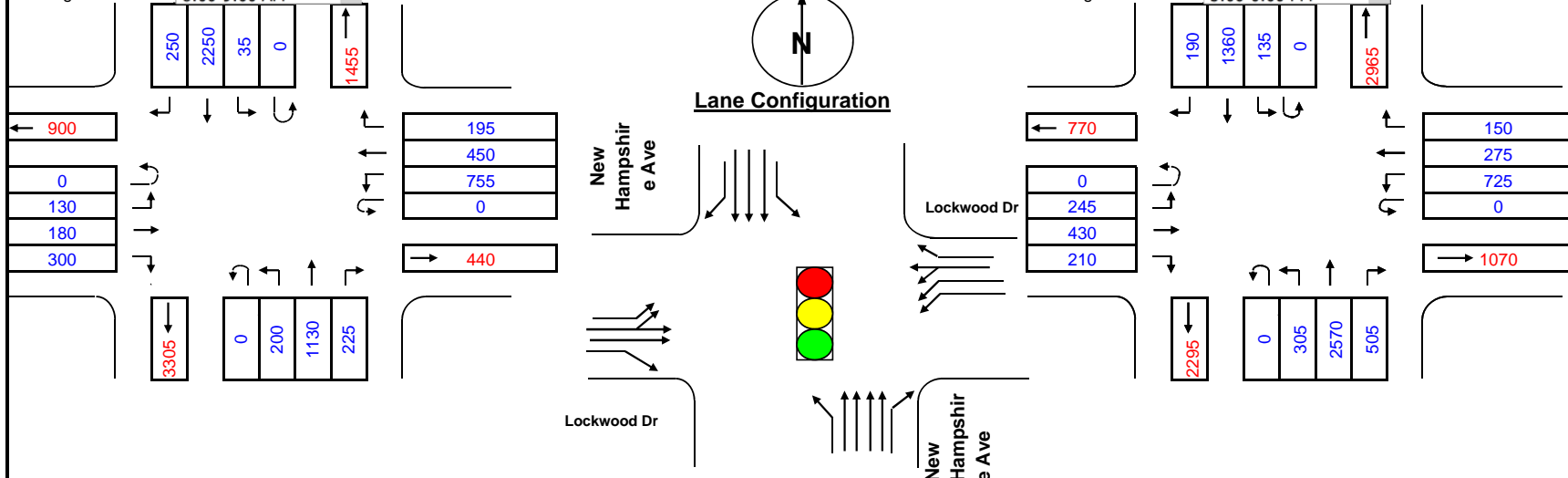
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RTOR/Overlap

Northbound
 Southbound
 Eastbound
 Westbound

Split Phasing

East/West
 North/South
 None

Inx. Control

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
DbI-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1130	0.30	339	35	374	*		NB	2570	0.30	771	135	906	*
	SB	2250	0.37	833	200	1033	*		SB	1360	0.37	503	305	808	*
	EB	310	0.37	116		116	*		EB	675	0.37	250		250	*
	WB	1205	0.37	446		446	*		WB	1000	0.37	370		370	*

Remarks:	* Critical volume	Total	1594	Remarks:	* Critical volume	Total	1526
	Level of service (V/C)		1.00		Level of service (V/C)		0.95
			E				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

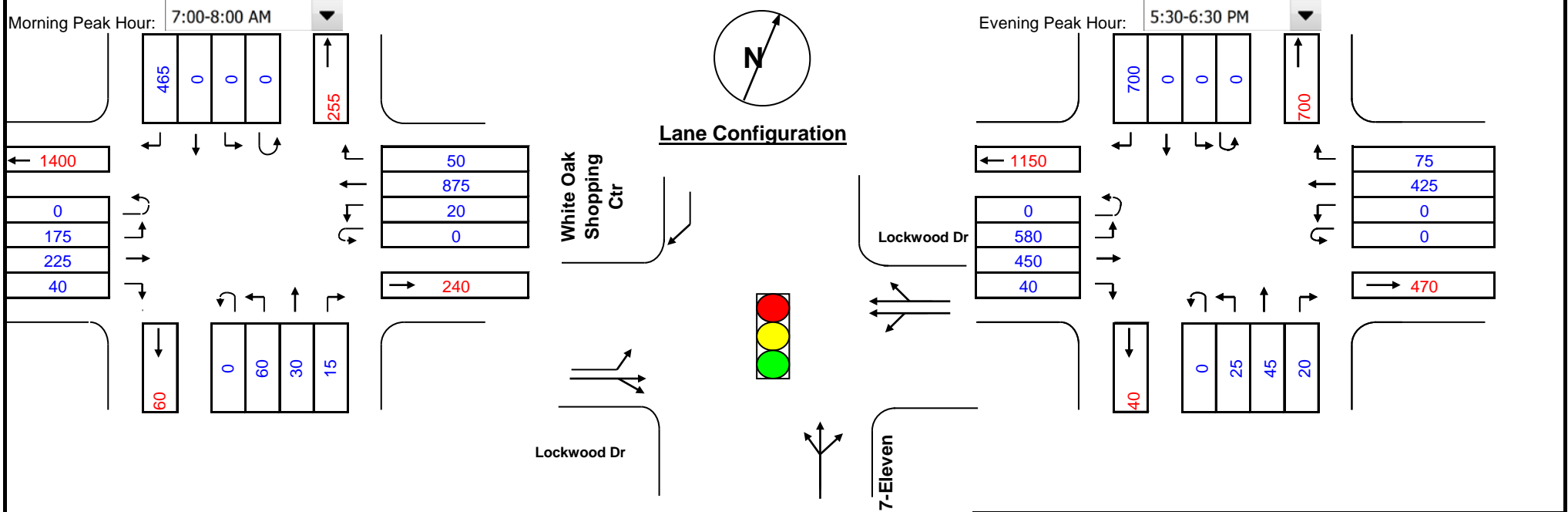
Location: Lockwood Dr at White Oak Shopping Ctr

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	165	1.00	165	0	165			NB	140	1.00	140	0	140	
	SB	290	1.00	290	60	350	*		SB	120	1.00	120	25	145	*
	EB	265	1.00	265	20	285			EBT	490	1.00	490	0	490	
	WB	945	0.53	501	175	676	*		WB	500	0.53	265	580	845	*

Remarks:	* Critical volume	Total	1026	Remarks:	* Critical volume	Total	990
	Level of service (V/C)		0.64		Level of service (V/C)		0.62
			B				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

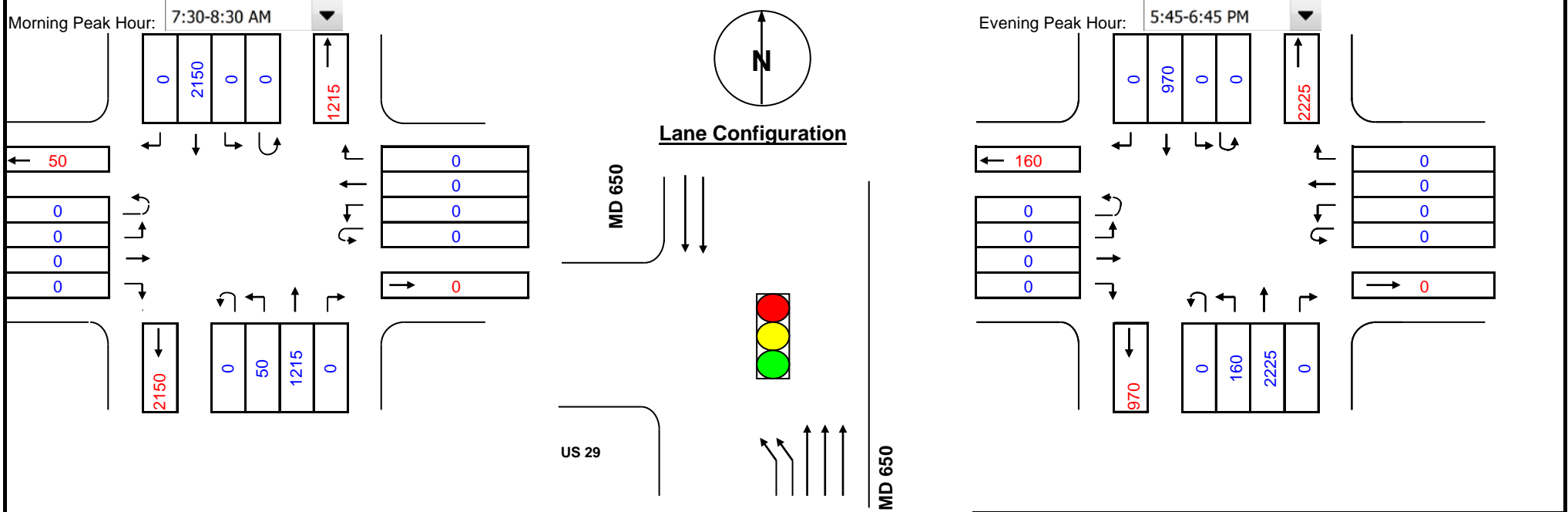
Location: MD 650/ US 29 SB Ramps

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



Phasing

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RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1215	0.37	450	0	450			NB	2225	0.37	823	0	823	*
	SB	2150	0.53	1140	30	1170	*		SB	970	0.53	514	96	610	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1170	Remarks:	* Critical volume	Total	823
	Level of service (V/C)		0.73		Level of service (V/C)		0.51
			C				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

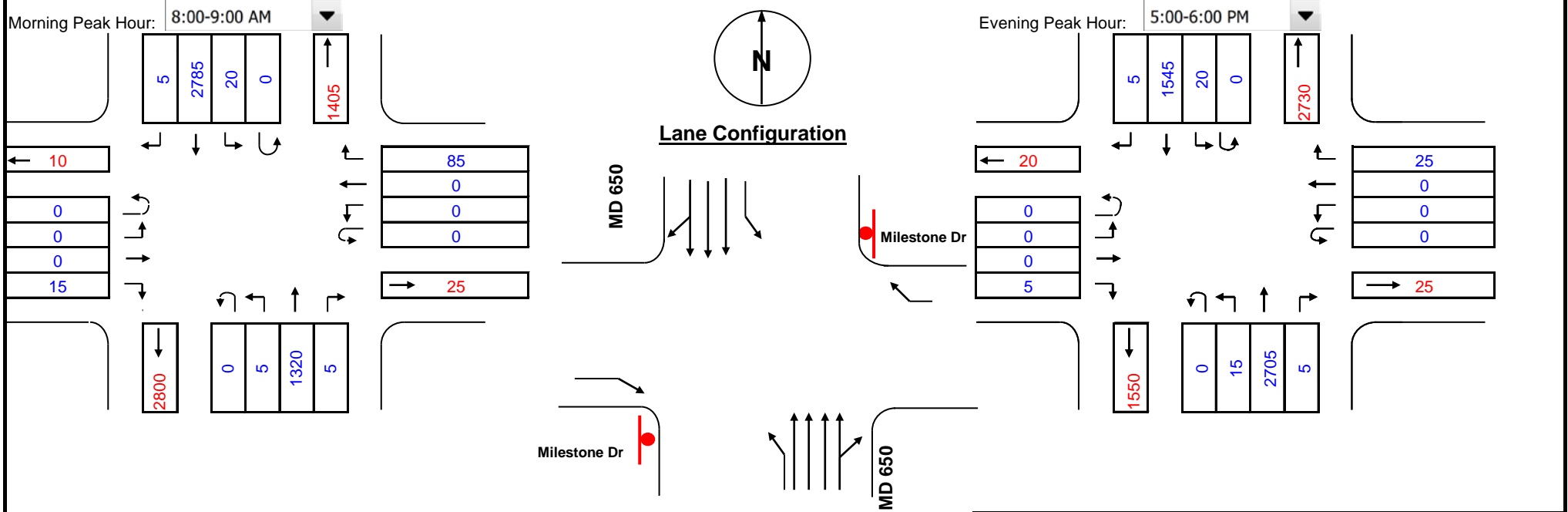
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/11/2014
Conditions: No-Build
Design Year: 2040

Location: MD 650 at Milestone

Computed by:

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A <= 1000		<= 199	1.1
2	= 0.53	B <= 1150		<= 599	2.0
3	= 0.37	C <= 1300		<= 799	3.0
4	= 0.30	D <= 1450		<= 999	4.0
5	= 0.25	E <= 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1325	0.30	398	20	418			NB	2710	0.30	813	20	833	*
	SB	2790	0.37	1032	5	1037	*		SB	1550	0.37	574	15	589	
	EB	10	1.00	10	0	10	*		EB	0	1.00	0	0	0	
	WB	65	1.00	65	0	65	*		WB	5	1.00	5	0	5	*

Remarks:	* Critical volume	Total	1102	Remarks:	* Critical volume	Total	838
	Level of service (V/C)		0.69		Level of service (V/C)		0.52
			B				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

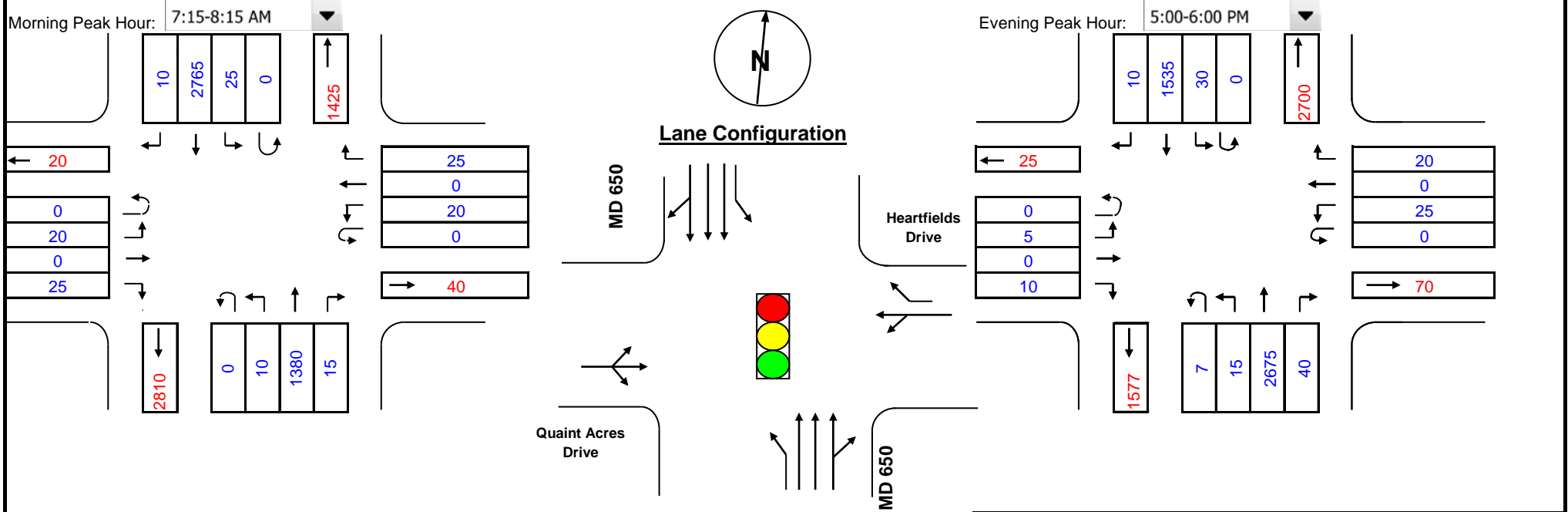
Location: MD 650 at Quaint Acres and Heartfields

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1395	0.37	516	25	541			NB	2715	0.37	1005	30	1035	*
	SB	2775	0.37	1027	10	1037	*		SB	1545	0.37	572	15	587	
	EB	47	1.00	47	20	67	*		EB	16	1.00	16	25	41	*
	WB	22	1.00	22	20	42			WB	28	1.00	28	5	33	

Remarks:	* Critical volume	Total	1104	Remarks:	* Critical volume	Total	1075
	Level of service (V/C)		0.69		Level of service (V/C)		0.67
			B				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

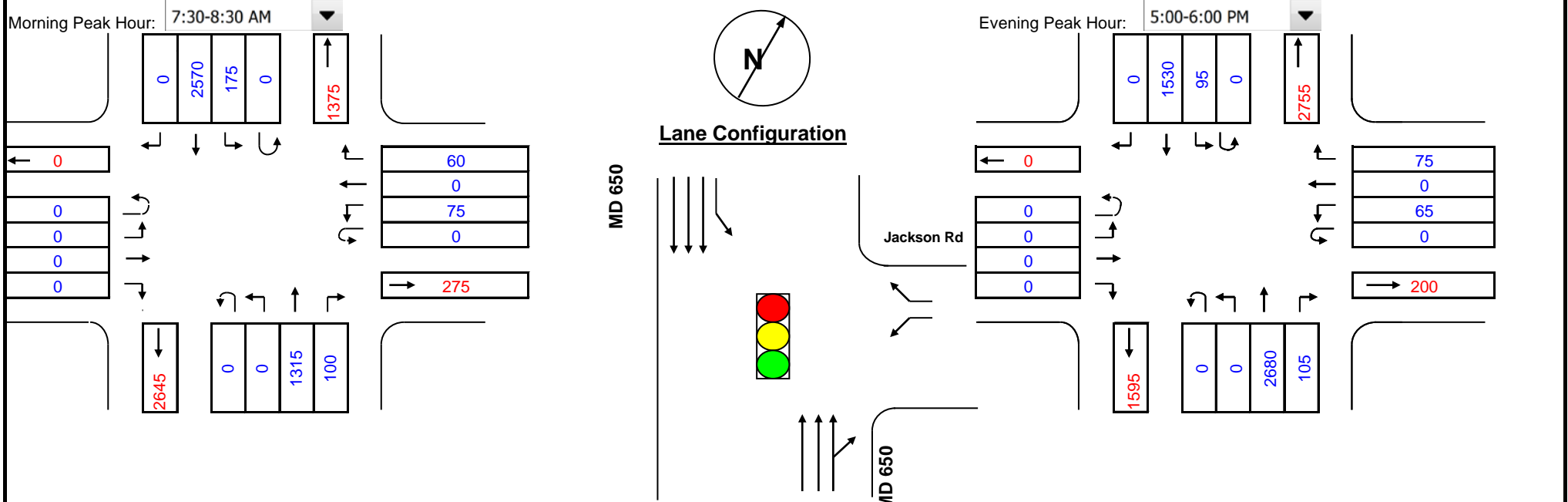
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015
Conditions: No-Build
Design Year: 2040

Location: MD 650 at Jackson

Computed by: RS

Date: 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing lane phasing for left, through, and right turns]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1415	0.37	524	175	699			NB	2785	0.37	1030	95	1125	*
	SB	2570	0.37	951	0	951	*		SB	1530	0.37	566	0	566	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	75	1.00	75	0	75	*		WB	65	1.00	65	0	65	*

Remarks: * Critical volume Total **1026** Level of service (V/C) **0.64** **B** Remarks: * Critical volume Total **1190** Level of service (V/C) **0.74** **C**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: US 29 at MD 193 EBL

Conditions: Future

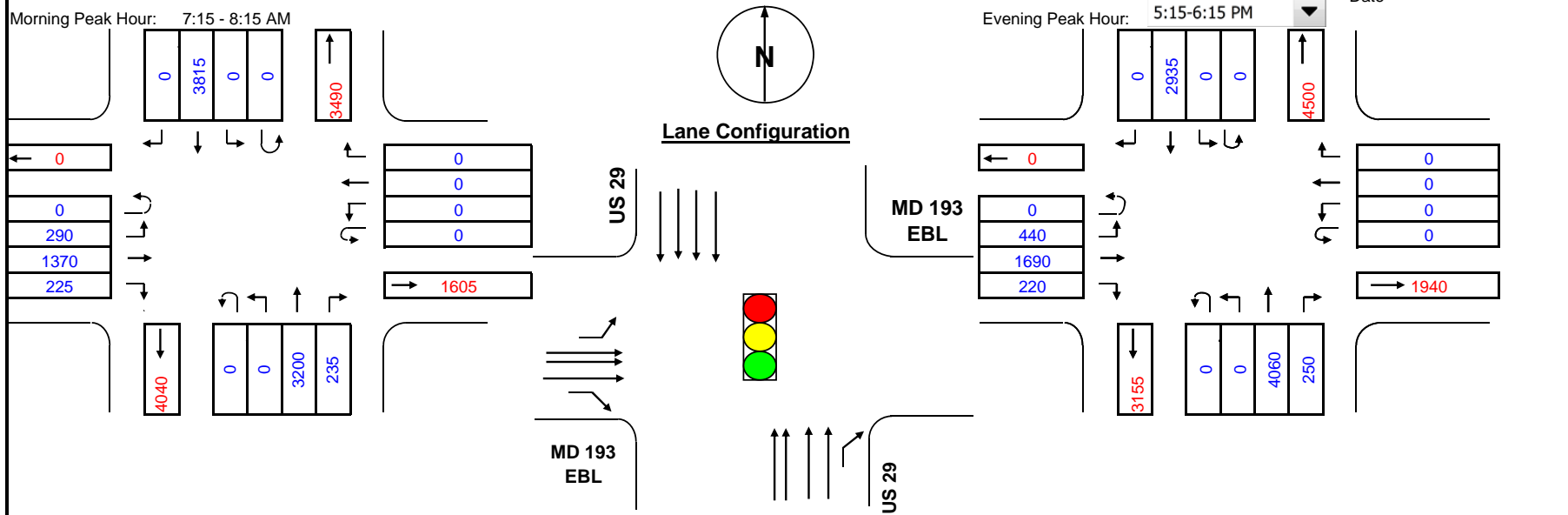
Design Year: 2040

Computed by:

Date: 5/25/2016

Morning Peak Hour: 7:15 - 8:15 AM

Evening Peak Hour: 5:15-6:15 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
DbI-Lt = 0.60		E	<= 1600	> 1000	5.0
		F	> 1600		

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3200	0.30	960	0	960			NB	4060	0.30	1218	0	1218	*
	SB	3815	0.30	1145	0	1145	*		SB	2935	0.30	881	0	881	
	EB	1370	0.37	507	0	507	*		EB	1690	0.37	625	0	625	*
	WB	0	0.00	0	290	290			WB	0	0.00	0	440	440	

Remarks: * Critical volume Total **1651** Level of service (V/C) **1.03** **F** Remarks: * Critical volume Total **1843** Level of service (V/C) **1.15** **F**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: US 29 at MD 193 WBL

Conditions: Future No-Build

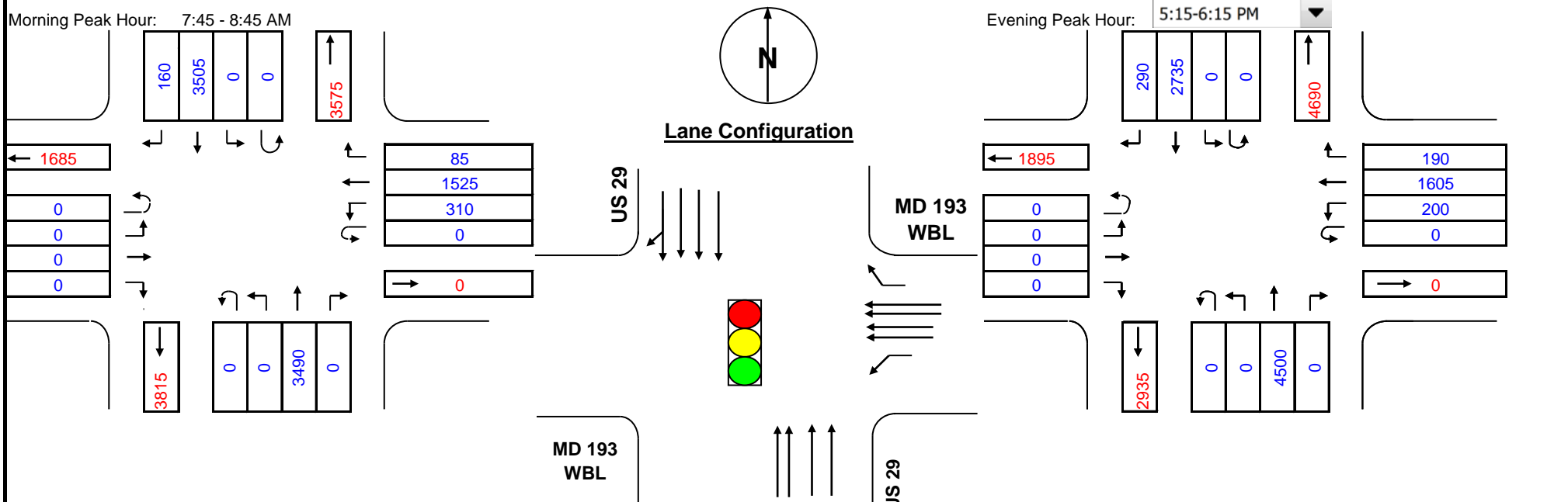
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45 - 8:45 AM

Evening Peak Hour: 5:15-6:15 PM



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3490	0.30	1047	0	1047			NB	4500	0.30	1350	0	1350	*
	SB	3665	0.30	1100	0	1100	*		SB	3025	0.30	908	0	908	
	EB	0	0.30	0	310	310			EB	0	0.30	0	200	200	
	WB	1525	0.30	458	0	458	*		WB	1605	0.30	482	0	482	*

Remarks:	* Critical volume	Total	1557	Remarks:	* Critical volume	Total	1832
	Level of service (V/C)		0.97		Level of service (V/C)		1.14
			E				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

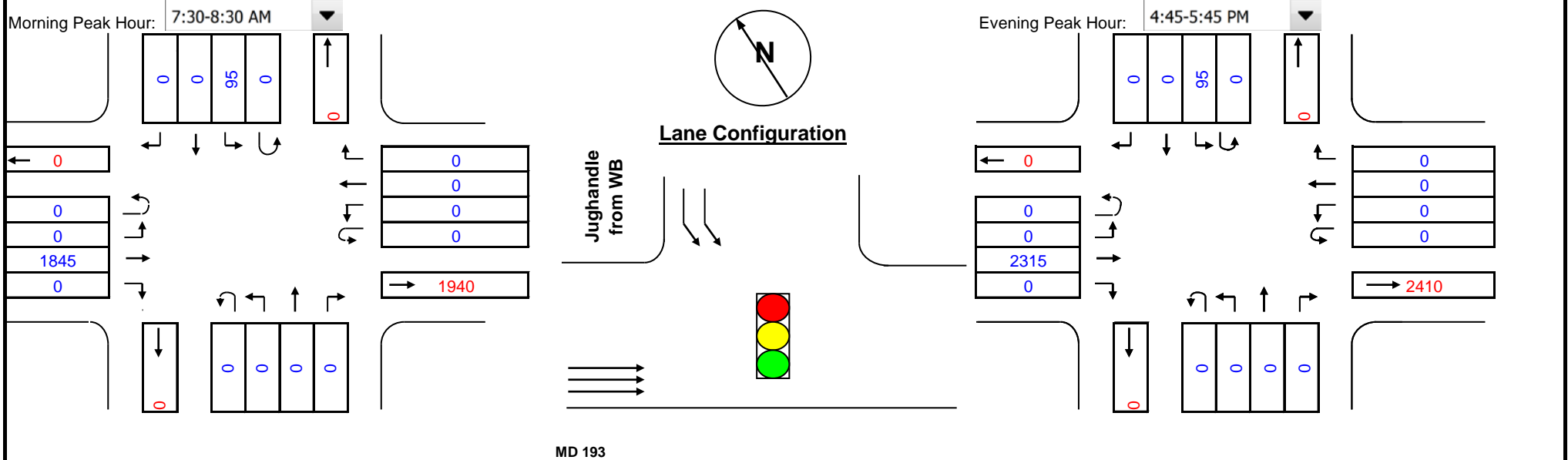
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015
Conditions: No-Build
Design Year: 2040

Location: MD 193 EB at Jughandle from WB

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	95	0.60	57	0	57	*		SB	95	0.60	57	0	57	*
	EB	1845	0.37	683	0	683	*		EB	2315	0.37	857	0	857	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	740	Remarks:	* Critical volume	Total	914
	Level of service (V/C)		0.46		Level of service (V/C)		0.57
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

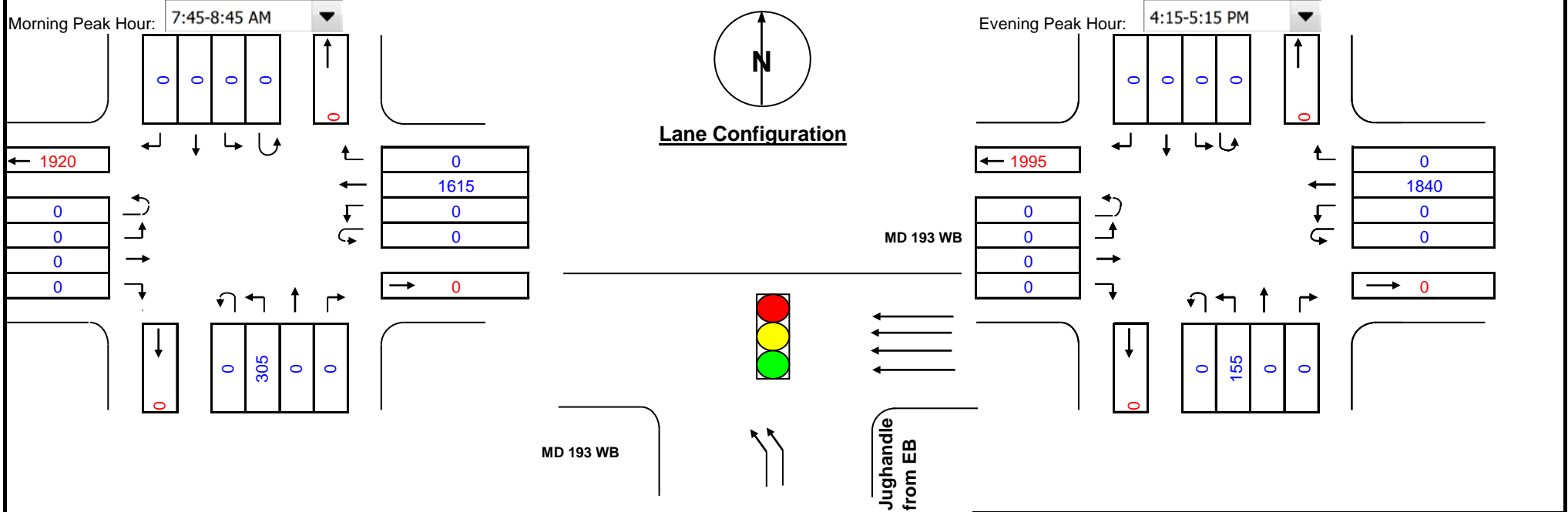
Location: MD 193 WB at Jughandle from EB

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	305	0.60	183	0	183	*		NB	155	0.60	93	0	93	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	1615	0.30	485	0	485	*		WB	1840	0.30	552	0	552	*

Remarks:	* Critical volume	Total	668	Remarks:	* Critical volume	Total	645
	Level of service (V/C)		0.42		Level of service (V/C)		0.40
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/28/2015

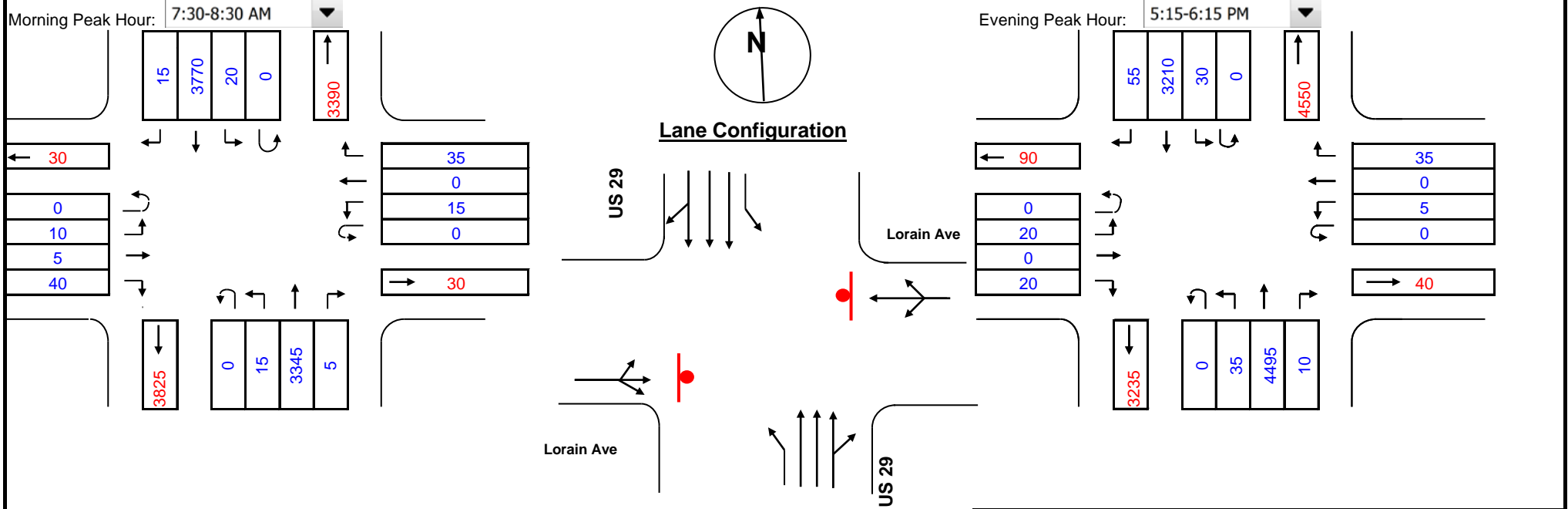
Location: US 29 at Lorain Ave

Conditions: Future No-Build

Design Year: 2040

Computed by: NB

Date: 5/25/2016



RTOR/Overlap

Split Phasing

Inx. Control

Northbound
 Southbound
 Eastbound
 Westbound

East/West
 North/South
 None

Signal
 Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.55	B	≤ 1150	≤ 599	2.0
3	= 0.40	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3350	0.37	1240	20	1260			NB	4505	0.37	1667	30	1697	*
	SB	3785	0.37	1400	15	1415	*		SB	3265	0.37	1208	35	1243	
	EB	56	1.00	56	15	71	*		EB	42	1.00	42	5	47	
	WB	52	1.00	52	10	62			WB	41	1.00	41	20	61	*

Remarks:	* Critical volume	Total	1486	Remarks:	* Critical volume	Total	1757
	Level of service (V/C)		0.93		Level of service (V/C)		1.10
			E				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/24/2014

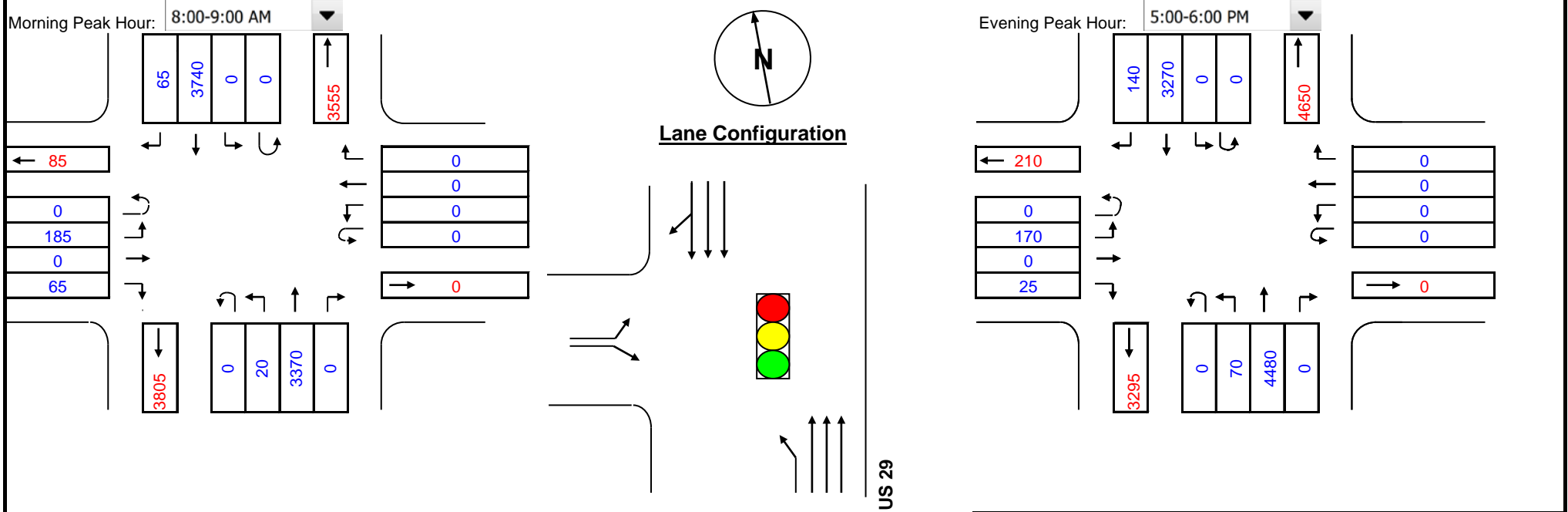
Location: US 29 at Southwood and Eastwood

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3370	0.37	1247	0	1247			NB	4480	0.37	1658	0	1658	*
	SB	3805	0.37	1408	20	1428	*		SB	3410	0.37	1262	70	1332	
	EB	185	1.00	185	0	185	*		EB	170	1.00	170	0	170	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1613	Remarks:	* Critical volume	Total	1828
	Level of service (V/C)		1.01		Level of service (V/C)		1.14
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

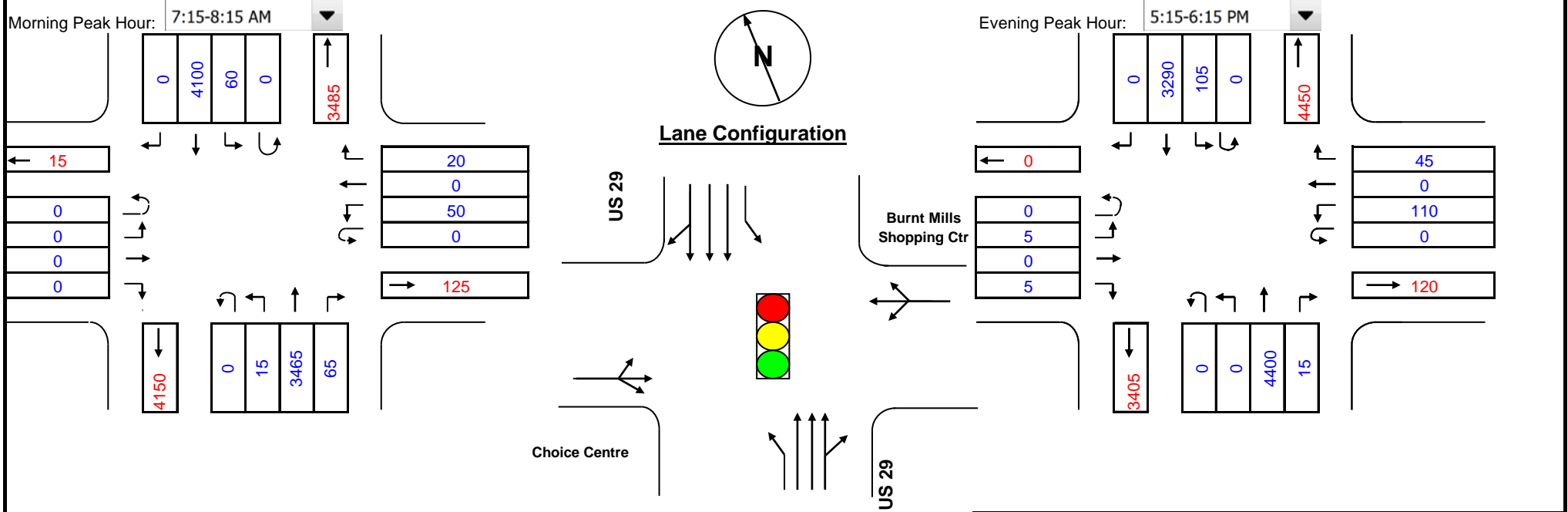
Location: US 29 at Burnt Mills Shopping Ctr

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3530	0.37	1306	60	1366			NB	4415	0.37	1634	105	1739	*
	SB	4100	0.37	1517	15	1532	*		SB	3290	0.37	1217	0	1217	
	EB	0	1.00	0	50	50			EB	11	1.00	11	110	121	
	WB	75	1.00	75	0	75	*		WB	166	1.00	166	5	171	*

Remarks:	* Critical volume	Total	1607	Remarks:	* Critical volume	Total	1910
	Level of service (V/C)		1.00		Level of service (V/C)		1.19
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/16/2014

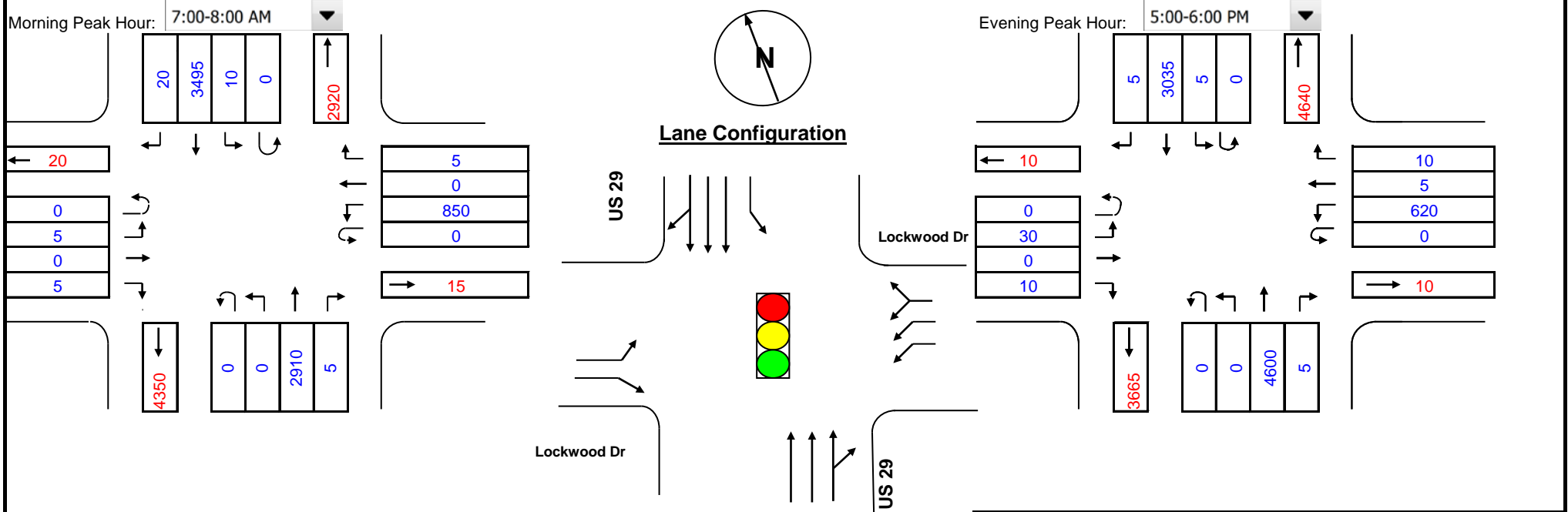
Location: US 29 at Lockwood

Conditions: Future No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap

Split Phasing

Inx. Control

Northbound
 Southbound
 Eastbound
 Westbound

East/West
 North/South
 None

Signal
 Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2915	0.37	1079	10	1089			NB	4605	0.37	1704	5	1709	*
	SB	3515	0.37	1301	0	1301	*		SB	3040	0.37	1125	0	1125	
	EB	5	1.00	5	0	5			EB	10	1.00	10	0	10	
	WB	855	0.37	316	5	321	*		WB	635	0.37	235	30	265	*

Remarks:	* Critical volume	Total	1622	Remarks:	* Critical volume	Total	1974
	Level of service (V/C)		1.01		Level of service (V/C)		1.23
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

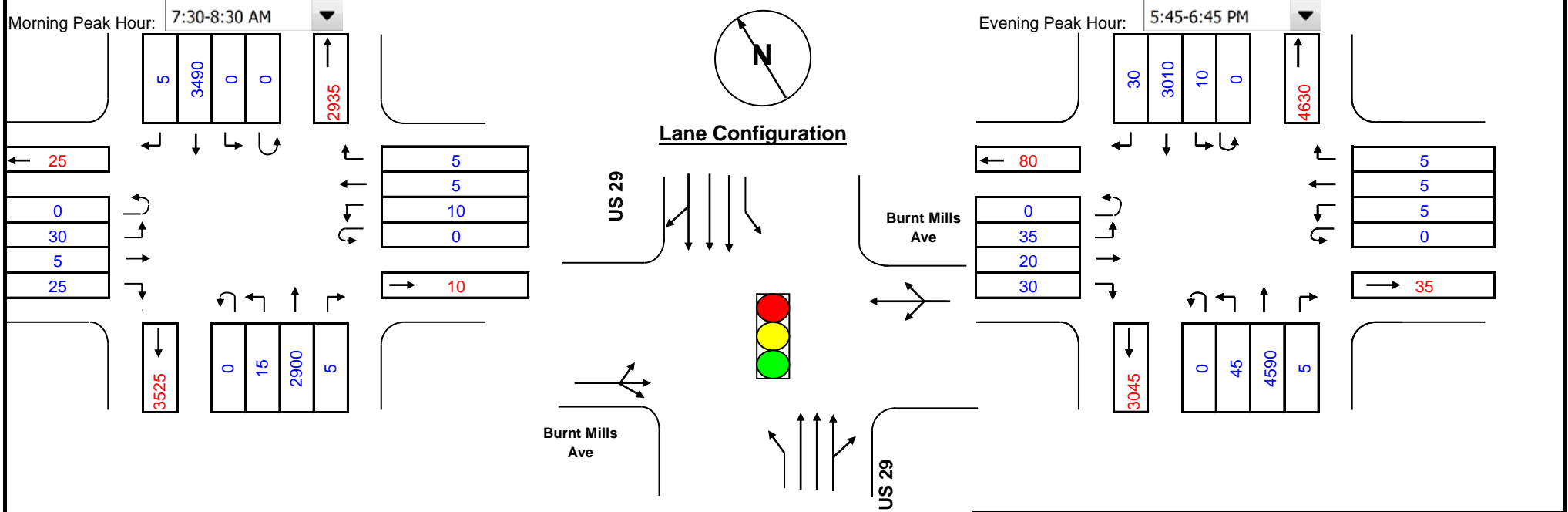
Location: US 29 at Burnt Mills

Conditions: No-Build

Design Year: 2040

Computed by:

Date 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options for the intersection]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
Dbl-Lt = 0.60		E	≤ 1600	> 1000	5.0
		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2905	0.37	1075	0	1075			NB	4595	0.37	1700	10	1710	*
	SB	3495	0.37	1293	15	1308	*		SB	3040	0.37	1125	45	1170	
	EB	63	1.00	63	10	73	*		EB	89	1.00	89	5	94	*
	WB	21	1.00	21	30	51			WB	16	1.00	16	35	51	

Remarks:	* Critical volume	Total	1381	Remarks:	* Critical volume	Total	1804
	Level of service (V/C)		0.86		Level of service (V/C)		1.13
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

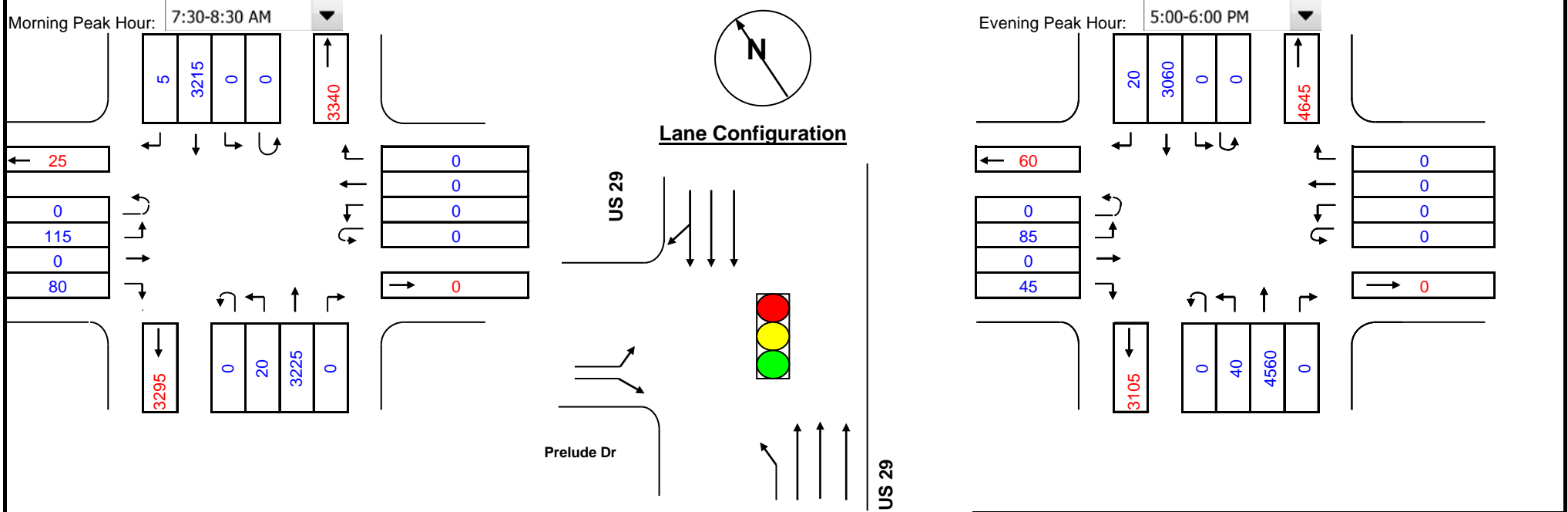
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/20/2015
Conditions: No-Build
Design Year: 2040

Location: US 29 at Prelude

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3225	0.37	1193	0	1193			NB	4560	0.37	1687	0	1687	*
	SB	3220	0.37	1191	20	1211	*		SB	3080	0.37	1140	40	1180	
	EB	115	1.00	115	0	115	*		EB	85	1.00	85	0	85	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1326	Remarks:	* Critical volume	Total	1772
	Level of service (V/C)		0.83		Level of service (V/C)		1.11
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

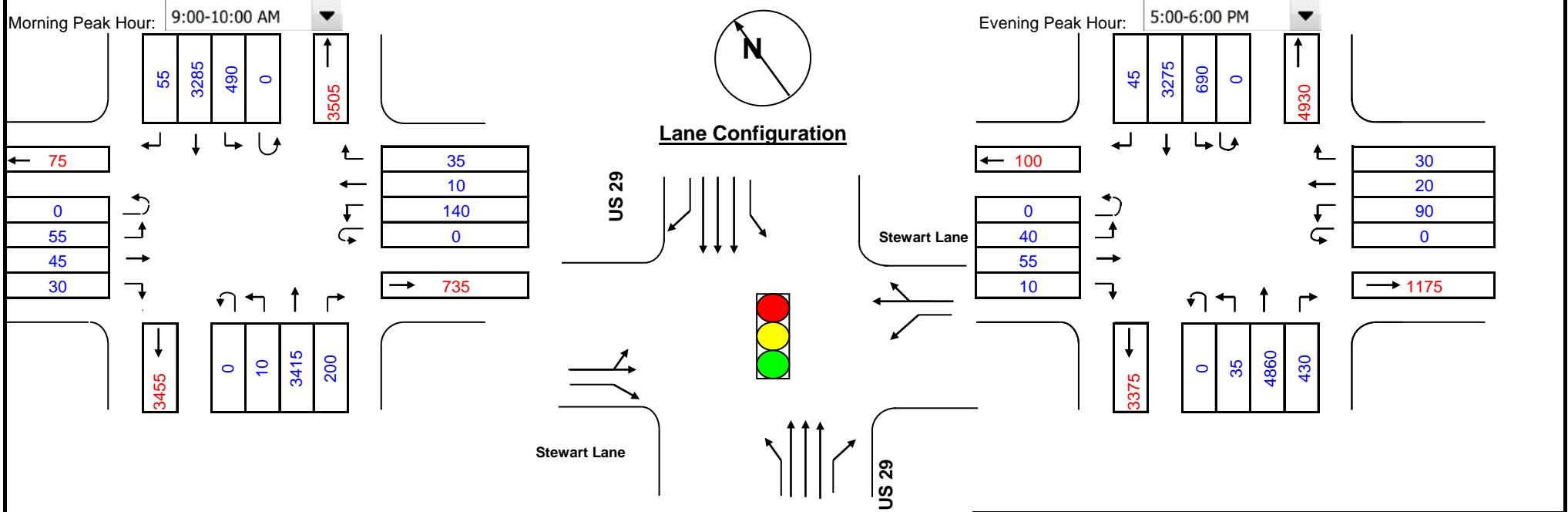
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 7/8/2014
Conditions: No-Build
Design Year: 2040

Location: US 29 and Stewart Lane

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap

Split Phasing

Inx. Control

Northbound
 Southbound
 Eastbound
 Westbound

East/West
 North/South
 None

Signal
 Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	3415	0.37	1264	490	1754	*		NB	4860	0.37	1798	690	2488	*
	SB	3285	0.37	1215	10	1225			SB	3275	0.37	1212	35	1247	
	EB	106	1.00	106	140	246	*		EB	99	1.00	99	90	189	*
	WB	45	1.00	45	55	100			WB	50	1.00	50	40	90	

Remarks:	* Critical volume	Total	1999	Remarks:	* Critical volume	Total	2677
	Level of service (V/C)		1.25		Level of service (V/C)		1.67
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

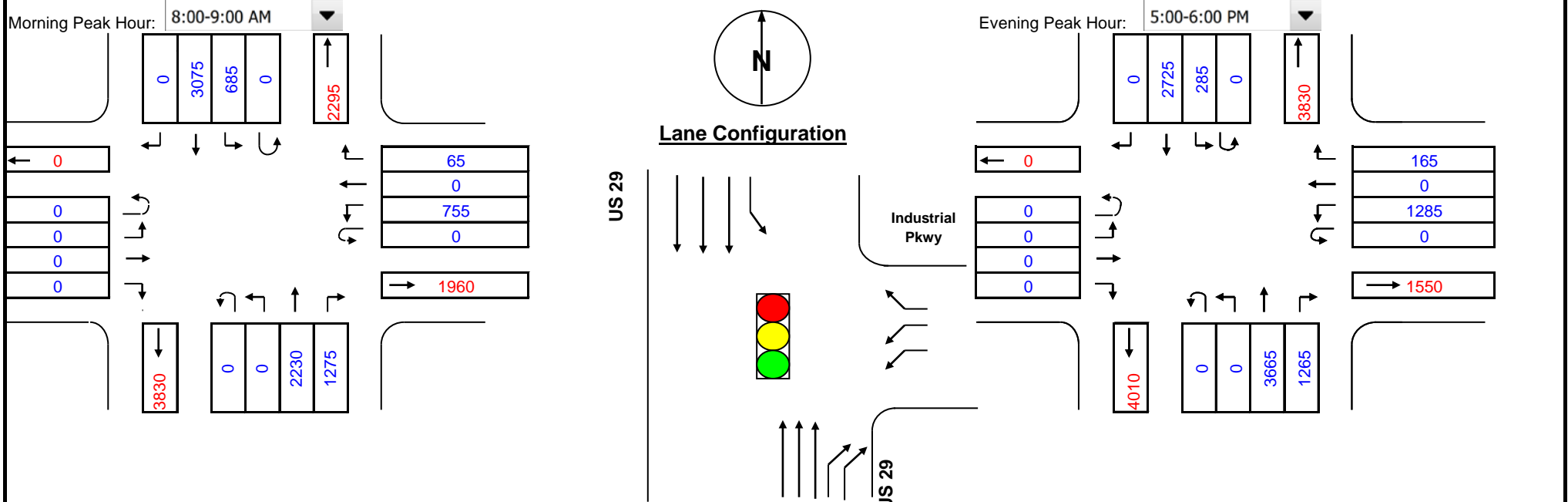
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 6/27/2012
Conditions: No-Build
Design Year: 2040

Location: US 29 at Industrial Road

Computed by: RS

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2230	0.37	825	685	1510	*		NB	3665	0.37	1356	285	1641	*
	SB	3075	0.37	1138	0	1138			SB	2725	0.37	1008	0	1008	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	755	0.60	453	0	453	*		WB	1285	0.60	771	0	771	*

Remarks:	* Critical volume	Total	1963	Remarks:	* Critical volume	Total	2412
	Level of service (V/C)		1.23		Level of service (V/C)		1.51
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

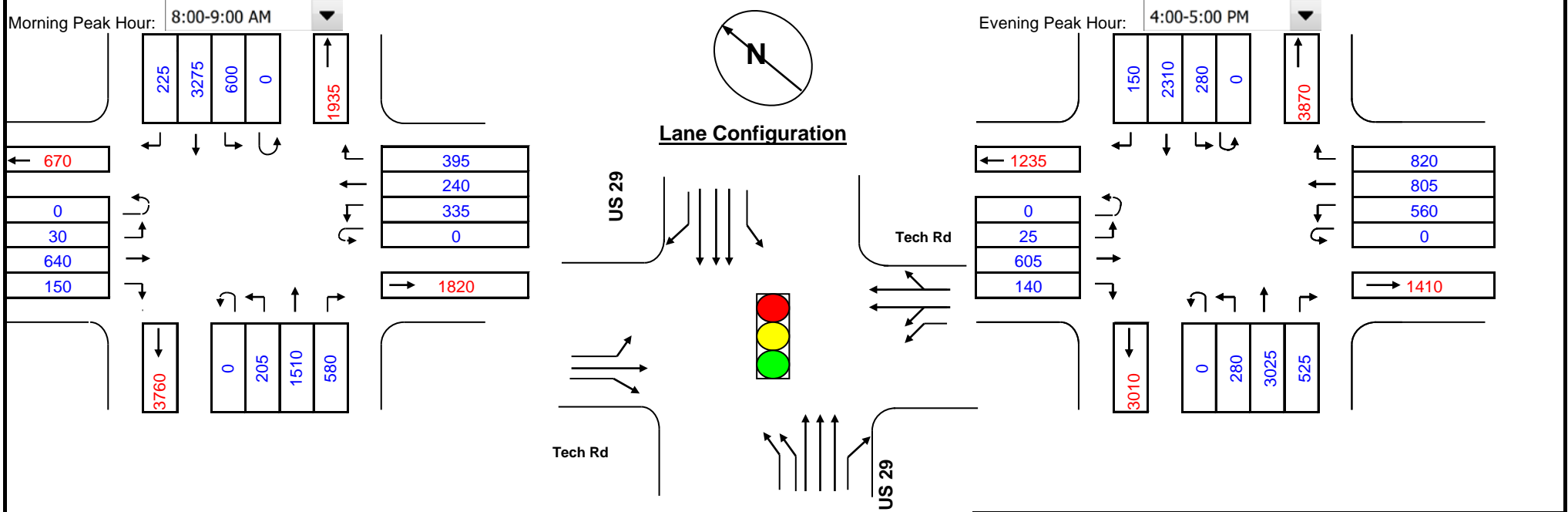
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/6/2014
Conditions: No-Build
Design Year: ###

Location: US 29 at Tech Road

Computed by: RS

Date 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1510	0.37	559	600	1159	*		NB	3025	0.37	1119	280	1399	*
	SB	3275	0.37	1212	123	1335	*		SB	2310	0.37	855	168	1023	*
	EB	640	1.00	640	0	640	*		EB	605	1.00	605	0	605	*
	WB	970	0.37	359	0	359	*		WB	2185	0.37	808	0	808	*

Remarks:	* Critical volume	Total	2334	Remarks:	* Critical volume	Total	2813
	Level of service (V/C)		1.46		Level of service (V/C)		1.76
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

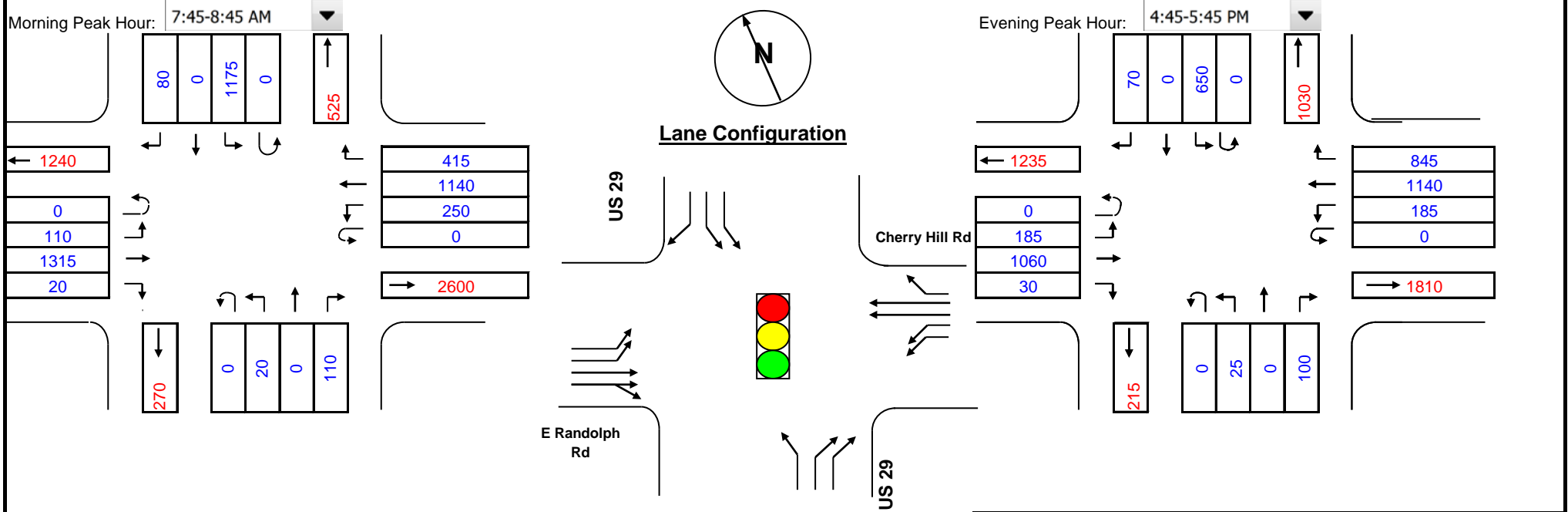
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/27/2015
Conditions: No-Build
Design Year: 2040

Location: Randolph at Cherry Hill and US 29 Ramps

Computed by:

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	20	1.00	20	0	20	*		NB	25	1.00	25	0	25	*
	SB	1175	0.60	705	0	705	*		SB	650	0.60	390	0	390	*
	EB	1335	0.53	708	150	858	*		EB	1090	0.53	578	111	689	*
	WB	1140	0.53	604	66	670	*		WB	1140	0.53	604	111	715	*

Remarks:	* Critical volume	Total	1583	Remarks:	* Critical volume	Total	1130
	Level of service (V/C)		0.99		Level of service (V/C)		0.71
			E				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

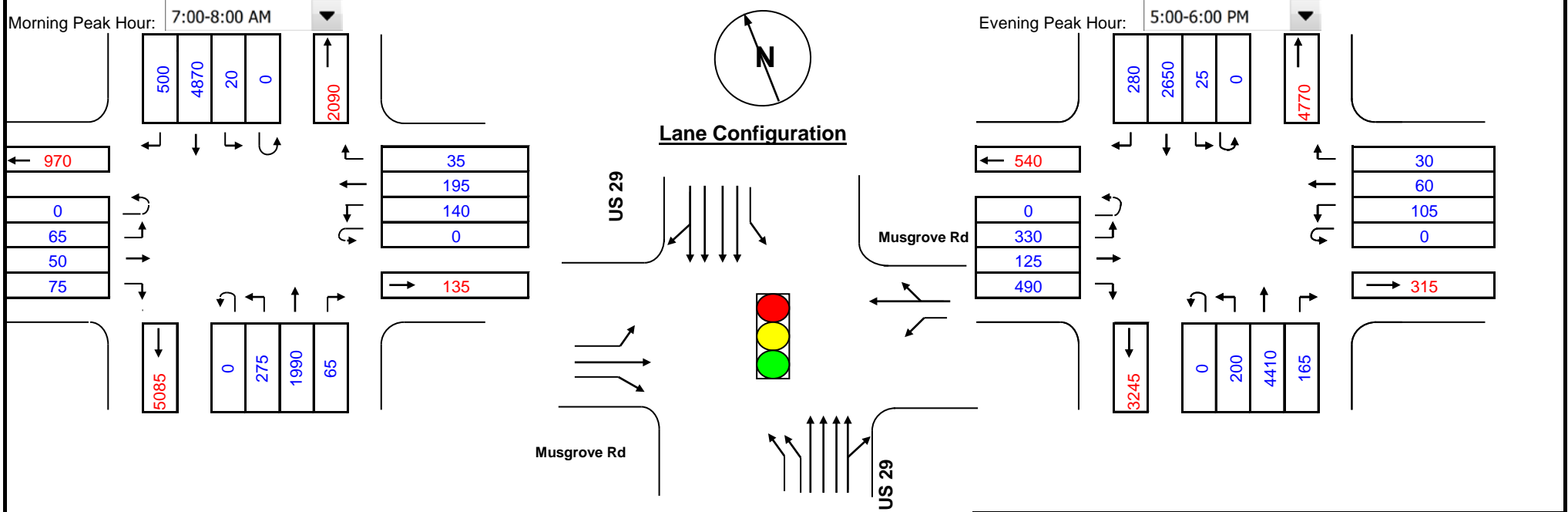
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 12/11/2013
Conditions: No-Build
Design Year: 2040

Location: US 29 at Musgrove

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2055	0.30	617	20	637			NB	4575	0.30	1373	25	1398	*
	SB	5370	0.30	1611	165	1776	*		SB	2930	0.30	879	120	999	
	EB	50	1.00	50	140	190			EB	370	1.00	370	105	475	*
	WB	230	1.00	230	65	295	*		WB	90	1.00	90	330	420	

Remarks:	* Critical volume	Total	2071	Remarks:	* Critical volume	Total	1873
	Level of service (V/C)		1.29		Level of service (V/C)		1.17
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

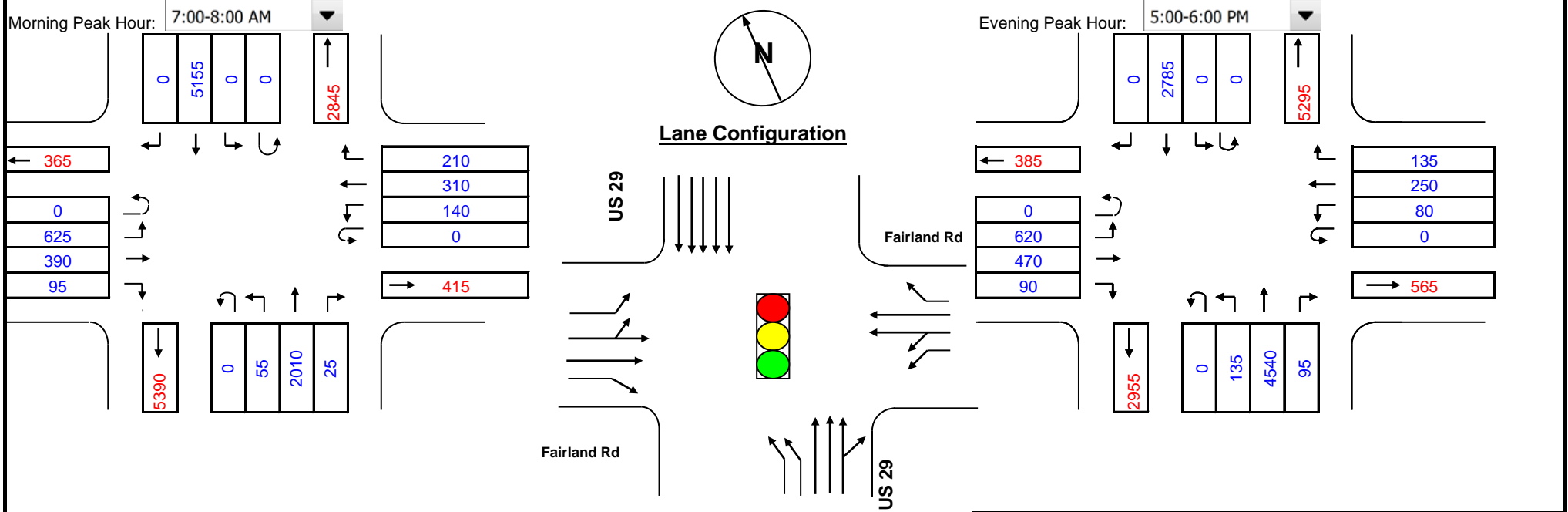
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/18/2014
Conditions: No-Build
Design Year: 2040

Location: US 29 at Fairland

Computed by: RS

Date: 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing options for the intersection]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	2035	0.37	753	0	753			NB	4635	0.37	1715	0	1715	*
	SB	5155	0.25	1289	33	1322	*		SB	2785	0.25	696	81	777	
	EB	1015	0.37	376	0	376	*		EB	1090	0.37	403	0	403	*
	WB	210	1.00	210	0	210	*		WB	135	1.00	135	0	135	*

Remarks:	* Critical volume	Total	1907	Remarks:	* Critical volume	Total	2253
	Level of service (V/C)		1.19		Level of service (V/C)		1.41
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Old Columbia Pike at Fairland Rd

Conditions: No-Build

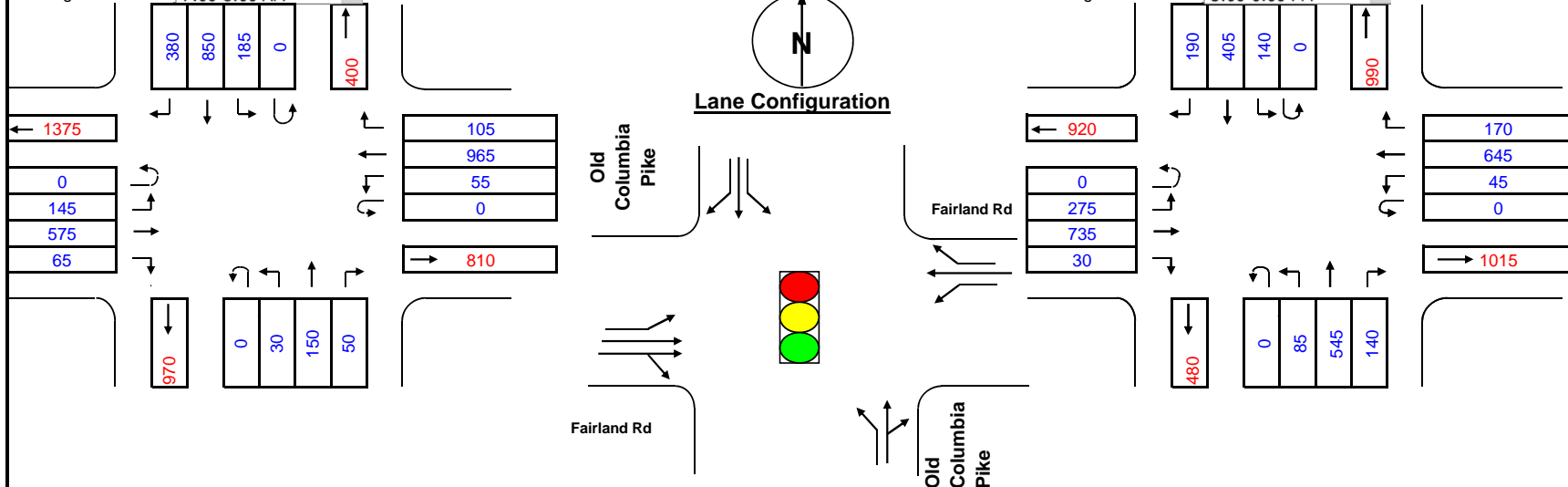
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap	Split Phasing	Inx. Control
<input type="checkbox"/> Northbound	<input type="radio"/> East/West	<input checked="" type="radio"/> Signal
<input checked="" type="checkbox"/> Southbound	<input type="radio"/> North/South	<input type="radio"/> Stop
<input type="checkbox"/> Eastbound	<input checked="" type="radio"/> None	
<input checked="" type="checkbox"/> Westbound		

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	200	1.00	200	185	385			NB	685	1.00	685	140	825	*
	SB	850	1.00	850	30	880	*		SB	405	1.00	405	85	490	
	EB	640	0.53	339	55	394			EB	765	0.53	405	45	450	
	WB	965	1.00	965	145	1110	*		WB	645	1.00	645	275	920	*

Remarks:	* Critical volume	Total	1990	Remarks:	* Critical volume	Total	1745
	Level of service (V/C)		1.24		Level of service (V/C)		1.09
			F				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

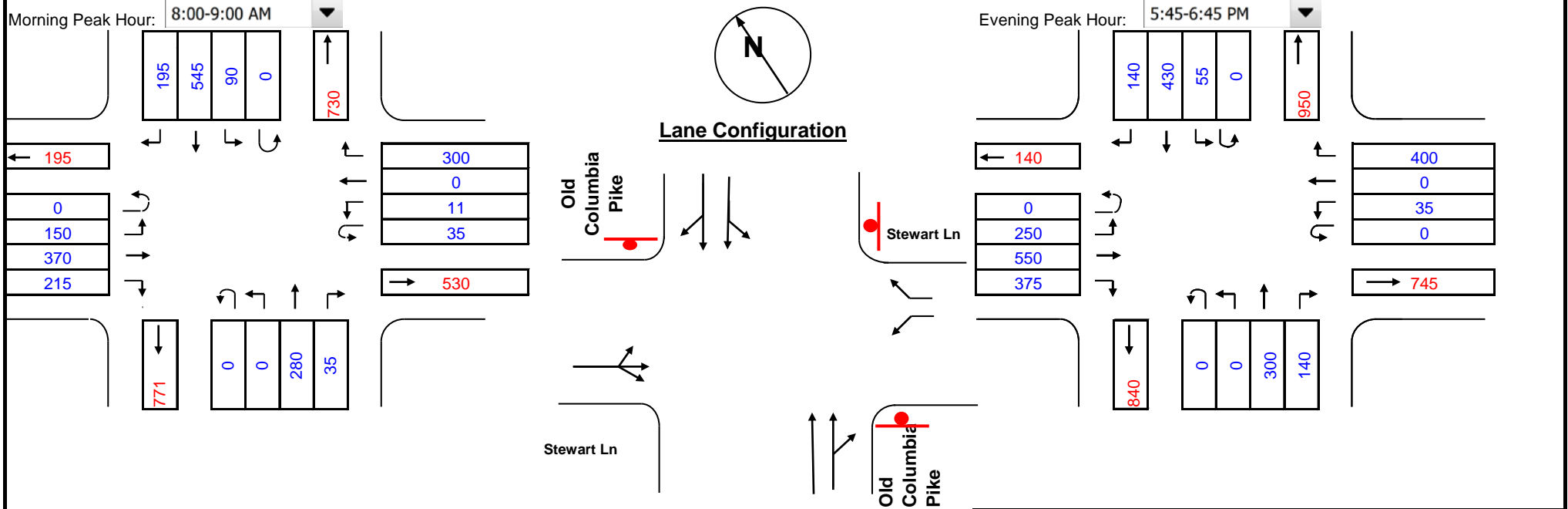
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Old Columbia Pike at Stewart Ln

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing				RTOR/Overlap		Split Phasing		Inx. Control	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	315	0.53	167	90	257			NB	440	0.53	233	55	288	
	SB	839	0.53	445	0	445	*		SB	680	0.53	360	0	360	*
	EB	735	1.00	735	0	735	*		EB	1175	1.00	1175	0	1175	*
	WB	210	1.00	210	150	360			WB	345	1.00	345	250	595	

Remarks:	* Critical volume	Total	1180	Remarks:	* Critical volume	Total	1535
	Level of service (V/C)		0.74		Level of service (V/C)		0.96
			C				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

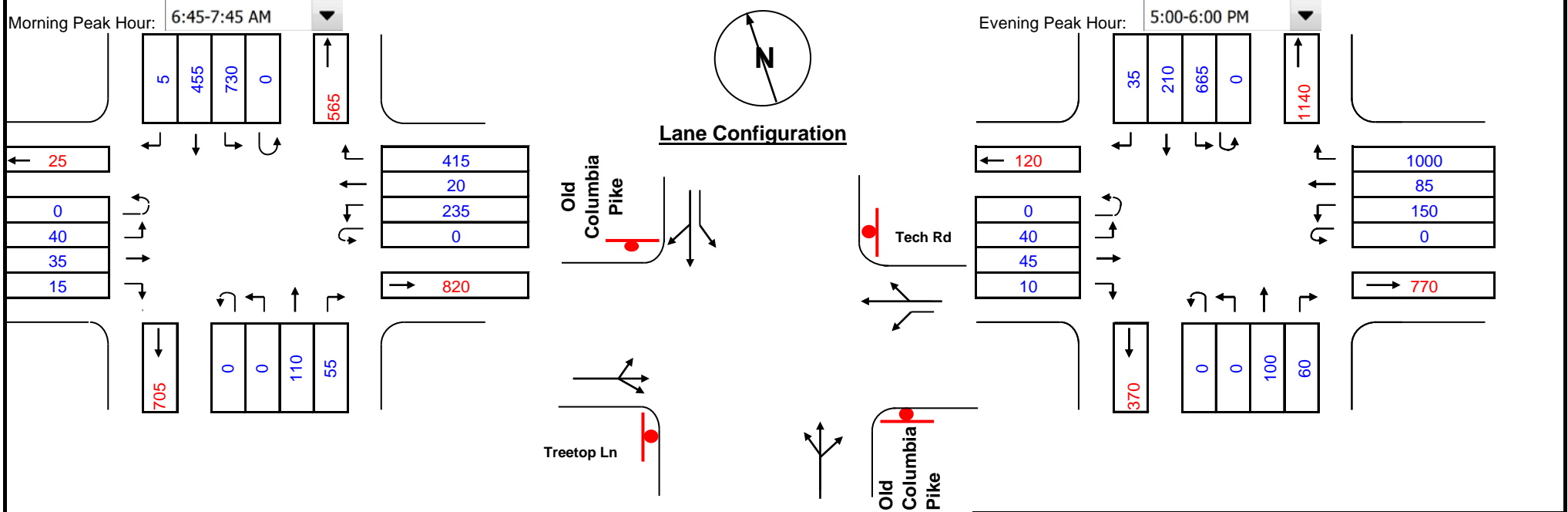
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Old Columbia Pike at Tech Rd

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	165	1.00	165	730	895	*		NB	160	1.00	160	665	825	*
	SB	460	1.00	460	0	460			SB	245	1.00	245	0	245	
	EB	130	1.00	130	235	365			EB	255	1.00	255	150	405	
	WB	435	1.00	435	40	475	*		WB	1085	1.00	1085	40	1125	*

Remarks:	* Critical volume	Total	1370	Remarks:	* Critical volume	Total	1950
	Level of service (V/C)		0.86		Level of service (V/C)		1.22
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

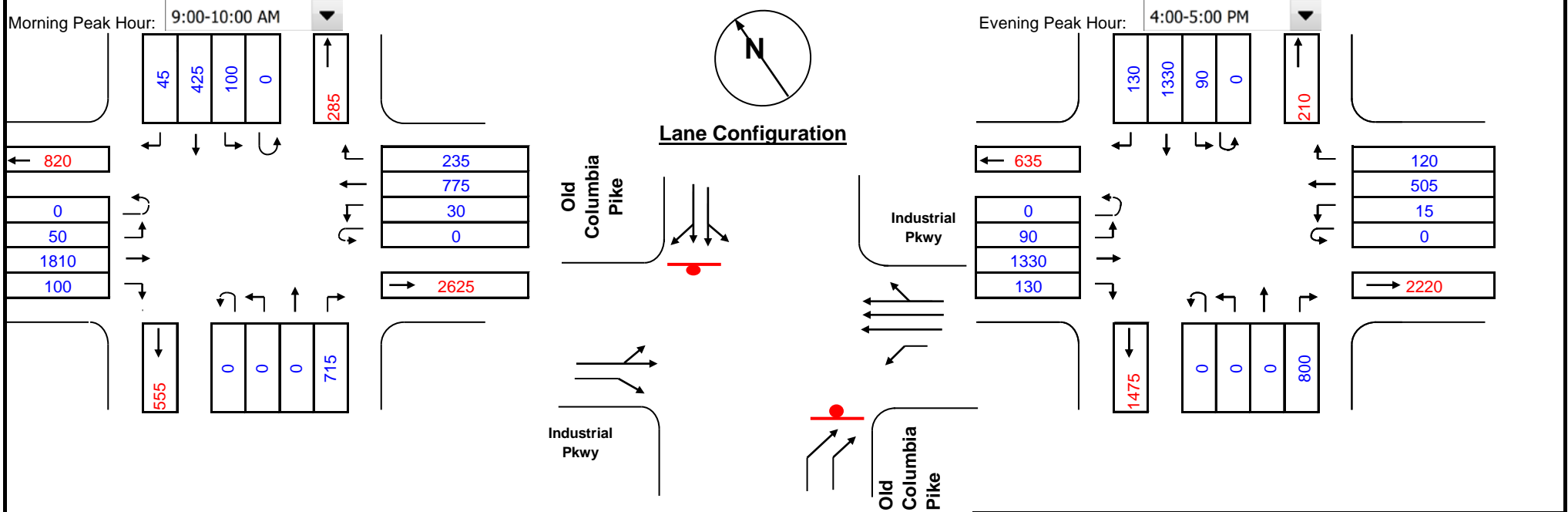
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/12/2015
Conditions: No-Build
Design Year: 2040

Location: Old Columbia Pike at Industrial

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	685	0.53	363	100	463	*		NB	785	0.53	416	90	506	
	SB	725	0.53	384	0	384			SB	1690	0.53	896	0	896	*
	EB	2060	1.00	2060	30	2090	*		EB	1510	1.00	1510	15	1525	*
	WB	1010	0.37	374	50	424			WB	625	0.37	231	90	321	

Remarks: * Critical volume Total **2553** Level of service (V/C) **1.60** **F** Remarks: * Critical volume Total **2421** Level of service (V/C) **1.51** **F**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

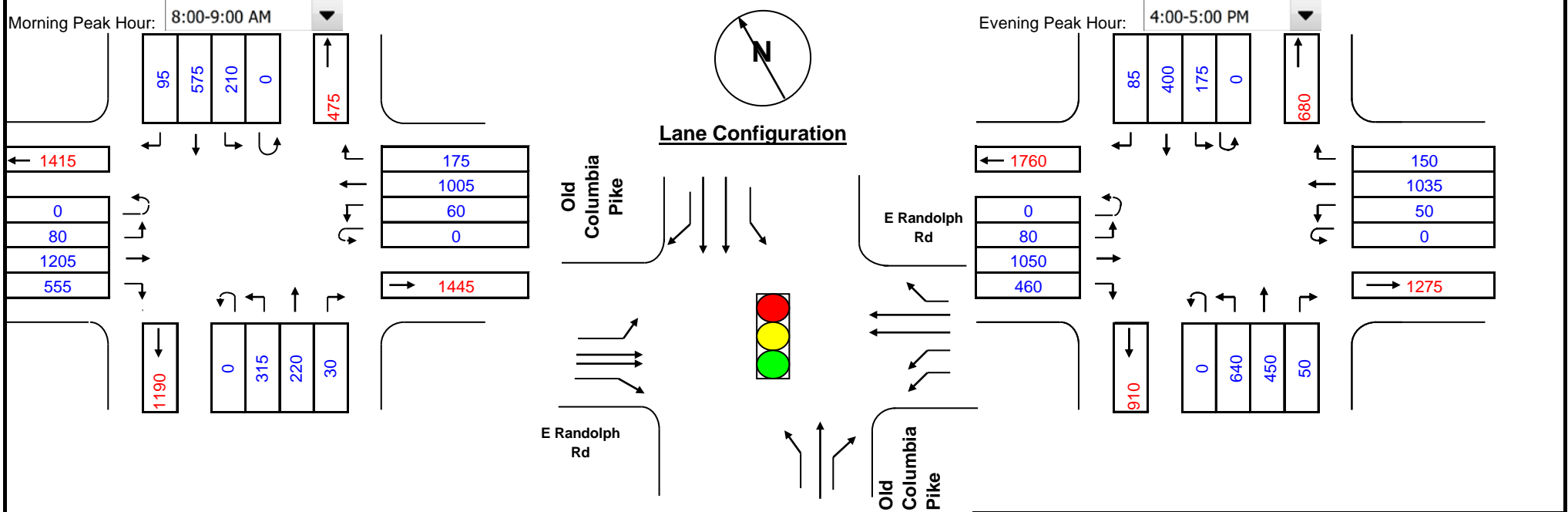
Location: Old Columbia Pike at Randolph

Conditions: No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Phasing: [Diagram showing phasing for Northbound, Southbound, Eastbound, and Westbound movements]

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	220	1.00	220	210	430			NB	450	1.00	450	175	625	
	SB	575	0.53	305	315	620	*		SB	400	0.53	212	640	852	*
	EB	1205	0.53	639	36	675	*		EB	1050	0.53	557	30	587	
	WB	1005	0.53	533	80	613			WB	1035	0.53	549	80	629	*

Remarks:	* Critical volume	Total	1294	Remarks:	* Critical volume	Total	1481
	Level of service (V/C)		0.81		Level of service (V/C)		0.93
			C				E

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

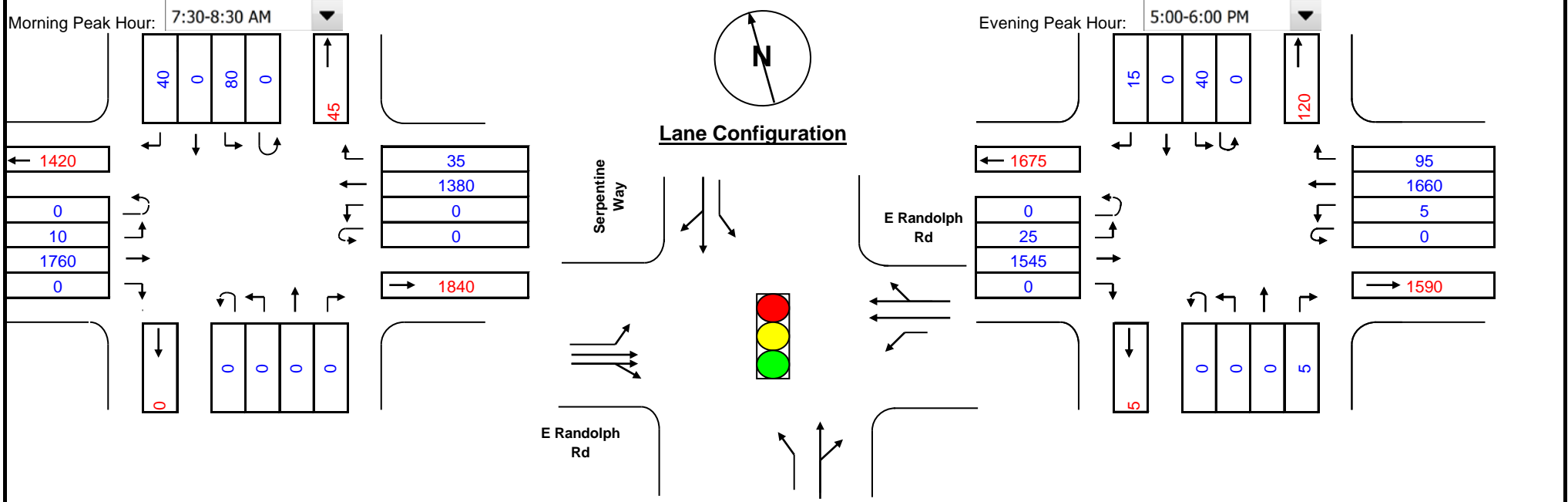
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/19/2015
Conditions: No-Build
Design Year: 2040

Location: Randolph at Serpentine

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	80	80	*		NB	5	1.00	5	40	45	*
	SB	40	1.00	40	0	40			SB	15	1.00	15	0	15	
	EB	1760	0.53	933	0	933	*		EB	1545	0.53	819	5	824	
	WB	1415	0.53	750	10	760			WB	1755	0.53	930	25	955	*

Remarks:	* Critical volume	Total	1013	Remarks:	* Critical volume	Total	1000
	Level of service (V/C)		0.63		Level of service (V/C)		0.63
			B				B

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

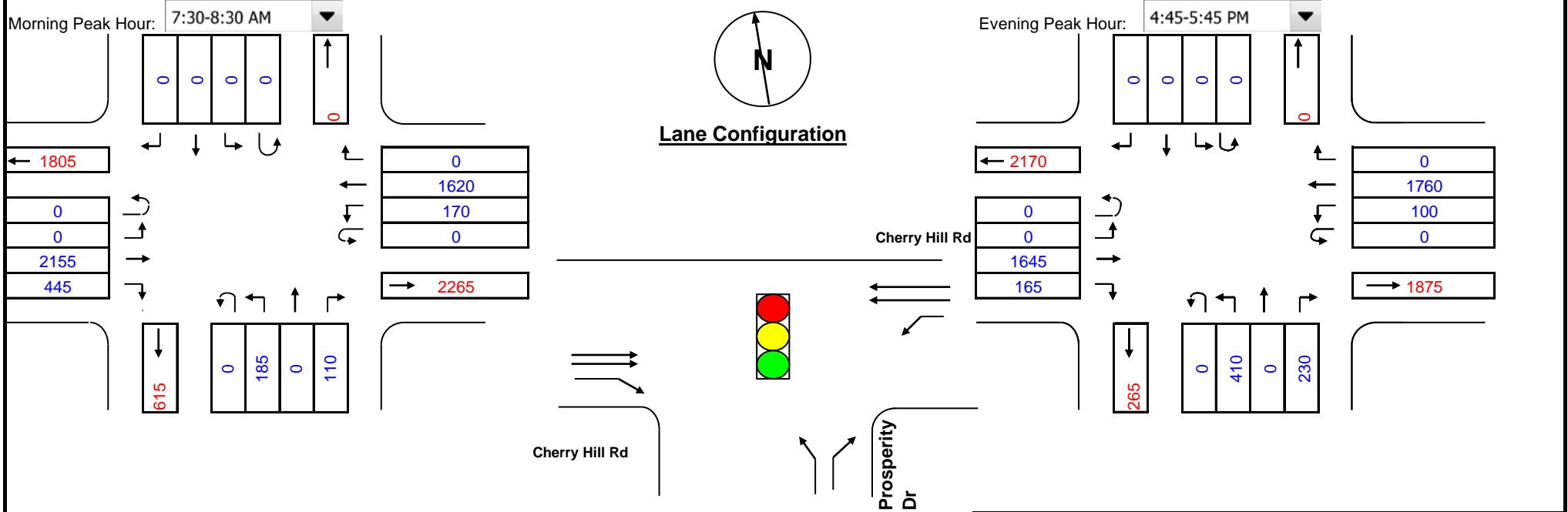
Location: Cherry Hill at Prosperity

Conditions: No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	185	1.00	185	0	185	*		NB	410	1.00	410	0	410	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	2155	0.53	1142	170	1312	*		EB	1645	0.53	872	100	972	*
	WB	1620	0.53	859	0	859			WB	1760	0.53	933	0	933	

Remarks:	* Critical volume	Total	1497	Remarks:	* Critical volume	Total	1382
	Level of service (V/C)		0.94		Level of service (V/C)		0.86
			E				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Cherry Hill Rd at Broadbirch/Calverton

Conditions: No-Build

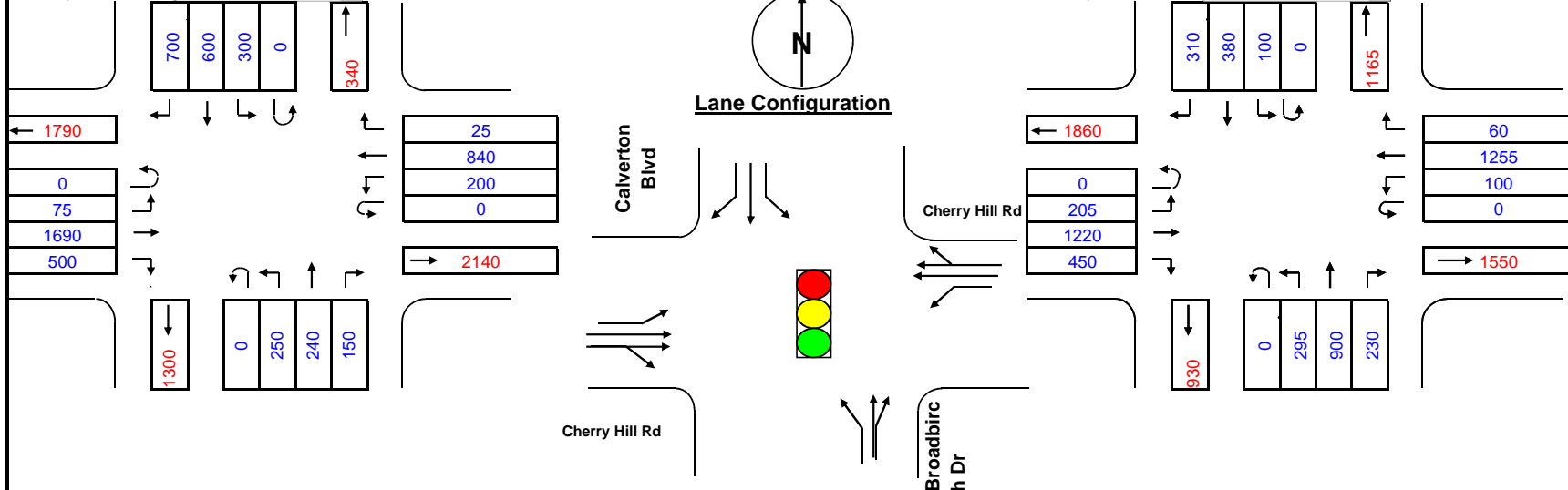
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:45-8:45 AM

Evening Peak Hour: 5:45-6:45 PM



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	390	1.00	390	300	690			NB	1130	1.00	1130	100	1230	*
	SB	600	1.00	600	250	850	*		SB	380	1.00	380	295	675	
	EB	2190	0.53	1161	200	1361	*		EB	1670	0.53	885	100	985	*
	WB	865	0.53	458	75	533			WB	1315	0.53	697	205	902	

Remarks: * Critical volume Total 2211 Level of service (V/C) 1.38 F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

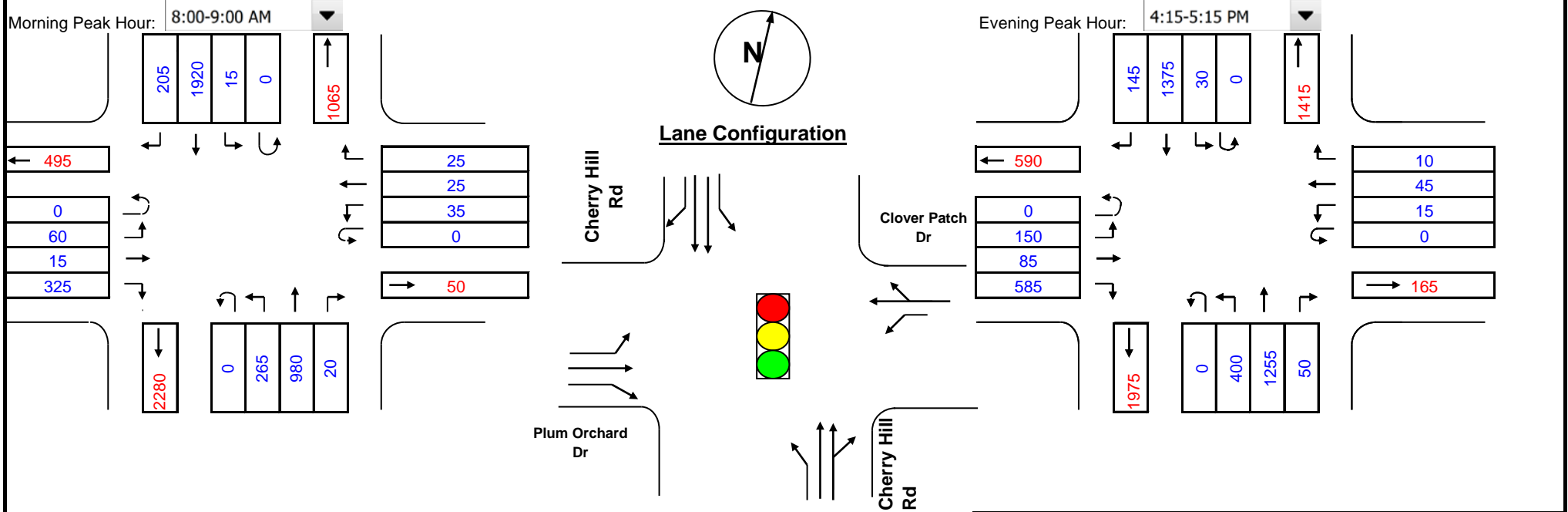
Location: Cherry Hill at Plum Orchard

Conditions: No-Build

Design Year: 2040

Computed by: RS

Date: 5/25/2016



Phasing			RTOR/Overlap	Split Phasing	Inx. Control
			<input type="checkbox"/> Northbound	<input type="radio"/> East/West	<input checked="" type="radio"/> Signal
			<input type="checkbox"/> Southbound	<input type="radio"/> North/South	<input type="radio"/> Stop
			<input checked="" type="checkbox"/> Eastbound	<input checked="" type="radio"/> None	
			<input type="checkbox"/> Westbound		

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1000	0.53	530	15	545			NB	1305	0.53	692	30	722	
	SB	1920	0.53	1018	265	1283	*		SB	1375	0.53	729	400	1129	*
	EB	15	1.00	15	35	50			EB	85	1.00	85	15	100	
	WB	50	1.00	50	60	110	*		WB	55	1.00	55	150	205	*

Remarks:	* Critical volume	Total	1393	Remarks:	* Critical volume	Total	1334
	Level of service (V/C)		0.87		Level of service (V/C)		0.83
			D				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

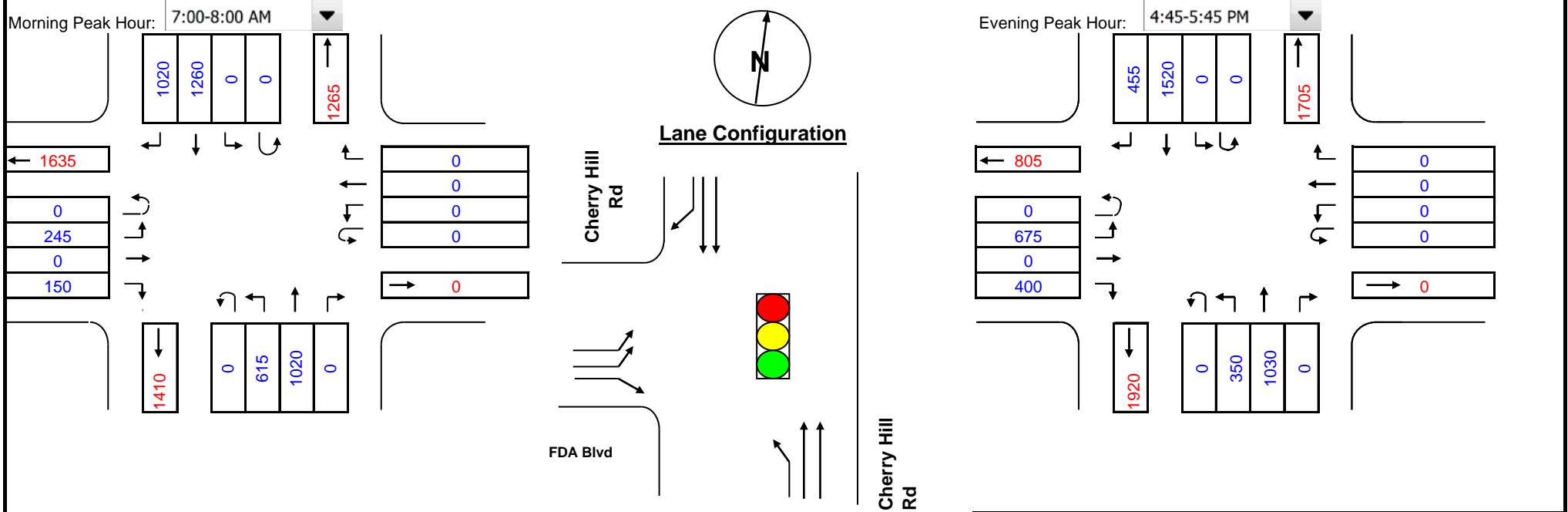
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/20/2015
Conditions: No-Build
Design Year: 2040

Location: Cherry Hill at FDA Blvd

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
2	= 0.53	B	≤ 1150	≤ 599	2.0
3	= 0.37	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
5	= 0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	1020	0.53	541	0	541			NB	1030	0.53	546	0	546	
	SB	1260	0.53	668	615	1283	*		SB	1520	0.53	806	350	1156	*
	EB	245	0.60	147	0	147	*		EB	50	1.00	50	0	50	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks:	* Critical volume	Total	1430	Remarks:	* Critical volume	Total	1206
	Level of service (V/C)		0.89		Level of service (V/C)		0.75
			D				C

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

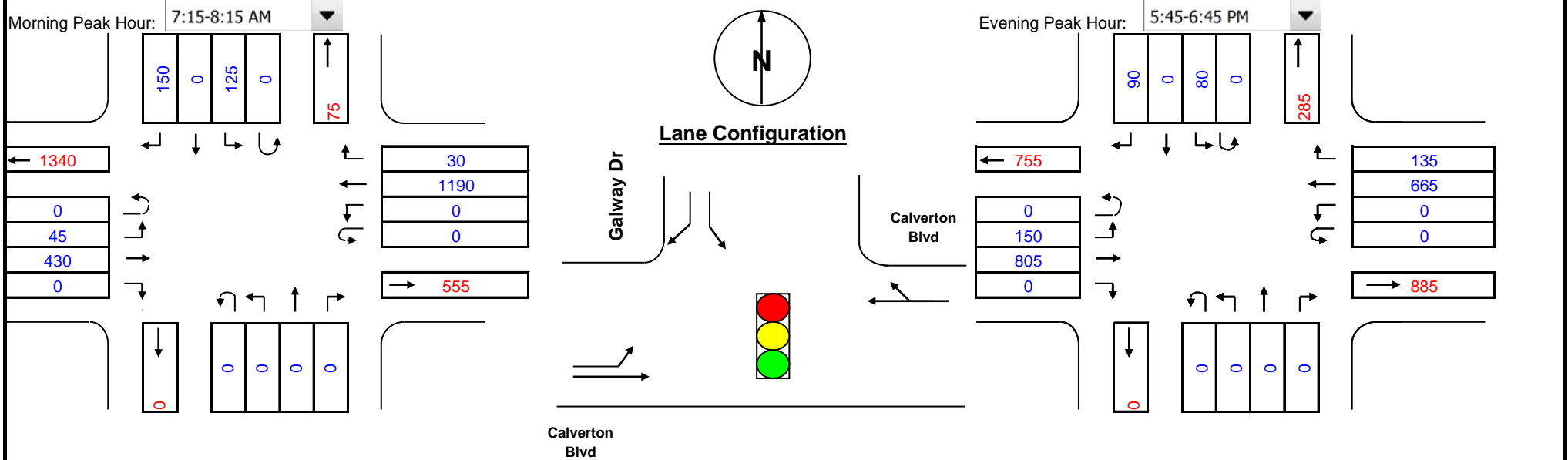
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/28/2015
Conditions: No-Build
Design Year: 2040

Location: Calverton Blvd at Galway Dr

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	125	1.00	125	0	125	*		SB	80	1.00	80	0	80	*
	EB	430	1.00	430	0	430	*		EB	805	1.00	805	0	805	*
	WB	1220	1.00	1220	45	1265	*		WB	800	1.00	800	150	950	*

Remarks: * Critical volume Total **1390** Level of service (V/C) **0.87** **D** Remarks: * Critical volume Total **1030** Level of service (V/C) **0.64** **B**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

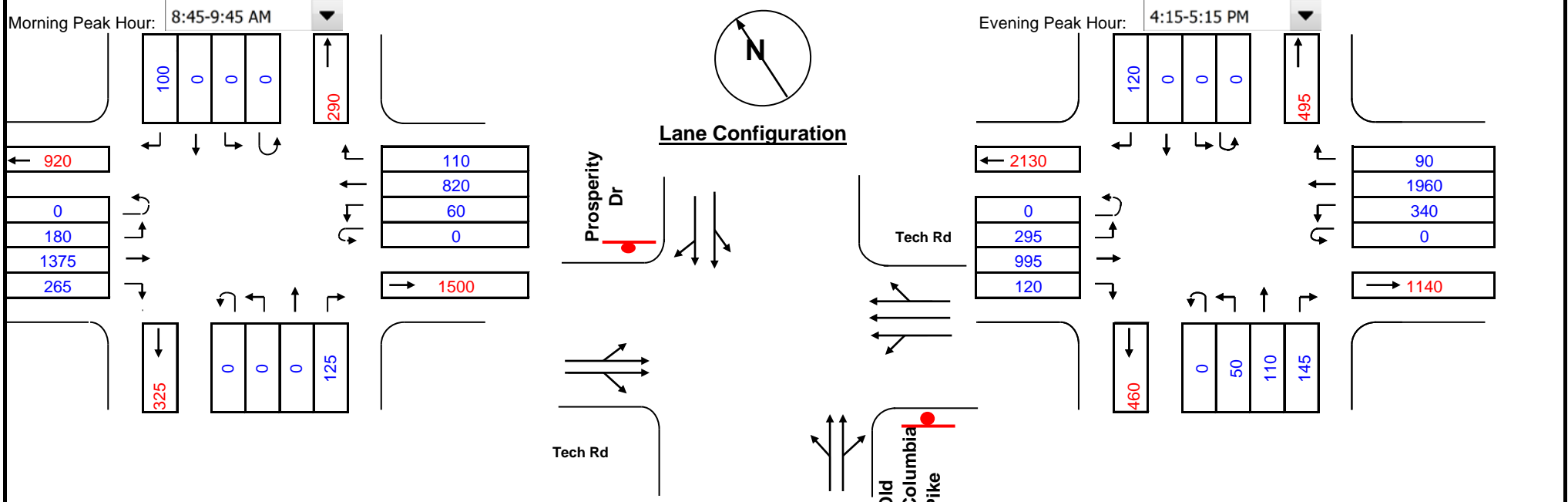
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Tech Road at Prosperity

Computed by: RS

Date: 5/25/2016



Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1 = 1.00		A ≤ 1000		≤ 199	1.1
2 = 0.53		B ≤ 1150		≤ 599	2.0
3 = 0.37		C ≤ 1300		≤ 799	3.0
4 = 0.30		D ≤ 1450		≤ 999	4.0
5 = 0.25		E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phasing			

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	125	0.53	66	0	66	*		NB	355	0.53	188	0	188	*
	SB	100	0.53	53	0	53			SB	120	0.53	64	50	114	
	EB	2360	0.53	1251	60	1311	*		EB	2590	0.53	1373	340	1713	*
	WB	1230	0.37	455	180	635			WB	3750	0.37	1388	295	1683	

Remarks:	* Critical volume	Total	1377	Remarks:	* Critical volume	Total	1901
	Level of service (V/C)		0.86		Level of service (V/C)		1.19
			D				F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

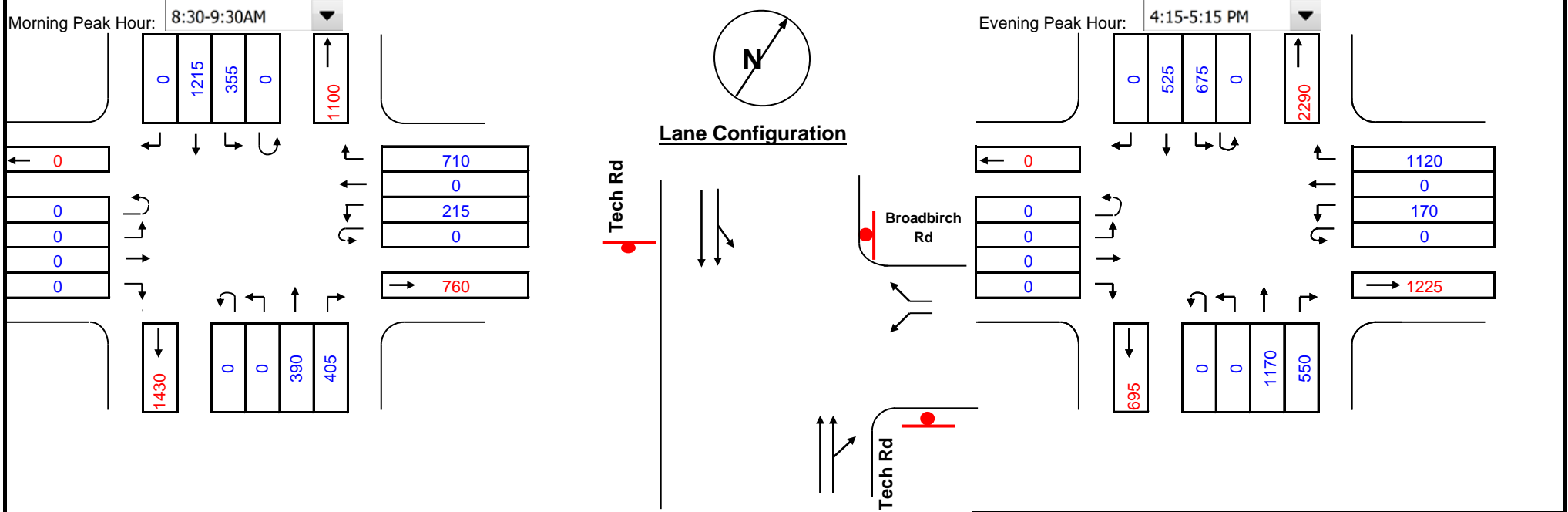
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Tech Road at Broadbirch

Computed by: RS

Date: 5/25/2016



Phasing				RTOR/Overlap			Split Phasing			Inx. Control			Prosperity Dr				
				<input type="checkbox"/> Northbound	<input type="checkbox"/> Southbound	<input type="checkbox"/> Eastbound	<input checked="" type="checkbox"/> Westbound	<input type="checkbox"/> East/West	<input type="checkbox"/> North/South	<input checked="" type="radio"/> None	<input type="radio"/> Signal	<input checked="" type="radio"/> Stop					
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*		
	NB	795	0.53	421	355	776			NB	1720	0.53	912	675	1587			
	SB	2280	0.53	1208	0	1208	*		SB	3900	0.53	2067	0	2067	*		
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0			
	WB	355	1.00	355	0	355	*		WB	445	1.00	445	0	445	*		
Remarks:		* Critical volume				Total		1563	Remarks:		* Critical volume				Total		2512
		Level of service (V/C)						0.98			Level of service (V/C)						1.57
								E									F

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

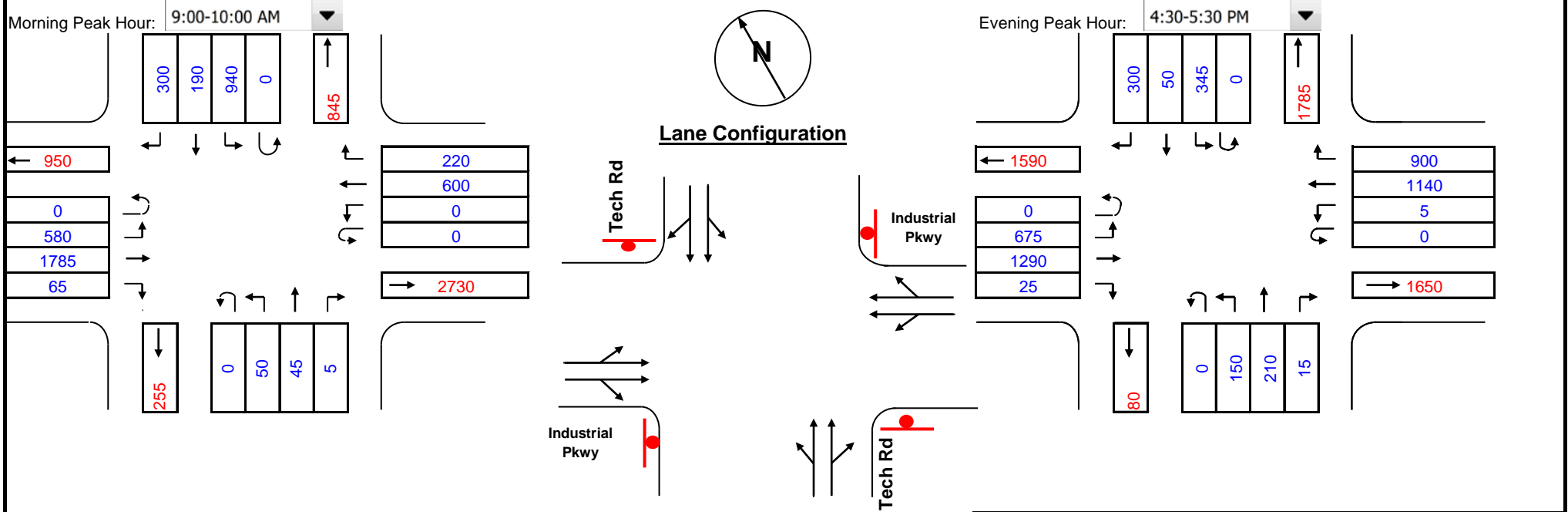
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Tech Road at Industrial Pkwy

Computed by: RS

Date: 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	150	0.53	80	940	1020	*		NB	525	0.53	278	345	623	
	SB	1524	0.53	808	50	858			SB	1040	0.53	551	150	701	*
	EB	4170	0.53	2210	0	2210	*		EB	4690	0.53	2486	5	2491	*
	WB	820	0.53	435	580	1015			WB	2065	0.53	1094	675	1769	

Remarks:	* Critical volume	Total	3230	Level of service (V/C)	2.02	F	Remarks:	* Critical volume	Total	3192	Level of service (V/C)	1.99	F
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Count Date:

Location: MD 212 (Powder Mill Rd) at Riggs Rd

Conditions: No-Build

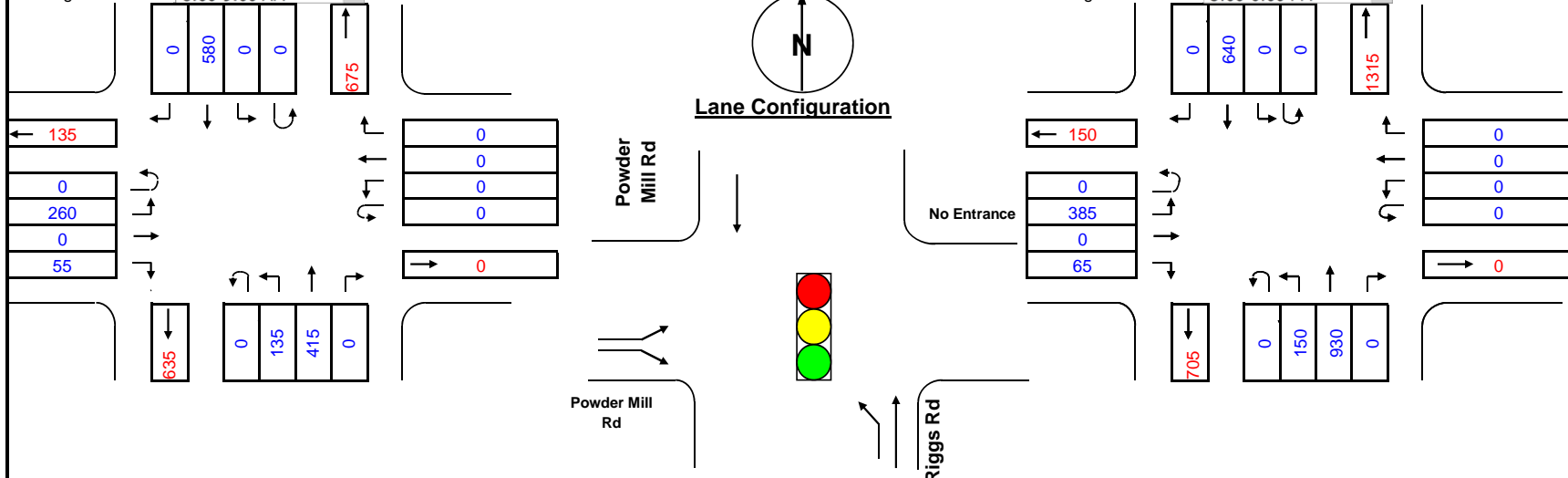
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 8:00-9:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

- RTOR/Overlap
- Northbound
 - Southbound
 - Eastbound
 - Westbound
- Split Phasing
- East/West
 - North/South
 - None
- Inx. Control
- Signal
 - Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	415	1.00	415	0	415			NB	930	1.00	930	0	930	*
	SB	580	1.00	580	135	715	*		SB	640	1.00	640	150	790	
	EB	260	1.00	260	0	260	*		EB	385	1.00	385	0	385	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	

Remarks: * Critical volume Total **975**
Level of service (V/C) **0.61** **A**

Remarks: * Critical volume Total **1315**
Level of service (V/C) **0.82** **D**

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: MD 212 (Powder Mill Rd) at Cherry Hill Rd

Conditions: No-Build

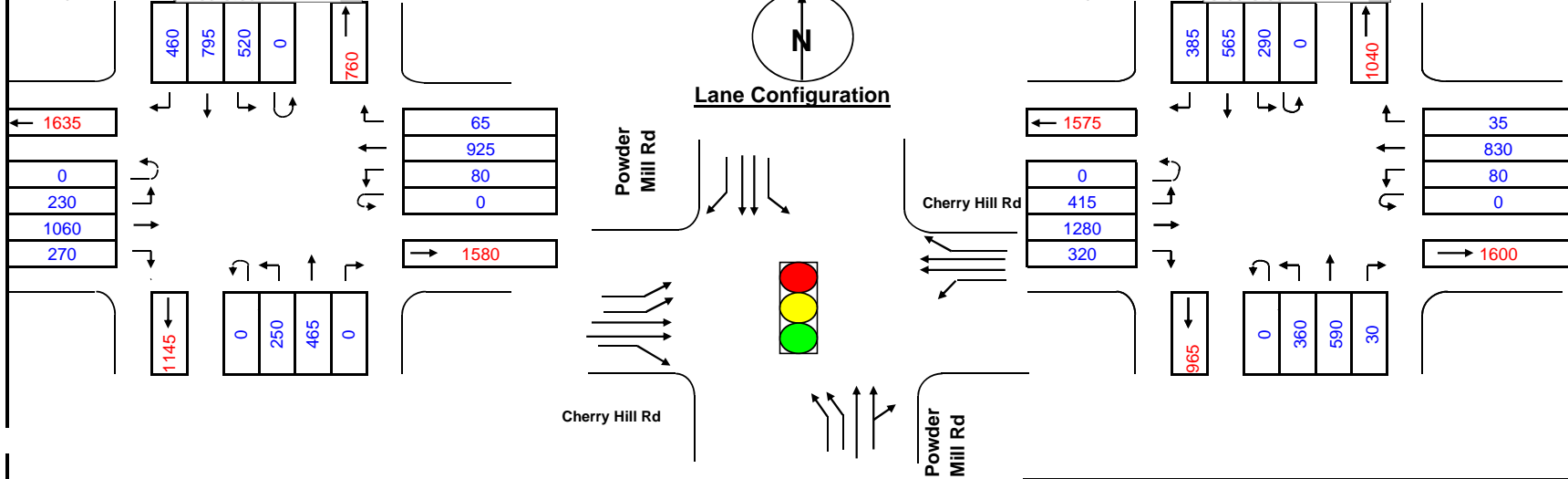
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing			

RTOR/Overlap

- Northbound
- Southbound
- Eastbound
- Westbound

Split Phasing

- East/West
- North/South
- None

Inx. Control

- Signal
- Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	= 1.00	A	<= 1000	<= 199	1.1
2	= 0.53	B	<= 1150	<= 599	2.0
3	= 0.37	C	<= 1300	<= 799	3.0
4	= 0.30	D	<= 1450	<= 999	4.0
5	= 0.25	E	<= 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	465	0.53	246	520	766	*		NB	620	0.53	329	290	619	*
	SB	795	0.53	421	150	571			SB	565	0.53	299	216	515	
	EB	1060	0.53	562	80	642	*		EB	1280	0.53	678	80	758	*
	WB	925	0.53	490	138	628			WB	830	0.53	440	249	689	

Remarks:	* Critical volume	Total	1408	Remarks:	* Critical volume	Total	1377
	Level of service (V/C)		0.88		Level of service (V/C)		0.86
			D				D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date:

Location: Powder Mill Rd at Beltsville Rd

Conditions: No-Build

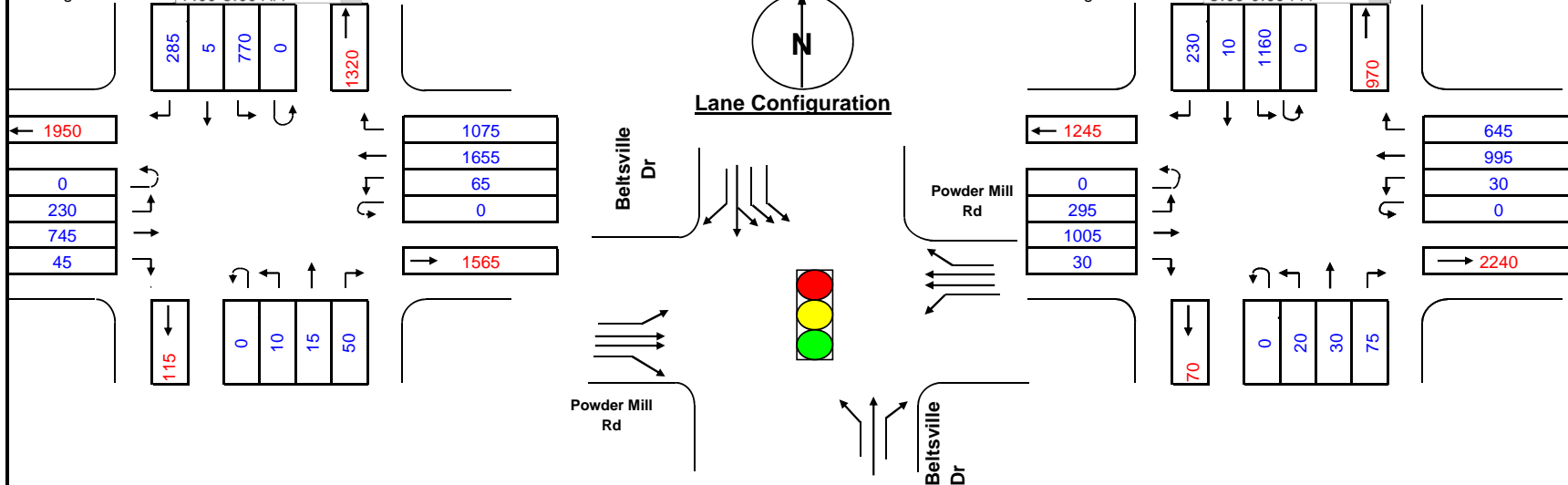
Design Year: 2040

Computed by:

Date 5/25/2016

Morning Peak Hour: 7:00-8:00 AM

Evening Peak Hour: 5:00-6:00 PM



Phasing				RTOR/Overlap		Split Phasing		Inx. Control		Number of Lanes		Service Level		Critical Lane Vol		Opposing Volume (VPH)		PCE				
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	1 = 1.00	A <= 1000	<= 199	1.1	2 = 0.53	B <= 1150	<= 599	2.0	3 = 0.37	C <= 1300	<= 799	3.0	
						<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4 = 0.30	D <= 1450	<= 999	4.0	5 = 0.25	E <= 1600	> 1000	5.0					
						<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	DbI-Lt = 0.60		F > 1600										
Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*							
	NB	15	1.00	15	0	15	*		NB	45	1.00	45	0	45	*							
	SB	775	0.37	287	0	287	*		SB	1170	0.37	433	0	433	*							
	EB	745	0.53	395	65	460	*		EB	1005	0.53	533	30	563	*							
	WB	1655	0.53	877	230	1107	*		WB	995	0.53	527	295	822	*							
Remarks:		* Critical volume				Total			Remarks:		* Critical volume				Total							
						1409									1300							
		Level of service (V/C)				0.88		D			Level of service (V/C)				0.81							D

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

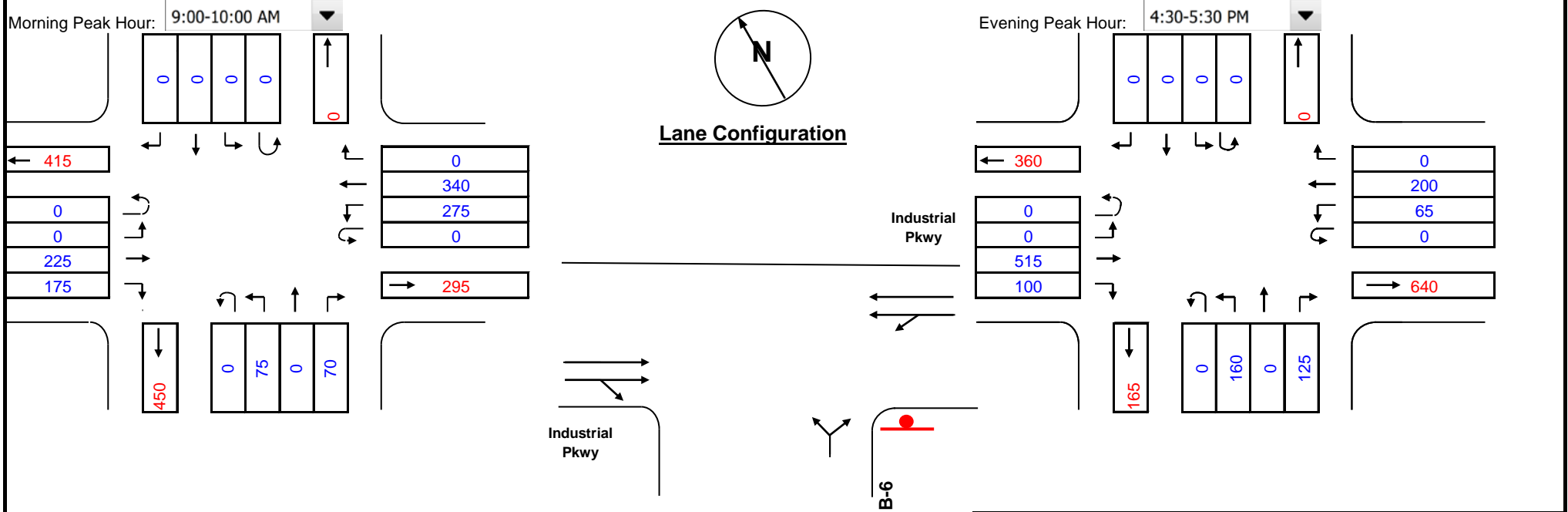
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Prosperity Dr at B-6

Computed by: JC

Date: 5/25/2016



Phasing

RTOR/Overlap	Split Phasing	Inx. Control
<input type="checkbox"/> Northbound	<input type="radio"/> East/West	<input type="radio"/> Signal
<input type="checkbox"/> Southbound	<input type="radio"/> North/South	<input checked="" type="radio"/> Stop
<input type="checkbox"/> Eastbound	<input checked="" type="radio"/> None	
<input type="checkbox"/> Westbound		

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	145	1.00	145	0	145	*		NB	285	1.00	285	0	285	*
	SB	0	0.53	0	0	0			SB	0	0.53	0	0	0	
	EB	400	0.53	212	275	487	*		EB	615	0.53	326	65	391	*
	WB	890	0.53	472	0	472			WB	395	0.53	209	0	209	

Remarks:	* Critical volume	Total	632	Remarks:	* Critical volume	Total	676
	Level of service (V/C)		0.40		Level of service (V/C)		0.42
			A				A

Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

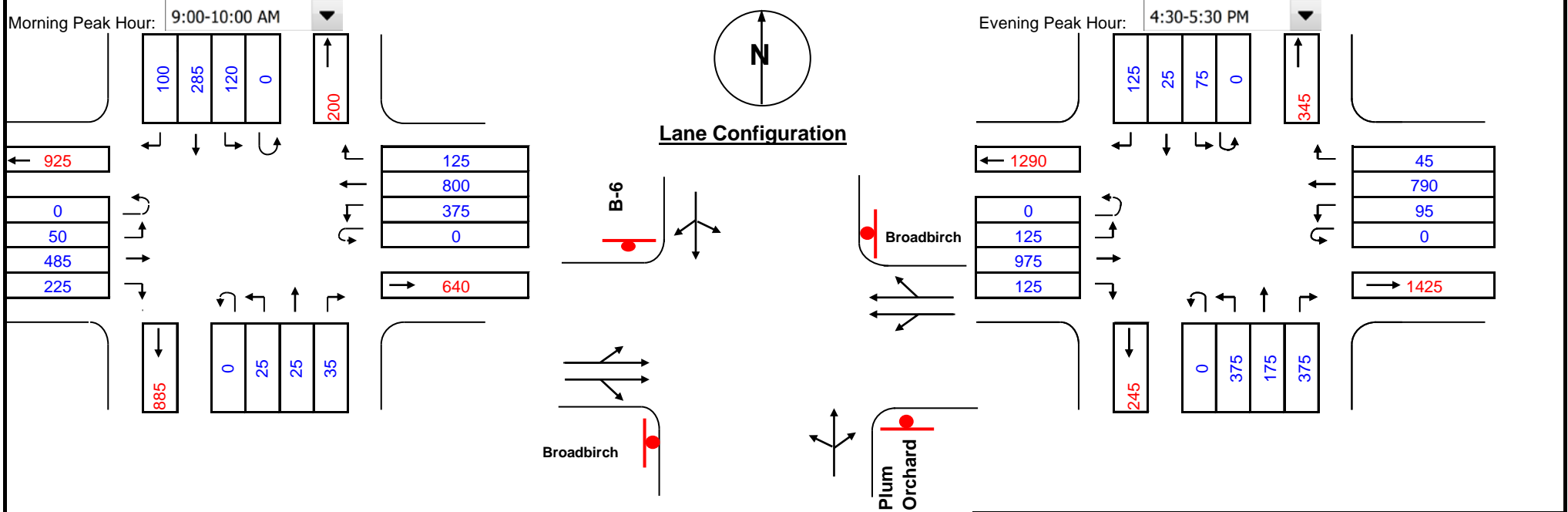
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: Plum Orchard at Broadbirch

Computed by: JC

Date 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A	≤ 1000	≤ 199	1.1
2	0.53	B	≤ 1150	≤ 599	2.0
3	0.37	C	≤ 1300	≤ 799	3.0
4	0.30	D	≤ 1450	≤ 999	4.0
5	0.25	E	≤ 1600	> 1000	5.0
Dbl-Lt = 0.60		F	> 1600		

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	110	1.00	110	120	230			NB	963	1.00	963	75	1038	*
	SB	517	1.00	517	25	542	*		SB	300	1.00	300	375	675	
	EB	910	0.53	482	375	857	*		EB	1600	0.53	848	95	943	*
	WB	2050	0.53	1087	50	1137	*		WB	1310	0.53	694	125	819	

Remarks:	* Critical volume	Total	1679	Level of service (V/C)	1.05	F	Remarks:	* Critical volume	Total	1981	Level of service (V/C)	1.24	F
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Montgomery County Department of Transportation
Turning Movement Summary and Level of Service

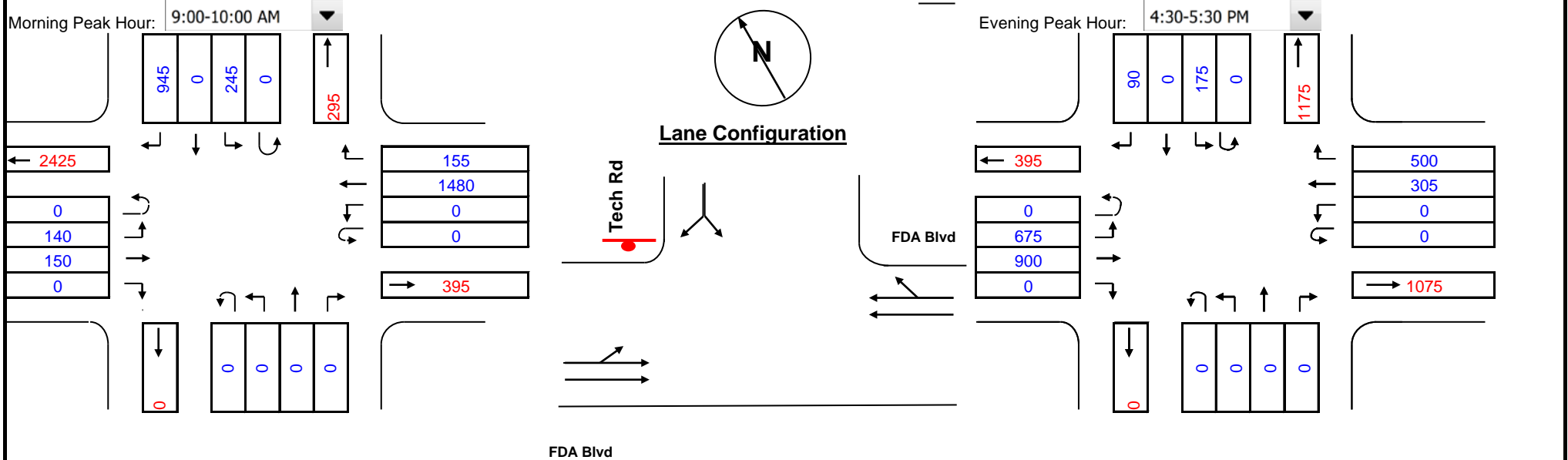
Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 5/14/2015
Conditions: No-Build
Design Year: 2040

Location: FDA Blvd at B-5

Computed by: JC

Date: 5/25/2016



Phasing

RTOR/Overlap: Northbound, Southbound, Eastbound, Westbound

Split Phasing: East/West, North/South, None

Inx. Control: Signal, Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A ≤ 1000		≤ 199	1.1
2	0.53	B ≤ 1150		≤ 599	2.0
3	0.37	C ≤ 1300		≤ 799	3.0
4	0.30	D ≤ 1450		≤ 999	4.0
5	0.25	E ≤ 1600		> 1000	5.0
Dbl-Lt = 0.60		F > 1600			

Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume 1	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	1190	1.00	1190	0	1190	*		SB	265	1.00	265	0	265	*
	EB	850	0.53	451	0	451	*		EB	3600	0.53	1908	0	1908	*
	WB	1635	0.53	867	140	1007	*		WB	805	0.53	427	675	1102	

Remarks:	* Critical volume	Total	2197	Remarks:	* Critical volume	Total	2173
	Level of service (V/C)		1.37		Level of service (V/C)		1.36
			F				F

Appendix E: Traffic Analysis Outputs

Lanes, Volumes, Timings

3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄		↔	↔	↔	↔		↔	↔	↑↑↑	
Traffic Volume (vph)	48	17	11	68	5	64	4	1355	623	274	2133	22
Future Volume (vph)	48	17	11	68	5	64	4	1355	623	274	2133	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	10	12	12	10	12	12
Storage Length (ft)	0		0	230		0	320		220	500		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.86	1.00	0.97	0.91	0.91
Frt		0.981				0.850			0.850		0.998	
Flt Protected		0.970		0.950	0.962		0.950			0.950		
Satd. Flow (prot)	0	1808	0	3176	1663	1615	1620	6285	1553	3143	4978	0
Flt Permitted		0.970		0.950	0.962		0.950			0.950		
Satd. Flow (perm)	0	1808	0	3176	1663	1615	1620	6285	1553	3143	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				117			332		1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		292			449			1203			1530	
Travel Time (s)		8.0			12.2			20.5			26.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	49	18	11	70	5	66	4	1397	642	282	2199	23
Shared Lane Traffic (%)				29%								
Lane Group Flow (vph)	0	78	0	50	25	66	4	1397	642	282	2222	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			30			23			31	
Link Offset(ft)		0			3			0			0	
Crosswalk Width(ft)		48			25			32			62	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	100		100	100	100	100	100	100	100	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100		100	100	100	100	100	100	100	100	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	3	3		4	4		1	5		6	2	
Permitted Phases						4			5			
Detector Phase	3	3		4	4	4	1	5	5	6	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	7.0	7.0	

Lanes, Volumes, Timings

3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5		12.0	12.0	12.0	8.5	8.5	8.5	13.0	13.0	
Total Split (s)	33.0	33.0		42.0	42.0	42.0	24.0	36.0	36.0	89.0	101.0	
Total Split (%)	16.5%	16.5%		21.0%	21.0%	21.0%	12.0%	18.0%	18.0%	44.5%	50.5%	
Maximum Green (s)	25.5	25.5		35.0	35.0	35.0	18.5	30.5	30.5	83.0	95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	4.5	4.5	
All-Red Time (s)	4.0	4.0		3.5	3.5	3.5	2.0	2.0	2.0	1.5	1.5	
Lost Time Adjust (s)		-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)		6.0		5.5	5.5	5.5	4.0	4.0	4.0	4.5	4.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	0.2	0.2	
Recall Mode	None	None		None	None	None	None	Max	Max	C-Max	C-Max	
Act Effect Green (s)		15.2		10.2	10.2	10.2	7.6	70.1	70.1	84.5	156.0	
Actuated g/C Ratio		0.08		0.05	0.05	0.05	0.04	0.35	0.35	0.42	0.78	
v/c Ratio		0.56		0.31	0.29	0.34	0.07	0.63	0.85	0.21	0.57	
Control Delay		100.0		95.8	99.5	4.8	94.5	56.5	39.6	18.1	5.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		100.0		95.8	99.5	4.8	94.5	56.5	39.6	18.1	5.0	
LOS		F		F	F	A	F	E	D	B	A	
Approach Delay		100.0			53.8			51.3			6.5	
Approach LOS		F			D			D			A	
Queue Length 50th (ft)		97		35	35	0	5	448	431	54	195	
Queue Length 95th (ft)		159		63	76	0	21	521	#722	76	168	
Internal Link Dist (ft)		212			369			1123			1450	
Turn Bay Length (ft)				230			320		220	500		
Base Capacity (vph)		246		579	303	390	162	2202	759	1327	3883	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.32		0.09	0.08	0.17	0.02	0.63	0.85	0.21	0.57	

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 60 (30%), Referenced to phase 2:SBT and 6:SBL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 28.6

Intersection LOS: C

Intersection Capacity Utilization 68.0%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road

Ø1	Ø2 (R)	Ø3	Ø4
24 s	101 s	33 s	42 s
Ø5	Ø6 (R)		
36 s	89 s		

Lanes, Volumes, Timings

6: New Hampshire Ave (MD 650) & Powder Mill Road

08/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	8	48	733	17	110	48	1860	147	95	2079	8
Future Volume (vph)	16	8	48	733	17	110	48	1860	147	95	2079	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	425		50	225		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.989			0.999	
Flt Protected	0.950			0.950	0.956		0.950			0.950		
Satd. Flow (prot)	1685	1773	1507	3285	1653	1615	1736	4933	0	1736	4983	0
Flt Permitted	0.950			0.950	0.956		0.950			0.950		
Satd. Flow (perm)	1685	1773	1507	3285	1653	1615	1736	4933	0	1736	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			142		9				
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		217			757			487			2380	
Travel Time (s)		5.9			14.7			8.3			40.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	16	8	49	756	18	113	49	1918	152	98	2143	8
Shared Lane Traffic (%)				32%								
Lane Group Flow (vph)	16	8	49	514	260	113	49	2070	0	98	2151	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			28			20			12	
Link Offset(ft)		0			-14			10			0	
Crosswalk Width(ft)		16			28			58			28	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left		Right	Left		Right	Left			Left		
Leading Detector (ft)	100	100	100	100	100	100	100	0		100	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	100	100	100	100	100	100	100	6		100	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Prot	Split	NA	Prot	Prot	NA		Prot	NA	
Protected Phases	3	3	3	4	4	4	1	5		6	2	
Permitted Phases												
Detector Phase	3	3	3	4	4	4	1	5		6	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	7.0		3.0	7.0	

Lanes, Volumes, Timings

6: New Hampshire Ave (MD 650) & Powder Mill Road

08/16/2017

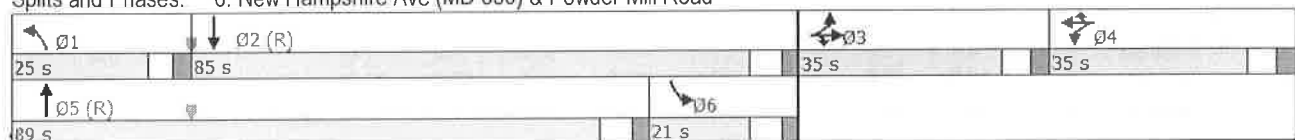
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.5	11.5	11.5	12.0	12.0	12.0	9.0	14.0		10.0	14.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	25.0	89.0		21.0	85.0	
Total Split (%)	19.4%	19.4%	19.4%	19.4%	19.4%	19.4%	13.9%	49.4%		11.7%	47.2%	
Maximum Green (s)	28.5	28.5	28.5	28.0	28.0	28.0	19.0	82.0		14.0	78.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	5.5	4.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	8.8	8.8	8.8	40.4	40.4	40.4	12.0	96.2		15.5	103.2	
Actuated g/C Ratio	0.05	0.05	0.05	0.22	0.22	0.22	0.07	0.53		0.09	0.57	
v/c Ratio	0.20	0.09	0.23	0.70	0.70	0.24	0.43	0.78		0.66	0.75	
Control Delay	87.0	83.1	2.6	69.0	74.2	4.0	91.1	37.8		100.6	34.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	87.0	83.1	2.6	69.0	74.2	4.0	91.1	37.8		100.6	34.1	
LOS	F	F	A	E	E	A	F	D		F	C	
Approach Delay		29.9			62.2			39.1			37.0	
Approach LOS		C			E			D			D	
Queue Length 50th (ft)	19	9	0	309	313	0	57	727		114	731	
Queue Length 95th (ft)	48	30	0	360	412	27	104	884		#194	933	
Internal Link Dist (ft)		137			677			407			2300	
Turn Bay Length (ft)				425		50	225			250		
Base Capacity (vph)	280	295	372	737	371	472	197	2639		149	2856	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.03	0.13	0.70	0.70	0.24	0.25	0.78		0.66	0.75	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 83 (46%), Referenced to phase 2:SBT and 5:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 41.9
 Intersection Capacity Utilization 78.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 6: New Hampshire Ave (MD 650) & Powder Mill Road



Lanes, Volumes, Timings

9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄		↵	↵	↶	↵	⇄		↵	⇄	↶
Traffic Volume (vph)	7	22	20	15	1	25	19	1302	125	418	2398	11
Future Volume (vph)	7	22	20	15	1	25	19	1302	125	418	2398	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	280		0	225		0
Storage Lanes	0		0	1		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.86	0.86	0.97	0.91	0.91
Frt		0.945				0.850		0.987			0.999	
Flt Protected		0.993		0.950	0.958		0.950			0.950		
Satd. Flow (prot)	0	1783	0	1715	1729	1615	1736	6203	0	3367	4983	0
Flt Permitted		0.948		0.678	0.685		0.950			0.950		
Satd. Flow (perm)	0	1702	0	1224	1236	1615	1736	6203	0	3367	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				120		17			1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		183			270			1530			1123	
Travel Time (s)		5.0			7.4			26.1			19.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	7	22	20	15	1	26	19	1329	128	427	2447	11
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	0	49	0	8	8	26	19	1457	0	427	2458	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			48			27			30	
Link Offset(ft)		0			6			7			-10	
Crosswalk Width(ft)		40			45			33			53	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	100		100	100	100	100	0		100	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	100		100	100	100	100	6		100	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	7.0		5.0	7.0	
Minimum Split (s)	13.0	13.0		13.0	13.0	13.0	12.0	14.0		14.0	14.0	

Lanes, Volumes, Timings

9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	42.0	42.0		42.0	42.0	42.0	20.0	113.0		45.0	138.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%	21.0%	10.0%	56.5%		22.5%	69.0%	
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	11.0	106.0		36.0	131.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.5		4.0	4.5	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	2.5		5.0	2.5	
Lost Time Adjust (s)		-1.5		-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.5	5.5		7.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		10.9		10.9	10.9	10.9	9.2	140.1		32.2	170.1	
Actuated g/C Ratio		0.05		0.05	0.05	0.05	0.05	0.70		0.16	0.85	
v/c Ratio		0.46		0.12	0.12	0.13	0.24	0.34		0.79	0.58	
Control Delay		77.6		91.9	91.9	1.3	154.2	17.2		109.9	3.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.3	
Total Delay		77.6		91.9	91.9	1.3	154.2	17.2		109.9	3.6	
LOS		E		F	F	A	F	B		F	A	
Approach Delay		77.6			35.8			18.9			19.4	
Approach LOS		E			D			B			B	
Queue Length 50th (ft)		44		10	10	0	27	530		305	107	
Queue Length 95th (ft)		95		33	33	0	m43	612		m311	m186	
Internal Link Dist (ft)		103			190			1450			1043	
Turn Bay Length (ft)							280			225		
Base Capacity (vph)		314		217	219	385	108	4349		637	4239	
Starvation Cap Reductn		0		0	0	0	0	0		0	883	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.16		0.04	0.04	0.07	0.18	0.34		0.67	0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 200
 Actuated Cycle Length: 200
 Offset: 60 (30%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 74.8%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

↖ Ø1 20 s	↓ Ø2 (R) 138 s	↘ Ø4 42 s
↙ Ø5 45 s	↑ Ø6 (R) 113 s	↙ Ø8 42 s

Lanes, Volumes, Timings
 15: New Hampshire Ave (MD 650) & Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	83	212	393	209	108	143	1081	116	195	2155	195
Future Volume (vph)	102	83	212	393	209	108	143	1081	116	195	2155	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	11	12	12	12
Storage Length (ft)	150		180	0		215	700		225	315		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.86	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.984		0.950	0.992		0.950			0.950		
Satd. Flow (prot)	1643	3403	1615	3285	1715	1615	1678	6285	1501	1703	4893	1524
Flt Permitted	0.950	0.984		0.950	0.992		0.950			0.950		
Satd. Flow (perm)	1643	3403	1615	3285	1715	1615	1678	6285	1501	1703	4893	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			115			115			115
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			500			1123			377	
Travel Time (s)		12.2			11.4			19.1			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	106	86	221	409	218	113	149	1126	121	203	2245	203
Shared Lane Traffic (%)	41%			10%								
Lane Group Flow (vph)	63	129	221	368	259	113	149	1126	121	203	2245	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			40			27			30	
Link Offset(ft)		-15			30			15			-15	
Crosswalk Width(ft)		26			23			35			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	0	0	1	0	0	1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	100	100	100	100	0	0	100	0	0	100	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	100	100	100	100	6	20	100	6	20	100	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0

Lanes, Volumes, Timings

15: New Hampshire Ave (MD 650) & Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5	12.5	12.5	12.5	12.5	14.0	16.0	16.0	14.0	16.0	16.0
Total Split (s)	44.0	44.0	44.0	44.0	44.0	44.0	22.0	90.0	90.0	22.0	90.0	90.0
Total Split (%)	22.0%	22.0%	22.0%	22.0%	22.0%	22.0%	11.0%	45.0%	45.0%	11.0%	45.0%	45.0%
Maximum Green (s)	36.5	36.5	36.5	36.5	36.5	36.5	13.0	82.5	82.5	13.0	82.5	82.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	5.0	3.0	3.0	5.0	3.0	3.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.5	6.0	6.0	7.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2	0.2	3.0	0.2	0.2
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.4	20.4	20.4	38.1	38.1	38.1	27.2	84.0	84.0	31.9	88.7	88.7
Actuated g/C Ratio	0.10	0.10	0.10	0.19	0.19	0.19	0.14	0.42	0.42	0.16	0.44	0.44
v/c Ratio	0.38	0.37	0.80	0.59	0.79	0.28	0.65	0.43	0.17	0.75	1.03	0.27
Control Delay	87.8	85.0	57.5	77.1	94.4	10.4	123.7	6.9	1.3	92.2	81.3	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	85.0	57.5	77.1	94.4	10.4	123.7	6.9	1.3	92.2	81.3	16.4
LOS	F	F	E	E	F	B	F	A	A	F	F	B
Approach Delay		70.7			73.0			18.9			77.2	
Approach LOS		E			E			B			E	
Queue Length 50th (ft)	86	89	129	245	360	0	205	20	0	260	~1194	71
Queue Length 95th (ft)	140	123	226	298	472	57	#417	85	7	#573	#1287	140
Internal Link Dist (ft)		457			420			1043			297	
Turn Bay Length (ft)	150		180			215	700		225	315		
Base Capacity (vph)	312	646	408	667	348	420	228	2639	697	271	2170	739
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.20	0.54	0.55	0.74	0.27	0.65	0.43	0.17	0.75	1.03	0.27

Intersection Summary

Area Type: Other

Cycle Length: 200

Actuated Cycle Length: 200

Offset: 22 (11%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 60.4

Intersection LOS: E

Intersection Capacity Utilization 86.0%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 15: New Hampshire Ave (MD 650) & Lockwood Drive

Ø1 22 s	Ø2 (R) 90 s	Ø3 44 s	Ø4 44 s
Ø5 22 s	Ø6 (R) 90 s		

Lanes, Volumes, Timings

39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	0	4	626	1	5	0	1408	0	7	3162	20
Future Volume (vph)	3	0	4	626	1	5	0	1408	0	7	3162	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Storage Length (ft)	0		50	0		105	250		0	220		0
Storage Lanes	1		1	2		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frnt			0.850		0.875						0.999	
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1805	0	1615	3502	1662	0	0	4821	0	1694	4863	0
Flt Permitted	0.754			0.950						0.143		
Satd. Flow (perm)	1433	0	1615	3502	1662	0	0	4821	0	255	4863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24		5							2
Link Speed (mph)		25			30			40				40
Link Distance (ft)		156			227			370				609
Travel Time (s)		4.3			5.2			6.3				10.4
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	3	0	4	680	1	5	0	1530	0	8	3437	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	0	4	680	6	0	0	1530	0	8	3459	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		26			24			11			11	
Link Offset(ft)		-45			22			0			0	
Crosswalk Width(ft)		16			14			19			28	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1			0		0	0	
Detector Template												
Leading Detector (ft)	20		0	100	100			0		0	0	
Trailing Detector (ft)	0		0	0	0			0		0	0	
Detector 1 Position(ft)	0		0	0	0			0		0	0	
Detector 1 Size(ft)	20		100	100	100			6		80	6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm		Prot	Perm	NA			NA		Perm	NA	
Protected Phases			4		8						2	
Permitted Phases	4			8				6		2		
Detector Phase	4		4	8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0			10.0		10.0	10.0	

Lanes, Volumes, Timings

39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.0		12.0	12.0	12.0			17.0		17.0	17.0	
Total Split (s)	35.0		35.0	35.0	35.0			145.0		145.0	145.0	
Total Split (%)	19.4%		19.4%	19.4%	19.4%			80.6%		80.6%	80.6%	
Maximum Green (s)	28.0		28.0	28.0	28.0			138.0		138.0	138.0	
Yellow Time (s)	4.0		4.0	4.0	4.0			5.0		5.0	5.0	
All-Red Time (s)	3.0		3.0	3.0	3.0			2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5	-1.5	-1.5			-1.5		-1.5	-1.5	
Total Lost Time (s)	5.5		5.5	5.5	5.5			5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0		5.0	5.0	5.0			0.2		0.2	0.2	
Recall Mode	None		None	None	None			C-Max		C-Max	C-Max	
Act Effct Green (s)	29.5		29.5	29.5	29.5			139.5		139.5	139.5	
Actuated g/C Ratio	0.16		0.16	0.16	0.16			0.78		0.78	0.78	
v/c Ratio	0.01		0.01	1.19	0.02			0.41		0.04	0.92	
Control Delay	63.3		0.0	161.7	38.5			7.0		6.7	21.4	
Queue Delay	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Total Delay	63.3		0.0	161.7	38.5			7.0		6.7	21.4	
LOS	E		A	F	D			A		A	C	
Approach Delay		27.1				160.7		7.0				21.4
Approach LOS		C				F		A				C
Queue Length 50th (ft)	3		0	-495	1			197		2	856	
Queue Length 95th (ft)	14		0	#627	17			217		m3	404	
Internal Link Dist (ft)		76			147			290			529	
Turn Bay Length (ft)			50							220		
Base Capacity (vph)	234		284	573	276			3736		197	3769	
Starvation Cap Reductn	0		0	0	0			0		0	0	
Spillback Cap Reductn	0		0	0	0			0		0	0	
Storage Cap Reductn	0		0	0	0			0		0	0	
Reduced v/c Ratio	0.01		0.01	1.19	0.02			0.41		0.04	0.92	

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 83 (46%), Referenced to phase 2:SBTL and 6:NBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.19

Intersection Signal Delay: 34.3

Intersection LOS: C

Intersection Capacity Utilization 97.3%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

Ø2 (R)	Ø4
145 s	35 s
Ø6 (R)	Ø8
145 s	35 s

Lanes, Volumes, Timings
66: Columbia Pike (US 29) & Stewart Lane

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	21	22	70	5	17	6	2090	100	242	2692	42
Future Volume (vph)	43	21	22	70	5	17	6	2090	100	242	2692	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	240		0	250		700
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.923				0.850			0.850			0.850
Flt Protected	0.950				0.955		0.950			0.950		
Satd. Flow (prot)	1745	1695	0	0	1754	1561	1736	4988	1553	1736	4713	1335
Flt Permitted	0.622				0.705		0.950			0.950		
Satd. Flow (perm)	1142	1695	0	0	1295	1561	1736	4988	1553	1736	4713	1335
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				70			103			73
Link Speed (mph)		30			30			45			50	
Link Distance (ft)		274			223			422			4978	
Travel Time (s)		6.2			5.1			6.4			67.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	47	23	24	76	5	18	7	2272	109	263	2926	46
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	47	47	0	0	81	18	7	2272	109	263	2931	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			40			20			20	
Link Offset(ft)		15			-15			5			-3	
Crosswalk Width(ft)		25			25			15			18	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	0
Detector Template				Left								
Leading Detector (ft)	35	35		20	35	35	80	0	0	80	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	35	35		20	35	35	80	6	20	80	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Prot	Prot	NA	Prot
Protected Phases		4			8		5	2	2	1	6	6
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	7.0	7.0	3.0	7.0	7.0

Lanes, Volumes, Timings
 66: Columbia Pike (US 29) & Stewart Lane

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5		12.5	12.5	12.5	12.5	14.0	14.0	10.5	14.0	14.0
Total Split (s)	22.0	22.0		22.0	22.0	22.0	23.0	135.0	135.0	23.0	135.0	135.0
Total Split (%)	12.2%	12.2%		12.2%	12.2%	12.2%	12.8%	75.0%	75.0%	12.8%	75.0%	75.0%
Maximum Green (s)	14.5	14.5		14.5	14.5	14.5	15.5	128.0	128.0	15.5	128.0	128.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	2.0	2.0	4.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5			-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0	6.0			6.0	6.0	6.0	5.5	5.5	6.0	5.5	5.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	15.1	15.1		15.1	15.1	7.9	129.5	129.5	17.9	150.4	150.4	150.4
Actuated g/C Ratio	0.08	0.08		0.08	0.08	0.04	0.72	0.72	0.10	0.84	0.84	0.84
v/c Ratio	0.49	0.29		0.75	0.09	0.09	0.63	0.10	1.53	0.74	0.04	0.04
Control Delay	96.4	48.6		117.2	0.9	102.0	9.7	0.3	302.8	4.4	0.1	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	48.6		117.2	0.9	102.0	9.7	0.3	302.8	4.4	0.1	0.1
LOS	F	D		F	A	F	A	A	F	A	A	A
Approach Delay		72.5		96.1			9.5			28.6		
Approach LOS		E		F			A			C		
Queue Length 50th (ft)	54	27		95	0	9	472	0	-443	117	0	0
Queue Length 95th (ft)	103	73		#182	0	m23	507	0	#643	477	m1	
Internal Link Dist (ft)		194		143			342			4898		
Turn Bay Length (ft)						240			250		700	
Base Capacity (vph)	101	171		115	202	163	3588	1146	172	3937	1127	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.27		0.70	0.09	0.04	0.63	0.10	1.53	0.74	0.04	

Intersection Summary
















Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 11 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 81.0%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Columbia Pike (US 29) & Stewart Lane

01	02 (R)	04
23 s	135 s	22 s
05	06 (R)	08
23 s	135 s	22 s

Lanes, Volumes, Timings
74: Cherry Hill Road & FDA Boulevard

08/16/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	 			 	 	
Traffic Volume (vph)	12	8	253	1044	1207	412
Future Volume (vph)	12	8	253	1044	1207	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300	250			400
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3610	3610	1615
Flt Permitted	0.950		0.155			
Satd. Flow (perm)	3502	1615	294	3610	3610	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9				458
Link Speed (mph)	25			30	30	
Link Distance (ft)	2670			373	580	
Travel Time (s)	72.8			8.5	13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	13	9	281	1160	1341	458
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	9	281	1160	1341	458
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	37			48	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	0
Detector Template	Left	Right				
Leading Detector (ft)	25	25	25	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	25	25	25	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Prot
Protected Phases	4	4	1	6	2	2
Permitted Phases			6			
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	3.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	9.0	13.0	13.0	13.0
Total Split (s)	46.0	46.0	26.0	104.0	78.0	78.0

Lanes, Volumes, Timings
74: Cherry Hill Road & FDA Boulevard

08/16/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	30.7%	30.7%	17.3%	69.3%	52.0%	52.0%
Maximum Green (s)	40.0	40.0	20.0	98.0	72.0	72.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	0.2	0.2	0.2
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	8.5	8.5	137.7	139.5	110.3	110.3
Actuated g/C Ratio	0.06	0.06	0.92	0.93	0.74	0.74
v/c Ratio	0.07	0.09	0.56	0.35	0.51	0.35
Control Delay	67.8	34.8	14.3	0.5	3.0	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	34.8	14.3	0.5	3.0	0.7
LOS	E	C	B	A	A	A
Approach Delay	54.3			3.2	2.4	
Approach LOS	D			A	A	
Queue Length 50th (ft)	6	0	19	12	56	0
Queue Length 95th (ft)	18	20	61	16	114	0
Internal Link Dist (ft)	2590			293	500	
Turn Bay Length (ft)		300	250			400
Base Capacity (vph)	968	453	516	3356	2655	1309
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.54	0.35	0.51	0.35

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 3.1
 Intersection Capacity Utilization 64.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 74: Cherry Hill Road & FDA Boulevard

Ø1 26 s	Ø2 (R) 78 s	Ø4 46 s
Ø6 (R) 104 s		

Lanes, Volumes, Timings

81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	12	84	39	19	34	167	831	8	21	1365	97
Future Volume (vph)	55	12	84	39	19	34	167	831	8	21	1365	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	215		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frnt			0.850		0.903			0.999			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1716	0	1805	3606	0	1805	3574	0
Flt Permitted	0.719			0.749			0.096			0.307		
Satd. Flow (perm)	1366	1900	1615	1423	1716	0	182	3606	0	583	3574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93		38			1				7
Link Speed (mph)		25			25			30				30
Link Distance (ft)		345			415			343				258
Travel Time (s)		9.4			11.3			7.8				5.9
Peak Hour Factor	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)	61	13	93	43	21	38	186	923	9	23	1517	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	13	93	43	59	0	186	932	0	23	1625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		10			0			0				0
Crosswalk Width(ft)		20			20			35				34
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0		1	0		0	0	
Detector Template	Left			Left								
Leading Detector (ft)	30	0	0	30	0		40	0		0	0	
Trailing Detector (ft)	0	0	0	0	0		10	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		10	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		5	2				6
Permitted Phases	8		8	4			2			6		
Detector Phase	8	8	8	4	4		5	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5		9.0	13.5		13.5	13.5	
Total Split (s)	44.0	44.0	44.0	44.0	44.0		30.0	106.0		76.0	76.0	

Lanes, Volumes, Timings

81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	29.3%	29.3%	29.3%	29.3%	29.3%		20.0%	70.7%		50.7%	50.7%	
Maximum Green (s)	37.5	37.5	37.5	37.5	37.5		24.0	99.5		69.5	69.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.5	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	13.6	13.6	13.6	13.6	13.6		126.9	126.4		104.5	104.5	
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09		0.85	0.84		0.70	0.70	
v/c Ratio	0.50	0.08	0.40	0.34	0.31		0.54	0.31		0.06	0.65	
Control Delay	77.5	60.9	16.3	69.5	31.5		24.2	5.4		4.8	21.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	77.5	60.9	16.3	69.5	31.5		24.2	5.4		4.8	21.1	
LOS	E	E	B	E	C		C	A		A	C	
Approach Delay		42.1			47.5			8.5			20.9	
Approach LOS		D			D			A			C	
Queue Length 50th (ft)	58	12	0	40	19		91	159		1	846	
Queue Length 95th (ft)	106	34	55	80	64		167	194		m6	m403	
Internal Link Dist (ft)		265			335			263			178	
Turn Bay Length (ft)	250						215			150		
Base Capacity (vph)	355	494	488	369	474		429	3039		406	2493	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.03	0.19	0.12	0.12		0.43	0.31		0.06	0.65	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 120 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 18.4

Intersection LOS: B

Intersection Capacity Utilization 71.9%

ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

Ø2 (R)	Ø4
106 s	44 s
Ø5	Ø8
30 s	44 s
Ø6 (R)	
76 s	

Lanes, Volumes, Timings
 84: Cherry Hill Road & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	384	1	297	656	351	52	572	36	177	658	252
Future Volume (vph)	234	384	1	297	656	351	52	572	36	177	658	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	10	12	12	12	11	12	11
Storage Length (ft)	420		0	200		410	190		0	450		360
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3438	0	1646	3292	1422	1805	3610	1615	3385	3610	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3438	0	1646	3292	1422	1805	3610	1615	3385	3610	1561
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)						351						252
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		605			616			491			636	
Travel Time (s)		10.3			10.5			8.4			10.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	234	384	1	297	656	351	52	572	36	177	658	252
Shared Lane Traffic (%)												
Lane Group Flow (vph)	234	385	0	297	656	351	52	572	36	177	658	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			28			30	
Link Offset(ft)		-12			10			0			1	
Crosswalk Width(ft)		28			36			16			31	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.09	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			4			8
Minimum Split (s)	11.0	27.0		11.0	27.0		13.0	13.0	13.0	14.0	14.0	14.0
Total Split (s)	31.0	36.0		40.0	45.0		24.0	50.0	50.0	24.0	50.0	50.0
Total Split (%)	20.7%	24.0%		26.7%	30.0%		16.0%	33.3%	33.3%	16.0%	33.3%	33.3%
Maximum Green (s)	26.0	29.0		35.0	38.0		19.0	44.0	44.0	19.0	44.0	44.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	3.5	5.5		3.5	5.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Act Effct Green (s)	27.5	30.5		36.5	39.5	150.0	20.5	45.5	45.5	20.5	45.5	45.5
Actuated g/C Ratio	0.18	0.20		0.24	0.26	1.00	0.14	0.30	0.30	0.14	0.30	0.30
v/c Ratio	0.38	0.55		0.74	0.76	0.25	0.21	0.52	0.07	0.38	0.60	0.39
Control Delay	55.9	57.1		46.6	37.9	0.3	60.1	45.3	37.9	84.0	45.2	12.0

Lanes, Volumes, Timings

84: Cherry Hill Road & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	57.1		46.6	37.9	0.3	60.1	45.3	37.9	84.0	45.2	12.0
LOS	E	E		D	D	A	E	D	D	F	D	B
Approach Delay		56.6			29.8			46.1			43.8	
Approach LOS		E			C			D			D	
Queue Length 50th (ft)	105	180		200	323	0	46	244	25	87	190	50
Queue Length 95th (ft)	147	236		341	402	0	90	306	55	137	314	118
Internal Link Dist (ft)		525			536			411			556	
Turn Bay Length (ft)	420			200		410	190			450		360
Base Capacity (vph)	611	699		400	866	1422	246	1095	489	462	1095	649
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.55		0.74	0.76	0.25	0.21	0.52	0.07	0.38	0.60	0.39

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 126 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 41.4

Intersection LOS: D

Intersection Capacity Utilization 72.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 84: Cherry Hill Road & Powder Mill Road (MD 212)

31 s	45 s	24 s	50 s
40 s	36 s	24 s	50 s

Lanes, Volumes, Timings

94: Columbia Pike (US 29) & Industrial Parkway

08/16/2017

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙	↖	↑↑↑	↗↗	↘	↑↑↑
Traffic Volume (vph)	208	55	1825	325	89	2717
Future Volume (vph)	208	55	1825	325	89	2717
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Storage Length (ft)	0	0		500	200	
Storage Lanes	2	1		2	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.91	0.88	1.00	0.91
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3385	1561	4988	2733	1736	4988
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3385	1561	4988	2733	1736	4988
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		58		342		
Link Speed (mph)	30		50			50
Link Distance (ft)	156		656			541
Travel Time (s)	3.5		8.9			7.4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Adj. Flow (vph)	219	58	1921	342	94	2860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	219	58	1921	342	94	2860
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	20		50			50
Link Offset(ft)	35		-3			0
Crosswalk Width(ft)	20		50			30
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	0	0	1	0
Detector Template						
Leading Detector (ft)	25	25	0	0	25	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	25	25	6	20	25	6
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	5.0	7.0

Lanes, Volumes, Timings
 94: Columbia Pike (US 29) & Industrial Parkway

08/16/2017

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	11.0	11.0	14.0	14.0	11.0	14.0
Total Split (s)	49.0	49.0	95.0	95.0	36.0	131.0
Total Split (%)	27.2%	27.2%	52.8%	52.8%	20.0%	72.8%
Maximum Green (s)	42.0	42.0	88.0	88.0	30.0	124.0
Yellow Time (s)	4.0	4.0	5.5	5.5	4.0	5.5
All-Red Time (s)	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	0.2	0.2	5.0	0.2
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	19.5	19.5	126.6	126.6	18.5	149.5
Actuated g/C Ratio	0.11	0.11	0.70	0.70	0.10	0.83
v/c Ratio	0.60	0.26	0.55	0.17	0.53	0.69
Control Delay	83.2	17.9	17.1	4.2	80.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	83.2	17.9	17.1	4.2	80.2	14.4
LOS	F	B	B	A	F	B
Approach Delay	69.5		15.2			16.5
Approach LOS	E		B			B
Queue Length 50th (ft)	129	0	573	43	114	262
Queue Length 95th (ft)	173	48	706	81	m97	m17
Internal Link Dist (ft)	76		576			461
Turn Bay Length (ft)				500	200	
Base Capacity (vph)	818	421	3507	2023	303	4143
Starvation Cap Reductn	0	0	0	0	0	299
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.14	0.55	0.17	0.31	0.74

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 155 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 94: Columbia Pike (US 29) & Industrial Parkway

↓ Ø2 (R)	↑ Ø6 (R)	↘ Ø4
131 s	95 s	49 s
↙ Ø5		
36 s		

Lanes, Volumes, Timings
 96: Columbia Pike (US 29) & Tech Road

04/27/2018



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↕		↖	↑↑↑	↗	↖	↑↑↑	↗
Traffic Volume (vph)	21	136	104	192	51	91	140	1404	336	270	2510	150
Future Volume (vph)	21	136	104	192	51	91	140	1404	336	270	2510	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	300		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1900	1615	1643	3189	0	3367	4988	1553	1736	4988	1553
Flt Permitted	0.194			0.663	0.783		0.950			0.950		
Satd. Flow (perm)	369	1900	1615	1146	2545	0	3367	4988	1553	1736	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		71				303			124
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		269			161			495			453	
Travel Time (s)		6.1			3.7			6.8			6.2	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	23	148	113	209	55	99	152	1526	365	293	2728	163
Shared Lane Traffic (%)				45%								
Lane Group Flow (vph)	23	148	113	115	248	0	152	1526	365	293	2728	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			9			50			50	
Link Offset(ft)		0			-10			0			0	
Crosswalk Width(ft)		50			28			15			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	0	0	1	0	0
Detector Template							Left			Left	Thru	Right
Leading Detector (ft)	25	25	25	50	50		80	0	0	80	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	25	25	25	50	50		80	6	20	80	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Prot	Perm	NA		Prot	NA	Prot	Prot	NA	Prot
Protected Phases		3	3		4		6	2	2	1	5	5
Permitted Phases	3			4								
Detector Phase	3	3	3	4	4		6	2	2	1	5	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		3.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		10.5	14.5	14.5	11.5	14.5	14.5
Total Split (s)	30.0	30.0	30.0	50.0	50.0		20.0	54.0	54.0	46.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	27.8%	27.8%		11.1%	30.0%	30.0%	25.6%	44.4%	44.4%
Maximum Green (s)	22.0	22.0	22.0	42.0	42.0		12.5	46.5	46.5	39.5	72.5	72.5

Lanes, Volumes, Timings
 96: Columbia Pike (US 29) & Tech Road

04/27/2018

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.5	5.5	4.0	5.5	5.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0		2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	0.2	0.2	4.0	0.2	0.2
Recall Mode	None	None	None	None	None		Max	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.6	20.6	20.6	26.0	26.0		34.5	71.8	71.8	37.7	74.0	74.0
Actuated g/C Ratio	0.11	0.11	0.11	0.14	0.14		0.19	0.40	0.40	0.21	0.41	0.41
v/c Ratio	0.55	0.68	0.35	0.70	0.58		0.24	0.77	0.46	0.81	1.33	0.23
Control Delay	119.2	92.3	4.5	93.7	55.2		101.7	26.3	6.1	77.8	194.6	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	119.2	92.3	4.5	93.7	55.2		101.7	26.3	6.1	77.8	194.6	19.4
LOS	F	F	A	F	E		F	C	A	E	F	B
Approach Delay		59.5			67.4			28.3			174.9	
Approach LOS		E			E			C			F	
Queue Length 50th (ft)	26	170	0	145	109		85	580	94	355	~1521	53
Queue Length 95th (ft)	#68	251	12	217	153		140	#853	288	m387	#1585	m76
Internal Link Dist (ft)		189			81			415			373	
Turn Bay Length (ft)							400		400	300		
Base Capacity (vph)	48	248	350	276	668		644	1989	801	408	2050	711
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.60	0.32	0.42	0.37		0.24	0.77	0.46	0.72	1.33	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 173 (96%), Referenced to phase 2:NBT and 5:SBT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 111.7
 Intersection Capacity Utilization 87.1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 96: Columbia Pike (US 29) & Tech Road

46 s	54 s	30 s	50 s
20 s	30 s		

Lanes, Volumes, Timings

107: Columbia Pike (US 29) & Randolph Road/Cherry Hill Road

08/16/2017

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↖↗		↖↖	↖↖	↖	↖		↖↖	↖↖		↖
Traffic Volume (vph)	137	1074	24	208	959	346	26	0	93	985	0	95
Future Volume (vph)	137	1074	24	208	959	346	26	0	93	985	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		0	410		350	0		0	0		0
Storage Lanes	2		0	2		1	1		2	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Flt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3599	0	3385	3490	1615	1805	0	2842	3502	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	3599	0	3385	3490	1615	1805	0	2842	3502	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				344			153			156
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		368			689			473			677	
Travel Time (s)		8.4			15.7			8.1			11.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	146	1143	26	221	1020	368	28	0	99	1048	0	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	146	1169	0	221	1020	368	28	0	99	1048	0	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			200			250	
Link Offset(ft)		0			15			10			0	
Crosswalk Width(ft)		16			0			30			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0	0	1		1	1		1
Detector Template												
Leading Detector (ft)	100	0		100	0	0	100		100	100		100
Trailing Detector (ft)	0	0		0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0		0	0		0
Detector 1 Size(ft)	100	6		100	6	20	100		100	100		100
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	NA		Prot	NA	Prot	Prot		Prot	Prot		Prot
Protected Phases	1	6		5	2	2	3		3	4		4
Permitted Phases												
Detector Phase	1	6		5	2	2	3		3	4		4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0	7.0	7.0		7.0	5.0		5.0
Minimum Split (s)	10.0	16.0		10.0	16.0	16.0	15.5		15.5	26.0		26.0

Lanes, Volumes, Timings

107: Columbia Pike (US 29) & Randolph Road/Cherry Hill Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	50.0		30.0	50.0	50.0	19.0		19.0	51.0		51.0
Total Split (%)	20.0%	33.3%		20.0%	33.3%	33.3%	12.7%		12.7%	34.0%		34.0%
Maximum Green (s)	23.0	41.0		23.0	41.0	41.0	10.5		10.5	43.0		43.0
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5		3.5	3.5		3.5
All-Red Time (s)	3.5	4.5		3.5	4.5	4.5	5.0		5.0	4.5		4.5
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5
Total Lost Time (s)	5.5	7.5		5.5	7.5	7.5	7.0		7.0	6.5		6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead		Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	6.0	0.2		6.0	0.2	0.2	6.0		6.0	6.0		6.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None		None	None		None
Act Effect Green (s)	16.0	47.4		19.6	51.0	51.0	11.4		11.4	45.1		45.1
Actuated g/C Ratio	0.11	0.32		0.13	0.34	0.34	0.08		0.08	0.30		0.30
v/c Ratio	0.39	1.03		0.50	0.86	0.47	0.20		0.28	1.00		0.17
Control Delay	65.2	83.2		52.2	60.8	18.8	68.5		2.9	78.7		1.2
Queue Delay	0.0	1.2		0.0	0.0	0.0	0.0		0.6	39.5		0.0
Total Delay	65.2	84.4		52.2	60.8	18.8	68.5		3.6	118.3		1.2
LOS	E	F		D	E	B	E		A	F		A
Approach Delay		82.3			50.0			17.9				108.0
Approach LOS		F			D			B				F
Queue Length 50th (ft)	69	~637		112	516	117	26		0	~539		0
Queue Length 95th (ft)	104	#844		156	#637	228	61		3	#688		6
Internal Link Dist (ft)		288			609			393				597
Turn Bay Length (ft)				410		350						
Base Capacity (vph)	571	1138		552	1187	776	144		368	1052		594
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0
Spillback Cap Reductn	0	4		0	0	0	0		101	492		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.26	1.03		0.40	0.86	0.47	0.19		0.37	1.87		0.17

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 37 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 75.0

Intersection LOS: E

Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 107: Columbia Pike (US 29) & Randolph Road/Cherry Hill Road

Ø1	Ø2 (R)	Ø3	Ø4
30 s	50 s	19 s	51 s
Ø5	Ø6 (R)		
30 s	50 s		

Lanes, Volumes, Timings
109: Prosperity Drive & Cherry Hill Road

08/16/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1852	300	123	1390	123	79
Future Volume (vph)	1852	300	123	1390	123	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	400		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1615	1805	3610	1805	1615
Flt Permitted			0.037		0.950	
Satd. Flow (perm)	3610	1615	70	3610	1805	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		230				86
Link Speed (mph)	30			30	30	
Link Distance (ft)	689			612	401	
Travel Time (s)	15.7			13.9	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2013	326	134	1511	134	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2013	326	134	1511	134	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	38			30	12	
Link Offset(ft)	-12			8	0	
Crosswalk Width(ft)	30			30	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	0	0	1	0	1	1
Detector Template			Left			Right
Leading Detector (ft)	0	0	80	0	80	80
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	80	80	6	80	80
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6	2			
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	3.0	7.0	5.0	5.0
Minimum Split (s)	13.5	13.5	9.5	13.5	11.0	11.0
Total Split (s)	102.0	102.0	15.0	117.0	33.0	33.0

Lanes, Volumes, Timings
109: Prosperity Drive & Cherry Hill Road

08/16/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	68.0%	68.0%	10.0%	78.0%	22.0%	22.0%
Maximum Green (s)	95.5	95.5	8.5	110.5	27.0	27.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	0.2	0.2	5.0	0.2	5.0	5.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effect Green (s)	101.8	101.8	120.7	120.7	19.8	19.8
Actuated g/C Ratio	0.68	0.68	0.80	0.80	0.13	0.13
v/c Ratio	0.82	0.28	0.62	0.52	0.56	0.30
Control Delay	32.1	9.2	62.9	3.0	69.7	13.0
Queue Delay	47.3	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	9.2	62.9	3.0	69.7	13.0
LOS	E	A	E	A	E	B
Approach Delay	69.6			7.9	47.5	
Approach LOS	E			A	D	
Queue Length 50th (ft)	1093	97	84	81	125	0
Queue Length 95th (ft)	m1087	m105	m136	174	189	50
Internal Link Dist (ft)	609			532	321	
Turn Bay Length (ft)		250	400			
Base Capacity (vph)	2450	1169	216	2905	342	376
Starvation Cap Reductn	789	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.28	0.62	0.52	0.39	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 100 (67%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 44.3
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 109: Prosperity Drive & Cherry Hill Road

← Ø2 (R)	↖ Ø4
117 s	33 s
↙ Ø5	→ Ø6 (R)
15 s	102 s

Lanes, Volumes, Timings

114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	143	7	167	384	596	119	831	29	69	1390	299
Future Volume (vph)	42	143	7	167	384	596	119	831	29	69	1390	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	175		0	300		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.993				0.850		0.995			0.973	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1887	0	1805	1900	1615	1805	3592	0	1805	3513	0
Flt Permitted	0.356			0.649			0.099			0.142		
Satd. Flow (perm)	676	1887	0	1233	1900	1615	188	3592	0	270	3513	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				335		3			16	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		393			494			263			417	
Travel Time (s)		10.7			13.5			4.5			7.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	48	164	8	192	441	685	137	955	33	79	1598	344
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	172	0	192	441	685	137	988	0	79	1942	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		32			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	80	80		80	80	80	80	0		80	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	80	80		80	80	80	80	6		80	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	7.0		7.0	7.0	7.0	3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	13.5		13.5	13.5	13.5	9.5	9.0		9.0	9.0	
Total Split (s)	30.0	93.0		63.0	63.0	63.0	17.0	57.0		40.0	40.0	

Lanes, Volumes, Timings

114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard

08/16/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	62.0%		42.0%	42.0%	42.0%	11.3%	38.0%		26.7%	26.7%	
Maximum Green (s)	24.0	86.5		56.5	56.5	56.5	10.5	51.0		34.0	34.0	
Yellow Time (s)	4.0	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	4.5	5.0		5.0	5.0	5.0	5.0	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	4.0	0.2		0.2	0.2	0.2	5.0	4.0		4.0	4.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	88.5	88.0		76.4	76.4	76.4	52.0	52.5		35.5	35.5	
Actuated g/C Ratio	0.59	0.59		0.51	0.51	0.51	0.35	0.35		0.24	0.24	
v/c Ratio	0.10	0.16		0.31	0.46	0.69	0.71	0.78		1.25	2.30	
Control Delay	13.5	14.3		24.2	26.4	18.2	56.9	51.8		203.6	610.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	13.5	14.3		24.2	26.4	18.2	56.9	51.8		203.6	610.2	
LOS	B	B		C	C	B	E	D		F	F	
Approach Delay		14.1			21.8			52.4			594.3	
Approach LOS		B			C			D			F	
Queue Length 50th (ft)	19	72		111	280	272	90	477		~94	~1611	
Queue Length 95th (ft)	37	107		167	367	402	#152	537		m#130	#1677	
Internal Link Dist (ft)		313			414			183			337	
Turn Bay Length (ft)				300			175			300		
Base Capacity (vph)	590	1108		627	967	986	194	1259		63	843	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.16		0.31	0.46	0.69	0.71	0.78		1.25	2.30	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 120 (80%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.30
 Intersection Signal Delay: 275.8
 Intersection Capacity Utilization 93.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard

Ø1 30 s	Ø2 (R) 63 s	Ø4 57 s
Ø6 (R) 93 s		Ø7 17 s
		Ø8 40 s

Lanes, Volumes, Timings
 120: Columbia Pike (US 29) & Musgrove Road

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↙	↗		↖	↑		↖	↑	↗
Traffic Volume (vph)	25	18	21	141	70	35	92	1561	65	18	3651	167
Future Volume (vph)	25	18	21	141	70	35	92	1561	65	18	3651	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		800
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.86	0.86	1.00	0.86	0.86
Frt			0.850		0.950			0.994			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1805	0	3367	6247	0	1736	6241	0
Flt Permitted	0.531			0.744			0.950			0.950		
Satd. Flow (perm)	1009	1900	1615	1414	1805	0	3367	6247	0	1736	6241	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103		13			8			8	
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		537			573			626			2274	
Travel Time (s)		12.2			13.0			8.5			31.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	27	20	23	153	76	38	100	1697	71	20	3968	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	20	23	153	114	0	100	1768	0	20	4150	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			40	
Link Offset(ft)		0			0			10			-2	
Crosswalk Width(ft)		16			2			25			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	0		1	0		1	0	
Detector Template												
Leading Detector (ft)	100	100	100	100	0		100	0		100	0	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	100	100	100	100	100		100	0		100	0	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		6	2		1	5	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		6	2		1	5	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		10.0	27.0		9.0	27.0	

Lanes, Volumes, Timings
 120: Columbia Pike (US 29) & Musgrove Road

08/16/2017

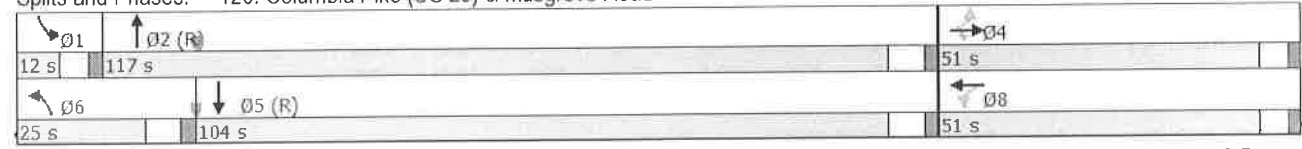


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	51.0	51.0	51.0	51.0	51.0		25.0	117.0		12.0	104.0	
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%		13.9%	65.0%		6.7%	57.8%	
Maximum Green (s)	45.0	45.0	45.0	45.0	45.0		18.0	110.0		6.0	97.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.0		4.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		5.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	26.4	26.4	26.4	26.4	26.4		12.2	134.8		9.1	125.9	
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15		0.07	0.75		0.05	0.70	
v/c Ratio	0.18	0.07	0.07	0.74	0.41		0.44	0.38		0.23	0.95	
Control Delay	67.2	63.3	0.4	93.5	64.7		53.6	24.3		117.4	17.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.2	63.3	0.4	93.5	64.7		53.6	24.3		117.4	17.8	
LOS	E	E	A	F	E		D	C		F	B	
Approach Delay		44.2			81.2			25.9			18.3	
Approach LOS		D			F			C			B	
Queue Length 50th (ft)	28	21	0	176	110		59	375		25	1505	
Queue Length 95th (ft)	60	47	0	251	171		m78	591		m27	#1587	
Internal Link Dist (ft)		457			493			546			2194	
Turn Bay Length (ft)							300					
Base Capacity (vph)	260	490	493	365	475		364	4680		88	4368	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.04	0.05	0.42	0.24		0.27	0.38		0.23	0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 135 (75%), Referenced to phase 2:NBT and 5:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 23.5
 Intersection Capacity Utilization 79.8%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 120: Columbia Pike (US 29) & Musgrove Road



Lanes, Volumes, Timings
123: Columbia Pike (US 29) & Fairland Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	408	290	65	112	215	170	42	1553	22	0	3656	0
Future Volume (vph)	408	290	65	112	215	170	42	1553	22	0	3656	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	325		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Flt			0.850			0.850		0.998				
Flt Protected	0.950	0.981		0.950	0.998		0.950					
Satd. Flow (prot)	1643	3392	1615	1643	3451	1615	1736	6272	0	0	7399	0
Flt Permitted	0.950	0.981		0.950	0.998		0.950					
Satd. Flow (perm)	1643	3392	1615	1643	3451	1615	1736	6272	0	0	7399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		3				
Link Speed (mph)		30			30			50				50
Link Distance (ft)		414			440			2274				551
Travel Time (s)		9.4			10.0			31.0				7.5
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	443	315	71	122	234	185	46	1688	24	0	3974	0
Shared Lane Traffic (%)	44%			10%								
Lane Group Flow (vph)	248	510	71	110	246	185	46	1712	0	0	3974	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	0				0
Detector Template												
Leading Detector (ft)	100	100	100	100	100	100	100	0				0
Trailing Detector (ft)	0	0	0	0	0	0	0	0				0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0				0
Detector 1 Size(ft)	100	100	100	100	100	100	100	6				6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
Turn Type	Split	NA	Prot	Split	NA	Prot	Prot	NA				NA
Protected Phases	3	3	3	4	4	4	1	6				2
Permitted Phases												
Detector Phase	3	3	3	4	4	4	1	6				2
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	10.0				10.0
Minimum Split (s)	12.5	12.5	12.5	12.5	12.5	12.5	13.5	17.0				17.0

Lanes, Volumes, Timings
 123: Columbia Pike (US 29) & Fairland Road

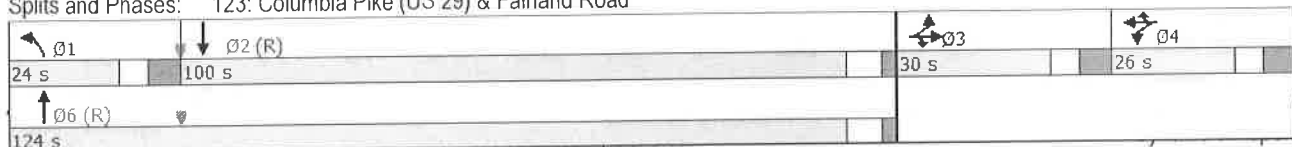
08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0	30.0	30.0	26.0	26.0	26.0	24.0	124.0			100.0	
Total Split (%)	16.7%	16.7%	16.7%	14.4%	14.4%	14.4%	13.3%	68.9%			55.6%	
Maximum Green (s)	21.5	21.5	21.5	17.5	17.5	17.5	15.5	117.0			93.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0			5.0	
All-Red Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	2.0			2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.5			5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead				Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	0.2			0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max			C-Max	
Act Effct Green (s)	23.0	23.0	23.0	18.4	18.4	18.4	13.5	119.1			102.0	
Actuated g/C Ratio	0.13	0.13	0.13	0.10	0.10	0.10	0.08	0.66			0.57	
v/c Ratio	1.19	1.18	0.22	0.66	0.70	0.66	0.35	0.41			0.95	
Control Delay	184.5	165.4	1.6	96.6	89.2	37.7	90.0	10.2			43.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	184.5	165.4	1.6	96.6	89.2	37.7	90.0	10.2			43.4	
LOS	F	F	A	F	F	D	F	B			D	
Approach Delay		157.1			73.1			12.3			43.4	
Approach LOS		F			E			B			D	
Queue Length 50th (ft)	-384	-393	0	139	156	65	52	65			1120	
Queue Length 95th (ft)	#598	#525	0	220	212	160	105	279			#1238	
Internal Link Dist (ft)		334			360			2194			471	
Turn Bay Length (ft)							325					
Base Capacity (vph)	209	433	317	173	364	284	163	4152			4191	
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	
Reduced v/c Ratio	1.19	1.18	0.22	0.64	0.68	0.65	0.28	0.41			0.95	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 83 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.19
 Intersection Signal Delay: 51.2
 Intersection Capacity Utilization 78.0%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 123: Columbia Pike (US 29) & Fairland Road



Lanes, Volumes, Timings

130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	621	37	57	1213	888	10	16	44	639	3	221
Future Volume (vph)	180	621	37	57	1213	888	10	16	44	639	3	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	350		360	350		0	0		0	0		250
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.981		0.950	0.953	
Satd. Flow (prot)	1646	3292	1727	1703	3406	1524	0	3541	1615	3285	1648	1615
Flt Permitted	0.110			0.388				0.981		0.950	0.953	
Satd. Flow (perm)	191	3292	1727	695	3406	1524	0	3541	1615	3285	1648	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			739			102			240
Link Speed (mph)		40			40			35				35
Link Distance (ft)		921			477			217				528
Travel Time (s)		15.7			8.1			4.2				10.3
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
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	196	675	40	62	1318	965	11	17	48	695	3	240
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	196	675	40	62	1318	965	0	28	48	466	232	240
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			30			30	
Link Offset(ft)		5			-5			-25			15	
Crosswalk Width(ft)		30			20			17			37	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template							Left		Right			
Leading Detector (ft)	30	300	5	30	300	5	20	30	5	30	30	5
Trailing Detector (ft)	0	294	0	0	394	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	294	0	0	394	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	5	30	-94	5	20	30	5	30	30	5
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	7.0	7.0	7.0	8.0	8.0	8.0

Lanes, Volumes, Timings

130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	26.0	26.0	10.0	26.0	26.0	13.0	13.0	13.0	14.0	14.0	14.0
Total Split (s)	24.0	80.0	80.0	24.0	80.0	80.0	14.0	14.0	14.0	32.0	32.0	32.0
Total Split (%)	16.0%	53.3%	53.3%	16.0%	53.3%	53.3%	9.3%	9.3%	9.3%	21.3%	21.3%	21.3%
Maximum Green (s)	19.0	74.0	74.0	19.0	74.0	74.0	8.0	8.0	8.0	26.0	26.0	26.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	3.5	4.5	4.5	3.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	104.9	93.7	93.7	94.0	84.2	84.2		8.7	8.7	26.5	26.5	26.5
Actuated g/C Ratio	0.70	0.62	0.62	0.63	0.56	0.56		0.06	0.06	0.18	0.18	0.18
v/c Ratio	0.68	0.33	0.04	0.13	0.69	0.82		0.14	0.25	0.80	0.80	0.50
Control Delay	49.9	14.6	0.8	9.4	27.9	13.3		68.5	3.2	70.7	79.4	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	14.6	0.8	9.4	27.9	13.3		68.5	3.2	70.7	79.4	9.7
LOS	D	B	A	A	C	B		E	A	E	E	A
Approach Delay		21.6			21.4			27.2				57.2
Approach LOS		C			C			C				E
Queue Length 50th (ft)	126	120	0	19	511	196		14	0	239	238	0
Queue Length 95th (ft)	205	155	m3	37	632	491		32	0	310	#376	78
Internal Link Dist (ft)		841			397			137			448	
Turn Bay Length (ft)	350		360	350								250
Base Capacity (vph)	332	2057	1117	617	1911	1179		224	197	610	306	495
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.59	0.33	0.04	0.10	0.69	0.82		0.13	0.24	0.76	0.76	0.48

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 8 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 29.4

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

24 s	80 s	14 s	32 s
24 s	80 s		

Lanes, Volumes, Timings

160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↘	↕		↘	↕	
Traffic Volume (vph)	18	0	28	17	0	25	8	1243	15	21	2487	12
Future Volume (vph)	18	0	28	17	0	25	8	1243	15	21	2487	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	65		0	225		0	235		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.919				0.850		0.998			0.999	
Flt Protected		0.980			0.950		0.950			0.950		
Satd. Flow (prot)	0	1540	0	0	1805	1615	1736	4812	0	1736	4816	0
Flt Permitted		0.861			0.801		0.950			0.950		
Satd. Flow (perm)	0	1353	0	0	1522	1615	1736	4812	0	1736	4816	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		82				82						
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		249			185			622			424	
Travel Time (s)		6.8			5.0			10.6			7.2	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	20	0	30	18	0	27	9	1351	16	23	2703	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	18	27	9	1367	0	23	2716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		-2			14			5			0	
Crosswalk Width(ft)		10			18			26			22	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	0		1	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	20		20	100	40	80	0		80	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	40	40	80	6		80	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	11.5	11.0	22.5		11.0	22.5	
Total Split (s)	36.0	36.0		36.0	36.0	36.0	18.0	66.0		18.0	66.0	
Total Split (%)	30.0%	30.0%		30.0%	30.0%	30.0%	15.0%	55.0%		15.0%	55.0%	
Maximum Green (s)	29.5	29.5		29.5	29.5	29.5	12.0	60.0		12.0	60.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	1.5		2.5	1.5	
Lost Time Adjust (s)		-1.5			-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)		5.0			5.0	5.0	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	0.2		5.0	0.2	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		10.6			10.6	10.6	9.7	94.0		10.6	100.6	
Actuated g/C Ratio		0.09			0.09	0.09	0.08	0.78		0.09	0.84	
v/c Ratio		0.26			0.13	0.12	0.06	0.36		0.15	0.67	
Control Delay		6.7			52.1	1.2	51.6	6.1		52.1	6.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		6.7			52.1	1.2	51.6	6.1		52.1	6.9	
LOS		A			D	A	D	A		D	A	
Approach Delay		6.7			21.5			6.4			7.3	
Approach LOS		A			C			A			A	
Queue Length 50th (ft)		0			13	0	7	140		17	220	
Queue Length 95th (ft)		15			36	0	23	190		43	569	
Internal Link Dist (ft)		169			105			542			344	
Turn Bay Length (ft)							225			235		
Base Capacity (vph)		410			393	478	195	3770		195	4035	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.12			0.05	0.06	0.05	0.36		0.12	0.67	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 60 (50%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 7.2

Intersection LOS: A

Intersection Capacity Utilization 65.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

18 s	66 s	36 s
18 s	66 s	36 s

Lanes, Volumes, Timings

181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	2	446	2	0	0	902	172	8	1	338	36
Future Volume (vph)	25	2	446	2	0	0	902	172	8	1	338	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Storage Length (ft)	200		0	0		0	200		0	125		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Frts			0.850					0.993			0.986	
Flt Protected	0.950				0.950		0.950			0.950		
Satd. Flow (prot)	1736	1900	1568	0	3201	0	3433	1769	0	1805	1787	0
Flt Permitted	0.756				0.757		0.950			0.637		
Satd. Flow (perm)	1381	1900	1568	0	2551	0	3433	1769	0	1210	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			474					7			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		690			171			458			205	
Travel Time (s)		15.7			3.9			8.9			4.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	0%	3%	0%	0%	0%	2%	7%	0%	0%	5%	3%
Adj. Flow (vph)	27	2	474	2	0	0	960	183	9	1	360	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	2	474	0	2	0	960	192	0	1	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			6			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8						6		
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		24.0	47.0		23.0	23.0	
Total Split (%)	32.4%	32.4%	32.4%	32.4%	32.4%		34.5%	67.6%		33.1%	33.1%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		19.5	42.5		18.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5		-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	19.5	19.5	19.5		19.5		21.0	44.0		20.0	20.0	

Lanes, Volumes, Timings

181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28	0.28		0.28		0.30	0.63		0.29	0.29	
v/c Ratio	0.07	0.00	0.61		0.00		0.93	0.17		0.00	0.77	
Control Delay	19.0	18.0	6.0		18.0		40.1	5.5		18.0	34.1	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	18.0	6.0		18.0		40.1	5.5		18.0	34.1	
LOS	B	B	A		B		D	A		B	C	
Approach Delay		6.8			18.0			34.3			34.0	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)	8	1	0		0		203	28		0	151	
Queue Length 95th (ft)	26	5	64		2		#317	52		4	#282	
Internal Link Dist (ft)		610			91			378			125	
Turn Bay Length (ft)	200						200			125		
Base Capacity (vph)	387	533	780		715		1037	1122		348	519	
Starvation Cap Reductn	0	0	0		0		0	0		0	0	
Spillback Cap Reductn	0	0	0		0		0	0		0	0	
Storage Cap Reductn	0	0	0		0		0	0		0	0	
Reduced v/c Ratio	0.07	0.00	0.61		0.00		0.93	0.17		0.00	0.77	

Intersection Summary

Area Type: Other
 Cycle Length: 69.5
 Actuated Cycle Length: 69.5
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

Ø2 (R)				Ø4
47 s				22.5 s
Ø5		Ø6 (R)		Ø8
24 s		23 s		22.5 s

Intersection

Intersection Delay, s/veh	17
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↔	↗			↔			↖	↘	
Traffic Vol, veh/h	0	224	90	600	0	5	94	5	0	33	40	5
Future Vol, veh/h	0	224	90	600	0	5	94	5	0	33	40	5
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	243	98	652	0	5	102	5	0	36	43	5
Number of Lanes	0	0	1	1	0	0	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	1	1
HCM Control Delay	18.9	10.6	10.6
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	47%	0%	5%	8%
Vol Thru, %	0%	89%	19%	0%	90%	83%
Vol Right, %	0%	11%	34%	100%	5%	9%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	45	476	438	104	109
LT Vol	33	0	224	0	5	9
Through Vol	0	40	90	0	94	90
RT Vol	0	5	162	438	5	10
Lane Flow Rate	36	49	517	476	113	118
Geometry Grp	7	7	7	7	6	6
Degree of Util (X)	0.076	0.095	0.76	0.606	0.193	0.221
Departure Headway (Hd)	7.593	7.004	5.288	4.586	6.134	6.73
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	474	514	678	776	587	536
Service Time	5.302	4.713	3.086	2.384	4.15	4.742
HCM Lane V/C Ratio	0.076	0.095	0.763	0.613	0.193	0.22
HCM Control Delay	10.9	10.4	23.1	14.3	10.6	11.6
HCM Lane LOS	B	B	C	B	B	B
HCM 95th-tile Q	0.2	0.3	7	4.2	0.7	0.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	9	90	10
Future Vol, veh/h	0	9	90	10
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	10	98	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	WBU	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		Y			↑↓				↑↑
Traffic Vol, veh/h	0	100	10	0	39	5	0	470	263
Future Vol, veh/h	0	100	10	0	39	5	0	470	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	109	11	0	42	5	0	511	286
Number of Lanes	0	1	0	0	2	0	0	0	2

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	1	0
HCM Control Delay	10.3	8.6	30.1
HCM LOS	B	A	D

Lane	NBLn1	NBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	91%	84%	0%
Vol Thru, %	100%	72%	0%	16%	100%
Vol Right, %	0%	28%	9%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	18	110	558	175
LT Vol	0	0	100	470	0
Through Vol	26	13	0	88	175
RT Vol	0	5	10	0	0
Lane Flow Rate	28	20	120	606	191
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.044	0.03	0.194	0.895	0.259
Departure Headway (Hd)	5.663	5.467	5.837	5.318	4.895
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	628	650	613	679	732
Service Time	3.437	3.241	3.882	3.061	2.638
HCM Lane V/C Ratio	0.045	0.031	0.196	0.892	0.261
HCM Control Delay	8.7	8.4	10.3	36.6	9.4
HCM Lane LOS	A	A	B	E	A
HCM 95th-tile Q	0.1	0.1	0.7	11.2	1

HCM 2010 AWSC
 43: SW Loop Road & E Loop Road/Dahlgren Road

08/16/2017

Intersection

Intersection Delay, s/veh 21.2
 Intersection LOS C

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations		↑				↓		↓	↑
Traffic Vol, veh/h	0	25	30	0	256	409	0	25	3
Future Vol, veh/h	0	25	30	0	256	409	0	25	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	27	33	0	278	445	0	27	3
Number of Lanes	0	1	0	0	0	1	0	1	1

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	2	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	2	0	1
HCM Control Delay	7.7	22.8	9.6
HCM LOS	A	C	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1
Vol Left, %	100%	0%	0%	38%
Vol Thru, %	0%	0%	45%	62%
Vol Right, %	0%	100%	55%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	3	55	665
LT Vol	25	0	0	256
Through Vol	0	0	25	409
RT Vol	0	3	30	0
Lane Flow Rate	27	3	60	723
Geometry Grp	7	7	2	2
Degree of Util (X)	0.051	0.005	0.073	0.818
Departure Headway (Hd)	6.709	5.492	4.373	4.074
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	536	655	823	882
Service Time	4.415	3.198	2.38	2.148
HCM Lane V/C Ratio	0.05	0.005	0.073	0.82
HCM Control Delay	9.8	8.2	7.7	22.8
HCM Lane LOS	A	A	A	C
HCM 95th-tile Q	0.2	0	0.2	9.2

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕				↕				↕	
Traffic Vol, veh/h	0	2	0	6	0	0	0	0	0	75	20	4
Future Vol, veh/h	0	2	0	6	0	0	0	0	0	75	20	4
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	2	0	7	0	0	0	0	0	82	22	4
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	0	8.2
HCM LOS	A	-	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	76%	25%	0%	3%
Vol Thru, %	20%	0%	100%	48%
Vol Right, %	4%	75%	0%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	8	0	516
LT Vol	75	2	0	16
Through Vol	20	0	0	250
RT Vol	4	6	0	250
Lane Flow Rate	108	9	0	561
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.012	0	0.578
Departure Headway (Hd)	4.461	4.832	5.254	3.711
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	745	0	970
Service Time	2.536	2.832	3.255	1.75
HCM Lane V/C Ratio	0.136	0.012	0	0.578
HCM Control Delay	8.2	7.9	8.3	11.8
HCM Lane LOS	A	A	N	B
HCM 95th-tile Q	0.5	0	0	3.8

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			↕	
Traffic Vol, veh/h	0	16	250	250
Future Vol, veh/h	0	16	250	250
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	17	272	272
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.8
HCM LOS	B

Intersection

Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations			↕↕				↕↕				↕↕	
Traffic Vol, veh/h	0	278	19	57	0	0	6	17	0	22	49	3
Future Vol, veh/h	0	278	19	57	0	0	6	17	0	22	49	3
Peak Hour Factor	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.92	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	296	20	61	0	0	6	18	0	23	52	3
Number of Lanes	0	0	2	0	0	0	2	0	0	0	2	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	2
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	2	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	2	2
HCM Control Delay	13.4	8.4	9.4
HCM LOS	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	47%	0%	97%	0%	0%	0%	25%	0%
Vol Thru, %	53%	89%	3%	14%	100%	11%	75%	39%
Vol Right, %	0%	11%	0%	86%	0%	89%	0%	61%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	28	288	67	4	19	89	173
LT Vol	22	0	278	0	0	0	22	0
Through Vol	25	25	10	10	4	2	67	67
RT Vol	0	3	0	57	0	17	0	106
Lane Flow Rate	49	29	306	71	4	20	95	184
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.086	0.049	0.503	0.095	0.007	0.03	0.153	0.269
Departure Headway (Hd)	6.285	5.969	5.918	4.828	6.015	5.381	5.823	5.266
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	573	604	603	734	598	669	611	675
Service Time	3.985	3.669	3.707	2.616	3.719	3.085	3.608	3.051
HCM Lane V/C Ratio	0.086	0.048	0.507	0.097	0.007	0.03	0.155	0.273
HCM Control Delay	9.6	9	14.6	8.1	8.8	8.3	9.7	10
HCM Lane LOS	A	A	B	A	A	A	A	A
HCM 95th-tile Q	0.3	0.2	2.8	0.3	0	0.1	0.5	1.1

Intersection

Intersection Delay, s/veh
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Lane Configurations			←↑→	
Traffic Vol, veh/h	0	22	134	106
Future Vol, veh/h	0	22	134	106
Peak Hour Factor	0.92	0.94	0.94	0.94
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	23	143	113
Number of Lanes	0	0	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	9.9
HCM LOS	A

Intersection

Int Delay, s/veh 4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	490	75	34	15	26	243
Future Vol, veh/h	490	75	34	15	26	243
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	533	82	37	16	28	264

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	614	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	975	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	975	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	-	-	975	-
HCM Lane V/C Ratio	0.453	-	-	0.038	-
HCM Control Delay (s)	15.1	-	-	8.8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.1	-

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕↔			↕↔			↕↔			↕↔		
Traffic Vol, veh/h	163	551	28	8	265	33	6	19	21	22	25	63
Future Vol, veh/h	163	551	28	8	265	33	6	19	21	22	25	63
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	175	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	175	592	30	9	285	35	6	20	23	24	27	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	320	0	0	623	0	0	1131	1296	311	977	1293	160
Stage 1	-	-	-	-	-	-	958	958	-	320	320	-
Stage 2	-	-	-	-	-	-	173	338	-	657	973	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1251	-	-	968	-	-	161	164	691	208	164	863
Stage 1	-	-	-	-	-	-	280	338	-	672	656	-
Stage 2	-	-	-	-	-	-	818	644	-	425	333	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1251	-	-	968	-	-	104	128	691	147	128	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	128	-	147	128	-
Stage 1	-	-	-	-	-	-	220	265	-	528	650	-
Stage 2	-	-	-	-	-	-	716	638	-	298	261	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0.2	29.8	26.4
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	194	1251	-	-	968	-	-	184	863
HCM Lane V/C Ratio	0.255	0.14	-	-	0.009	-	-	0.397	0.052
HCM Control Delay (s)	29.8	8.3	0.6	-	8.8	-	-	36.9	9.4
HCM Lane LOS	D	A	A	-	A	-	-	E	A
HCM 95th %tile Q(veh)	1	0.5	-	-	0	-	-	1.8	0.2

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		←↑→		↑	↑↑↑				↗		↑	↗
Traffic Vol, veh/h	1	382	31	7	255	26	0	0	260	14	3	8
Future Vol, veh/h	1	382	31	7	255	26	0	0	260	14	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	15	-	125	-	-	0	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	411	33	8	274	28	0	0	280	15	3	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	274	0	0	444	0	0	-	-	222	497	735	137
Stage 1	-	-	-	-	-	-	-	-	-	289	289	-
Stage 2	-	-	-	-	-	-	-	-	-	208	446	-
Critical Hdwy	5.3	-	-	4.1	-	-	-	-	6.9	6.95	6.5	7.1
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	6.5	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	-	-	3.3	3.65	4	3.9
Pot Cap-1 Maneuver	871	-	-	1127	-	-	0	0	788	481	349	758
Stage 1	-	-	-	-	-	-	0	0	-	633	677	-
Stage 2	-	-	-	-	-	-	0	0	-	751	577	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	871	-	-	1127	-	-	-	-	788	308	346	758
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	308	346	-
Stage 1	-	-	-	-	-	-	-	-	-	632	672	-
Stage 2	-	-	-	-	-	-	-	-	-	484	576	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.1	14.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	788	871	-	-	1127	-	-	314	758
HCM Lane V/C Ratio	0.355	0.001	-	-	0.007	-	-	0.058	0.011
HCM Control Delay (s)	12.1	9.1	0	-	8.2	-	-	17.2	9.8
HCM Lane LOS	B	A	A	-	A	-	-	C	A
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.2	0

Lanes, Volumes, Timings

3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔	↔		↔	↔	↔↔↔	
Traffic Volume (vph)	45	4	10	447	0	291	5	2069	37	25	1662	64
Future Volume (vph)	45	4	10	447	0	291	5	2069	37	25	1662	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	12	12	10	12	12	10	12	12
Storage Length (ft)	0		0	230		0	320		220	500		0
Storage Lanes	0		0	1		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.86	1.00	0.97	0.91	0.91
Frt		0.977				0.850			0.850		0.994	
Flt Protected		0.963		0.950	0.950		0.950			0.950		
Satd. Flow (prot)	0	1788	0	3176	1643	1615	1620	6285	1553	3143	4958	0
Flt Permitted		0.963		0.950	0.950		0.950			0.950		
Satd. Flow (perm)	0	1788	0	3176	1643	1615	1620	6285	1553	3143	4958	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				300			106		4	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		292			449			1203			1530	
Travel Time (s)		8.0			12.2			20.5			26.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	46	4	10	461	0	300	5	2133	38	26	1713	66
Shared Lane Traffic (%)				33%								
Lane Group Flow (vph)	0	60	0	309	152	300	5	2133	38	26	1779	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		22			30			23			31	
Link Offset(ft)		0			3			0			0	
Crosswalk Width(ft)		48			25			32			62	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.00	1.00	1.09	1.00	1.00	1.09	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	100		100	100	100	100	100	100	100	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	100		100	100	100	100	100	100	100	100	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	3	3		4	4		1	5		6	2	
Permitted Phases						4			5			
Detector Phase	3	3		4	4	4	1	5	5	6	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	3.0	3.0	7.0	7.0	

Lanes, Volumes, Timings

3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road

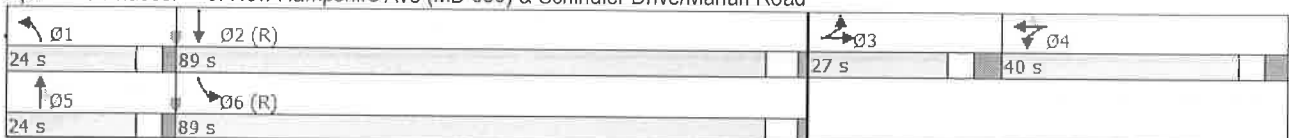
08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↘	↓	↙	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5		12.0	12.0	12.0	8.5	8.5	8.5	13.0	13.0	
Total Split (s)	27.0	27.0		40.0	40.0	40.0	24.0	24.0	24.0	89.0	89.0	
Total Split (%)	15.0%	15.0%		22.2%	22.2%	22.2%	13.3%	13.3%	13.3%	49.4%	49.4%	
Maximum Green (s)	19.5	19.5		33.0	33.0	33.0	18.5	18.5	18.5	83.0	83.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	4.5	4.5	
All-Red Time (s)	4.0	4.0		3.5	3.5	3.5	2.0	2.0	2.0	1.5	1.5	
Lost Time Adjust (s)		-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	
Total Lost Time (s)		6.0		5.5	5.5	5.5	4.0	4.0	4.0	4.5	4.5	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	0.2	0.2	
Recall Mode	None	None		None	None	None	None	Max	Max	C-Max	C-Max	
Act Effct Green (s)		12.4		27.3	27.3	27.3	7.7	35.8	35.8	84.5	121.7	
Actuated g/C Ratio		0.07		0.15	0.15	0.15	0.04	0.20	0.20	0.47	0.68	
v/c Ratio		0.47		0.64	0.61	0.60	0.07	1.71	0.10	0.02	0.53	
Control Delay		85.1		77.4	81.1	11.1	124.2	361.7	3.6	21.7	12.3	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		85.1		77.4	81.1	11.1	124.2	361.7	3.6	21.7	12.3	
LOS		F		E	F	B	F	F	A	C	B	
Approach Delay		85.1			52.0			354.9			12.5	
Approach LOS		F			D			F			B	
Queue Length 50th (ft)		64		191	187	0	6	~1061	0	3	169	
Queue Length 95th (ft)		116		236	265	89	m7	#1298	m0	m12	314	
Internal Link Dist (ft)		212			369			1123			1450	
Turn Bay Length (ft)				230			320		220	500		
Base Capacity (vph)		213		614	317	554	180	1249	393	1475	3353	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.28		0.50	0.48	0.54	0.03	1.71	0.10	0.02	0.53	

Intersection Summary

























Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 57 (32%), Referenced to phase 2:SBT and 6:SBL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.71
 Intersection Signal Delay: 174.8 Intersection LOS: F
 Intersection Capacity Utilization 65.1% ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: New Hampshire Ave (MD 650) & Schindler Drive/Mahan Road



Lanes, Volumes, Timings
6: New Hampshire Ave (MD 650) & Powder Mill Road

08/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	16	70	422	25	260	35	1887	219	217	1959	10
Future Volume (vph)	38	16	70	422	25	260	35	1887	219	217	1959	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	425		50	225		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.984			0.999	
Flt Protected	0.950			0.950	0.960		0.950			0.950		
Satd. Flow (prot)	1685	1773	1507	3285	1660	1615	1736	4908	0	1736	4983	0
Flt Permitted	0.950			0.950	0.960		0.950			0.950		
Satd. Flow (perm)	1685	1773	1507	3285	1660	1615	1736	4908	0	1736	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145			142		14				
Link Speed (mph)		25			35			40			40	
Link Distance (ft)		217			757			487			2380	
Travel Time (s)		5.9			14.7			8.3			40.6	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	41	17	76	459	27	283	38	2051	238	236	2129	11
Shared Lane Traffic (%)				30%								
Lane Group Flow (vph)	41	17	76	321	165	283	38	2289	0	236	2140	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			28			20			12	
Link Offset(ft)		0			-14			10			0	
Crosswalk Width(ft)		16			28			58			28	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	0		1	0	
Detector Template	Left		Right	Left		Right	Left			Left		
Leading Detector (ft)	100	100	100	100	100	100	100	0		100	0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	100	100	100	100	100	100	100	6		100	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Prot	Split	NA	Prot	Prot	NA		Prot	NA	
Protected Phases	3	3	3	4	4	4	1	5		6	2	
Permitted Phases												
Detector Phase	3	3	3	4	4	4	1	5		6	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	3.0	7.0		3.0	7.0	

Lanes, Volumes, Timings

6: New Hampshire Ave (MD 650) & Powder Mill Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	11.5	11.5	11.5	12.0	12.0	12.0	9.0	14.0		10.0	14.0	
Total Split (s)	35.0	35.0	35.0	34.0	34.0	34.0	31.0	84.0		27.0	80.0	
Total Split (%)	19.4%	19.4%	19.4%	18.9%	18.9%	18.9%	17.2%	46.7%		15.0%	44.4%	
Maximum Green (s)	28.5	28.5	28.5	27.0	27.0	27.0	25.0	77.0		20.0	73.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.5	5.5	5.5	4.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)	11.3	11.3	11.3	27.5	27.5	27.5	10.8	98.2		21.5	112.2	
Actuated g/C Ratio	0.06	0.06	0.06	0.15	0.15	0.15	0.06	0.55		0.12	0.62	
v/c Ratio	0.39	0.15	0.33	0.64	0.65	0.77	0.37	0.85		1.14	0.69	
Control Delay	90.7	81.4	3.8	76.7	82.7	49.4	90.1	39.3		168.7	29.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	90.7	81.4	3.8	76.7	82.7	49.4	90.1	39.3		168.7	29.4	
LOS	F	F	A	E	F	D	F	D		F	C	
Approach Delay		40.2			67.9			40.2			43.3	
Approach LOS		D			E			D			D	
Queue Length 50th (ft)	48	19	0	200	206	168	44	810		~317	504	
Queue Length 95th (ft)	91	47	0	241	280	265	87	#1104		#526	1013	
Internal Link Dist (ft)		137			677			407			2300	
Turn Bay Length (ft)				425		50	225			250		
Base Capacity (vph)	280	295	372	566	286	396	255	2682		207	3105	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.15	0.06	0.20	0.57	0.58	0.71	0.15	0.85		1.14	0.69	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 176 (98%), Referenced to phase 2:SBT and 5:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 45.3
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: New Hampshire Ave (MD 650) & Powder Mill Road

31 s	80 s	35 s	34 s
84 s	27 s		

Lanes, Volumes, Timings

9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔	↔	↔	↑↑↑		↔	↑↑↑	
Traffic Volume (vph)	3	0	17	154	21	427	10	2394	1	8	1596	21
Future Volume (vph)	3	0	17	154	21	427	10	2394	1	8	1596	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	280		0	225		0
Storage Lanes	0		0	1		1	1		0	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.86	0.86	0.97	0.91	0.91
Frt		0.885				0.850					0.998	
Flt Protected		0.993		0.950	0.963		0.950			0.950		
Satd. Flow (prot)	0	1670	0	1715	1738	1615	1736	6285	0	3367	4978	0
Flt Permitted		0.968		0.744	0.763		0.950			0.950		
Satd. Flow (perm)	0	1628	0	1343	1377	1615	1736	6285	0	3367	4978	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				133					2	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		183			270			1530			1123	
Travel Time (s)		5.0			7.4			26.1			19.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	3	0	17	157	21	436	10	2443	1	8	1629	21
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	0	20	0	88	90	436	10	2444	0	8	1650	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			48			27			30	
Link Offset(ft)		0			6			7			-10	
Crosswalk Width(ft)		40			45			33			53	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	100		100	100	100	100	0		100	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	100		100	100	100	100	6		100	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	7.0		5.0	7.0	
Minimum Split (s)	13.0	13.0		13.0	13.0	13.0	12.0	14.0		14.0	14.0	

Lanes, Volumes, Timings

9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	42.0	42.0		42.0	42.0	42.0	23.0	110.0		28.0	115.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%	23.3%	12.8%	61.1%		15.6%	63.9%	
Maximum Green (s)	34.0	34.0		34.0	34.0	34.0	14.0	103.0		19.0	108.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.5		4.0	4.5	
All-Red Time (s)	4.0	4.0		4.0	4.0	4.0	5.0	2.5		5.0	2.5	
Lost Time Adjust (s)		-1.5		-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)		6.5		6.5	6.5	6.5	7.5	5.5		7.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	0.2		3.0	0.2	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)		35.5		35.5	35.5	35.5	8.2	126.3		7.5	125.8	
Actuated g/C Ratio		0.20		0.20	0.20	0.20	0.05	0.70		0.04	0.70	
v/c Ratio		0.05		0.33	0.33	1.03	0.13	0.55		0.06	0.47	
Control Delay		0.2		66.2	66.1	97.5	139.0	14.6		90.4	8.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		0.2		66.2	66.1	97.5	139.0	14.6		90.4	8.9	
LOS		A		E	E	F	F	B		F	A	
Approach Delay		0.3			88.4			15.1			9.3	
Approach LOS		A			F			B			A	
Queue Length 50th (ft)		0		95	97	~413	12	342		5	174	
Queue Length 95th (ft)		0		160	163	#648	m10	m220		m7	185	
Internal Link Dist (ft)		103			190			1450			1043	
Turn Bay Length (ft)							280			225		
Base Capacity (vph)		384		264	271	425	149	4410		383	3479	
Starvation Cap Reductn		0		0	0	0	0	0		0	0	
Spillback Cap Reductn		0		0	0	0	0	0		0	0	
Storage Cap Reductn		0		0	0	0	0	0		0	0	
Reduced v/c Ratio		0.05		0.33	0.33	1.03	0.07	0.55		0.02	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 57 (32%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 22.5
 Intersection LOS: C
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: New Hampshire Ave (MD 650) & Northwest Drive/Michelson Road

↖ Ø1 23 s	↓ Ø2 (R) 115 s	→ Ø4 42 s
↘ Ø5 28 s	↑ Ø6 (R) 110 s	← Ø8 42 s

Lanes, Volumes, Timings
 15: New Hampshire Ave (MD 650) & Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	193	200	148	377	129	84	218	2463	264	76	1303	150
Future Volume (vph)	193	200	148	377	129	84	218	2463	264	76	1303	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	12	11	12	12	12
Storage Length (ft)	150		180	0		215	700		225	315		0
Storage Lanes	1		1	2		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.86	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950	0.988		0.950	0.987		0.950			0.950		
Satd. Flow (prot)	1643	3417	1615	3285	1707	1615	1678	6285	1501	1703	4893	1524
Flt Permitted	0.950	0.988		0.950	0.987		0.950			0.950		
Satd. Flow (perm)	1643	3417	1615	3285	1707	1615	1678	6285	1501	1703	4893	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154			127			127			127
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		537			500			1123			377	
Travel Time (s)		12.2			11.4			19.1			6.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	6%	6%	6%
Adj. Flow (vph)	201	208	154	393	134	88	227	2566	275	79	1357	156
Shared Lane Traffic (%)	34%			12%								
Lane Group Flow (vph)	133	276	154	346	181	88	227	2566	275	79	1357	156
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		20			40			27			30	
Link Offset(ft)		-15			30			15			-15	
Crosswalk Width(ft)		26			23			35			25	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.04	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	0	0	1	0	0	1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	100	100	100	100	0	0	100	0	0	100	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	100	100	100	100	6	20	100	6	20	100	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0

Lanes, Volumes, Timings
 15: New Hampshire Ave (MD 650) & Lockwood Drive

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5	12.5	12.5	12.5	12.5	14.0	16.0	16.0	14.0	16.0	16.0
Total Split (s)	45.0	45.0	45.0	43.0	43.0	43.0	25.0	67.0	67.0	25.0	67.0	67.0
Total Split (%)	25.0%	25.0%	25.0%	23.9%	23.9%	23.9%	13.9%	37.2%	37.2%	13.9%	37.2%	37.2%
Maximum Green (s)	37.5	37.5	37.5	35.5	35.5	35.5	16.0	59.5	59.5	16.0	59.5	59.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	5.0	3.0	3.0	5.0	3.0	3.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.5	6.0	6.0	7.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	0.2	0.2	3.0	0.2	0.2
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	23.1	23.1	23.1	27.6	27.6	27.6	40.5	88.6	88.6	15.2	63.3	63.3
Actuated g/C Ratio	0.13	0.13	0.13	0.15	0.15	0.15	0.22	0.49	0.49	0.08	0.35	0.35
v/c Ratio	0.63	0.63	0.45	0.69	0.69	0.25	0.60	0.83	0.34	0.55	0.79	0.25
Control Delay	87.2	80.4	12.8	78.7	85.3	3.6	95.9	21.7	9.0	92.9	56.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.2	80.4	12.8	78.7	85.3	3.6	95.9	21.7	9.0	92.9	56.6	10.9
LOS	F	F	B	E	F	A	F	C	A	F	E	B
Approach Delay		63.5			69.9			26.0			53.9	
Approach LOS		E			E			C			D	
Queue Length 50th (ft)	167	173	0	217	227	0	267	220	5	91	515	22
Queue Length 95th (ft)	242	218	70	263	310	14	m#426	m#1022	m94	150	601	82
Internal Link Dist (ft)		457			420			1043			297	
Turn Bay Length (ft)	150		180			215	700		225	315		
Base Capacity (vph)	355	740	470	675	350	432	377	3095	803	171	1720	618
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.37	0.33	0.51	0.52	0.20	0.60	0.83	0.34	0.46	0.79	0.25

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 60 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 41.9 Intersection LOS: D
 Intersection Capacity Utilization 77.8% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: New Hampshire Ave (MD 650) & Lockwood Drive

↖ Ø1	↓ Ø2 (R)	↖ Ø3	↘ Ø4
25 s	67 s	45 s	43 s
↘ Ø5	↑ Ø6 (R)		
25 s	67 s		

Lanes, Volumes, Timings

39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	8	428	2	9	0	3344	0	5	2274	4
Future Volume (vph)	29	0	8	428	2	9	0	3344	0	5	2274	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	11	11	11	11	11	11
Storage Length (ft)	0		50	0		105	250		0	220		0
Storage Lanes	1		1	2		1	0		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850		0.875							
Flt Protected	0.950			0.950						0.950		
Satd. Flow (prot)	1805	0	1615	3502	1662	0	0	4821	0	1694	4868	0
Flt Permitted	0.750			0.950						0.029		
Satd. Flow (perm)	1425	0	1615	3502	1662	0	0	4821	0	52	4868	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			24		1							
Link Speed (mph)		25			30			40			40	
Link Distance (ft)		156			227			370			609	
Travel Time (s)		4.3			5.2			6.3			10.4	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	32	0	9	465	2	10	0	3635	0	5	2472	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	0	9	465	12	0	0	3635	0	5	2476	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		26			24			11			11	
Link Offset(ft)		-45			22			0			0	
Crosswalk Width(ft)		16			14			19			28	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1		0	1	1			0		0	0	
Detector Template												
Leading Detector (ft)	20		0	100	100			0		0	0	
Trailing Detector (ft)	0		0	0	0			0		0	0	
Detector 1 Position(ft)	0		0	0	0			0		0	0	
Detector 1 Size(ft)	20		100	100	100			6		80	6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex			CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Turn Type	Perm		Prot	Perm	NA			NA		Perm	NA	
Protected Phases			4		8							2
Permitted Phases	4			8				6		2		
Detector Phase	4		4	8	8			6		2	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0	5.0	5.0			10.0		10.0	10.0	

Lanes, Volumes, Timings

39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.0		12.0	12.0	12.0			17.0		17.0	17.0	
Total Split (s)	35.0		35.0	35.0	35.0			145.0		145.0	145.0	
Total Split (%)	19.4%		19.4%	19.4%	19.4%			80.6%		80.6%	80.6%	
Maximum Green (s)	28.0		28.0	28.0	28.0			138.0		138.0	138.0	
Yellow Time (s)	4.0		4.0	4.0	4.0			5.0		5.0	5.0	
All-Red Time (s)	3.0		3.0	3.0	3.0			2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5		-1.5	-1.5	-1.5			-1.5		-1.5	-1.5	
Total Lost Time (s)	5.5		5.5	5.5	5.5			5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0		5.0	5.0	5.0			0.2		0.2	0.2	
Recall Mode	None		None	None	None			C-Max		C-Max	C-Max	
Act Effct Green (s)	29.0		29.0	29.0	29.0			140.0		140.0	140.0	
Actuated g/C Ratio	0.16		0.16	0.16	0.16			0.78		0.78	0.78	
v/c Ratio	0.14		0.03	0.82	0.04			0.97		0.12	0.65	
Control Delay	66.3		2.6	113.0	95.1			27.6		9.0	7.7	
Queue Delay	0.0		0.0	0.0	0.0			0.0		0.0	0.0	
Total Delay	66.3		2.6	113.0	95.1			27.6		9.0	7.7	
LOS	E		A	F	F			C		A	A	
Approach Delay		52.3			112.5			27.6			7.7	
Approach LOS		D			F			C			A	
Queue Length 50th (ft)	33		0	271	12			1298		1	357	
Queue Length 95th (ft)	71		4	360	m29			1351		m2	371	
Internal Link Dist (ft)		76			147			290			529	
Turn Bay Length (ft)			50							220		
Base Capacity (vph)	233		284	573	273			3749		40	3785	
Starvation Cap Reductn	0		0	0	0			0		0	0	
Spillback Cap Reductn	0		0	0	0			0		0	0	
Storage Cap Reductn	0		0	0	0			0		0	0	
Reduced v/c Ratio	0.14		0.03	0.81	0.04			0.97		0.13	0.65	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 81 (45%), Referenced to phase 2:SBTL and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 26.4
 Intersection Capacity Utilization 86.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 39: Columbia Pike (US 29) & Colesville Business Park Driveway/Lockwood Drive

↓ Ø2 (R) 145 s	↗ Ø4 35 s
↑ Ø6 (R) 145 s	↖ Ø8 35 s

Lanes, Volumes, Timings
66: Columbia Pike (US 29) & Stewart Lane

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	26	8	45	10	16	27	3502	213	340	2128	33
Future Volume (vph)	31	26	8	45	10	16	27	3502	213	340	2128	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0	240		0	250		700
Storage Lanes	1		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.86	0.86
Frt		0.964				0.850			0.850			0.850
Flt Protected	0.950				0.961		0.950			0.950		
Satd. Flow (prot)	1745	1771	0	0	1765	1561	1736	4988	1553	1736	4713	1335
Flt Permitted	0.718				0.740		0.950			0.950		
Satd. Flow (perm)	1319	1771	0	0	1359	1561	1736	4988	1553	1736	4713	1335
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				70			86			73
Link Speed (mph)		30			30			45			50	
Link Distance (ft)		274			223			422			4978	
Travel Time (s)		6.2			5.1			6.4			67.9	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	34	28	9	49	11	17	29	3807	232	370	2313	36
Shared Lane Traffic (%)												10%
Lane Group Flow (vph)	34	37	0	0	60	17	29	3807	232	370	2317	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		11			40			20			20	
Link Offset(ft)		15			-15			5			-3	
Crosswalk Width(ft)		25			25			15			18	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0	0	1	0	0
Detector Template				Left								
Leading Detector (ft)	35	35		20	35	35	80	0	0	80	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	35	35		20	35	35	80	6	20	80	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Prot	Prot	NA	Prot
Protected Phases		4			8		5	2	2	1	6	6
Permitted Phases	4			8		8	5	2	2	1	6	6
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	3.0	7.0	7.0	3.0	7.0	7.0

Lanes, Volumes, Timings
66: Columbia Pike (US 29) & Stewart Lane

08/16/2017

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	12.5	12.5		12.5	12.5	12.5	12.5	14.0	14.0	10.5	14.0	14.0
Total Split (s)	22.0	22.0		22.0	22.0	22.0	49.0	109.0	109.0	49.0	109.0	109.0
Total Split (%)	12.2%	12.2%		12.2%	12.2%	12.2%	27.2%	60.6%	60.6%	27.2%	60.6%	60.6%
Maximum Green (s)	14.5	14.5		14.5	14.5	14.5	41.5	102.0	102.0	41.5	102.0	102.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	3.5	5.0	5.0	3.5	5.0	5.0
All-Red Time (s)	3.5	3.5		3.5	3.5	3.5	4.0	2.0	2.0	4.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5					-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.0	6.0					6.0	5.5	5.5	6.0	5.5	5.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		5.0	5.0	5.0	3.0	0.2	0.2	3.0	0.2	0.2
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	14.7	14.7		14.7	14.7	14.7	10.0	106.3	106.3	41.5	140.4	140.4
Actuated g/C Ratio	0.08	0.08		0.08	0.08	0.08	0.06	0.59	0.59	0.23	0.78	0.78
v/c Ratio	0.32	0.25		0.55	0.09	0.30	1.29	0.24	0.93	0.63	0.63	0.03
Control Delay	85.4	68.3		97.5	0.9	71.5	161.7	13.7	92.5	3.8	0.0	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.4	68.3		97.5	0.9	71.5	161.7	13.7	92.5	3.8	0.0	0.0
LOS	F	E		F	A	E	F	B	F	A	A	A
Approach Delay		76.5		76.2			152.6			15.9		
Approach LOS		E		E			F			B		
Queue Length 50th (ft)	38	33		69	0	32	~2124	78	401	170	0	0
Queue Length 95th (ft)	80	76		125	0	m38	#2150	m90	#612	178	m0	m0
Internal Link Dist (ft)		194		143			342			4898		
Turn Bay Length (ft)							240		250			700
Base Capacity (vph)	117	163		120	202	414	2947	952	414	3676	1057	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.23		0.50	0.08	0.07	1.29	0.24	0.89	0.63	0.03	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 164 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 97.4
 Intersection Capacity Utilization 110.8%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H













~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 66: Columbia Pike (US 29) & Stewart Lane

↙ Ø1 49 s	↑ Ø2 (R) 109 s	→ Ø4 22 s
↖ Ø5 49 s	↓ Ø6 (R) 109 s	← Ø8 22 s

Lanes, Volumes, Timings
74: Cherry Hill Road & FDA Boulevard

08/16/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	288	212	5	1047	1373	11
Future Volume (vph)	288	212	5	1047	1373	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	300	250			400
Storage Lanes	2	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Fr _t		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3502	1615	1805	3610	3610	1615
Flt Permitted	0.950		0.120			
Satd. Flow (perm)	3502	1615	228	3610	3610	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		241				13
Link Speed (mph)	25			30	30	
Link Distance (ft)	2670			373	580	
Travel Time (s)	72.8			8.5	13.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	327	241	6	1190	1560	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	241	6	1190	1560	13
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	37			48	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	0	0	0
Detector Template	Left	Right				
Leading Detector (ft)	25	25	25	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	25	25	25	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	pm+pt	NA	NA	Prot
Protected Phases	4	4	1	6	2	2
Permitted Phases			6			
Detector Phase	4	4	1	6	2	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	3.0	7.0	7.0	7.0
Minimum Split (s)	13.0	13.0	9.0	13.0	13.0	13.0
Total Split (s)	46.0	46.0	26.0	104.0	78.0	78.0

Lanes, Volumes, Timings
74: Cherry Hill Road & FDA Boulevard

08/16/2017

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Total Split (%)	30.7%	30.7%	17.3%	69.3%	52.0%	52.0%
Maximum Green (s)	40.0	40.0	20.0	98.0	72.0	72.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	0.2	0.2	0.2
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	21.1	21.1	119.9	119.9	117.5	117.5
Actuated g/C Ratio	0.14	0.14	0.80	0.80	0.78	0.78
v/c Ratio	0.66	0.56	0.02	0.41	0.55	0.01
Control Delay	67.6	11.3	2.8	3.7	11.2	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.6	11.3	2.8	3.7	11.2	7.2
LOS	E	B	A	A	B	A
Approach Delay	43.7			3.7	11.2	
Approach LOS	D			A	B	
Queue Length 50th (ft)	158	0	0	28	175	1
Queue Length 95th (ft)	198	70	m2	404	647	m7
Internal Link Dist (ft)	2590			293	500	
Turn Bay Length (ft)		300	250			400
Base Capacity (vph)	968	621	408	2886	2828	1268
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.39	0.01	0.41	0.55	0.01

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 12 (8%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 14.0
 Intersection LOS: B
 Intersection Capacity Utilization 58.6%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 74: Cherry Hill Road & FDA Boulevard

Ø1	Ø2 (R)	Ø4
26 s	78 s	46 s
Ø6 (R)		
104 s		

Lanes, Volumes, Timings

81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	62	420	16	32	14	272	923	20	41	947	134
Future Volume (vph)	139	62	420	16	32	14	272	923	20	41	947	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	215		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frts			0.850		0.955			0.997			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1814	0	1805	3599	0	1805	3541	0
Flt Permitted	0.724			0.713			0.152			0.277		
Satd. Flow (perm)	1376	1900	1615	1355	1814	0	289	3599	0	526	3541	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			370		14			3			13	
Link Speed (mph)		25			25			30			30	
Link Distance (ft)		345			415			343			258	
Travel Time (s)		9.4			11.3			7.8			5.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	153	68	462	18	35	15	299	1014	22	45	1041	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	68	462	18	50	0	299	1036	0	45	1188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		20			20			35			34	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0		1	0		0	0	
Detector Template	Left			Left								
Leading Detector (ft)	30	0	0	30	0		40	0		0	0	
Trailing Detector (ft)	0	0	0	0	0		10	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		10	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		5	2			6	
Permitted Phases	8		8	4			2			6		
Detector Phase	8	8	8	4	4		5	2		6	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	7.0		7.0	7.0	
Minimum Split (s)	9.5	9.5	9.5	9.5	9.5		9.0	13.5		13.5	13.5	
Total Split (s)	44.0	44.0	44.0	44.0	44.0		35.0	106.0		71.0	71.0	

Lanes, Volumes, Timings

81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	29.3%	29.3%	29.3%	29.3%	29.3%		23.3%	70.7%		47.3%	47.3%	
Maximum Green (s)	37.5	37.5	37.5	37.5	37.5		29.0	99.5		64.5	64.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.5		4.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		4.5	5.0		5.0	5.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		5.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None		None	C-Max		C-Max	C-Max	
Act Effct Green (s)	24.6	24.6	24.6	24.6	24.6		115.9	115.4		87.2	87.2	
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.77	0.77		0.58	0.58	
v/c Ratio	0.68	0.22	0.80	0.08	0.16		0.65	0.37		0.15	0.58	
Control Delay	72.9	53.4	23.5	49.8	38.6		32.5	1.8		41.3	48.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	72.9	53.4	23.5	49.8	38.6		32.5	1.8		41.3	48.7	
LOS	E	D	C	D	D		C	A		D	D	
Approach Delay		37.6			41.6			8.7			48.4	
Approach LOS		D			D			A			D	
Queue Length 50th (ft)	143	59	86	15	31		98	14		42	608	
Queue Length 95th (ft)	206	97	212	37	65		198	66		m31	m426	
Internal Link Dist (ft)		265			335			263			178	
Turn Bay Length (ft)	250						215			150		
Base Capacity (vph)	357	494	693	352	482		538	2769		305	2063	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.14	0.67	0.05	0.10		0.56	0.37		0.15	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 17 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 30.1
 Intersection LOS: C
 Intersection Capacity Utilization 72.3%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 81: Cherry Hill Road & Plum Orchard Drive/Clover Patch Drive

↑ Ø2 (R) 106 s			← Ø4 44 s
↖ Ø5 35 s	↓ Ø6 (R) 71 s		→ Ø8 44 s

Lanes, Volumes, Timings

84: Cherry Hill Road & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	487	21	167	467	295	53	515	21	320	792	295
Future Volume (vph)	336	487	21	167	467	295	53	515	21	320	792	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	10	12	12	12	11	12	11
Storage Length (ft)	420		0	200		410	190		0	450		360
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frt		0.994				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	3417	0	1646	3292	1422	1805	3610	1615	3385	3610	1561
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	3417	0	1646	3292	1422	1805	3610	1615	3385	3610	1561
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				321						321
Link Speed (mph)		40			40			40				40
Link Distance (ft)		605			616			491				636
Travel Time (s)		10.3			10.5			8.4				10.8
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
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	365	529	23	182	508	321	58	560	23	348	861	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	552	0	182	508	321	58	560	23	348	861	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			28				30
Link Offset(ft)		-12			10			0				1
Crosswalk Width(ft)		28			36			16				31
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.09	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1	1	1	1	1
Detector Template							Left					
Leading Detector (ft)	30	300		30	300	5	30	30	30	30	30	30
Trailing Detector (ft)	0	294		0	294	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	294		0	294	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6		30	6	5	30	30	30	30	30	30
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		5.0	20.0		5.0	8.0	8.0	5.0	8.0	8.0

Lanes, Volumes, Timings
84: Cherry Hill Road & Powder Mill Road (MD 212)

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↘	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	27.0		11.0	27.0		13.0	14.0	14.0	10.0	14.0	14.0
Total Split (s)	39.0	50.0		27.0	38.0		24.0	49.0	49.0	24.0	49.0	49.0
Total Split (%)	26.0%	33.3%		18.0%	25.3%		16.0%	32.7%	32.7%	16.0%	32.7%	32.7%
Maximum Green (s)	34.0	43.0		22.0	31.0		19.0	43.0	43.0	19.0	43.0	43.0
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	3.5	5.5		3.5	5.5		3.5	4.5	4.5	3.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effect Green (s)	23.2	56.6		21.9	55.3	150.0	11.7	34.8	34.8	19.7	45.1	45.1
Actuated g/C Ratio	0.15	0.38		0.15	0.37	1.00	0.08	0.23	0.23	0.13	0.30	0.30
v/c Ratio	0.71	0.43		0.76	0.42	0.23	0.41	0.67	0.06	0.78	0.79	0.46
Control Delay	67.8	38.0		98.2	35.4	0.3	73.9	55.8	41.6	75.5	61.8	13.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	38.0		98.2	35.4	0.3	73.9	55.8	41.6	75.5	61.8	13.6
LOS	E	D		F	D	A	E	E	D	E	E	B
Approach Delay		49.9			35.6			56.9			54.8	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	177	214		187	81	0	55	264	18	173	454	95
Queue Length 95th (ft)	224	300		#279	228	0	101	302	40	214	415	46
Internal Link Dist (ft)		525			536			411			556	
Turn Bay Length (ft)	420			200		410	190			450		360
Base Capacity (vph)	789	1290		264	1213	1422	246	1070	479	462	1105	700
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.43		0.69	0.42	0.23	0.24	0.52	0.05	0.75	0.78	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 146 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 49.3
 Intersection LOS: D
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 84: Cherry Hill Road & Powder Mill Road (MD 212)

↖ Ø1 39 s	↙ Ø2 (R) 38 s	↘ Ø3 24 s	↑ Ø4 49 s
↘ Ø5 27 s	→ Ø6 (R) 50 s	↙ Ø7 24 s	↓ Ø8 49 s

Lanes, Volumes, Timings
 94: Columbia Pike (US 29) & Industrial Parkway

08/16/2017

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↖	↖	↑↑↑	↗↘	↘	↑↑↑
Traffic Volume (vph)	350	136	3174	375	70	2151
Future Volume (vph)	350	136	3174	375	70	2151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Storage Length (ft)	0	0		500	200	
Storage Lanes	2	1		2	1	
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	1.00	0.91	0.88	1.00	0.91
Frnt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3385	1561	4988	2733	1736	4988
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3385	1561	4988	2733	1736	4988
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		139		307		
Link Speed (mph)	30		50			50
Link Distance (ft)	156		656			541
Travel Time (s)	3.5		8.9			7.4
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	4%	4%	4%
Adj. Flow (vph)	357	139	3239	383	71	2195
Shared Lane Traffic (%)						
Lane Group Flow (vph)	357	139	3239	383	71	2195
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	20		50			50
Link Offset(ft)	35		-3			0
Crosswalk Width(ft)	20		50			30
Two way Left Turn Lane						
Headway Factor	1.04	1.04	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	0	0	1	0
Detector Template						
Leading Detector (ft)	25	25	0	0	25	0
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	25	25	6	20	25	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	Prot	NA	Prot	Prot	NA
Protected Phases	4	4	6	6	5	2
Permitted Phases						
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	4.0	4.0	7.0	7.0	5.0	7.0

Lanes, Volumes, Timings
 94: Columbia Pike (US 29) & Industrial Parkway

08/16/2017

	↙	↖	↑	↗	↘	↓
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	11.0	11.0	14.0	14.0	11.0	14.0
Total Split (s)	49.0	49.0	106.0	106.0	25.0	131.0
Total Split (%)	27.2%	27.2%	58.9%	58.9%	13.9%	72.8%
Maximum Green (s)	42.0	42.0	99.0	99.0	19.0	124.0
Yellow Time (s)	4.0	4.0	5.5	5.5	4.0	5.5
All-Red Time (s)	3.0	3.0	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.5	5.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	0.2	0.2	5.0	0.2
Recall Mode	None	None	C-Max	C-Max	None	C-Max
Act Effct Green (s)	27.1	27.1	121.3	121.3	16.1	141.9
Actuated g/C Ratio	0.15	0.15	0.67	0.67	0.09	0.79
v/c Ratio	0.70	0.39	0.96	0.20	0.46	0.56
Control Delay	80.0	12.0	31.7	2.5	90.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	80.0	12.0	31.7	2.5	90.9	6.1
LOS	E	B	C	A	F	A
Approach Delay	60.9		28.6			8.7
Approach LOS	E		C			A
Queue Length 50th (ft)	210	0	1482	27	87	187
Queue Length 95th (ft)	258	65	m1150	m25	m87	m180
Internal Link Dist (ft)	76		576			461
Turn Bay Length (ft)				500	200	
Base Capacity (vph)	818	482	3361	1942	198	3932
Starvation Cap Reductn	0	0	0	0	0	744
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.29	0.96	0.20	0.36	0.69

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 105 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 24.0
 Intersection LOS: C
 Intersection Capacity Utilization 80.5%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 94: Columbia Pike (US 29) & Industrial Parkway

↓ Ø2 (R) 131 s	↗ Ø4 49 s
↙ Ø5 25 s	↑ Ø6 (R) 106 s

Lanes, Volumes, Timings
 96: Columbia Pike (US 29) & Tech Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	128	98	398	170	188	194	2809	307	110	1725	99
Future Volume (vph)	15	128	98	398	170	188	194	2809	307	110	1725	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	300		0
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Frnt			0.850		0.946				0.850			0.850
Flt Protected	0.950			0.950	0.985		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1643	3222	0	3367	4988	1553	1736	4988	1553
Flt Permitted	0.245			0.668	0.804		0.950			0.950		
Satd. Flow (perm)	466	1900	1615	1155	2630	0	3367	4988	1553	1736	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			161		51				172			164
Link Speed (mph)		30			30			50				50
Link Distance (ft)		269			161			495				453
Travel Time (s)		6.1			3.7			6.8				6.2
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	16	139	107	433	185	204	211	3053	334	120	1875	108
Shared Lane Traffic (%)				40%								
Lane Group Flow (vph)	16	139	107	260	562	0	211	3053	334	120	1875	108
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			9			50			50	
Link Offset(ft)		0			-10			0			0	
Crosswalk Width(ft)		50			28			15			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	0	0	1	0	0
Detector Template							Left			Left	Thru	Right
Leading Detector (ft)	25	25	25	50	50		80	0	0	80	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	25	25	25	50	50		80	6	20	80	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Prot	Perm	NA		Prot	NA	Prot	Prot	NA	Prot
Protected Phases		3	3		4		6	2	2	1	5	5
Permitted Phases	3			4								
Detector Phase	3	3	3	4	4		6	2	2	1	5	5
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		3.0	7.0	7.0	4.0	7.0	7.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0		10.5	14.5	14.5	11.5	14.5	14.5

Lanes, Volumes, Timings
 96: Columbia Pike (US 29) & Tech Road

08/16/2017

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	23.0	23.0	23.0	50.0	50.0		38.0	80.0	80.0	27.0	69.0	69.0
Total Split (%)	12.8%	12.8%	12.8%	27.8%	27.8%		21.1%	44.4%	44.4%	15.0%	38.3%	38.3%
Maximum Green (s)	15.0	15.0	15.0	42.0	42.0		30.5	72.5	72.5	20.5	61.5	61.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.5	5.5	4.0	5.5	5.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0		2.5	2.0	2.0	2.5	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	5.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		3.0	0.2	0.2	4.0	0.2	0.2
Recall Mode	None	None	None	None	None		Max	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	16.3	16.3	16.3	42.8	42.8		32.9	77.8	77.8	19.1	63.0	63.0
Actuated g/C Ratio	0.09	0.09	0.09	0.24	0.24		0.18	0.43	0.43	0.11	0.35	0.35
v/c Ratio	0.39	0.81	0.37	0.95	0.85		0.34	1.42	0.43	0.66	1.07	0.17
Control Delay	104.1	111.9	4.2	108.2	72.0		87.6	223.7	20.9	123.9	72.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.1	111.9	4.2	108.2	72.0		87.6	223.7	20.9	123.9	72.4	1.1
LOS	F	F	A	F	E		F	F	C	F	E	A
Approach Delay		67.4			83.5			196.9			71.6	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	18	164	0	334	321		134	~1787	118	149	-913	3
Queue Length 95th (ft)	49	#283	4	#541	404		m143	#1863	m153	224	#972	12
Internal Link Dist (ft)		189			81			415			373	
Turn Bay Length (ft)							400		400	300		
Base Capacity (vph)	42	174	294	279	674		614	2156	769	212	1745	650
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.80	0.36	0.93	0.83		0.34	1.42	0.43	0.57	1.07	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 100 (56%), Referenced to phase 2:NBT and 5:SBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.42
 Intersection Signal Delay: 139.3
 Intersection LOS: F
 Intersection Capacity Utilization 102.0%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 96: Columbia Pike (US 29) & Tech Road

↖ Ø1	↖ Ø2 (R)	↖ Ø3	← Ø4
27 s	80 s	23 s	50 s
↖ Ø6	↖ Ø5 (R)		
38 s	69 s		

Lanes, Volumes, Timings
 107: Columbia Pike (US 29) & Cherry Hill Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	900	37	154	927	707	29	0	82	544	0	88
Future Volume (vph)	229	900	37	154	927	707	29	0	82	544	0	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	11	11	12	12	12	12	12	12	12
Storage Length (ft)	0		0	410		350	0		0	0		0
Storage Lanes	2		0	2		1	1		2	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	1.00	1.00	1.00	0.88	0.97	1.00	1.00
Frt		0.994				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	3588	0	3385	3490	1615	1805	0	2842	3502	0	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	3588	0	3385	3490	1615	1805	0	2842	3502	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				744			153			156
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		368			689			473			677	
Travel Time (s)		8.4			15.7			8.1			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	947	39	162	976	744	31	0	86	573	0	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	986	0	162	976	744	31	0	86	573	0	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			40			200			250	
Link Offset(ft)		0			15			10			0	
Crosswalk Width(ft)		16			0			30			35	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	0	0	1		1	1		1
Detector Template												
Leading Detector (ft)	100	0		100	0	0	100		100	100		100
Trailing Detector (ft)	0	0		0	0	0	0		0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0		0	0		0
Detector 1 Size(ft)	100	6		100	6	20	100		100	100		100
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Turn Type	Prot	NA		Prot	NA	Prot	Prot		Prot	Prot		Prot
Protected Phases	1	6		5	2	2	3		3	4		4
Permitted Phases												
Detector Phase	1	6		5	2	2	3		3	4		4
Switch Phase												
Minimum Initial (s)	3.0	7.0		3.0	7.0	7.0	7.0		7.0	5.0		5.0
Minimum Split (s)	10.0	16.0		10.0	16.0	16.0	15.5		15.5	26.0		26.0

Lanes, Volumes, Timings
107: Columbia Pike (US 29) & Cherry Hill Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.0	74.0		22.0	74.0	74.0	19.0		19.0	35.0		35.0
Total Split (%)	14.7%	49.3%		14.7%	49.3%	49.3%	12.7%		12.7%	23.3%		23.3%
Maximum Green (s)	15.0	65.0		15.0	65.0	65.0	10.5		10.5	27.0		27.0
Yellow Time (s)	3.5	4.5		3.5	4.5	4.5	3.5		3.5	3.5		3.5
All-Red Time (s)	3.5	4.5		3.5	4.5	4.5	5.0		5.0	4.5		4.5
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5
Total Lost Time (s)	5.5	7.5		5.5	7.5	7.5	7.0		7.0	6.5		6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead		Lead	Lag		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	6.0	0.2		6.0	0.2	0.2	6.0		6.0	6.0		6.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None		None	None		None
Walk Time (s)										7.0		7.0
Flash Dont Walk (s)										11.0		11.0
Pedestrian Calls (#/hr)										0		0
Act Effct Green (s)	16.4	67.5		15.7	66.8	66.8	11.5		11.5	28.9		28.9
Actuated g/C Ratio	0.11	0.45		0.10	0.45	0.45	0.08		0.08	0.19		0.19
v/c Ratio	0.63	0.61		0.46	0.63	0.66	0.23		0.24	0.85		0.21
Control Delay	71.9	33.3		61.2	43.5	14.2	69.1		1.6	71.4		1.1
Queue Delay	0.0	12.3		0.0	0.4	0.2	0.0		0.1	0.0		0.0
Total Delay	71.9	45.7		61.2	43.9	14.4	69.1		1.7	71.4		1.1
LOS	E	D		E	D	B	E		A	E		A
Approach Delay		50.8			33.7		19.5					61.6
Approach LOS		D			C		B					E
Queue Length 50th (ft)	118	383		79	445	201	29		0	282		0
Queue Length 95th (ft)	165	456		m119	516	257	65		0	#372		0
Internal Link Dist (ft)		288			609		393					597
Turn Bay Length (ft)				410		350						
Base Capacity (vph)	385	1616		372	1553	1132	144		368	674		437
Starvation Cap Reductn	0	0		0	187	52	0		0	0		0
Spillback Cap Reductn	0	617		0	0	0	0		25	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.63	0.99		0.44	0.71	0.69	0.22		0.25	0.85		0.21

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 57 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 43.5
 Intersection LOS: D
 Intersection Capacity Utilization 63.9%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Columbia Pike (US 29) & Cherry Hill Road

22 s	74 s	19 s	35 s
22 s	74 s		

Lanes, Volumes, Timings
109: Prosperity Drive & Cherry Hill Road

08/16/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↙	↑↑	↙	↗
Traffic Volume (vph)	1415	111	72	1512	276	165
Future Volume (vph)	1415	111	72	1512	276	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	400		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3610	1615	1805	3610	1805	1615
Flt Permitted			0.088		0.950	
Satd. Flow (perm)	3610	1615	167	3610	1805	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		90				179
Link Speed (mph)	30			30	30	
Link Distance (ft)	689			612	401	
Travel Time (s)	15.7			13.9	9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1538	121	78	1643	300	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1538	121	78	1643	300	179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	38			38	12	
Link Offset(ft)	-12			8	0	
Crosswalk Width(ft)	30			30	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	0	0	1	0	1	1
Detector Template			Left			Right
Leading Detector (ft)	0	0	80	0	80	80
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	80	80	6	80	80
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6	2			
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	7.0	3.0	7.0	5.0	5.0
Minimum Split (s)	13.5	13.5	9.5	13.5	11.0	11.0
Total Split (s)	89.0	89.0	23.0	112.0	38.0	38.0

Lanes, Volumes, Timings
 109: Prosperity Drive & Cherry Hill Road

08/16/2017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	59.3%	59.3%	15.3%	74.7%	25.3%	25.3%
Maximum Green (s)	82.5	82.5	16.5	105.5	32.0	32.0
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	5.0	5.0	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	0.2	0.2	5.0	0.2	5.0	5.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	93.4	93.4	109.4	109.4	31.1	31.1
Actuated g/C Ratio	0.62	0.62	0.73	0.73	0.21	0.21
v/c Ratio	0.68	0.12	0.32	0.62	0.80	0.38
Control Delay	33.2	8.7	13.9	7.4	72.9	8.5
Queue Delay	2.7	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	8.7	13.9	7.4	72.9	8.5
LOS	D	A	B	A	E	A
Approach Delay	34.0			7.7	48.8	
Approach LOS	C			A	D	
Queue Length 50th (ft)	776	23	17	235	276	0
Queue Length 95th (ft)	884	m41	m36	276	389	64
Internal Link Dist (ft)	609			532	321	
Turn Bay Length (ft)		250	400			
Base Capacity (vph)	2248	1039	318	2632	403	499
Starvation Cap Reductn	569	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.12	0.25	0.62	0.74	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 83 (55%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 24.1
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 109: Prosperity Drive & Cherry Hill Road

← Ø2 (R) 112 s		↖ Ø4 38 s
↙ Ø5 23 s	→ Ø6 (R) 89 s	

Lanes, Volumes, Timings

114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	892	23	64	225	284	74	936	66	187	1035	275
Future Volume (vph)	217	892	23	64	225	284	74	936	66	187	1035	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		0	175		0	300		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.996				0.850		0.990			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1892	0	1805	1900	1615	1805	3574	0	1805	3498	0
Flt Permitted	0.500			0.084			0.095			0.137		
Satd. Flow (perm)	950	1892	0	160	1900	1615	180	3574	0	260	3498	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				191		5			20	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		393			494			263			417	
Travel Time (s)		10.7			13.5			4.5			7.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	226	929	24	67	234	296	77	975	69	195	1078	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	226	953	0	67	234	296	77	1044	0	195	1364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		32			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	80	80		80	80	80	80	0		80	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	80	80		80	80	80	80	6		80	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases	1	6			2		7	4			8	
Permitted Phases	6			2		2	4			8		
Detector Phase	1	6		2	2	2	7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	7.0		7.0	7.0	7.0	3.0	3.0		3.0	3.0	
Minimum Split (s)	9.0	13.5		13.5	13.5	13.5	9.5	9.0		9.0	9.0	
Total Split (s)	30.0	90.0		60.0	60.0	60.0	25.0	60.0		35.0	35.0	

Lanes, Volumes, Timings

114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard

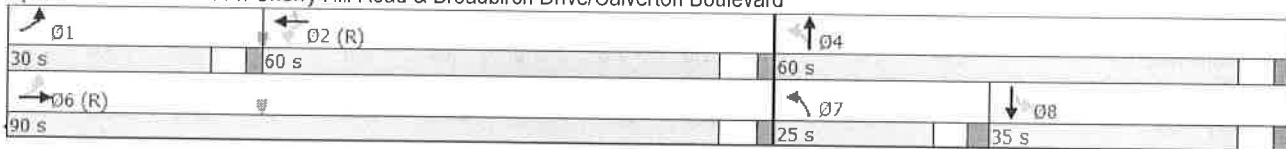
08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	60.0%		40.0%	40.0%	40.0%	16.7%	40.0%		23.3%	23.3%	
Maximum Green (s)	24.0	83.5		53.5	53.5	53.5	18.5	54.0		29.0	29.0	
Yellow Time (s)	4.0	4.5		4.5	4.5	4.5	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.5	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	4.5	5.0		5.0	5.0	5.0	5.0	4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes			Yes	Yes	
Vehicle Extension (s)	4.0	0.2		0.2	0.2	0.2	5.0	4.0		4.0	4.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	85.5	85.0		63.2	63.2	63.2	55.0	55.5		37.1	37.1	
Actuated g/C Ratio	0.57	0.57		0.42	0.42	0.42	0.37	0.37		0.25	0.25	
v/c Ratio	0.35	0.89		1.00	0.29	0.37	0.37	0.79		3.05	1.55	
Control Delay	17.6	40.1		155.5	30.6	11.9	29.6	39.0		971.8	290.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	17.6	40.1		155.5	30.6	11.9	29.6	39.0		971.8	290.8	
LOS	B	D		F	C	B	C	D		F	F	
Approach Delay		35.8			35.4			38.4			376.0	
Approach LOS		D			D			D			F	
Queue Length 50th (ft)	105	786		65	150	63	39	406		~338	~1002	
Queue Length 95th (ft)	153	#1059		#180	229	147	70	556		#515	#1185	
Internal Link Dist (ft)		313			414			183			337	
Turn Bay Length (ft)				300			175			300		
Base Capacity (vph)	686	1072		67	800	791	282	1325		64	881	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.33	0.89		1.00	0.29	0.37	0.27	0.79		3.05	1.55	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 140 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 3.05
 Intersection Signal Delay: 155.4 Intersection LOS: F
 Intersection Capacity Utilization 111.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 114: Cherry Hill Road & Broadbirch Drive/Calverton Boulevard



Lanes, Volumes, Timings
 120: Columbia Pike (US 29) & Musgrove Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	45	165	106	21	32	68	3111	166	23	2323	94
Future Volume (vph)	111	45	165	106	21	32	68	3111	166	23	2323	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	300		0	0		800
Storage Lanes	1		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.86	0.86	1.00	0.86	0.86
Frnt			0.850		0.909			0.992			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1805	1727	0	3367	6234	0	1736	6247	0
Flt Permitted	0.696			0.725			0.950			0.950		
Satd. Flow (perm)	1322	1900	1615	1377	1727	0	3367	6234	0	1736	6247	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		35			11			7	
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		537			573			626			2274	
Travel Time (s)		12.2			13.0			8.5			31.0	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	121	49	179	115	23	35	74	3382	180	25	2525	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	49	179	115	58	0	74	3562	0	25	2627	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			50			40	
Link Offset(ft)		0			0			10			-2	
Crosswalk Width(ft)		16			2			25			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	0		1	0		1	0	
Detector Template												
Leading Detector (ft)	100	100	100	100	0		100	0		100	0	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	100	100	100	100	100		100	0		100	0	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		6	2		1	5	
Permitted Phases	4		4	8								
Detector Phase	4	4	4	8	8		6	2		1	5	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0		10.0	27.0		9.0	27.0	

Lanes, Volumes, Timings
 120: Columbia Pike (US 29) & Musgrove Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	51.0	51.0	51.0	51.0	51.0		28.0	117.0		12.0	101.0	
Total Split (%)	28.3%	28.3%	28.3%	28.3%	28.3%		15.6%	65.0%		6.7%	56.1%	
Maximum Green (s)	45.0	45.0	45.0	45.0	45.0		21.0	110.0		6.0	94.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		5.0	5.0		4.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5		5.5	5.5		4.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effect Green (s)	23.0	23.0	23.0	23.0	23.0		10.8	137.7		9.6	130.6	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13		0.06	0.76		0.05	0.73	
v/c Ratio	0.72	0.20	0.53	0.65	0.23		0.37	0.75		0.27	0.58	
Control Delay	97.1	69.8	20.2	91.0	33.0		75.0	39.0		119.3	21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	97.1	69.8	20.2	91.0	33.0		75.0	39.0		119.3	21.9	
LOS	F	E	C	F	C		E	D		F	C	
Approach Delay		53.9			71.6			39.8			22.8	
Approach LOS		D			E			D			C	
Queue Length 50th (ft)	140	53	30	132	24		40	1206		28	920	
Queue Length 95th (ft)	208	93	107	198	70		m37	m928		m35	949	
Internal Link Dist (ft)		457			493			546			2194	
Turn Bay Length (ft)							300					
Base Capacity (vph)	341	490	529	355	472		420	4772		93	4535	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.10	0.34	0.32	0.12		0.18	0.75		0.27	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 55 (31%), Referenced to phase 2:NBT and 5:SBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 69.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 120: Columbia Pike (US 29) & Musgrove Road

Ø1	Ø2 (R)	Ø4
12 s	117 s	51 s
Ø6	Ø5 (R)	Ø8
28 s	101 s	51 s

Lanes, Volumes, Timings
 123: Columbia Pike (US 29) & Fairland Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	408	290	65	67	146	111	99	3076	79	0	2308	0
Future Volume (vph)	408	290	65	67	146	111	99	3076	79	0	2308	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	325		0	0		0
Storage Lanes	1		1	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	1.00	0.86	0.86	1.00	0.81	1.00
Fr			0.850			0.850		0.996				
Flt Protected	0.950	0.981		0.950	0.998		0.950					
Satd. Flow (prot)	1643	3392	1615	1643	3451	1615	1736	6259	0	0	7399	0
Flt Permitted	0.950	0.981		0.950	0.998		0.950					
Satd. Flow (perm)	1643	3392	1615	1643	3451	1615	1736	6259	0	0	7399	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		4				
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		414			440			2274			551	
Travel Time (s)		9.4			10.0			31.0			7.5	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	443	315	71	73	159	121	108	3343	86	0	2509	0
Shared Lane Traffic (%)	44%			10%								
Lane Group Flow (vph)	248	510	71	66	166	121	108	3429	0	0	2509	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	0			0	
Detector Template												
Leading Detector (ft)	100	100	100	100	100	100	100	0			0	
Trailing Detector (ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0			0	
Detector 1 Size(ft)	100	100	100	100	100	100	100	6			6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex			CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Turn Type	Split	NA	Prot	Split	NA	Prot	Prot	NA			NA	
Protected Phases	3	3	3	4	4	4	1	6			2	
Permitted Phases												
Detector Phase	3	3	3	4	4	4	1	6			2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	10.0			10.0	
Minimum Split (s)	12.5	12.5	12.5	12.5	12.5	12.5	13.5	17.0			17.0	

Lanes, Volumes, Timings
 123: Columbia Pike (US 29) & Fairland Road

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	45.0	45.0	45.0	26.0	26.0	26.0	25.0	109.0			84.0	
Total Split (%)	25.0%	25.0%	25.0%	14.4%	14.4%	14.4%	13.9%	60.6%			46.7%	
Maximum Green (s)	36.5	36.5	36.5	17.5	17.5	17.5	16.5	102.0			77.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0			5.0	
All-Red Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	2.0			2.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5			-1.5	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	5.5			5.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead				Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes				Yes	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	0.2			0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max			C-Max	
Act Effct Green (s)	35.6	35.6	35.6	16.4	16.4	16.4	17.4	108.6			84.1	
Actuated g/C Ratio	0.20	0.20	0.20	0.09	0.09	0.09	0.10	0.60			0.47	
v/c Ratio	0.77	0.76	0.17	0.44	0.53	0.46	0.65	0.91			0.73	
Control Delay	84.1	76.0	0.9	86.4	84.1	15.2	68.9	58.2			41.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Total Delay	84.1	76.0	0.9	86.4	84.1	15.2	68.9	58.2			41.0	
LOS	F	E	A	F	F	B	E	E			D	
Approach Delay		72.0			60.9			58.5			41.0	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	303	312	0	82	104	0	117	1173			615	
Queue Length 95th (ft)	425	384	0	143	148	61	m166	1261			652	
Internal Link Dist (ft)		334			360			2194			471	
Turn Bay Length (ft)							325					
Base Capacity (vph)	346	716	441	173	364	284	177	3776			3458	
Starvation Cap Reductn	0	0	0	0	0	0	0	0			0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0			0	
Storage Cap Reductn	0	0	0	0	0	0	0	0			0	
Reduced v/c Ratio	0.72	0.71	0.16	0.38	0.46	0.43	0.61	0.91			0.73	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 156 (87%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 54.1 Intersection LOS: D
 Intersection Capacity Utilization 82.3% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 123: Columbia Pike (US 29) & Fairland Road

25 s	84 s	45 s	26 s
109 s			

Lanes, Volumes, Timings

130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	845	23	27	730	532	17	30	65	960	8	178
Future Volume (vph)	229	845	23	27	730	532	17	30	65	960	8	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	350		360	350		0	0		0	0		250
Storage Lanes	1		1	1		1	0		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.983		0.950	0.954	
Satd. Flow (prot)	1646	3292	1727	1703	3406	1524	0	3549	1615	3285	1649	1615
Flt Permitted	0.208			0.276				0.983		0.950	0.954	
Satd. Flow (perm)	360	3292	1727	495	3406	1524	0	3549	1615	3285	1649	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102			520			102			193
Link Speed (mph)		40			40			35				35
Link Distance (ft)		921			477			217				528
Travel Time (s)		15.7			8.1			4.2				10.3
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
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	249	918	25	29	793	578	18	33	71	1043	9	193
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	249	918	25	29	793	578	0	51	71	699	353	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		18			18			30				30
Link Offset(ft)		5			-5			-25				15
Crosswalk Width(ft)		30			20			17				37
Two way Left Turn Lane												
Headway Factor	1.04	1.04	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template							Left		Right			
Leading Detector (ft)	30	300	5	30	300	5	20	30	5	30	30	5
Trailing Detector (ft)	0	294	0	0	394	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	294	0	0	394	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	5	30	-94	5	20	30	5	30	30	5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	7.0	7.0	7.0	8.0	8.0	8.0

Lanes, Volumes, Timings

130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	10.0	26.0	26.0	10.0	26.0	26.0	13.0	13.0	13.0	14.0	14.0	14.0
Total Split (s)	30.0	49.0	49.0	30.0	49.0	49.0	21.0	21.0	21.0	50.0	50.0	50.0
Total Split (%)	20.0%	32.7%	32.7%	20.0%	32.7%	32.7%	14.0%	14.0%	14.0%	33.3%	33.3%	33.3%
Maximum Green (s)	25.0	43.0	43.0	25.0	43.0	43.0	15.0	15.0	15.0	44.0	44.0	44.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	-1.5	-1.5	-1.5
Total Lost Time (s)	3.5	4.5	4.5	3.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	86.7	78.3	78.3	69.6	60.4	60.4		9.4	9.4	41.5	41.5	41.5
Actuated g/C Ratio	0.58	0.52	0.52	0.46	0.40	0.40		0.06	0.06	0.28	0.28	0.28
v/c Ratio	0.63	0.53	0.03	0.10	0.58	0.63		0.23	0.36	0.77	0.78	0.33
Control Delay	21.6	15.1	0.6	18.4	39.4	8.7		69.1	9.2	55.5	61.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	21.6	15.1	0.6	18.4	39.4	8.7		69.1	9.2	55.5	61.4	6.0
LOS	C	B	A	B	D	A		E	A	E	E	A
Approach Delay		16.1			26.3			34.3			49.5	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	75	273	0	12	317	35		25	0	348	352	0
Queue Length 95th (ft)	m202	362	m3	32	457	183		48	22	387	443	56
Internal Link Dist (ft)		841			397			137			448	
Turn Bay Length (ft)	350		360	350								250
Base Capacity (vph)	435	1717	949	495	1371	924		390	268	1021	513	635
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.57	0.53	0.03	0.06	0.58	0.63		0.13	0.26	0.68	0.69	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 93 (62%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 30.8
 Intersection LOS: C
 Intersection Capacity Utilization 68.6%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 130: Centerpark Driveway/Beltsville Drive & Powder Mill Road (MD 212)

30 s	49 s	21 s	50 s
30 s	49 s		

Lanes, Volumes, Timings

160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

08/16/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↗↖		↖	↗↖	
Traffic Volume (vph)	7	0	9	25	0	20	17	2409	39	26	1383	10
Future Volume (vph)	7	0	9	25	0	20	17	2409	39	26	1383	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	9	12	12	12	12	12	11	12	12	11	12
Storage Length (ft)	0		0	65		0	225		0	235		0
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt		0.925				0.850		0.998			0.999	
Flt Protected		0.978			0.950		0.950			0.950		
Satd. Flow (prot)	0	1547	0	0	1805	1615	1736	4812	0	1736	4816	0
Flt Permitted		0.856			0.746		0.950			0.950		
Satd. Flow (perm)	0	1354	0	0	1417	1615	1736	4812	0	1736	4816	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		65				65						
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		249			185			622			424	
Travel Time (s)		6.8			5.0			10.6			7.2	
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
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	8	0	10	27	0	22	18	2618	42	28	1503	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	27	22	18	2660	0	28	1514	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			18			18	
Link Offset(ft)		-2			14			5			0	
Crosswalk Width(ft)		10			18			26			22	
Two way Left Turn Lane												
Headway Factor	1.00	1.14	1.00	1.00	1.00	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	2	1	1	0		1	0	
Detector Template	Left			Left								
Leading Detector (ft)	20	20		20	100	40	80	0		80	0	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	20		20	40	40	80	6		80	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94							
Detector 2 Size(ft)					6							
Detector 2 Type					CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)					0.0							
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	

Lanes, Volumes, Timings

160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

08/16/2017

	↖	→	↗	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8		8						
Detector Phase	4	4		8	8	8	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	10.0		5.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	11.5	11.0	22.5		11.0	22.5	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	24.0	84.0		24.0	84.0	
Total Split (%)	28.0%	28.0%		28.0%	28.0%	28.0%	16.0%	56.0%		16.0%	56.0%	
Maximum Green (s)	35.5	35.5		35.5	35.5	35.5	18.0	78.0		18.0	78.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	1.5		2.5	1.5	
Lost Time Adjust (s)		-1.5			-1.5	-1.5	-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)		5.0			5.0	5.0	4.5	4.5		4.5	4.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	0.2		5.0	0.2	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		11.9			11.9	11.9	10.6	122.1		11.4	122.7	
Actuated g/C Ratio		0.08			0.08	0.08	0.07	0.81		0.08	0.82	
v/c Ratio		0.11			0.24	0.12	0.15	0.68		0.21	0.38	
Control Delay		1.3			69.2	1.3	67.5	9.8		68.2	5.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		1.3			69.2	1.3	67.5	9.8		68.2	5.6	
LOS		A			E	A	E	A		E	A	
Approach Delay		1.3			38.7			10.2			6.8	
Approach LOS		A			D			B			A	
Queue Length 50th (ft)		0			25	0	17	469		26	169	
Queue Length 95th (ft)		0			58	0	44	617		60	227	
Internal Link Dist (ft)		169			105			542			344	
Turn Bay Length (ft)							225			235		
Base Capacity (vph)		382			349	447	225	3915		225	3940	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.05			0.08	0.05	0.08	0.68		0.12	0.38	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 67.8%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 160: New Hampshire Ave (MD 650) & Quaint Acres Drive/Heartfields Drive

↖ Ø1	↓ Ø2 (R)	→ Ø4
24 s	84 s	42 s
↙ Ø5	↑ Ø6 (R)	← Ø8
24 s	84 s	42 s

Lanes, Volumes, Timings

181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

08/16/2017

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	1	624	15	7	0	603	254	4	0	160	13
Future Volume (vph)	17	1	624	15	7	0	603	254	4	0	160	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	10	10	12	12	12	12	12	12	12
Storage Length (ft)	200		0	0		0	200		0	125		0
Storage Lanes	1		1	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00	1.00	1.00	1.00
Fr't			0.850					0.998			0.989	
Flt Protected	0.950				0.968		0.950					
Satd. Flow (prot)	1805	1900	1599	0	3262	0	3433	1860	0	1900	1862	0
Flt Permitted	0.741				0.870		0.950					
Satd. Flow (perm)	1408	1900	1599	0	2931	0	3433	1860	0	1900	1862	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			678					2			6	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		690			171			458			205	
Travel Time (s)		15.7			3.9			8.9			4.0	
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
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	2%	2%	0%	0%	1%	0%
Adj. Flow (vph)	18	1	678	16	8	0	655	276	4	0	174	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	1	678	0	24	0	655	280	0	0	188	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			6			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.09	1.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Prot	NA		Perm	NA	
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8						6		
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5	22.5	22.5	22.5		24.0	47.0		23.0	23.0	
Total Split (%)	32.4%	32.4%	32.4%	32.4%	32.4%		34.5%	67.6%		33.1%	33.1%	
Maximum Green (s)	18.0	18.0	18.0	18.0	18.0		19.5	42.5		18.5	18.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	-1.5	-1.5	-1.5		-1.5		-1.5	-1.5		-1.5	-1.5	
Total Lost Time (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	19.5	19.5	19.5		19.5		21.0	44.0			20.0	

Lanes, Volumes, Timings

181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

08/16/2017

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Actuated g/C Ratio	0.28	0.28	0.28		0.28		0.30	0.63				0.29
v/c Ratio	0.05	0.00	0.72		0.03		0.63	0.24				0.35
Control Delay	18.8	18.0	7.2		18.4		24.2	6.1				21.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0				0.0
Total Delay	18.8	18.0	7.2		18.4		24.2	6.1				21.2
LOS	B	B	A		B		C	A				C
Approach Delay		7.5			18.4			18.8				21.2
Approach LOS		A			B			B				C
Queue Length 50th (ft)	6	0	0		3		123	44				61
Queue Length 95th (ft)	19	4	80		12		175	75				112
Internal Link Dist (ft)		610			91			378				125
Turn Bay Length (ft)	200						200					
Base Capacity (vph)	395	533	936		822		1037	1178				540
Starvation Cap Reductn	0	0	0		0		0	0				0
Spillback Cap Reductn	0	0	0		0		0	0				0
Storage Cap Reductn	0	0	0		0		0	0				0
Reduced v/c Ratio	0.05	0.00	0.72		0.03		0.63	0.24				0.35

Intersection Summary

Area Type: Other
 Cycle Length: 69.5
 Actuated Cycle Length: 69.5
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 62.0%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 181: Beltsville Drive & Calverton Boulevard/Calverton Tower Driveway

↑ Ø2 (R) 47 s						↗ Ø4 22.5 s
↖ Ø5 24 s		↓ Ø6 (R) 23 s				↙ Ø8 22.5 s