Transportation Technical Attachments

Holton-Arms School

Bethesda, Maryland

Exhibit 40
OZAH Case No: CBA-1174-E

September 12, 2025

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

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A. Scoping Information

MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Local Area Transportation Review

TRANSPORTATION IMPACT STUDY SCOPE OF WORK AGREEMENT

August 2024

Scoping Approval - Prior to initiating a Local Area Transportation Review study or supplemental traffic study, scoping *must be approved* by relevant agencies, including the Planning Department, the Montgomery County Department of Transportation, and the State Highway Administration (where relevant). It is the responsibility of the Applicant to obtain approval, which is demonstrated below via signature or electronic signature of the relevant agency representatives. Generally, the Applicant should anticipate a turnaround time of ten (10) business days for form review. Substantially large projects may require additional time and/or may warrant a scoping meeting.

Montgomery County Planning Department
Name (print): Florence Dwyer Signature: _____ Date: 11/6/2024

Montgomery County Department of Transportation
Name (print): Rebecca Torma Signature: Signed scoping form available upon request. Unable to attach due to secure signature restrictions. Date: 11/6/24

State Highway Administration (where relevant)
Name (print): Kwesi Woodroffe Signature: _____ Date: 11/7/24

Applicant Contact Information

Transportation Consultant (company, contact name, email, and phone number)	Katie Wagner, PE, PTOE Gorove/Slade Associates, Inc. klw@goroveslade.com 202.540.1927
Name of Applicant / Developer	Tracey Fudge Holton-Arms School 7303 River Road Bethesda, MD 20817 Tracey.Fudge@holton-arms.edu

Project Information *Include Tables/Graphics, As Needed*

Project Name (include plan no. if known)	Holton Arms School		
Project Location (include address if known)	7303 River Road		
Policy Area(s) (See Growth & Infrastructure Policy Area map T1[1])	Bethesda/Chevy Chase (Policy Area 3)	Master Plan(s) / Sector Plan Area(s)	-Comprehensive Amendment to the Bethesda/Chevy Chase Master Plan (1990)

[1] https://montgomeryplanning.org/wp-content/uploads/2020/11/20210101-Text-of-the-2020-2024-Growth-and-Infrastructure-Policy-with-Maps.pdf

<table>
<tr><td rowspan="2">Application Type(s)</td><td>☐ Preliminary Plan</td><td>☐ Site Plan</td><td>☐ Sketch/Concept/Pre-Preliminary (Optional)</td><td>☐ Amendment</td></tr>
<tr><td>☑ Conditional Use
(formerly special exception)</td><td>☐ Local Map Amendment</td><td>☐APF at Building Permit</td><td>☑ Other: Conditional Use amendment</td></tr>
<tr><td>Project Description & Previous Approvals

(proposed land uses, zoning, no. of units, square footage, construction phasing, prior approvals and proposals, existing uses, site operations, year built, status of Adequate Public Facilities [APF], other relevant info)</td><td colspan="4">The Holton Arms School seeks to increase its enrollment caps as follows:
• School Year Enrollment Cap: 870 students
• Summer Camp Enrollment Cap: 970 summer campers

Under existing conditions, the School is limited to an enrollment cap of <u>670 students during the school year and during summer camp</u>.

This Application does not include any new construction or an increase in square footage for the school use.

The Holton Arms School serves ages 8 to 18 in grades 3-6 (Lower School), grades 7-8 (Middle School), and grades 9-12 (Upper School) during the academic year.

During the academic year, students arrive at 8:00 AM and dismissal for most grades takes place at 3:30 PM. The lower school has two (2) dismissal times at 3:30 PM and 4:30 PM. Athletics and other extracurricular activities dismiss after 3:30 PM.

The Holton Arms School Summer Programs serve campers from age 4 to 14.

During the summer camp, campers arrive by 9:00 AM and the main dismissal takes place at 3:00 PM. Some of the summer camp programs, including extended care, have dismissals before and after 3:00 PM.

The School also operates a robust bus program with 12 bus routes during the academic year and 7 bus routes during the summer.

Based on the existing bus ridership of 28%, approximately 16 buses are estimated to support the proposed 870 student enrollment during the school year.</td></tr>
<tr><td>1.Site Access

(proposed access location(s), existing/adjacent/opposite curb cuts, interparcel connections, access configurations and restrictions, internal circulation, private roads, parking/loading areas, other relevant info)</td><td colspan="4">Access (vehicular/pedestrian/bicycle) to the Holton Arms School is provided via Royal Dominion Drive at its intersection with River Road (MD-190). Royal Dominion Drive connects to the site's parking, pick-up/drop-off area, and loading facilities.

The school also has roadway frontage on Burdette Road; however, no vehicle or pedestrian access is available from Burdette Road. There are no plans to activate this frontage—or to add secondary access beyond the Royal Dominion Drive access.</td></tr>
<tr><td>2.Transportation Analysis Requirement</td><td colspan="2">☑ Transportation Impact Study

Generates <u>50 or more</u> total weekday peak hour person trips (vehicular, transit, bicycle, and/or pedestrian) with no reductions other than a credit for existing developments over 12 years old, <u>AND</u> is outside of the White Flint and White Oak Policy Areas. Fill out remainder of this form and include in transportation impact study appendix.</td><td colspan="2">☐ Transportation Study Exemption Statement

Generates <u>49 or fewer</u> total weekday peak hour person trips (vehicular, transit, bicycle, and/or pedestrian) with no reductions other than a credit for existing developments over 12 years old, <u>OR</u> within White Flint and White Oak Policy Areas.</td></tr>
</table>

3.Project-based Transportation Demand Management Plan Required (see Chapter 42, Articles I and II)	☑ No	☐ Yes (In Transportation Management District [TMD])	☐ Amend Existing Project-based TDM Plan
4.Established Transportation Management District (TMD)?	☑ No	☐ Yes TMD Name:	

Transportation Impact Study Assumptions	*Include Tables/Graphics, As Needed*	
5.Study Years / Phases	Existing Year: 2024	Phases / Build-out Year(s): 2026
6.Study Periods	☑ **AM** ☑ **PM** ☐ Mid-day ☐ Saturday ☐ Sunday ☑ **Other: Summer School PM Peak (2:30-3:30 PM)**	
7.Study Intersections (For projects generating 50 or more person trips, list all signalized & significant unsignalized intersections, and site driveways traffic counts **must be collected within 12- months of completed and accepted application**)	# of tiers of intersections to study (refer current LATR Guidelines): 2 *For the purpose of determining the number of tiers of study intersections, trip calculation for the subject site should also include nearby unbuilt properties in common ownership. No trip reductions should be taken in this calculation other than a credit for existing developments over 12 years old.*	
	1. River Road (MD-190) & SB I-495 (Outer Loop) Off-Ramp	5. River Road (MD-190) & Beech Tree Road/Nevis Road
	2. Westbound River Road (MD-190) & Signalized Left-Turn onto NB I-495 (Inner Loop) On-Ramp	6. River Road (MD-190) & Wilson Lane (MD-188)
	3. River Road (MD-190) & Burdette Road	7. Burdette Road & Arrowood Road/Hillmead Road
	4. River Road (MD-190) & Royal Dominion Drive	

8.Trip Generation (Clearly cite sources and methodology including use of ITE average rates vs. equation; include trip generation for existing site, current approvals, proposed uses, and net changes. Show calculations in the cells to the right of this box.)	Total Trips		Net Trips	
	Vehicle Trips (School AM Peak 7:15-8:15 AM) (Auto Driver) 1,127 AM peak hour vehicle trips	Total Person Trips (AM) N.A.	Net Vehicle Trips (School AM Peak 7:15-8:15 AM) (Auto Driver) 259 new AM peak hour vehicle trips	Net Total Person Trips (AM) N.A.
	Vehicle Trips (Roadway and School PM Peak 3:15-4:15 PM) (Auto Driver) 613 PM peak hour vehicle trips	Total Person Trips (PM) N.A.	Net Vehicle Trips* (Roadway and School PM Peak 3:15-4:15 PM) (Auto Driver) 141 new PM peak hour vehicle trips	Net Total Person Trips (PM) N.A.
	Vehicle Trips (Summer School PM Peak 2:30-3:30 PM) (Auto Driver) 620 PM peak hour vehicle trips	Total Person Trips (PM) N.A.	Net Vehicle Trips* (Summer School PM Peak 2:30-3:30 PM) (Auto Driver) 7 trip increase as compared to the PM peak with 870 students during the academic year	Net Total Person Trips (PM) N.A.
	** Only required if total peak hour person trips are 50 or more in either the AM or PM peak hour. Sum of all vehicle, transit, and non-motorized trips shall be the equivalent of total person trips. Use table at the end of the form to show all calculations and assumptions for mode breakout.*			

Trip generation was calculated based on inbound and outbound volumes going into the site driveway at the River Road (MD-190) & Royal Dominion Drive intersection using traffic counts collected while school was in session on Tuesday January 30, 2024 and while the summer camp was in session on Thursday June 27th 2024 and Tuesday July 23rd 2024.

To evaluate the proposed school year enrollment increase, we propose the following analysis periods:

- School AM Peak Hour (7:15-8:15 AM)
- Roadway PM Peak Hour (3:15-4:15 PM) using School PM Peak Hour trip generation rates (3:30-4:30 PM) for a conservative analysis

The traffic count data shows the School's AM peak hour takes place from 7:15-8:15 AM. We propose to analyze the Generator AM Peak Hour (7:15-8:15 AM).

The traffic counts show the School's PM peak hour takes place from 3:30-4:30 PM while the Roadway PM peak hour occurs at 3:15-4:15 PM. As the roadway PM Peak hour and the School's dismissal peak hour are only off by 15-minutes, we propose to analyze the School PM Peak Hour trip generation rates (3:30-4:30 PM) on the roadway's PM Peak Hour volumes at 3:15-4:15 PM for a more conservative analysis.

We are not proposing to analyze the new summer trips as compared to existing summer trips because the application to increase academic year enrollment automatically carries over as a request to increase summer enrollment increase to 870 students without additional analysis because summer roadway volumes are lower than roadway volumes during the academic year. The count data included with the scoping materials support this assumption as roadway volumes are significantly lower in the summer as compared to roadway volumes during the academic year.

The traffic count data shows the School's Summer PM Peak Hour takes place from 2:30-3:30 PM. We propose to analyze this peak hour using the corresponding academic year roadway volumes with the school trips generated by 970 students. The number of trips at the driveway will be based on the approved summer enrollment (670 students) as the school will be implementing programming modifications to distribute the trips generated by the additional 300 students across the afternoon—thus not resulting in any increase in trips (compared to the approved summer enrollment of 670 students). A detailed narrative on the program modifications the School will implement to more evenly distribute the summer camp dismissal trips across the afternoon for summer enrollment will be provided in the LATR as these modifications are still in development to ensure the additional 300 students do not increase afternoon trips during the peak hour. The summer trip generation rates in the afternoon assume that the peak hour trips **will not change** and will remain the same for 970 summer campers.

We are proposing to evaluate the impact of an additional 100 students beyond the assumed 870 students by showing that summer trip generation with 970 students will be lower than academic year trip generation for 870 students during the morning peak hour and therefore no additional morning analysis warranted. For the afternoon peak hour, we are proposing to analyze the approved peak afternoon summer trips for 970 students over the corresponding academic year roadway volumes at 2:30-3:30 PM because as noted above, summer PM peak trip generation is not increasing.

In summary, to evaluate the proposed summer enrollment increase, we propose the following:

- Trip generation analysis showing the summer camp with 970 campers will not generate more trips than the proposed 870 students during the AM peak hour during the school year and therefore no additional analysis is warranted.
- Summer (Generator) PM Peak Hour (2:30-3:30 PM) as an analysis scenario using the trips generated by the approved summer enrollment (670 students), and the corresponding roadway volumes collected during the academic year.

Detailed trip generation tables are included in the scoping attachments.

It is common practice in Montgomery County for schools to have a summer enrollment cap that is equal to the academic year enrollment cap because summer roadway volumes are significantly lower than during the academic year and therefore, the impact of summer camp trips is lower in the summer. Because the School is proposing an additional 100 summer campers over the proposed academic year enrollment of 870 students for a total of 970 summer campers, we are proposing to analyze the impact of 970 summer campers (assuming their AM peak trips will not exceed what is generated by 870 academic year students and their PM peak trips will not exceed what is generated by 670 summer campers) on the academic year roadway volumes. For this reason, we are not proposing summer analysis with summer roadway volumes. We are also submitting summer counts as evidence that summer roadway volumes are lower.

As requested by Staff, a comparison of trip generation for the proposed 970 camper students is presented below assuming the future summer camp will maintain *existing* trip generation rates that do not reflect the strategies the School will implement to reduce Summer afternoon trip generation rates.

Condition	Enrollment	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Existing and Approved Conditions							
Approved Academic Year Enrollment Cap	670 students	537	331	868	161	311	472
Trip Generation Rate Derived from January 2024 Counts		*0.80*	*0.49*	*1.30*	*0.24*	*0.46*	*0.70*
Existing Summer Enrollment (Summer Session # 1)	664 students	423	341	764	281	333	614
Trip Generation Rate Derived from June 2024 Counts		*0.64*	*0.51*	*1.15*	*0.42*	*0.50*	***0.92***
Existing Summer Enrollment (Summer Session # 2)	665 students	430	340	770	253	330	583
Trip Generation Rate Derived from July 2024 Counts		*0.65*	*0.51*	***1.16***	*0.38*	*0.50*	*0.88*
Approved Summer Enrollment Trip Generation[1]	670 students	433	343	776	284	336	620
Trip Generation Rate based on Summer 2024 Counts		*0.65*	*0.51*	*1.16*	*0.42*	*0.50*	*0.92*
Proposed Conditions							
Proposed School Year Enrollment	870 students	697	430	1,127	209	404	613
Trip Generation Rate based on January 2024 Counts		*0.80*	*0.49*	*1.30*	*0.24*	*0.46*	*0.70*
Proposed Academic Year Enrollment - Approved Academic Year Enrollment		***160***	***99***	***259***	***48***	***93***	***141***
Proposed Summer Enrollment	970 students	627	496	1,123	410	487	897
Trip Generation Rate based on Summer 2024 Counts		*0.65*	*0.51*	*1.16*	*0.42*	*0.50*	*0.92*
Proposed Summer Enrollment -Approved Summer Enrollment		***194***	***153***	***347***	***126***	***151***	***277***
Proposed Summer Enrollment - Proposed Academic Year Enrollment		***-70***	***66***	***-4***	***201***	***83***	***284***

9. Multi-modal Intersection Counts	Are new counts being collected in support of this study?* New counts were collected in January 2024 in support of the study. Counts from January 2024 will be used at the following locations: • River Road (MD-190) & Burdette Road • River Road (MD-190) & Royal Dominion Drive • River Road (MD-190) & Beech Tree Road/Nevis Road Counts will be collected in the Fall 2024 at the following locations: • Westbound River Road (MD-190) & Signalized Left-Turn onto NB I-495 (Inner Loop) On-Ramp • River Road (MD-190) & SB I-495 (Outer Loop) Off-Ramp • River Road (MD-190) & Wilson Lane (MD-188) • Burdette Road & Arrowood Road/Hillmead Road Are historical counts being used in support of this study? No. **Refer to the LATR Guidelines for the procedures pertaining to the collection of multi-modal (i.e., motor vehicle, bicycle and pedestrian) intersection counts. Generally, counts are acceptable when they are less than one year old at the time a transportation study is submitted.*
10.Trip Reductions (include justification and supporting documentation for internal capture, pass-by, diverted, Transportation Demand Management)	Trip generation rates were calculated for the academic year using driveway count data collected on January 30, 2024. No trip reductions were applied. Trip generation for summer enrollment was calculated using driveway count data collected on June 27th 2024 and July 23rd 2024. No trip reductions were applied.
11.Trip Distribution % (include a map of the proposed project in addition to a list or table)	☑ A map is attached. Distributions for the school are based on TMC data collected on January 30, 2024 and were calculated by dividing the movement volume by the total In/Out during the corresponding AM or PM peak hour. The distributions for the project (both under existing and future conditions) are the following: <u>Inbound</u> 63% (AM) & 61% (PM) – from the west on River Road (MD-190) 34% (AM) & 35% (PM) – from the east on River Road (MD-190) 3% (AM) & 4% (PM) – from the south on Royal Dominion Drive <u>Outbound</u> 53% (AM) & 61% (PM) – to the west on River Road (MD-190) 41% (AM) & 38% (PM) – to the east on River Road (MD-190) 6% (AM) & 1% (PM) – to the south on Royal Dominion Drive
12.Pipeline Developments to be considered as background traffic (include name, plan #, land uses, and sizes for approved but unbuilt developments or concurrently pending applications; info can be obtained from the M-NCPPC Pipeline website: - website is	• Westwood Shopping Center (120170170) – 106 townhomes, 266 mid-rise multifamily units, 155 senior living beds • Washington Episcopal Day School (120150160) – 121-unit senior housing building

updated quarterly)	
13.Pipeline Transportation Projects to be considered as background condition (fully funded for construction in County Capital Improvement Program, State Consolidated Transportation Program, developer projects, etc. within the next 6 years)	No programmed improvements were identified within the study area.
14. Vision Zero Statement (Include maps depicting the scope of the various Vision Zero Statement scoping requirements.)	• Trigger: All LATR studies for a site that generates 50 or more weekday peak hour person trips must develop a Vision Zero Statement. • Requirements: The Vision Zero Statement consists of four components: 1. **Review High Injury Network segments:** Document any segments on the High Injury Network (HIN) that are within a certain distance of the site frontage. 2. **Assess proximate safety issues:** Review the crash history for all segments and crossings within a certain distance of the site frontage. 3. **Review traffic speeds:** Conduct speed studies within a certain distance from the site frontage. 4. **Describe site access:** Address the safety issues identified in steps 1 through 3 and describe how site circulation promotes safety, outlining how safe access will be provided to the site. The applicant should refer to the *LATR Guidelines* to determine the applicable scoping distance pertaining to steps 1 through 3 and requirements pertaining to steps 1 through 4 above. ☑ Maps are attached. Per the updated GIP Vision Zero requirements, speed studies may be required within 900' of the site frontage for the Project. The proposed speed study locations are: ○ Burdette Road (At least 200 feet north of Burdette Court) ○ River Road between I-495 Ramps and Burdette Road (at least 200 west of Burdette Road) ○ River Road between Royal Dominion Drive and Beech Tree Road (at least 200 east of Royal Dominion Drive) The location of any required speed studies will be closely coordinated with Staff.
Preliminary Mitigation Analysis	***Refer to the LATR Guidelines for details on how to mitigate***
15.Vehicular Analysis (Include a map depicting the location of the study area intersections.)	☑ Vehicular Analysis Anticipated (Vehicular mitigation to be determined after study) ☑ A map is • TEST: The motor vehicle adequacy test will not be applied in "Red" policy areas and these areas will not be subject to LATR motor vehicle mitigation requirements. If the plan generates 50 or more weekday peak hour person trips, HCM Analysis is required to be provided for all intersections analyzed in studies for: 1) "Orange" policy areas, and 2) intersections with a CLV of more than 1,350 in "Yellow & Green" policy areas. 3) **With the exception of intersections located within "Red" policy areas, CLV analysis required for all intersections regardless of policy area. CLV**

	attached.	**assessment and signal timing worksheets are to be included in the study appendix.** • MITIGATION: The applicant must mitigate its impact on vehicle delay or down to the applicable policy area standard, whichever is less.
16.Pedestrian Analysis (Include a map depicting the scope of the applicable walkshed distance requirement.)	☑ Pedestrian Mitigation Anticipated ☑ A map is attached.	• TEST: If the plan generates 50 or more weekday peak hour person trips, mitigation of surrounding pedestrian conditions is required. • MITIGATION: Mitigation consists of three components: (1) **Pedestrian Level of Comfort (PLOC).** Pedestrian system adequacy is defined by providing a "Somewhat Comfortable" or "Very Comfortable PLOC score on streets and intersections for roads classified as Primary Residential or higher within a certain walkshed from the site. (2) **Street Lighting.** The applicant must evaluate existing street lighting based on MCDOT standards along roadways and paths from the development within a certain walkshed from the site frontage. Where standards are not met, the applicant must upgrade the street lighting to meet the applicable standard. (3) **ADA Compliance.** The applicant must fix ADA noncompliance issues within a certain walkshed from the site frontage equivalent to half the walkshed specified in the required scoping distance. The applicant should refer to the *LATR Guidelines* to determine the applicable scoping walkshed distance requirement for each component described above. **Record walkshed distance here: <u>600*</u> feet** **Record ADA distance here: <u>300*</u> feet** ***The project will not go before the planning board before 2025, therefore we propose to use the 2024-2028 Growth and Infrastructure Policy report's updated study areas.** **The study area under the current LATR Guidelines would be 900' (for PLOC and street lights) and 450' (for ADA compliance) beyond the site frontage.**
17.Bicycle Analysis (Include a map depicting the scope of the applicable bicycle scoping requirement.)	☑ Bicycle Mitigation Anticipated ☑ A map is attached.	• TEST: If the plan generates 50 or more peak hour weekday person trips mitigation of surrounding bicycle conditions is required • MITIGATION: Required to ensure a low Level of Traffic Stress (LTS-2) on all existing transportation rights-of-way within a certain distance of the site frontage; Alternatively, the project may provide a master planned improvement that provides an equivalent improvement in the level of traffic stress for cyclists within a certain distance of the site frontage. The applicant should refer to the *LATR Guidelines* to determine the applicable scoping distance requirement. **Record scoping distance here: <u>1,000*</u> feet** ***The project will not go before the planning board before 2025, therefore we propose to use the 2024-2028 Growth and Infrastructure Policy report's updated study areas.** **The study area under the current LATR Guidelines would**

	be 900' beyond the site frontage.
18.Bus Transit Analysis	☑ Transit Mitigation Anticipated ☑ A map is attached. • TEST: If the plan generates 50 or more peak hour person trips mitigation of surrounding transit conditions is required. Projects located within "Green" policy areas are exempt from the bus transit adequacy test. • MITIGATION: Required to ensure that there are bus shelters outfitted with realtime traveler information displays and other standard amenities, along with a safe, efficient, and accessible path between the site and a bus stop, at a certain number of bus stops within a certain distance from the site. The applicant should refer to the *LATR Guidelines* to determine the applicable number of bus stop and scoping distance requirement. Bus stop boarding information for stops within the study area will be provided in the study. **Record scoping distance here: <u>1,500*</u> feet** ***The project will not go before the planning board before 2025, therefore we propose to use the 2024-2028 Growth and Infrastructure Policy report's updated study areas.** **The study area under the current LATR Guidelines would be 1,300' beyond the site frontage and three (3) shelters.**
Additional Analysis or Software Required	☑Queuing Analysis ☐Signal Warrant Analysis ☐ Weaving/Merge Analysis ☐ Accident Analysis ☑ Synchro (If CLV >1,350) ☐ SIDRA ☐ VISSIM ☐ CORSIM ☐ Other_____

M-NCPPC Clarifications	**Additional Assumptions & Special Circumstances for Discussion**
• **Transportation impact study will comply** with all other requirements of the LATR Guidelines not listed on this form. • **If physical improvements are proposed as mitigation**, the transportation impact study will demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). • **If the development proposal significantly changes after this transportation impact study** scope has been agreed to, the Applicant will work with M-NCPPC staff to amend the scope to accurately reflect the new proposal. • **A receipt from MCDOT** showing that the transportation impact study review fee has been paid will be provided to M-NCPPC DARC at the time the development application is submitted. • **An electronic copy of the transportation impact study** and appendices will be provided to Planning Department and MCDOT in electronic format. * * At the time of this document's publication, the Planning Department is accepting plan applications electronically using the E-Plans platform: (https://montgomeryplanning.org/resources/eplans-applicant-user-guide/)	Although the project will be assessing multimodal conditions through the aforementioned study area sizes, off-site improvements and the Proportionality Guide cost cap do not apply as the project does not increase the square footage of the school (only the enrollment size). Please note that the study areas presented above reflect the latest study area extents from the 2024-2028 Growth & Infrastructure Policy Planning Board Draft from July 2024. Study area graphics (see scoping attachments) compare these study area boundaries to the specified boundaries set in the June 2023 LATR Guidelines. The Vision Zero study area still reflects the June 2023 LATR Guidelines as there is no updated study area guidance in the GIP draft. School year counts (January 2024) and summer counts (June and July 2024) are included with the Scoping Attachments. Traffic queues for the study intersections will be determined using a SimTraffic model for MD 190. The operational analysis will use the PHF calculated by

	movement for the school trips at the site driveway.
	
	Capacity and queueing analysis will be provided for Existing, Background, and Future Conditions, consistent with the LATR Guidelines for the following study periods:
	• AM Peak
	  ○ This will be based on the hour when school trips are highest because this is when the school has the highest impact (School AM Peak Hour 7:15-8:15 AM)
	• PM Peak
	  ○ Roadway PM Peak Hour (3:15-4:15 PM) using School PM Peak Hour trip generation rates (3:30-4:30 PM) for a conservative analysis
	
	Analyzing a single PM peak hour that is based on both the roadway PM peak and the School PM peak presents the most conservative scenario and we are not proposing to analyze the School PM separately as they are only differ by 15-minutes.
	
	The LATR will include a queue table highlighting the 95th percentile queues and available queue storage. Synchro and SimTraffic outputs will also be provided in the appendix. Synchro and SimTraffic files will be included with our submission.
	
	There is an existing Transportation Management Plan included in the attachments. The TMP will be updated as part of this application.
	
	The School is also in compliance with the applicable conditions of all approved special exceptions.

B. Background Developments Trip Generation

WASHINGTON EPISCOPAL SCHOOL
Bethesda, MD

TRANSPORTATION IMPACT STUDY
May 20, 2015

727 15th Street, NW
Suite 1000
Washington, DC 20005

Phone 202 370 6000
Fax 202 370 6001
mail www.symmetradesign.com

symmetra design

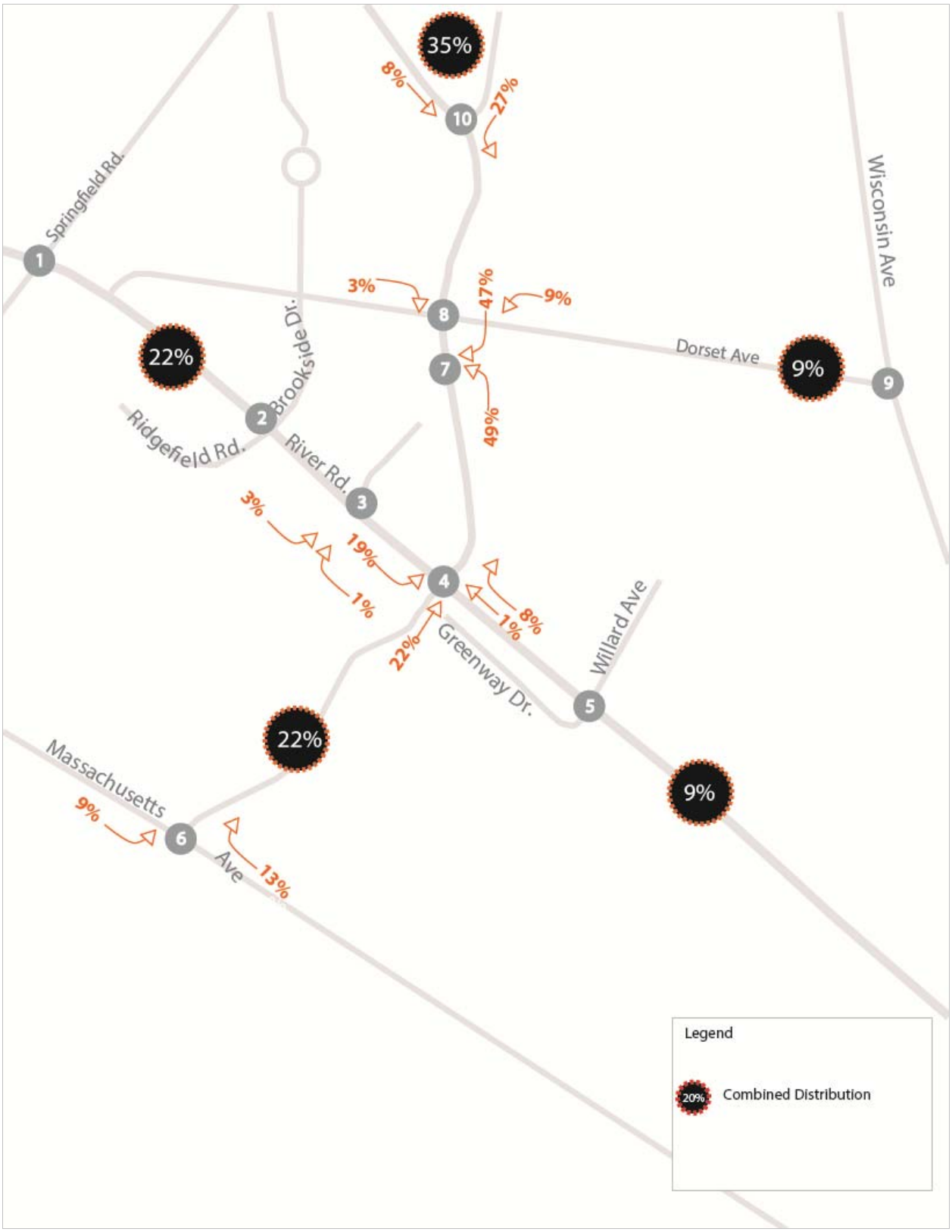


Figure 7: Existing Inbound Directional Distribution

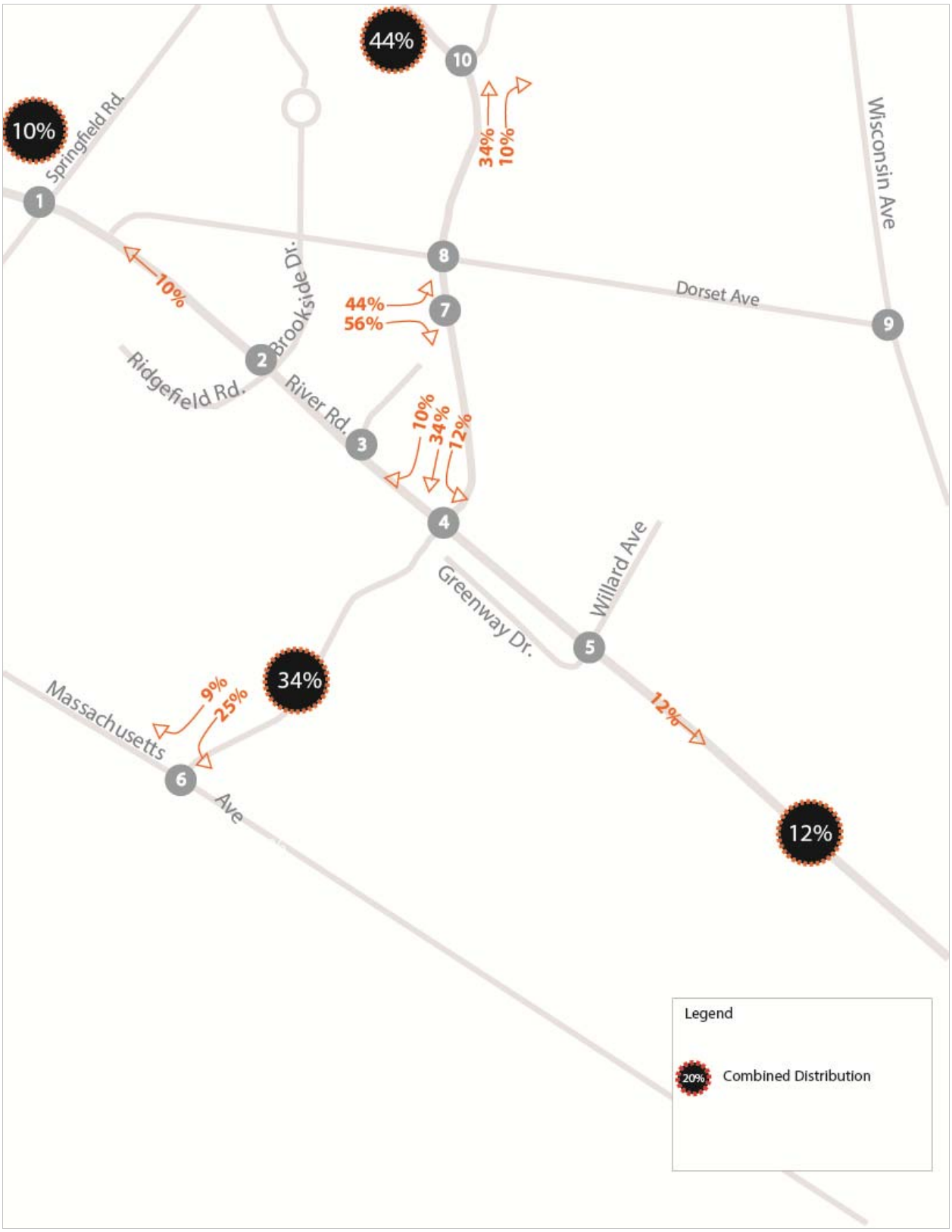


Figure 8: Existing Outbound Directional Distribution

Table 15: Future Trip Generation

	AM Peak			School PM Peak			Commuter PM Peak		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing School Traffic	223	159	382	92	121	213	15	22	37
Future Student Growth	216	154	371	89	117	207	15	21	36
Total Future School Traffic	439	313	753	181	238	420	30	43	73
Proposed Senior Living Apartment Traffic	*6*	*10*	*16*	*n/a*	*n/a*	*n/a*	*12*	*8*	*20*
Total Future Site Trips	**445**	**323**	**769**	**181**	**238**	**420**	**42**	**51**	**93**
Net Increase in Site Trips	**216**	**154**	**371**	**89**	**117**	**207**	**15**	**21**	**36**

The WES expansion project including the Senior Living Apartment is expected to generate a net increase of 371 total trips during the AM pear hour, 207 trips during the School PM peak hour and 36 additional site trips during the Commuter PM peak hour. Of that total, 16 AM trips and 20 Commuter PM trips would be associated with the Senior Living component. Although the Senior Living Apartment could potentially generate minimal traffic during the School PM peak hour, no trips were included in the future trip generation projections as there is no trip rate equation that represents conditions during the school PM peak hour.

Future Directional Distribution

Directional distribution for the proposed Senior Living apartment is shown in **Figure 14**. Trip distribution for the Senior Living apartment was developed using the 2013 LATR Super District distribution for residential uses. Total future site trips, associated with WES school and the senior living apartment, are shown in **Figure 15.** Total future traffic volumes are illustrated in **Figure 16**.

WELLS + ASSOCIATES

WESTWOOD PROPERTIES

MONTGOMERY COUNTY, MARYLAND

June 14, 2018

Figure 15

Directions of Approach-

New Residential Traffic

Westbard, Montgomery County, Maryland

Bethesda, Maryland

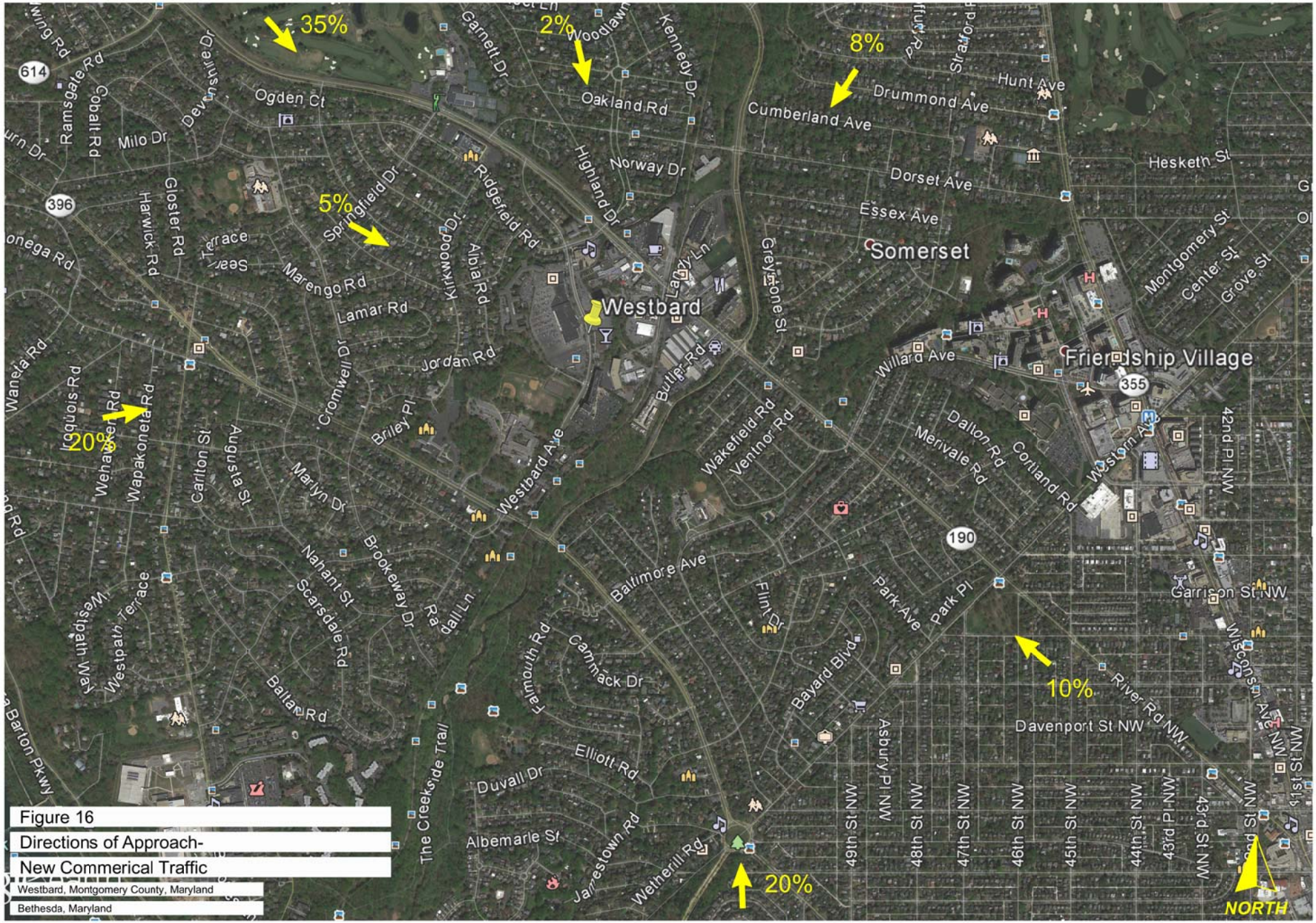


Figure 16

Directions of Approach-

New Commerical Traffic

Westbard, Montgomery County, Maryland

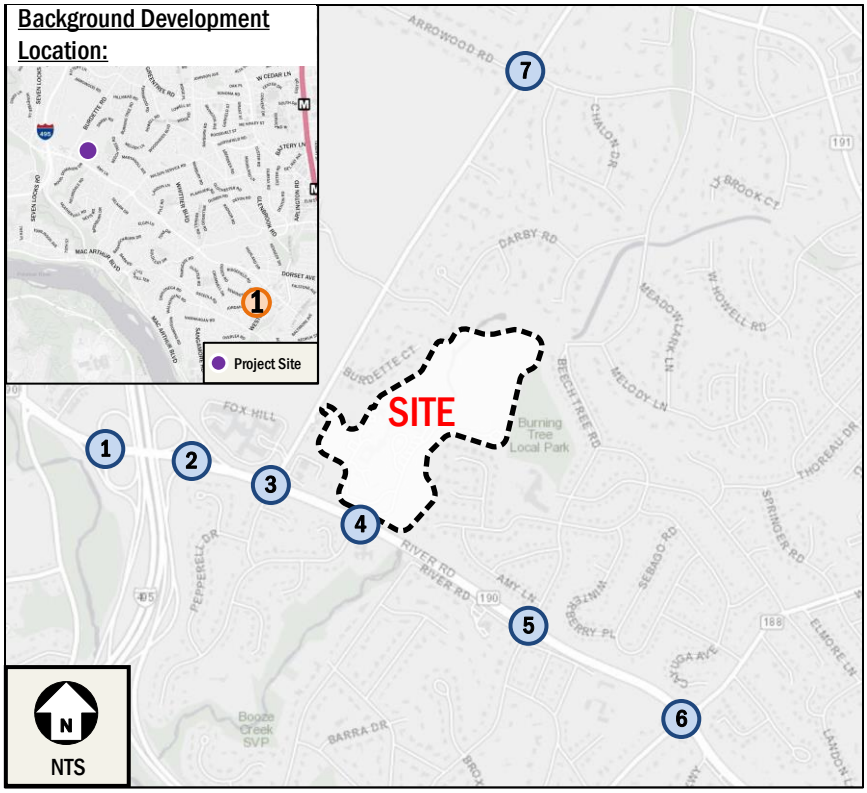
Bethesda, Maryland

Table 7
Westwood Properties
Proposed Trip Generation - Phase II

Land Use	ITE Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
External Trips - Phase I									
Retail	MNCPPC	127,480	SF	142	124	266	360	304	664
Office	MNCPPC	5,074	SF	5	0	5	0	7	7
High Turn-Over Sit-Down Restaurant	932	21,247	SF	88	70	158	42	18	60
Quality Restaurant	931	21,247	SF	9	2	11	30	11	41
Apartments	221	190	D.U	15	38	53	19	10	29
Townhomes	MNCPPC	72	D.U	6	21	27	15	7	22
Phase I New External Trips Subtotal				*265*	*255*	*520*	*466*	*357*	*823*
Phase I Retail and Restaurant Pass-by Trips				0	0	0	239	177	419
External Trips - Phase II									
Apartments	221	220	D.U	19	55	74	57	32	94
Townhomes	MNCPPC	34	D.U	3	12	15	19	9	28
Retail New Trips	MNCPPC	5,000	SF	5	4	9	12	11	23
Phase II New External Trips Subtotal				27	71	98	88	52	145
Phase II Retail Pass-by Trips		*34%*	(PM Only)	0	0	0	6	6	12
Full Build-Out Total New External Trips				**292**	**326**	**618**	**554**	**409**	**968**
Full Build-Out Total Pass-by Trips				**0**	**0**	**0**	**245**	**183**	**431**

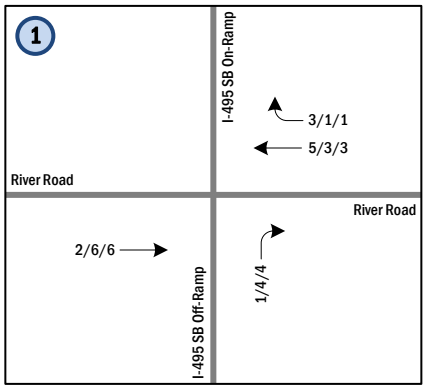
Note: 1. See Tables 5 and 4 for details on trip generation calculations.

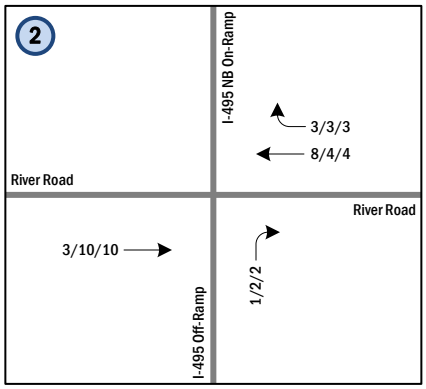
C. Background Developments Trip Assignment

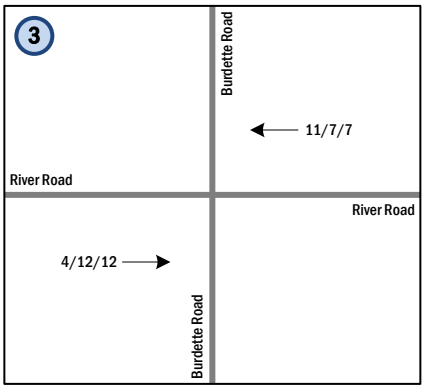


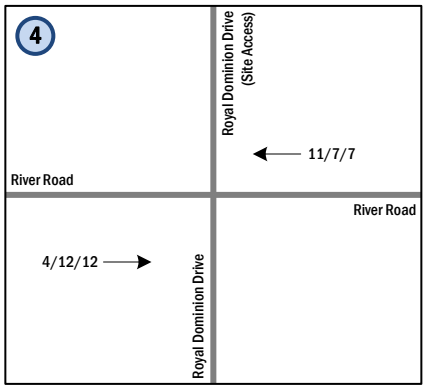
Background Development: Westwood Shopping Center, Residential

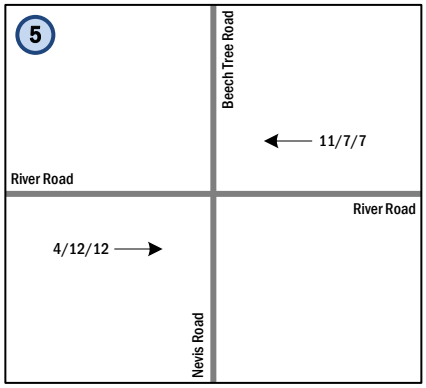
#	Study Intersection
→	Turning Movement
XX/XX/XX	AM/PM/Summer PM Peak Hour Volume

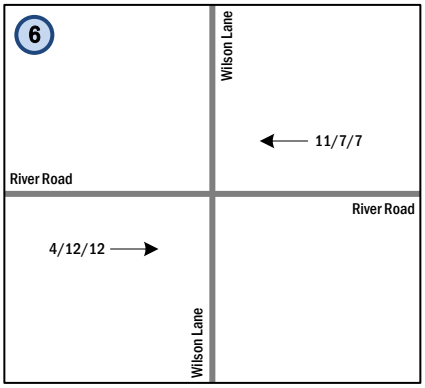


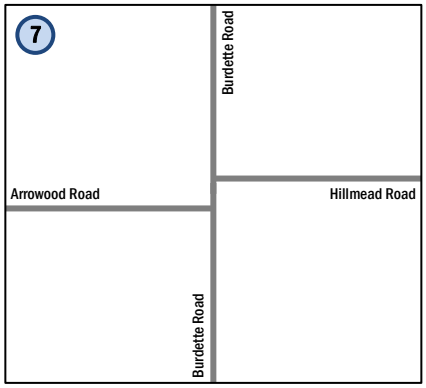


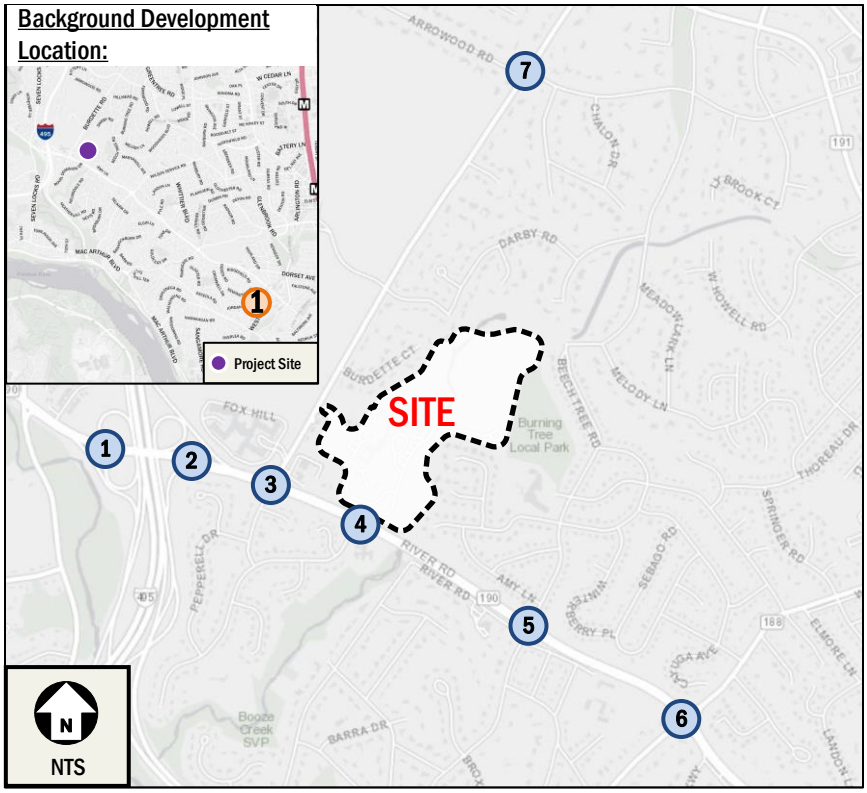






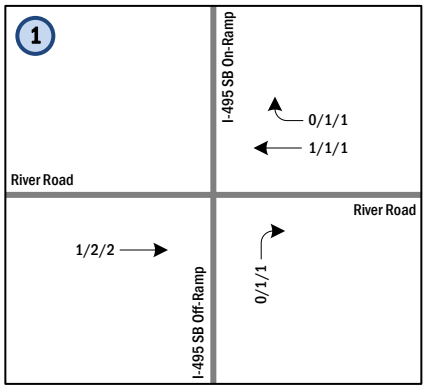


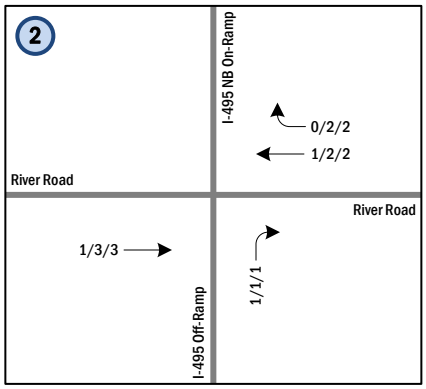


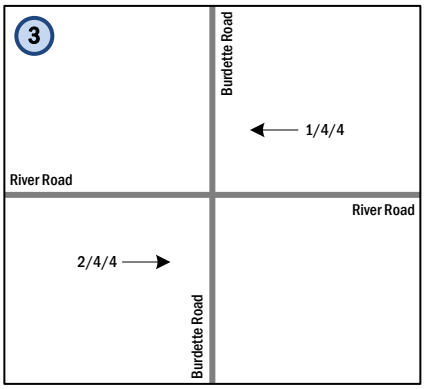


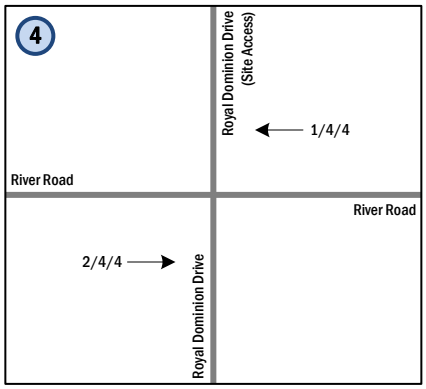
Background Development: Westwood Shopping Center, Retail

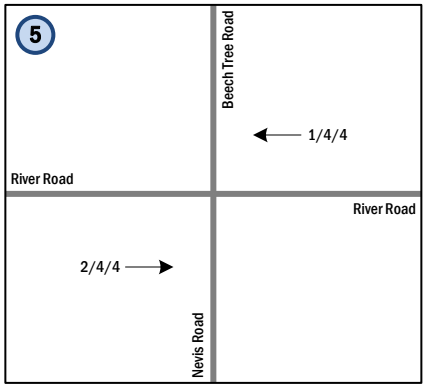
#	Study Intersection
→	Turning Movement
XX/XX/XX	AM/PM/Summer PM Peak Hour Volume

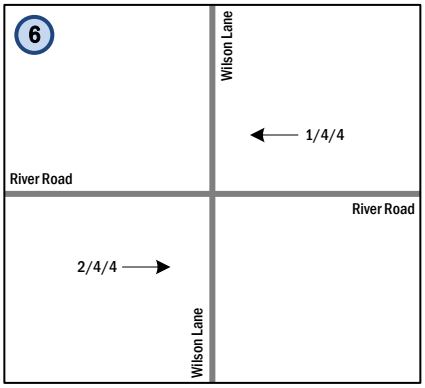


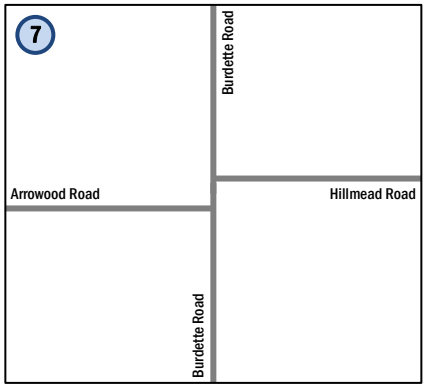


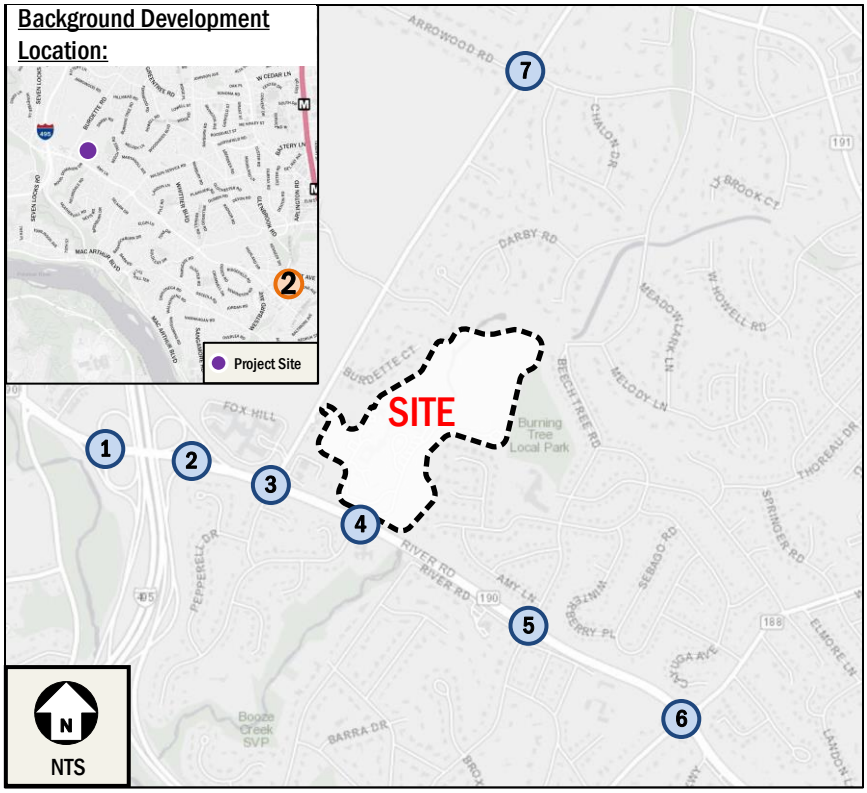






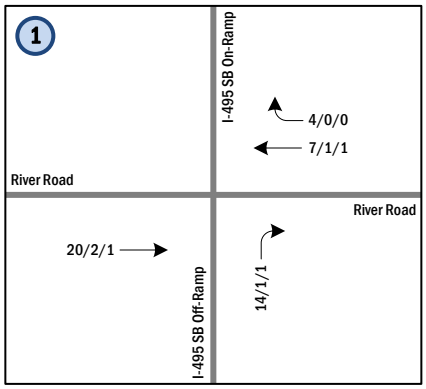


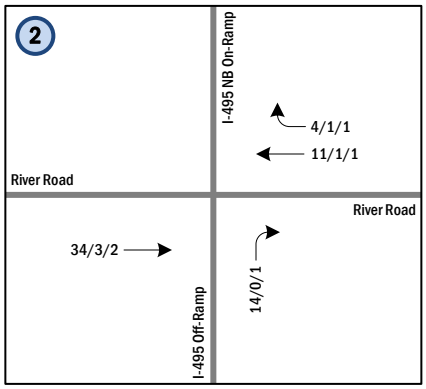


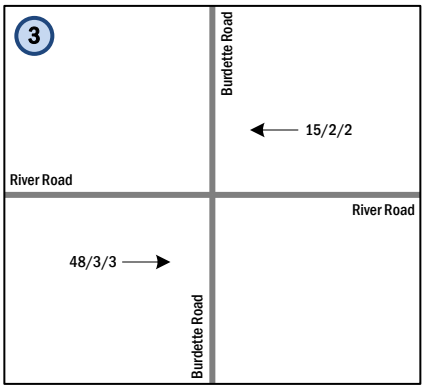


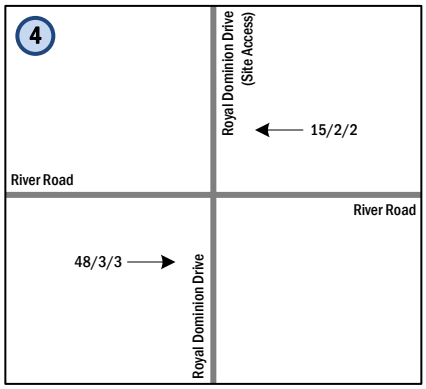
Background Development: Washington Episcopal Day School, School Trips

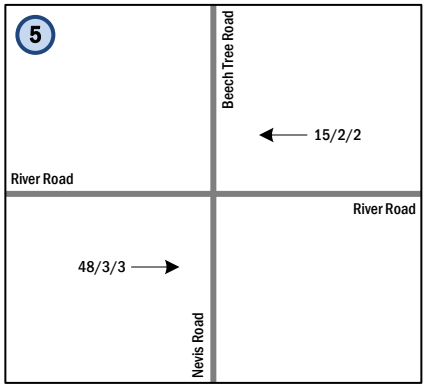
#	Study Intersection
→	Turning Movement
XX/XX/XX	AM/PM/Summer PM Peak Hour Volume

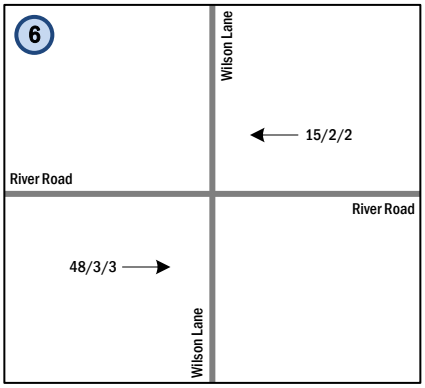


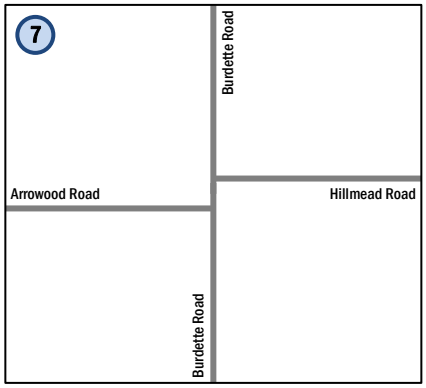












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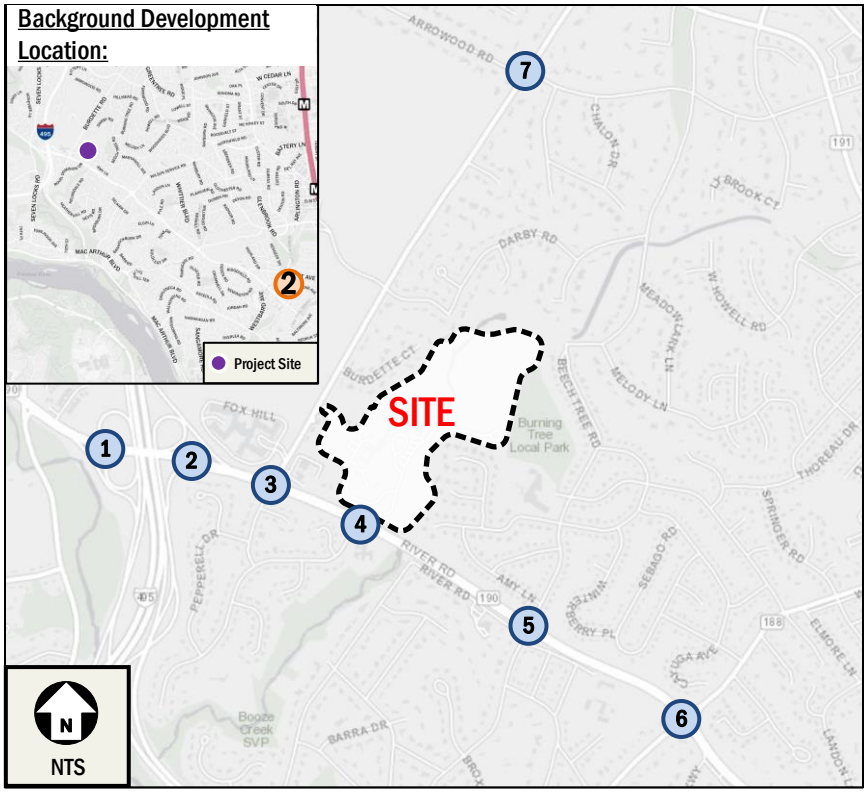
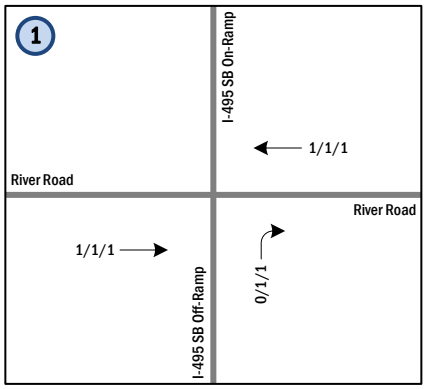
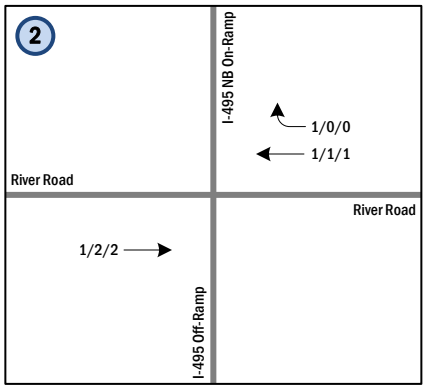
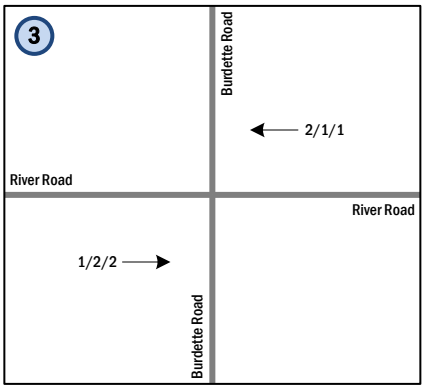


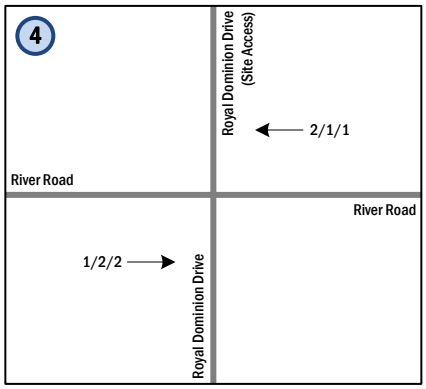
Background Development: Washington Episcopal Day School, School Trips

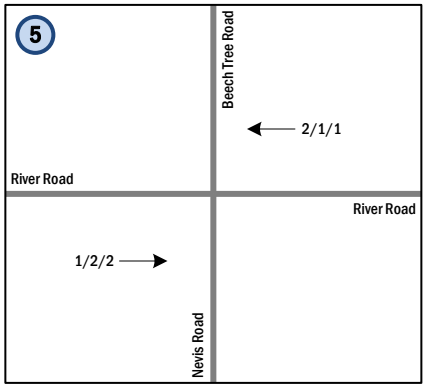
#	Study Intersection
→	Turning Movement
XX/XX/XX	AM/PM/Summer PM Peak Hour Volume

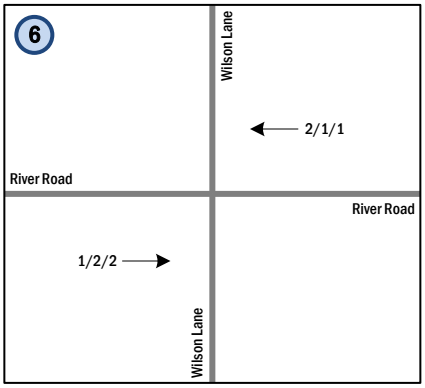


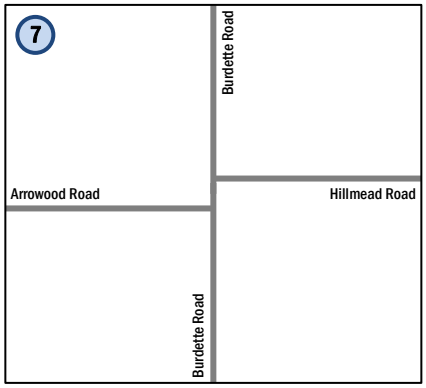












D. Detailed Site Trip Generation Calculations

Line #	Condition	Enrollment	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	School PM Peak In	School PM Peak Out	School PM Peak Total
	Existing Trip Generation							
1	School Year Enrollment	670 students	537	331	868	161	311	472
2	*Existing School Year Trip Generation Rate Per Student Based on January 2024 Driveway Counts*		*0.80*	*0.50*	*1.30*	*0.24*	*0.46*	*0.70*
3	Summer Enrollment (Approved)	665 campers	430	340	770	281	333	614
4	*Existing Summer Trip Generation Rate Per Camper Based on Summer 2024 Driveway Counts*		*0.65*	*0.51*	*1.16*	*0.42*	*0.50*	*0.92*
	Future Trip Generation without Proposed TDM Mitigation							
5	Proposed School Year Enrollment	870 students	697	430	1,127	209	404	613
6	*Previously Proposed School Year Trip Generation Rate Per Student Based on 1/30/24 Driveway Counts*		*0.80*	*0.50*	*1.30*	*0.24*	*0.46*	*0.70*
7	*Net School Year Trips (Proposed School Year Trips No TDM - Existing School Year Trips)*		*160*	*99*	*259*	*48*	*93*	*141*
8	Proposed Summer Enrollment	970 campers	627	496	1,123	338*	403*	741*
9	*Previously Proposed Summer Trip Generation Rate Per Camper Based on Summer 2024 Driveway Counts and Modification in the PM*		*0.65*	*0.51*	*1.16*	*0.35**	*0.41**	*0.76**
10	*Net Summer Trips (Proposed Summer Trips No TDM - Existing Summer Year Trips)*		*N/A*	*N/A*	*N/A*	*57**	*70**	*127**
	Proposed Trip Generation with Trip-Reducing TDM Mitigation							
11	Existing School Year Enrollment based on proposed trip generation methodology (reference/validation purposes only, not analyzed)	670 students	538	332	870	162	311	473
12	*Existing Trip Generation Rate Per Student Based on Travel Data Model and Validated with Driveway Counts*		*0.80*	*0.50*	*1.30*	*0.24*	*0.46*	*0.70*
13	Summer Enrollment based on proposed trip generation methodology (reference/validation purposes only, not analyzed)	665 campers	433	341	774	281	333	614
14	*Existing Summer Trip Generation Rate Per Camper Based on Travel Data Model and Validated with Driveway Counts*		*0.65*	*0.51*	*1.16*	*0.42*	*0.50*	*0.92*
15	**Proposed School Year Enrollment with TDM**	**870 students**	**618**	**400**	**1,018**	**196**	**357**	**553**
16	***Proposed Trip Generation Rate Per Student Based on Existing Travel Data with TDM Model***		***0.71***	***0.46***	***1.17***	***0.23***	***0.41***	***0.64***
17	***Net School Year Trips (Proposed School Year Trips with TDM - Existing School Year Trips)***		***81***	***69***	***150***	***35***	***46***	***81***
18	**Proposed Summer Enrollment with TDM**	**970 campers**	***546***	***459***	**1,005**	***350***	***454***	***804***
19	***Proposed Trip Generation Rate Per Camper Based on Existing Travel Data with TDM Model***		***0.56***	***0.48***	***1.04***	***0.36***	***0.47***	***0.83***
20	***Net Summer Trips (Proposed Summer Trips with TDM - Existing Summer Trips)***		***N/A***	***N/A***	***N/A***	***69***	***121***	***190***
	Proposed Net Trip Generation							

Notes:

Lines 1-4 **Existing Conditions Data:**

The trip generation rates per student/campers are based on driveway counts collected in January 2024 and Summer 2024. These are analyzed in the LATR "Existing Conditions" scenario.

Lines 5-10 **Future Conditions Data Unmitigated (No TDM):**

This approach has been superseded by the proposed trip generation with TDM as mitigation and the unmitigated trip generation is provided as reference for the purpose of the unmitigated total future scenario analysis.

* The unmitigated summer PM trip generation was modified to reflect staggered dismissals and the assumption that approximately 805 campers would be dismissed during the summer PM generator peak as detailed in previous submissions of this LATR.

Lines 11-14 **Proposed Trip Generation Methodology Validated to Existing Counts**

The existing school year and summer trip generation is presented based on existing student/staff travel patterns, mode splits, number of households with multiple students/campers, arrival/departure data, and other information provided by the school for reference and to validate this methodology for use in the proposed conditions. This trip generation is not analyzed and is presented for validation purposes only.

Lines 15-17 **Proposed School Year Trip Generation Methodology**

Developed using existing travel patterns, driveway counts, mode split data, and carpooling rates for students and staff.

Trip distributions and methodology validated through iterative traffic counts analysis.

Includes modifications to school year operations and implementation of robust transportation demand management (TDM) strategies such as:

- Limiting student parking passes to 85
- Significant increase in bus ridership rate from the existing 28% to a target bus ridership of 36%

Includes conservative approach to other variables where higher trip reductions are expected but were not applied to this analysis such as:

- Percentage of students carpooling held constant despite expected growth with increased enrollment and expanded carpooling incentives.
- Conservative increase in carpooling rates and non-auto mode splits for staff applied to this analysis despite higher increases expected due to comprehensive TDM incentives

Line 17 **Proposed School Year Analysis with TDM:**

AM peak hour analyzed for net 150 new trips during the school AM peak hour with the corresponding roadway volumes at this time (7:15-8:15 AM)

PM peak hour analyzed for net 81 new trips during the school's dismissal peak hour (3:15-4:15 PM) with the roadway's peak hour volumes at (3:30-4:30 PM) as a conservative approach

Lines 18-20 **Proposed Summer Trip Generation Methodology:**

Developed using existing travel patterns, driveway counts, mode split data, and carpooling rates for campers and staff.

Trip distributions and methodology validated through iterative traffic count analysis.

Includes the following modifications to summer operations:

- Staggered start/end times
- Increase in the before-/after- care program

Includes conservative approach to other variables where additional trips reductions would be expected but were not applied in this analysis such as:

- Summer bus ridership percentage was held constant despite expected growth that would result in fewer peak hour trips than assumed in this analysis.
- Number of households with multiple campers held constant despite expected growth with increased summer enrollment.

Line 20 **Proposed Summer Analysis with TDM:**

No summer AM peak hour trip analysis because the proposed summer trips are lower than the proposed school year trips during the AM peak hour.

- The proposed summer enrollment generates 1,005 AM peak hour trips which are 13 fewer trips than the proposed 1,018 school year AM peak hour trips
- Summer roadway volumes are lower than in the school year and therefore, summer AM analysis would not identify any roadway capacity or adequacy findings beyond those established in the School Year AM analysis for 870 students.

Summer PM analyzed for net 190 new trips during the summer PM peak hour with the corresponding *school year* roadway volumes at this time (2:30-3:30 PM)

- Scenario presents a highly conservative approach by analyzing the net summer trips with school year roadway volumes on the network as the roadway volumes are significantly lower in the summer and analysis results represent conditions that would not be experienced during the summer. A summer volume comparison can be found in Table 10 of the LATR. Further Data is included in the appendix.

Existing School Year Trip Generation (for reference/validation purposes only, not analyzed)

Student Population

Student Population

Total Students: 670

Student Transportation Demand

Mode Split

	% of Students	# of Students
Drive and Park	10%	65
Drive in Drop-Off	59%	397
Passenger in Car that Parks	3%	19
Public Transportation	0%	0
Walk	0%	0
Bike	0%	0
School Bus	28%	189
	100.0%	670

Buses: 12

Students/Bus: 15.75

	% of Students	# of Students
Students carpooling	21%	141

Average number of students in drop-off vehicle 1.27

	Total	PUDO	Park	Buses
Number of vehicles	390	313	65	12

School Day

Before Care Start Time	-
School Start Time	8:00 AM
School End time	3:30 PM
After Care/Activities End Time	

Distribution of Student Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	0%	0%	0	0
45 - 60 minutes before bell time	7:00 AM	0%	0%	0	0
30 - 45 minutes before bell time	**7:15 AM**	**11%**	**6%**	**43**	**19**
15 - 30 minutes before bell time	**7:30 AM**	**32%**	**26%**	**125**	**81**
0 - 15 minutes before bell time	**7:45 AM**	**46%**	**46%**	**180**	**146**
0 - 15 minutes after bell time	**8:00 AM**	**11%**	**24%**	**43**	**75**
15 - 30 minutes after bell time	8:15 AM	0%	0%	0	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
	Total:	100%	102%	391	321

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	100%	102%	
AM Peak Hour Trips	391	321	712

Departure	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	0%	0%	0	0
30 - 45 minutes before bell time	2:45 PM	0%	0%	0	0
15 - 30 minutes before bell time	3:00 PM	10%	3%	31	11
0 - 15 minutes before bell time	3:15 PM	11%	3%	34	11
0 - 15 minutes after bell time	3:30 PM	**17%**	**27%**	**53**	**103**
15 - 30 minutes after bell time	3:45 PM	**12%**	**12%**	**36**	**51**
30 - 45 minutes after bell time	4:00 PM	**10%**	**10%**	**31**	**40**
45 - 60 minutes after bell time	4:15 PM	**9%**	**6%**	**30**	**24**
60 - 75 minutes after bell time	4:30 PM	9%	9%	28	34
75 - 90 minutes after bell time	4:45 PM	6%	5%	17	17
90 - 105 minutes after bell time	5:00 PM	6%	4%	17	15
105 - 120 minutes after bell time	5:15 PM	8%	5%	25	17
120 - 135 minutes after bell time	5:30 PM	12%	11%	38	42
135 - 150 minutes after bell time	5:45 PM	7%	5%	20	19
150 - 165 minutes after bell time	6:00 PM	3%	4%	9	16
165 - 180 minutes after bell time	6:15 PM	1%	1%	3	3
180 - 195 minutes after bell time	6:30 PM	0%	0%	0	0
195 - 210 minutes after bell time	6:45 PM	0%	0%	0	0
	Total:	119%	103%	372	403

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	48%	55%	
School PM Peak Hour	150	218	368
	PM Commuter Peak		
	28%	22%	
Non-School PM Peak	87	83	170

Daycare Population

Daycare Population

Total Students: 24

Student Transportation Demand

Mode Split

	% of Students	# of Students
Drive and Park	0%	0
Drive in Drop-Off	21%	5
Passenger in Car that Parks	79%	19
Public Transportation	0%	0
Walk	0%	0
Bike	0%	0
School Bus	0%	0
	100.0%	24

	% of Students	# of Students
Student households with siblings/carpooling	0%	0

Average number of students in drop-off vehicle 1.00

	Total	PUDO	Park
Number of vehicles	5	5	0

School Day

Before Care Start Time	-
School Start Time	7:30 AM
School End time	5:00 PM
Extended Day End Time	6:00 PM

Distribution of Daycare Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	0%	0%	0	0
45 - 60 minutes before bell time	7:00 AM	0%	0%	0	0
30 - 45 minutes before bell time	**7:15 AM**	**45%**	**45%**	**2**	**2**
15 - 30 minutes before bell time	**7:30 AM**	**20%**	**20%**	**1**	**1**
0 - 15 minutes before bell time	**7:45 AM**	**20%**	**20%**	**1**	**1**
0 - 15 minutes after bell time	**8:00 AM**	**15%**	**15%**	**1**	**1**
15 - 30 minutes after bell time	8:15 AM	0%	0%	0	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
	Total:	100%	100%	5	5

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	100%	100%	
AM Peak Hour Trips	5	5	10

Departure	Time	Distributions IN	Distributions 0	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	0%	0%	0	0
30 - 45 minutes before bell time	2:45 PM	0%	0%	0	0
15 - 30 minutes before bell time	3:00 PM	0%	0%	0	0
0 - 15 minutes before bell time	3:15 PM	0%	0%	0	0
0 - 15 minutes after bell time	3:30 PM	**0%**	**0%**	**0**	**0**
15 - 30 minutes after bell time	3:45 PM	**0%**	**0%**	**0**	**0**
30 - 45 minutes after bell time	4:00 PM	**0%**	**0%**	**0**	**0**
45 - 60 minutes after bell time	4:15 PM	**0%**	**0%**	**0**	**0**
60 - 75 minutes after bell time	4:30 PM	5%	5%	0	0
75 - 90 minutes after bell time	4:45 PM	50%	50%	3	3
90 - 105 minutes after bell time	5:00 PM	25%	25%	1	1
105 - 120 minutes after bell time	5:15 PM	10%	10%	1	1
120 - 135 minutes after bell time	5:30 PM	5%	5%	0	0
135 - 150 minutes after bell time	5:45 PM	5%	5%	0	0
150 - 165 minutes after bell time	6:00 PM	0%	0%	0	0
165 - 180 minutes after bell time	6:15 PM	0%	0%	0	0
180 - 195 minutes after bell time	6:30 PM	0%	0%	0	0
195 - 210 minutes after bell time	6:45 PM	0%	0%	0	0
	Total:	100%	100%	5	5

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	0%	0%	
School PM Peak Hour	0	0	0
	PM Commuter Peak		
	90%	90%	
Non-School PM Peak	5	5	10

Staff/Faculty Population

Employee Population

Total Staff 200

Employee Transportation Demand

Mode Split

	% of staff/faculty	# of staff/faculty
Drive and Park	98.0%	196
Drop-off (Alone)		0
Public Transportation		0
Walk	2.0%	4
Bike		0
	100.0%	200

	% of staff/faculty	# of staff/faculty
Staff carpooling	1%	2

Average number of staff in carpool 1.01

Number of vehicles 194

School Day

Before Care Start Time	-
School Start time	8:00 AM
School End time	3:30 PM
After Care/Activities End Time	

Distribution of Staff/Faculty Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	6%	0%	12	0
45 - 60 minutes before bell time	7:00 AM	15%	5%	29	10
30 - 45 minutes before bell time	**7:15 AM**	**15%**	**1%**	**29**	**2**
15 - 30 minutes before bell time	**7:30 AM**	**25%**	**2%**	**49**	**3**
0 - 15 minutes before bell time	**7:45 AM**	**20%**	**1%**	**39**	**1**
0 - 15 minutes after bell time	**8:00 AM**	**13%**	**0%**	**25**	**0**
15 - 30 minutes after bell time	8:15 AM	6%	0%	12	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
		100%	8%	195	

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	73%	3%	
AM Peak Hour Trips	142	6	148

Departure	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	7%	4%	14	8
30 - 45 minutes before bell time	2:45 PM	17%	15%	32	29
15 - 30 minutes before bell time	3:00 PM	2%	5%	4	10
0 - 15 minutes before bell time	3:15 PM	2%	4%	4	8
0 - 15 minutes after bell time	3:30 PM	**2%**	**8%**	**4**	**16**
15 - 30 minutes after bell time	3:45 PM	**2%**	**18%**	**3**	**35**
30 - 45 minutes after bell time	4:00 PM	**1%**	**12%**	**2**	**23**
45 - 60 minutes after bell time	4:15 PM	**2%**	**10%**	**3**	**19**
60 - 75 minutes after bell time	4:30 PM	0%	9%	0	17
75 - 90 minutes after bell time	4:45 PM	0%	4%	0	8
90 - 105 minutes after bell time	5:00 PM	0%	6%	0	12
105 - 120 minutes after bell time	5:15 PM	1%	5%	2	10
120 - 135 minutes after bell time	5:30 PM	5%	10%	10	19
135 - 150 minutes after bell time	5:45 PM	0%	5%	0	10
150 - 165 minutes after bell time	6:00 PM	1%	3%	2	6
165 - 180 minutes after bell time	6:15 PM	5%	6%	10	12
180 - 195 minutes after bell time	6:30 PM	15%	8%	29	16
195 - 210 minutes after bell time	6:45 PM	7%	18%	13	35
		67%	150%	132	293

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	6%	48%	
School PM Peak Hour	12	93	105
	PM Commuter Peak		
	1%	24%	
Non-School PM Peak	2	47	49

Proposed School Year Trip Generation (for reference/validation purposes only, not analyzed)

Student Population

Student Population

Total Students: 870

Student Transportation Demand

Mode Split

	% of Students	# of Students	
Drive and Park	10%	85	20
Drive in Drop-Off	51%	447	50
Passenger in Car that Parks	3%	25	6
Public Transportation	0%	0	0
Walk	0%	0	0
Bike	0%	0	0
School Bus	36%	313	124
	100.0%	870	200

Buses: 14

Students/Bus: 22.36

	% of Students	# of Students
Students carpooling	21%	183
Average number of students in drop-off vehicle	1.27	

	Total	PUDO	Park	Buses
Number of vehicles	452	353	85	14

School Day

Before Care Start Time	-
School Start Time	8:00 AM
School End time	3:30 PM
After Care/Activities End Time	

Distribution of Student Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	0%	0%	0	0
45 - 60 minutes before bell time	7:00 AM	0%	0%	0	0
30 - 45 minutes before bell time	**7:15 AM**	**11%**	**6%**	**50**	**21**
15 - 30 minutes before bell time	**7:30 AM**	**32%**	**26%**	**145**	**92**
0 - 15 minutes before bell time	**7:45 AM**	**46%**	**46%**	**208**	**164**
0 - 15 minutes after bell time	**8:00 AM**	**11%**	**24%**	**50**	**85**
15 - 30 minutes after bell time	8:15 AM	0%	0%	0	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
	Total:	100%	102%	453	362

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	100%	102%	
AM Peak Hour Trips	453	362	815

Departure	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	0.0%	0.0%	0	0
30 - 45 minutes before bell time	2:45 PM	0.0%	0.0%	0	0
15 - 30 minutes before bell time	3:00 PM	10.0%	3.0%	35	13
0 - 15 minutes before bell time	3:15 PM	11.0%	3.0%	39	13
0 - 15 minutes after bell time	3:30 PM	**18.0%**	**27.0%**	**64**	**119**
15 - 30 minutes after bell time	3:45 PM	**12.0%**	**12.0%**	**42**	**61**
30 - 45 minutes after bell time	4:00 PM	**10.0%**	**10.0%**	**35**	**46**
45 - 60 minutes after bell time	4:15 PM	**11.5%**	**5.5%**	**43**	**27**
60 - 75 minutes after bell time	4:30 PM	9.0%	9.0%	32	39
75 - 90 minutes after bell time	4:45 PM	5.5%	4.5%	19	20
90 - 105 minutes after bell time	5:00 PM	5.5%	4.0%	19	18
105 - 120 minutes after bell time	5:15 PM	8.0%	4.5%	28	20
120 - 135 minutes after bell time	5:30 PM	11.5%	11.0%	41	48
135 - 150 minutes after bell time	5:45 PM	6.5%	5.0%	23	22
150 - 165 minutes after bell time	6:00 PM	3.0%	3.5%	11	18
165 - 180 minutes after bell time	6:15 PM	0.5%	0.5%	3	3
180 - 195 minutes after bell time	6:30 PM	0.0%	0.0%	0	0
195 - 210 minutes after bell time	6:45 PM	0.0%	0.0%	0	0
	Total:	122.00%	102.5%	434	467

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	52%	55%	
School PM Peak Hour	184	253	437

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	28%	22%	
Non-School PM Peak	98	97	195

Daycare Population

Student Population

Total Students: 31

Student Transportation Demand

Mode Split

	% of Students	# of Students
Drive and Park	0%	0
Drive in Drop-Off	21%	6
Passenger in Car that Parks	79%	25
Public Transportation	0%	0
Walk	0%	0
Bike	0%	0
School Bus	0%	0
	100.0%	31

	% of Students	# of Students
Student households with siblings/carpooling	0%	0
Average number of students in drop-off vehicle	1.00	

	Total	PUDO	Park
Number of vehicles	6	6	0

School Day

Before Care Start Time	-
School Start Time	7:30 AM
School End time	5:00 PM
Extended Day End Time	6:00 PM

Distribution of Daycare Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	0%	0%	0	0
45 - 60 minutes before bell time	7:00 AM	0%	0%	0	0
30 - 45 minutes before bell time	**7:15 AM**	**45%**	**45%**	**3**	**3**
15 - 30 minutes before bell time	**7:30 AM**	**20%**	**20%**	**1**	**1**
0 - 15 minutes before bell time	**7:45 AM**	**20%**	**20%**	**1**	**1**
0 - 15 minutes after bell time	**8:00 AM**	**15%**	**15%**	**1**	**1**
15 - 30 minutes after bell time	8:15 AM	0%	0%	0	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
	Total:	100%	100%	6	6

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	100%	100%	
AM Peak Hour Trips	6	6	12

Departure	Time	Distributions IN	Distributions 0	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	0%	0%	0	0
30 - 45 minutes before bell time	2:45 PM	0%	0%	0	0
15 - 30 minutes before bell time	3:00 PM	0%	0%	0	0
0 - 15 minutes before bell time	3:15 PM	0%	0%	0	0
0 - 15 minutes after bell time	3:30 PM	**0%**	**0%**	**0**	**0**
15 - 30 minutes after bell time	3:45 PM	**0%**	**0%**	**0**	**0**
30 - 45 minutes after bell time	4:00 PM	**0%**	**0%**	**0**	**0**
45 - 60 minutes after bell time	4:15 PM	**0%**	**0%**	**0**	**0**
60 - 75 minutes after bell time	4:30 PM	5%	5%	1	1
75 - 90 minutes after bell time	4:45 PM	50%	50%	3	3
90 - 105 minutes after bell time	5:00 PM	25%	25%	2	2
105 - 120 minutes after bell time	5:15 PM	10%	10%	1	1
120 - 135 minutes after bell time	5:30 PM	5%	5%	0	0
135 - 150 minutes after bell time	5:45 PM	5%	5%	0	0
150 - 165 minutes after bell time	6:00 PM	0%	0%	0	0
165 - 180 minutes after bell time	6:15 PM	0%	0%	0	0
180 - 195 minutes after bell time	6:30 PM	0%	0%	0	0
195 - 210 minutes after bell time	6:45 PM	0%	0%	0	0
	Total:	100%	100%	7	7

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	0%	0%	
School PM Peak Hour	0	0	0

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	90%	90%	
Non-School PM Peak	7	7	14

Staff/Faculty Population

Employee Population

Total Staff 236

Employee Transportation Demand

Mode Split

	% of staff/faculty	# of staff/faculty
Drive and Park	96.0%	226
Drop-off (Alone)		0
Public Transportation	2.0%	5
Walk	2.0%	5
Bike		0
	100.0%	236

	% of staff/faculty	# of staff/faculty
Staff carpooling	3%	7

Average number of staff in carpool 1.03

Number of vehicles 219

School Day

Before Care Start Time	-
School Start time	8:00 AM
School End time	3:30 PM
After Care/Activities End Time	

Distribution of Staff/Faculty Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
60 - 75 minutes before bell time	6:45 AM	6%	0%	13	0
45 - 60 minutes before bell time	7:00 AM	16%	5%	35	11
30 - 45 minutes before bell time	**7:15 AM**	**15%**	**8%**	**32**	**18**
15 - 30 minutes before bell time	**7:30 AM**	**25%**	**6%**	**54**	**13**
0 - 15 minutes before bell time	**7:45 AM**	**20%**	**1%**	**44**	**1**
0 - 15 minutes after bell time	**8:00 AM**	**13%**	**0%**	**29**	**0**
15 - 30 minutes after bell time	8:15 AM	6%	0%	13	0
30 - 45 minutes after bell time	8:30 AM	0%	0%	0	0
45 - 60 minutes after bell time	8:45 AM	0%	0%	0	0
60 - 75 minutes after bell time	9:00 AM	0%	0%	0	0
75 - 90 minutes after bell time	9:15 AM	0%	0%	0	0
		100%	20%	220	

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	72%	15%	
AM Peak Hour Trips	159	32	191

Departure	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
45 - 60 minutes before bell time	2:30 PM	7%	4%	15	9
30 - 45 minutes before bell time	2:45 PM	17%	15%	36	33
15 - 30 minutes before bell time	3:00 PM	2%	5%	4	11
0 - 15 minutes before bell time	3:15 PM	2%	4%	4	9
0 - 15 minutes after bell time	3:30 PM	**2%**	**8%**	**4**	**18**
15 - 30 minutes after bell time	3:45 PM	**2%**	**18%**	**3**	**38**
30 - 45 minutes after bell time	4:00 PM	**1%**	**12%**	**2**	**26**
45 - 60 minutes after bell time	4:15 PM	**2%**	**10%**	**3**	**22**
60 - 75 minutes after bell time	4:30 PM	0%	9%	0	20
75 - 90 minutes after bell time	4:45 PM	0%	4%	0	9
90 - 105 minutes after bell time	5:00 PM	0%	6%	0	13
105 - 120 minutes after bell time	5:15 PM	1%	5%	2	11
120 - 135 minutes after bell time	5:30 PM	5%	11%	11	23
135 - 150 minutes after bell time	5:45 PM	0%	5%	0	11
150 - 165 minutes after bell time	6:00 PM	1%	3%	2	7
165 - 180 minutes after bell time	6:15 PM	5%	6%	11	13
180 - 195 minutes after bell time	6:30 PM	15%	8%	33	18
195 - 210 minutes after bell time	6:45 PM	7%	18%	14	39
		67.00%	150.00%	144	330

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	6%	48%	
School PM Peak Hour	12	104	116

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	1%	24%	
Non-School PM Peak	2	53	55

Summer Program	Existing Summer Operations			Proposed Modified Summer Operations		
	Existing Start Time	Existing Dismissal	Existing # of Campers	Future Start Time	Future Dismissal	Proposed Future # of Campers
Before/After Care Program						
Before/After Care	7:30 AM	6:00 PM	11% AM and 16% PM for full session enrollment. Weekly and drop-in service available.	7:30 AM	6:00 PM	Increase in participation anticipated with the staggered start/end times. At least 11% AM and 16% PM for full session enrollment. Weekly and drop-in service will continue to be offered.
Main Summer Camp Programming						
Creative Campers	9:00 AM	3:00 PM	500	9:00 AM	3:00 PM	615
Creative Kids	9:00 AM	3:00 PM	165	9:30 AM	3:30 PM	190
Sports Camps						
Sports and Discovery (full)	9:00 AM	3:00 PM	91*	9:30 AM	4:00 PM	100
Sports and Discovery (half)				9:00 AM	12:00 PM	25
Sports and Discovery (half)		N/A		9:30 AM	12:00 PM	25
Sports and Discovery (half)				12:00 PM	4:00 PM	15
Total	**Existing Summer Registration**		**665**	**Proposed Summer Registration Cap**		**970**

Notes:

* Existing sports and discovery summer programming does not overlap with the Creative Campers/Creative Kids sessions.

Existing Summer Trip Generation (for reference/validation purposes only, not analyzed)

Student Population

Student Population

Total Campers:	**665**

Student Transportation Demand

Mode Split

	% of Students	# of Students
Drive and Park	0%	0
Drive in Drop-Off	80%	533
Passenger in Car that Parks	4%	24
Public Transportation	0%	0
Walk	0%	0
Bike	0%	0
School Bus	16%	108
	100.0%	665

Buses	7
Students/Bus	15.43

	% of Students	# of Students
Camper households with siblings/carpooling	49%	323
Average number of students in drop-off vehicle	1.36	

	Total	PUDO	Park	Buses
Number of vehicles	398	391	0	7

School Day

Before Care Start Time	7:30 AM
School Start Time	9:00 AM
School End time	3:00 PM
After Care/Activities End Time	6:00 PM

Distribution of Student Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
7:00 AM	7:15 AM	0%	0%	0	0
7:15 AM	7:30 AM	1%	1%	4	4
7:30 AM	7:45 AM	2%	2%	8	8
7:45 AM	8:00 AM	4%	3%	14	12
8:00 AM	8:15 AM	5%	4%	20	16
8:15 AM	**8:30 AM**	**5%**	**4%**	**20**	**16**
8:30 AM	**8:45 AM**	**24%**	**25%**	**94**	**98**
8:45 AM	**9:00 AM**	**39%**	**34%**	**155**	**131**
9:00 AM	**9:15 AM**	**15%**	**22%**	**60**	**86**
9:15 AM	9:30 AM	3%	4%	12	14
9:30 AM	9:45 AM	3%	2%	12	8
	Total:	100%	100%	399	393

	AM School Peak IN	AM School Peak OUT	Total
% Arriving During Peak Hour	83%	85%	
AM Peak Hour Trips	329	331	660

Departure	15-minute interval	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
2:00 PM	2:15 PM	3%	3%	10	12
2:15 PM	2:30 PM	5%	2%	20	6
2:30 PM	**2:45 PM**	**21%**	**3%**	**82**	**12**
2:45 PM	**3:00 PM**	**22%**	**2%**	**86**	**8**
3:00 PM	**3:15 PM**	**15%**	**26%**	**59**	**104**
3:15 PM	**3:30 PM**	**10%**	**25%**	**39**	**103**
3:30 PM	3:45 PM	5%	7%	18	27
3:45 PM	4:00 PM	2%	7%	8	27
4:00 PM	4:15 PM	2%	5%	6	20
4:15 PM	4:30 PM	3%	3%	12	12
4:30 PM	4:45 PM	1%	3%	4	12
4:45 PM	5:00 PM	3%	3%	12	12
5:00 PM	**5:15 PM**	**3%**	**3%**	**12**	**12**
5:15 PM	**5:30 PM**	**3%**	**3%**	**10**	**12**
5:30 PM	**5:45 PM**	**3%**	**2%**	**12**	**8**
5:45 PM	**6:00 PM**	**1%**	**2%**	**4**	**6**
6:00 PM	6:15 PM	0%	2%	0	8
6:15 PM	6:30 PM	0%	0%	0	0
6:30 PM	6:45 PM	0%	0%	0	0
6:45 PM	7:00 PM	0%	0%	0	0
	Total:	100%	100%	394	401

	PM School Peak IN	PM School Peak OUT	Total
% Departing During Peak Hour	68%	56%	
Summer Camp PM Peak Hour Trips	266	227	493
	PM Commuter Peak		
	7%	9%	
Non-Summer Camp PM Peak Hour Trips	38	38	76

Staff/Faculty Population

Employee Population

Total Staff	221

205 non bus riders

Employee Transportation Demand

Mode Split

	% of staff/faculty	# of staff/faculty
Drive and Park	76.5%	169
Drop-off	14%	30
Summer Bus Program	8.1%	18
Walk	1.8%	4
Bike		0
	100.0%	221

	% of staff/faculty	# of staff/faculty
Staff carpooling	16%	36
PUDO carpool	1.03	
Average number of staff in drive and park carpool	1.12	

	Total	Park	PUDO
Number of vehicles	180	151	29

School Day

Before Care Start Time	7:30 AM
School Start time	9:00 AM
School End time	3:00 PM
After Care/Activities End Time	6:00 PM

Distribution of Staff/Faculty Arrivals/Departures

Arrival	Time	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
7:00 AM	7:15 AM	4%	10%	7	3
7:15 AM	7:30 AM	4%	7%	7	2
7:30 AM	7:45 AM	8%	19%	14	6
7:45 AM	8:00 AM	14%	12%	25	3
8:00 AM	8:15 AM	12%	12%	22	3
8:15 AM	**8:30 AM**	**25%**	**6%**	**45**	**2**
8:30 AM	**8:45 AM**	**24%**	**13%**	**43**	**4**
8:45 AM	**9:00 AM**	**9%**	**8%**	**16**	**2**
9:00 AM	**9:15 AM**	**0%**	**6%**	**0**	**2**
9:15 AM	9:30 AM	0%	7%	0	2
9:30 AM	9:45 AM	0%	0%	0	0
		100%	100%	179	29

	AM School Peak IN	AM School Peak OUT	Total
% Arriving During Peak Hour	58%	33%	
AM Peak Hour Trips	104	10	114

Departure	15-minute interval	Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
2:00 PM	2:15 PM	0%	9%	0	16
2:15 PM	2:30 PM	0%	0%	0	0
2:30 PM	**2:45 PM**	**8%**	**0%**	**2**	**0**
2:45 PM	**3:00 PM**	**12%**	**0%**	**3**	**0**
3:00 PM	**3:15 PM**	**19%**	**22%**	**6**	**40**
3:15 PM	**3:30 PM**	**13%**	**37%**	**4**	**66**
3:30 PM	3:45 PM	42%	21%	12	37
3:45 PM	4:00 PM	3%	2%	1	3
4:00 PM	4:15 PM	1%	3%	0	5
4:15 PM	4:30 PM	1%	1%	0	2
4:30 PM	4:45 PM	1%	4%	0	6
4:45 PM	5:00 PM	2%	1%	1	2
5:00 PM	**5:15 PM**	**6%**	**0%**	**2**	**0**
5:15 PM	**5:30 PM**	**3%**	**3%**	**1**	**5**
5:30 PM	**5:45 PM**	**3%**	**3%**	**1**	**5**
5:45 PM	**6:00 PM**	**6%**	**5%**	**2**	**9**
6:00 PM	6:15 PM	2%	1%	1	2
6:15 PM	6:30 PM	1%	5%	0	8
6:30 PM	6:45 PM	2%	2%	1	4
6:45 PM	7:00 PM	2%	1%	1	1
		126%	117%	38	211

	PM School Peak IN	PM School Peak OUT	Total
% Departing During Peak Hour	47%	26%	
Summer Camp PM Peak Hour Trips	15	106	121
	PM Commuter Peak		
	12%	8%	
Non-Summer Camp PM Peak Hour	6	19	25

Proposed Summer Trip Generation

Student Population

Student Population

Total Campers: 970

Student Transportation Demand

Mode Split

	% of Students	# of Students
Drive and Park	0%	0
Drive in Drop-Off	80%	777
Passenger in Car that Parks	4%	35
Public Transportation	0%	0
Walk	0%	0
Bike	0%	0
School Bus	16%	158
	100.0%	970

Buses: 9

Students/Bus: 17.56

	% of Students	# of Students
Camper households with siblings/carpooling	33%	323
Average number of students in drop-off vehicle	1.36	

	Total	PUDO	Park	Buses
Number of vehicles	579	570	0	9

School Day

Before Care Start Time	7:30 AM
School Start Time	9:00 AM
School End time	3:30 PM
After Care/Activities End Time	6:00 PM

Distribution of Student Arrivals/Departures

Arrival 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
7:00 AM	7:15 AM	0%	0%	0	0
7:15 AM	7:30 AM	0%	0%	0	0
7:30 AM	7:45 AM	1%	1%	6	6
7:45 AM	8:00 AM	2%	2%	12	11
8:00 AM	8:15 AM	7%	7%	41	40
8:15 AM	**8:30 AM**	7%	5%	41	28
8:30 AM	**8:45 AM**	**20%**	**23%**	**116**	**131**
8:45 AM	**9:00 AM**	**30%**	**31%**	**174**	**177**
9:00 AM	**9:15 AM**	**17%**	**16%**	**98**	**91**
9:15 AM	9:30 AM	**8%**	**8%**	**46**	**46**
9:30 AM	9:45 AM	8%	7%	46	40
	Total:	100%	100%	580	570

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	75%	78%	
Summer AM Peak Hour Trips	434	445	879

Departure 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
2:00 PM	2:15 PM	1%	1%	6	6
2:15 PM	2:30 PM	4%	1%	23	6
2:30 PM	2:45 PM	16%	3%	91	17
2:45 PM	**3:00 PM**	**22%**	**2%**	**125**	**11**
3:00 PM	**3:15 PM**	**16%**	**22%**	**91**	**125**
3:15 PM	**3:30 PM**	**10%**	**24%**	**57**	**140**
3:30 PM	**3:45 PM**	**8%**	**12%**	**46**	**74**
3:45 PM	4:00 PM	5%	10%	28	54
4:00 PM	4:15 PM	2%	5%	9	28
4:15 PM	4:30 PM	3%	3%	17	17
4:30 PM	4:45 PM	1%	3%	6	17
4:45 PM	5:00 PM	3%	3%	17	17
5:00 PM	**5:15 PM**	**3%**	**3%**	**17**	**17**
5:15 PM	**5:30 PM**	**3%**	**3%**	**14**	**17**
5:30 PM	**5:45 PM**	**3%**	**2%**	**17**	**11**
5:45 PM	**6:00 PM**	**1%**	**2%**	**6**	**9**
6:00 PM	6:15 PM	0%	2%	0	11
6:15 PM	6:30 PM	0%	0%	0	0
6:30 PM	6:45 PM	0%	0%	0	0
6:45 PM	7:00 PM	0%	0%	0	0
	Total:	100%	100%	570	577

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	56%	60%	
Summer Camp PM Peak Hour Trips	319	350	669

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	10%	10%	
Non-Summer Camp PM Peak Hour Trips	54	54	108

Staff/Faculty Population

Employee Population

Total Staff 282

Employee Transportation Demand

Mode Split

	% of staff/faculty	# of staff/faculty
Drive and Park	79%	223
Drop-off	14%	38
Summer Bus Program	6%	17
Walk	1%	4
Bike		0
	100.0%	282

	% of staff/faculty	# of staff/faculty
Staff carpooling	16%	46
PUDO carpool	1.03	
Average number of staff in drive and park carpool	1.12	

	Total	Park	PUDO
Number of vehicles	237	200	37

School Day

Before Care Start Time	7:30 AM
School Start time	9:00 AM
School End time	3:30 PM
After Care/Activities End Time	6:00 PM

Distribution of Staff/Faculty Arrivals/Departures

Arrival 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
7:00 AM	7:15 AM	3%	9%	7	3
7:15 AM	7:30 AM	5%	6%	11	2
7:30 AM	7:45 AM	9%	18%	20	7
7:45 AM	8:00 AM	12%	9%	27	3
8:00 AM	8:15 AM	10%	10%	22	4
8:15 AM	8:30 AM	16%	7%	38	3
8:30 AM	**8:45 AM**	**27%**	**17%**	**64**	**6**
8:45 AM	**9:00 AM**	**15%**	**17%**	**36**	**6**
9:00 AM	**9:15 AM**	**3%**	**4%**	**7**	**1**
9:15 AM	**9:30 AM**	**2%**	**3%**	**5**	**1**
9:30 AM	9:45 AM	0%	0%	0	0
		100%	100%	237	36

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	47%	41%	
Summer AM Peak Hour Trips	112	14	126

Departure 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
2:00 PM	2:15 PM	0%	9%	0	21
2:15 PM	2:30 PM	0%	0%	0	0
2:30 PM	2:45 PM	0%	0%	0	0
2:45 PM	**3:00 PM**	**8%**	**0%**	**3**	**0**
3:00 PM	**3:15 PM**	**15%**	**9%**	**6**	**20**
3:15 PM	**3:30 PM**	**16%**	**25%**	**6**	**59**
3:30 PM	**3:45 PM**	**42%**	**11%**	**16**	**25**
3:45 PM	4:00 PM	10%	13%	4	31
4:00 PM	4:15 PM	3%	15%	1	36
4:15 PM	4:30 PM	2%	5%	1	12
4:30 PM	4:45 PM	1%	5%	0	12
4:45 PM	5:00 PM	2%	5%	1	12
5:00 PM	**5:15 PM**	**5%**	**3%**	**2**	**7**
5:15 PM	**5:30 PM**	**5%**	**3%**	**2**	**7**
5:30 PM	**5:45 PM**	**5%**	**3%**	**2**	**7**
5:45 PM	**6:00 PM**	**5%**	**4%**	**2**	**9**
6:00 PM	6:15 PM	2%	1%	1	2
6:15 PM	6:30 PM	1%	5%	0	11
6:30 PM	6:45 PM	2%	2%	1	5
6:45 PM	7:00 PM	2%	1%	1	1
		126%	117%	49	277

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	81%	44%	
Summer Camp PM Peak Hour Trips	31	104	135

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	20%	13%	
Non-Summer Camp PM Peak Hour Trips	8	30	38

Proposed Third Party Rental

Rental

On-Site Participant Limit 250

Proposed third-party facility rentals from 4-7 PM in the summer assume multiple sessions (turnover) limited to 250 outdoor facility participants on-site at any time.

Rental Transportation Demand

Mode Split

	% of Participants
Drive and Park	25%
Pick-up/Drop-off	75%
	100.0%

Average participant occupancy 1.36

	Total	Park	PUDO
Number of vehicles assumed	550	138	412

Hours

Rental Start Time	4:00 PM
Rental End Time	7:00 PM
After Care/Activities End Time	

Distribution of Student Arrivals/Departures

Arrival 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
7:00 AM	7:15 AM	0.0%	0.0%	0	0
7:15 AM	7:30 AM	0%	0%	0	0
7:30 AM	7:45 AM	0%	0%	0	0
7:45 AM	8:00 AM	0%	0%	0	0
8:00 AM	8:15 AM	0%	0%	0	0
8:15 AM	**8:30 AM**	0%	0%	0	0
8:30 AM	**8:45 AM**	**0%**	**0%**	**0**	**0**
8:45 AM	**9:00 AM**	**0%**	**0%**	**0**	**0**
9:00 AM	**9:15 AM**	**0%**	**0%**	**0**	**0**
9:15 AM	9:30 AM	**0%**	**0%**	**0**	**0**
9:30 AM	9:45 AM	0%	0%	0	0
	Total:	0%	0%	0	0

% Arriving During Peak Hour

	AM School Peak IN	AM School Peak OUT	Total
	0%	0%	
Summer AM Peak Hour Trips	0	0	0

Departure 15-minute interval		Distributions IN	Distributions OUT	Trip Counts IN	Trip Counts OUT
2:00 PM	2:15 PM	0%	0%	0	0
2:15 PM	2:30 PM	0%	0%	0	0
2:30 PM	2:45 PM	0%	0%	0	0
2:45 PM	**3:00 PM**	**0%**	**0%**	**0**	**0**
3:00 PM	**3:15 PM**	**0%**	**0%**	**0**	**0**
3:15 PM	**3:30 PM**	**0%**	**0%**	**0**	**0**
3:30 PM	**3:45 PM**	**0%**	**0%**	**0**	**0**
3:45 PM	4:00 PM	17%	9%	94	12
4:00 PM	4:15 PM	9%	11%	47	15
4:15 PM	4:30 PM	0%	0%	0	0
4:30 PM	4:45 PM	0%	0%	0	0
4:45 PM	5:00 PM	0%	0%	0	0
5:00 PM	**5:15 PM**	**26%**	**17%**	**141**	**24**
5:15 PM	**5:30 PM**	**12%**	**7%**	**67**	**9**
5:30 PM	**5:45 PM**	**11%**	**26%**	**58**	**36**
5:45 PM	**6:00 PM**	**2%**	**0%**	**11**	**0**
6:00 PM	6:15 PM	0%	0%	0	0
6:15 PM	6:30 PM	0%	0%	0	0
6:30 PM	6:45 PM	17%	0%	94	0
6:45 PM	7:00 PM	7%	31%	36	43
	Total:	100%	100%	548	139

% Departing During Peak Hour

	PM School Peak IN	PM School Peak OUT	Total
	0%	0%	
Summer Camp PM Peak Hour Trips	0	0	0

	PM Commuter Peak IN	PM Commuter Peak OUT	Total
	51%	50%	
Non-Summer Camp PM Peak Hour Trips	277	69	346

E. 2024 Turning Movement Counts

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 06:30 AM to 09:30 AM	Volumes Displayed as:	1. Intersection Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	07:15 AM to 08:15 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	07:15 AM to 08:15 AM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	07:30 AM to 08:30 AM

Intersection: 1. Ramp to I 495 SB/Ramps from I 495 SB & River Road (MD 190)

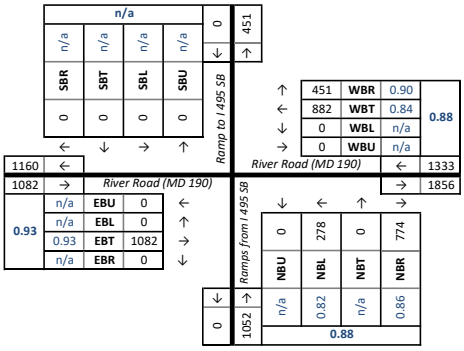
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp to I 495 SB					River Road (MD 190)					Ramps from I 495 SB					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	93	60	0	0	46	0	140	0	0	0	100	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	79	60	0	0	57	0	209	0	0	0	114	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	120	66	0	0	58	0	206	0	0	0	185	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	196	109	0	0	62	0	218	0	0	0	235	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	250	125	0	0	72	0	226	0	0	0	281	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	264	114	0	0	85	0	183	0	0	0	290	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	172	103	0	0	59	0	147	0	0	0	276	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	195	114	0	0	37	0	143	0	0	0	246	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	168	126	0	0	46	0	122	0	0	0	265	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	179	125	0	0	53	0	139	0	0	0	260	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	191	104	0	0	53	0	163	0	0	0	261	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	192	105	0	0	37	0	120	0	0	0	168	0	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
INT. PEAK HR (ALL VEH)	0				0	1333				0	1052				0	1082				0
07:15 AM to 08:15 AM	0	0	0	0		0	0	882	451		0	278	0	774		0	0	1082	0	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) **0.91**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	0.84	0.90	**0.88**	n/a	0.82	n/a	0.86	**0.88**	n/a	n/a	0.93	n/a	**0.93**

HEAVY VEHICLES (FHWA 4+)	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Ramp to I 495 SB				River Road (MD 190)				Ramps from I 495 SB				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	8	3	0	4	0	17	0	0	5	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	4	0	0	2	0	15	0	0	8	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	4	1	0	2	0	12	0	0	6	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	12	5	0	6	0	8	0	0	10	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	7	3	0	3	0	17	0	0	13	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	9	3	0	2	0	12	0	0	11	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	6	4	0	4	0	12	0	0	14	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	7	2	0	2	0	11	0	0	8	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	6	1	0	4	0	9	0	0	10	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	6	5	0	2	0	11	0	0	6	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	12	5	0	5	0	9	0	0	13	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	9	4	0	2	0	8	0	0	13	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
INT. PEAK HR (ALL VEH)	0				49				64				48			
07:15 AM to 08:15 AM	0	0	0	0	0	0	34	15	0	15	0	49	0	0	48	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	3.9%	3.3% **3.7%**	0.0%	5.4%	0.0%	6.3% **6.1%**	0.0%	0.0%	4.4%	0.0% **4.4%**
INT. PEAK HR (HV ONLY)	0				49				64				48			
07:15 AM to 08:15 AM	0	0	0	0	0	0	34	15	0	15	0	49	0	0	48	0
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0% **0.0%**	0.0%	0.0%	3.9%	3.3% **3.7%**	0.0%	5.4%	0.0%	6.3% **6.1%**	0.0%	0.0%	4.4%	0.0% **4.4%**

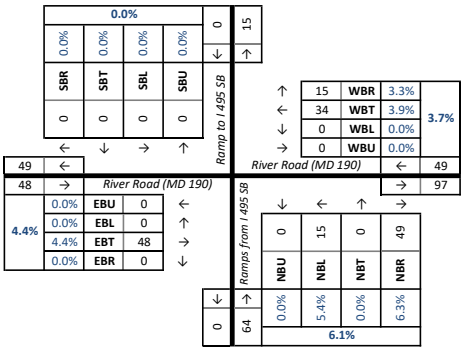
BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Ramp to I 495 SB				River Road (MD 190)				Ramps from I 495 SB				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
INT. PEAK HR (ALL VEH)	0				0				0				0			
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				2				0				0			
08:30 AM to 09:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0

DATA COLLECTION NOTES :

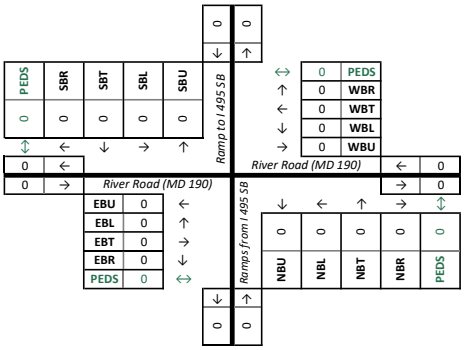
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 06:30 AM to 09:30 AM	Volumes Displayed as:	1. Intersection Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	07:15 AM to 08:15 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	07:15 AM to 08:15 AM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	07:30 AM to 08:30 AM

Intersection: 1. Ramp from/to I 495 NB/Ramp from I 495 NB & River Road (MD 190)

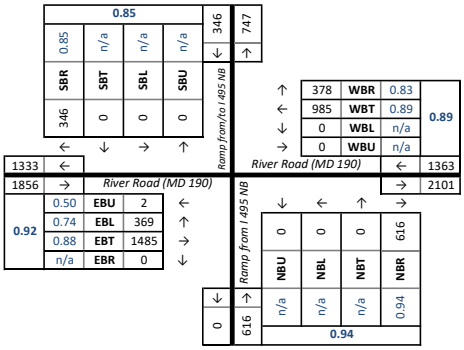
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp from/to I 495 NB					River Road (MD 190)					Ramp from I 495 NB					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	0	0	51	0	0	0	102	49	0	0	0	0	114	0	0	48	192	0	0
06:45 AM to 07:00 AM	0	0	0	44	0	0	0	93	57	0	0	0	0	132	0	1	40	282	0	0
07:00 AM to 07:15 AM	0	0	0	61	0	0	0	124	80	0	0	0	0	145	0	0	63	328	0	0
07:15 AM to 07:30 AM	0	0	0	84	0	0	0	221	114	0	0	0	0	159	0	0	65	388	0	0
07:30 AM to 07:45 AM	0	0	0	97	0	0	0	278	107	0	0	0	0	153	0	0	86	421	0	0
07:45 AM to 08:00 AM	0	0	0	102	0	0	0	275	87	0	0	0	0	140	0	1	93	379	0	0
08:00 AM to 08:15 AM	0	0	0	63	0	0	0	211	70	0	0	0	0	164	0	1	125	297	0	0
08:15 AM to 08:30 AM	0	0	0	45	0	0	0	263	61	0	0	0	0	161	0	1	71	317	0	0
08:30 AM to 08:45 AM	0	0	0	53	0	0	0	237	46	0	0	0	0	174	0	4	84	299	0	0
08:45 AM to 09:00 AM	0	0	0	47	0	0	0	253	63	0	0	0	0	160	0	3	72	324	0	0
09:00 AM to 09:15 AM	0	0	0	41	0	0	0	256	67	0	0	0	0	178	0	0	75	349	0	0
09:15 AM to 09:30 AM	0	0	0	46	0	0	0	249	53	0	0	0	0	118	0	1	74	213	0	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
INT. PEAK HR (ALL VEH)	346				0	1363				0	616				0	1856				0
07:15 AM to 08:15 AM	0	0	0	346		0	0	985	378		0	0	0	616		2	369	1485	0	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) **0.92**	n/a	n/a	n/a	0.85	**0.85**	n/a	n/a	0.89	0.83	**0.89**	n/a	n/a	n/a	0.94	**0.94**	0.50	0.74	0.88	n/a	**0.92**

HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp from/to I 495 NB					River Road (MD 190)					Ramp from I 495 NB					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	1		0	0	10	1		0	0	0	6		0	2	20	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	4	1		0	0	0	8		0	0	23	0	
07:00 AM to 07:15 AM	0	0	0	2		0	0	3	0		0	0	0	11		0	1	17	0	
07:15 AM to 07:30 AM	0	0	0	4		0	0	13	5		0	0	0	5		0	4	14	0	
07:30 AM to 07:45 AM	0	0	0	2		0	0	8	3		0	0	0	5		0	3	27	0	
07:45 AM to 08:00 AM	0	0	0	5		0	0	7	2		0	0	0	7		0	3	20	0	
08:00 AM to 08:15 AM	0	0	0	2		0	0	8	4		0	0	0	5		0	3	23	0	
08:15 AM to 08:30 AM	0	0	0	1		0	0	8	1		0	0	0	7		0	2	17	0	
08:30 AM to 08:45 AM	0	0	0	3		0	0	4	1		0	0	0	5		0	2	17	0	
08:45 AM to 09:00 AM	0	0	0	0		0	0	11	0		0	0	0	8		0	1	16	0	
09:00 AM to 09:15 AM	0	0	0	5		0	0	11	1		0	0	0	8		0	6	16	0	
09:15 AM to 09:30 AM	0	0	0	2		0	0	11	1		0	0	0	6		0	6	15	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
INT. PEAK HR (ALL VEH)	13					50					22					97				
07:15 AM to 08:15 AM	0	0	0	13		0	0	36	14		0	0	0	22		0	13	84	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	3.8%	**3.8%**	0.0%	0.0%	3.7%	3.7%	**3.7%**	0.0%	0.0%	0.0%	3.6%	**3.6%**	0.0%	3.5%	5.7%	0.0%	**5.2%**
INT. PEAK HR (HV ONLY)	13					50					22					97				
07:15 AM to 08:15 AM	0	0	0	13		0	0	36	14		0	0	0	22		0	13	84	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	3.8%	**3.8%**	0.0%	0.0%	3.7%	3.7%	**3.7%**	0.0%	0.0%	0.0%	3.6%	**3.6%**	0.0%	3.5%	5.7%	0.0%	**5.2%**

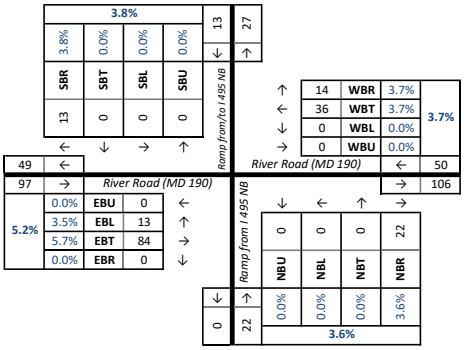
BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Ramp from/to I 495 NB				River Road (MD 190)				Ramp from I 495 NB				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
INT. PEAK HR (ALL VEH)	13				0				0				0			
07:15 AM to 08:15 AM	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	13				0				0				0			
07:00 AM to 08:00 AM	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0

DATA COLLECTION NOTES :

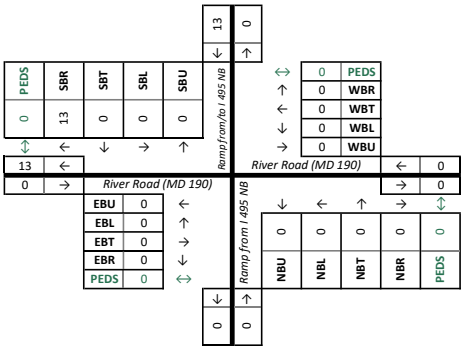
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)



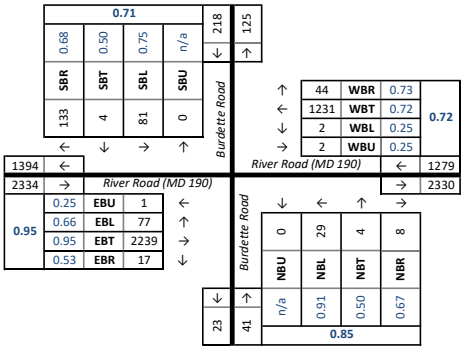
Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 06:30 AM to 09:30 AM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024	Intersection Peak Hour (all vehicles):	08:15 AM to 09:15 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	08:15 AM to 09:15 AM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	07:15 AM to 08:15 AM

Intersection: 1. Burdette Road & River Road (MD 190)

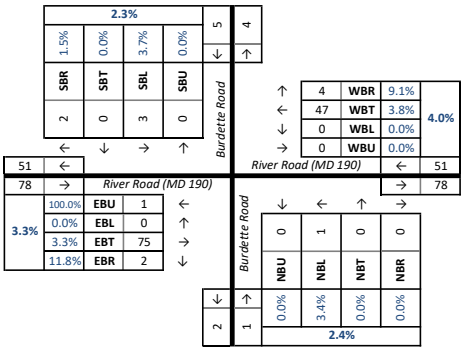
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					River Road (MD 190)					Burdette Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	1	0	9	0	0	0	103	1	0	0	3	1	0	0	0	9	284	2	0
06:45 AM to 07:00 AM	0	3	0	13	0	0	0	144	3	2	0	2	0	1	0	0	14	383	0	0
07:00 AM to 07:15 AM	0	8	0	22	0	0	0	166	2	0	0	6	0	1	0	0	25	405	5	0
07:15 AM to 07:30 AM	0	8	0	25	0	0	0	228	1	0	0	7	1	3	0	0	12	590	4	0
07:30 AM to 07:45 AM	0	25	2	21	0	0	0	277	14	0	0	7	2	3	0	1	15	592	3	0
07:45 AM to 08:00 AM	0	21	1	38	0	2	0	296	14	0	0	7	1	2	0	0	29	561	2	0
08:00 AM to 08:15 AM	0	27	1	49	0	0	2	430	15	0	0	8	0	0	0	0	21	496	8	0
08:15 AM to 08:30 AM	0	12	1	53	0	0	0	314	11	0	0	5	4	2	0	2	12	507	3	0
08:30 AM to 08:45 AM	0	7	0	44	0	0	0	323	6	0	0	5	1	0	0	3	19	530	3	0
08:45 AM to 09:00 AM	0	8	0	29	0	0	0	607	16	0	0	5	0	3	0	1	24	481	2	0
09:00 AM to 09:15 AM	0	8	1	30	0	1	0	608	5	1	0	8	2	0	0	3	19	452	2	0
09:15 AM to 09:30 AM	0	5	0	34	0	0	0	322	6	1	0	2	0	0	0	0	18	445	2	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	218				0	1279				0	41				0	2334				0
07:15 AM to 08:15 AM	0	81	4	133		2	2	1231	44		0	29	4	8		1	77	2239	17	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.92	n/a	0.75	0.50	0.68	**0.71**	0.25	0.25	0.72	0.73	**0.72**	n/a	0.91	0.50	0.67	**0.85**	0.25	0.66	0.95	0.53	**0.95**

VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (07:15 AM-08:15 AM)



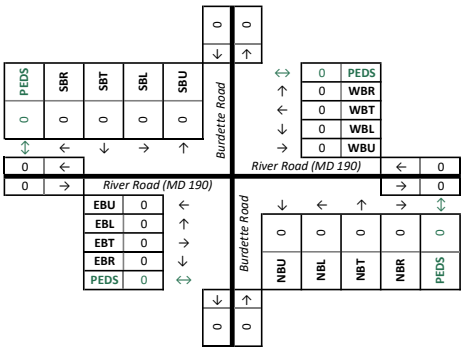
HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					River Road (MD 190)					Burdette Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	4	0		0	0	0	0		0	1	19	0	
06:45 AM to 07:00 AM	0	1	0	0		0	0	3	0		0	0	0	0		0	0	27	0	
07:00 AM to 07:15 AM	0	1	0	0		0	0	7	1		0	0	0	0		0	3	32	1	
07:15 AM to 07:30 AM	0	2	0	0		0	0	8	1		0	1	0	0		0	0	23	1	
07:30 AM to 07:45 AM	0	0	0	0		0	0	9	1		0	0	0	0		1	0	18	0	
07:45 AM to 08:00 AM	0	0	0	1		0	0	7	1		0	0	0	0		0	0	14	1	
08:00 AM to 08:15 AM	0	1	0	1		0	0	23	1		0	0	0	0		0	0	20	0	
08:15 AM to 08:30 AM	0	1	0	2		0	0	15	0		0	0	0	0		1	1	23	0	
08:30 AM to 08:45 AM	0	0	0	0		0	0	9	0		0	0	0	0		0	1	22	1	
08:45 AM to 09:00 AM	0	0	0	0		0	0	38	1		0	0	0	0		0	2	18	1	
09:00 AM to 09:15 AM	0	1	0	0		0	0	44	1		0	0	0	0		0	0	15	0	
09:15 AM to 09:30 AM	0	1	0	0		0	0	30	0		0	0	0	0		0	0	32	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	5					51					1					78				
07:15 AM to 08:15 AM	0	3	0	2		0	0	47	4		0	1	0	0		1	0	75	2	
Heavy Vehicle % (PHV):	0.0%	3.7%	0.0%	1.5%	**2.3%**	0.0%	0.0%	3.8%	9.1%	**4.0%**	0.0%	3.4%	0.0%	0.0%	**2.4%**	100.0%	0.0%	3.3%	11.8%	**3.3%**
INT. PEAK HR (HV ONLY)	2					123					0					92				
08:30 AM to 09:30 AM	0	2	0	0		0	0	121	2		0	0	0	0		0	3	87	2	
Heavy Vehicle % (PHV):	0.0%	7.1%	0.0%	0.0%	**1.2%**	0.0%	0.0%	6.5%	6.1%	**6.5%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	3.8%	4.6%	22.2%	**4.6%**

HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (07:15 AM-08:15 AM)



BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Burdette Road				River Road (MD 190)				Burdette Road				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
USER-DEFINED PEAK HR	0				0				0				0			
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				1				0				1			
08:00 AM to 09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0

PED AND BIKE PEAK HOUR VOLUMES: User-Defined (07:15 AM-08:15 AM)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 06:30 AM to 09:30 AM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024	Intersection Peak Hour (all vehicles):	07:30 AM to 08:30 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	08:15 AM to 09:15 AM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	07:15 AM to 08:15 AM

Intersection: 2. Royal Dominion Drive & River Road (MD 190)

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Royal Dominion Drive					River Road (MD 190)					Royal Dominion Drive					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	1	0	0	0	0	1	102	0	0	0	1	0	1	0	0	10	274	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	143	2	1	0	1	0	2	1	0	9	374	1	0
07:00 AM to 07:15 AM	0	4	0	5	0	0	0	167	7	0	0	0	0	5	0	1	26	384	4	0
07:15 AM to 07:30 AM	0	11	0	12	1	0	4	213	16	0	0	0	1	10	0	0	54	530	13	0
07:30 AM to 07:45 AM	0	33	9	43	0	0	13	249	52	0	0	1	2	6	0	1	121	495	6	0
07:45 AM to 08:00 AM	0	58	7	83	0	0	8	218	74	1	0	8	12	20	0	0	136	433	14	0
08:00 AM to 08:15 AM	0	35	2	38	0	1	26	383	42	0	0	18	0	30	0	0	27	462	26	0
08:15 AM to 08:30 AM	0	4	0	2	0	0	6	314	3	0	0	18	1	19	0	1	8	515	7	0
08:30 AM to 08:45 AM	0	3	0	4	0	0	5	334	4	0	0	4	0	10	0	1	5	543	0	0
08:45 AM to 09:00 AM	0	4	0	6	0	1	6	604	4	0	0	2	1	1	0	0	6	474	1	0
09:00 AM to 09:15 AM	0	7	0	6	0	1	4	609	3	0	0	2	0	4	0	0	4	465	1	0
09:15 AM to 09:30 AM	0	4	0	4	0	0	4	324	1	0	0	0	0	4	0	0	6	437	1	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	331				1	1299				1	108				0	2318				0
07:15 AM to 08:15 AM	0	137	18	176		1	51	1063	184		0	27	15	66		1	338	1920	59	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.93	n/a	0.59	0.50	0.53	**0.56**	0.25	0.49	0.69	0.62	**0.72**	n/a	0.38	0.31	0.55	**0.56**	0.25	0.62	0.91	0.57	**0.93**

HEAVY VEHICLES (FHWA 4+)

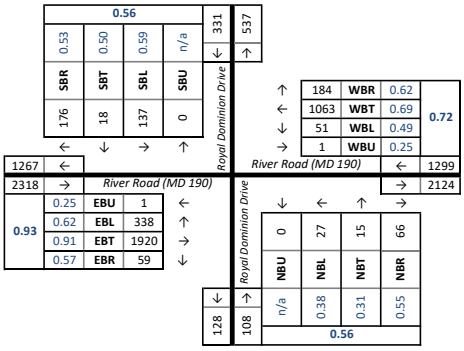
Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Royal Dominion Drive					River Road (MD 190)					Royal Dominion Drive					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	4	0		0	0	0	1		0	1	18	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	3	0		0	0	0	1		0	0	28	0	
07:00 AM to 07:15 AM	0	0	0	0		0	0	8	0		0	0	0	0		0	1	32	0	
07:15 AM to 07:30 AM	0	2	0	1		0	0	8	0		0	0	0	1		0	2	22	1	
07:30 AM to 07:45 AM	0	1	0	0		0	1	11	3		0	0	0	1		0	4	14	0	
07:45 AM to 08:00 AM	0	0	0	0		0	0	8	0		0	0	0	1		0	1	13	0	
08:00 AM to 08:15 AM	0	2	0	1		0	0	23	2		0	0	0	0		0	2	19	0	
08:15 AM to 08:30 AM	0	0	0	0		0	0	15	0		0	0	0	0		0	0	25	0	
08:30 AM to 08:45 AM	0	0	0	0		0	0	9	0		0	0	0	1		0	1	21	0	
08:45 AM to 09:00 AM	0	1	0	0		0	1	39	1		0	0	0	1		0	0	18	0	
09:00 AM to 09:15 AM	0	2	0	0		0	0	46	1		0	0	0	0		0	0	16	0	
09:15 AM to 09:30 AM	0	1	0	0		0	1	29	0		0	0	0	0		0	1	33	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	7					56					3					78				
07:15 AM to 08:15 AM	0	5	0	2		0	1	50	5		0	0	0	3		0	9	68	1	
Heavy Vehicle % (PHV):	0.0%	3.6%	0.0%	1.1%	**2.1%**	0.0%	2.0%	4.7%	2.7%	**4.3%**	0.0%	0.0%	0.0%	4.5%	**2.8%**	0.0%	2.7%	3.5%	1.7%	**3.4%**
INT. PEAK HR (HV ONLY)	4					127					2					90				
08:30 AM to 09:30 AM	0	4	0	0		0	2	123	2		0	0	0	2		0	2	88	0	
Heavy Vehicle % (PHV):	0.0%	22.2%	0.0%	0.0%	**10.5%**	0.0%	10.5%	6.6%	16.7%	**6.7%**	0.0%	0.0%	0.0%	10.5%	**7.1%**	0.0%	9.5%	4.6%	0.0%	**4.6%**

BICYCLES

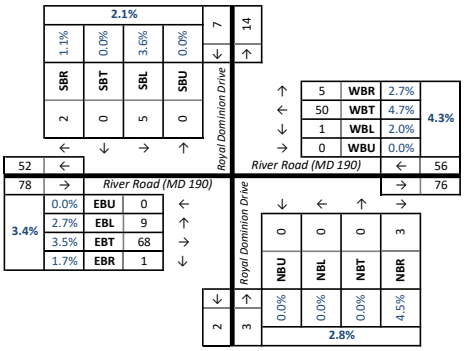
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Royal Dominion Drive				River Road (MD 190)				Royal Dominion Drive				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
USER-DEFINED PEAK HR	0				0				0				0			
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				0				0				0			
06:30 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DATA COLLECTION NOTES :

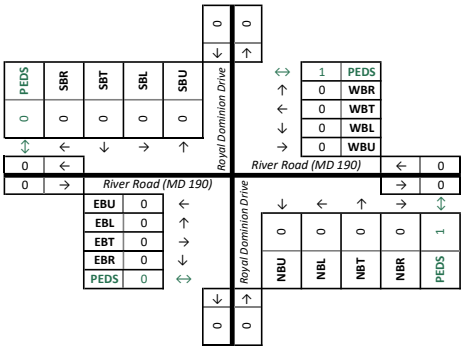
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (07:15 AM-08:15 AM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (07:15 AM-08:15 AM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (07:15 AM-08:15 AM)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 06:30 AM to 09:30 AM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024	Intersection Peak Hour (all vehicles):	08:15 AM to 09:15 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	08:15 AM to 09:15 AM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	07:15 AM to 08:15 AM

Intersection: 1. Beech Tree Road/Nevis Road & River Road (MD 190)

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Beech Tree Road					River Road (MD 190)					Nevis Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	4	0	3	0	0	6	99	5	0	0	2	0	6	0	0	1	273	0	0
06:45 AM to 07:00 AM	0	6	2	2	0	0	7	141	10	0	0	5	1	4	0	0	3	373	3	0
07:00 AM to 07:15 AM	0	8	1	3	0	0	8	163	18	0	0	3	0	7	0	0	4	383	1	0
07:15 AM to 07:30 AM	0	7	2	9	0	0	7	223	21	0	0	5	5	20	0	0	3	547	5	0
07:30 AM to 07:45 AM	0	12	3	10	0	2	8	281	27	0	0	19	8	28	0	1	4	521	5	0
07:45 AM to 08:00 AM	0	37	6	11	0	0	4	278	30	0	0	14	15	28	1	0	9	491	14	1
08:00 AM to 08:15 AM	0	17	4	2	0	0	13	438	19	1	0	20	13	17	0	0	5	522	11	0
08:15 AM to 08:30 AM	0	10	2	9	0	0	8	277	22	0	0	24	5	11	0	3	8	514	3	0
08:30 AM to 08:45 AM	0	15	5	10	0	0	18	305	12	0	0	16	5	9	0	0	3	536	5	0
08:45 AM to 09:00 AM	0	18	1	3	0	0	11	609	12	0	0	14	4	17	0	0	7	475	9	0
09:00 AM to 09:15 AM	0	6	5	8	0	0	7	597	18	0	0	9	3	14	0	0	6	455	13	0
09:15 AM to 09:30 AM	0	17	3	6	0	1	16	307	15	0	0	18	2	31	0	0	4	432	11	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	120				0	1351				1	192				1	2138				1
07:15 AM to 08:15 AM	0	73	15	32		2	32	1220	97		0	58	41	93		1	21	2081	35	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.88	n/a	0.49	0.63	0.73	**0.56**	0.25	0.62	0.70	0.81	**0.72**	n/a	0.73	0.68	0.83	**0.84**	0.25	0.58	0.95	0.63	**0.96**

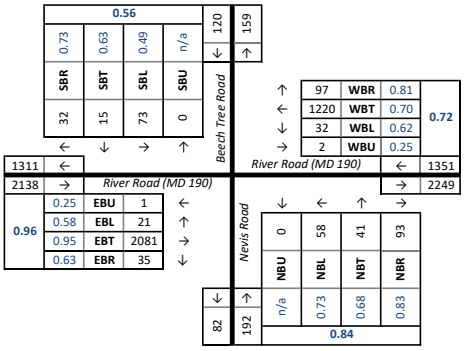
HEAVY VEHICLES (FHWA 4+)

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Beech Tree Road					River Road (MD 190)					Nevis Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	1	4	0		0	0	0	0		0	0	19	0	
06:45 AM to 07:00 AM	0	0	0	0		0	3	3	3		0	0	0	0		0	0	29	0	
07:00 AM to 07:15 AM	0	1	0	0		0	1	6	1		0	0	0	1		0	0	32	0	
07:15 AM to 07:30 AM	0	1	0	0		0	1	8	1		0	0	0	0		0	0	25	0	
07:30 AM to 07:45 AM	0	0	0	1		0	1	15	1		0	0	0	0		0	0	15	1	
07:45 AM to 08:00 AM	0	0	0	0		0	0	8	3		0	0	0	0		0	0	14	0	
08:00 AM to 08:15 AM	0	1	0	0		0	0	24	4		0	0	1	0		0	0	18	1	
08:15 AM to 08:30 AM	0	2	0	1		0	1	13	1		0	0	0	0		0	0	25	1	
08:30 AM to 08:45 AM	0	1	0	0		0	0	9	2		0	0	0	0		0	1	20	1	
08:45 AM to 09:00 AM	0	0	0	0		0	0	38	0		0	0	0	1		0	0	19	1	
09:00 AM to 09:15 AM	0	0	0	0		0	0	45	2		0	0	0	3		0	0	16	3	
09:15 AM to 09:30 AM	0	1	0	0		0	2	29	0		0	0	0	10		0	0	30	2	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR	3					66					1					74				
07:15 AM to 08:15 AM	0	2	0	1		0	2	55	9		0	0	1	0		0	0	72	2	
Heavy Vehicle % (PHV):	0.0%	2.7%	0.0%	3.1%	**2.5%**	0.0%	6.3%	4.5%	9.3%	**4.9%**	0.0%	0.0%	2.4%	0.0%	**0.5%**	0.0%	0.0%	3.5%	5.7%	**3.5%**
INT. PEAK HR (HV ONLY)	2					127					14					93				
08:30 AM to 09:30 AM	0	2	0	0		0	2	121	4		0	0	0	14		0	1	85	7	
Heavy Vehicle % (PHV):	0.0%	3.6%	0.0%	0.0%	**2.1%**	0.0%	3.8%	6.7%	7.0%	**6.6%**	0.0%	0.0%	0.0%	19.7%	**9.9%**	0.0%	5.0%	4.5%	18.4%	**4.8%**

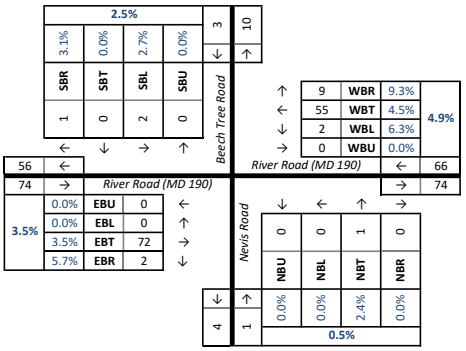
BICYCLES

Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Beech Tree Road				River Road (MD 190)				Nevis Road				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
USER-DEFINED PEAK HR	0				0				2				0			
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
INT. PEAK HR (BIKES)	0				1				3				0			
08:00 AM to 09:00 AM	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0

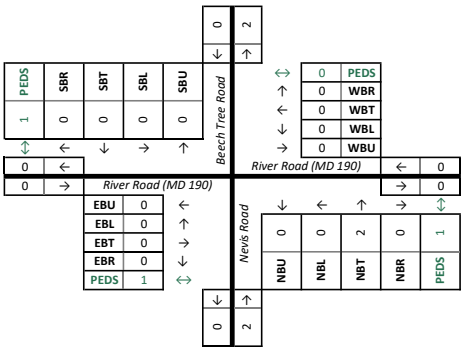
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (07:15 AM-08:15 AM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (07:15 AM-08:15 AM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (07:15 AM-08:15 AM)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD	06:30 AM to 09:30 AM	
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024		
Location	Montgomery County, MD	**Weather:**	Partly Cloudy		
Data Source:	Gorove/Slade Associates, Inc.				

Volumes Displayed as:	2. System Peak (vehicle)	
Intersection Peak Hour (all vehicles):	07:30 AM	to 08:30 AM
System Peak Hour (all vehicles):	07:15 AM	to 08:15 AM
User-Defined Peak Hour:	07:30 AM	to 08:30 AM

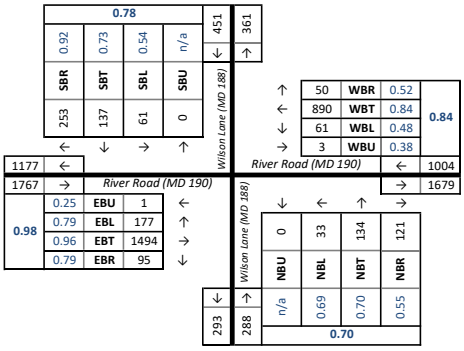
Intersection: 1. Wilson Lane (MD 188) & River Road (MD 190)

ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Wilson Lane (MD 188)					River Road (MD 190)					Wilson Lane (MD 188)					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	2	5	16	0	0	0	96	1	0	0	5	2	4	0	0	21	240	11	0
06:45 AM to 07:00 AM	0	6	13	29	0	0	2	89	1	0	0	6	9	5	0	0	22	322	14	0
07:00 AM to 07:15 AM	0	4	12	36	0	0	4	133	1	0	0	9	7	5	0	1	32	346	19	1
07:15 AM to 07:30 AM	0	6	14	65	0	0	3	217	7	0	0	7	19	34	0	0	37	391	12	0
07:30 AM to 07:45 AM	0	12	30	65	1	2	22	264	11	0	0	10	38	55	0	1	36	372	30	0
07:45 AM to 08:00 AM	0	15	46	54	0	0	32	204	24	0	0	12	48	22	0	0	48	377	27	1
08:00 AM to 08:15 AM	0	28	47	69	0	1	4	205	8	0	0	4	29	10	0	0	56	354	26	0
08:15 AM to 08:30 AM	1	14	34	54	0	0	5	222	7	0	0	20	31	9	0	0	63	364	19	0
08:30 AM to 08:45 AM	1	19	31	86	0	1	4	249	1	0	0	18	20	6	0	0	70	362	16	0
08:45 AM to 09:00 AM	0	10	31	46	0	0	3	261	1	0	0	22	16	9	0	0	65	326	20	0
09:00 AM to 09:15 AM	0	12	56	67	0	2	5	227	7	2	0	7	30	7	0	0	79	363	24	1
09:15 AM to 09:30 AM	1	12	47	82	0	1	7	197	3	0	0	32	35	10	0	0	67	300	19	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	451				1	1004				0	288				0	1767				1
07:15 AM to 08:15 AM	0	61	137	253		3	61	890	50		0	33	134	121		1	177	1494	95	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.93	n/a	0.54	0.73	0.92	**0.78**	0.38	0.48	0.84	0.52	**0.84**	n/a	0.69	0.70	0.55	**0.70**	0.25	0.79	0.96	0.79	**0.98**

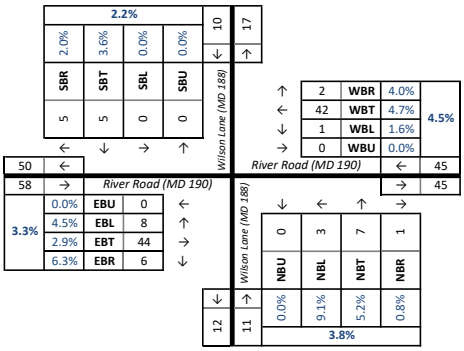
HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Wilson Lane (MD 188)					River Road (MD 190)					Wilson Lane (MD 188)					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	0	0		0	0	5	0			0	0	0		0	0	23	2	
06:45 AM to 07:00 AM	0	0	1	0		0	0	3	0			0	1	0		0	0	21	0	
07:00 AM to 07:15 AM	0	1	1	1		0	0	4	0			0	1	0		0	0	27	5	
07:15 AM to 07:30 AM	0	0	0	4		0	1	18	0			1	1	1		0	2	7	1	
07:30 AM to 07:45 AM	0	0	2	0		0	0	7	0			2	0	0		0	0	7	1	
07:45 AM to 08:00 AM	0	0	2	1		0	0	5	2			0	5	0		0	3	16	1	
08:00 AM to 08:15 AM	0	0	1	0		0	0	12	0			0	1	0		0	3	14	3	
08:15 AM to 08:30 AM	0	0	0	1		0	0	7	0			1	0	0		0	0	13	0	
08:30 AM to 08:45 AM	0	0	3	3		0	0	7	0			1	1	0		0	2	19	0	
08:45 AM to 09:00 AM	0	0	1	3		0	2	11	0			0	1	0		0	1	9	1	
09:00 AM to 09:15 AM	0	0	3	3		0	1	17	1			1	1	1		0	2	14	2	
09:15 AM to 09:30 AM	0	0	1	4		0	0	22	0			9	1	0		0	2	10	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	10					45					11					58				
07:15 AM to 08:15 AM	0	0	5	5		0	1	42	2		0	3	7	1		0	8	44	6	
Heavy Vehicle % (PHV):	0.0%	0.0%	3.6%	2.0%	**2.2%**	0.0%	1.6%	4.7%	4.0%	**4.5%**	0.0%	9.1%	5.2%	0.8%	**3.8%**	0.0%	4.5%	2.9%	6.3%	**3.3%**
INT. PEAK HR (HV ONLY)	21					61					16					62				
08:30 AM to 09:30 AM	0	0	8	13		0	3	57	1		0	11	4	1		0	7	52	3	
Heavy Vehicle % (PHV):	0.0%	0.0%	4.8%	4.6%	**4.2%**	0.0%	15.8%	6.1%	8.3%	**6.3%**	0.0%	13.9%	4.0%	3.1%	**7.5%**	0.0%	2.5%	3.8%	3.8%	**3.6%**

BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Wilson Lane (MD 188)				River Road (MD 190)				Wilson Lane (MD 188)				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM to 09:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	2				0				0				1			
07:15 AM to 08:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
INT. PEAK HR (BIKES)	2				0				2				2			
08:30 AM to 09:30 AM	0	0	1	1	0	0	0	0	0	0	2	0	0	0	2	0

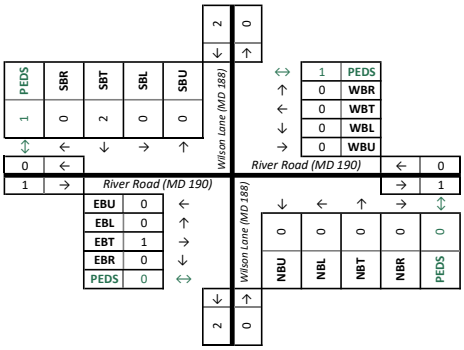
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

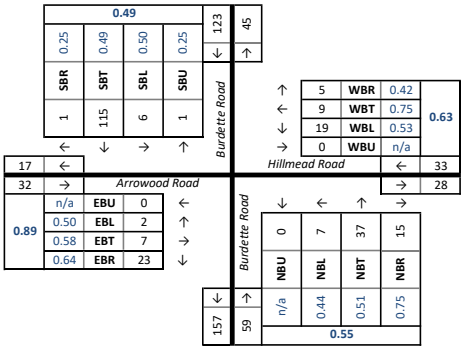
Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD	06:30 AM to 09:30 AM	Volumes Displayed as: 2. System Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024		Intersection Peak Hour (all vehicles): 08:00 AM to 09:00 AM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy		System Peak Hour (all vehicles): 07:15 AM to 08:15 AM
Data Source:	Gorove/Slade Associates, Inc.				User-Defined Peak Hour: 07:30 AM to 08:30 AM

Intersection: 1. Burdette Road & Hillmead Road/Arrowood Road

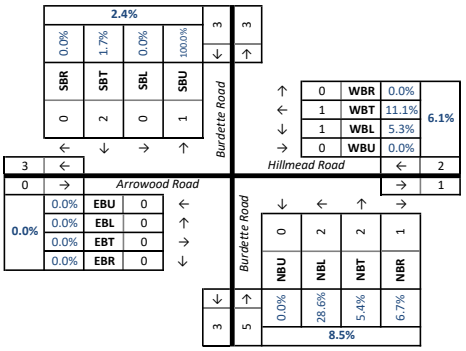
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					Hillmead Road					Burdette Road					Arrowood Road				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
06:30 AM to 06:45 AM	0	0	8	1	0	0	1	0	0	0	0	2	1	0	0	0	1	2	2	0
06:45 AM to 07:00 AM	0	0	8	0	0	0	5	0	0	1	0	1	0	1	0	0	0	1	3	0
07:00 AM to 07:15 AM	0	2	7	0	1	0	2	1	0	0	0	3	3	3	0	0	0	1	5	0
07:15 AM to 07:30 AM	0	0	8	0	0	0	1	3	0	0	0	0	2	2	2	0	1	3	4	0
07:30 AM to 07:45 AM	0	3	20	0	1	0	3	2	1	0	0	2	6	4	0	0	0	2	6	0
07:45 AM to 08:00 AM	0	1	28	0	0	0	9	3	1	0	0	1	11	4	0	0	1	2	4	0
08:00 AM to 08:15 AM	1	2	59	1	0	0	6	1	3	0	0	4	18	5	0	0	0	0	9	0
08:15 AM to 08:30 AM	0	4	33	2	0	0	9	0	0	0	0	2	7	5	0	0	0	0	8	0
08:30 AM to 08:45 AM	0	0	35	1	0	0	6	1	1	0	0	4	7	1	0	0	1	1	7	1
08:45 AM to 09:00 AM	0	3	38	3	1	0	14	1	3	0	0	2	9	9	1	0	2	5	13	0
09:00 AM to 09:15 AM	0	0	19	1	0	0	3	2	1	0	0	2	6	4	1	0	0	2	5	0
09:15 AM to 09:30 AM	0	2	26	1	2	0	3	4	0	0	0	2	7	3	0	0	0	1	5	0
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	123				1	33				0	59				2	32				0
07:15 AM to 08:15 AM	1	6	115	1		0	19	9	5		0	7	37	15		0	2	7	23	
Peak Hour Factor (PHF) Overall	0.57	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
		0.25	0.50	0.49	0.25	0.49	n/a	0.53	0.75	0.42	0.63	n/a	0.44	0.51	0.75	0.55	n/a	0.50	0.58	0.64	0.89

VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



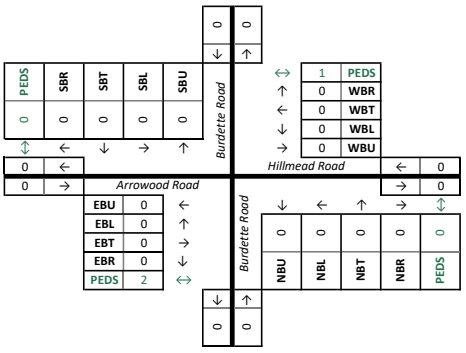
HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					Hillmead Road					Burdette Road					Arrowood Road				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	0	
07:00 AM to 07:15 AM	0	1	1	0		0	0	0	0		0	0	0	1		0	0	0	0	
07:15 AM to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM	0	0	0	0		0	0	1	0		0	1	0	1		0	0	0	0	
07:45 AM to 08:00 AM	0	0	1	0		0	1	0	0		0	0	1	0		0	0	0	0	
08:00 AM to 08:15 AM	1	0	1	0		0	0	0	0		0	1	1	0		0	0	0	0	
08:15 AM to 08:30 AM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:30 AM to 08:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	1	
08:45 AM to 09:00 AM	0	0	4	1		0	1	1	1		0	1	1	0		0	0	0	2	
09:00 AM to 09:15 AM	0	0	1	0		0	1	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	0	2	1	0		0	0	1	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
SYSTEM PEAK HR (VEH.)	3					2					5					0				
07:15 AM to 08:15 AM	1	0	2	0		0	1	1	0		0	2	2	1		0	0	0	0	
Heavy Vehicle % (PHV):	100.0%	0.0%	1.7%	0.0%	**2.4%**	0.0%	5.3%	11.1%	0.0%	**6.1%**	0.0%	28.6%	5.4%	6.7%	**8.5%**	0.0%	0.0%	0.0%	0.0%	**0.0%**
INT. PEAK HR (HV ONLY)	10					5					2					3				
08:30 AM to 09:30 AM	0	2	7	1		0	2	2	1		0	1	1	0		0	0	0	3	
Heavy Vehicle % (PHV):	0.0%	40.0%	5.9%	16.7%	**7.8%**	0.0%	7.7%	25.0%	20.0%	**12.8%**	0.0%	10.0%	3.4%	0.0%	**3.6%**	0.0%	0.0%	0.0%	10.0%	**7.1%**

HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Burdette Road				Hillmead Road				Burdette Road				Arrowood Road			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
06:30 AM to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM to 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM to 09:45 AM																
09:45 AM to 10:00 AM																
10:00 AM to 10:15 AM																
10:15 AM to 10:30 AM																
10:30 AM to 10:45 AM																
10:45 AM to 11:00 AM																
11:00 AM to 11:15 AM																
11:15 AM to 11:30 AM																
SYSTEM PEAK HR (VEH.)	0				0				0				0			
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				0				0				0			
06:30 AM to 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 02:00 PM to 07:00 PM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	04:30 PM to 05:30 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	02:30 PM to 03:30 PM

Intersection: 1. Ramp to I 495 SB/Ramps from I 495 SB & River Road (MD 190)

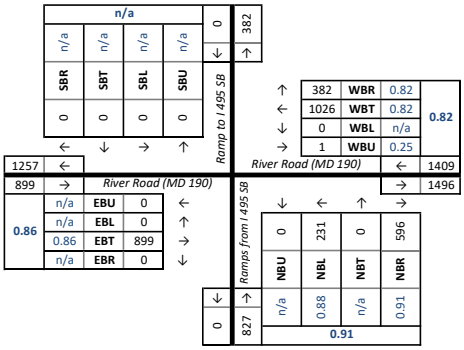
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp to I 495 SB					River Road (MD 190)					Ramps from I 495 SB					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM to 02:15 PM	0	0	0	0	0	0	0	214	94	0	0	102	0	147	0	0	0	173	0	0
02:15 PM to 02:30 PM	0	0	0	0	0	1	0	289	152	0	0	49	0	86	0	0	0	179	0	0
02:30 PM to 02:45 PM	0	0	0	0	0	1	0	213	75	0	0	63	0	164	0	0	0	215	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	238	87	0	0	37	0	133	0	0	0	190	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	263	103	1	0	66	0	151	0	0	0	232	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	312	117	0	0	65	0	148	0	0	0	262	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	1	0	270	93	0	0	49	0	136	0	0	0	251	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	310	150	0	0	55	0	143	0	0	0	275	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	290	115	0	0	44	0	167	0	0	0	249	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	290	87	0	0	24	0	104	0	0	0	246	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	335	89	0	0	55	0	184	1	0	0	210	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	332	124	0	0	49	0	141	0	0	0	260	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	346	117	0	0	67	0	150	0	0	0	222	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	262	90	0	0	74	0	204	0	0	0	256	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	246	70	0	0	58	0	213	0	0	0	223	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	261	82	0	0	71	0	211	0	0	0	200	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	255	78	0	0	63	0	204	0	0	0	170	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	1	0	239	62	0	0	57	0	203	0	0	0	205	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	269	74	0	0	73	0	184	0	0	0	175	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	290	131	0	0	67	0	153	0	0	0	150	0	0
USER-DEFINED PEAK HR	0				0	1409				1	827				0	899				0
02:30 PM to 03:30 PM	0	0	0	0		1	0	1026	382		0	231	0	596		0	0	899	0	
Peak Hour Factor (PHF) Overall	0.87																			
	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
	n/a	n/a	n/a	n/a	**n/a**	0.25	n/a	0.82	0.82	**0.82**	n/a	0.88	n/a	0.91	**0.91**	n/a	n/a	0.86	n/a	**0.86**

HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp to I 495 SB					River Road (MD 190)					Ramps from I 495 SB					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	5	8		0	1	0	17		0	0	13	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	7	5		0	1	0	7		0	0	5	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	5	4		0	6	0	12		0	0	8	0	
02:45 PM to 03:00 PM	0	0	0	0		0	0	11	4		0	1	0	8		0	0	5	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	4	4		0	2	0	7		0	0	10	0	
03:15 PM to 03:30 PM	0	0	0	0		0	0	7	6		0	2	0	3		0	0	12	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	10	2		0	1	0	2		0	0	9	0	
03:45 PM to 04:00 PM	0	0	0	0		0	0	12	3		0	2	0	5		0	0	14	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	6	5		0	1	0	2		0	0	7	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	7	3		0	1	0	4		0	0	9	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	7	5		0	1	0	0		0	0	5	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	6	3		0	3	0	2		0	0	9	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	3	0		0	0	0	0		0	0	10	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	3	1		0	0	0	4		0	0	3	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	2	0		0	2	0	1		0	0	3	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	2	2		0	1	0	5		0	0	2	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	1	3		0	0	0	0		0	0	5	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	4	0		0	1	0	3		0	0	4	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	3	1		0	0	0	1		0	0	3	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	1	5		0	0	0	3		0	0	4	0	
USER-DEFINED PEAK HR	0					45					41					35				
02:30 PM to 03:30 PM	0	0	0	0		0	0	27	18		0	11	0	30		0	0	35	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.6%	4.7%	**3.2%**	0.0%	4.8%	0.0%	5.0%	**5.0%**	0.0%	0.0%	3.9%	0.0%	**3.9%**
INT. PEAK HR (HV ONLY)	0					49					53					31				
02:00 PM to 03:00 PM	0	0	0	0		0	0	28	21		0	9	0	44		0	0	31	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	0.0%	2.9%	5.1%	**3.6%**	0.0%	3.6%	0.0%	8.3%	**6.8%**	0.0%	0.0%	4.1%	0.0%	**4.1%**

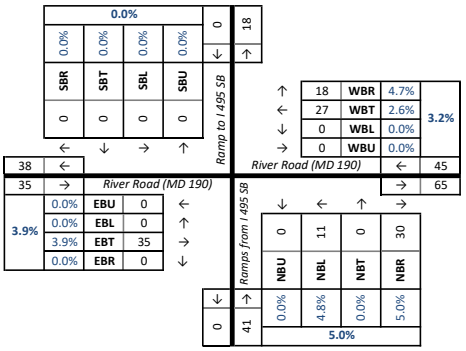
BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Ramp to I 495 SB				River Road (MD 190)				Ramps from I 495 SB				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:00 PM to 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM to 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USER-DEFINED PEAK HR	0				0				0				0			
02:30 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				0				0				1			
02:45 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

DATA COLLECTION NOTES :

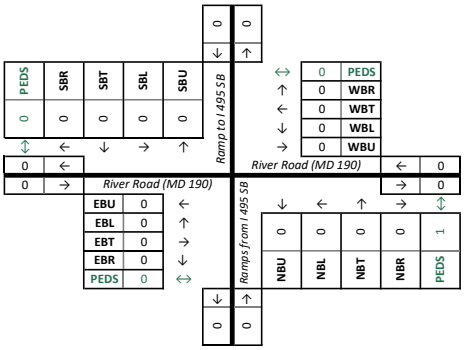
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (02:30 PM-03:30 PM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (02:30 PM-03:30 PM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (02:30 PM-03:30 PM)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 02:00 PM to 07:00 PM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	02:30 PM to 03:30 PM

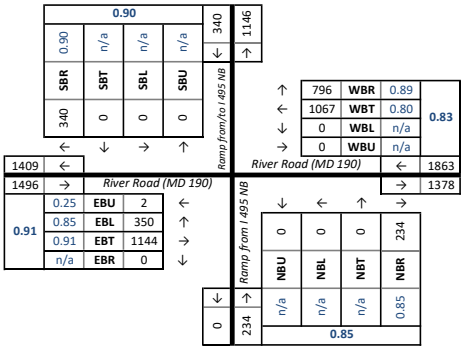
Intersection: 1. Ramp from/to I 495 NB/Ramp from I 495 NB & River Road (MD 190)

ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp from/to I 495 NB					River Road (MD 190)					Ramp from I 495 NB					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM to 02:15 PM	0	0	0	83	0	0	0	224	200	0	0	0	0	66	0	1	74	245	0	0
02:15 PM to 02:30 PM	0	0	0	67	0	0	0	375	173	0	0	0	0	72	0	0	77	188	0	0
02:30 PM to 02:45 PM	0	0	0	84	0	0	0	205	176	0	0	0	0	67	0	0	91	288	0	0
02:45 PM to 03:00 PM	0	0	0	70	0	0	0	255	206	0	0	0	0	69	0	0	63	261	0	0
03:00 PM to 03:15 PM	0	0	0	94	0	0	0	272	190	0	0	0	0	62	0	0	103	280	0	0
03:15 PM to 03:30 PM	0	0	0	92	0	0	0	335	224	0	0	0	0	36	0	2	93	315	0	0
03:30 PM to 03:45 PM	0	0	0	69	0	0	0	292	229	0	0	0	0	43	0	3	79	305	0	0
03:45 PM to 04:00 PM	0	0	0	76	0	0	0	384	228	0	0	0	0	57	0	0	78	340	0	0
04:00 PM to 04:15 PM	0	0	0	82	0	0	0	322	276	0	0	0	0	63	0	1	80	336	0	0
04:15 PM to 04:30 PM	0	0	0	69	0	0	0	305	202	0	0	0	0	65	0	2	80	268	0	0
04:30 PM to 04:45 PM	0	0	0	114	0	0	0	309	238	0	0	0	0	70	0	1	64	329	0	0
04:45 PM to 05:00 PM	0	0	0	100	0	0	0	354	218	0	0	0	0	56	0	2	76	320	0	0
05:00 PM to 05:15 PM	0	0	0	106	0	0	0	356	225	0	0	0	0	41	0	1	88	283	0	0
05:15 PM to 05:30 PM	0	0	0	94	0	0	0	257	173	0	0	0	0	48	0	3	83	373	0	0
05:30 PM to 05:45 PM	0	0	0	101	0	0	0	214	126	0	0	0	0	59	0	1	68	367	0	0
05:45 PM to 06:00 PM	0	0	0	113	0	0	0	228	102	0	0	0	0	64	0	3	60	348	0	0
06:00 PM to 06:15 PM	0	0	0	102	0	0	0	231	106	0	0	0	0	92	0	0	70	304	0	0
06:15 PM to 06:30 PM	0	0	0	128	0	1	0	173	120	0	0	0	0	89	0	1	73	334	0	0
06:30 PM to 06:45 PM	0	0	0	125	0	1	0	217	134	0	0	0	0	74	0	1	69	289	0	0
06:45 PM to 07:00 PM	0	0	0	87	0	0	0	334	183	0	0	0	0	88	0	1	71	231	0	0
USER-DEFINED PEAK HR	340				0	1863				0	234				0	1496				0
02:30 PM to 03:30 PM	0	0	0	340		0	0	1067	796		0	0	0	234		2	350	1144	0	
Peak Hour Factor (PHF) Overall	0.90				0.90					0.83					0.85					0.91
	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
	n/a	n/a	n/a	0.90		n/a	n/a	0.80	0.89		n/a	n/a	n/a	0.85		0.25	0.85	0.91	n/a	

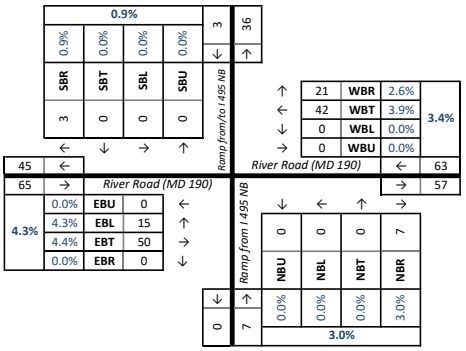
HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Ramp from/to I 495 NB					River Road (MD 190)					Ramp from I 495 NB					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	2		0	0	11	2		0	0	0	2		0	4	20	0	
02:15 PM to 02:30 PM	0	0	0	1		0	0	11	1		0	0	0	2		0	3	15	0	
02:30 PM to 02:45 PM	0	0	0	1		0	0	8	1		0	0	0	1		0	4	16	0	
02:45 PM to 03:00 PM	0	0	0	0		0	0	15	8		0	0	0	3		0	2	11	0	
03:00 PM to 03:15 PM	0	0	0	1		0	0	7	5		0	0	0	1		0	4	13	0	
03:15 PM to 03:30 PM	0	0	0	1		0	0	12	7		0	0	0	2		0	5	10	0	
03:30 PM to 03:45 PM	0	0	0	2		0	0	10	4		0	0	0	1		0	3	8	0	
03:45 PM to 04:00 PM	0	0	0	2		0	0	12	5		0	0	0	5		0	2	16	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	11	14		0	0	0	1		0	2	7	0	
04:15 PM to 04:30 PM	0	0	0	1		0	0	9	12		0	0	0	5		0	5	8	0	
04:30 PM to 04:45 PM	0	0	0	1		0	0	11	15		0	0	0	5		0	2	3	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	8	9		0	0	0	0		1	4	6	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	3	4		0	0	0	0		0	8	2	0	
05:15 PM to 05:30 PM	0	0	0	1		0	0	3	3		0	0	0	2		0	4	3	0	
05:30 PM to 05:45 PM	0	0	0	1		0	0	1	4		0	0	0	2		0	1	3	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	4	1		0	0	0	1		0	4	3	0	
06:00 PM to 06:15 PM	0	0	0	1		0	0	3	2		0	0	0	1		0	3	2	0	
06:15 PM to 06:30 PM	0	0	0	1		0	0	3	7		0	0	0	0		0	3	4	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	4	3		0	0	0	0		0	2	2	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	6	7		0	0	0	0		0	3	4	0	
USER-DEFINED PEAK HR	3					63					7					65				
02:30 PM to 03:30 PM	0	0	0	3		0	0	42	21		0	0	0	7		0	15	50	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.9%	0.9%	0.0%	0.0%	3.9%	2.6%	3.4%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	4.3%	4.4%	0.0%	4.3%
INT. PEAK HR (HV ONLY)	4					89					16					45				
03:45 PM to 04:45 PM	0	0	0	4		0	0	43	46		0	0	0	16		0	11	34	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	1.2%	1.2%	0.0%	0.0%	3.3%	4.9%	3.9%	0.0%	0.0%	0.0%	6.3%	6.3%	0.0%	3.6%	2.7%	0.0%	2.8%

BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Ramp from/to I 495 NB				River Road (MD 190)				Ramp from I 495 NB				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:00 PM to 02:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM to 02:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM to 02:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0
03:45 PM to 04:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USER-DEFINED PEAK HR	3				0				0				0			
02:30 PM to 03:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	6				0				0				1			
03:00 PM to 04:00 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0

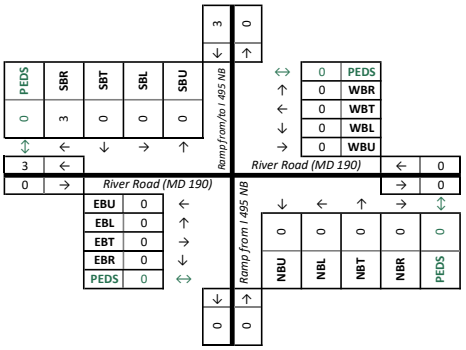
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (02:30 PM-03:30 PM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (02:30 PM-03:30 PM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (02:30 PM-03:30 PM)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 02:30 PM to 07:00 PM	Volumes Displayed as:	1. Intersection Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024	Intersection Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	02:30 PM to 03:30 PM

Intersection: 1. Burdette Road & River Road (MD 190)

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					River Road (MD 190)					Burdette Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	6	0	27	0	0	1	420	6	0	0	4	1	2	0	4	22	300	3	0
02:45 PM to 03:00 PM	0	9	2	24	0	0	2	445	11	0	0	7	1	1	0	2	17	360	5	0
03:00 PM to 03:15 PM	0	10	0	29	0	0	1	385	10	0	0	7	0	1	0	1	26	344	0	0
03:15 PM to 03:30 PM	0	13	1	29	1	0	1	601	7	0	0	2	1	0	0	0	17	395	4	0
03:30 PM to 03:45 PM	0	7	1	25	0	0	1	482	16	0	0	4	0	0	0	2	19	350	1	0
03:45 PM to 04:00 PM	0	11	2	17	0	0	0	513	18	1	0	7	1	2	0	0	18	359	2	0
04:00 PM to 04:15 PM	0	10	0	29	0	0	0	535	13	0	0	5	0	2	0	3	30	344	0	0
04:15 PM to 04:30 PM	0	10	1	33	0	0	0	465	8	0	0	4	4	0	0	0	24	311	5	0
04:30 PM to 04:45 PM	0	10	0	21	0	0	1	494	12	0	0	2	2	1	0	5	20	336	6	0
04:45 PM to 05:00 PM	0	6	0	38	0	0	1	537	3	1	0	6	0	0	0	0	21	334	2	0
05:00 PM to 05:15 PM	0	7	1	42	0	0	1	410	9	0	0	4	2	1	0	4	21	287	5	0
05:15 PM to 05:30 PM	0	5	0	25	0	0	1	538	7	0	0	5	1	1	0	0	21	368	1	0
05:30 PM to 05:45 PM	0	9	0	31	0	1	1	489	4	0	0	6	0	3	0	2	13	325	5	0
05:45 PM to 06:00 PM	0	4	1	23	0	0	0	497	2	1	0	5	0	0	0	1	19	331	5	0
06:00 PM to 06:15 PM	0	6	1	21	0	0	2	415	7	0	0	5	0	2	0	2	22	267	2	0
06:15 PM to 06:30 PM	0	4	0	16	0	0	0	432	5	1	0	4	0	0	0	5	18	298	5	0
06:30 PM to 06:45 PM	0	3	0	6	0	1	1	369	2	0	0	5	0	1	0	4	24	287	7	0
06:45 PM to 07:00 PM	0	3	0	6	0	0	0	308	5	0	0	3	1	0	0	0	21	241	7	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
INT. PEAK HR (ALL VEH)	145				1	2187				1	24				0	1544				0
03:15 PM to 04:15 PM	0	41	4	100		0	2	2131	54		0	18	2	4		5	84	1448	7	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.91	n/a	0.79	0.50	0.86	**0.84**	n/a	0.50	0.89	0.75	**0.90**	n/a	0.64	0.50	0.50	**0.60**	0.42	0.70	0.92	0.44	**0.93**

HEAVY VEHICLES (FHWA 4+)

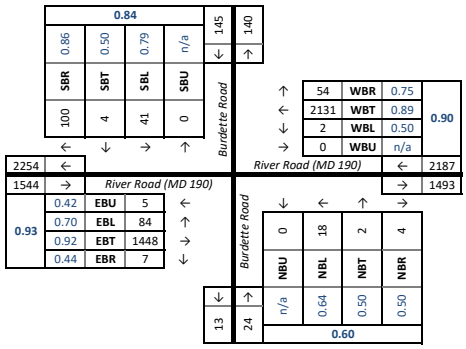
Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					River Road (MD 190)					Burdette Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:30 PM to 02:45 PM	0	0	0	1		0	1	18	0		0	0	0	0		0	2	13	1	
02:45 PM to 03:00 PM	0	1	0	1		0	0	19	1		0	0	0	0		0	0	10	0	
03:00 PM to 03:15 PM	0	1	0	0		0	0	16	1		0	0	0	0		0	0	21	0	
03:15 PM to 03:30 PM	0	1	0	0		0	0	24	0		0	0	0	0		0	1	8	0	
03:30 PM to 03:45 PM	0	0	0	2		0	0	14	1		0	0	0	0		0	1	14	0	
03:45 PM to 04:00 PM	0	2	1	0		0	0	17	0		0	0	0	0		0	1	13	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	27	0		0	0	0	0		0	0	8	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	12	0		0	0	1	0		0	0	8	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	17	1		0	0	0	0		0	0	3	0	
04:45 PM to 05:00 PM	0	1	0	0		0	0	12	0		0	0	0	0		0	1	3	0	
05:00 PM to 05:15 PM	0	0	0	1		0	0	8	1		0	0	0	0		0	0	5	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	16	0		0	0	0	0		0	0	6	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	10	0		0	0	0	0		0	0	2	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	9	0		0	0	0	0		0	0	7	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	7	0		0	0	0	0		0	0	3	0	
06:15 PM to 06:30 PM	0	1	0	0		0	0	9	0		0	0	0	0		0	0	4	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	8	0		0	0	0	0		0	0	2	1	
06:45 PM to 07:00 PM	0	0	0	0		0	0	5	0		0	1	1	0		0	0	1	1	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
INT. PEAK HR (ALL VEH)	6					83					0					46				
03:15 PM to 04:15 PM	0	3	1	2		0	0	82	1		0	0	0	0		0	3	43	0	
Heavy Vehicle % (PHV):	0.0%	7.3%	25.0%	2.0%	**4.1%**	0.0%	0.0%	3.8%	1.9%	**3.8%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	3.6%	3.0%	0.0%	**3.0%**
INT. PEAK HR (HV ONLY)	5					80					0					56				
02:30 PM to 03:30 PM	0	3	0	2		0	1	77	2		0	0	0	0		0	3	52	1	
Heavy Vehicle % (PHV):	0.0%	7.9%	0.0%	1.8%	**3.3%**	0.0%	20.0%	4.2%	5.9%	**4.2%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.0%	3.7%	3.7%	8.3%	**3.7%**

BICYCLES

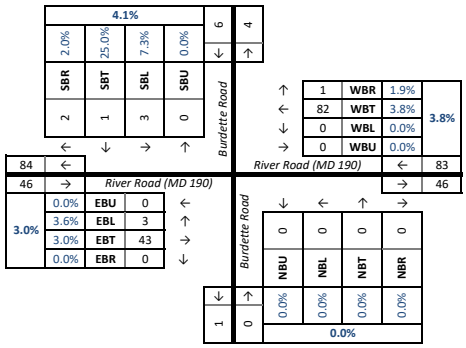
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Burdette Road				River Road (MD 190)				Burdette Road				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
INT. PEAK HR (ALL VEH)	0				0				0				0			
03:15 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	0				0				0				0			
02:30 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DATA COLLECTION NOTES :

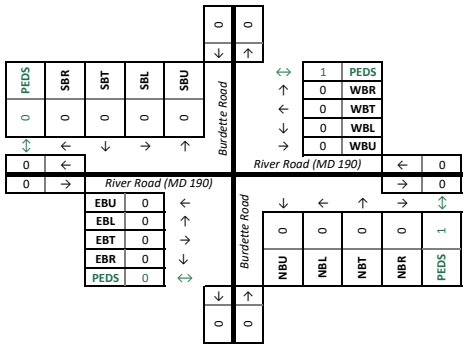
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD	02:30 PM to 07:00 PM	Volumes Displayed as: 2. System Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024		Intersection Peak Hour (all vehicles): 03:15 PM to 04:15 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy		System Peak Hour (all vehicles): 03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.				User-Defined Peak Hour: 02:30 PM to 03:30 PM

Intersection: 1. Royal Dominion Drive & River Road (MD 190)

ALL VEHICLES

	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Royal Dominion Drive					River Road (MD 190)					Royal Dominion Drive					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	5	0	4	0	0	5	420	5	0	0	1	0	2	1	0	8	286	3	0
02:45 PM to 03:00 PM	0	11	0	17	0	0	15	443	15	0	0	2	0	3	0	0	26	340	11	0
03:00 PM to 03:15 PM	0	5	1	13	0	0	13	370	13	0	0	20	0	24	0	1	23	320	19	0
03:15 PM to 03:30 PM	0	5	0	15	0	0	2	575	14	1	0	13	2	14	0	0	27	367	8	2
03:30 PM to 03:45 PM	0	52	1	80	0	0	1	405	20	2	0	3	1	3	2	0	40	303	3	0
03:45 PM to 04:00 PM	0	31	2	45	0	0	6	489	8	2	0	1	2	5	0	1	29	346	1	0
04:00 PM to 04:15 PM	0	24	1	32	0	0	6	504	16	0	0	10	0	7	0	0	12	338	3	0
04:15 PM to 04:30 PM	0	11	0	32	0	2	8	445	12	1	0	3	4	6	1	0	17	305	7	0
04:30 PM to 04:45 PM	0	17	2	33	0	0	7	460	14	2	0	9	0	17	0	0	15	320	7	0
04:45 PM to 05:00 PM	0	11	0	17	0	0	10	519	9	0	0	8	0	13	0	0	12	326	5	0
05:00 PM to 05:15 PM	0	14	0	16	0	2	2	406	9	2	0	2	0	7	0	0	11	284	4	0
05:15 PM to 05:30 PM	0	15	0	14	0	0	2	527	12	1	0	2	0	6	0	1	15	351	5	0
05:30 PM to 05:45 PM	0	32	0	33	1	0	7	459	22	1	0	2	0	8	0	0	15	323	1	0
05:45 PM to 06:00 PM	0	13	0	16	0	0	8	486	14	1	0	0	0	1	0	0	7	331	0	0
06:00 PM to 06:15 PM	0	11	0	11	0	0	12	408	8	0	0	0	0	7	0	1	4	264	2	0
06:15 PM to 06:30 PM	0	4	0	9	0	1	2	432	6	0	0	1	0	3	0	0	5	298	4	0
06:30 PM to 06:45 PM	0	8	0	7	0	0	6	360	17	0	0	3	0	2	0	0	12	277	0	0
06:45 PM to 07:00 PM	0	16	0	19	1	1	2	291	5	0	0	1	0	2	0	0	6	237	2	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
SYSTEM PEAK HR (VEH.)	288				0	2046				5	61				2	1478				2
03:15 PM to 04:15 PM	0	112	4	172		0	15	1973	58		0	27	5	29		1	108	1354	15	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.93	n/a	0.54	0.50	0.54	**0.54**	n/a	0.63	0.86	0.73	**0.87**	n/a	0.52	0.63	0.52	**0.53**	0.25	0.68	0.92	0.47	**0.92**

HEAVY VEHICLES (FHWA 4+)

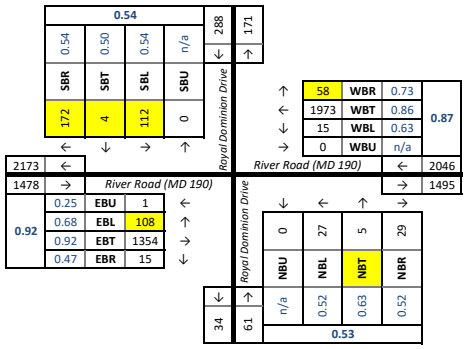
	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Royal Dominion Drive				River Road (MD 190)				Royal Dominion Drive				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	19	0	0	0	0	0	0	0	13	0
02:45 PM to 03:00 PM	0	0	0	0	0	1	19	0	0	1	0	1	0	0	10	0
03:00 PM to 03:15 PM	0	0	0	0	0	1	17	0	0	0	0	0	0	0	22	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	24	0	0	0	0	1	0	0	8	0
03:30 PM to 03:45 PM	0	1	0	0	0	0	15	0	0	0	0	0	0	1	13	0
03:45 PM to 04:00 PM	0	2	0	0	0	1	17	0	0	0	1	0	0	1	14	0
04:00 PM to 04:15 PM	0	2	1	3	0	0	24	3	0	0	0	1	0	0	9	0
04:15 PM to 04:30 PM	0	0	0	1	0	0	10	0	0	0	0	0	0	0	8	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	18	2	0	0	0	0	0	0	3	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	3	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	4	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	15	0	0	0	0	0	0	1	5	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	2	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	9	1	0	0	0	0	0	0	7	0
06:00 PM to 06:15 PM	0	3	0	1	0	0	6	1	0	0	0	0	0	0	2	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	4	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	9				84				3				46			
03:15 PM to 04:15 PM	0	5	1	3	0	1	80	3	0	0	1	2	0	2	44	0
Heavy Vehicle % (PHV):	0.0%	4.5%	25.0%	1.7% **3.1%**	0.0%	6.7%	4.1%	5.2% **4.1%**	0.0%	0.0%	20.0%	6.9% **4.9%**	0.0%	1.9%	3.2%	0.0% **3.1%**
INT. PEAK HR (HV ONLY)	9				84				3				46			
03:15 PM to 04:15 PM	0	5	1	3	0	1	80	3	0	0	1	2	0	2	44	0
Heavy Vehicle % (PHV):	0.0%	4.5%	25.0%	1.7% **3.1%**	0.0%	6.7%	4.1%	5.2% **4.1%**	0.0%	0.0%	20.0%	6.9% **4.9%**	0.0%	1.9%	3.2%	0.0% **3.1%**

BICYCLES

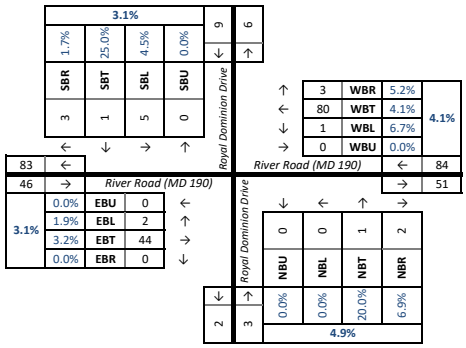
	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Royal Dominion Drive				River Road (MD 190)				Royal Dominion Drive				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
SYSTEM PEAK HR (VEH.)	0				0				1				0			
03:15 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
INT. PEAK HR (BIKES)	0				0				1				0			
02:30 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

DATA COLLECTION NOTES :

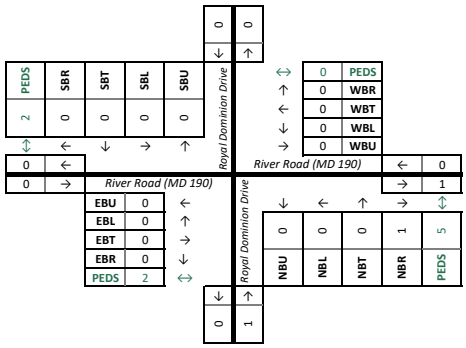
VEHICLE PEAK HOUR VOLS AND PHF: System Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: System Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: System Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD	02:30 PM to 07:00 PM	Volumes Displayed as: 1. Intersection Peak (vehicle)
Project # :	2009-005	**Date of Counts:**	Tuesday, January 30, 2024		Intersection Peak Hour (all vehicles): 03:15 PM to 04:15 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy		System Peak Hour (all vehicles): 03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.				User-Defined Peak Hour: 02:30 PM to 03:30 PM

Intersection: 1. Beech Tree Road/Nevis Road & River Road (MD 190)

ALL VEHICLES

Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Beech Tree Road					River Road (MD 190)					Nevis Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:30 PM to 02:45 PM	0	11	4	1	0	0	10	427	12	0	0	7	5	11	0	0	11	276	11	0
02:45 PM to 03:00 PM	0	16	1	6	0	1	11	456	28	0	0	6	6	9	0	1	18	320	11	1
03:00 PM to 03:15 PM	0	32	6	11	0	0	13	370	12	0	0	6	4	14	0	1	7	329	4	2
03:15 PM to 03:30 PM	0	32	4	4	0	2	19	586	11	0	0	7	1	10	0	0	5	385	6	0
03:30 PM to 03:45 PM	0	20	2	5	0	0	17	423	8	0	0	8	2	12	0	1	6	352	10	0
03:45 PM to 04:00 PM	0	15	1	5	0	0	25	482	12	0	0	11	2	15	0	0	3	358	15	1
04:00 PM to 04:15 PM	0	24	3	3	0	0	15	517	20	0	0	8	6	28	0	1	7	354	10	0
04:15 PM to 04:30 PM	0	15	5	11	0	0	10	440	6	0	0	9	4	27	0	0	5	301	9	0
04:30 PM to 04:45 PM	0	22	3	3	0	1	12	480	8	0	0	3	0	15	0	0	8	344	7	0
04:45 PM to 05:00 PM	0	7	0	4	0	0	12	523	19	0	0	8	0	11	0	0	7	323	17	0
05:00 PM to 05:15 PM	0	12	1	5	0	1	13	400	17	0	0	9	2	20	0	1	10	281	11	1
05:15 PM to 05:30 PM	0	15	7	2	0	0	12	537	7	0	0	4	2	15	0	0	5	353	16	0
05:30 PM to 05:45 PM	0	21	2	5	0	1	17	472	20	0	0	12	3	13	0	0	7	339	18	0
05:45 PM to 06:00 PM	0	12	3	4	0	0	6	498	10	0	0	3	1	9	0	0	4	322	16	0
06:00 PM to 06:15 PM	0	19	2	5	0	0	11	415	12	0	0	11	2	21	0	1	7	265	13	0
06:15 PM to 06:30 PM	0	12	0	3	0	1	7	431	9	0	0	2	3	8	0	0	4	290	7	0
06:30 PM to 06:45 PM	0	11	2	6	0	1	6	373	11	0	0	5	0	9	0	2	6	275	7	1
06:45 PM to 07:00 PM	0	5	2	7	0	0	14	290	5	0	0	3	0	7	0	1	3	244	6	0
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
INT. PEAK HR (ALL VEH)	118				0	2137				0	110				0	1513				1
03:15 PM to 04:15 PM	0	91	10	17		2	76	2008	51		0	34	11	65		2	21	1449	41	
Peak Hour Overall	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
Factor (PHF) 0.90	n/a	0.71	0.63	0.85	**0.74**	0.25	0.76	0.86	0.64	**0.86**	n/a	0.77	0.46	0.58	**0.65**	0.50	0.75	0.94	0.68	**0.96**

HEAVY VEHICLES (FHWA 4+)

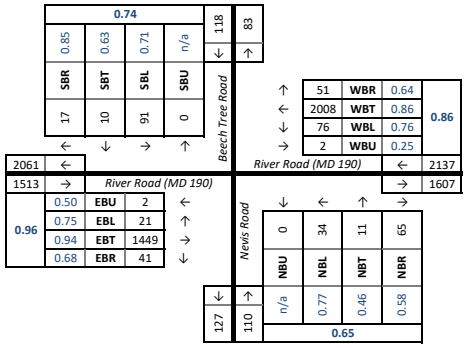
Direction:	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Beech Tree Road					River Road (MD 190)					Nevis Road					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:30 PM to 02:45 PM	0	0	0	0		0	0	19	0		0	0	0	1		0	0	12	1	
02:45 PM to 03:00 PM	0	0	0	0		0	1	19	2		0	0	0	1		0	0	11	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	18	0		0	0	0	0		0	0	20	0	
03:15 PM to 03:30 PM	0	0	0	0		0	2	24	3		0	1	0	0		0	0	10	2	
03:30 PM to 03:45 PM	0	1	1	0		0	0	15	0		0	0	1	0		0	0	12	2	
03:45 PM to 04:00 PM	0	1	0	1		0	1	14	2		0	2	0	3		0	0	16	0	
04:00 PM to 04:15 PM	0	3	0	0		0	1	25	2		0	1	1	1		0	0	9	0	
04:15 PM to 04:30 PM	0	1	0	0		0	0	12	1		0	0	0	0		0	0	8	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	22	0		0	0	0	0		0	0	4	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	12	1		0	0	0	0		0	0	4	0	
05:00 PM to 05:15 PM	0	1	0	0		0	0	8	0		0	0	0	0		0	0	5	0	
05:15 PM to 05:30 PM	0	0	0	1		0	0	14	0		0	0	0	1		0	0	5	0	
05:30 PM to 05:45 PM	0	0	1	0		0	0	12	0		0	0	0	0		0	0	2	0	
05:45 PM to 06:00 PM	0	1	0	0		0	0	11	1		0	0	0	0		0	0	7	0	
06:00 PM to 06:15 PM	0	2	0	0		0	0	5	0		0	0	1	0		0	0	5	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	7	0		0	0	0	0		0	0	4	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	8	0		0	0	0	0		0	0	2	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	7	0		0	0	0	0		0	0	3	0	
07:00 PM to 07:15 PM																				
07:15 PM to 07:30 PM																				
INT. PEAK HR (ALL VEH)	7					89					10					51				
03:15 PM to 04:15 PM	0	5	1	1		0	4	78	7		0	4	2	4		0	0	47	4	
Heavy Vehicle % (PHV):	0.0%	5.5%	10.0%	5.9%	**5.9%**	0.0%	5.3%	3.9%	13.7%	**4.2%**	0.0%	11.8%	18.2%	6.2%	**9.1%**	0.0%	0.0%	3.2%	9.8%	**3.4%**
INT. PEAK HR (HV ONLY)	7					89					10					51				
03:15 PM to 04:15 PM	0	5	1	1		0	4	78	7		0	4	2	4		0	0	47	4	
Heavy Vehicle % (PHV):	0.0%	5.5%	10.0%	5.9%	**5.9%**	0.0%	5.3%	3.9%	13.7%	**4.2%**	0.0%	11.8%	18.2%	6.2%	**9.1%**	0.0%	0.0%	3.2%	9.8%	**3.4%**

BICYCLES

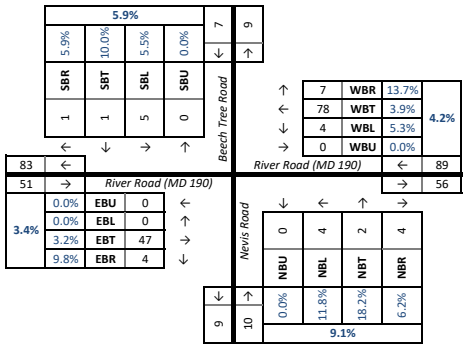
Direction:	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Beech Tree Road				River Road (MD 190)				Nevis Road				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM to 07:15 PM																
07:15 PM to 07:30 PM																
INT. PEAK HR (ALL VEH)	0				1				0				0			
03:15 PM to 04:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
INT. PEAK HR (BIKES)	4				0				0				1			
05:00 PM to 06:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0

DATA COLLECTION NOTES :

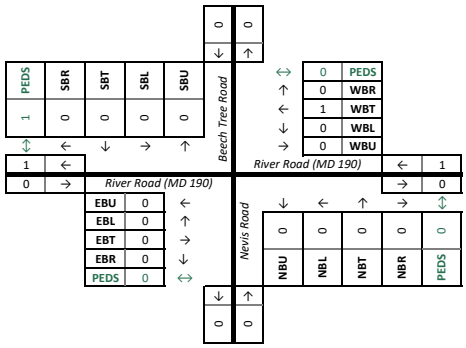
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 02:00 PM to 07:00 PM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	03:45 PM to 04:45 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	02:30 PM to 03:30 PM

Intersection: 1. Wilson Lane (MD 188) & River Road (MD 190)

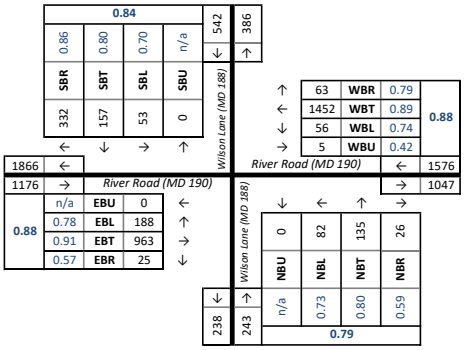
ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Wilson Lane (MD 188)					River Road (MD 190)					Wilson Lane (MD 188)					River Road (MD 190)				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM to 02:15 PM	0	12	70	77	1	1	3	314	7	0	0	27	24	3	0	0	35	195	8	1
02:15 PM to 02:30 PM	1	12	64	107	0	0	6	332	14	0	0	19	15	6	0	0	48	229	11	1
02:30 PM to 02:45 PM	0	8	29	80	0	3	15	365	17	0	0	24	42	11	0	0	35	232	3	0
02:45 PM to 03:00 PM	0	12	34	80	0	1	19	409	19	0	0	16	27	1	0	0	44	241	2	0
03:00 PM to 03:15 PM	0	14	49	75	0	0	10	317	7	0	0	14	34	5	0	0	49	225	11	0
03:15 PM to 03:30 PM	0	19	45	97	0	1	12	361	20	0	0	28	32	9	0	0	60	265	9	2
03:30 PM to 03:45 PM	0	15	34	77	0	1	13	366	17	0	0	22	40	5	0	0	51	268	13	0
03:45 PM to 04:00 PM	0	15	45	74	0	1	7	344	12	0	0	20	34	10	0	0	43	323	14	1
04:00 PM to 04:15 PM	0	19	59	64	0	3	21	352	18	0	0	17	31	11	1	0	61	315	30	2
04:15 PM to 04:30 PM	0	15	60	61	0	2	13	393	9	0	0	15	27	11	0	0	72	242	13	0
04:30 PM to 04:45 PM	0	13	60	68	0	2	11	320	12	0	0	21	46	16	0	0	46	337	15	0
04:45 PM to 05:00 PM	0	22	41	71	0	0	7	385	17	0	0	13	33	8	0	0	47	264	9	0
05:00 PM to 05:15 PM	0	13	30	81	0	1	16	381	13	0	0	19	39	9	1	2	46	285	13	1
05:15 PM to 05:30 PM	0	13	26	76	0	2	7	280	17	0	2	14	50	9	0	0	50	298	8	0
05:30 PM to 05:45 PM	0	13	49	91	0	1	18	130	42	0	0	7	36	16	0	0	59	316	12	0
05:45 PM to 06:00 PM	0	12	42	66	0	2	15	141	20	0	0	10	47	21	0	0	58	346	12	0
06:00 PM to 06:15 PM	0	15	34	57	0	0	6	170	22	0	2	16	38	10	0	0	76	307	19	0
06:15 PM to 06:30 PM	0	25	41	68	0	1	14	154	27	0	1	6	17	12	0	0	56	338	16	0
06:30 PM to 06:45 PM	0	17	43	67	0	0	11	157	37	0	0	8	40	14	0	0	53	314	13	1
06:45 PM to 07:00 PM	0	9	13	57	0	2	9	280	12	0	0	11	22	9	0	0	45	247	11	0
USER-DEFINED PEAK HR	542				0	1576				0	243				0	1176				2
02:30 PM to 03:30 PM	0	53	157	332		5	56	1452	63		0	82	135	26		0	188	963	25	
Peak Hour Factor (PHF) Overall	0.92				0.84					0.88					0.79					0.88
	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
	n/a	0.70	0.80	0.86	0.84	0.42	0.74	0.89	0.79	0.88	n/a	0.73	0.80	0.59	0.79	n/a	0.78	0.91	0.57	0.88

HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Wilson Lane (MD 188)					River Road (MD 190)					Wilson Lane (MD 188)					River Road (MD 190)				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	15	0		0	1	0	0		0	0	9	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	13	0		0	2	0	0		0	4	12	0	
02:30 PM to 02:45 PM	0	0	0	2		0	0	18	0		0	3	0	0		0	3	9	0	
02:45 PM to 03:00 PM	0	0	0	4		0	0	20	4		0	0	2	0		0	1	11	0	
03:00 PM to 03:15 PM	0	2	0	1		0	0	7	0		0	1	2	0		0	4	6	0	
03:15 PM to 03:30 PM	0	0	2	6		0	0	14	1		0	0	0	1		0	3	7	0	
03:30 PM to 03:45 PM	0	0	0	1		0	0	17	0		0	1	1	1		0	3	6	1	
03:45 PM to 04:00 PM	0	0	1	0		0	0	11	0		0	1	0	0		0	1	12	1	
04:00 PM to 04:15 PM	0	1	2	2		0	0	15	0		0	0	0	1		0	1	9	4	
04:15 PM to 04:30 PM	0	1	2	0		0	0	16	0		0	1	1	0		0	2	5	0	
04:30 PM to 04:45 PM	0	0	0	1		0	0	14	0		0	1	2	1		0	3	5	1	
04:45 PM to 05:00 PM	0	0	1	3		0	0	8	0		0	0	0	0		0	0	3	0	
05:00 PM to 05:15 PM	0	0	1	1		0	0	14	0		0	0	1	0		0	0	1	1	
05:15 PM to 05:30 PM	0	0	0	0		0	0	9	0		0	0	0	0		0	0	2	1	
05:30 PM to 05:45 PM	0	0	1	1		0	0	2	1		0	0	1	0		0	1	2	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	2	0		0	1	0	0		0	1	3	0	
06:00 PM to 06:15 PM	0	0	1	0		0	0	6	0		0	0	1	0		0	0	0	0	
06:15 PM to 06:30 PM	0	1	2	1		0	0	5	0		0	0	0	0		0	0	4	0	
06:30 PM to 06:45 PM	0	0	1	0		0	0	4	0		0	0	3	0		0	0	2	0	
06:45 PM to 07:00 PM	0	0	1	2		0	0	10	1		0	0	1	0		0	0	3	0	
USER-DEFINED PEAK HR	17					64					9					44				
02:30 PM to 03:30 PM	0	2	2	13		0	0	59	5		0	4	4	1		0	11	33	0	
Heavy Vehicle % (PHV):	0.0%	3.8%	1.3%	3.9%	3.1%	0.0%	0.0%	4.1%	7.9%	4.1%	0.0%	4.9%	3.0%	3.8%	3.7%	0.0%	5.9%	3.4%	0.0%	3.7%
INT. PEAK HR (HV ONLY)	17					64					9					44				
02:30 PM to 03:30 PM	0	2	2	13		0	0	59	5		0	4	4	1		0	11	33	0	
Heavy Vehicle % (PHV):	0.0%	3.8%	1.3%	3.9%	3.1%	0.0%	0.0%	4.1%	7.9%	4.1%	0.0%	4.9%	3.0%	3.8%	3.7%	0.0%	5.9%	3.4%	0.0%	3.7%

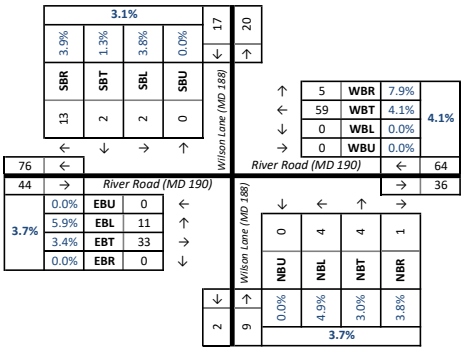
BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Wilson Lane (MD 188)				River Road (MD 190)				Wilson Lane (MD 188)				River Road (MD 190)			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:00 PM to 02:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM to 02:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM to 02:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0
02:45 PM to 03:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
03:00 PM to 03:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	1	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
04:15 PM to 04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
06:15 PM to 06:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0
06:30 PM to 06:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USER-DEFINED PEAK HR	4				3				1				4			
02:30 PM to 03:30 PM	0	1	3	0	0	0	3	0	0	0	1	0	0	1	3	0
INT. PEAK HR (BIKES)	5				3				1				3			
02:15 PM to 03:15 PM	0	1	4	0	0	0	3	0	0	0	1	0	0	1	2	0

DATA COLLECTION NOTES :

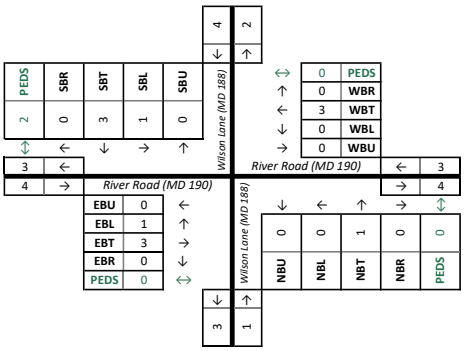
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (02:30 PM-03:30 PM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (02:30 PM-03:30 PM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (02:30 PM-03:30 PM)



Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Holton-Arms School Expansion	**Analysis Period:**	STUDY_PERIOD 02:00 PM to 07:00 PM	Volumes Displayed as:	3. User-Defined
Project # :	2009-005	**Date of Counts:**	Wednesday, October 9, 2024	Intersection Peak Hour (all vehicles):	02:45 PM to 03:45 PM
Location	Montgomery County, MD	**Weather:**	Partly Cloudy	System Peak Hour (all vehicles):	03:15 PM to 04:15 PM
Data Source:	Gorove/Slade Associates, Inc.			User-Defined Peak Hour:	02:30 PM to 03:30 PM

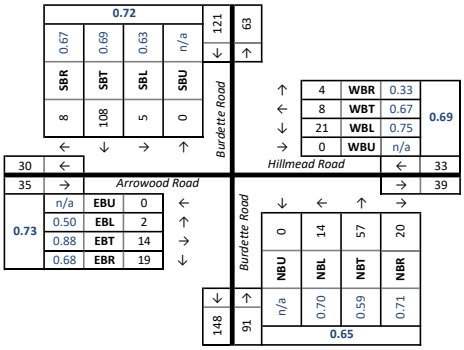
Intersection: 1. Burdette Road & Hillmead Road/Arrowood Road

ALL VEHICLES	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					Hillmead Road					Burdette Road					Arrowood Road				
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM to 02:15 PM	0	0	12	1	0	0	2	0	0	0	0	2	3	4	0	0	1	1	3	0
02:15 PM to 02:30 PM	0	1	12	1	2	0	4	1	1	0	0	2	10	5	0	0	1	1	3	0
02:30 PM to 02:45 PM	0	0	20	2	2	0	5	2	0	1	0	5	15	6	0	0	1	3	4	0
02:45 PM to 03:00 PM	0	2	39	1	4	0	7	2	3	2	0	4	24	7	0	0	1	4	7	0
03:00 PM to 03:15 PM	0	1	28	3	0	0	4	1	0	0	0	2	9	3	0	0	0	3	5	0
03:15 PM to 03:30 PM	0	2	21	2	0	0	5	3	1	0	0	3	9	4	0	0	0	4	3	0
03:30 PM to 03:45 PM	0	1	20	0	2	0	7	2	0	0	0	7	19	7	0	0	0	4	3	0
03:45 PM to 04:00 PM	0	2	28	3	1	0	4	1	2	1	0	4	14	9	1	0	0	0	4	0
04:00 PM to 04:15 PM	0	1	27	1	4	0	4	1	1	1	0	6	15	7	0	0	2	2	3	0
04:15 PM to 04:30 PM	0	1	25	1	1	0	6	3	5	0	0	2	16	3	0	0	0	2	7	0
04:30 PM to 04:45 PM	0	1	23	0	2	0	5	5	0	2	0	8	13	5	2	0	0	2	6	0
04:45 PM to 05:00 PM	0	1	34	0	0	0	7	1	3	0	0	2	11	4	0	0	1	5	2	0
05:00 PM to 05:15 PM	0	1	27	1	0	0	5	5	0	0	0	3	20	1	0	0	1	1	7	0
05:15 PM to 05:30 PM	0	0	20	2	0	0	7	4	2	0	0	2	10	3	0	0	0	0	5	0
05:30 PM to 05:45 PM	0	0	30	1	0	0	9	3	0	0	0	3	8	6	0	0	0	2	5	0
05:45 PM to 06:00 PM	0	1	15	1	3	0	10	4	0	0	0	2	20	3	0	0	0	1	2	0
06:00 PM to 06:15 PM	0	1	18	0	2	0	6	2	0	0	0	2	11	4	0	0	0	1	3	0
06:15 PM to 06:30 PM	0	0	10	1	1	0	9	4	3	3	0	4	10	4	2	0	0	0	3	0
06:30 PM to 06:45 PM	0	1	9	1	2	0	5	3	1	1	0	2	7	4	0	0	0	1	2	0
06:45 PM to 07:00 PM	0	1	4	0	1	0	1	0	1	0	0	2	8	6	0	0	0	2	4	0
USER-DEFINED PEAK HR	121				6	33				3	91				0	35				0
02:30 PM to 03:30 PM	0	5	108	8		0	21	8	4		0	14	57	20		0	2	14	19	
Peak Hour Factor (PHF) Overall	0.69																			
	U	Left	Thru	Right	**SB**	U	Left	Thru	Right	**WB**	U	Left	Thru	Right	**NB**	U	Left	Thru	Right	**EB**
	n/a	0.63	0.69	0.67	**0.72**	n/a	0.75	0.67	0.33	**0.69**	n/a	0.70	0.59	0.71	**0.65**	n/a	0.50	0.88	0.68	**0.73**

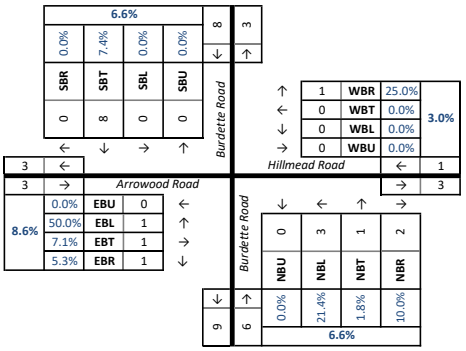
HEAVY VEHICLES (FHWA 4+)	Southbound					Westbound					Northbound					Eastbound				
Roadway:	Burdette Road					Hillmead Road					Burdette Road					Arrowood Road				
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	1	
02:15 PM to 02:30 PM	0	0	0	1		0	0	0	1		0	1	1	0		0	1	0	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	1		0	0	0	1	
02:45 PM to 03:00 PM	0	0	4	0		0	0	0	1		0	2	1	0		0	1	1	0	
03:00 PM to 03:15 PM	0	0	3	0		0	0	0	0		0	0	0	1		0	0	0	0	
03:15 PM to 03:30 PM	0	0	1	0		0	0	0	0		0	1	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	0	0		0	2	2	1		0	0	1	0	
03:45 PM to 04:00 PM	0	1	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
04:00 PM to 04:15 PM	0	1	0	1		0	0	0	1		0	0	0	1		0	0	0	0	
04:15 PM to 04:30 PM	0	0	2	1		0	0	1	0		0	0	0	0		0	0	0	1	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	1	
04:45 PM to 05:00 PM	0	0	1	0		0	0	0	1		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
05:30 PM to 05:45 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	1	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
USER-DEFINED PEAK HR	8					1					6					3				
02:30 PM to 03:30 PM	0	0	8	0		0	0	0	1		0	3	1	2		0	1	1	1	
Heavy Vehicle % (PHV):	0.0%	0.0%	7.4%	0.0%	**6.6%**	0.0%	0.0%	0.0%	25.0%	**3.0%**	0.0%	21.4%	1.8%	10.0%	**6.6%**	0.0%	50.0%	7.1%	5.3%	**8.6%**
INT. PEAK HR (HV ONLY)	8					1					10					3				
02:45 PM to 03:45 PM	0	0	8	0		0	0	0	1		0	5	3	2		0	1	2	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	7.4%	0.0%	**6.7%**	0.0%	0.0%	0.0%	25.0%	**2.9%**	0.0%	31.3%	4.9%	9.5%	**10.2%**	0.0%	100.0%	13.3%	0.0%	**8.8%**

BICYCLES	Southbound				Westbound				Northbound				Eastbound			
Roadway:	Burdette Road				Hillmead Road				Burdette Road				Arrowood Road			
Movement:	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right
02:00 PM to 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM to 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:15 PM to 04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM to 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM to 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 PM to 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
USER-DEFINED PEAK HR	0				0				0				2			
02:30 PM to 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
INT. PEAK HR (BIKES)	0				2				1				1			
03:15 PM to 04:15 PM	0	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0

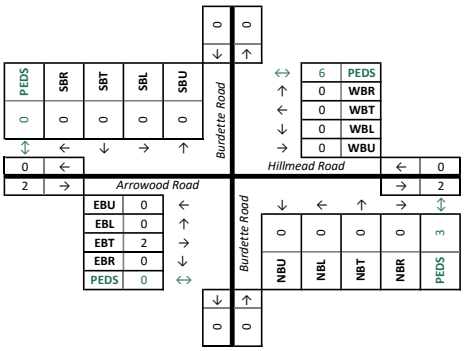
VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (02:30 PM-03:30 PM)



HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (02:30 PM-03:30 PM)



PED AND BIKE PEAK HOUR VOLUMES: User-Defined (02:30 PM-03:30 PM)



DATA COLLECTION NOTES :

F. Study Intersection Signal Timing and Phasing Settings

MD 190 @ OL

February 16, 2024

BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2						X											
3																	
4																	
5																	
6		X															
7																	
8																	
9																	
10																	
11																	
12																	
13																	
14																	

MD 190 @ OL

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE		X		X		X										
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	0	20	0	5	0	20	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	0	30	0	20	0	30	0	0	0	0	0	0	0	0	0	0
MAX2	0	60	0	75	0	60	0	0	0	0	0	0	0	0	0	0
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	5.0	3.0	4.0	3.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	0.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

MD 190 @ OL

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

MD 190 @ OL

CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X				X										
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK		X				X										
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET				X												
VE RCALL																
PD RCALL																
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	75	STD (COS)	111
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

MD 190 @ OL

COORDINATOR PATTERN 1

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2
CYCLE	120
OFFSET VAL	54
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	121
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 190 @ OL

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3
CYCLE	150
OFFSET VAL	127
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	131
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4
CYCLE	110
OFFSET VAL	19
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	141
DWELL/ADD TIME	0
TIMING PLAN	1

MD 190 @ OL

COORDINATOR PATTERN 4

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5
CYCLE	100
OFFSET VAL	17
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	151
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 190 @ OL

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30
CYCLE	0
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	252
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 31

USE SPLIT PATTERN	31
CYCLE	90
OFFSET VAL	36
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	X
MAX SELECT	NONE
STD (COS)	213
DWELL/ADD TIME	0
TIMING PLAN	1

COORDINATOR PATTERN 31

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 32

USE SPLIT PATTERN	32
CYCLE	150
OFFSET VAL	14
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	223
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 190 @ OL

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 33

USE SPLIT PATTERN	33
CYCLE	150
OFFSET VAL	14
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	233
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	119	0	31	0	119	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

MD 190 @ OL

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	72	0	48	0	72	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	99	0	51	0	99	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	57	0	53	0	57	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	52	0	48	0	52	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	63	0	27	0	63	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	75	0	75	0	75	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 33

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	89	0	61	0	89	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

MD 190 @ OL

Split 33

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

MD 190 @ OL

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

MD 190 @ OL

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 5

PATTERN	5	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

MD 190 @ OL

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

MD 190 @ OL

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 31

PATTERN	31	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 32

PATTERN	32	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

MD 190 @ OL

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 33

PATTERN	33	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	1	2	3	4	99	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	1	2	3	4	99	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	1	2	3	4	99	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	1	2	3	4	99	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	1	2	3	4	99	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 190 @ IL

February 16, 2024

BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
12																	
13																	
14																	

MD 190 @ IL

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X														
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAX2	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

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TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

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CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X		X		X		X								
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK		X				X										
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X														
MX RCALL		X														
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	93	STD (COS)	131
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

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COORDINATOR PATTERN 3

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X						
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	60	90	0	0	0	0	0	0
COORD		X						
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 98

PATTERN	98
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	0
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 99

PATTERN	FREE	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	99	3	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	99	3	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	99	3	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	99	3	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	99	3	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	100	100	99	99	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2						X											
3																	
4								X									
5																	
6		X															
7																	
8				X													
9																	
10																	
11																	
12																	
13																	
14																	

MD 190 @ Burdette

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	0	5	3	7	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	22	0	17	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	15	60	0	20	15	60	0	20	0	0	0	0	0	0	0	0
MAX2	25	60	0	30	20	60	0	30	0	0	0	0	0	0	0	0
MAX3	60	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	5.0	3.0	4.0	4.0	5.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	1.0	0.0	2.5	2.0	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	99	99	0	99	99	99	0	99	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

MD 190 @ Burdette

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TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

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CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X		X		X		X								
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK		X				X										
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	20	STD (COS)	111
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

MD 190 @ Burdette

COORDINATOR PATTERN 1

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2
CYCLE	120
OFFSET VAL	8
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	121
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3
CYCLE	150
OFFSET VAL	122
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	131
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4
CYCLE	110
OFFSET VAL	1
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	141
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 4

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5
CYCLE	100
OFFSET VAL	65
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	151
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30
CYCLE	120
OFFSET VAL	50
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	252
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 31

USE SPLIT PATTERN	31
CYCLE	180
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	213
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 31

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 32

USE SPLIT PATTERN	32
CYCLE	180
OFFSET VAL	146
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	223
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 33

USE SPLIT PATTERN	33
CYCLE	180
OFFSET VAL	96
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	233
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	99	0	30	21	99	0	30
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	66	0	36	18	66	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	16	104	0	30	16	104	0	30
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	57	0	36	17	57	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	16	48	0	36	16	48	0	36
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

MD 190 @ Burdette

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	66	0	36	18	66	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	125	0	36	19	125	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	1	2	3	4	5	6	7	8
SPLIT	23	121	0	36	23	121	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 33

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 33

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL		X				X										
WALK 2																
VEX 2																
VEH RCL																
MAX RCL		X				X										
MAX 2	X	X		X	X	X		X								
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

MD 190 @ Burdette

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 3

PATTERN	3
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

MD 190 @ Burdette

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 5

PATTERN	5	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

MD 190 @ Burdette

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

MD 190 @ Burdette

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 31

PATTERN	31	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 32

PATTERN	32	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 33

PATTERN	33	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

MD 190 @ Burdette

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2						X											
3																	
4																	
5																	
6		X															
7																	
8																	
9																	
10																	
11																	
12																	
13																	
14																	

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SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X										
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	10	3	3	3	10	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	7	0	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	10	23	0	0	10	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	50	60	25	20	20	60	0	0	0	0	0	0	0	0	0	0
MAX2	50	60	25	40	30	60	0	0	0	0	0	0	0	0	0	0
MAX3	80	60	20	50	10	60	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	5.0	3.5	3.5	4.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	1.5	3.5	4.0	2.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

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TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

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CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X				X										
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK		X				X										
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	43	STD (COS)	111
ACTUATED COORD	X	DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

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COORDINATOR PATTERN 1

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2
CYCLE	120
OFFSET VAL	9
ACTUATED COORD	X
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	121
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3
CYCLE	150
OFFSET VAL	139
ACTUATED COORD	X
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	131
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4
CYCLE	110
OFFSET VAL	26
ACTUATED COORD	X
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	141
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 4

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5
CYCLE	100
OFFSET VAL	88
ACTUATED COORD	X
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	151
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30
CYCLE	180
OFFSET VAL	47
ACTUATED COORD	X
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	252
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 31

USE SPLIT PATTERN	31
CYCLE	180
OFFSET VAL	54
ACTUATED COORD	X
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	213
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 31

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 32

USE SPLIT PATTERN	32
CYCLE	180
OFFSET VAL	155
ACTUATED COORD	X
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	223
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	1
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Royal Dominion

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 33

USE SPLIT PATTERN	33
CYCLE	0
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	233
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	65	37	24	24	65	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	44	37	18	21	44	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	64	37	32	17	64	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	32	37	20	21	32	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	29	37	17	17	29	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Md 190 @ Royal Dominion

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	53	70	37	20	30	93	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	1	2	3	4	5	6	7	8
SPLIT	63	55	37	25	25	93	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	100	37	24	19	100	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 33

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 33

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 3

PATTERN	3
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 5

PATTERN	5	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2	X															
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 31

PATTERN	31	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2	X															
VEH RCL	X															
MAX RCL																
MAX 2																
MAX 3	X	X	X	X	X	X										
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 32

PATTERN	32	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 33

PATTERN	33	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	31	30	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	7	8	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	31	30	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	7	8	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	31	30	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	7	8	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	31	30	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	7	8	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	31	31	30	2	3	32	4	5	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	7	8	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Royal Dominion

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Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Beech Tree

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BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2						X											
3																	
4								X									
5																	
6		X															
7																	
8				X													
9																	
10																	
11																	
12																	
13																	
14																	

Md 190 @ Beech Tree

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	20	0	5	3	20	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	2	0	0	0	2	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	2	0	0	0	2	0	24	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	0.0	5.0	3.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	30	60	0	40	30	60	0	40	0	0	0	0	0	0	0	0
MAX2	30	60	0	40	30	60	0	40	0	0	0	0	0	0	0	0
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	5.0	3.0	3.5	4.0	5.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	1.5	0.0	3.5	2.0	1.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

Md 190 @ Beech Tree

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TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

Md 190 @ Beech Tree

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CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X		X		X		X								
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK																
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X		X								
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	51	STD (COS)	111
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

Md 190 @ Beech Tree

COORDINATOR PATTERN 1

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2
CYCLE	120
OFFSET VAL	76
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	121
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Beech Tree

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3
CYCLE	150
OFFSET VAL	94
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	131
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4
CYCLE	110
OFFSET VAL	75
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	141
DWELL/ADD TIME	0
TIMING PLAN	1

Md 190 @ Beech Tree

COORDINATOR PATTERN 4

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5
CYCLE	100
OFFSET VAL	76
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	151
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Beech Tree

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30
CYCLE	180
OFFSET VAL	22
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	252
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 31

USE SPLIT PATTERN	31
CYCLE	180
OFFSET VAL	127
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	213
DWELL/ADD TIME	0
TIMING PLAN	1

Md 190 @ Beech Tree

COORDINATOR PATTERN 31

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 32

USE SPLIT PATTERN	32
CYCLE	150
OFFSET VAL	57
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	223
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Beech Tree

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 33

USE SPLIT PATTERN	33
CYCLE	0
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	233
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	16	98	0	36	16	98	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Md 190 @ Beech Tree

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	63	0	39	18	63	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	92	0	38	20	92	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	54	0	38	18	54	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	54	0	38	18	54	0	38
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Md 190 @ Beech Tree

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	15	127	0	38	15	127	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	120	0	40	20	120	0	40
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 33

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Md 190 @ Beech Tree

Split 33

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

Md 190 @ Beech Tree

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 3

PATTERN	3
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

Md 190 @ Beech Tree

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 4

PATTERN	4
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 5

PATTERN	5
TIMING PLAN	1
VEH DET PLAN	0
FLASH	

VEH DET DIAG PLN	0
DIMMING ENABLE	
SYS OVERRIDE	
SEQUENCE	1

DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

Md 190 @ Beech Tree

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

Md 190 @ Beech Tree

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 31

PATTERN	31	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 32

PATTERN	32	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

Md 190 @ Beech Tree

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 33

PATTERN	33	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

Md 190 @ Beech Tree

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	30	2	3	31	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	30	2	3	31	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	30	2	3	31	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	30	2	3	31	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	30	2	3	31	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	7	10	14	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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BARRIER CONTROL

BARRIER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
BARRIER CONTROL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SEQUENCE 1

RING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0
2	5	6	7	8	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE COMPATIBILITY

PHASE	PHASE														
	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1											X	X			
2											X	X			
3									X	X					
4									X	X					
5															
6															
7															
8															
9															
10															
11															
12															
13															
14															
15															

SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
1																	
2						X											
3																	
4								X									
5																	
6		X															
7																	
8				X													
9																	
10																	
11																	
12																	
13																	
14																	

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SIMULTANEOUS GAP PHASES

GAP	PHASE																DISABLE
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
15																	
16																	

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X	X	X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	10	5	5	5	10	5	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	19	0	0	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	3.0	5.0	3.0	0.0	3.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	35	16	32	15	32	16	32	0	0	0	0	0	0	0	0
MAX2	35	60	10	20	15	60	10	20	0	0	0	0	0	0	0	0
MAX3	50	0	40	0	50	0	40	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	3.5	4.0	3.5	4.5	3.5	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.5	2.0	2.0	2.0	2.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL

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TYPE/TIMES

OVERLAP	A	B	C	D	E	F	G	H
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

TYPE/TIMES

OVERLAP	I	J	K	L	M	N	O	P
TYPE	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL	NORMAL
LAG GRN (DELAY START CLEAR)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YEL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ADV GRN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROTECTED PHASE	0	0	0	0	0	0	0	0
PERMISSIVE PHASE	0	0	0	0	0	0	0	0
FLASHING ARROW OUTPUT	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP	GRN OLP
DELAY START FYA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ACTION PLAN SF BIT DISABLE	0	0	0	0	0	0	0	0

OVERLAP A

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

OVERLAP A

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

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CONTROLLER OPTIONS

PED CLEAR PROTECT		UNIT RED REVERT	5.0	MUTCD 3 SECONDS DONT WALK	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
FLASHING GRN PH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
GUAR PASSAGE																
NON-ACT I																
NON-ACT II																
DUAL ENTRY		X		X		X		X								
COND SERVICE																
COND RESERVICE																
PED RESERVICE																
REST IN WALK		X				X										
FLASHING WALK																
PED CLR>YELLOW																
PED CLR>RED																
IGRN + VEH EXT																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL			X													
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	PHASE RESERVICE	
CYCLE	150	MAX SELECT	NONE
OFFSET VAL	96	STD (COS)	111
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

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COORDINATOR PATTERN 1

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2
CYCLE	120
OFFSET VAL	46
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	121
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3
CYCLE	150
OFFSET VAL	47
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	131
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4
CYCLE	120
OFFSET VAL	43
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	141
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 4

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5
CYCLE	100
OFFSET VAL	39
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	151
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30
CYCLE	180
OFFSET VAL	80
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	252
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 31

USE SPLIT PATTERN	31
CYCLE	180
OFFSET VAL	70
ACTUATED COORD	
ACT WALK REST	

PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	213
DWELL/ADD TIME	0
TIMING PLAN	1

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COORDINATOR PATTERN 31

SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0

VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 32

USE SPLIT PATTERN	32
CYCLE	0
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	223
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 33

USE SPLIT PATTERN	33
CYCLE	0
OFFSET VAL	0
ACTUATED COORD	
ACT WALK REST	
PHASE RESERVICE	
MAX SELECT	NONE
STD (COS)	233
DWELL/ADD TIME	0

TIMING PLAN	1
SEQUENCE	1
ACTION PLAN	0
FORCE OFF	NONE
VEH PERM 1	0
VEH PERM 2	0
VEH PERM 2 - DISP	0
XART PTRN.	0

RING CONFIG

RING	1	2	3	4
SPLT EXT	0	0	0	0

RING	1	2	3	4
SPLIT DEMAND PTRN.	0	0		

RING	1	2	3	4
RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	69	21	30	24	75	21	30
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	52	18	30	20	52	18	30
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	70	18	32	30	70	18	32
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	48	20	32	20	48	20	32
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	37	13	32	18	37	13	32
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	36	96	18	30	24	108	18	30
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	97	21	32	30	97	21	32
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 31

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	1	2	3	4	5	6	7	8
SPLIT	34	71	13	32	34	71	13	32
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 32

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 33

PHASE	1	2	3	4	5	6	7	8
SPLIT	0	0	0	0	0	0	0	0
COORD		X				X		

PHASE	1	2	3	4	5	6	7	8
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 33

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 3

PATTERN	3
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 5

PATTERN	5	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

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LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 31

PATTERN	31	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 32

PATTERN	32	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

ACTION PLAN 33

PATTERN	33
TIMING PLAN	1
VEH DET PLAN	0
FLASH	
VEH DET DIAG PLN	0
DIMMING ENABLE	

SYS OVERRIDE	
SEQUENCE	1
DET LOG	0
RED REST	
PED DET DIAG PLN	0
PRIORITY RETURN	

PED PR RETURN	
QUEUE DELAY	
PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

Md 190 @ Wilson

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.					

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	30	2	3	31	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	7	10	14	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	30	2	3	31	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	7	10	14	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	30	2	3	31	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	7	10	14	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Md 190 @ Wilson

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	30	2	3	31	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	7	10	14	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	30	2	3	31	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	7	10	14	15	19	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

G. Existing Vehicular Capacity (HCM and CLV) Analysis and Queuing Worksheets

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	20	27	23
Queue Delay / Veh (s/v)	6	0	4
Performance Index	105.5	61.8	167.2

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	16	30	24
Queue Delay / Veh (s/v)	0	0	0
Performance Index	49.8	104.6	154.4

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	20	38	30
Queue Delay / Veh (s/v)	0	0	0
Performance Index	58.3	123.0	181.3

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Future Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	5	11	0	29	5	7	0	0	2
Mvmt Flow	2	8	27	22	11	6	8	44	18	1	7	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	58%	5%
Vol Thru, %	63%	22%	27%	94%
Vol Right, %	25%	72%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	32	33	123
LT Vol	7	2	19	6
Through Vol	37	7	9	116
RT Vol	15	23	5	1
Lane Flow Rate	69	38	39	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.042	0.049	0.164
Departure Headway (Hd)	4.509	4.007	4.531	4.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	899	795	868
Service Time	2.586	2.008	2.532	2.158
HCM Lane V/C Ratio	0.088	0.042	0.049	0.167
HCM Control Delay	8	7.2	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.85
Heavy Vehicles, %	0
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
Future Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
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, %	0	10	0	0	0	25	15	5	7	33	1	17
Mvmt Flow	2	11	14	21	7	4	21	61	29	6	102	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	8%	65%	6%
Vol Thru, %	55%	40%	23%	89%
Vol Right, %	26%	52%	13%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	25	31	108
LT Vol	20	2	20	6
Through Vol	57	10	7	96
RT Vol	27	13	4	6
Lane Flow Rate	111	27	33	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.031	0.041	0.148
Departure Headway (Hd)	4.229	4.173	4.513	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	863	798	769
Service Time	2.306	2.174	2.514	2.693
HCM Lane V/C Ratio	0.132	0.031	0.041	0.15
HCM Control Delay	7.9	7.3	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Future Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	50	7	5	0	0	25	21	2	10	0	7	0
Mvmt Flow	2	16	22	25	9	5	16	67	24	6	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.8	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	6%	64%	4%
Vol Thru, %	63%	40%	24%	89%
Vol Right, %	22%	54%	12%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	35	33	121
LT Vol	14	2	21	5
Through Vol	57	14	8	108
RT Vol	20	19	4	8
Lane Flow Rate	107	41	39	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.131	0.058	0.049	0.166
Departure Headway (Hd)	4.511	5.045	4.569	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	713	787	861
Service Time	2.511	3.054	2.579	2.192
HCM Lane V/C Ratio	0.134	0.058	0.05	0.165
HCM Control Delay	8.2	8.4	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.6

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	215	174	176	186	202	209
Average Queue (ft)	82	66	66	86	111	109
95th Queue (ft)	177	148	156	173	178	175
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0		6	9	9	10
Queuing Penalty (veh)	0		27	39	13	14
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	348	290	373
Average Queue (ft)	239	113	165
95th Queue (ft)	355	252	333
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	15	3	7
Queuing Penalty (veh)	102	14	34
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	LT	R
Maximum Queue (ft)	249	622	638	617	18	304	322	106	109	185	126
Average Queue (ft)	69	338	388	337	2	64	95	9	46	86	46
95th Queue (ft)	189	656	720	791	11	205	256	61	94	155	86
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		8	21	27							
Queuing Penalty (veh)		64	167	209							
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)		17				2	2			0	0
Queuing Penalty (veh)		13				0	1			1	0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	574	881	894	315	309	1247	1290	285	231	203	228	246
Average Queue (ft)	253	364	376	47	65	447	492	139	101	60	110	77
95th Queue (ft)	542	742	761	217	196	1096	1140	345	194	155	188	183
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		3	4									
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)	2	5	22		0	22	27	0				
Queuing Penalty (veh)	17	19	14		0	12	58	0				

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	41	358	401	90	64	404	439	147	244	173	191	61
Average Queue (ft)	9	142	160	4	21	177	197	14	109	72	84	19
95th Queue (ft)	29	304	333	53	51	350	371	90	201	146	161	49
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			3	0		18	6	4	
Queuing Penalty (veh)		0	1			1	0		17	6	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	NB	NB	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	L	T	T
Maximum Queue (ft)	330	1231	1251	395	282	416	435	172	22	119	172	171
Average Queue (ft)	260	522	543	104	85	246	255	6	1	35	89	64
95th Queue (ft)	375	1159	1228	391	200	384	395	90	12	86	144	136
Link Distance (ft)		1805	1805			1286	1286		206		1276	1276
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	255			320	245			355		275		
Storage Blk Time (%)	17	20	17		0	8	2					0
Queuing Penalty (veh)	161	46	20		0	5	1					0

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	135	141	140	221	173
Average Queue (ft)	12	55	85	68	17
95th Queue (ft)	79	111	131	147	98
Link Distance (ft)			1553	1553	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	170	205			100
Storage Blk Time (%)	0			3	0
Queuing Penalty (veh)	0			9	0

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	40	58	76	63
Average Queue (ft)	21	23	31	36
95th Queue (ft)	45	51	61	58
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1096

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	195	157	141	184	161	180
Average Queue (ft)	54	36	33	51	81	96
95th Queue (ft)	140	104	108	136	138	163
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	4	3	8
Queuing Penalty (veh)			16	25	3	8
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	347	270	378
Average Queue (ft)	240	123	206
95th Queue (ft)	356	241	366
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	15	3	10
Queuing Penalty (veh)	81	19	64
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	187	243	264	27	270	904	918	345	78	119	122
Average Queue (ft)	81	80	92	1	105	665	714	166	27	44	41
95th Queue (ft)	152	193	217	10	315	1031	1024	443	66	96	94
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)						1	2				
Queuing Penalty (veh)						12	17				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	1	1			0	47	56	0			
Queuing Penalty (veh)	9	1			0	1	30	0			

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	247	275	304	18	254	1998	1998	285	147	157	180	306
Average Queue (ft)	86	124	131	2	26	1434	1458	97	58	47	86	136
95th Queue (ft)	174	228	242	11	139	2541	2535	314	119	133	170	251
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						5	6					
Queuing Penalty (veh)						58	63					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			1		0	47	53					0
Queuing Penalty (veh)			0		0	7	31					0

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	53	304	303	36	314	1674	1751	525	206	154	215	58
Average Queue (ft)	15	128	138	4	130	786	844	139	54	39	113	12
95th Queue (ft)	43	285	299	18	349	1978	2116	512	125	93	195	38
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						2	11					
Queuing Penalty (veh)						19	121					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		0	1		0	32	33		5	1	6	
Queuing Penalty (veh)		0	0		0	25	17		3	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	900	910	395	320	1314	1304	430	236	236	22	206
Average Queue (ft)	266	363	367	48	119	914	929	172	66	68	1	94
95th Queue (ft)	378	661	665	259	309	1500	1503	518	256	265	12	163
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						19	20		14	16		
Queuing Penalty (veh)						171	179		88	99		
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	12	16	12			48	45					
Queuing Penalty (veh)	77	37	9			28	30					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	153	136	135	326	433	175
Average Queue (ft)	87	56	61	120	226	142
95th Queue (ft)	142	115	116	239	426	243
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)				0	11	2
Queuing Penalty (veh)				0	42	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	62	60	106	71
Average Queue (ft)	19	21	48	30
95th Queue (ft)	47	49	84	56
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1395

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	172	161	158	187	176	182
Average Queue (ft)	52	35	39	62	88	95
95th Queue (ft)	132	106	114	149	150	156
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	6	4	6
Queuing Penalty (veh)			16	32	5	7
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	347	307	386
Average Queue (ft)	243	135	207
95th Queue (ft)	357	275	381
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	16	4	10
Queuing Penalty (veh)	86	26	62
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	167	283	294	49	270	856	858	345	94	128	142
Average Queue (ft)	75	98	104	3	46	443	497	79	25	47	50
95th Queue (ft)	139	221	235	25	205	814	837	307	68	104	104
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						1	2				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	1			0	29	38				
Queuing Penalty (veh)	1	1			0	2	14				

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	222	407	395	138	261	1871	1879	285	166	188	693	398
Average Queue (ft)	112	156	154	10	43	874	903	129	72	63	204	150
95th Queue (ft)	196	309	302	72	169	1978	2011	339	137	159	591	383
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						1	1				6	
Queuing Penalty (veh)						9	14				0	
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			3		0	31	37			0	0	12
Queuing Penalty (veh)			1		0	11	57			0	1	33

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	206	393	412	284	271	852	898	335	106	70	197	54
Average Queue (ft)	38	128	136	13	43	238	260	31	45	27	105	21
95th Queue (ft)	118	312	321	107	156	861	929	219	94	57	175	49
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						0	1					
Queuing Penalty (veh)						2	10					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			8	7		1		4	
Queuing Penalty (veh)		1	1			5	5		1		1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	UL	T	T	R	L	T	T	L
Maximum Queue (ft)	330	648	636	158	319	849	877	430	191	148	135	117
Average Queue (ft)	275	341	319	6	116	516	538	101	85	85	56	55
95th Queue (ft)	386	589	548	83	303	848	871	402	158	139	118	107
Link Distance (ft)		1805	1805			1286	1286			1276	1276	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	255			320	245			355	275			205
Storage Blk Time (%)	24	8	6			30	24					
Queuing Penalty (veh)	152	21	2			18	15					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	336	436	175
Average Queue (ft)	107	207	135
95th Queue (ft)	229	418	246
Link Distance (ft)	1553	1553	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			100
Storage Blk Time (%)	0	5	2
Queuing Penalty (veh)	0	20	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	43	95	78
Average Queue (ft)	25	20	42	38
95th Queue (ft)	54	45	73	63
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 634

Intersection	Existing					
	AM Peak		*PM Peak*		*Summer PM Peak*	
	CLV	LOS	CLV	LOS	CLV	LOS
1. River Road (MD-190) & I-495 SB Off-Ramp	771	A	740	A	722	A
2. River Road (MD-190) & I-495 NB On-Ramp	905	A	1,042	B	994	A
3. Burdette Road & River Road (MD 190)	961	A	1,301	D	1204	C
4. Royal Dominion Drive & River Road (MD 190)	1,269	C	1,314	D	1255	C
5. Beech Tree Road/ Nevis Road & River Road (MD 190)	1,309	D	1,231	C	1209	C
6. River Road (MD 190) & Wilson Lane (MD-188)	1,204	C	1,329	D	1271	C
7. Burdette Road & Hillmead Road/Arrowood Road	181	A	173	A	191	A

Project: Holton-Arms School Expansion
Intersection: 1. River Road (MD-190) & I-495 SB Off-Ramp
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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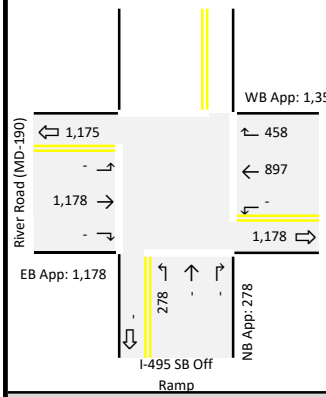
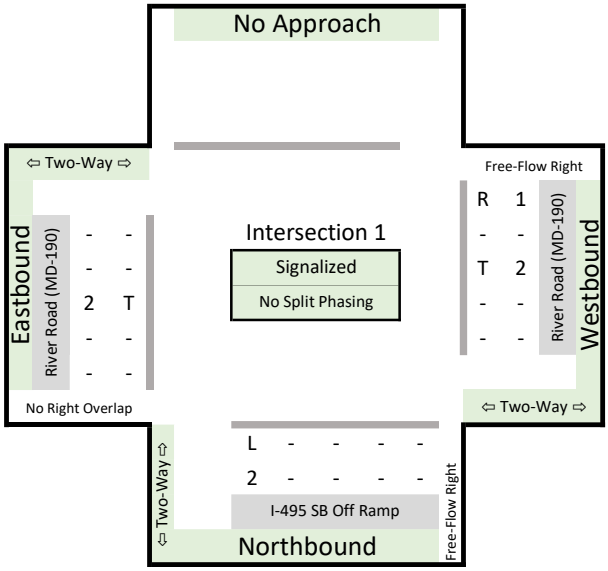
AM Peak Hour CLV



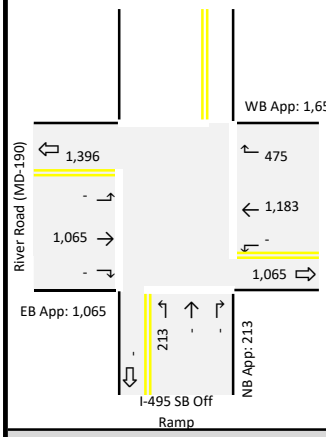
Total Intersection: 2,811 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,178		0.53	624	-	0.00	0	624	«	✓
					0				0		
					0				0		
Westbound	T	897		0.53	475	-	0.00	0	475	«	
					0				0		
					0				0		
Northbound	L	278		0.53	147	-	0.00	0	147	«	✓
					0				0		
					0				0		
Southbound											
								CLV	771	A	

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

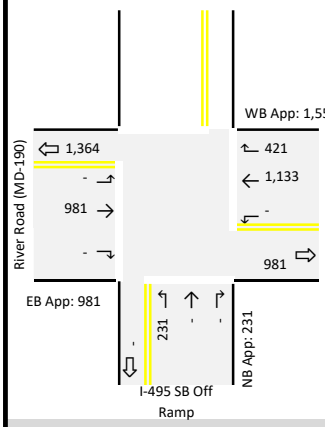


Total Intersection: 2,936 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,065		0.53	564	-	0.00	0	564	«	
					0				0		
					0				0		
Westbound	T	1,183		0.53	627	-	0.00	0	627	«	✓
					0				0		
					0				0		
Northbound	L	213		0.53	113	-	0.00	0	113	«	✓
					0				0		
					0				0		
								CLV	740	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 2,766 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	981		0.53	520	-	0.00	0	520	«	
					0				0		
					0				0		
Westbound	T	1,133		0.53	600	-	0.00	0	600	«	✓
					0				0		
					0				0		
Northbound	L	231		0.53	122	-	0.00	0	122	«	✓
					0				0		
					0				0		
Southbound											
								CLV	722	A	

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	458	475	421	-	-	-	-	-	-
RT LUF		n/a			0.00			0.00			n/a	
Adjusted Rights	n/a	n/a	n/a	0	0	0	0	0	0	n/a	n/a	n/a
Adjacent Lefts	278	213	231	-	-	-	-	-	-	-	-	-
Adj. LT LUF		0.53			0.00			0.00			0.00	
Adjusted Adj. Lefts	147	113	122	0	0	0	0	0	0	0	0	0
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 2. River Road (MD-190) & I-495 NB On-Ramp
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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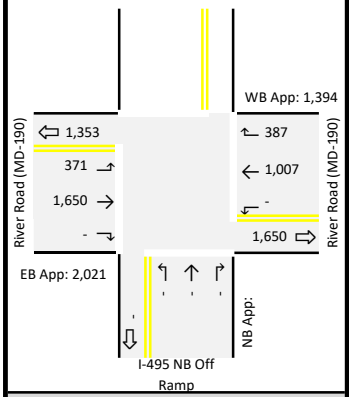
Transportation Planners and Engineers

AM Peak Hour CLV

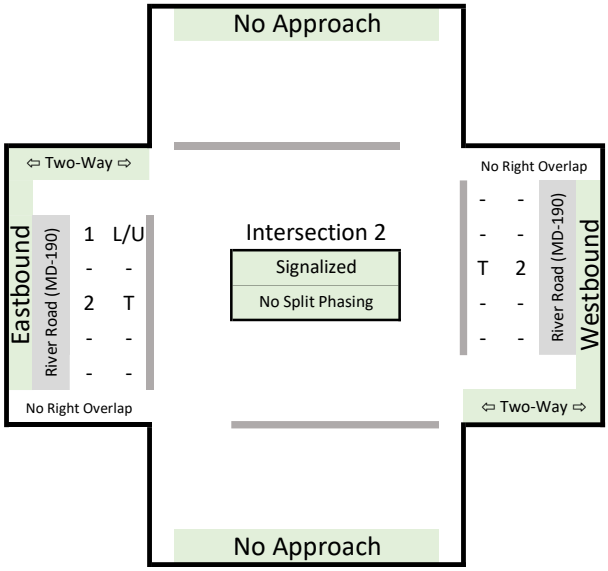


Total Intersection: 3,761 veh/hr

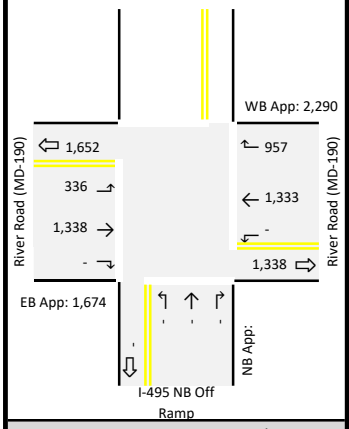
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	371		1.00	371				371		
	T	1,650		0.53	875	-	0.00	0	875	«	
					0				0		
Westbound	T	1,007		0.53	534				905	«	✓
					0	371	1.00	371	371		
					0				371		
Northbound											
Southbound											

Notes: * Defacto right-turn lane test, if applicable

CLV 905 A



PM Peak Hour CLV



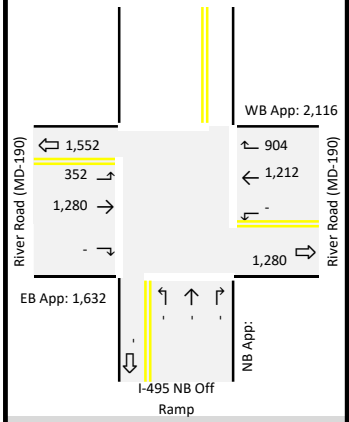
Total Intersection: 4,283 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	336		1.00	336				336		
	T	1,338		0.53	709	-	0.00	0	709	«	
					0				0		
Westbound	T	1,333		0.53	706				1042	«	✓
					0	336	1.00	336	336		
					0				336		
Northbound											
Southbound											

Notes: * Defacto right-turn lane test, if applicable

CLV 1,042 B

Summer PM Peak Hour CLV



Total Intersection: 4,088 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	352		1.00	352				352		
	T	1,280		0.53	678	-	0.00	0	678	«	
					0				0		
Westbound	T	1,212		0.53	642				994	«	✓
					0	352	1.00	352	352		
					0				352		
Northbound											
Southbound											

Notes: * Defacto right-turn lane test, if applicable

CLV 994 A

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	387	957	904	-	-	-	346	319	340
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	-	-	-	-	-	-	-	-	-	371	336	352
Adj. LT LUF		0.00			0.00			0.00			1.00	
Adjusted Adj. Lefts	0	0	0	0	0	0	0	0	0	371	336	352
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

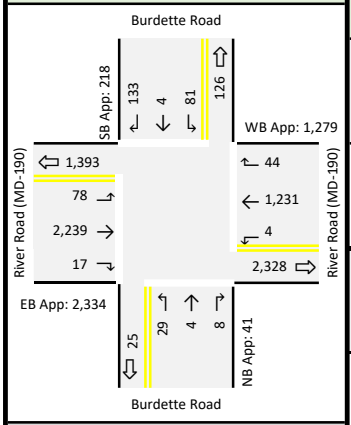
Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 3. River Road (MD-190) & Burdette Road
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

AM Peak Hour CLV

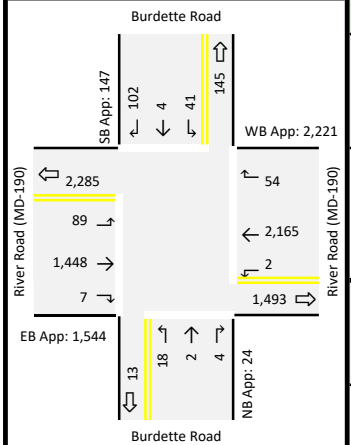


Total Intersection: 3,872 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	78		1.00	78				82		
	TR	2,256		0.37	835	4	1.00	4	839	«	✓
	R	17	0	1.00	17				21		
Westbound	L	4		1.00	4				82		
	T	1,231		0.53	652	78	1.00	78	730	«	
	R	44	44	1.00	0				78		
Northbound	LTR	41		1.00	41				122	«	✓
					0	81	1.00	81	81		
	R	8	0	1.00	8				89		
Southbound	TL	85		1.00	85				114	«	
					0	29	1.00	29	29		
	R	133	78	1.00	55				84		
							CLV		961		A

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

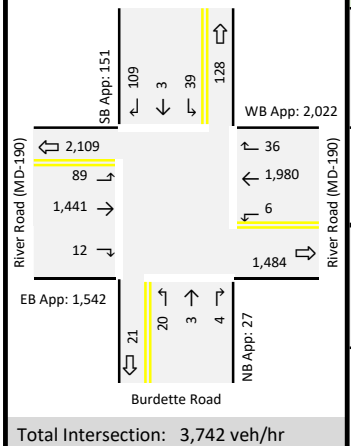


Total Intersection: 3,936 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				91		
	TR	1,455		0.37	538	2	1.00	2	540	«	
	R	7	0	1.00	7				9		
Westbound	L	2		1.00	2				91		
	T	2,165		0.53	1147	89	1.00	89	1236	«	✓
	R	54	41	1.00	13				102		
Northbound	LTR	24		1.00	24				65	«	✓
					0	41	1.00	41	41		
	R	4	0	1.00	4				45		
Southbound	TL	45		1.00	45				63	«	
					0	18	1.00	18	18		
	R	102	89	1.00	13				31		
							CLV		1,301		D

Notes: * Defacto right-turn lane test, if applicable

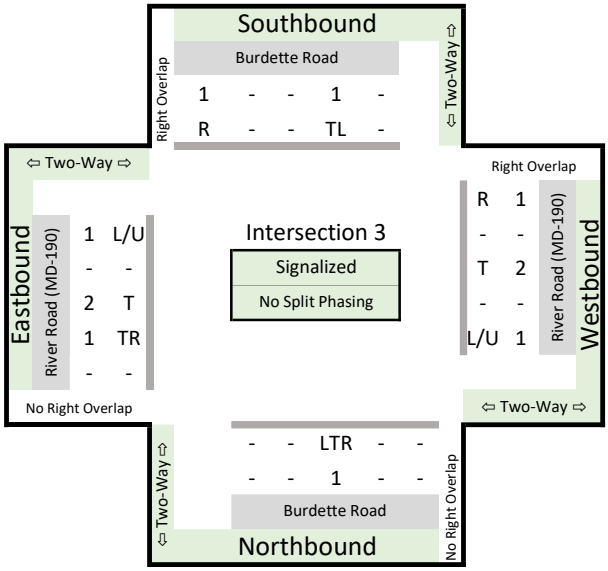
Summer PM Peak Hour CLV



Total Intersection: 3,742 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				95		
	TR	1,453		0.37	538	6	1.00	6	544	«	
	R	12	0	1.00	12				18		
Westbound	L	6		1.00	6				95		
	T	1,980		0.53	1049	89	1.00	89	1138	«	✓
	R	36	36	1.00	0				89		
Northbound	LTR	27		1.00	27				66	«	✓
					0	39	1.00	39	39		
	R	4	0	1.00	4				43		
Southbound	TL	42		1.00	42				62	«	
					0	20	1.00	20	20		
	R	109	89	1.00	20				40		
							CLV		1,204		C

Notes: * Defacto right-turn lane test, if applicable



Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	17	7	12	44	54	36	8	4	4	133	102	109
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	44	54	36	n/a	n/a	n/a	133	102	109
Adjacent Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Right Turn Overlap	**0**	**0**	**0**	**44**	**41**	**36**	**0**	**0**	**0**	**78**	**89**	**89**

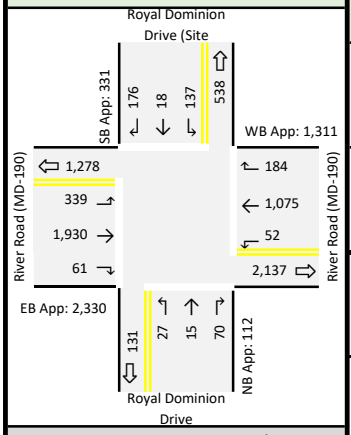
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 4. River Road (MD-190) & Royal Dominion Drive
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

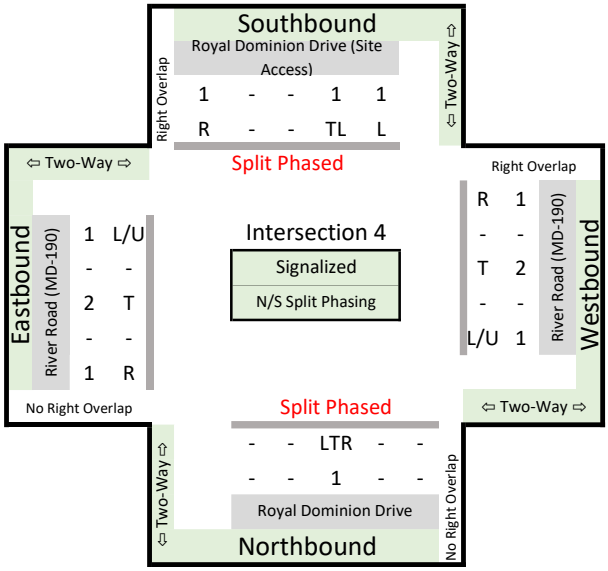
AM Peak Hour CLV



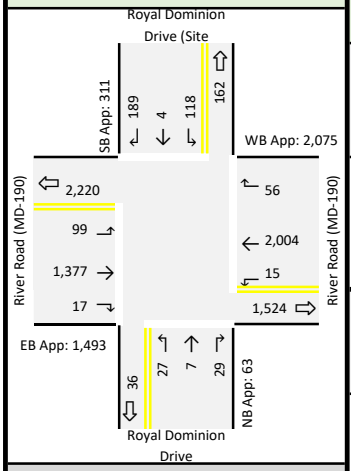
Total Intersection: 4,084 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	339		1.00	339				391		
	T	1,930		0.53	1023	52	1.00	52	1075	«	✓
	R	61	0	1.00	61				113		
Westbound	L	52		1.00	52				391		
	T	1,075		0.53	570	339	1.00	339	909	«	
	R	184	73	1.00	111				450		
Northbound	LTR	112		1.00	112				112	«	✓
					0	137	SPLIT	0	0		
	R	70	0	1.00	70				70		
Southbound	TL	155		0.53	82				82	«	✓
					0	27	SPLIT	0	0		
	R	176	176	1.00	0				0		
								CLV	1,269		C

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

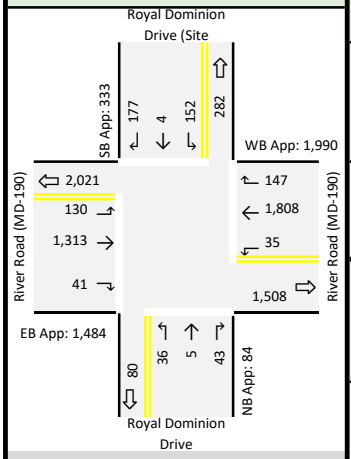


Total Intersection: 3,942 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	99		1.00	99				114		
	T	1,377		0.53	730	15	1.00	15	745	«	
	R	17	0	1.00	17				32		
Westbound	L	15		1.00	15				114		
	T	2,004		0.53	1062	99	1.00	99	1161	«	✓
	R	56	56	1.00	0				99		
Northbound	LTR	63		1.00	63				63	«	✓
					0	118	SPLIT	0	0		
	R	29	0	1.00	29				29		
Southbound	TL	122		0.53	65				65		
					0	27	SPLIT	0	0		
	R	189	99	1.00	90				90	«	✓
								CLV	1,314		D

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,891 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	130		1.00	130				165		
	T	1,313		0.53	696	35	1.00	35	731	«	
	R	41	0	1.00	41				76		
Westbound	L	35		1.00	35				165		
	T	1,808		0.53	958	130	1.00	130	1088	«	✓
	R	147	81	1.00	66				196		
Northbound	LTR	84		1.00	84				84	«	✓
					0	152	SPLIT	0	0		
	R	43	0	1.00	43				43		
Southbound	TL	156		0.53	83				83	«	✓
					0	36	SPLIT	0	0		
	R	177	130	1.00	47				47		
								CLV	1,255		C

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	61	17	41	184	56	147	70	29	43	176	189	177
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	184	56	147	n/a	n/a	n/a	176	189	177
Adjacent Lefts	27	27	36	137	118	152	52	15	35	339	99	130
Adj. LT LUF		1.00			0.53			1.00			1.00	
Adjusted Adj. Lefts	27	27	36	73	63	81	52	15	35	339	99	130
Right Turn Overlap	**0**	**0**	**0**	**73**	**56**	**81**	**0**	**0**	**0**	**176**	**99**	**130**

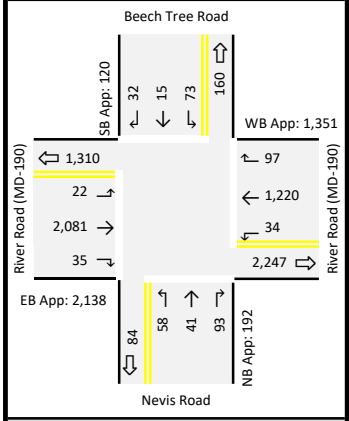
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 5. River Road (MD-190) & Nevis Road/Beech Tree Road
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

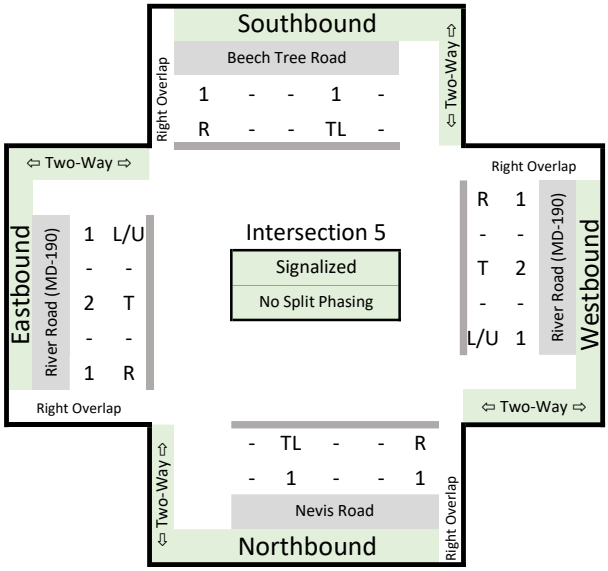
AM Peak Hour CLV



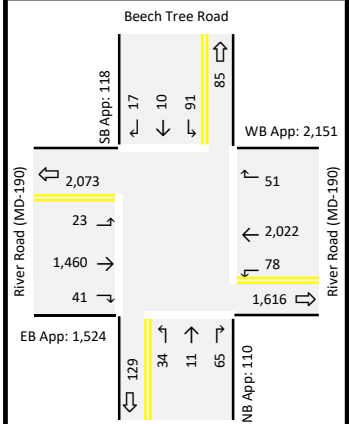
Total Intersection: 3,801 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	22		1.00	22				56		
	T	2,081		0.53	1103	34	1.00	34	1137	«	✓
	R	35	35	1.00	0				34		
Westbound	L	34		1.00	34				56		
	T	1,220		0.53	647	22	1.00	22	669	«	
	R	97	73	1.00	24				46		
Northbound	TL	99		1.00	99				172	«	✓
					0	73	1.00	73	73		
	R	93	34	1.00	59				132		
Southbound	TL	88		1.00	88				146	«	
					0	58	1.00	58	58		
	R	32	22	1.00	10				68		
							CLV		1,309		D

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

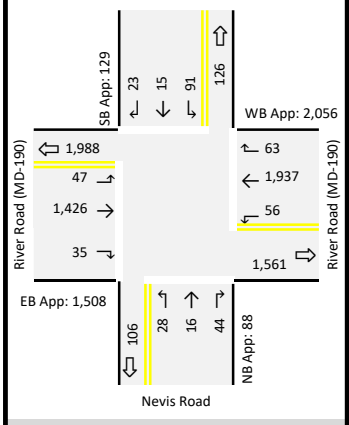


Total Intersection: 3,903 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	23		1.00	23				101		
	T	1,460		0.53	774	78	1.00	78	852	«	
	R	41	34	1.00	7				85		
Westbound	L	78		1.00	78				101		
	T	2,022		0.53	1072	23	1.00	23	1095	«	✓
	R	51	51	1.00	0				23		
Northbound	TL	45		1.00	45				136	«	✓
					0	91	1.00	91	91		
	R	65	65	1.00	0				91		
Southbound	TL	101		1.00	101				135	«	
					0	34	1.00	34	34		
	R	17	17	1.00	0				34		
							CLV		1,231		C

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,781 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	47		1.00	47				103		
	T	1,426		0.53	756	56	1.00	56	812	«	
	R	35	28	1.00	7				63		
Westbound	L	56		1.00	56				103		
	T	1,937		0.53	1027	47	1.00	47	1074	«	✓
	R	63	63	1.00	0				47		
Northbound	TL	44		1.00	44				135	«	✓
					0	91	1.00	91	91		
	R	44	44	1.00	0				91		
Southbound	TL	106		1.00	106				134	«	
					0	28	1.00	28	28		
	R	23	23	1.00	0				28		
							CLV		1,209		C

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	35	41	35	97	51	63	93	65	44	32	17	23
RT LUF		1.00			1.00			1.00			1.00	
Adjusted Rights	35	41	35	97	51	63	93	65	44	32	17	23
Adjacent Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Right Turn Overlap	**35**	**34**	**28**	**73**	**51**	**63**	**34**	**65**	**44**	**22**	**17**	**23**

Montgomery County Standards

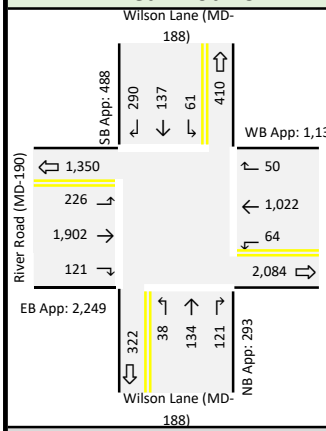
Lane Use Factors

#	Th & R	L
1	1.00	1.00
2	0.53	0.53
3	0.37	0.37
4	0.30	0.30
5	0.25	0.25

Project: Holton-Arms School Expansion
Intersection: 6. River Road (MD-190) & Wilson Lane (MD-188)
Scenario: Existing
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

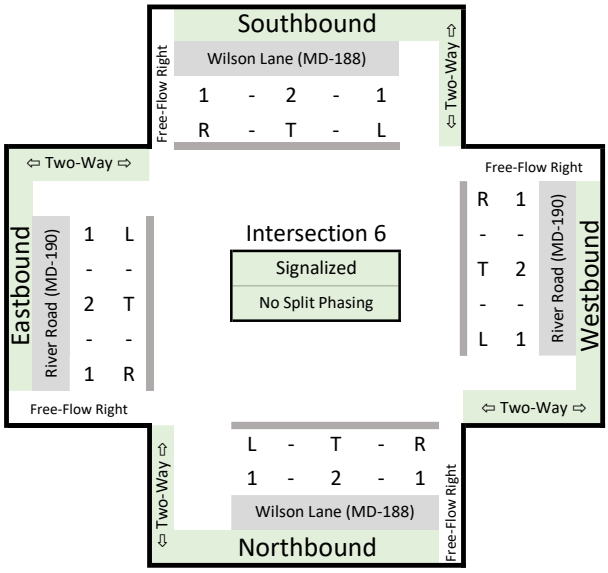
AM Peak Hour CLV



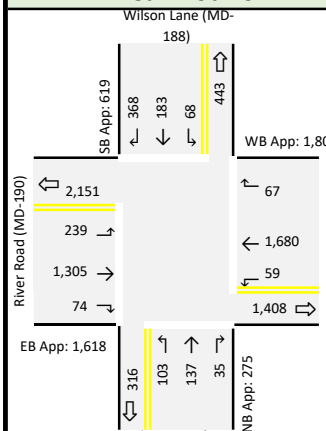
Total Intersection: 4,166 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	226		1.00	226				290		
	T	1,902		0.53	1008	64	1.00	64	1072	«	✓
	R	121	0	0.00	0				64		
Westbound	L	64		1.00	64				290		
	T	1,022		0.53	542	226	1.00	226	768	«	
	R	50	0	0.00	0				226		
Northbound	L	38		1.00	38				99		
	T	134		0.53	71	61	1.00	61	132	«	✓
	R	121	0	0.00	0				61		
Southbound	L	61		1.00	61				99		
	T	137		0.53	73	38	1.00	38	111	«	
	R	290	0	0.00	0				38		
								CLV	1,204		C

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV



Total Intersection: 4,318 veh/hr

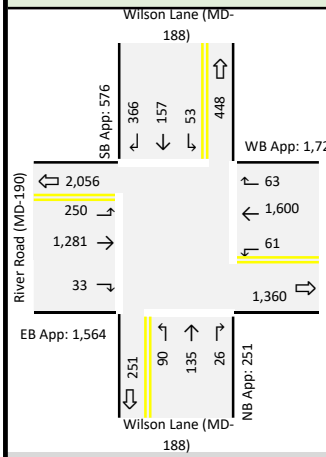
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	239		1.00	239				298		
	T	1,305		0.53	692	59	1.00	59	751	«	
	R	74	0	0.00	0				59		
Westbound	L	59		1.00	59				298		
	T	1,680		0.53	890	239	1.00	239	1129	«	✓
	R	67	0	0.00	0				239		
Northbound	L	103		1.00	103				171	«	
	T	137		0.53	73	68	1.00	68	141		
	R	35	0	0.00	0				68		
Southbound	L	68		1.00	68				171		
	T	183		0.53	97	103	1.00	103	200	«	✓
	R	368	0	0.00	0				103		
								CLV	1,329		D

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	121	74	33	50	67	63	121	35	26	290	368	366
RT LUF		0.00			0.00			0.00			0.00	
Adjusted Rights	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Lefts	38	103	90	61	68	53	64	59	61	226	239	250
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	38	103	90	61	68	53	64	59	61	226	239	250
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summer PM Peak Hour CLV



Total Intersection: 4,115 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	250		1.00	250				311		
	T	1,281		0.53	679	61	1.00	61	740	«	
	R	33	0	0.00	0				61		
Westbound	L	61		1.00	61				311		
	T	1,600		0.53	848	250	1.00	250	1098	«	✓
	R	63	0	0.00	0				250		
Northbound	L	90		1.00	90				143	«	
	T	135		0.53	72	53	1.00	53	125		
	R	26	0	0.00	0				53		
Southbound	L	53		1.00	53				143		
	T	157		0.53	83	90	1.00	90	173	«	✓
	R	366	0	0.00	0				90		
								CLV	1,271		C

Notes: * Defacto right-turn lane test, if applicable

Montgomery County Standards

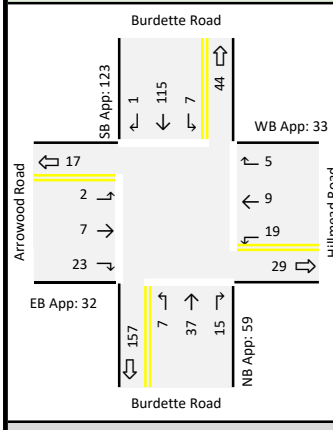
Lane Use Factors			LOS	CLV Range
#	Th & R	L	A	0 to 1,000
1	1.00	1.00	B	1,001 to 1,150
2	0.53	0.53	C	1,151 to 1,300
3	0.37	0.37	D	1,301 to 1,450
4	0.30	0.30	E	1,451 to 1,600
5	0.25	0.25	F	1,601 to 9,999

Project: Holton-Arms School Expansion
Intersection: 7. Burdette Road & Arrowood Road/Hillmead Road
Scenario: Existing
Jurisdiction: Montgomery County Policy Area:

GOROVE SLADE
Transportation Planners and Engineers

Southbound

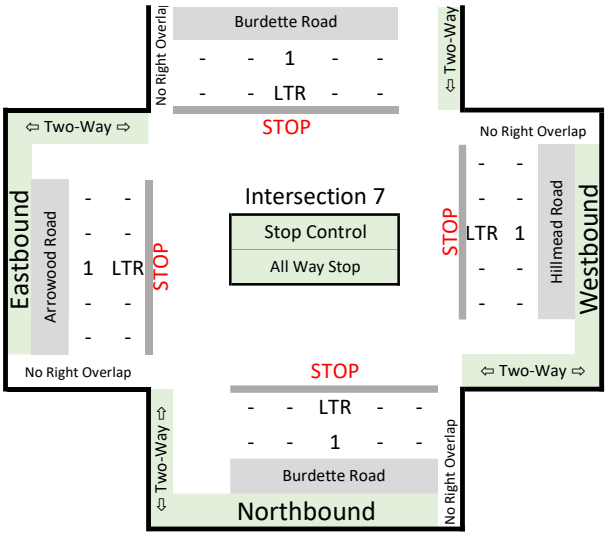
AM Peak Hour CLV



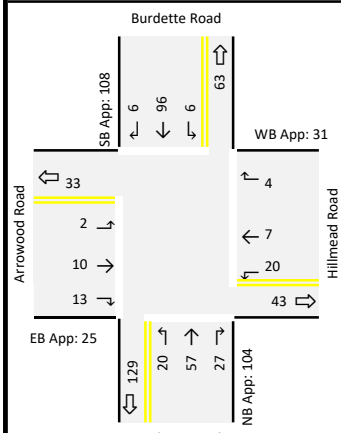
Total Intersection: 247 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	32		1.00	32				51	«	✓
					0	19	1.00	19	19		
	R	23	0	1.00	23				42		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	5	0	1.00	5				7		
Northbound	LTR	59		1.00	59				66	«	
					0	7	1.00	7	7		
	R	15	0	1.00	15				22		
Southbound	LTR	123		1.00	123				130	«	✓
					0	7	1.00	7	7		
	R	1	0	1.00	1				8		
								CLV	181		A



PM Peak Hour CLV

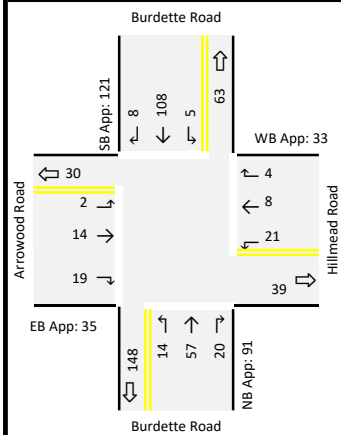


Total Intersection: 268 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	25		1.00	25				45	«	✓
					0	20	1.00	20	20		
	R	13	0	1.00	13				33		
Westbound	LTR	31		1.00	31				33	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	104		1.00	104				110	«	
					0	6	1.00	6	6		
	R	27	0	1.00	27				33		
Southbound	LTR	108		1.00	108				128	«	✓
					0	20	1.00	20	20		
	R	6	0	1.00	6				26		
								CLV	173		A

Summer PM Peak Hour CLV



Total Intersection: 280 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	35		1.00	35				56	«	✓
					0	21	1.00	21	21		
	R	19	0	1.00	19				40		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	91		1.00	91				96	«	
					0	5	1.00	5	5		
	R	20	0	1.00	20				25		
Southbound	LTR	121		1.00	121				135	«	✓
					0	14	1.00	14	14		
	R	8	0	1.00	8				22		
								CLV	191		A

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	23	13	19	5	4	4	15	27	20	1	6	8
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

H. Background Vehicular Capacity (HCM and CLV) Analysis and Queuing Worksheets

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	22	29	24
Queue Delay / Veh (s/v)	10	0	6
Performance Index	125.7	66.4	192.1

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	16	31	25
Queue Delay / Veh (s/v)	0	0	0
Performance Index	50.8	108.6	159.4

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	20	39	30
Queue Delay / Veh (s/v)	0	0	0
Performance Index	59.5	125.8	185.3

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Future Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	5	11	0	29	5	7	0	0	2
Mvmt Flow	2	8	27	22	11	6	8	44	18	1	7	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	58%	5%
Vol Thru, %	63%	22%	27%	94%
Vol Right, %	25%	72%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	32	33	123
LT Vol	7	2	19	6
Through Vol	37	7	9	116
RT Vol	15	23	5	1
Lane Flow Rate	69	38	39	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.042	0.049	0.164
Departure Headway (Hd)	4.509	4.007	4.531	4.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	899	795	868
Service Time	2.586	2.008	2.532	2.158
HCM Lane V/C Ratio	0.088	0.042	0.049	0.167
HCM Control Delay	8	7.2	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.85
Heavy Vehicles, %	0
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
Future Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
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, %	0	10	0	0	0	25	15	5	7	33	1	17
Mvmt Flow	2	11	14	21	7	4	21	61	29	6	102	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	8%	65%	6%
Vol Thru, %	55%	40%	23%	89%
Vol Right, %	26%	52%	13%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	25	31	108
LT Vol	20	2	20	6
Through Vol	57	10	7	96
RT Vol	27	13	4	6
Lane Flow Rate	111	27	33	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.031	0.041	0.148
Departure Headway (Hd)	4.229	4.173	4.513	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	863	798	769
Service Time	2.306	2.174	2.514	2.693
HCM Lane V/C Ratio	0.132	0.031	0.041	0.15
HCM Control Delay	7.9	7.3	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Future Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	50	7	5	0	0	25	21	2	10	0	7	0
Mvmt Flow	2	16	22	25	9	5	16	67	24	6	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.8	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	6%	64%	4%
Vol Thru, %	63%	40%	24%	89%
Vol Right, %	22%	54%	12%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	35	33	121
LT Vol	14	2	21	5
Through Vol	57	14	8	108
RT Vol	20	19	4	8
Lane Flow Rate	107	41	39	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.131	0.058	0.049	0.166
Departure Headway (Hd)	4.511	5.045	4.569	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	713	787	861
Service Time	2.511	3.054	2.579	2.192
HCM Lane V/C Ratio	0.134	0.058	0.05	0.165
HCM Control Delay	8.2	8.4	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.6

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	216	204	176	179	200	184
Average Queue (ft)	89	73	56	79	116	111
95th Queue (ft)	174	153	145	166	181	168
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0	0	6	9	11	11
Queuing Penalty (veh)	1	0	27	40	16	15
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	WB	WB
Directions Served	UL	T	T	T
Maximum Queue (ft)	359	17	285	390
Average Queue (ft)	244	1	118	180
95th Queue (ft)	359	9	239	340
Link Distance (ft)	213	213	174	174
Upstream Blk Time (%)	18		3	7
Queuing Penalty (veh)	122		15	36
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	LT	R
Maximum Queue (ft)	250	615	637	617	152	300	340	60	120	178	157
Average Queue (ft)	78	374	427	380	10	65	106	7	47	87	47
95th Queue (ft)	214	653	713	807	76	209	271	32	101	153	102
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		9	24	30							
Queuing Penalty (veh)		74	195	241							
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	19				3	2			0	0
Queuing Penalty (veh)	0	15				0	1			1	0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	575	851	863	315	309	1258	1296	285	217	222	249	243
Average Queue (ft)	259	386	394	47	71	484	527	134	102	65	114	74
95th Queue (ft)	539	768	774	217	210	1252	1292	336	184	173	213	170
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)		0	0				0					
Queuing Penalty (veh)		5	6				1					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)	3	5	24		0	22	27	0		0	0	0
Queuing Penalty (veh)	27	21	14		0	12	60	0		0	1	0

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	36	376	406	37	180	405	421	75	265	175	164	93
Average Queue (ft)	8	147	160	3	32	208	228	13	105	69	80	20
95th Queue (ft)	26	294	312	18	111	373	393	42	204	141	146	59
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	1			3	0		16	2	2	
Queuing Penalty (veh)		0	1			1	0		15	2	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	NB	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	T	L	T
Maximum Queue (ft)	330	1184	1233	395	242	444	465	257	25	25	106	184
Average Queue (ft)	250	422	426	79	68	256	269	9	1	1	39	91
95th Queue (ft)	372	858	873	339	170	404	421	111	19	20	87	154
Link Distance (ft)		1805	1805			1286	1286		206	206		1276
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	255			320	245			355			275	
Storage Blk Time (%)	14	16	12			9	3					
Queuing Penalty (veh)	137	36	14			6	1					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	211	162	126	137	216	140
Average Queue (ft)	65	22	54	73	63	20
95th Queue (ft)	159	120	109	123	151	110
Link Distance (ft)	1276			1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		170	205			100
Storage Blk Time (%)	1	1			3	1
Queuing Penalty (veh)	1	1			8	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	44	61	62	62
Average Queue (ft)	22	21	30	35
95th Queue (ft)	46	49	57	56
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1169

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	153	138	174	181	168	150
Average Queue (ft)	36	31	37	52	80	89
95th Queue (ft)	103	94	116	135	142	142
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	4	4	5
Queuing Penalty (veh)			18	24	5	5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	352	268	378
Average Queue (ft)	230	128	217
95th Queue (ft)	355	242	375
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	15	3	10
Queuing Penalty (veh)	82	17	69
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	186	296	286	16	270	918	920	345	78	124	127
Average Queue (ft)	84	98	104	1	131	741	769	163	26	51	43
95th Queue (ft)	152	224	233	11	348	1009	1008	441	62	105	91
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		0	0			1	2				
Queuing Penalty (veh)		0	0			12	20				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	1	1			0	51	58				0
Queuing Penalty (veh)	5	1			1	1	31				0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	232	339	330	79	309	2004	2002	285	158	164	201	324
Average Queue (ft)	84	146	147	5	43	1543	1565	108	60	45	84	137
95th Queue (ft)	189	273	277	49	197	2488	2490	332	131	130	169	265
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						7	7					
Queuing Penalty (veh)						74	81					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			2		0	50	57				0	0
Queuing Penalty (veh)			0		0	8	32				1	0

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	45	323	333	30	325	1827	1902	525	127	104	217	87
Average Queue (ft)	16	129	144	5	116	845	896	141	50	39	104	17
95th Queue (ft)	41	295	312	21	334	2097	2206	521	105	82	185	57
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						2	13					
Queuing Penalty (veh)						24	140					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		0	1			33	34		2	0	6	
Queuing Penalty (veh)		0	1			26	18		1	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	603	616	394	320	1374	1385	430	299	323	27	194
Average Queue (ft)	256	334	337	51	126	896	912	123	78	84	1	96
95th Queue (ft)	372	544	547	268	325	1501	1506	442	278	296	12	167
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						24	24		17	19		
Queuing Penalty (veh)						215	222		104	113		
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	10	12	10			50	46					
Queuing Penalty (veh)	63	28	7			29	31					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	134	119	138	386	487	175
Average Queue (ft)	76	51	62	134	250	149
95th Queue (ft)	127	103	117	266	442	241
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)		0		1	12	2
Queuing Penalty (veh)		0		0	45	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	56	73	60
Average Queue (ft)	19	20	40	31
95th Queue (ft)	48	48	67	52
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1558

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	180	143	179	181	165	175
Average Queue (ft)	48	33	38	55	89	97
95th Queue (ft)	124	92	120	147	154	158
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	5	4	7
Queuing Penalty (veh)			17	27	5	8
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	357	267	375
Average Queue (ft)	251	122	206
95th Queue (ft)	361	240	361
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	18	2	9
Queuing Penalty (veh)	97	14	57
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	187	316	335	54	270	839	865	345	88	120	147
Average Queue (ft)	77	106	120	2	64	548	605	124	28	49	52
95th Queue (ft)	144	260	280	24	246	919	936	391	67	100	107
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		0	0			0	0				
Queuing Penalty (veh)		0	0			2	4				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	1	2			0	37	47				0
Queuing Penalty (veh)	8	2			0	2	17				0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	273	426	431	89	309	1994	1996	285	190	194	646	404
Average Queue (ft)	110	152	156	10	42	1052	1093	156	78	70	191	165
95th Queue (ft)	217	304	310	73	177	2206	2224	375	152	169	536	393
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						2	3				4	
Queuing Penalty (veh)						22	25				0	
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			3		0	38	45			0	0	11
Queuing Penalty (veh)			1		0	14	69			0	0	27

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	156	409	395	102	324	1495	1580	525	131	68	222	129
Average Queue (ft)	32	129	140	7	67	391	424	91	47	26	110	22
95th Queue (ft)	94	320	331	57	238	1238	1325	409	99	59	201	73
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						0	1					
Queuing Penalty (veh)						1	14					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			17	16		1	0	7	
Queuing Penalty (veh)		1	1			10	10		1	0	2	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	629	646	395	320	940	952	430	19	42	21	166
Average Queue (ft)	271	341	331	25	105	535	554	89	1	2	1	81
95th Queue (ft)	378	599	588	185	276	877	901	375	14	28	15	146
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						4	3					
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	20	10	8			31	26					
Queuing Penalty (veh)	131	26	3			19	16					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	159	148	144	259	416	175
Average Queue (ft)	88	58	62	92	223	138
95th Queue (ft)	141	120	120	177	421	248
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)		0		0	3	2
Queuing Penalty (veh)		0		0	12	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	70	58	85	73
Average Queue (ft)	25	21	42	37
95th Queue (ft)	57	48	75	62
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 674

Intersection	Background					
	AM Peak		*PM Peak*		*Summer PM Peak*	
	CLV	LOS	CLV	LOS	CLV	LOS
1. River Road (MD-190) & I-495 SB Off-Ramp	784	A	743	A	725	A
2. River Road (MD-190) & I-495 NB On-Ramp	916	A	1,047	B	998	A
3. Burdette Road & River Road (MD 190)	981	A	1,309	D	1210	C
4. Royal Dominion Drive & River Road (MD 190)	1,298	C	1,322	D	1260	C
5. Beech Tree Road/ Nevis Road & River Road (MD 190)	1,338	D	1,238	C	1214	C
6. River Road (MD 190) & Wilson Lane (MD-188)	1,233	C	1,337	D	1276	C
7. Burdette Road & Hillmead Road/Arrowood Road	181	A	173	A	191	A

Project: Holton-Arms School Expansion
Intersection: 1. River Road (MD-190) & I-495 SB Off-Ramp
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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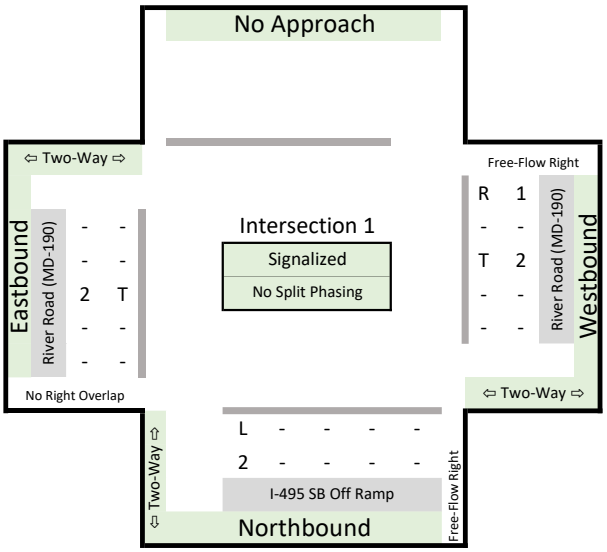
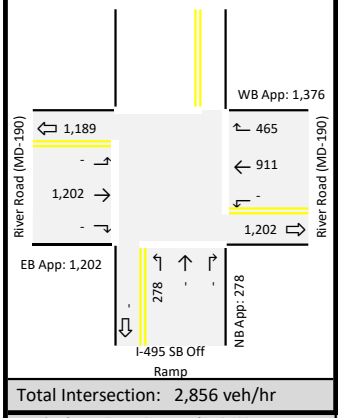


AM Peak Hour CLV

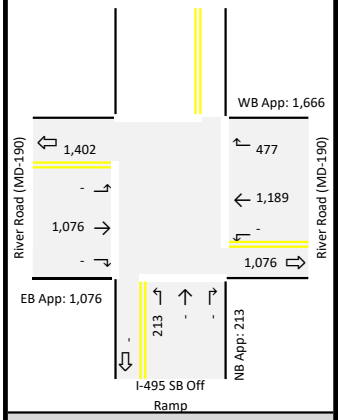


Total Intersection: 2,856 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,202		0.53	637	-	0.00	0	637	«	✓
					0				0		
					0				0		
Westbound	T	911		0.53	483	-	0.00	0	483	«	
					0				0		
					0				0		
Northbound	L	278		0.53	147	-	0.00	0	147	«	✓
					0				0		
					0				0		
Southbound											
								CLV	784	A	

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

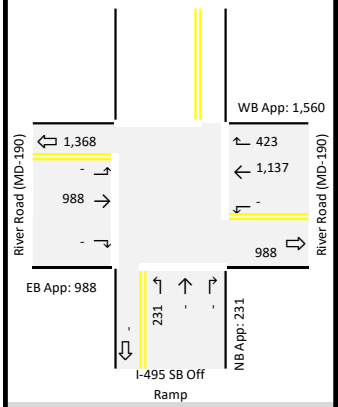


Total Intersection: 2,955 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,076		0.53	570	-	0.00	0	570	«	
					0				0		
					0				0		
Westbound	T	1,189		0.53	630	-	0.00	0	630	«	✓
					0				0		
					0				0		
Northbound	L	213		0.53	113	-	0.00	0	113	«	✓
					0				0		
					0				0		
								CLV	743	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 2,779 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	988		0.53	524	-	0.00	0	524	«	
					0				0		
					0				0		
Westbound	T	1,137		0.53	603	-	0.00	0	603	«	✓
					0				0		
					0				0		
Northbound	L	231		0.53	122	-	0.00	0	122	«	✓
					0				0		
					0				0		
Southbound											
								CLV	725	A	

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	465	477	423	-	-	-	-	-	-
RT LUF	n/a			0.00			0.00			n/a		
Adjusted Rights	n/a	n/a	n/a	0	0	0	0	0	0	n/a	n/a	n/a
Adjacent Lefts	278	213	231	-	-	-	-	-	-	-	-	-
Adj. LT LUF	0.53			0.00			0.00			0.00		
Adjusted Adj. Lefts	147	113	122	0	0	0	0	0	0	0	0	0
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 2. River Road (MD-190) & I-495 NB On-Ramp
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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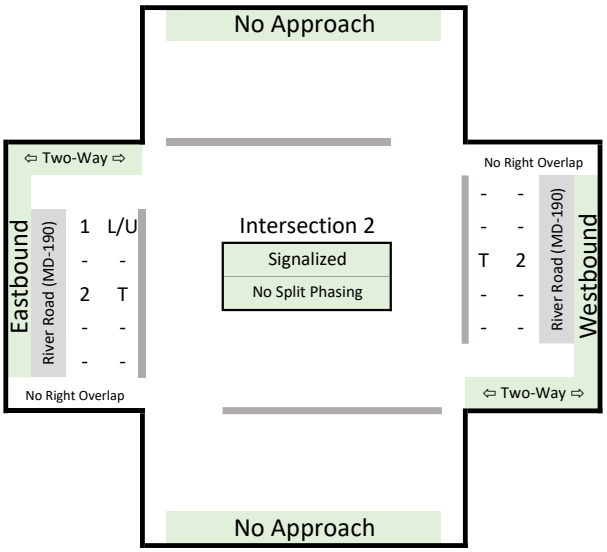
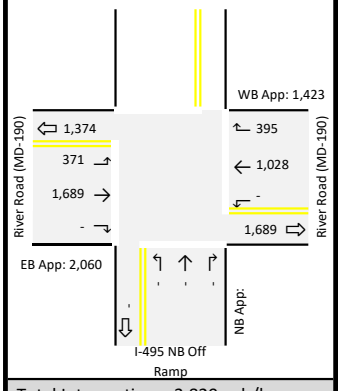


AM Peak Hour CLV

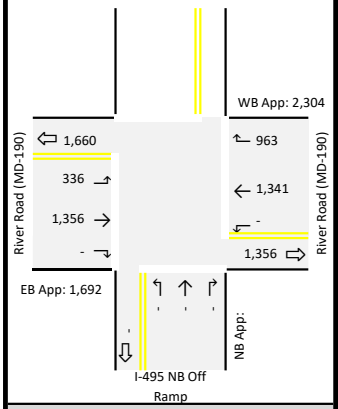


Total Intersection: 3,829 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	371		1.00	371				371		
	T	1,689		0.53	895	-	0.00	0	895	«	
					0				0		
Westbound	T	1,028		0.53	545				916	«	✓
					0	371	1.00	371	371		
					0				371		
Northbound											
Southbound											
								CLV	916		A

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

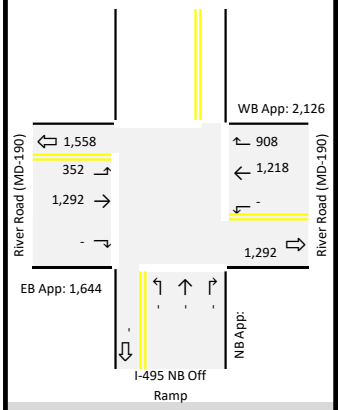


Total Intersection: 4,315 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	336		1.00	336				336		
	T	1,356		0.53	719	-	0.00	0	719	«	
					0				0		
Westbound	T	1,341		0.53	711				1047	«	✓
					0	336	1.00	336	336		
					0				336		
Northbound											
Southbound											
								CLV	1,047		B

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 4,110 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	352		1.00	352				352		
	T	1,292		0.53	685	-	0.00	0	685	«	
					0				0		
Westbound	T	1,218		0.53	646				998	«	✓
					0	352	1.00	352	352		
					0				352		
Northbound											
Southbound											
								CLV	998		A

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	395	963	908	-	-	-	346	319	340
RT LUF	n/a			n/a			n/a			n/a		
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	-	-	-	-	-	-	-	-	-	371	336	352
Adj. LT LUF	0.00			0.00			0.00			1.00		
Adjusted Adj. Lefts	0	0	0	0	0	0	0	0	0	371	336	352
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 3. River Road (MD-190) & Burdette Road
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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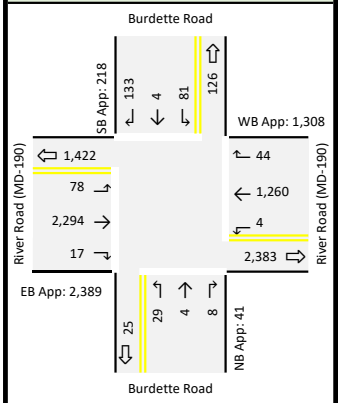
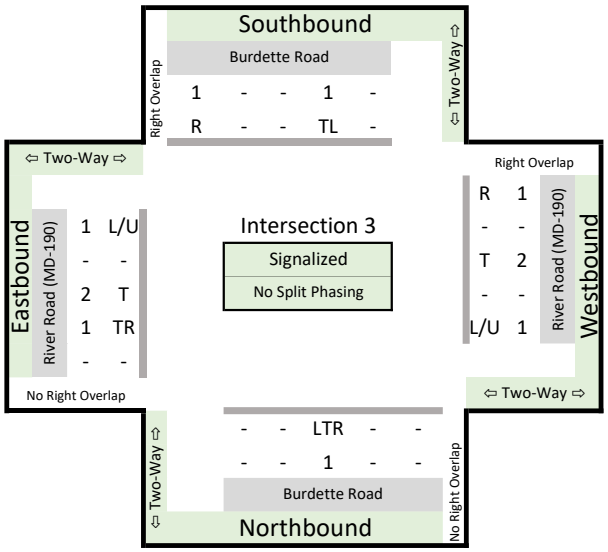
AM Peak Hour CLV



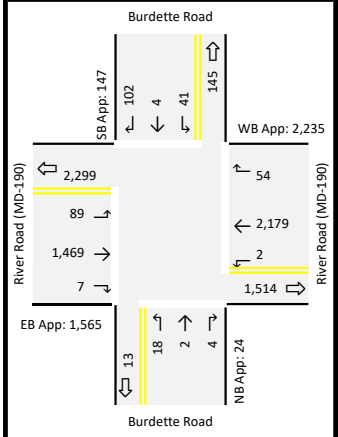
Total Intersection: 3,956 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	78		1.00	78				82		
	TR	2,311		0.37	855	4	1.00	4	859	«	✓
	R	17	0	1.00	17				21		
Westbound	L	4		1.00	4				82		
	T	1,260		0.53	668	78	1.00	78	746	«	
	R	44	44	1.00	0				78		
Northbound	LTR	41		1.00	41				122	«	✓
					0	81	1.00	81	81		
	R	8	0	1.00	8				89		
Southbound	TL	85		1.00	85				114	«	
					0	29	1.00	29	29		
	R	133	78	1.00	55				84		
							CLV		981		A



PM Peak Hour CLV

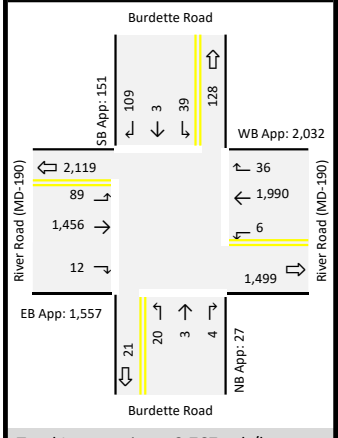


Total Intersection: 3,971 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				91		
	TR	1,476		0.37	546	2	1.00	2	548	«	
	R	7	0	1.00	7				9		
Westbound	L	2		1.00	2				91		
	T	2,179		0.53	1155	89	1.00	89	1244	«	✓
	R	54	41	1.00	13				102		
Northbound	LTR	24		1.00	24				65	«	✓
					0	41	1.00	41	41		
	R	4	0	1.00	4				45		
Southbound	TL	45		1.00	45				63	«	
					0	18	1.00	18	18		
	R	102	89	1.00	13				31		
							CLV		1,309		D

Summer PM Peak Hour CLV



Total Intersection: 3,767 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				95		
	TR	1,468		0.37	543	6	1.00	6	549	«	
	R	12	0	1.00	12				18		
Westbound	L	6		1.00	6				95		
	T	1,990		0.53	1055	89	1.00	89	1144	«	✓
	R	36	36	1.00	0				89		
Northbound	LTR	27		1.00	27				66	«	✓
					0	39	1.00	39	39		
	R	4	0	1.00	4				43		
Southbound	TL	42		1.00	42				62	«	
					0	20	1.00	20	20		
	R	109	89	1.00	20				40		
							CLV		1,210		C

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	17	7	12	44	54	36	8	4	4	133	102	109
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	44	54	36	n/a	n/a	n/a	133	102	109
Adjacent Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Right Turn Overlap	**0**	**0**	**0**	**44**	**41**	**36**	**0**	**0**	**0**	**78**	**89**	**89**

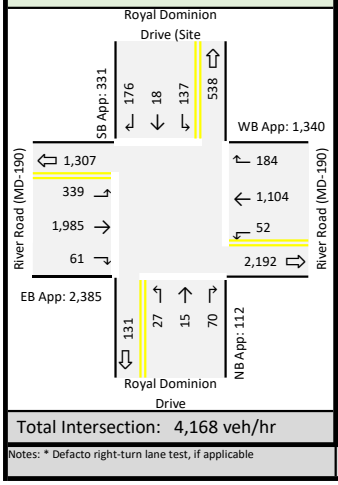
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 4. River Road (MD-190) & Royal Dominion Drive
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

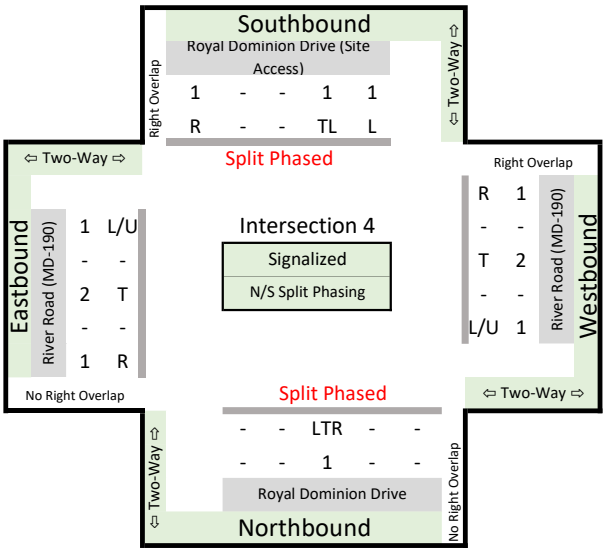
AM Peak Hour CLV



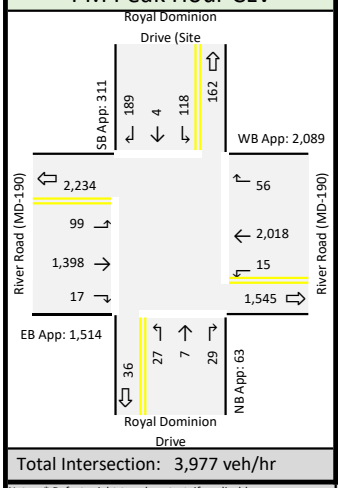
Total Intersection: 4,168 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	339		1.00	339				391		
	T	1,985		0.53	1052	52	1.00	52	1104	«	✓
	R	61	0	1.00	61				113		
Westbound	L	52		1.00	52				391		
	T	1,104		0.53	585	339	1.00	339	924	«	
	R	184	73	1.00	111				450		
Northbound	LTR	112		1.00	112				112	«	✓
					0	137	SPLIT	0	0		
	R	70	0	1.00	70				70		
Southbound	TL	155		0.53	82				82	«	✓
					0	27	SPLIT	0	0		
	R	176	176	1.00	0				0		
								CLV	1,298		C

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

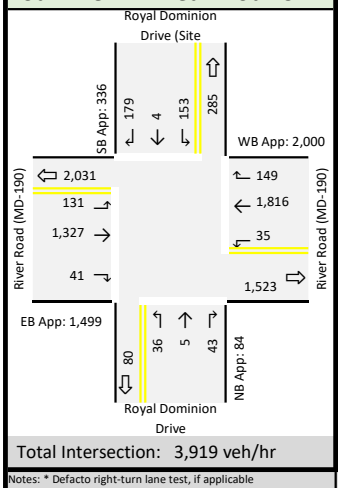


Total Intersection: 3,977 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	99		1.00	99				114		
	T	1,398		0.53	741	15	1.00	15	756	«	
	R	17	0	1.00	17				32		
Westbound	L	15		1.00	15				114		
	T	2,018		0.53	1070	99	1.00	99	1169	«	✓
	R	56	56	1.00	0				99		
Northbound	LTR	63		1.00	63				63	«	✓
					0	118	SPLIT	0	0		
	R	29	0	1.00	29				29		
Southbound	TL	122		0.53	65				65		
					0	27	SPLIT	0	0		
	R	189	99	1.00	90				90	«	✓
								CLV	1,322		D

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,919 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	131		1.00	131				166		
	T	1,327		0.53	703	35	1.00	35	738	«	
	R	41	0	1.00	41				76		
Westbound	L	35		1.00	35				166		
	T	1,816		0.53	962	131	1.00	131	1093	«	✓
	R	149	81	1.00	68				199		
Northbound	LTR	84		1.00	84				84	«	✓
					0	153	SPLIT	0	0		
	R	43	0	1.00	43				43		
Southbound	TL	157		0.53	83				83	«	✓
					0	36	SPLIT	0	0		
	R	179	131	1.00	48				48		
								CLV	1,260		C

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	61	17	41	184	56	149	70	29	43	176	189	179
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	184	56	149	n/a	n/a	n/a	176	189	179
Adjacent Lefts	27	27	36	137	118	153	52	15	35	339	99	131
Adj. LT LUF		1.00			0.53			1.00			1.00	
Adjusted Adj. Lefts	27	27	36	73	63	81	52	15	35	339	99	131
Right Turn Overlap	**0**	**0**	**0**	**73**	**56**	**81**	**0**	**0**	**0**	**176**	**99**	**131**

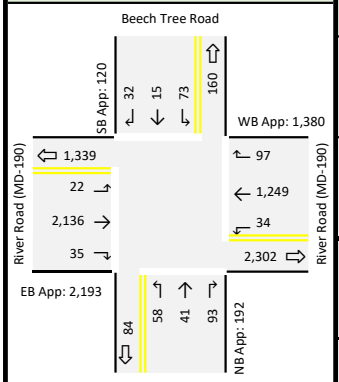
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 5. River Road (MD-190) & Nevis Road/Beech Tree Road
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

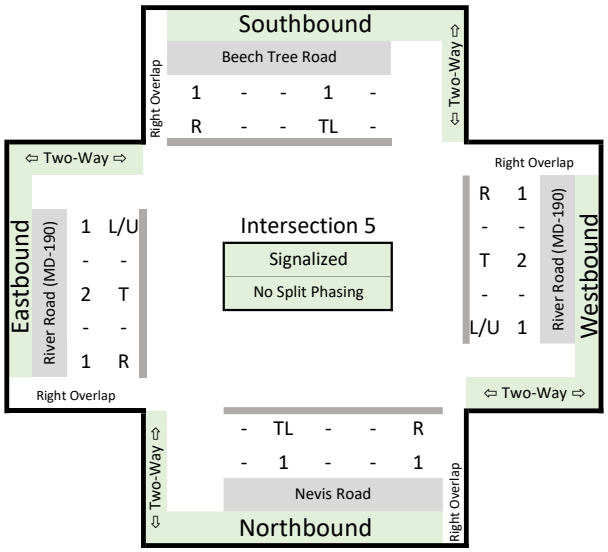
AM Peak Hour CLV



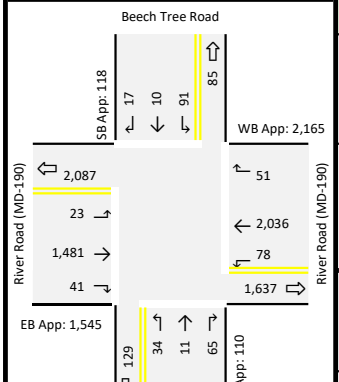
Total Intersection: 3,885 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	22		1.00	22				56		
	T	2,136		0.53	1132	34	1.00	34	1166	«	✓
	R	35	35	1.00	0				34		
Westbound	L	34		1.00	34				56		
	T	1,249		0.53	662	22	1.00	22	684	«	
	R	97	73	1.00	24				46		
Northbound	TL	99		1.00	99				172	«	✓
					0	73	1.00	73	73		
	R	93	34	1.00	59				132		
Southbound	TL	88		1.00	88				146	«	
					0	58	1.00	58	58		
	R	32	22	1.00	10				68		
							CLV		1,338		D

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

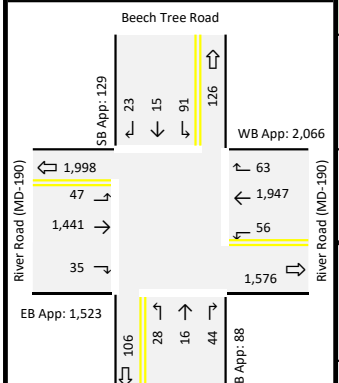


Total Intersection: 3,938 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	23		1.00	23				101		
	T	1,481		0.53	785	78	1.00	78	863	«	
	R	41	34	1.00	7				85		
Westbound	L	78		1.00	78				101		
	T	2,036		0.53	1079	23	1.00	23	1102	«	✓
	R	51	51	1.00	0				23		
Northbound	TL	45		1.00	45				136	«	✓
					0	91	1.00	91	91		
	R	65	65	1.00	0				91		
Southbound	TL	101		1.00	101				135	«	
					0	34	1.00	34	34		
	R	17	17	1.00	0				34		
							CLV		1,238		C

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,806 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	47		1.00	47				103		
	T	1,441		0.53	764	56	1.00	56	820	«	
	R	35	28	1.00	7				63		
Westbound	L	56		1.00	56				103		
	T	1,947		0.53	1032	47	1.00	47	1079	«	✓
	R	63	63	1.00	0				47		
Northbound	TL	44		1.00	44				135	«	✓
					0	91	1.00	91	91		
	R	44	44	1.00	0				91		
Southbound	TL	106		1.00	106				134	«	
					0	28	1.00	28	28		
	R	23	23	1.00	0				28		
							CLV		1,214		C

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	35	41	35	97	51	63	93	65	44	32	17	23
RT LUF		1.00			1.00			1.00			1.00	
Adjusted Rights	35	41	35	97	51	63	93	65	44	32	17	23
Adjacent Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Right Turn Overlap	**35**	**34**	**28**	**73**	**51**	**63**	**34**	**65**	**44**	**22**	**17**	**23**

Montgomery County Standards

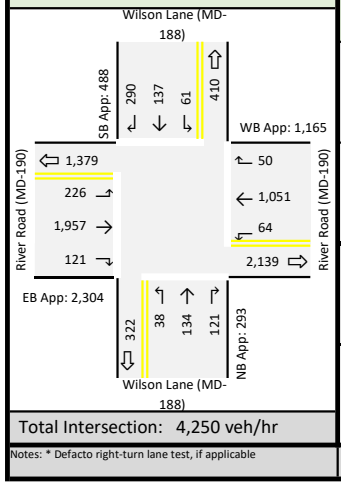
Lane Use Factors

#	Th & R	L
1	1.00	1.00
2	0.53	0.53
3	0.37	0.37
4	0.30	0.30
5	0.25	0.25

Project: Holton-Arms School Expansion
Intersection: 6. River Road (MD-190) & Wilson Lane (MD-188)
Scenario: Background
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

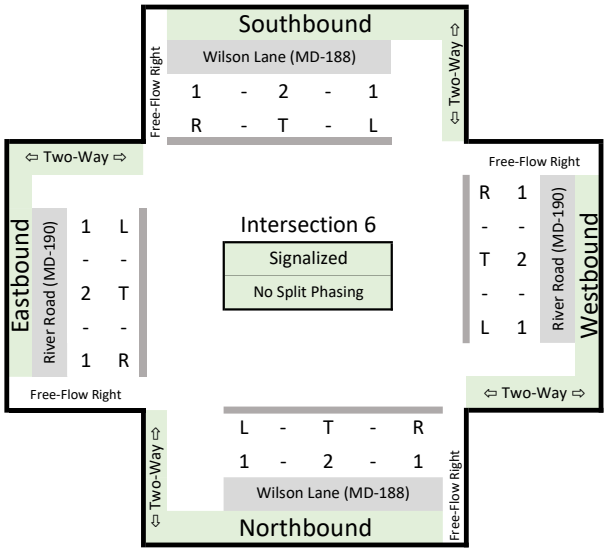
AM Peak Hour CLV



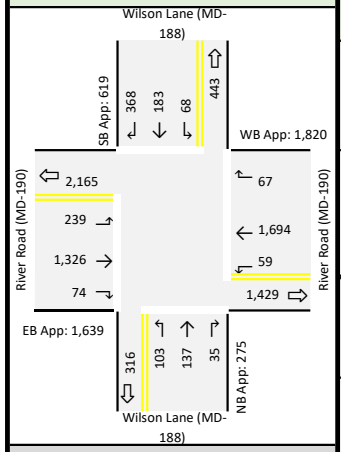
Total Intersection: 4,250 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	226		1.00	226				290		
	T	1,957		0.53	1037	64	1.00	64	1101	«	✓
	R	121	0	0.00	0				64		
Westbound	L	64		1.00	64				290		
	T	1,051		0.53	557	226	1.00	226	783	«	
	R	50	0	0.00	0				226		
Northbound	L	38		1.00	38				99		
	T	134		0.53	71	61	1.00	61	132	«	✓
	R	121	0	0.00	0				61		
Southbound	L	61		1.00	61				99		
	T	137		0.53	73	38	1.00	38	111	«	
	R	290	0	0.00	0				38		
								CLV	1,233		C



PM Peak Hour CLV



Total Intersection: 4,353 veh/hr

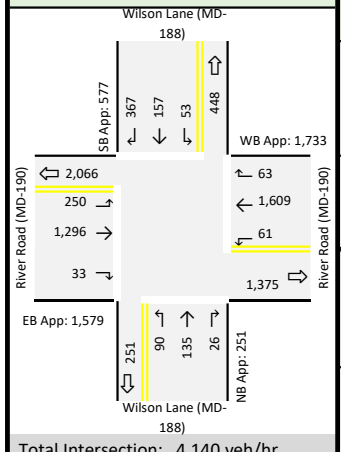
Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	239		1.00	239				298		
	T	1,326		0.53	703	59	1.00	59	762	«	
	R	74	0	0.00	0				59		
Westbound	L	59		1.00	59				298		
	T	1,694		0.53	898	239	1.00	239	1137	«	✓
	R	67	0	0.00	0				239		
Northbound	L	103		1.00	103				171	«	
	T	137		0.53	73	68	1.00	68	141		
	R	35	0	0.00	0				68		
Southbound	L	68		1.00	68				171		
	T	183		0.53	97	103	1.00	103	200	«	✓
	R	368	0	0.00	0				103		
								CLV	1,337		D

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	121	74	33	50	67	63	121	35	26	290	368	367
RT LUF		0.00			0.00			0.00			0.00	
Adjusted Rights	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Lefts	38	103	90	61	68	53	64	59	61	226	239	250
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	38	103	90	61	68	53	64	59	61	226	239	250
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Summer PM Peak Hour CLV



Total Intersection: 4,140 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	250		1.00	250				311		
	T	1,296		0.53	687	61	1.00	61	748	«	
	R	33	0	0.00	0				61		
Westbound	L	61		1.00	61				311		
	T	1,609		0.53	853	250	1.00	250	1103	«	✓
	R	63	0	0.00	0				250		
Northbound	L	90		1.00	90				143	«	
	T	135		0.53	72	53	1.00	53	125		
	R	26	0	0.00	0				53		
Southbound	L	53		1.00	53				143		
	T	157		0.53	83	90	1.00	90	173	«	✓
	R	367	0	0.00	0				90		
								CLV	1,276		C

Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

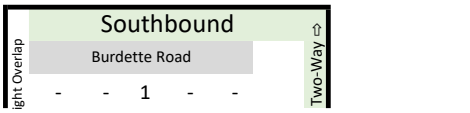
Project: Holton-Arms School Expansion
Intersection: 7. Burdette Road & Arrowood Road/Hillmead Road
Scenario: Background
Jurisdiction: Montgomery County Policy Area:

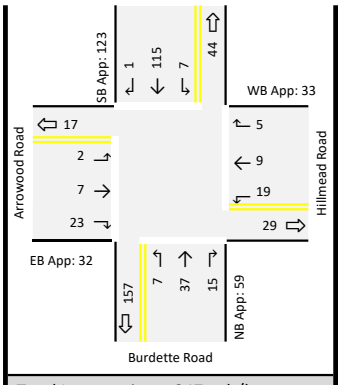
GOROVE SLADE
Transportation Planners and Engineers

AM Peak Hour CLV

Burdette Road

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV

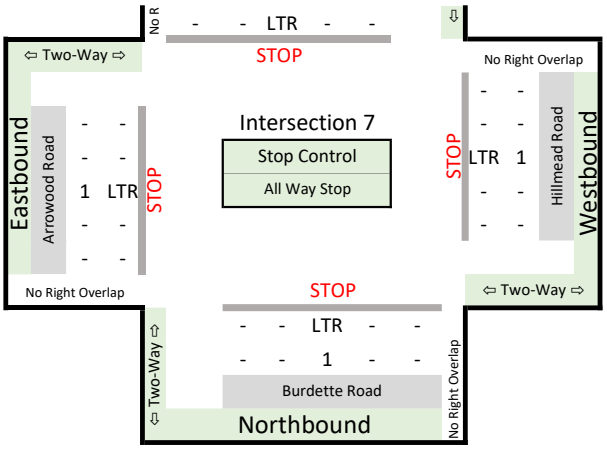




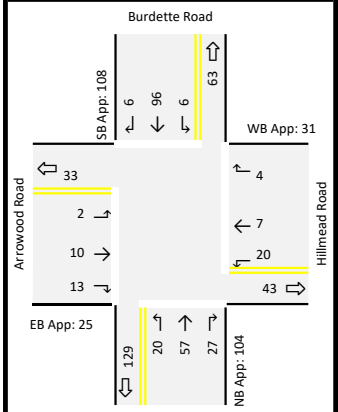
Total Intersection: 247 veh/hr

	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
	Eastbound	LTR	32		1.00	32				51	«	✓
						0	19	1.00	19	19		
		R	23	0	1.00	23				42		
	Westbound	LTR	33		1.00	33				35	«	
						0	2	1.00	2	2		
		R	5	0	1.00	5				7		
	Northbound	LTR	59		1.00	59				66	«	
						0	7	1.00	7	7		
		R	15	0	1.00	15				22		
	Southbound	LTR	123		1.00	123				130	«	✓
						0	7	1.00	7	7		
		R	1	0	1.00	1				8		
									CLV	181	A	

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

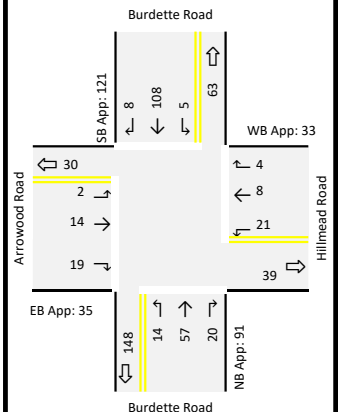


Total Intersection: 268 veh/hr

	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
	Eastbound	LTR	25		1.00	25				45	«	✓
						0	20	1.00	20	20		
		R	13	0	1.00	13				33		
	Westbound	LTR	31		1.00	31				33	«	
						0	2	1.00	2	2		
		R	4	0	1.00	4				6		
	Northbound	LTR	104		1.00	104				110	«	
						0	6	1.00	6	6		
		R	27	0	1.00	27				33		
	Southbound	LTR	108		1.00	108				128	«	✓
						0	20	1.00	20	20		
		R	6	0	1.00	6				26		
									CLV	173	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 280 veh/hr

	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
	Eastbound	LTR	35		1.00	35				56	«	✓
						0	21	1.00	21	21		
		R	19	0	1.00	19				40		
	Westbound	LTR	33		1.00	33				35	«	
						0	2	1.00	2	2		
		R	4	0	1.00	4				6		
	Northbound	LTR	91		1.00	91				96	«	
						0	5	1.00	5	5		
		R	20	0	1.00	20				25		
	Southbound	LTR	121		1.00	121				135	«	✓
						0	14	1.00	14	14		
		R	8	0	1.00	8				22		
									CLV	191	A	

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumn
Right Turns	23	13	19	5	4	4	15	27	20	1	6	8
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

I. Total Future Vehicular Capacity (HCM and CLV) Analysis and Queuing Worksheets

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	30	43	35
Queue Delay / Veh (s/v)	9	0	5
Performance Index	154.7	98.7	253.4

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	18	42	31
Queue Delay / Veh (s/v)	0	0	0
Performance Index	57.0	145.0	202.0

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	20	39	30
Queue Delay / Veh (s/v)	0	0	0
Performance Index	59.4	127.8	187.2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Future Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	5	11	0	29	5	7	0	0	2
Mvmt Flow	2	8	27	22	11	6	8	44	18	1	7	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	58%	5%
Vol Thru, %	63%	22%	27%	94%
Vol Right, %	25%	72%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	32	33	123
LT Vol	7	2	19	6
Through Vol	37	7	9	116
RT Vol	15	23	5	1
Lane Flow Rate	69	38	39	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.042	0.049	0.164
Departure Headway (Hd)	4.509	4.007	4.531	4.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	899	795	868
Service Time	2.586	2.008	2.532	2.158
HCM Lane V/C Ratio	0.088	0.042	0.049	0.167
HCM Control Delay	8	7.2	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.85
Heavy Vehicles, %	0
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
Future Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
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, %	0	10	0	0	0	25	15	5	7	33	1	17
Mvmt Flow	2	11	14	21	7	4	21	61	29	6	102	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	8%	65%	6%
Vol Thru, %	55%	40%	23%	89%
Vol Right, %	26%	52%	13%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	25	31	108
LT Vol	20	2	20	6
Through Vol	57	10	7	96
RT Vol	27	13	4	6
Lane Flow Rate	111	27	33	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.031	0.041	0.148
Departure Headway (Hd)	4.229	4.173	4.513	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	863	798	769
Service Time	2.306	2.174	2.514	2.693
HCM Lane V/C Ratio	0.132	0.031	0.041	0.15
HCM Control Delay	7.9	7.3	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Future Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	50	7	5	0	0	25	21	2	10	0	7	0
Mvmt Flow	2	16	22	25	9	5	16	67	24	6	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.8	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	6%	64%	4%
Vol Thru, %	63%	40%	24%	89%
Vol Right, %	22%	54%	12%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	35	33	121
LT Vol	14	2	21	5
Through Vol	57	14	8	108
RT Vol	20	19	4	8
Lane Flow Rate	107	41	39	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.131	0.058	0.049	0.166
Departure Headway (Hd)	4.511	5.045	4.569	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	713	787	861
Service Time	2.511	3.054	2.579	2.192
HCM Lane V/C Ratio	0.134	0.058	0.05	0.165
HCM Control Delay	8.2	8.4	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.6

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	206	192	191	188	180	185
Average Queue (ft)	101	77	67	90	117	112
95th Queue (ft)	189	157	161	177	173	170
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0	0	7	9	12	11
Queuing Penalty (veh)	0	0	32	42	16	16
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	EB	WB	WB
Directions Served	UL	T	T	T	T
Maximum Queue (ft)	352	290	275	312	378
Average Queue (ft)	245	46	54	122	178
95th Queue (ft)	362	214	251	256	340
Link Distance (ft)	213	213	213	174	174
Upstream Blk Time (%)	16	3	6	4	8
Queuing Penalty (veh)	116	24	43	19	43
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	LT	R
Maximum Queue (ft)	250	637	659	617	151	349	404	105	118	195	100
Average Queue (ft)	106	479	533	520	5	93	136	7	41	87	43
95th Queue (ft)	268	732	787	868	49	261	337	59	91	156	82
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		21	50	65							
Queuing Penalty (veh)		176	416	548							
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	27			0	4	4			1	
Queuing Penalty (veh)	0	22			0	0	2			1	

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	575	914	909	315	310	1832	1873	285	232	265	374	345
Average Queue (ft)	362	458	473	54	83	796	833	179	108	91	143	115
95th Queue (ft)	627	898	897	235	250	1816	1857	374	207	220	269	266
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)		1	1			1	2					
Queuing Penalty (veh)		18	17			10	12					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)	7	9	26		0	36	41	2		0	2	1
Queuing Penalty (veh)	73	50	16		0	19	111	13		0	10	2

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	50	368	357	158	176	595	640	248	239	172	174	101
Average Queue (ft)	10	152	160	7	37	226	256	36	101	69	79	23
95th Queue (ft)	34	311	310	75	142	495	524	209	194	139	143	62
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			7	3		16	4	2	
Queuing Penalty (veh)		0	1			2	3		15	4	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	NB	NB	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	L	T	T
Maximum Queue (ft)	330	1107	1111	316	280	419	427	171	63	126	168	151
Average Queue (ft)	252	463	471	81	82	263	276	9	2	40	96	65
95th Queue (ft)	372	1012	1051	344	184	386	403	111	33	90	152	127
Link Distance (ft)		1805	1805			1286	1286		206		1276	1276
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	255			320	245			355		275		
Storage Blk Time (%)	17	16	13			9	2					0
Queuing Penalty (veh)	169	36	16			6	1					0

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	97	131	150	245	175
Average Queue (ft)	4	52	88	81	34
95th Queue (ft)	47	105	138	181	142
Link Distance (ft)			1553	1553	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	170	205			100
Storage Blk Time (%)	0			5	1
Queuing Penalty (veh)	0			16	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	44	61	61	54
Average Queue (ft)	20	26	30	32
95th Queue (ft)	45	53	55	53
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 2136

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	169	139	145	180	146	176
Average Queue (ft)	48	36	33	50	79	91
95th Queue (ft)	119	98	100	130	133	153
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			2	4	2	5
Queuing Penalty (veh)			15	26	2	5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	348	266	385
Average Queue (ft)	245	112	208
95th Queue (ft)	363	220	373
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	16	2	10
Queuing Penalty (veh)	91	13	66
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	176	294	318	32	270	908	917	345	69	125	112
Average Queue (ft)	78	101	110	2	127	698	726	181	20	50	43
95th Queue (ft)	142	231	249	14	340	1004	1001	461	55	107	90
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		0	0			1	1				
Queuing Penalty (veh)		0	1			8	16				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	1			0	47	58				0
Queuing Penalty (veh)	1	1			0	1	31				0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	232	402	404	138	309	2003	2005	285	156	303	358	363
Average Queue (ft)	94	164	169	7	44	1718	1736	134	61	63	121	174
95th Queue (ft)	180	310	320	69	202	2455	2458	361	124	190	286	332
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						8	10					
Queuing Penalty (veh)						92	104					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			3			51	59			0	0	2
Queuing Penalty (veh)			1			8	44			0	1	6

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	53	376	369	221	324	1831	1917	525	148	118	258	101
Average Queue (ft)	16	147	147	10	130	1080	1138	141	53	42	115	20
95th Queue (ft)	39	336	330	93	358	2314	2426	520	120	90	204	64
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						3	20					
Queuing Penalty (veh)						35	221					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2		0	42	43		5	0	7	
Queuing Penalty (veh)		0	1		0	33	23		3	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	647	658	395	320	1386	1384	430	307	312	137	194
Average Queue (ft)	265	359	353	45	117	1002	1015	153	110	113	7	96
95th Queue (ft)	379	623	615	251	324	1587	1582	492	329	338	72	168
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						33	33		26	27	1	
Queuing Penalty (veh)						307	306		159	166	5	
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	20	11	9			57	53					
Queuing Penalty (veh)	133	26	7			34	36					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	147	136	139	418	520	175
Average Queue (ft)	82	54	67	128	257	152
95th Queue (ft)	136	109	118	264	458	238
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)		0		0	8	2
Queuing Penalty (veh)		0		0	31	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	60	48	83	65
Average Queue (ft)	16	21	43	33
95th Queue (ft)	46	45	74	56
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 2064

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	163	144	174	179	171	185
Average Queue (ft)	50	40	41	52	97	106
95th Queue (ft)	130	112	122	138	155	169
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	5	5	9
Queuing Penalty (veh)			20	29	6	11
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	356	277	376
Average Queue (ft)	252	133	206
95th Queue (ft)	366	256	362
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	17	4	10
Queuing Penalty (veh)	94	26	64
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	154	276	301	34	269	866	872	345	95	114	152
Average Queue (ft)	75	112	118	2	65	458	520	73	30	43	56
95th Queue (ft)	138	241	255	16	244	791	808	295	73	99	117
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						2	3				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	2			0	31	41	0			0
Queuing Penalty (veh)	1	2			0	2	15	0			0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	247	400	410	82	306	1930	1944	285	208	266	483	374
Average Queue (ft)	127	160	166	8	34	977	1007	146	84	88	151	162
95th Queue (ft)	221	306	312	52	142	2081	2098	357	165	205	350	325
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						2	2				0	
Queuing Penalty (veh)						19	16				0	
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)			4			36	42	0			0	3
Queuing Penalty (veh)			2			13	77	0			1	8

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	145	390	409	97	272	1315	1374	424	117	86	196	93
Average Queue (ft)	34	126	132	8	55	333	353	52	44	28	100	18
95th Queue (ft)	97	319	333	58	203	1140	1189	302	94	66	179	58
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						0	1					
Queuing Penalty (veh)						2	10					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			13	12		2	0	4	
Queuing Penalty (veh)		1	1			7	7		1	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	NB	NB	NB
Directions Served	L	T	T	R	UL	T	T	R	T	L	T	T
Maximum Queue (ft)	330	751	744	316	319	1149	1157	430	11	200	177	159
Average Queue (ft)	271	352	340	20	105	620	639	104	0	90	88	57
95th Queue (ft)	385	630	612	161	274	1097	1103	407	8	165	153	124
Link Distance (ft)		1805	1805			1286	1286		206		1276	1276
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	2					
Storage Bay Dist (ft)	255			320	245			355		275		
Storage Blk Time (%)	18	12	8			35	30					0
Queuing Penalty (veh)	116	30	3			21	19					0

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	136	248	463	175
Average Queue (ft)	51	91	185	128
95th Queue (ft)	111	167	401	246
Link Distance (ft)		1553	1553	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	205			100
Storage Blk Time (%)		0	5	2
Queuing Penalty (veh)		0	20	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	71	53	92	77
Average Queue (ft)	25	21	40	37
95th Queue (ft)	55	47	74	64
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 651

Intersection	Total Future					
	AM Peak		*PM Peak*		*Summer PM Peak*	
	CLV	LOS	CLV	LOS	CLV	LOS
1. River Road (MD-190) & I-495 SB Off-Ramp	804	A	753	A	730	A
2. River Road (MD-190) & I-495 NB On-Ramp	933	A	1,067	B	1010	B
3. Burdette Road & River Road (MD 190)	1018	B	1,339	D	1229	C
4. Royal Dominion Drive & River Road (MD 190)	1,327	D	1,381	D	1304	D
5. Beech Tree Road/ Nevis Road & River Road (MD 190)	1,359	D	1,247	C	1230	C
6. River Road (MD 190) & Wilson Lane (MD-188)	1,251	C	1,350	D	1294	C
7. Burdette Road & Hillmead Road/Arrowood Road	181	A	173	A	191	A

Project: Holton-Arms School Expansion
Intersection: 1. River Road (MD-190) & I-495 SB Off-Ramp
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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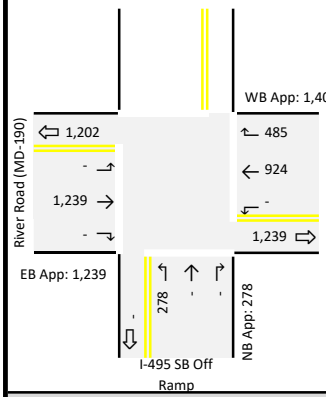
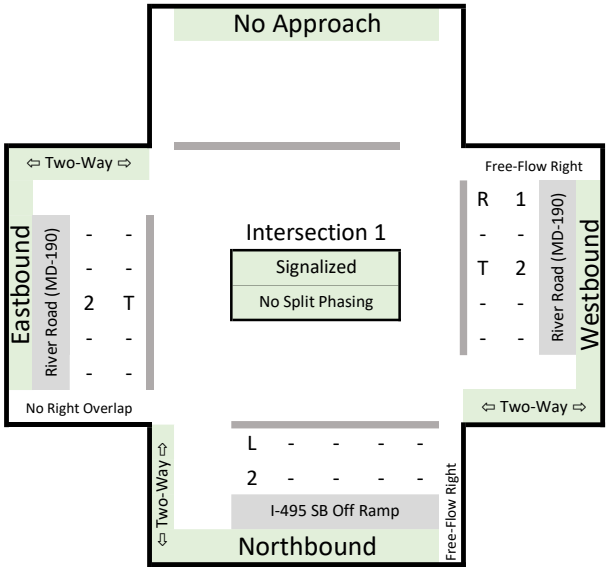
AM Peak Hour CLV



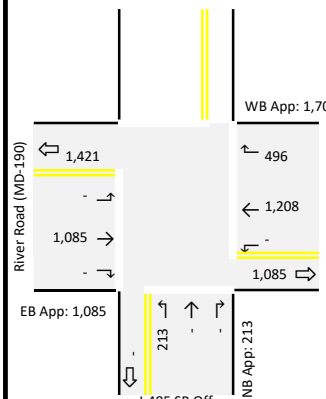
Total Intersection: 2,926 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,239		0.53	657	-	0.00	0	657	«	✓
					0				0		
					0				0		
Westbound	T	924		0.53	490	-	0.00	0	490	«	
					0				0		
					0				0		
Northbound	L	278		0.53	147	-	0.00	0	147	«	✓
					0				0		
					0				0		
Southbound											
								CLV	804	A	

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

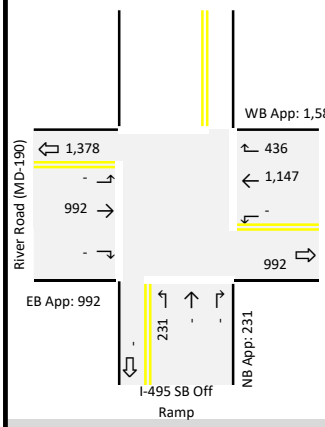


Total Intersection: 3,002 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,085		0.53	575	-	0.00	0	575	«	
					0				0		
					0				0		
Westbound	T	1,208		0.53	640	-	0.00	0	640	«	✓
					0				0		
					0				0		
Northbound	L	213		0.53	113	-	0.00	0	113	«	✓
					0				0		
					0				0		
								CLV	753	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 2,806 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	992		0.53	526	-	0.00	0	526	«	
					0				0		
					0				0		
Westbound	T	1,147		0.53	608	-	0.00	0	608	«	✓
					0				0		
					0				0		
Northbound	L	231		0.53	122	-	0.00	0	122	«	✓
					0				0		
					0				0		
Southbound											
								CLV	730	A	

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	485	496	436	-	-	-	-	-	-
RT LUF		n/a			0.00			0.00			n/a	
Adjusted Rights	n/a	n/a	n/a	0	0	0	0	0	0	n/a	n/a	n/a
Adjacent Lefts	278	213	231	-	-	-	-	-	-	-	-	-
Adj. LT LUF		0.53			0.00			0.00			0.00	
Adjusted Adj. Lefts	147	113	122	0	0	0	0	0	0	0	0	0
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 2. River Road (MD-190) & I-495 NB On-Ramp
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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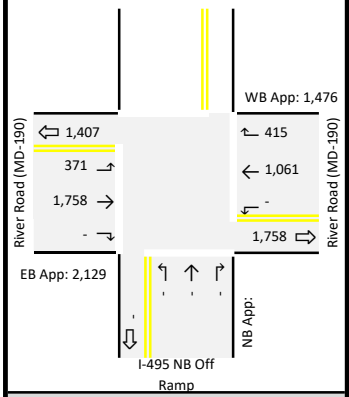
AM Peak Hour CLV

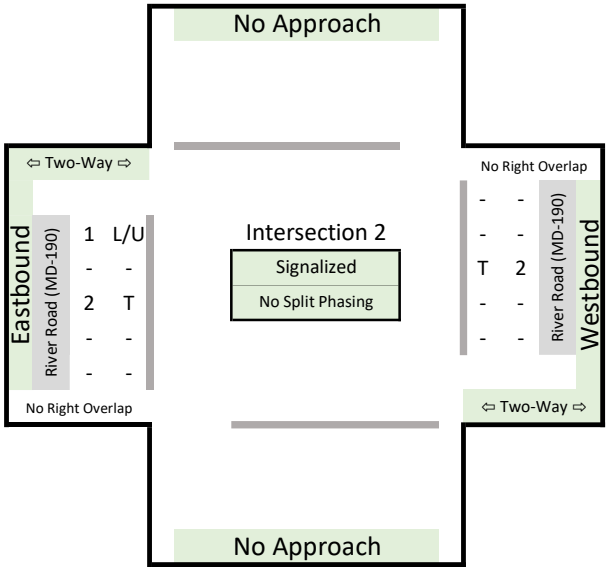


Total Intersection: 3,951 veh/hr

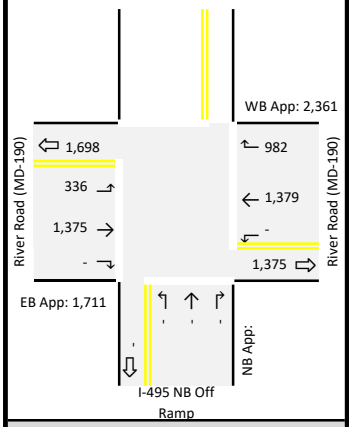
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	371		1.00	371				371		
	T	1,758		0.53	932	-	0.00	0	932	«	
					0				0		
Westbound	T	1,061		0.53	562				933	«	✓
					0	371	1.00	371	371		
					0				371		
Northbound											
Southbound											

CLV 933 A

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV



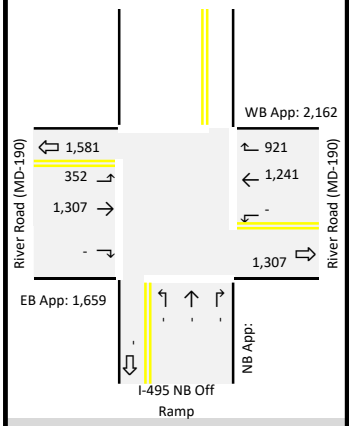
Total Intersection: 4,391 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	336		1.00	336				336		
	T	1,375		0.53	729	-	0.00	0	729	«	
					0				0		
Westbound	T	1,379		0.53	731				1067	«	✓
					0	336	1.00	336	336		
					0				336		
Northbound											
Southbound											

CLV 1,067 B

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 4,161 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	352		1.00	352				352		
	T	1,307		0.53	693	-	0.00	0	693	«	
					0				0		
Westbound	T	1,241		0.53	658				1010	«	✓
					0	352	1.00	352	352		
					0				352		
Northbound											
Southbound											

CLV 1,010 B

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	415	982	921	-	-	-	346	319	340
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	-	-	-	-	-	-	-	-	-	371	336	352
Adj. LT LUF		0.00			0.00			0.00			1.00	
Adjusted Adj. Lefts	0	0	0	0	0	0	0	0	0	371	336	352
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 3. River Road (MD-190) & Burdette Road
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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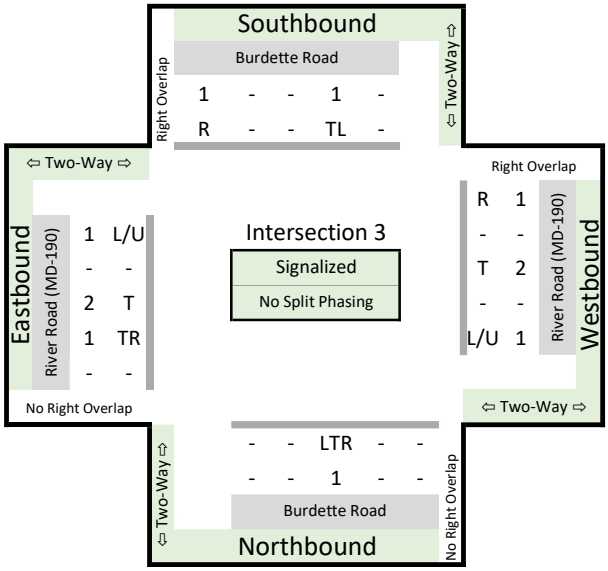
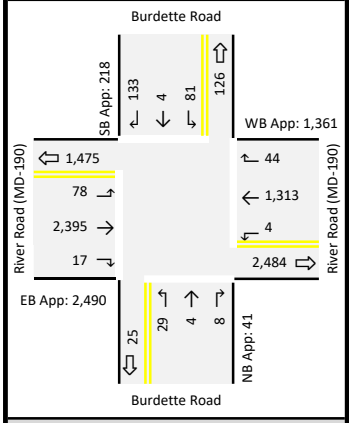


AM Peak Hour CLV

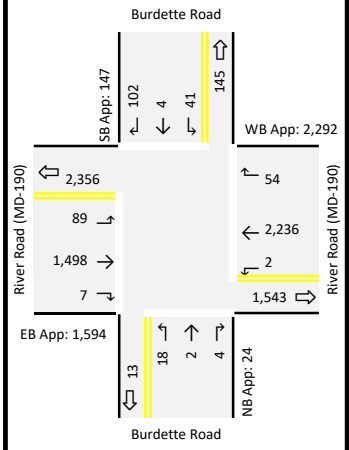


Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	78		1.00	78				82		
	TR	2,412		0.37	892	4	1.00	4	896	«	✓
	R	17	0	1.00	17				21		
Westbound	L	4		1.00	4				82		
	T	1,313		0.53	696	78	1.00	78	774	«	
	R	44	44	1.00	0				78		
Northbound	LTR	41		1.00	41				122	«	✓
					0	81	1.00	81	81		
	R	8	0	1.00	8				89		
Southbound	TL	85		1.00	85				114	«	
					0	29	1.00	29	29		
	R	133	78	1.00	55				84		
							CLV		1,018		B

Total Intersection: 4,110 veh/hr

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

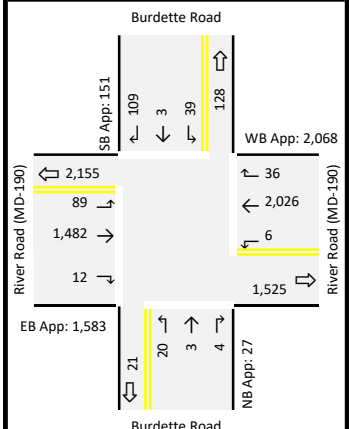


Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				91		
	TR	1,505		0.37	557	2	1.00	2	559	«	
	R	7	0	1.00	7				9		
Westbound	L	2		1.00	2				91		
	T	2,236		0.53	1185	89	1.00	89	1274	«	✓
	R	54	41	1.00	13				102		
Northbound	LTR	24		1.00	24				65	«	✓
					0	41	1.00	41	41		
	R	4	0	1.00	4				45		
Southbound	TL	45		1.00	45				63	«	
					0	18	1.00	18	18		
	R	102	89	1.00	13				31		
							CLV		1,339		D

Total Intersection: 4,057 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				95		
	TR	1,494		0.37	553	6	1.00	6	559	«	
	R	12	0	1.00	12				18		
Westbound	L	6		1.00	6				95		
	T	2,026		0.53	1074	89	1.00	89	1163	«	✓
	R	36	36	1.00	0				89		
Northbound	LTR	27		1.00	27				66	«	✓
					0	39	1.00	39	39		
	R	4	0	1.00	4				43		
Southbound	TL	42		1.00	42				62	«	
					0	20	1.00	20	20		
	R	109	89	1.00	20				40		
							CLV		1,229		C

Total Intersection: 3,829 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	17	7	12	44	54	36	8	4	4	133	102	109
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	44	54	36	n/a	n/a	n/a	133	102	109
Adjacent Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Right Turn Overlap	**0**	**0**	**0**	**44**	**41**	**36**	**0**	**0**	**0**	**78**	**89**	**89**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 4. River Road (MD-190) & Royal Dominion Drive
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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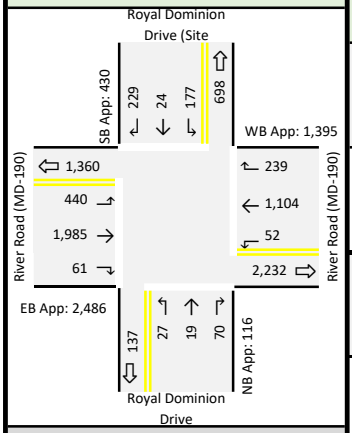
Transportation Planners and Engineers

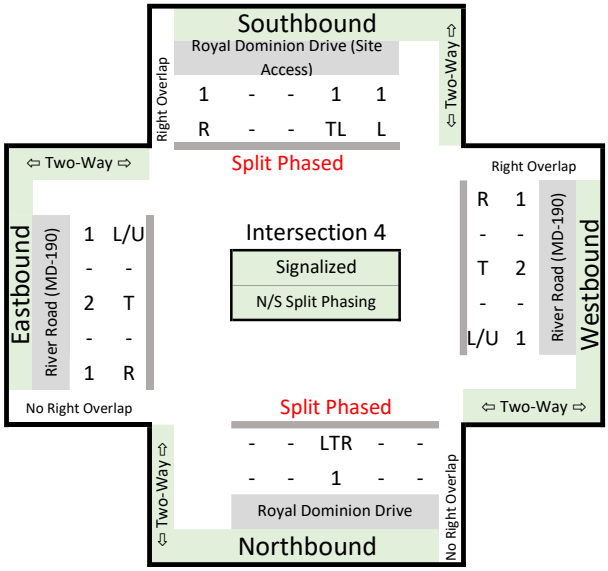
AM Peak Hour CLV



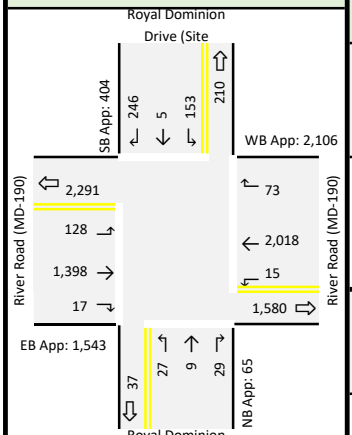
Total Intersection: 4,427 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	440		1.00	440				492		
	T	1,985		0.53	1052	52	1.00	52	1104	«	✓
	R	61	0	1.00	61				113		
Westbound	L	52		1.00	52				492		
	T	1,104		0.53	585	440	1.00	440	1025	«	
	R	239	94	1.00	145				585		
Northbound	LTR	116		1.00	116				116	«	✓
					0	177	SPLIT	0	0		
	R	70	0	1.00	70				70		
Southbound	TL	201		0.53	107				107	«	✓
					0	27	SPLIT	0	0		
	R	229	229	1.00	0				0		
								CLV	1,327		D

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

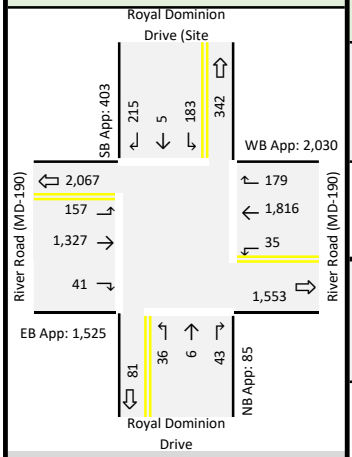


Total Intersection: 4,118 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	128		1.00	128				143		
	T	1,398		0.53	741	15	1.00	15	756	«	
	R	17	0	1.00	17				32		
Westbound	L	15		1.00	15				143		
	T	2,018		0.53	1070	128	1.00	128	1198	«	✓
	R	73	73	1.00	0				128		
Northbound	LTR	65		1.00	65				65	«	✓
					0	153	SPLIT	0	0		
	R	29	0	1.00	29				29		
Southbound	TL	158		0.53	84				84		
					0	27	SPLIT	0	0		
	R	246	128	1.00	118				118	«	✓
								CLV	1,381		D

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 4,043 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	157		1.00	157				192		
	T	1,327		0.53	703	35	1.00	35	738	«	
	R	41	0	1.00	41				76		
Westbound	L	35		1.00	35				192		
	T	1,816		0.53	962	157	1.00	157	1119	«	✓
	R	179	97	1.00	82				239		
Northbound	LTR	85		1.00	85				85	«	✓
					0	183	SPLIT	0	0		
	R	43	0	1.00	43				43		
Southbound	TL	188		0.53	100				100	«	✓
					0	36	SPLIT	0	0		
	R	215	157	1.00	58				58		
								CLV	1,304		D

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	61	17	41	239	73	179	70	29	43	229	246	215
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	239	73	179	n/a	n/a	n/a	229	246	215
Adjacent Lefts	27	27	36	177	153	183	52	15	35	440	128	157
Adj. LT LUF		1.00			0.53			1.00			1.00	
Adjusted Adj. Lefts	27	27	36	94	81	97	52	15	35	440	128	157
Right Turn Overlap	**0**	**0**	**0**	**94**	**73**	**97**	**0**	**0**	**0**	**229**	**128**	**157**

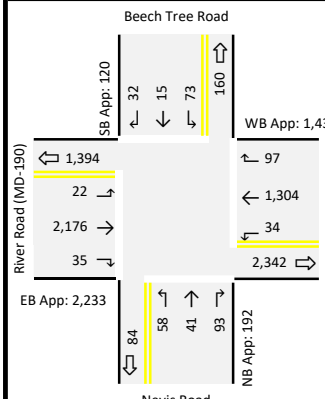
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 5. River Road (MD-190) & Nevis Road/Beech Tree Road
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

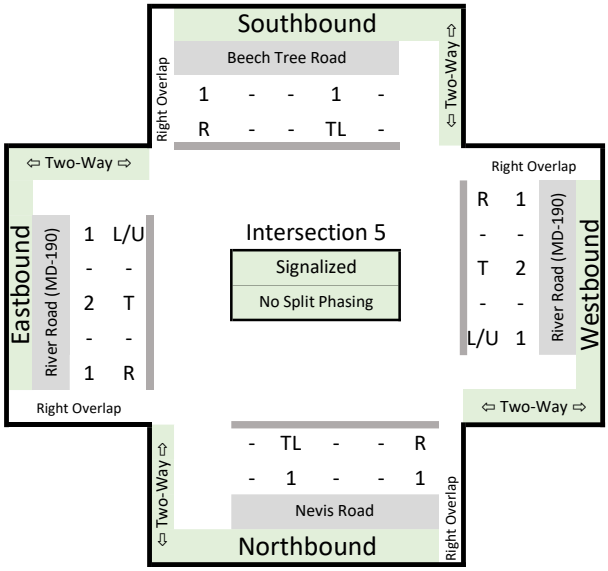
AM Peak Hour CLV



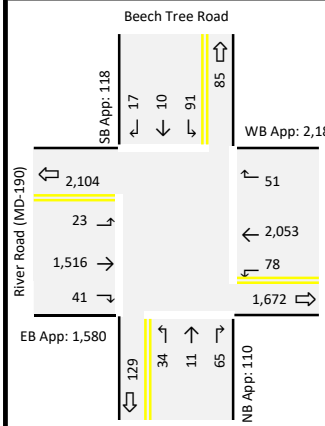
Total Intersection: 3,980 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	22		1.00	22				56		
	T	2,176		0.53	1153	34	1.00	34	1187	«	✓
	R	35	35	1.00	0				34		
Westbound	L	34		1.00	34				56		
	T	1,304		0.53	691	22	1.00	22	713	«	
	R	97	73	1.00	24				46		
Northbound	TL	99		1.00	99				172	«	✓
					0	73	1.00	73	73		
	R	93	34	1.00	59				132		
Southbound	TL	88		1.00	88				146	«	
					0	58	1.00	58	58		
	R	32	22	1.00	10				68		
							CLV		1,359		D

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

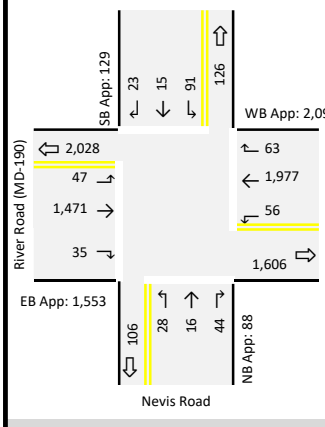


Total Intersection: 3,990 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	23		1.00	23				101		
	T	1,516		0.53	803	78	1.00	78	881	«	
	R	41	34	1.00	7				85		
Westbound	L	78		1.00	78				101		
	T	2,053		0.53	1088	23	1.00	23	1111	«	✓
	R	51	51	1.00	0				23		
Northbound	TL	45		1.00	45				136	«	✓
					0	91	1.00	91	91		
	R	65	65	1.00	0				91		
Southbound	TL	101		1.00	101				135	«	
					0	34	1.00	34	34		
	R	17	17	1.00	0				34		
							CLV		1,247		C

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,866 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	47		1.00	47				103		
	T	1,471		0.53	780	56	1.00	56	836	«	
	R	35	28	1.00	7				63		
Westbound	L	56		1.00	56				103		
	T	1,977		0.53	1048	47	1.00	47	1095	«	✓
	R	63	63	1.00	0				47		
Northbound	TL	44		1.00	44				135	«	✓
					0	91	1.00	91	91		
	R	44	44	1.00	0				91		
Southbound	TL	106		1.00	106				134	«	
					0	28	1.00	28	28		
	R	23	23	1.00	0				28		
							CLV		1,230		C

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	35	41	35	97	51	63	93	65	44	32	17	23
RT LUF		1.00			1.00			1.00			1.00	
Adjusted Rights	35	41	35	97	51	63	93	65	44	32	17	23
Adjacent Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Right Turn Overlap	**35**	**34**	**28**	**73**	**51**	**63**	**34**	**65**	**44**	**22**	**17**	**23**

Montgomery County Standards

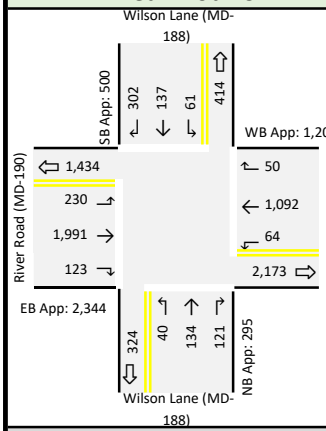
Lane Use Factors

#	Th & R	L
1	1.00	1.00
2	0.53	0.53
3	0.37	0.37
4	0.30	0.30
5	0.25	0.25

Project: Holton-Arms School Expansion
Intersection: 6. River Road (MD-190) & Wilson Lane (MD-188)
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

AM Peak Hour CLV

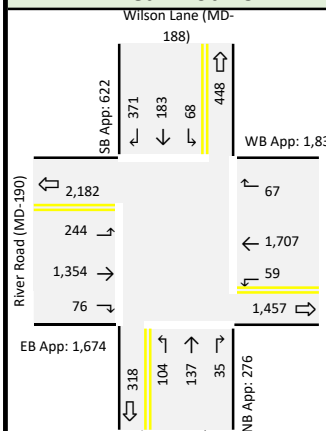


Total Intersection: 4,345 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	230		1.00	230				294		
	T	1,991		0.53	1055	64	1.00	64	1119	«	✓
	R	123	0	0.00	0				64		
Westbound	L	64		1.00	64				294		
	T	1,092		0.53	579	230	1.00	230	809	«	
	R	50	0	0.00	0				230		
Northbound	L	40		1.00	40				101		
	T	134		0.53	71	61	1.00	61	132	«	✓
	R	121	0	0.00	0				61		
Southbound	L	61		1.00	61				101		
	T	137		0.53	73	40	1.00	40	113	«	
	R	302	0	0.00	0				40		
								CLV	1,251		C

PM Peak Hour CLV

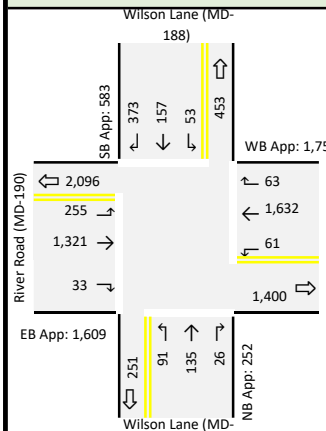


Total Intersection: 4,405 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	244		1.00	244				303		
	T	1,354		0.53	718	59	1.00	59	777	«	
	R	76	0	0.00	0				59		
Westbound	L	59		1.00	59				303		
	T	1,707		0.53	905	244	1.00	244	1149	«	✓
	R	67	0	0.00	0				244		
Northbound	L	104		1.00	104				172	«	
	T	137		0.53	73	68	1.00	68	141		
	R	35	0	0.00	0				68		
Southbound	L	68		1.00	68				172		
	T	183		0.53	97	104	1.00	104	201	«	✓
	R	371	0	0.00	0				104		
								CLV	1,350		D

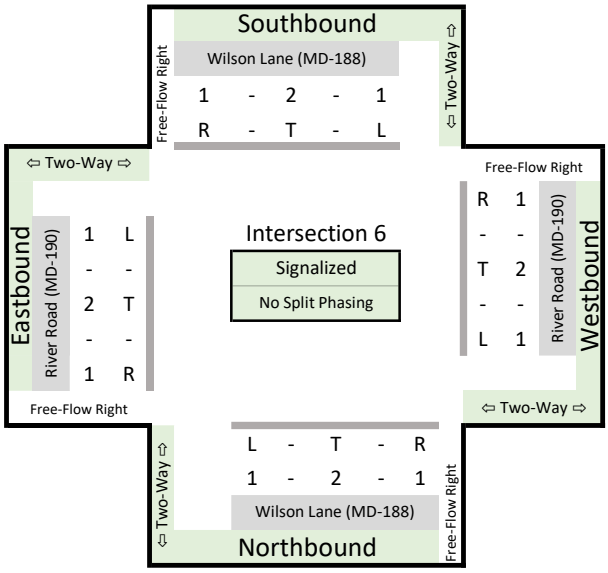
Summer PM Peak Hour CLV



Total Intersection: 4,200 veh/hr

Notes: * Defacto right-turn lane test, if applicable

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	255		1.00	255				316		
	T	1,321		0.53	700	61	1.00	61	761	«	
	R	33	0	0.00	0				61		
Westbound	L	61		1.00	61				316		
	T	1,632		0.53	865	255	1.00	255	1120	«	✓
	R	63	0	0.00	0				255		
Northbound	L	91		1.00	91				144	«	
	T	135		0.53	72	53	1.00	53	125		
	R	26	0	0.00	0				53		
Southbound	L	53		1.00	53				144		
	T	157		0.53	83	91	1.00	91	174	«	✓
	R	373	0	0.00	0				91		
								CLV	1,294		C



Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	123	76	33	50	67	63	121	35	26	302	371	373
RT LUF		0.00			0.00			0.00			0.00	
Adjusted Rights	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Lefts	40	104	91	61	68	53	64	59	61	230	244	255
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	40	104	91	61	68	53	64	59	61	230	244	255
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

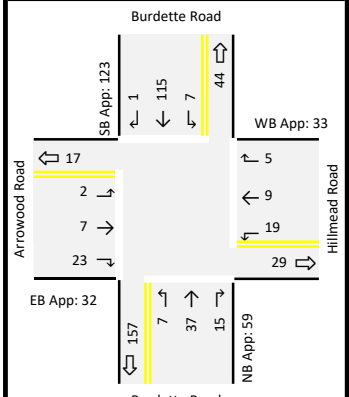
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 7. Burdette Road & Arrowood Road/Hillmead Road
Scenario: Total Future
Jurisdiction: Montgomery County Policy Area:

GOROVE SLADE
Transportation Planners and Engineers

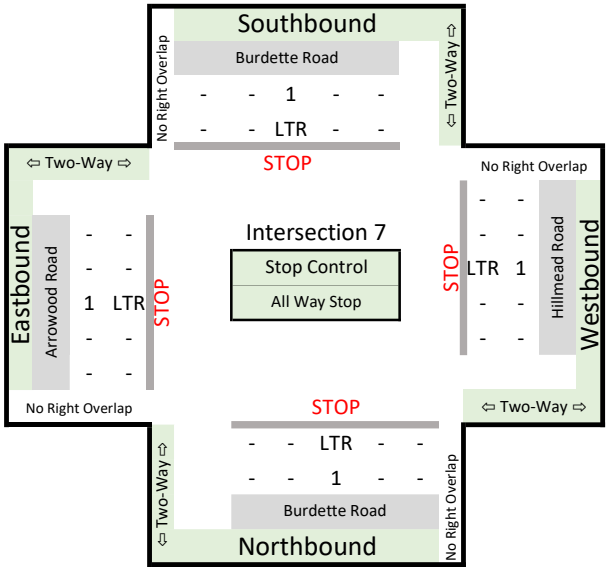
AM Peak Hour CLV



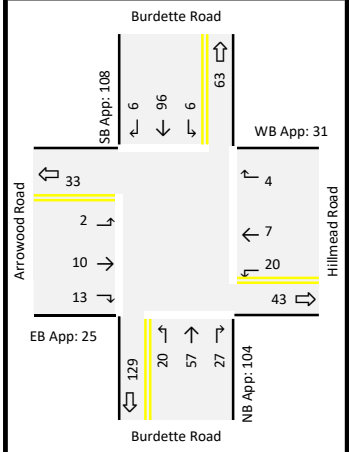
Total Intersection: 247 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	32		1.00	32				51	«	✓
					0	19	1.00	19	19		
	R	23	0	1.00	23				42		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	5	0	1.00	5				7		
Northbound	LTR	59		1.00	59				66	«	
					0	7	1.00	7	7		
	R	15	0	1.00	15				22		
Southbound	LTR	123		1.00	123				130	«	✓
					0	7	1.00	7	7		
	R	1	0	1.00	1				8		
								CLV	181		A

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

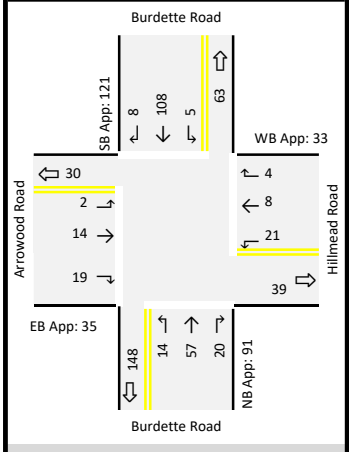


Total Intersection: 268 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	25		1.00	25				45	«	✓
					0	20	1.00	20	20		
	R	13	0	1.00	13				33		
Westbound	LTR	31		1.00	31				33	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	104		1.00	104				110	«	
					0	6	1.00	6	6		
	R	27	0	1.00	27				33		
Southbound	LTR	108		1.00	108				128	«	✓
					0	20	1.00	20	20		
	R	6	0	1.00	6				26		
								CLV	173		A

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 280 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	35		1.00	35				56	«	✓
					0	21	1.00	21	21		
	R	19	0	1.00	19				40		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	91		1.00	91				96	«	
					0	5	1.00	5	5		
	R	20	0	1.00	20				25		
Southbound	LTR	121		1.00	121				135	«	✓
					0	14	1.00	14	14		
	R	8	0	1.00	8				22		
								CLV	191		A

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	23	13	19	5	4	4	15	27	20	1	6	8
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

J. Background Modified Vehicular Capacity (HCM and CLV) Analysis and Queuing Worksheets

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	23	48	32
Queue Delay / Veh (s/v)	6	0	4
Performance Index	117.8	104.9	222.7

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	17	38	28
Queue Delay / Veh (s/v)	0	0	0
Performance Index	52.9	128.3	181.2

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	24	35	30
Queue Delay / Veh (s/v)	0	0	0
Performance Index	70.3	112.2	182.5

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	205	186	171	185	181	178
Average Queue (ft)	70	62	55	73	114	111
95th Queue (ft)	158	133	143	165	176	168
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0	0	5	7	11	10
Queuing Penalty (veh)	0	0	24	33	16	13
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	EB	WB	WB
Directions Served	UL	T	T	T	T
Maximum Queue (ft)	362	9	35	264	381
Average Queue (ft)	245	0	1	106	171
95th Queue (ft)	357	5	16	233	356
Link Distance (ft)	213	213	213	174	174
Upstream Blk Time (%)	16			2	8
Queuing Penalty (veh)	113			13	39
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	LT	R
Maximum Queue (ft)	249	612	645	617	22	251	301	154	102	209	132
Average Queue (ft)	84	359	410	321	3	31	51	7	37	75	47
95th Queue (ft)	221	587	653	758	16	204	203	75	79	158	94
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		6	17	22							
Queuing Penalty (veh)		46	139	174							
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)		15				1	1			0	
Queuing Penalty (veh)		12				0	0			1	

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	575	880	872	315	309	1768	1772	285	251	232	251	186
Average Queue (ft)	281	476	488	47	87	770	815	176	94	64	117	67
95th Queue (ft)	591	834	832	217	239	1726	1758	372	190	180	211	147
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)		0	0			1	1					
Queuing Penalty (veh)		4	5			5	6					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)	1	12	26		0	36	43	2		0	0	
Queuing Penalty (veh)	7	46	16		0	19	88	9		0	0	

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	41	343	360	36	168	386	413	76	275	175	175	63
Average Queue (ft)	10	147	160	3	26	194	216	12	111	70	78	19
95th Queue (ft)	30	293	304	18	92	352	377	40	211	147	150	48
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		1	2			3	0		19	3	2	
Queuing Penalty (veh)		0	1			1	0		18	4	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	NB	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	T	L	T
Maximum Queue (ft)	330	1056	1078	395	319	428	429	86	29	29	104	153
Average Queue (ft)	252	454	465	90	85	252	264	3	1	1	34	87
95th Queue (ft)	371	950	962	363	212	378	388	63	21	21	83	140
Link Distance (ft)		1805	1805			1286	1286		206	206		1276
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	255			320	245			355			275	
Storage Blk Time (%)	15	16	13			8	2					
Queuing Penalty (veh)	143	37	16			5	1					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	T	T	R
Maximum Queue (ft)	151	126	128	140	234	170
Average Queue (ft)	51	9	52	76	70	27
95th Queue (ft)	119	70	103	125	162	126
Link Distance (ft)	1276			1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		170	205			100
Storage Blk Time (%)	0	0			3	1
Queuing Penalty (veh)	0	0			10	0

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	40	62	77	62
Average Queue (ft)	19	20	33	31
95th Queue (ft)	45	50	67	51
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1063

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	199	187	157	188	175	186
Average Queue (ft)	50	38	33	59	81	97
95th Queue (ft)	135	107	108	148	146	160
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0	0	3	6	3	7
Queuing Penalty (veh)	0	0	18	33	3	7
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	347	317	375
Average Queue (ft)	247	125	208
95th Queue (ft)	369	264	387
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	17	3	11
Queuing Penalty (veh)	95	22	72
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	231	331	326	38	269	901	904	345	73	134	125
Average Queue (ft)	85	100	116	2	115	662	699	187	23	50	46
95th Queue (ft)	162	225	251	17	328	990	1007	464	60	108	99
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		0	0			0	1				
Queuing Penalty (veh)		0	0			5	8				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	2	2			0	49	57				
Queuing Penalty (veh)	12	2			1	1	31				

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	315	452	448	20	261	2000	2004	285	188	162	270	312
Average Queue (ft)	130	190	192	3	36	1653	1675	91	55	42	91	134
95th Queue (ft)	305	355	351	14	163	2519	2516	304	137	121	193	257
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						8	8					
Queuing Penalty (veh)						83	91					
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)	2		5		0	49	55				0	1
Queuing Penalty (veh)	14		1		0	7	32				0	1

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	114	514	526	345	325	1832	1907	525	156	117	258	137
Average Queue (ft)	16	178	197	29	119	884	937	113	51	38	117	19
95th Queue (ft)	71	403	440	173	340	2105	2214	460	117	83	217	78
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						2	14					
Queuing Penalty (veh)						26	158					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		3	5			35	34		4	1	9	
Queuing Penalty (veh)		1	2			28	18		2	0	2	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	628	652	316	320	1384	1390	430	299	317	11	192
Average Queue (ft)	248	318	317	25	129	820	831	144	80	85	1	94
95th Queue (ft)	375	588	582	184	328	1494	1497	478	283	298	11	163
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						23	24		19	20		
Queuing Penalty (veh)						211	214		112	121		
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	12	10	7			47	44					
Queuing Penalty (veh)	77	23	5			28	30					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	150	142	137	350	503	175
Average Queue (ft)	85	57	63	120	246	149
95th Queue (ft)	138	116	121	228	433	242
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)		0		0	9	3
Queuing Penalty (veh)		0		0	33	3

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	44	43	100	80
Average Queue (ft)	18	20	46	34
95th Queue (ft)	43	45	79	60
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1638

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	170	177	178	191	179	180
Average Queue (ft)	64	45	43	63	93	97
95th Queue (ft)	155	132	129	162	158	160
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)		0	4	5	6	6
Queuing Penalty (veh)		0	21	31	7	7
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	WB	WB
Directions Served	UL	T	T	T
Maximum Queue (ft)	356	3	296	394
Average Queue (ft)	250	0	122	198
95th Queue (ft)	375	2	256	373
Link Distance (ft)	213	213	174	174
Upstream Blk Time (%)	17		4	9
Queuing Penalty (veh)	95		23	57
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	220	287	299	35	267	755	765	345	74	115	153
Average Queue (ft)	89	103	119	3	63	427	488	90	25	38	53
95th Queue (ft)	175	229	248	18	240	845	860	328	62	91	111
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						1	3				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	2	1			0	30	37				0
Queuing Penalty (veh)	17	1			0	2	13				0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	L	LT	R
Maximum Queue (ft)	397	490	528	256	283	1992	1996	285	185	258	661	405
Average Queue (ft)	173	197	211	15	58	1012	1043	141	71	74	183	156
95th Queue (ft)	325	351	380	111	187	2190	2205	356	141	202	523	381
Link Distance (ft)		890	890			1973	1973		1194		726	
Upstream Blk Time (%)						2	3				3	
Queuing Penalty (veh)						23	27				0	
Storage Bay Dist (ft)	500			240	235			210		280		330
Storage Blk Time (%)		0	7			34	40			0	1	11
Queuing Penalty (veh)		0	3			12	62			0	6	29

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	193	536	542	285	273	1096	1178	428	119	75	209	69
Average Queue (ft)	36	207	219	18	54	389	411	33	40	26	105	16
95th Queue (ft)	115	420	433	132	212	1125	1171	220	91	60	190	47
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						0	2					
Queuing Penalty (veh)						3	16					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		4	6			15	12		2	0	6	
Queuing Penalty (veh)		2	2			9	8		1	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	NB	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T	L	T
Maximum Queue (ft)	329	597	590	236	320	1183	1176	430	106	124	175	153
Average Queue (ft)	247	272	273	8	102	606	627	77	13	14	79	87
95th Queue (ft)	362	506	492	102	267	1114	1127	348	103	114	147	139
Link Distance (ft)		1805	1805			1286	1286		206	206		1276
Upstream Blk Time (%)						4	4		2	2		
Queuing Penalty (veh)						30	32		9	11		
Storage Bay Dist (ft)	255			320	245			355			275	
Storage Blk Time (%)	15	6	3			33	28					
Queuing Penalty (veh)	94	14	1			20	17					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	SB	SB	SB	SB
Directions Served	T	L	T	T	R
Maximum Queue (ft)	133	128	293	450	175
Average Queue (ft)	47	49	110	205	130
95th Queue (ft)	100	104	207	409	245
Link Distance (ft)	1276		1553	1553	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		205			100
Storage Blk Time (%)	0		0	7	2
Queuing Penalty (veh)	0		0	27	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	64	46	91	84
Average Queue (ft)	22	22	43	38
95th Queue (ft)	52	45	76	67
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 741

K. Total Future Mitigated Vehicular Capacity (HCM and CLV) Analysis and Queuing Worksheets

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	24	57	36
Queue Delay / Veh (s/v)	7	0	4
Performance Index	125.2	124.6	249.9

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	17	38	28
Queue Delay / Veh (s/v)	0	0	0
Performance Index	53.7	129.6	183.3

MD 190 River Rd. #190

Direction	EB	WB	All
Control Delay / Veh (s/v)	28	35	32
Queue Delay / Veh (s/v)	0	0	0
Performance Index	81.9	117.9	199.9

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Future Vol, veh/h	2	7	23	19	9	5	7	37	15	1	6	115
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	5	11	0	29	5	7	0	0	2
Mvmt Flow	2	8	27	22	11	6	8	44	18	1	7	135
Number of Lanes	0	1	0	0	1	0	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	58%	5%
Vol Thru, %	63%	22%	27%	94%
Vol Right, %	25%	72%	15%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	32	33	123
LT Vol	7	2	19	6
Through Vol	37	7	9	116
RT Vol	15	23	5	1
Lane Flow Rate	69	38	39	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.042	0.049	0.164
Departure Headway (Hd)	4.509	4.007	4.531	4.091
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	899	795	868
Service Time	2.586	2.008	2.532	2.158
HCM Lane V/C Ratio	0.088	0.042	0.049	0.167
HCM Control Delay	8	7.2	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBR
Lane Configurations	
Traffic Vol, veh/h	1
Future Vol, veh/h	1
Peak Hour Factor	0.85
Heavy Vehicles, %	0
Mvmt Flow	1
Number of Lanes	0

Approach	
Opposing Approach	
Opposing Lanes	
Conflicting Approach Left	
Conflicting Lanes Left	
Conflicting Approach Right	
Conflicting Lanes Right	
HCM Control Delay	
HCM LOS	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
Future Vol, veh/h	2	10	13	20	7	4	20	57	27	6	96	6
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, %	0	10	0	0	0	25	15	5	7	33	1	17
Mvmt Flow	2	11	14	21	7	4	21	61	29	6	102	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	8%	65%	6%
Vol Thru, %	55%	40%	23%	89%
Vol Right, %	26%	52%	13%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	25	31	108
LT Vol	20	2	20	6
Through Vol	57	10	7	96
RT Vol	27	13	4	6
Lane Flow Rate	111	27	33	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.031	0.041	0.148
Departure Headway (Hd)	4.229	4.173	4.513	4.627
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	863	798	769
Service Time	2.306	2.174	2.514	2.693
HCM Lane V/C Ratio	0.132	0.031	0.041	0.15
HCM Control Delay	7.9	7.3	7.7	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Future Vol, veh/h	2	14	19	21	8	4	14	57	20	5	108	8
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	50	7	5	0	0	25	21	2	10	0	7	0
Mvmt Flow	2	16	22	25	9	5	16	67	24	6	127	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.8	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	6%	64%	4%
Vol Thru, %	63%	40%	24%	89%
Vol Right, %	22%	54%	12%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	91	35	33	121
LT Vol	14	2	21	5
Through Vol	57	14	8	108
RT Vol	20	19	4	8
Lane Flow Rate	107	41	39	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.131	0.058	0.049	0.166
Departure Headway (Hd)	4.511	5.045	4.569	4.192
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	713	787	861
Service Time	2.511	3.054	2.579	2.192
HCM Lane V/C Ratio	0.134	0.058	0.05	0.165
HCM Control Delay	8.2	8.4	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.2	0.6

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	215	200	159	172	182	186
Average Queue (ft)	83	73	50	66	111	108
95th Queue (ft)	182	163	127	154	171	167
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)	0	0	5	7	10	9
Queuing Penalty (veh)	2	0	23	33	14	13
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	EB	WB	WB
Directions Served	UL	T	T	T	T
Maximum Queue (ft)	346	99	96	294	380
Average Queue (ft)	244	12	14	120	187
95th Queue (ft)	360	107	127	250	355
Link Distance (ft)	213	213	213	174	174
Upstream Blk Time (%)	16	1	2	3	8
Queuing Penalty (veh)	114	6	14	17	43
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LTR	LT	R
Maximum Queue (ft)	246	614	653	617	22	188	405	92	126	194	128
Average Queue (ft)	85	425	468	406	3	29	67	5	45	76	50
95th Queue (ft)	219	678	719	831	13	109	227	54	100	145	96
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		13	30	40			0				
Queuing Penalty (veh)		104	247	331			0				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	0	20				0	0			1	0
Queuing Penalty (veh)	4	16				0	0			1	0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	L	TR	L	LT
Maximum Queue (ft)	574	824	832	315	272	1944	1967	575	79	185	231	301
Average Queue (ft)	289	434	452	66	102	878	919	311	27	72	86	137
95th Queue (ft)	549	765	785	257	260	1859	1898	737	65	145	200	245
Link Distance (ft)		890	890			1973	1973			1194		726
Upstream Blk Time (%)		0	0			0	0					
Queuing Penalty (veh)		0	2			2	3					
Storage Bay Dist (ft)	500			240	235			500	150		280	
Storage Blk Time (%)	1	9	26		0	47	35	0		1		0
Queuing Penalty (veh)	6	36	16		0	24	84	0		0		0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	SB
Directions Served	R
Maximum Queue (ft)	275
Average Queue (ft)	91
95th Queue (ft)	200
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	0
Queuing Penalty (veh)	1

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	48	370	383	161	139	416	432	65	232	162	176	63
Average Queue (ft)	11	171	182	8	29	189	213	11	103	71	80	19
95th Queue (ft)	34	341	349	76	85	366	387	36	187	138	144	48
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		2	3			4	0		16	3	2	
Queuing Penalty (veh)		0	1			1	0		15	3	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	NB	NB	NB
Directions Served	UL	T	T	R	UL	T	T	R	T	L	T	T
Maximum Queue (ft)	330	946	1002	395	195	460	457	84	11	110	158	176
Average Queue (ft)	245	379	378	79	68	254	258	3	0	40	92	57
95th Queue (ft)	370	797	824	339	138	398	396	61	8	90	146	124
Link Distance (ft)		1805	1805			1286	1286		206		1276	1276
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	255			320	245			355		275		
Storage Blk Time (%)	12	15	11			9	2					0
Queuing Penalty (veh)	121	34	14			5	1					0

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	SB	SB	SB	SB
Directions Served	R	L	T	T	R
Maximum Queue (ft)	178	152	151	252	175
Average Queue (ft)	20	56	79	74	19
95th Queue (ft)	105	115	127	168	107
Link Distance (ft)			1553	1553	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	170	205			100
Storage Blk Time (%)	1			5	1
Queuing Penalty (veh)	1			15	1

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	ULTR
Maximum Queue (ft)	45	67	68	64
Average Queue (ft)	22	23	32	31
95th Queue (ft)	46	53	62	51
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1372

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	167	138	153	180	168	184
Average Queue (ft)	49	39	39	57	85	94
95th Queue (ft)	125	104	113	142	146	155
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	4	4	6
Queuing Penalty (veh)			16	27	4	6
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	WB	WB
Directions Served	UL	T	T
Maximum Queue (ft)	346	303	376
Average Queue (ft)	237	111	192
95th Queue (ft)	349	234	358
Link Distance (ft)	213	174	174
Upstream Blk Time (%)	16	2	8
Queuing Penalty (veh)	89	16	55
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	185	292	271	18	270	900	901	345	73	150	162
Average Queue (ft)	84	101	111	1	109	621	667	164	22	46	51
95th Queue (ft)	158	227	230	14	323	978	978	441	55	107	111
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)						0	1				
Queuing Penalty (veh)						3	8				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	1	1			0	44	54				0
Queuing Penalty (veh)	7	1			0	1	29				0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	L	TR	L	LT
Maximum Queue (ft)	506	578	581	88	257	2013	2009	575	96	99	174	397
Average Queue (ft)	205	205	205	5	32	1753	1763	254	28	33	52	104
95th Queue (ft)	461	441	425	51	145	2458	2457	711	69	76	140	251
Link Distance (ft)		890	890			1973	1973			1194		726
Upstream Blk Time (%)						9	11					0
Queuing Penalty (veh)						95	113					0
Storage Bay Dist (ft)	500			240	235			500	150		280	
Storage Blk Time (%)	5	0	5			52	58					0
Queuing Penalty (veh)	36	1	1			8	40					0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	SB
Directions Served	R
Maximum Queue (ft)	343
Average Queue (ft)	156
95th Queue (ft)	280
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	1
Queuing Penalty (veh)	3

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	50	465	471	227	325	1821	1898	525	147	101	220	54
Average Queue (ft)	15	175	181	17	134	1040	1100	151	55	35	110	13
95th Queue (ft)	41	392	400	121	370	2236	2362	540	121	76	190	42
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						2	15					
Queuing Penalty (veh)						26	165					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		4	5			40	40		5	1	6	
Queuing Penalty (veh)		1	2			32	21		3	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	B55	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T		L
Maximum Queue (ft)	330	646	665	316	320	1382	1377	430	304	314	44	227
Average Queue (ft)	249	291	281	28	137	912	927	144	90	97	3	96
95th Queue (ft)	365	516	500	195	343	1566	1566	478	297	316	44	183
Link Distance (ft)		1805	1805			1286	1286		206	206	206	
Upstream Blk Time (%)						27	27		20	22	0	
Queuing Penalty (veh)						248	253		123	133	1	
Storage Bay Dist (ft)	255			320	245			355				275
Storage Blk Time (%)	15	6	5		0	51	47					
Queuing Penalty (veh)	99	16	4		0	30	32					

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	L	T	T	R
Maximum Queue (ft)	141	128	140	313	435	175
Average Queue (ft)	85	53	61	128	236	152
95th Queue (ft)	132	107	116	231	412	238
Link Distance (ft)	1276	1276		1553	1553	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			205			100
Storage Blk Time (%)				0	10	2
Queuing Penalty (veh)				0	37	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	52	86	67
Average Queue (ft)	20	22	45	34
95th Queue (ft)	47	48	78	57
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1785

Intersection: 1: I-495 OL Ramp & MD 190 River Rd. #190

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	T	T	T	L	L
Maximum Queue (ft)	157	124	170	186	173	180
Average Queue (ft)	50	40	41	57	87	98
95th Queue (ft)	125	102	120	147	153	161
Link Distance (ft)	245	245	57	57	122	122
Upstream Blk Time (%)			3	5	5	7
Queuing Penalty (veh)			16	29	5	8
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: MD 190 River Rd. #190 & I-495 IL Ramp

Movement	EB	EB	EB	WB	WB
Directions Served	UL	T	T	T	T
Maximum Queue (ft)	351	33	30	307	386
Average Queue (ft)	255	2	2	139	210
95th Queue (ft)	369	29	24	268	372
Link Distance (ft)	213	213	213	174	174
Upstream Blk Time (%)	18			4	11
Queuing Penalty (veh)	99			26	69
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Burdette Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	LTR	LT	R
Maximum Queue (ft)	206	463	489	330	269	894	882	345	96	161	150
Average Queue (ft)	88	153	163	51	63	589	635	99	27	46	58
95th Queue (ft)	175	399	418	302	244	949	963	348	68	120	123
Link Distance (ft)		417	417	417		890	890		1183	2362	
Upstream Blk Time (%)		4	5	4		0	0				
Queuing Penalty (veh)		21	25	23		2	3				
Storage Bay Dist (ft)	175				195			270			200
Storage Blk Time (%)	1	8			0	42	50			1	1
Queuing Penalty (veh)	5	7			0	3	18			1	0

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	L	T	T	R	L	TR	L	LT
Maximum Queue (ft)	560	761	763	261	309	2000	2004	575	94	132	287	778
Average Queue (ft)	304	336	334	23	86	1228	1257	345	33	43	97	337
95th Queue (ft)	586	775	775	134	255	2419	2432	785	78	92	228	830
Link Distance (ft)		890	890			1973	1973			1194		726
Upstream Blk Time (%)		4	2			4	5					17
Queuing Penalty (veh)		29	16			47	51					0
Storage Bay Dist (ft)	500			240	235			500	150		280	
Storage Blk Time (%)	18	5	9			44	41			1	0	1
Queuing Penalty (veh)	120	8	4			16	80			0	0	3

Intersection: 4: Royal Dominion Dr. & MD 190 River Rd. #190

Movement	SB
Directions Served	R
Maximum Queue (ft)	405
Average Queue (ft)	214
95th Queue (ft)	464
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	330
Storage Blk Time (%)	24
Queuing Penalty (veh)	73

Intersection: 5: Nevis Rd./Beech Tree Rd. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	UL	T	T	R	UL	T	T	R	LT	R	LT	R
Maximum Queue (ft)	264	488	476	212	273	1658	1726	525	106	74	204	62
Average Queue (ft)	42	183	192	12	64	596	635	99	46	28	106	18
95th Queue (ft)	153	412	426	95	232	1671	1773	427	99	61	177	48
Link Distance (ft)		1973	1973			1805	1805		936		1079	
Upstream Blk Time (%)						1	6					
Queuing Penalty (veh)						7	61					
Storage Bay Dist (ft)	300			270	250			450		100		150
Storage Blk Time (%)		3	5			22	22		1	0	4	
Queuing Penalty (veh)		2	2			13	14		0	0	1	

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B55	B55	NB	NB
Directions Served	L	T	T	R	UL	T	T	R	T	T	L	T
Maximum Queue (ft)	330	686	716	156	320	1305	1310	430	234	244	190	157
Average Queue (ft)	246	281	277	6	114	698	719	113	45	47	88	85
95th Queue (ft)	363	536	532	82	298	1292	1296	425	213	217	166	144
Link Distance (ft)		1805	1805			1286	1286		206	206		1276
Upstream Blk Time (%)						12	12		8	9		
Queuing Penalty (veh)						101	106		47	54		
Storage Bay Dist (ft)	255			320	245			355			275	
Storage Blk Time (%)	13	7	5			40	35	0				
Queuing Penalty (veh)	87	19	2			24	22	0				

Intersection: 6: MD 188 Wilson La. & MD 190 River Rd. #190

Movement	NB	SB	SB	SB	SB
Directions Served	T	L	T	T	R
Maximum Queue (ft)	145	116	241	487	175
Average Queue (ft)	60	49	96	213	145
95th Queue (ft)	123	100	174	423	242
Link Distance (ft)	1276		1553	1553	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		205			100
Storage Blk Time (%)	0		0	4	2
Queuing Penalty (veh)	0		0	16	2

Intersection: 7: Burdette Rd. & Arrowood Rd./Hillmead Rd.

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	69	43	92	73
Average Queue (ft)	24	19	42	37
95th Queue (ft)	56	43	77	63
Link Distance (ft)	1060	700	2464	1366
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 1386

Intersection	Total Future - Mitigated					
	AM Peak		*PM Peak*		*Summer PM Peak*	
	CLV	LOS	CLV	LOS	CLV	LOS
1. River Road (MD-190) & I-495 SB Off-Ramp	794	A	748	A	733	A
2. River Road (MD-190) & I-495 NB On-Ramp	928	A	727	A	1018	B
3. Burdette Road & River Road (MD 190)	1000	A	1324	D	1243	C
4. Royal Dominion Drive & River Road (MD 190)	1290	C	1325	D	1284	C
5. Beech Tree Road/ Nevis Road & River Road (MD 190)	1353	D	1244	C	1232	C
6. River Road (MD 190) & Wilson Lane (MD-188)	1246	C	1346	D	1301	D
7. Burdette Road & Hillmead Road/Arrowood Road	181	A	173	A	191	A

Project: Holton-Arms School Expansion
Intersection: 1. River Road (MD-190) & I-495 SB Off-Ramp
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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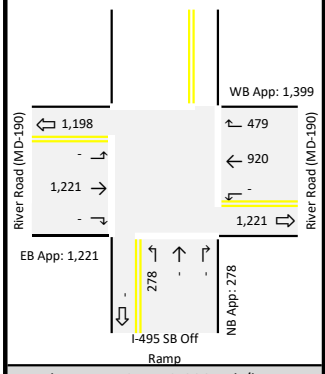
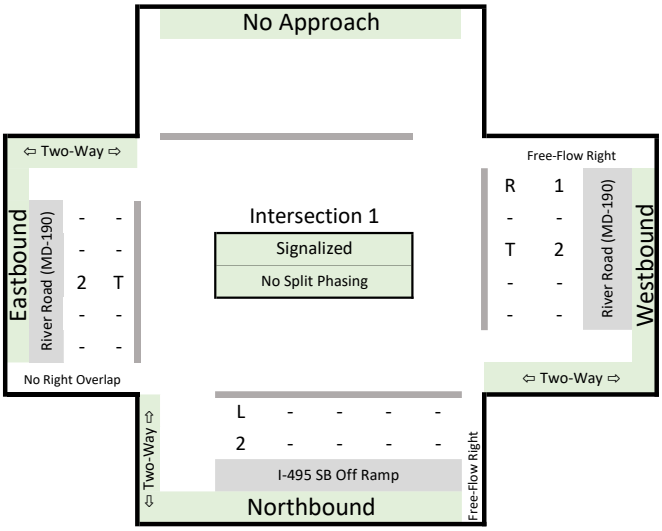
AM Peak Hour CLV



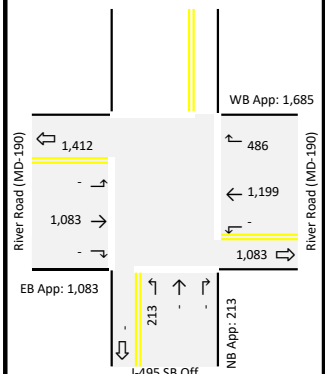
Total Intersection: 2,898 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,221		0.53	647	-	0.00	0	647	«	✓
					0				0		
					0				0		
Westbound	T	920		0.53	488	-	0.00	0	488	«	
					0				0		
					0				0		
Northbound	L	278		0.53	147	-	0.00	0	147	«	✓
					0				0		
					0				0		
Southbound											
								CLV	794	A	

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

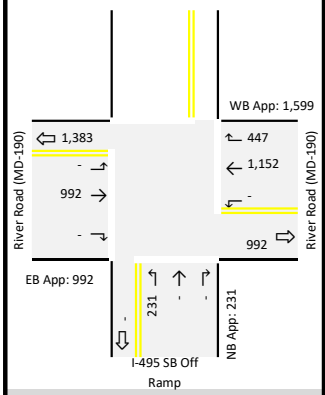


Total Intersection: 2,981 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	1,083		0.53	574	-	0.00	0	574	«	
					0				0		
					0				0		
Westbound	T	1,199		0.53	635	-	0.00	0	635	«	✓
					0				0		
					0				0		
Northbound	L	213		0.53	113	-	0.00	0	113	«	✓
					0				0		
					0				0		
								CLV	748	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 2,822 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	T	992		0.53	526	-	0.00	0	526	«	
					0				0		
					0				0		
Westbound	T	1,152		0.53	611	-	0.00	0	611	«	✓
					0				0		
					0				0		
Northbound	L	231		0.53	122	-	0.00	0	122	«	✓
					0				0		
					0				0		
Southbound											
								CLV	733	A	

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	-	-	479	486	447	-	-	-	-	-	-
RT LUF	n/a			0.00			0.00			n/a		
Adjusted Rights	n/a	n/a	n/a	0	0	0	0	0	0	n/a	n/a	n/a
Adjacent Lefts	278	213	231	-	-	-	-	-	-	-	-	-
Adj. LT LUF	0.53			0.00			0.00			0.00		
Adjusted Adj. Lefts	147	113	122	0	0	0	0	0	0	0	0	0
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 2. River Road (MD-190) & I-495 NB On-Ramp
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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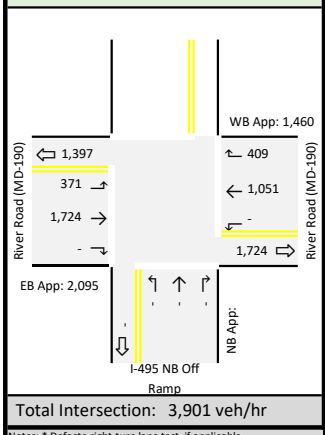
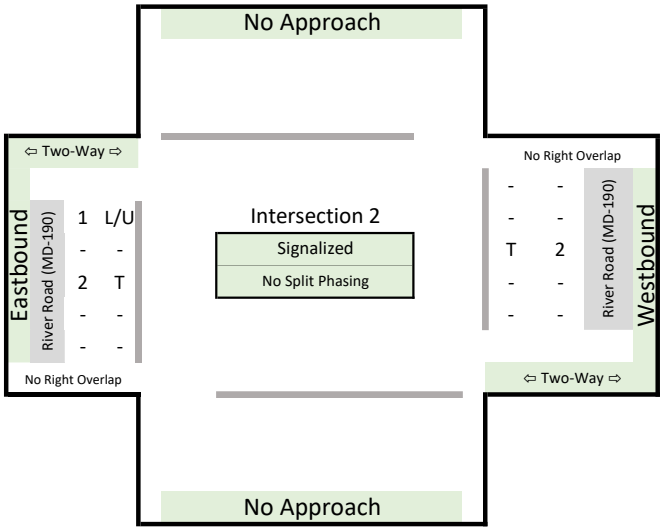
AM Peak Hour CLV



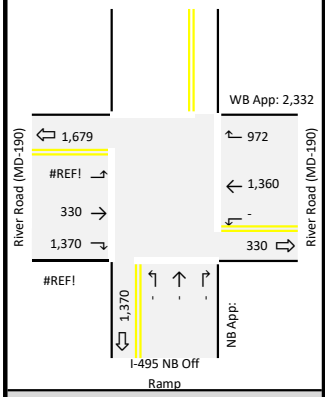
Total Intersection: 3,901 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	371		1.00	371				371		
	T	1,724		0.53	914	-	0.00	0	914	«	
					0				0		
Westbound	T	1,051		0.53	557				928	«	✓
					0	371	1.00	371	371		
					0				371		
Northbound											
Southbound											
								CLV	928		A

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

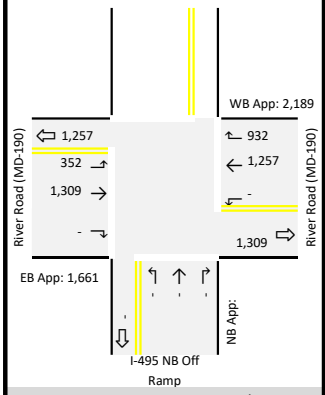


Total Intersection: #REF!

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	#REF!		1.00	#REF!				#REF!	#	#
	T	330		0.53	175	-	0.00	0	175	#	#
					0				0	#	#
Westbound	T	1,360		0.53	721				#REF!	#	#
					0	#REF!	1.00	#REF!	#REF!	#	#
					0				#REF!	#	#
Northbound											
Southbound											
								CLV	#REF!		##

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 3,850 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	352		1.00	352				352		
	T	1,309		0.53	694	-	0.00	0	694	«	
					0				0		
Westbound	T	1,257		0.53	666				1018	«	✓
					0	352	1.00	352	352		
					0				352		
Northbound											
Southbound											
								CLV	1,018		B

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	-	1,370	-	409	972	932	-	-	-	346	319	-
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	-	-	-	-	-	-	-	-	-	371	#REF!	352
Adj. LT LUF		0.00			0.00			0.00			1.00	
Adjusted Adj. Lefts	0	0	0	0	0	0	0	0	0	371	###	352
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 3. River Road (MD-190) & Burdette Road
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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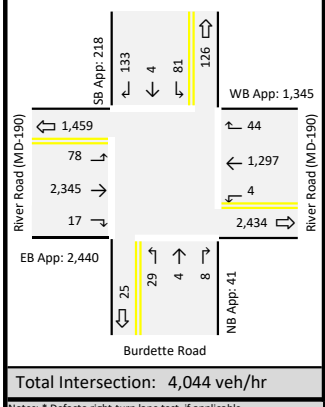
Transportation Planners and Engineers

AM Peak Hour CLV

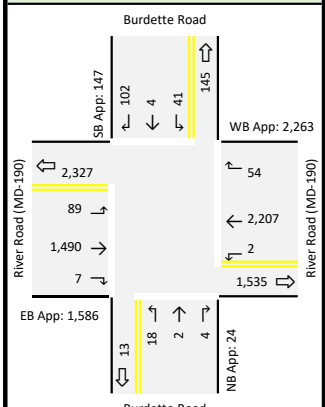


Total Intersection: 4,044 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	78		1.00	78				82		
	TR	2,362		0.37	874	4	1.00	4	878	«	✓
	R	17	0	1.00	17				21		
Westbound	L	4		1.00	4				82		
	T	1,297		0.53	687	78	1.00	78	765	«	
	R	44	44	1.00	0				78		
Northbound	LTR	41		1.00	41				122	«	✓
					0	81	1.00	81	81		
	R	8	0	1.00	8				89		
Southbound	TL	85		1.00	85				114	«	
					0	29	1.00	29	29		
	R	133	78	1.00	55				84		
							CLV		1,000		A

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

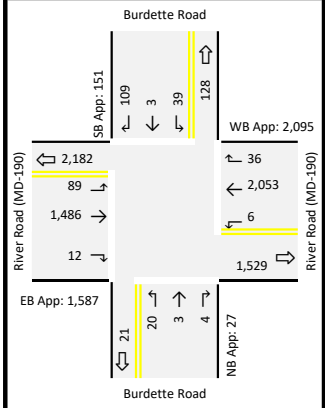


Total Intersection: 4,020 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				91		
	TR	1,497		0.37	554	2	1.00	2	556	«	
	R	7	0	1.00	7				9		
Westbound	L	2		1.00	2				91		
	T	2,207		0.53	1170	89	1.00	89	1259	«	✓
	R	54	41	1.00	13				102		
Northbound	LTR	24		1.00	24				65	«	✓
					0	41	1.00	41	41		
	R	4	0	1.00	4				45		
Southbound	TL	45		1.00	45				63	«	
					0	18	1.00	18	18		
	R	102	89	1.00	13				31		
							CLV		1,324		D

Notes: * Defacto right-turn lane test, if applicable

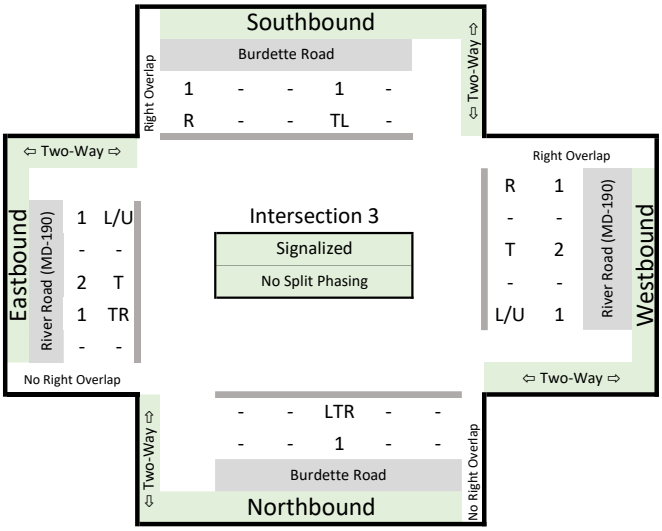
Summer PM Peak Hour CLV



Total Intersection: 3,860 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	89		1.00	89				95		
	TR	1,498		0.37	554	6	1.00	6	560	«	
	R	12	0	1.00	12				18		
Westbound	L	6		1.00	6				95		
	T	2,053		0.53	1088	89	1.00	89	1177	«	✓
	R	36	36	1.00	0				89		
Northbound	LTR	27		1.00	27				66	«	✓
					0	39	1.00	39	39		
	R	4	0	1.00	4				43		
Southbound	TL	42		1.00	42				62	«	
					0	20	1.00	20	20		
	R	109	89	1.00	20				40		
							CLV		1,243		C

Notes: * Defacto right-turn lane test, if applicable



Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	17	7	12	44	54	36	8	4	4	133	102	109
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	44	54	36	n/a	n/a	n/a	133	102	109
Adjacent Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	29	18	20	81	41	39	4	2	6	78	89	89
Right Turn Overlap	**0**	**0**	**0**	**44**	**41**	**36**	**0**	**0**	**0**	**78**	**89**	**89**

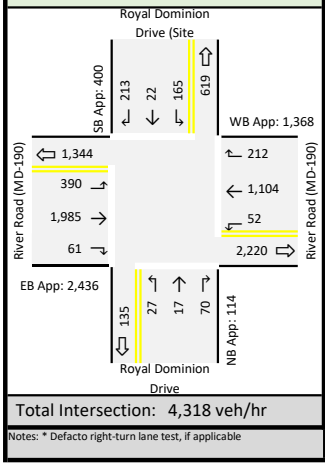
Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 4. River Road (MD-190) & Royal Dominion Drive
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

AM Peak Hour CLV

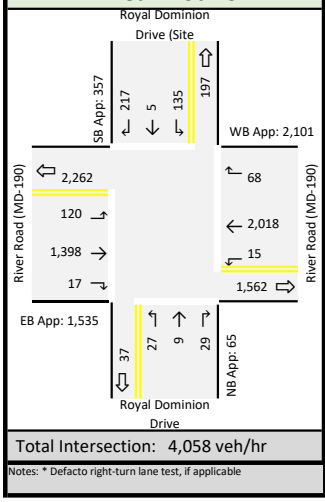


Total Intersection: 4,318 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	390		1.00	390				442		
	T	1,985		0.53	1052	52	1.00	52	1104	«	✓
	R	61	0	1.00	61				113		
Westbound	L	52		1.00	52				442		
	T	1,104		0.53	585	390	1.00	390	975	«	
	R	212	87	1.00	125				515		
Northbound	L	27		1.00	27				27		
	TR	87		1.00	87	165	SPLIT	0	87	«	✓
	R	70	0	1.00	70				70		
Southbound	TL	187		0.53	99				99	«	✓
				0.00	0	27	SPLIT	0	0		
	R	213	213	1.00	0				0		
								CLV	1,290		C

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

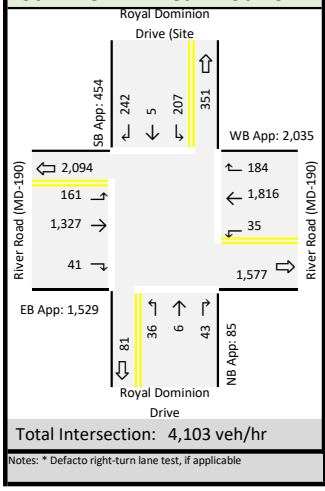


Total Intersection: 4,058 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	120		1.00	120				135		
	T	1,398		0.53	741	15	1.00	15	756	«	
	R	17	0	1.00	17				32		
Westbound	L	15		1.00	15				135		
	T	2,018		0.53	1070	120	1.00	120	1190	«	✓
	R	68	68	1.00	0				120		
Northbound	L	27		1.00	27				27		
	TR	38		1.00	38	135	SPLIT	0	38	«	✓
	R	29	0	1.00	29				29		
Southbound	TL	140		0.53	74				74		
				0.00	0	27	SPLIT	0	0		
	R	217	120	1.00	97				97	«	✓
								CLV	1,325		D

Notes: * Defacto right-turn lane test, if applicable

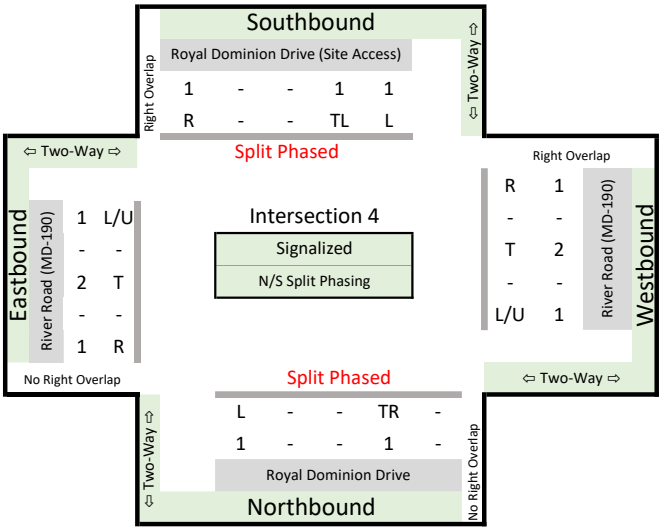
Summer PM Peak Hour CLV



Total Intersection: 4,103 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	161		1.00	161				196		
	T	1,327		0.53	703	35	1.00	35	738	«	
	R	41	0	1.00	41				76		
Westbound	L	35		1.00	35				196		
	T	1,816		0.53	962	161	1.00	161	1123	«	✓
	R	184	110	1.00	74				235		
Northbound	L	36		1.00	36				36		
	TR	49		1.00	49	207	SPLIT	0	49	«	✓
	R	43	0	1.00	43				43		
Southbound	TL	212		0.53	112				112	«	✓
				0.00	0	36	SPLIT	0	0		
	R	242	161	1.00	81				81		
								CLV	1,284		C

Notes: * Defacto right-turn lane test, if applicable



Right Turn Overlap Adjustments

	Eastbound AM	Eastbound PM	Eastbound Sumr	Westbound AM	Westbound PM	Westbound Sumr	Northbound AM	Northbound PM	Northbound Sumr	Southbound AM	Southbound PM	Southbound Sumr
Right Turns	61	17	41	212	68	184	70	29	43	213	217	242
RT LUF		n/a			1.00			n/a			1.00	
Adjusted Rights	n/a	n/a	n/a	212	68	184	n/a	n/a	n/a	213	217	242
Adjacent Lefts	27	27	36	165	135	207	52	15	35	390	120	161
Adj. LT LUF		1.00			0.53			1.00			1.00	
Adjusted Adj. Lefts	27	27	36	87	72	110	52	15	35	390	120	161
Right Turn Overlap	**0**	**0**	**0**	**87**	**68**	**110**	**0**	**0**	**0**	**213**	**120**	**161**

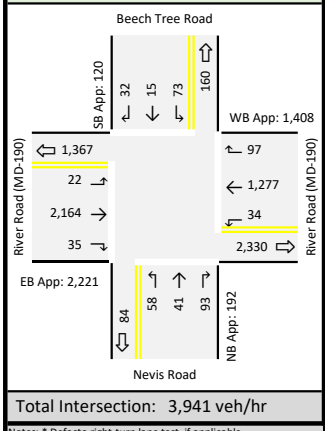
Montgomery County Standards

Lane Use Factors #	Th & R	L	LOS	CLV Range		
			A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 5. River Road (MD-190) & Nevis Road/Beech Tree Road
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

GOROVE SLADE
Transportation Planners and Engineers

AM Peak Hour CLV

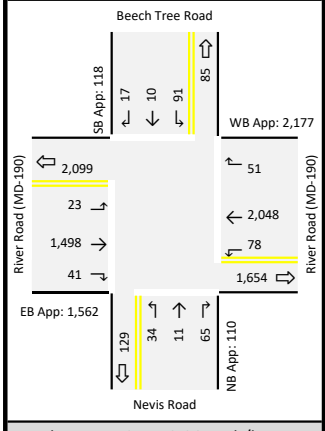


Total Intersection: 3,941 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	22		1.00	22				56		
	T	2,164		0.53	1147	34	1.00	34	1181	«	✓
	R	35	35	1.00	0				34		
Westbound	L	34		1.00	34				56		
	T	1,277		0.53	677	22	1.00	22	699	«	
	R	97	73	1.00	24				46		
Northbound	TL	99		1.00	99				172	«	✓
					0	73	1.00	73	73		
	R	93	34	1.00	59				132		
Southbound	TL	88		1.00	88				146	«	
					0	58	1.00	58	58		
	R	32	22	1.00	10				68		
								CLV	1,353		D

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

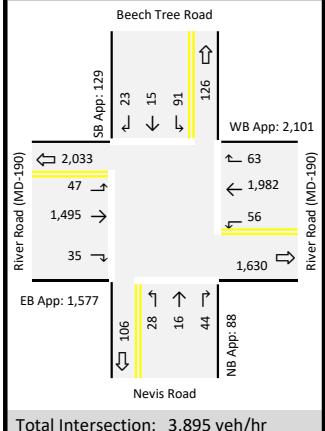


Total Intersection: 3,967 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	23		1.00	23				101		
	T	1,498		0.53	794	78	1.00	78	872	«	
	R	41	34	1.00	7				85		
Westbound	L	78		1.00	78				101		
	T	2,048		0.53	1085	23	1.00	23	1108	«	✓
	R	51	51	1.00	0				23		
Northbound	TL	45		1.00	45				136	«	✓
					0	91	1.00	91	91		
	R	65	65	1.00	0				91		
Southbound	TL	101		1.00	101				135	«	
					0	34	1.00	34	34		
	R	17	17	1.00	0				34		
								CLV	1,244		C

Notes: * Defacto right-turn lane test, if applicable

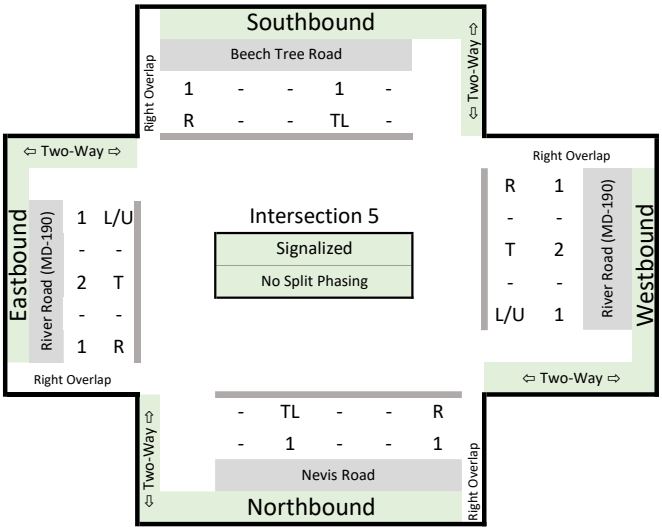
Summer PM Peak Hour CLV



Total Intersection: 3,895 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	47		1.00	47				103		
	T	1,495		0.53	792	56	1.00	56	848	«	
	R	35	28	1.00	7				63		
Westbound	L	56		1.00	56				103		
	T	1,982		0.53	1050	47	1.00	47	1097	«	✓
	R	63	63	1.00	0				47		
Northbound	TL	44		1.00	44				135	«	✓
					0	91	1.00	91	91		
	R	44	44	1.00	0				91		
Southbound	TL	106		1.00	106				134	«	
					0	28	1.00	28	28		
	R	23	23	1.00	0				28		
								CLV	1,232		C

Notes: * Defacto right-turn lane test, if applicable



Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	35	41	35	97	51	63	93	65	44	32	17	23
RT LUF		1.00			1.00			1.00			1.00	
Adjusted Rights	35	41	35	97	51	63	93	65	44	32	17	23
Adjacent Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	58	34	28	73	91	91	34	78	56	22	23	47
Right Turn Overlap	**35**	**34**	**28**	**73**	**51**	**63**	**34**	**65**	**44**	**22**	**17**	**23**

Montgomery County Standards

Lane Use Factors

#	Th & R	L
1	1.00	1.00
2	0.53	0.53
3	0.37	0.37
4	0.30	0.30
5	0.25	0.25

Project: Holton-Arms School Expansion
Intersection: 6. River Road (MD-190) & Wilson Lane (MD-188)
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area: (O) Bethesda/Chevy Chase - 1600

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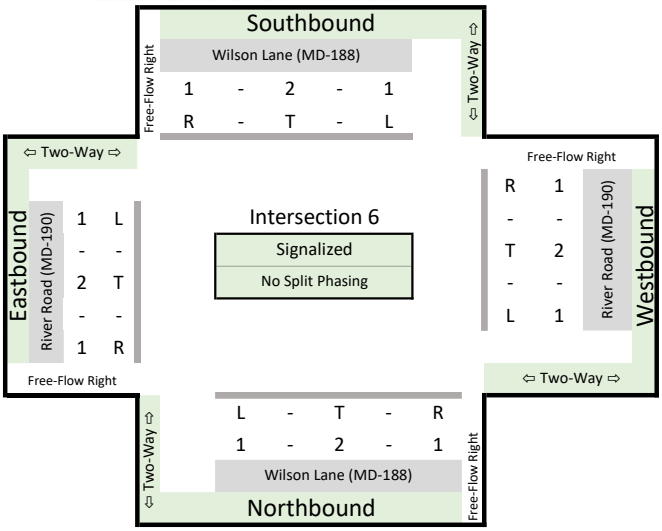
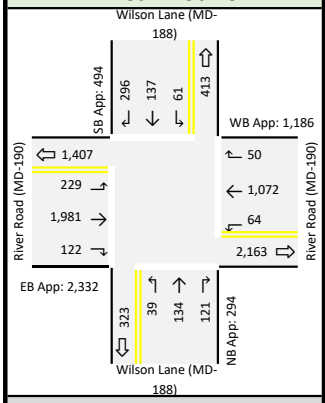
Transportation Planners and Engineers



AM Peak Hour CLV

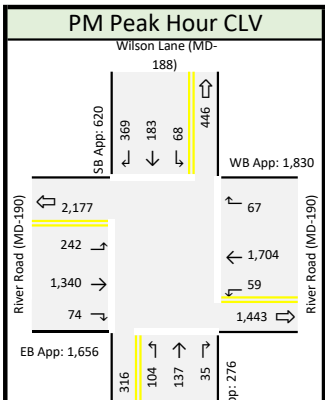


Total Intersection: 4,306 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	229		1.00	229				293		
	T	1,981		0.53	1050	64	1.00	64	1114	«	✓
	R	122	0	0.00	0				64		
Westbound	L	64		1.00	64				293		
	T	1,072		0.53	568	229	1.00	229	797	«	
	R	50	0	0.00	0				229		
Northbound	L	39		1.00	39				100		
	T	134		0.53	71	61	1.00	61	132	«	✓
	R	121	0	0.00	0				61		
Southbound	L	61		1.00	61				100		
	T	137		0.53	73	39	1.00	39	112	«	
	R	296	0	0.00	0				39		
								CLV	1,246		C

Notes: * Defacto right-turn lane test, if applicable

PM Peak Hour CLV

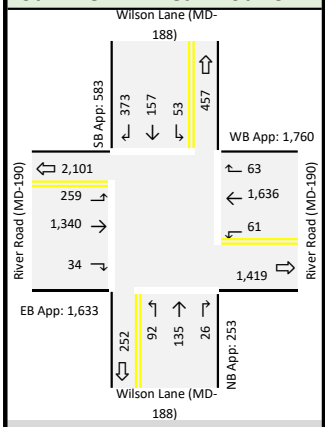


Total Intersection: 4,382 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	242		1.00	242				301		
	T	1,340		0.53	710	59	1.00	59	769	«	
	R	74	0	0.00	0				59		
Westbound	L	59		1.00	59				301		
	T	1,704		0.53	903	242	1.00	242	1145	«	✓
	R	67	0	0.00	0				242		
Northbound	L	104		1.00	104				172	«	
	T	137		0.53	73	68	1.00	68	141		
	R	35	0	0.00	0				68		
Southbound	L	68		1.00	68				172		
	T	183		0.53	97	104	1.00	104	201	«	✓
	R	369	0	0.00	0				104		
								CLV	1,346		D

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 4,229 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	L	259		1.00	259				320		
	T	1,340		0.53	710	61	1.00	61	771	«	
	R	34	0	0.00	0				61		
Westbound	L	61		1.00	61				320		
	T	1,636		0.53	867	259	1.00	259	1126	«	✓
	R	63	0	0.00	0				259		
Northbound	L	92		1.00	92				145	«	
	T	135		0.53	72	53	1.00	53	125		
	R	26	0	0.00	0				53		
Southbound	L	53		1.00	53				145		
	T	157		0.53	83	92	1.00	92	175	«	✓
	R	373	0	0.00	0				92		
								CLV	1,301		D

Notes: * Defacto right-turn lane test, if applicable

Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumn
Right Turns	122	74	34	50	67	63	121	35	26	296	369	373
RT LUF		0.00			0.00			0.00			0.00	
Adjusted Rights	0	0	0	0	0	0	0	0	0	0	0	0
Adjacent Lefts	39	104	92	61	68	53	64	59	61	229	242	259
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	39	104	92	61	68	53	64	59	61	229	242	259
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

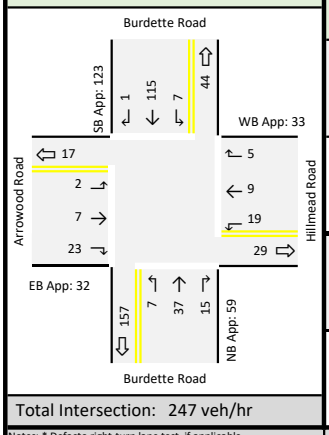
Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Project: Holton-Arms School Expansion
Intersection: 7. Burdette Road & Arrowood Road/Hillmead Road
Scenario: Total Future - Mitigated
Jurisdiction: Montgomery County Policy Area:

GOROVE SLADE
Transportation Planners and Engineers

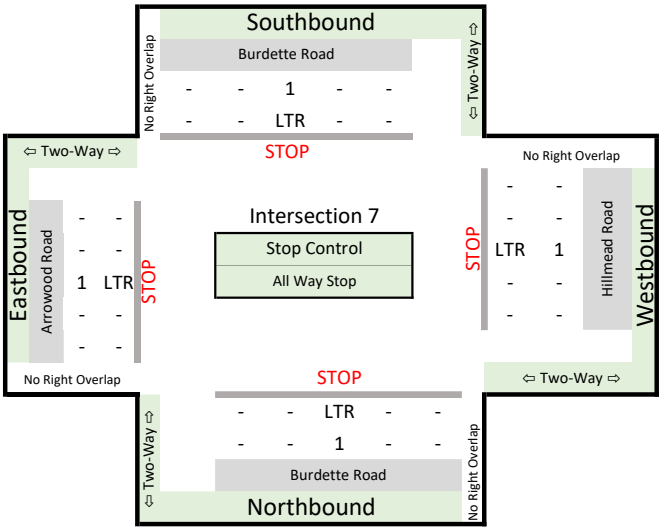
AM Peak Hour CLV



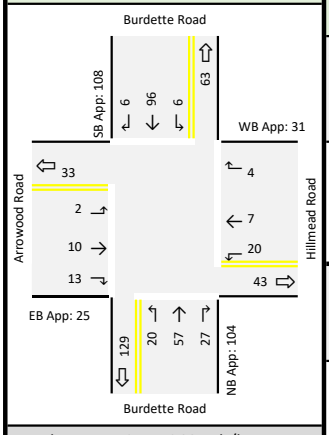
Total Intersection: 247 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	32		1.00	32				51	«	✓
					0	19	1.00	19	19		
	R	23	0	1.00	23				42		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	5	0	1.00	5				7		
Northbound	LTR	59		1.00	59				66	«	
					0	7	1.00	7	7		
	R	15	0	1.00	15				22		
Southbound	LTR	123		1.00	123				130	«	✓
					0	7	1.00	7	7		
	R	1	0	1.00	1				8		
								CLV	181	A	

Notes: * Defacto right-turn lane test, if applicable



PM Peak Hour CLV

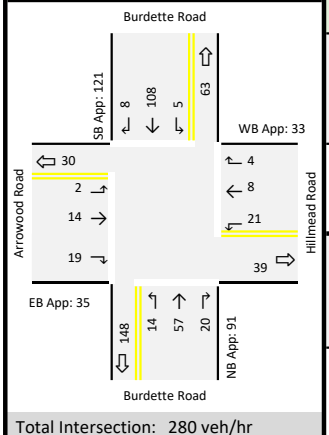


Total Intersection: 268 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	25		1.00	25				45	«	✓
					0	20	1.00	20	20		
	R	13	0	1.00	13				33		
Westbound	LTR	31		1.00	31				33	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	104		1.00	104				110	«	
					0	6	1.00	6	6		
	R	27	0	1.00	27				33		
Southbound	LTR	108		1.00	108				128	«	✓
					0	20	1.00	20	20		
	R	6	0	1.00	6				26		
								CLV	173	A	

Notes: * Defacto right-turn lane test, if applicable

Summer PM Peak Hour CLV



Total Intersection: 280 veh/hr

Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group	Max	CLV
Eastbound	LTR	35		1.00	35				56	«	✓
					0	21	1.00	21	21		
	R	19	0	1.00	19				40		
Westbound	LTR	33		1.00	33				35	«	
					0	2	1.00	2	2		
	R	4	0	1.00	4				6		
Northbound	LTR	91		1.00	91				96	«	
					0	5	1.00	5	5		
	R	20	0	1.00	20				25		
Southbound	LTR	121		1.00	121				135	«	✓
					0	14	1.00	14	14		
	R	8	0	1.00	8				22		
								CLV	191	A	

Notes: * Defacto right-turn lane test, if applicable

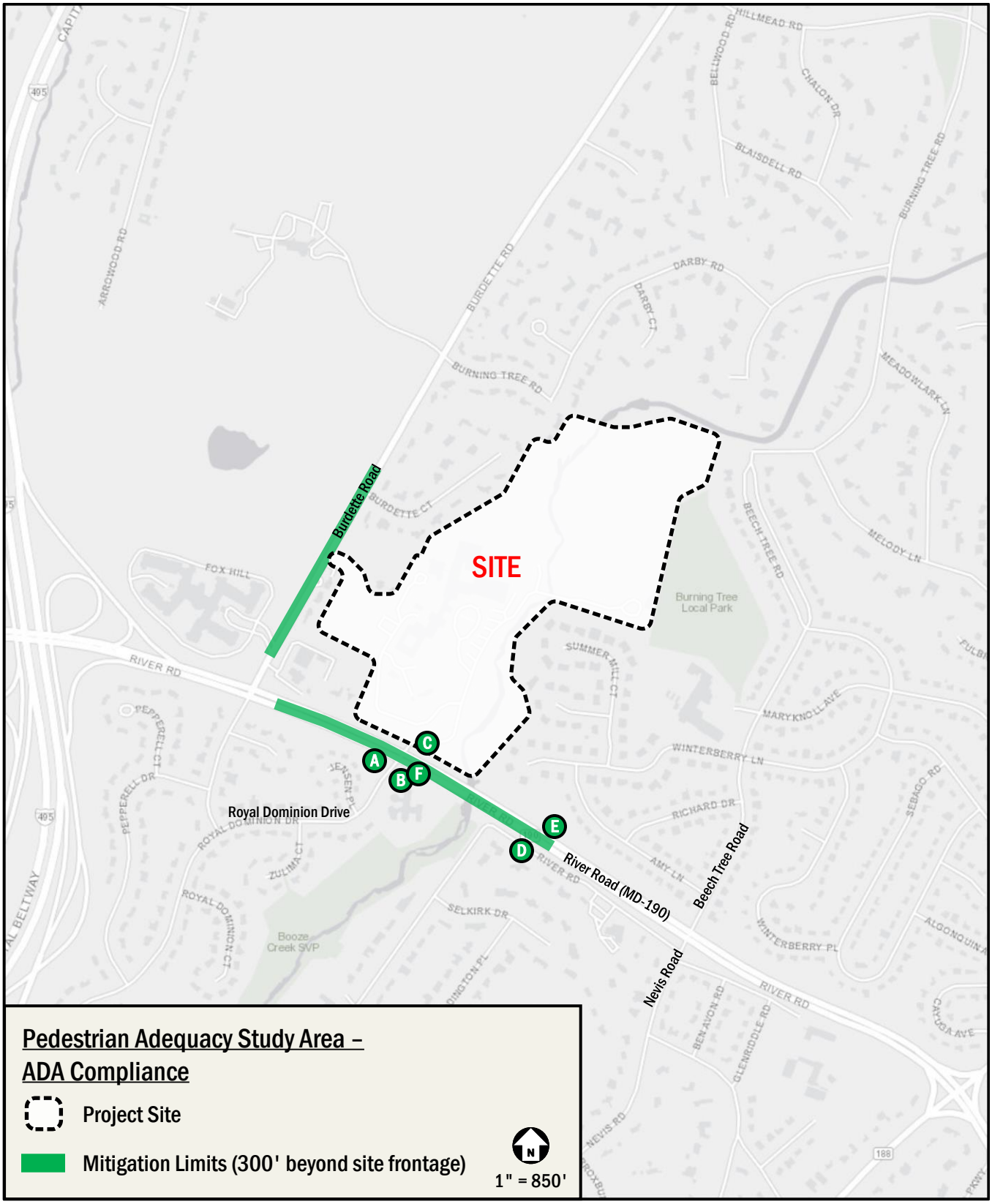
Right Turn Overlap Adjustments

	Eastbound			Westbound			Northbound			Southbound		
	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr	AM	PM	Sumr
Right Turns	23	13	19	5	4	4	15	27	20	1	6	8
RT LUF		n/a			n/a			n/a			n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Adj. LT LUF		1.00			1.00			1.00			1.00	
Adjusted Adj. Lefts	7	20	14	7	6	5	19	20	21	2	2	2
Right Turn Overlap	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Montgomery County Standards

Lane Use Factors			LOS	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

L. ADA Compliance Curb Ramp Survey Data


Pedestrian Adequacy Study Area –
ADA Compliance
Project Site
Mitigation Limits (300' beyond site frontage)
1" = 850'
SITE
Burdette Road
Royal Dominion Drive
River Road (MD-190)
Beech Tree Road
Nevis Road
A
B
C
D
E
F
Burning Tree Local Park
Booze Creek SVP
RIVER RD
BURDETTE RD
BURNING TREE RD
DARBY RD
DARBY CT
BURDETTE CT
FOX HILL
SUMMER MILL CT
BEECH TREE RD
MELODY LN
MEADOWLARK LN
MARYKNOLL AVE
WINTERBERRY LN
RICHARD DR
AMY LN
WINTERBERRY PL
SEBAGO RD
ALGONQUIN
CAYUGA AVE
BLAISDELL RD
CHALON DR
HILLMEAD RD
BELLWOOD RD
ARROWOOD RD
PEPPERELL CT
PEPPERELL DR
ROYAL DOMINION DR
ROYAL DOMINION CT
ZULIMA CT
JENSEN PL
SELKIRK DR
DINGTON PL
BEN AVON RD
GLENRIDDLE RD
NEVIS RD
495
188

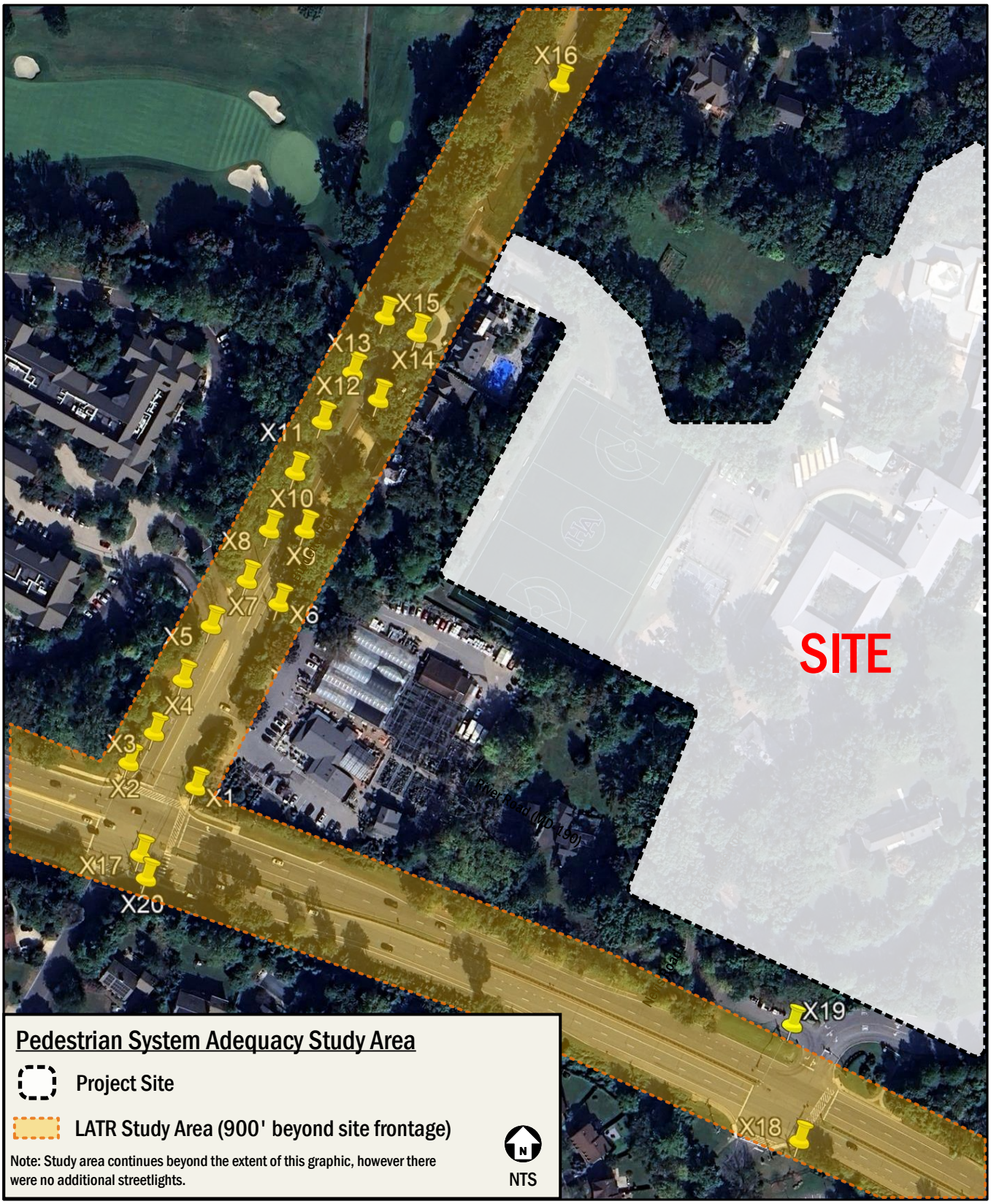
Curb Ramps Survey Form

Project Name: Holton-Arms School Expansion **Location:** Along River Road **Date:** _____

Record your measurements in the blanks when they are provided. Do not circle a response for a question you are directed to skip. If your answer to a question is no, but the choices are "Y" and "n/a", circle "n/a" (not applicable). (*A circled "N" signifies a violation*). Identify curb ramp on attached curb ramp location

Refer to #	Curb Ramp (CR) Questions	Curb Ramp ____A_____		Curb Ramp ____B____		Curb Ramp ____C____		Curb Ramp _____D____		Curb Ramp ____E____		Curb Ramp _____F____	
1	Is ramp of CR at least 36" wide (not including flared sides)?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		9' 7"		9' 4"		9' 4"		6' 1"		6' 3"		7' 4"	
2	Does CR have a running slope of 8.33% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		3.9%		0.8%		0.2%		3.9%		1.2%		2.1%	
3	Does CR have a cross slope of 2% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		5.3%		3.2%		0.8%		4.1%		1.0%		1.6%	
4	Does CR have a gutter slope of 5% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		1.7%		0.9%		2.0%		1.6%		2.2%		1.8%	
5	Are transitions on and off CR flush and free of abrupt level changes? *Record the height of any level changes.*	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		"		"		"		"		"		"	
6	Does CR have detectable warnings?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
7	Can CR be blocked by legally parked cars?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
8	Is the sidewalk at the "top" of CR at least 36" wide?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		3' 3"		2' 10"		3' 8"		island		island		2' 10"	
9	Does CR have flared sides? *If yes, answer* ***one*** *of the next two questions. If not, skip to question* ***10*** .	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a	Y	n/a
9.a	If the sidewalk at the "top" of CR is 48" wide, is the slope of the flared sides 8.33% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		%	%	%	%	%	%	%	%	%	%	%	%
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		12.0%	13.3%	6.1%	no right	5.8%	no right	no flared side				8.1%	no right
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? *If the CR has flared sides, skip this question* .	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
11	If CR is built-up to the curb, is it ouside the path of cars? *If CR is not built-up to curb, skip this question.*	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
Answer the last two questions only if the CR is located at a marked crossing:													
12	Is ramp of CR contained in markings?	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? *If not corner-type CR, skip this question* .	Y	N	Y	N	Y	N	Y	N	Y	N	Y	N
		"		"		"		"		"		"	

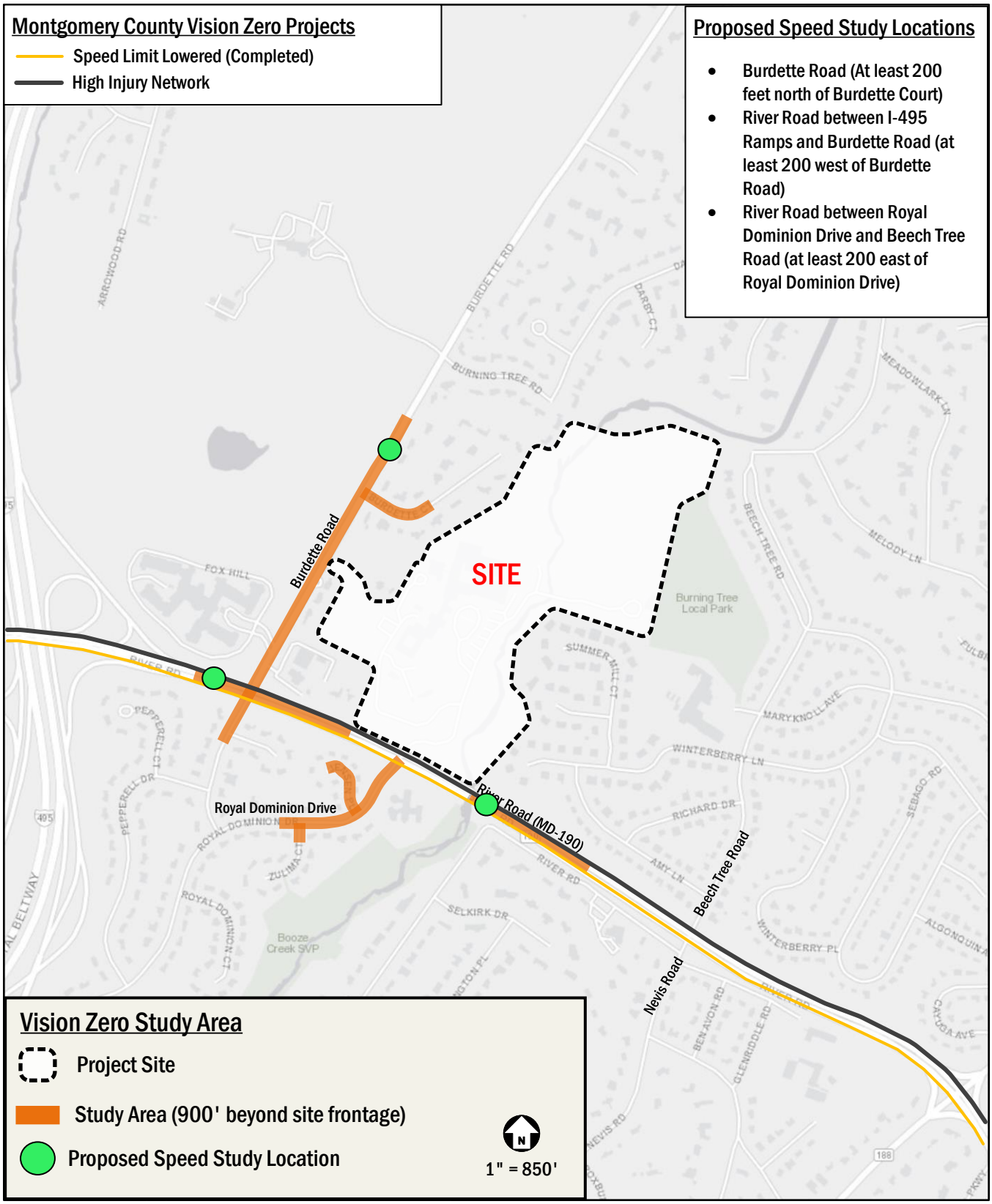
M. Streetlight Inventory


X16
X15
X13
X14
X12
X11
X10
X8
X9
X7
X6
X5
X4
X3
X2
X1
X17
X20
X19
X18
SITE
River Road (MD 190)
Pedestrian System Adequacy Study Area
Project Site
LATR Study Area (900' beyond site frontage)
Note: Study area continues beyond the extent of this graphic, however there were no additional streetlights.
N
NTS

Streetlight Inventory

Streetlight # in Map	Post ID	Verification Date	Latitude	Longitude	Section	Distance from Back of Curb (ft)	Distance from Edge of Pavement (ft)
X1	756421-570340	10/10/2024	38°59'25.03"N	77° 9'8.66"W	closed	11' 7"	12' 8"
X2	77708 (no pole #)	10/10/2024	38°59'25.36"N	77° 9'9.81"W	closed	12' 8"	13' 8"
X3	8004	10/10/2024	38°59'25.76"N	77° 9'9.39"W	closed	4' 6"	5' 6"
X4	8006	10/10/2024	38°59'26.48"N	77° 9'8.88"W	closed	3' 4"	4' 8"
X5	8008	10/10/2024	38°59'27.21"N	77° 9'8.38"W	closed	2' 4"	3' 5"
X6	756421-7542 (56645)	10/10/2024	38°59'27.50"N	77° 9'7.19"W	open	-	10' 7"
X7	8010	10/10/2024	38°59'27.82"N	77° 9'7.74"W	closed	8' 1"	11'
X8	8012	10/10/2024	38°59'28.49"N	77° 9'7.33"W	closed	13' 9"	15' 8"
X9	756421-7973	10/10/2024	38°59'28.49"N	77° 9'6.72"W	open	-	2' 10"
X10	8014	10/10/2024	38°59'29.26"N	77° 9'6.87"W	open	-	22'
X11	8016	10/10/2024	38°59'29.94"N	77° 9'6.40"W	open	-	26'
X12	756421-8890	10/10/2024	38°59'30.23"N	77° 9'5.43"W	open	-	2' 8"
X13	8018	10/10/2024	38°59'30.59"N	77° 9'5.87"W	open	-	23' 3"
X14	756421-9400	10/10/2024	38°59'31.10"N	77° 9'4.77"W	open	-	5'
X15	8020	10/10/2024	38°59'31.32"N	77° 9'5.31"W	open	-	19'
X16	756421-100300	10/10/2024	38°59'34.48"N	77° 9'2.32"W	open	-	4' 8"
X17	756421-530220	10/10/2024	38°59'24.11"N	77° 9'9.61"W	closed	3' 10"	4' 11"
X18	27003	10/10/2024	38°59'20.13"N	77° 8'58.10"W	closed	14' 6"	-
X19	27001	10/10/2024	38°59'21.74"N	77° 8'58.24"W	closed	-	-
X20	No Pole ID	10/10/2024	38°59'23.80"N	77° 9'9.51"W	closed	29"	30'

N. Speed Study Data


Montgomery County Vision Zero Projects
Speed Limit Lowered (Completed)
High Injury Network
Proposed Speed Study Locations
Burdette Road (At least 200 feet north of Burdette Court)
River Road between I-495 Ramps and Burdette Road (at least 200 west of Burdette Road)
River Road between Royal Dominion Drive and Beech Tree Road (at least 200 east of Royal Dominion Drive)
SITE
Burdette Road
Royal Dominion Drive
River Road (MD-190)
Beech Tree Road
Nevis Road
Burning Tree Local Park
Booze Creek SVP
Vision Zero Study Area
Project Site
Study Area (900' beyond site frontage)
Proposed Speed Study Location
1" = 850'

Prepared by Washington Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	1	3	7	4	1	0	0	0	0	0	17
0:15	0	0	0	1	1	1	1	0	0	0	0	0	0	4
0:30	0	0	0	0	4	7	6	0	0	0	0	0	0	17
0:45	0	0	0	0	3	4	3	0	0	0	0	0	0	10
1:00	0	0	0	0	5	7	4	1	0	0	0	0	0	17
1:15	0	0	0	1	1	2	2	1	0	1	0	0	0	8
1:30	0	0	0	1	3	8	4	1	0	0	0	0	0	17
1:45	0	0	0	0	4	2	2	0	0	0	0	0	0	8
2:00	0	0	0	0	1	6	1	0	0	0	0	0	0	8
2:15	0	0	0	1	3	5	1	2	0	0	0	0	0	12
2:30	0	0	0	0	4	2	1	1	0	0	0	0	0	8
2:45	0	0	0	0	1	2	5	1	0	0	0	0	0	9
3:00	0	0	0	0	2	4	2	2	1	0	0	0	0	11
3:15	0	1	0	1	4	5	2	1	0	0	0	0	0	14
3:30	0	0	0	2	0	5	9	3	1	1	0	0	0	21
3:45	0	0	1	2	3	6	7	4	1	0	0	0	0	24
4:00	0	0	0	0	5	4	1	2	3	0	0	0	0	15
4:15	0	0	0	1	3	15	10	4	1	0	0	0	0	34
4:30	0	0	0	1	5	16	13	5	3	2	1	0	0	46
4:45	0	0	0	4	22	37	29	17	4	4	0	0	0	117
5:00	0	0	0	1	16	28	32	11	1	0	1	0	0	90
5:15	0	0	1	4	16	38	32	15	2	3	0	0	0	111
5:30	0	1	5	19	31	32	23	14	6	1	1	0	0	133
5:45	1	7	19	36	40	25	28	10	5	2	0	0	0	173
6:00	5	7	17	28	34	53	37	10	4	6	2	0	0	203
6:15	6	16	29	42	52	52	47	15	7	2	0	0	0	262
6:30	16	29	40	48	58	56	37	17	7	1	1	0	0	310
6:45	35	46	75	53	66	95	42	26	2	0	0	0	0	440
7:00	51	57	70	66	90	93	27	11	3	1	0	0	0	469
7:15	74	92	133	96	93	66	29	3	0	0	0	0	0	586
7:30	206	135	134	42	41	21	1	1	1	0	0	0	0	582
7:45	324	130	60	5	2	0	0	0	0	0	0	0	0	521
8:00	307	127	57	4	0	1	0	0	0	0	0	0	0	496
8:15	115	82	55	46	65	51	20	5	2	0	0	0	0	441
8:30	29	29	65	64	75	93	43	12	2	2	0	0	0	414
8:45	38	39	58	74	118	88	39	11	5	0	0	0	0	470
9:00	81	72	81	53	58	87	44	11	5	0	0	0	0	492
9:15	36	60	72	66	94	84	39	8	3	0	1	0	0	463
9:30	18	15	28	62	127	123	44	27	2	0	0	0	0	446
9:45	13	10	21	59	99	112	70	20	6	0	0	0	0	410
10:00	4	8	12	36	46	91	76	24	5	2	0	0	0	304
10:15	19	22	18	36	86	97	64	20	2	0	0	0	0	364
10:30	13	10	16	43	76	86	46	11	4	2	0	0	0	307
10:45	8	13	24	41	73	103	60	17	2	0	0	0	0	341
11:00	29	20	24	46	59	69	45	17	1	2	0	0	0	312
11:15	12	22	28	48	59	75	36	13	3	2	0	0	0	298
11:30	12	16	33	55	71	52	42	12	4	0	0	0	0	297
11:45	18	12	17	39	75	90	51	12	3	0	0	0	0	317
12:00 PM	22	22	24	47	63	57	32	15	2	0	0	0	0	284
12:15	20	16	38	47	66	50	25	9	3	1	1	0	0	276
12:30	13	15	29	48	74	67	45	12	2	0	0	0	0	305
12:45	9	15	37	44	61	57	38	17	3	0	2	0	0	283
13:00	9	10	26	46	45	68	32	14	4	0	0	0	0	254
13:15	3	5	28	47	69	66	32	10	3	0	0	0	0	263
13:30	20	19	22	45	52	61	30	16	0	1	0	0	0	266
13:45	13	23	33	63	75	54	40	8	2	0	0	0	0	311
14:00	15	15	25	34	46	79	56	13	3	0	0	0	0	286
14:15	9	15	27	50	98	86	45	9	2	0	0	0	0	341
14:30	22	16	34	45	86	83	43	14	1	0	0	0	0	344
14:45	27	20	35	41	70	87	42	21	6	0	0	0	0	349
15:00	36	27	59	57	68	77	44	15	2	0	0	0	0	385
15:15	27	24	29	41	66	90	56	14	0	3	1	0	0	351
15:30	22	23	33	46	63	77	73	33	0	0	0	0	0	370
15:45	34	23	33	42	56	87	71	25	6	2	0	0	0	379
16:00	5	12	21	37	69	77	74	22	1	1	0	0	0	319
16:15	21	17	38	54	62	75	49	16	1	3	0	0	0	336
16:30	16	21	32	33	71	85	45	24	8	0	1	0	0	336
16:45	35	32	44	54	80	79	48	15	1	1	0	0	0	389
17:00	30	33	41	49	74	106	45	8	5	0	0	0	0	391
17:15	32	33	49	60	106	82	42	18	5	0	0	0	0	427
17:30	22	38	53	63	83	99	61	10	2	1	0	0	0	432
17:45	14	27	38	42	70	116	63	21	3	0	0	0	0	394
18:00	20	24	39	44	88	118	43	10	1	1	0	0	0	388
18:15	2	8	20	43	97	124	71	18	4	1	1	0	0	389
18:30	3	4	11	29	70	113	42	18	1	0	0	0	0	291
18:45	2	9	14	33	73	109	58	12	1	1	0	0	0	312
19:00	9	10	26	53	79	89	36	9	2	0	0	0	0	313
19:15	4	11	27	55	68	83	24	7	0	0	0	0	0	279
19:30	1	4	26	30	54	62	34	10	3	1	0	0	0	225
19:45	3	2	16	33	48	57	16	5	0	0	0	0	0	180
20:00	0	7	15	29	50	63	24	13	5	1	0	0	0	207
20:15	0	3	9	20	39	47	23	2	3	0	1	0	0	147
20:30	0	1	9	19	33	40	15	9	0	1	1	0	0	128
20:45	3	2	10	30	33	58	20	10	0	1	0	0	0	167
21:00	0	0	0	24	24	31	17	9	0	0	0	0	0	105
21:15	0	2	6	19	26	19	14	5	0	0	0	0	0	91
21:30	0	0	0	6	18	17	6	1	1	0	0	0	0	49
21:45	0	3	7	4	22	21	6	8	0	0	0	0	0	71
22:00	0	0	3	14	23	22	8	2	0	0	1	0	0	73
22:15	0	0	4	5	14	14	11	2	0	0	0	0	0	50
22:30	0	0	0	7	6	10	10	4	1	0	0	0	0	38
22:45	0	0	3	9	12	12	6	1	0	0	0	0	0	43
23:00	0	0	1	4	5	14	8	1	0	0	0	0	0	33
23:15	1	0	2	3	6	8	3	0	0	0	0	0	0	23
23:30	0	0	1	5	10	8	2	5	0	0	0	0	0	31
23:45	0	0	2	3	9	7	3	3	0	0	0	0	0	25
Totals	1994	1664	2272	2882	4377	5017	2793	942	188	54	16			22198
% of Totals	9%	7%	10%	13%	20%	23%	13%	4%	1%	0%	0%			100%

AM Volumes	1470	1072	1198	1228	1797	2006	1161	399	101	34	7	0	0	10439
% AM	7%	5%	5%	6%	8%	9%	5%	2%	0%	0%	0%			47%
AM Peak Hour	7:30	7:15	8:45	6:30	8:45	9:30	9:45	9:30	5:45	5:15	5:15			7:15
Volume	952	484	412	263	397	423	256	91	23	12	3			2181
PM Volumes	524	592	1078	1654	2580	3011	1631	543	87	20	9	0	0	11729
% PM	2%	3%	5%	7%	12%	14%	7%	2%	0%	0%	0%			53%
PM Peak Hour	15:00	16:45	16:45	16:45	17:15	17:45	15:15	15:30	16:30	15:15	12:00			17:00
Volume	119	130	187	228	347	471	279	96	19	6	3			1664

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	←→	%	Volume	←→	%	Volume	←→	%	Volume	←→	%
	3979		18%	2242		10%	3024		14%	12953		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	19	33	31	41	45	22198
River Rd/SR 190	West Bound	28	34	35	41	46	23964

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	4	5	7	3	1	0	0	0	0	0	20
0:15	0	0	0	3	5	5	5	0	0	0	0	0	0	18
0:30	0	0	0	0	2	5	3	0	0	0	0	0	0	10
0:45	0	0	0	2	3	4	2	1	0	1	0	0	0	13
1:00	0	0	0	0	3	4	3	3	1	1	0	0	0	15
1:15	0	0	0	1	1	4	2	3	0	0	0	0	0	11
1:30	0	0	0	0	4	6	1	0	0	0	0	0	0	11
1:45	0	0	0	0	0	3	2	1	0	0	0	0	0	6
2:00	0	0	0	1	2	1	3	1	2	1	0	0	0	11
2:15	0	0	1	0	2	1	3	1	0	0	0	0	0	8
2:30	0	1	0	0	1	2	3	1	1	0	0	0	0	9
2:45	0	0	0	1	2	0	1	2	0	0	0	0	0	6
3:00	0	0	0	0	2	2	1	0	0	0	0	0	0	5
3:15	0	0	0	0	0	1	2	0	1	0	0	0	0	4
3:30	0	0	0	0	2	3	3	2	0	0	0	0	0	10
3:45	0	0	0	2	0	3	3	1	0	0	0	0	0	9
4:00	0	0	0	0	0	5	3	3	0	0	0	0	0	11
4:15	0	0	0	2	0	4	4	1	2	0	0	0	0	13
4:30	0	0	0	0	2	6	5	0	2	2	1	0	0	18
4:45	0	0	0	2	0	5	5	6	2	0	1	0	0	21
5:00	0	1	0	0	5	9	8	5	0	0	0	0	0	28
5:15	0	0	1	0	4	11	15	11	6	1	0	0	0	49
5:30	0	0	0	0	7	25	39	17	8	1	2	0	0	99
5:45	0	0	0	4	30	53	37	13	5	1	0	0	0	143
6:00	0	0	0	1	33	65	34	10	7	2	1	0	0	153
6:15	0	1	2	16	48	65	42	21	4	0	0	0	0	199
6:30	1	0	1	6	33	81	42	11	7	1	0	0	0	183
6:45	0	0	2	17	46	48	30	18	4	0	1	0	0	166
7:00	1	3	5	20	63	66	42	20	3	2	0	0	0	225
7:15	1	1	7	30	67	100	73	25	6	0	1	0	0	311
7:30	4	3	19	44	94	92	48	8	3	2	0	0	0	317
7:45	1	3	7	36	101	120	59	13	9	2	0	0	0	351
8:00	8	5	38	102	136	105	46	11	3	0	0	0	0	454
8:15	2	3	8	43	144	133	73	21	1	1	0	0	0	429
8:30	0	4	9	45	150	134	50	22	2	0	0	0	0	416
8:45	0	0	5	26	119	136	39	17	3	2	0	0	0	347
9:00	0	3	6	54	133	110	41	18	4	0	0	0	0	369
9:15	1	0	15	28	126	126	56	19	3	0	0	0	0	374
9:30	1	8	5	44	104	96	47	16	6	1	0	0	0	328
9:45	0	0	13	46	110	87	35	13	3	0	0	0	0	307
10:00	2	3	12	34	84	79	34	19	3	3	0	0	0	273
10:15	0	3	5	34	110	82	38	19	8	0	0	0	0	299
10:30	0	0	8	45	110	75	23	16	3	1	0	0	0	281
10:45	1	1	7	40	80	72	38	20	2	0	0	0	0	261
11:00	1	5	9	66	117	76	29	9	1	0	0	0	0	313
11:15	4	1	6	55	91	77	29	8	4	0	0	0	0	275
11:30	1	0	6	44	110	94	37	3	2	0	0	0	0	297
11:45	0	0	2	49	103	90	22	14	3	0	0	0	0	283
12:00 PM	0	3	8	53	119	85	32	6	1	1	0	0	0	308
12:15	3	1	15	57	146	80	29	8	2	0	0	0	0	341
12:30	2	0	22	83	126	92	37	12	2	0	0	0	0	376
12:45	0	0	13	84	123	92	29	7	2	1	0	0	0	351
13:00	1	5	14	64	120	87	37	15	3	0	0	0	0	346
13:15	3	5	14	55	126	93	27	8	1	0	0	0	0	332
13:30	0	6	23	81	112	77	35	13	7	0	0	0	0	354
13:45	0	0	17	53	108	70	32	18	2	3	0	0	0	303
14:00	0	0	9	48	128	99	55	23	2	1	0	0	0	365
14:15	12	14	11	71	156	104	37	23	4	1	0	0	0	433
14:30	4	4	25	94	144	122	34	13	3	1	1	0	0	445
14:45	1	8	28	92	179	91	36	17	2	1	0	0	0	455
15:00	0	3	30	106	152	110	48	24	6	0	0	0	0	479
15:15	18	14	36	107	175	133	45	7	0	0	0	0	0	535
15:30	13	4	36	126	175	100	50	16	4	1	0	0	0	525
15:45	10	12	49	128	152	123	46	14	1	0	0	0	0	535
16:00	0	0	20	107	177	131	70	29	6	1	0	0	0	541
16:15	10	12	31	102	193	128	55	26	5	1	0	0	0	563
16:30	2	3	16	109	197	130	54	17	2	0	0	0	0	530
16:45	33	15	31	92	176	122	58	22	4	1	0	0	0	554
17:00	9	7	51	123	186	110	55	10	1	1	0	0	0	553
17:15	18	30	65	116	172	91	28	10	2	0	0	0	0	532
17:30	15	19	33	123	184	119	49	18	3	3	0	0	0	566
17:45	0	0	8	102	191	152	75	20	5	2	0	0	0	555
18:00	9	18	51	127	155	110	39	21	4	0	0	0	0	534
18:15	7	4	34	108	223	138	43	14	6	2	0	0	0	579
18:30	8	9	24	73	145	131	44	21	1	0	0	0	0	456
18:45	1	0	2	24	113	129	67	29	7	1	0	0	0	373
19:00	0	5	11	78	140	82	37	13	2	1	0	0	0	369
19:15	0	4	18	55	128	93	46	17	3	1	0	0	0	365
19:30	0	0	5	46	122	96	45	14	1	0	0	0	0	329
19:45	0	0	1	15	58	85	40	10	3	1	2	0	0	215
20:00	0	0	2	29	83	81	42	23	4	0	0	0	0	264
20:15	0	0	1	21	76	89	34	12	4	0	0	0	0	237
20:30	0	0	6	27	80	88	44	14	4	1	1	0	0	265
20:45	0	0	2	22	49	42	31	5	2	0	3	0	0	156
21:00	0	0	2	19	46	63	47	6	5	0	0	0	0	188
21:15	0	0	2	16	45	65	25	9	6	1	1	0	0	170
21:30	0	0	3	20	43	62	21	13	3	1	0	0	0	166
21:45	0	0	0	9	22	35	20	1	3	0	0	0	0	90
22:00	0	0	0	10	33	39	18	4	4	0	1	0	0	109
22:15	0	0	0	8	24	27	12	9	4	1	1	0	0	86
22:30	0	0	1	9	15	36	16	12	2	0	1	0	0	92
22:45	0	0	0	9	29	32	15	7	4	0	1	0	0	97
23:00	0	1	0	8	18	20	8	8	2	1	0	0	0	66
23:15	0	0	0	7	10	16	4	9	2	1	1	0	0	50
23:30	0	0	3	10	9	11	8	5	0	0	0	0	0	46
23:45	0	0	1	3	5	8	4	3	2	0	0	0	0	26
Totals	204	255	973	3876	7782	6497	2926	1099	272	56	28			23964
% of Totals	1%	1%	4%	16%	32%	27%	12%	5%	1%	0%	0%			100%

AM Volumes	29	49	199	947	2394	2378	1163	444	124	25	7	0	0	7759
% AM	0%	0%	1%	4%	10%	10%	5%	2%	1%	0%	0%			32%
AM Peak Hour	7:30	7:45	7:30	11:45	8:00	8:15	7:45	8:15	5:15	7:00	4:45			7:45
Volume	15	15	72	242	549	511	224	78	26	8	5			1650
PM Volumes	175	206	774	2923	5388	4119	1763	655	148	31	13	0	0	16,005
% PM	1%	1%	3%	12%	22%	17%	7%	3%	1%	0%	0%			68%
PM Peak Hour	16:45	16:45	16:45	15:15	17:30	17:45	16:00	16:00	17:30	17:30	20:30			17:30
Volume	75	71	180	468	733	531	237	94	18	7	3			2234

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	2850	12%	2711	11%	4394	18%	14009	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	19	33	31	41	45	22198
River Rd/SR 190	West Bound	28	34	35	41	46	23964

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	5	8	14	7	2	0	0	0	0	0	37
0:15	0	0	0	4	6	6	6	0	0	0	0	0	0	22
0:30	0	0	0	0	6	12	9	0	0	0	0	0	0	27
0:45	0	0	0	2	6	8	5	1	0	1	0	0	0	23
1:00	0	0	0	0	8	11	7	4	1	1	0	0	0	32
1:15	0	0	0	2	2	6	4	4	0	1	0	0	0	19
1:30	0	0	0	1	7	14	5	1	0	0	0	0	0	28
1:45	0	0	0	0	4	5	4	1	0	0	0	0	0	14
2:00	0	0	0	1	3	7	4	1	2	1	0	0	0	19
2:15	0	0	1	1	5	6	4	3	0	0	0	0	0	20
2:30	0	1	0	0	5	4	4	2	1	0	0	0	0	17
2:45	0	0	0	1	3	2	6	3	0	0	0	0	0	15
3:00	0	0	0	0	4	6	3	2	1	0	0	0	0	16
3:15	0	1	0	1	4	6	4	1	1	0	0	0	0	18
3:30	0	0	0	2	2	8	12	5	1	1	0	0	0	31
3:45	0	0	1	4	3	9	10	5	1	0	0	0	0	33
4:00	0	0	0	0	5	9	4	5	3	0	0	0	0	26
4:15	0	0	0	3	3	19	14	5	3	0	0	0	0	47
4:30	0	0	0	1	7	22	18	5	5	4	2	0	0	64
4:45	0	0	0	6	22	42	34	23	6	4	1	0	0	138
5:00	0	1	0	1	21	37	40	16	1	0	1	0	0	118
5:15	0	0	2	4	20	49	47	26	8	4	0	0	0	160
5:30	0	1	5	19	38	57	62	31	14	2	3	0	0	232
5:45	1	7	19	40	70	78	65	23	10	3	0	0	0	316
6:00	5	7	17	29	67	118	71	20	11	8	3	0	0	356
6:15	6	11	31	58	100	117	89	36	11	2	0	0	0	461
6:30	17	29	41	54	91	137	79	28	14	2	1	0	0	493
6:45	35	46	77	70	112	143	72	44	6	0	1	0	0	606
7:00	52	60	75	86	153	159	69	31	6	3	0	0	0	694
7:15	75	93	140	126	160	166	102	28	6	0	1	0	0	897
7:30	210	138	153	86	135	113	49	9	4	2	0	0	0	899
7:45	325	133	67	41	103	120	59	13	9	2	0	0	0	872
8:00	315	132	95	106	136	106	46	11	3	0	0	0	0	950
8:15	117	85	63	89	209	184	93	26	3	1	0	0	0	870
8:30	29	33	74	109	225	227	93	34	4	2	0	0	0	830
8:45	38	39	63	100	237	224	78	28	8	2	0	0	0	817
9:00	81	75	87	107	191	197	85	29	9	0	0	0	0	861
9:15	37	60	87	94	220	210	95	27	6	0	1	0	0	837
9:30	19	23	33	106	231	219	91	43	8	1	0	0	0	774
9:45	13	10	34	105	209	199	105	33	9	0	0	0	0	717
10:00	6	11	24	70	130	170	110	43	8	5	0	0	0	577
10:15	19	25	23	70	196	179	102	39	10	0	0	0	0	663
10:30	13	10	24	88	186	161	69	27	7	3	0	0	0	588
10:45	9	14	31	81	153	175	98	37	4	0	0	0	0	602
11:00	30	25	33	112	176	145	74	26	2	2	0	0	0	625
11:15	16	23	34	103	150	152	65	21	7	2	0	0	0	573
11:30	13	16	39	99	181	146	79	15	6	0	0	0	0	594
11:45	18	12	19	88	178	180	73	26	6	0	0	0	0	600
12:00 PM	22	25	32	100	182	142	64	21	3	1	0	0	0	592
12:15	23	17	53	104	212	130	54	17	5	1	1	0	0	617
12:30	15	15	51	131	200	159	82	24	4	0	0	0	0	681
12:45	9	15	50	128	184	149	67	24	5	1	2	0	0	634
13:00	10	15	40	110	165	155	69	29	7	0	0	0	0	600
13:15	6	10	42	102	195	159	59	18	4	0	0	0	0	595
13:30	20	25	45	126	164	138	65	29	7	1	0	0	0	620
13:45	13	23	50	116	183	124	72	26	4	3	0	0	0	614
14:00	15	15	34	82	174	178	111	36	5	1	0	0	0	651
14:15	21	29	38	121	254	190	82	32	6	1	0	0	0	774
14:30	26	20	59	139	230	205	77	27	4	1	1	0	0	789
14:45	28	28	63	133	249	178	78	38	8	1	0	0	0	804
15:00	36	30	89	163	220	187	92	39	8	0	0	0	0	864
15:15	45	38	65	148	241	223	101	21	0	3	1	0	0	886
15:30	35	27	69	172	238	177	123	49	4	1	0	0	0	895
15:45	44	35	82	170	208	210	117	39	7	2	0	0	0	914
16:00	5	12	41	144	246	208	144	51	7	2	0	0	0	860
16:15	31	29	69	156	255	203	104	42	6	4	0	0	0	899
16:30	18	24	48	142	268	215	99	41	10	0	1	0	0	866
16:45	68	47	75	146	256	201	106	37	5	2	0	0	0	943
17:00	39	40	92	172	260	216	100	18	6	1	0	0	0	944
17:15	50	63	114	176	278	173	70	28	7	0	0	0	0	959
17:30	37	57	86	186	267	218	110	28	5	4	0	0	0	998
17:45	14	27	46	144	261	268	138	41	8	2	0	0	0	949
18:00	29	42	90	171	243	228	82	31	5	1	0	0	0	922
18:15	9	12	54	151	320	262	114	32	10	3	1	0	0	968
18:30	11	13	35	102	215	244	86	39	2	0	0	0	0	747
18:45	3	9	16	57	186	238	125	41	8	2	0	0	0	685
19:00	9	15	37	131	219	171	73	22	4	1	0	0	0	682
19:15	4	15	45	110	196	176	70	24	3	1	0	0	0	644
19:30	1	4	31	76	176	158	79	24	4	1	0	0	0	554
19:45	3	2	17	48	106	142	56	15	3	1	2	0	0	395
20:00	0	7	17	58	133	144	66	36	9	1	0	0	0	471
20:15	0	3	10	41	115	136	57	14	7	0	1	0	0	384
20:30	0	1	15	46	113	128	59	23	4	2	2	0	0	393
20:45	3	2	12	52	82	100	51	15	2	1	3	0	0	323
21:00	0	0	2	43	70	94	64	15	5	0	0	0	0	293
21:15	0	2	8	35	71	84	39	14	6	1	1	0	0	261
21:30	0	0	3	26	61	79	27	14	4	1	0	0	0	215
21:45	0	3	7	13	44	56	26	9	3	0	0	0	0	161
22:00	0	0	3	24	56	61	26	6	4	0	2	0	0	182
22:15	0	0	4	13	38	41	23	11	4	1	1	0	0	136
22:30	0	0	1	16	21	46	26	16	3	0	1	0	0	130
22:45	0	0	3	18	41	44	21	8	4	0	1	0	0	140
23:00	0	1	1	12	23	34	16	9	2	1	0	0	0	99
23:15	1	0	2	10	16	24	7	9	2	1	1	0	0	73
23:30	0	0	4	15	19	19	10	10	0	0	0	0	0	77
23:45	0	1	2	4	14	15	7	6	2	0	0	0	0	51
Totals	2202	1919	3245	6758	12159	11514	5718	2041	460	110	36			46162
% of Totals	5%	4%	7%	15%	26%	25%	12%	4%	1%	0%	2%			100%

AM Volumes	1469	1121	1393	2175	4191	4384	2324	843	225	59	14	0	0	18228
% AM	3%	2%	3%	5%	9%	9%	5%	2%	0%	0%	0%			39%
AM Peak Hour	7:30	7:15	7:15	11:45	8:45	8:30	9:30	9:30	5:30	5:15	5:15			7:15
Volume	967	496	455	423	879	858	404	158	46	17	3			3618
PM Volumes	733	798	1852	4583	7968	7130	3394	1198	235	51	22	0	0	27954
% PM	2%	2%	4%	10%	17%	15%	7%	3%	1%	0%	0%			61%
PM Peak Hour	16:45	16:45	16:45	16:45	17:30	17:45	15:30	15:30	15:45	17:30	20:00			17:00
Volume	194	207	367	680	1091	1002	488	181	30	10	4			3850

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	6829	15%	4953	11%	7418	16%	26962	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	24	34	33	41	46	46162

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	2	11	19	14	1	0	0	0	0	0	**48**
1:00	0	0	0	2	13	19	12	3	0	1	0	0	0	**50**
2:00	0	0	0	1	9	15	8	4	0	0	0	0	0	**37**
3:00	0	1	1	5	9	20	20	10	3	1	0	0	0	**70**
4:00	0	0	0	6	35	72	53	28	11	6	1	0	0	**212**
5:00	1	8	25	60	103	123	115	50	14	6	2	0	0	**507**
6:00	62	92	161	171	210	256	163	68	20	9	3	0	0	**1215**
7:00	655	414	397	209	226	180	57	15	4	1	0	0	0	**2158**
8:00	489	277	235	188	258	233	102	28	9	2	0	0	0	**1821**
9:00	148	157	202	240	378	406	197	66	16	0	1	0	0	**1811**
10:00	44	53	70	156	281	377	246	72	13	4	0	0	0	**1316**
11:00	71	70	102	188	264	286	174	54	11	4	0	0	0	**1224**
12:00 PM	64	68	128	186	264	231	140	53	10	1	3	0	0	**1148**
13:00	45	57	109	201	241	249	134	48	9	1	0	0	0	**1094**
14:00	73	66	121	170	300	335	186	57	12	0	0	0	0	**1320**
15:00	119	97	154	186	253	331	244	87	8	5	1	0	0	**1485**
16:00	77	82	135	178	282	316	216	77	11	5	1	0	0	**1380**
17:00	98	131	181	214	333	403	211	57	15	1	0	0	0	**1644**
18:00	27	45	84	149	328	464	214	58	7	3	1	0	0	**1380**
19:00	17	27	95	171	249	291	110	31	5	1	0	0	0	**997**
20:00	3	13	43	98	155	208	82	34	8	3	2	0	0	**649**
21:00	0	5	13	53	90	88	43	23	1	0	0	0	0	**316**
22:00	0	0	10	35	55	58	35	9	1	0	1	0	0	**204**
23:00	1	1	5	13	30	37	16	9	0	0	0	0	0	**112**
Totals	**1994**	**1664**	**2272**	**2882**	**4377**	**5017**	**2792**	**942**	**188**	**54**	**16**			**22198**
% of Totals	9%	7%	10%	13%	20%	23%	13%	4%	1%	0%	0%			100%

AM Volumes	1470	1072	1194	1228	1797	2006	1161	399	101	34	7	0	0	10469
% AM	7%	5%	5%	6%	8%	9%	5%	2%	0%	0%	0%			47%
AM Peak Hour	7:00	7:00	7:00	9:00	9:00	9:00	10:00	10:00	6:00	6:00	6:00			7:00
Volume	655	414	397	240	378	406	246	72	20	9	3			2158
PM Volumes	524	592	1078	1654	2580	3011	1631	543	87	20	9	0	0	11729
% PM	2%	3%	5%	7%	12%	14%	7%	2%	0%	0%	0%			53%
PM Peak Hour	15:00	17:00	17:00	17:00	17:00	18:00	15:00	15:00	17:00	15:00	12:00			17:00
Volume	119	131	181	214	333	464	244	87	15	5	3			1644

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	←→	%	Volume	←→	%	Volume	←→	%	Volume	←→	%
	3979		18%	2242		10%	3024		14%	12953		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	19	33	31	41	45	22198
River Rd/SR 190	West Bound	28	34	35	41	46	23964

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	9	15	21	13	2	0	1	0	0	0	**61**
1:00	0	0	0	1	8	17	8	7	1	1	0	0	0	**43**
2:00	0	1	1	2	7	4	10	5	3	1	0	0	0	**34**
3:00	0	0	0	2	4	9	9	3	1	0	0	0	0	**28**
4:00	0	0	0	4	2	20	17	10	6	2	2	0	0	**63**
5:00	0	1	1	4	46	98	99	46	19	3	2	0	0	**319**
6:00	1	1	5	40	160	259	148	60	22	3	2	0	0	**701**
7:00	7	10	38	130	325	378	222	66	21	6	1	0	0	**1204**
8:00	10	12	60	216	549	508	208	71	9	3	0	0	0	**1646**
9:00	2	11	39	172	473	419	179	66	16	1	0	0	0	**1378**
10:00	3	7	32	153	384	308	133	74	16	4	0	0	0	**1114**
11:00	6	6	23	214	421	337	117	34	10	0	0	0	0	**1168**
12:00 PM	5	4	58	277	514	349	127	33	7	2	0	0	0	**1376**
13:00	4	16	68	253	466	327	131	54	13	3	0	0	0	**1335**
14:00	17	26	73	305	607	416	162	76	11	4	1	0	0	**1698**
15:00	41	33	151	467	654	466	189	61	11	1	0	0	0	**2074**
16:00	45	30	98	410	743	511	237	94	17	3	0	0	0	**2188**
17:00	42	56	157	464	733	472	207	58	11	6	0	0	0	**2206**
18:00	25	31	111	332	636	508	193	85	18	3	0	0	0	**1942**
19:00	0	9	35	194	448	356	168	54	9	3	2	0	0	**1278**
20:00	0	0	11	99	288	300	151	54	14	1	4	0	0	**922**
21:00	0	0	7	64	156	225	113	29	17	2	1	0	0	**614**
22:00	0	0	1	36	101	134	61	32	14	1	4	0	0	**384**
23:00	0	1	4	28	42	55	24	25	6	2	1	0	0	**188**
Totals	**208**	**255**	**973**	**3876**	**7782**	**6497**	**2926**	**1099**	**272**	**56**	**20**			**23964**
% of Totals	1%	1%	4%	16%	32%	27%	12%	5%	1%	0%	0%			100%

AM Volumes	29	49	199	947	2394	2378	1163	444	124	25	7	0	0	7759
% AM	0%	0%	1%	4%	10%	10%	5%	2%	1%	0%	0%			32%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	8:00	7:00	10:00	6:00	7:00	4:00			8:00
Volume	10	12	60	216	549	508	222	74	22	6	2			1646
PM Volumes	179	206	774	2929	5388	4119	1763	655	148	31	13	0	0	16205
% PM	1%	1%	3%	12%	22%	17%	7%	3%	1%	0%	0%			68%
PM Peak Hour	16:00	17:00	17:00	15:00	16:00	16:00	16:00	16:00	18:00	17:00	20:00			17:00
Volume	45	56	157	467	743	511	237	94	18	6	4			2206

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2850		12%	2711		11%	4394		18%	14009		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	19	33	31	41	45	22198
River Rd/SR 190	West Bound	28	34	35	41	46	23964

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	11	26	40	27	3	0	1	0	0	0	**109**
1:00	0	0	0	3	21	36	20	10	1	2	0	0	0	**93**
2:00	0	1	1	3	16	19	18	9	3	1	0	0	0	**71**
3:00	0	1	1	7	13	29	29	13	4	1	0	0	0	**98**
4:00	0	0	0	10	37	92	70	38	17	8	3	0	0	**275**
5:00	1	9	26	64	149	221	214	96	33	9	4	0	0	**826**
6:00	63	93	166	211	370	515	311	128	42	12	5	0	0	**1916**
7:00	662	424	435	339	551	558	279	81	25	7	1	0	0	**3362**
8:00	499	289	295	404	807	741	310	99	18	5	0	0	0	**3467**
9:00	150	168	241	412	851	825	376	132	32	1	1	0	0	**3189**
10:00	47	60	102	309	665	685	379	146	29	8	0	0	0	**2430**
11:00	77	76	125	402	685	623	291	88	21	4	0	0	0	**2392**
12:00 PM	69	72	186	463	778	580	267	86	17	3	3	0	0	**2524**
13:00	49	73	177	454	707	576	265	102	22	4	0	0	0	**2429**
14:00	90	92	194	475	907	751	348	133	23	4	1	0	0	**3018**
15:00	160	130	305	653	907	797	433	148	19	6	1	0	0	**3559**
16:00	122	112	233	588	1025	827	453	171	28	8	1	0	0	**3568**
17:00	140	187	338	678	1066	875	418	115	26	7	0	0	0	**3850**
18:00	52	76	195	481	964	972	407	143	25	6	1	0	0	**3322**
19:00	17	36	130	365	697	647	278	85	14	4	2	0	0	**2275**
20:00	3	13	54	197	443	508	233	88	22	4	6	0	0	**1571**
21:00	0	5	20	117	246	313	156	52	18	2	1	0	0	**930**
22:00	0	0	11	71	156	192	96	41	15	1	5	0	0	**588**
23:00	1	2	9	41	72	92	40	34	6	2	1	0	0	**300**
Totals	**2202**	**1919**	**3245**	**6758**	**12159**	**11514**	**5718**	**2041**	**460**	**110**	**36**			**46162**
% of Totals	5%	4%	7%	15%	26%	25%	12%	4%	1%	0%	0%			100%

AM Volumes	1499	1121	1393	2175	4191	4384	2324	843	225	59	14	0	0	18228
% AM	3%	2%	3%	5%	9%	9%	5%	2%	0%	0%	0%			39%
AM Peak Hour	7:00	7:00	7:00	9:00	9:00	9:00	10:00	10:00	6:00	6:00	6:00			8:00
Volume	662	424	435	412	851	825	379	146	42	12	5			3467
PM Volumes	703	798	1852	4583	7968	7130	3394	1198	235	51	22	0	0	27934
% PM	2%	2%	4%	10%	17%	15%	7%	3%	1%	0%	0%			61%
PM Peak Hour	15:00	17:00	17:00	17:00	17:00	18:00	16:00	16:00	16:00	16:00	20:00			17:00
Volume	160	187	338	678	1066	972	453	171	28	8	6			3850

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	6829	15%	4953	11%	7418	16%	26962	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	24	34	33	41	46	46162

Prepared by Nationwide Traffic Data

VOLUME

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,198	23,964	46,162

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	17		20		37		12:00	0	0	284		308		592	
0:15	0	0	4		18		22		12:15	0	0	276		341		617	
0:30	0	0	17		10		27		12:30	0	0	305		376		681	
0:45	0	0	10	48	13	61	23	109	12:45	0	0	283	1148	351	1376	634	2524
1:00	0	0	17		15		32		13:00	0	0	254		346		600	
1:15	0	0	8		11		19		13:15	0	0	263		332		595	
1:30	0	0	17		11		28		13:30	0	0	266		354		620	
1:45	0	0	8	50	6	43	14	93	13:45	0	0	311	1094	303	1335	614	2429
2:00	0	0	8		11		19		14:00	0	0	286		365		651	
2:15	0	0	12		8		20		14:15	0	0	341		433		774	
2:30	0	0	8		9		17		14:30	0	0	344		445		789	
2:45	0	0	9	37	6	34	15	71	14:45	0	0	349	1320	455	1698	804	3018
3:00	0	0	11		5		16		15:00	0	0	385		479		864	
3:15	0	0	14		4		18		15:15	0	0	351		535		886	
3:30	0	0	21		10		31		15:30	0	0	370		525		895	
3:45	0	0	24	70	9	28	33	98	15:45	0	0	379	1485	535	2074	914	3559
4:00	0	0	15		11		26		16:00	0	0	319		541		860	
4:15	0	0	34		13		47		16:15	0	0	336		563		899	
4:30	0	0	46		18		64		16:30	0	0	336		530		866	
4:45	0	0	117	212	21	63	138	275	16:45	0	0	389	1380	554	2188	943	3568
5:00	0	0	90		28		118		17:00	0	0	391		553		944	
5:15	0	0	111		49		160		17:15	0	0	427		532		959	
5:30	0	0	133		99		232		17:30	0	0	432		566		998	
5:45	0	0	173	507	143	319	316	826	17:45	0	0	394	1644	555	2206	949	3850
6:00	0	0	203		153		356		18:00	0	0	388		534		922	
6:15	0	0	262		199		461		18:15	0	0	389		579		968	
6:30	0	0	310		183		493		18:30	0	0	291		456		747	
6:45	0	0	440	1215	166	701	606	1916	18:45	0	0	312	1380	373	1942	685	3322
7:00	0	0	469		225		694		19:00	0	0	313		369		682	
7:15	0	0	586		311		897		19:15	0	0	279		365		644	
7:30	0	0	582		317		899		19:30	0	0	225		329		554	
7:45	0	0	521	2158	351	1204	872	3362	19:45	0	0	180	997	215	1278	395	2275
8:00	0	0	496		454		950		20:00	0	0	207		264		471	
8:15	0	0	441		429		870		20:15	0	0	147		237		384	
8:30	0	0	414		416		830		20:30	0	0	128		265		393	
8:45	0	0	470	1821	347	1646	817	3467	20:45	0	0	167	649	156	922	323	1571
9:00	0	0	492		369		861		21:00	0	0	105		188		293	
9:15	0	0	463		374		837		21:15	0	0	91		170		261	
9:30	0	0	446		328		774		21:30	0	0	49		166		215	
9:45	0	0	410	1811	307	1378	717	3189	21:45	0	0	71	316	90	614	161	930
10:00	0	0	304		273		577		22:00	0	0	73		109		182	
10:15	0	0	364		299		663		22:15	0	0	50		86		136	
10:30	0	0	307		281		588		22:30	0	0	38		92		130	
10:45	0	0	341	1316	261	1114	602	2430	22:45	0	0	43	204	97	384	140	588
11:00	0	0	312		313		625		23:00	0	0	33		66		99	
11:15	0	0	298		275		573		23:15	0	0	23		50		73	
11:30	0	0	297		297		594		23:30	0	0	31		46		77	
11:45	0	0	317	1224	283	1168	600	2392	23:45	0	0	25	112	26	188	51	300
TOTALS				10469		7759		18228	TOTALS				11729		16205		27934
SPLIT %				57.4%		42.6%		39.5%	SPLIT %				42.0%		58.0%		60.5%

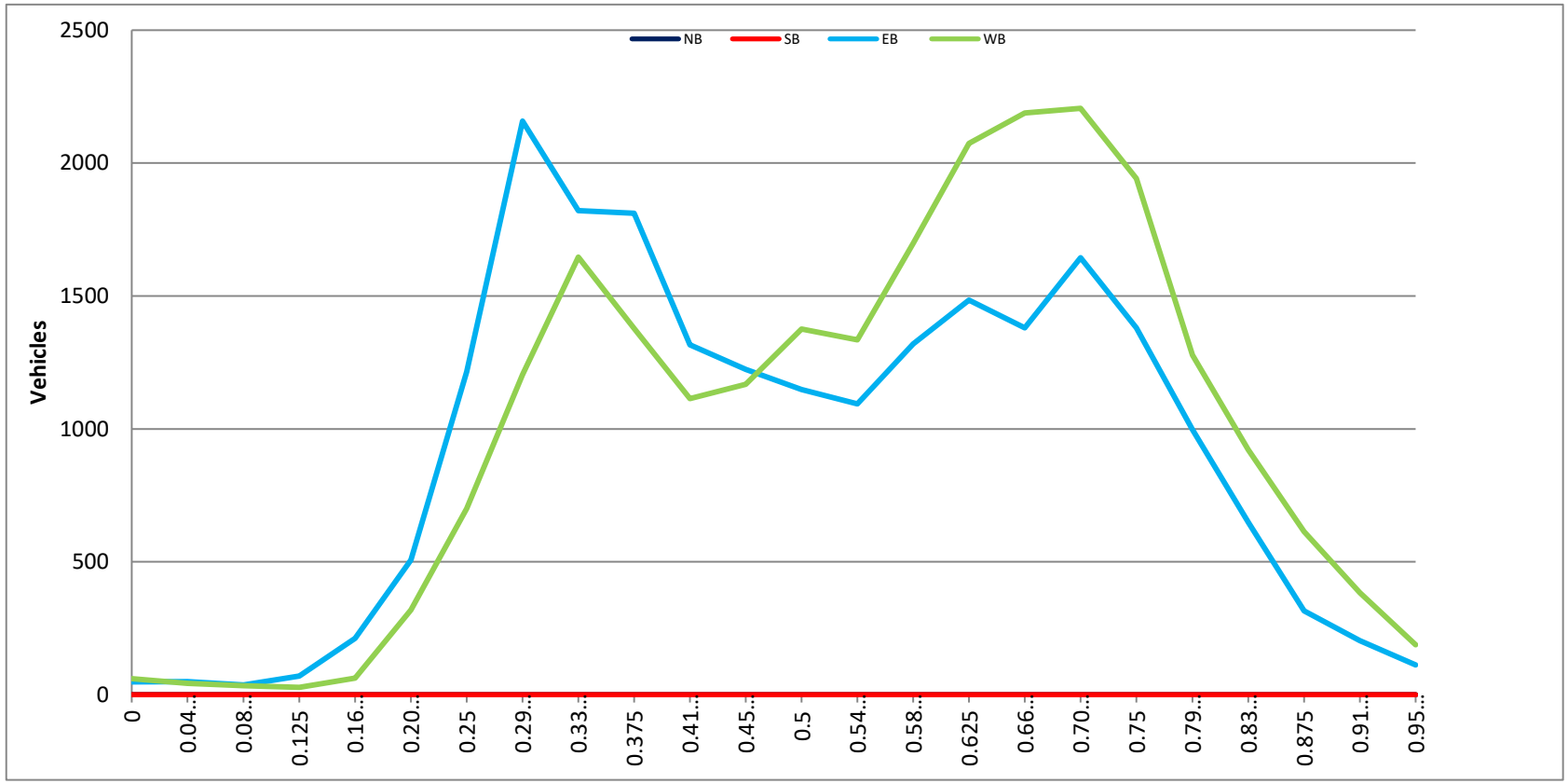
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,198	23,964	46,162

AM Peak Hour			7:15	7:45	7:15	PM Peak Hour		17:00	17:30	17:00
AM Pk Volume			2185	1650	3618	PM Pk Volume		1644	2234	3850
Pk Hr Factor			0.932	0.909	0.952	Pk Hr Factor		0.951	0.965	0.964
7 - 9 Volume	0	0	3979	2850	6829	4 - 6 Volume	0	3024	4394	7418
7 - 9 Peak Hour			7:15	7:45	7:15	4 - 6 Peak Hour		17:00	17:00	17:00
7 - 9 Pk Volume	0	0	2185	1650	3618	4 - 6 Pk Volume	0	1644	2206	3850
Pk Hr Factor	0.000	0.000	0.932	0.909	0.952	Pk Hr Factor	0.000	0.951	0.974	0.964

Prepared by Nationwide Traffic Data

Project #: MD24_630003_002 **City:** Bethesda

Location: River Rd/SR 190 Bet I-495/Capital Beltway **Date:** 10/8/2024



Prepared by Washington Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday **City:** Bethesda
Date: 10/9/2024 **Project #:** MD24_630003_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	2	5	9	4	2	0	0	0	0	0	22
0:15	0	0	1	1	2	4	3	0	0	0	0	0	0	11
0:30	0	0	0	0	3	6	8	2	0	0	0	0	0	19
0:45	0	0	0	1	5	3	0	0	0	0	0	0	0	9
1:00	0	0	0	2	1	3	0	2	0	0	0	0	0	8
1:15	0	0	0	1	2	4	0	1	0	1	0	0	0	9
1:30	0	0	0	0	0	6	2	0	0	0	0	0	0	8
1:45	0	0	0	0	1	3	0	0	2	0	0	0	0	6
2:00	2	0	2	0	3	3	2	1	0	0	0	0	0	13
2:15	0	0	0	0	0	3	2	1	0	0	0	0	0	6
2:30	0	0	0	1	0	2	1	0	1	0	0	0	0	5
2:45	0	0	0	0	0	4	3	1	1	0	0	0	0	9
3:00	0	0	0	0	1	2	1	1	0	1	0	0	0	6
3:15	0	0	0	0	1	3	4	1	0	0	0	0	0	9
3:30	0	0	0	1	4	4	3	0	0	0	0	0	0	12
3:45	4	0	0	0	3	5	3	3	0	0	0	0	0	18
4:00	0	0	0	2	4	4	8	2	0	0	0	0	0	20
4:15	0	0	0	0	11	15	10	3	3	0	0	0	0	42
4:30	0	0	1	0	13	15	8	4	2	3	1	0	0	47
4:45	0	0	0	0	10	24	22	10	1	0	0	0	0	67
5:00	0	0	0	0	5	34	15	11	0	1	0	0	0	66
5:15	0	0	0	2	18	39	32	13	4	0	0	0	0	108
5:30	0	2	7	20	40	45	30	5	2	1	0	0	0	152
5:45	3	9	20	36	40	30	32	8	5	0	2	0	0	185
6:00	0	1	16	32	30	59	39	11	7	2	0	0	0	197
6:15	10	8	14	44	61	61	38	18	2	0	0	0	0	256
6:30	19	22	31	53	55	65	45	13	4	0	0	0	0	307
6:45	46	40	79	72	67	76	28	10	3	1	0	0	0	422
7:00	56	60	83	68	80	70	39	6	2	1	0	0	0	465
7:15	54	76	87	79	135	77	31	9	0	0	0	0	0	548
7:30	202	144	161	59	12	6	1	0	0	0	0	0	0	585
7:45	135	140	135	72	30	7	4	1	0	0	0	0	0	524
8:00	68	49	74	79	87	75	25	6	1	0	0	0	0	464
8:15	111	98	128	75	63	39	9	0	1	0	0	0	0	524
8:30	80	82	71	61	72	81	38	5	1	0	0	0	0	491
8:45	133	120	112	73	58	28	10	2	0	0	0	0	0	536
9:00	255	137	79	23	3	0	0	0	0	0	0	0	0	497
9:15	108	57	68	31	32	43	40	9	5	2	0	0	0	395
9:30	11	20	29	37	61	75	56	15	4	2	0	0	0	310
9:45	4	6	17	38	56	87	64	20	3	0	0	0	0	295
10:00	6	2	19	36	82	94	42	22	5	3	0	0	0	311
10:15	4	11	22	25	60	58	72	22	8	2	0	0	0	284
10:30	26	30	31	57	50	55	44	16	3	0	0	0	0	312
10:45	33	34	40	55	56	46	45	12	0	2	1	0	0	324
11:00	22	19	33	43	51	52	41	19	3	0	1	0	0	284
11:15	20	19	38	47	61	64	40	12	3	0	0	0	0	304
11:30	19	27	35	50	61	52	40	27	1	0	0	0	0	312
11:45	20	20	37	27	47	62	50	23	5	6	1	0	0	298
12:00 PM	7	11	23	31	46	70	57	28	6	0	0	0	0	279
12:15	2	9	42	49	66	66	37	11	7	1	0	0	0	290
12:30	7	24	23	42	62	80	54	16	1	2	0	0	0	311
12:45	13	22	31	49	62	48	40	22	4	0	1	0	0	292
13:00	14	21	31	51	50	58	45	10	4	1	0	0	0	285
13:15	26	23	35	44	56	60	30	16	2	0	0	0	0	292
13:30	12	16	23	42	56	56	36	19	7	1	0	0	0	268
13:45	10	16	26	37	52	50	39	19	8	1	0	0	0	258
14:00	8	17	22	39	61	69	55	19	2	0	0	0	0	292
14:15	10	11	30	38	63	60	51	23	4	1	1	0	0	292
14:30	18	18	24	42	76	96	50	25	4	4	1	0	0	358
14:45	14	14	36	36	55	75	68	20	8	0	1	0	0	327
15:00	19	18	41	46	63	96	63	16	8	4	1	0	0	375
15:15	20	23	36	56	74	77	51	22	10	3	1	0	0	373
15:30	20	16	23	51	67	76	69	35	5	0	0	0	0	362
15:45	29	28	25	42	68	107	58	24	2	1	0	0	0	384
16:00	45	20	55	67	105	80	45	12	5	0	2	0	0	436
16:15	42	26	17	35	61	76	59	26	1	1	1	0	0	345
16:30	30	29	40	73	69	103	52	20	3	0	0	0	0	419
16:45	23	9	25	69	79	83	59	11	0	1	0	0	0	359
17:00	29	34	58	47	54	80	41	15	3	1	0	0	0	362
17:15	77	68	43	49	48	54	55	12	5	0	0	0	0	411
17:30	28	31	42	36	48	53	20	2	0	0	0	0	0	260
17:45	24	27	38	41	42	47	16	2	1	0	0	0	0	238
18:00	20	23	23	48	42	37	13	3	1	0	0	0	0	210
18:15	92	42	75	109	72	41	13	1	0	0	0	0	0	445
18:30	33	40	52	86	101	61	13	7	0	0	0	0	0	393
18:45	8	13	21	44	95	93	42	18	2	0	0	0	0	336
19:00	16	34	47	54	61	40	24	8	4	2	0	0	0	290
19:15	14	14	38	60	72	47	24	12	3	0	0	0	0	284
19:30	6	19	29	53	56	45	22	6	3	0	0	0	0	239
19:45	5	7	27	44	55	39	23	15	3	2	0	0	0	220
20:00	0	6	28	43	58	49	16	6	1	1	0	0	0	208
20:15	5	9	25	38	44	37	28	5	3	1	0	0	0	195
20:30	0	1	11	34	46	36	28	5	3	1	0	0	0	165
20:45	2	5	10	45	48	37	24	5	6	2	0	0	0	184
21:00	1	2	14	35	54	34	18	5	2	1	0	0	0	166
21:15	1	4	16	31	32	41	10	6	1	0	1	0	0	143
21:30	2	7	10	18	41	30	13	5	1	0	0	0	0	127
21:45	4	5	5	28	31	25	16	3	0	1	0	0	0	118
22:00	0	0	2	17	20	10	9	4	2	2	2	0	0	68
22:15	0	0	5	12	18	16	9	3	1	1	0	0	0	65
22:30	0	0	1	12	22	22	10	4	0	0	0	0	0	71
22:45	0	0	2	11	20	20	4	4	1	0	0	0	0	62
23:00	0	0	2	3	6	10	3	3	0	1	0	0	0	28
23:15	0	0	1	8	11	13	3	2	1	0	0	0	0	39
23:30	0	0	0	3	9	5	5	3	0	0	0	0	0	25
23:45	0	0	3	5	8	14	6	3	0	0	0	0	0	35
Totals	2187	1995	2754	3258	4047	4124	2560	968	220	65	18			22860
% of Totals	10%	9%	12%	15%	18%	18%	12%	4%	1%	0%	0%			100%

AM Volumes	1451	1233	1470	1305	1542	1602	1034	349	82	28	6	0	0	10102
% AM	7%	6%	7%	6%	7%	7%	5%	2%	0%	0%	0%			46%
AM Peak Hour	8:15	8:15	7:30	7:15	6:30	9:30	9:30	11:15	9:30	11:45	5:00			7:00
Volume	579	437	498	289	337	314	234	98	20	9	2			2122
PM Volumes	736	762	1234	1953	2505	2522	1526	559	138	37	12	0	0	11984
% PM	3%	3%	6%	9%	11%	11%	7%	3%	1%	0%	0%			54%
PM Peak Hour	17:45	17:00	18:15	18:15	18:15	15:45	14:45	15:00	14:45	14:30	14:15			15:45
Volume	169	160	195	293	329	368	233	97	31	11	6			1584

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	←→	%	Volume	←→	%	Volume	←→	%	Volume	←→	%
	4137		19%	2275		10%	2830		13%	12844		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	18	31	30	41	46	22086
River Rd/SR 190	West Bound	27	34	34	41	46	22811

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	1	4	6	2	1	1	0	0	0	0	18
0:15	0	0	0	4	7	3	3	0	1	0	0	0	0	18
0:30	0	0	0	0	5	5	1	3	1	0	0	0	0	15
0:45	0	2	0	1	2	6	3	3	0	0	1	0	0	18
1:00	0	0	0	0	1	6	2	2	2	1	0	0	0	14
1:15	0	0	0	0	1	2	3	1	0	0	0	0	0	7
1:30	0	0	1	0	1	4	5	1	0	0	0	0	0	12
1:45	0	0	0	2	2	3	2	0	1	0	0	0	0	10
2:00	1	0	0	0	1	4	2	1	2	0	0	0	0	11
2:15	0	0	0	0	1	0	3	0	1	0	0	0	0	5
2:30	0	0	0	0	1	3	3	0	1	0	0	0	0	8
2:45	0	0	0	0	1	3	1	1	0	1	0	0	0	7
3:00	0	0	0	0	1	2	0	0	1	0	0	0	0	4
3:15	3	0	1	0	1	1	1	1	0	1	0	0	0	9
3:30	0	0	0	0	0	1	2	2	1	0	0	0	0	6
3:45	0	0	0	1	0	0	2	0	1	1	0	0	0	5
4:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4:15	0	0	0	0	2	5	4	4	2	2	0	0	0	19
4:30	0	0	0	3	1	8	3	4	3	0	2	0	0	24
4:45	0	0	0	2	4	8	6	7	0	2	0	0	0	29
5:00	0	0	2	1	3	10	6	3	3	3	1	0	0	32
5:15	0	0	0	3	11	11	9	6	2	3	0	0	0	45
5:30	0	0	0	1	11	19	9	6	1	1	0	0	0	48
5:45	0	0	2	1	21	23	13	3	1	0	0	0	0	64
6:00	0	0	0	4	16	33	7	7	1	0	1	0	0	69
6:15	0	0	1	5	23	35	17	10	0	2	3	0	0	96
6:30	0	0	1	7	29	62	29	8	1	0	0	0	0	137
6:45	1	0	0	6	44	55	27	7	2	0	0	0	0	142
7:00	0	0	1	9	70	62	35	18	5	0	0	0	0	200
7:15	0	1	4	33	94	113	60	12	2	0	1	0	0	320
7:30	3	3	13	36	104	143	52	12	6	0	0	0	0	372
7:45	0	6	9	21	108	139	48	25	3	1	0	0	0	360
8:00	0	0	4	31	127	115	54	11	2	1	0	0	0	345
8:15	2	2	8	24	112	133	66	21	6	1	1	0	0	376
8:30	0	0	4	29	142	127	57	21	3	0	0	0	0	383
8:45	0	2	11	52	155	122	49	17	1	0	0	0	0	409
9:00	0	0	4	83	170	117	53	13	1	1	0	0	0	442
9:15	0	0	6	32	118	132	70	28	6	0	0	0	0	392
9:30	0	0	11	35	119	119	36	17	6	0	1	0	0	344
9:45	2	3	4	33	95	105	54	21	3	1	0	0	0	321
10:00	0	0	7	44	103	88	39	12	4	0	0	0	0	297
10:15	3	4	9	40	128	90	31	10	3	1	0	0	0	319
10:30	1	3	20	87	131	89	21	6	3	0	0	0	0	361
10:45	0	1	11	57	107	54	18	0	2	0	0	0	0	250
11:00	1	1	13	78	101	60	32	9	2	1	0	0	0	298
11:15	0	2	4	42	88	89	20	14	2	1	0	0	0	262
11:30	0	3	16	82	114	73	27	6	0	2	0	0	0	323
11:45	0	2	19	77	94	56	23	8	0	0	0	0	0	279
12:00 PM	1	6	34	85	99	65	19	12	3	0	0	0	0	324
12:15	0	1	1	61	143	92	28	9	1	1	0	0	0	337
12:30	0	1	17	82	143	83	31	10	2	0	0	0	0	369
12:45	0	1	10	71	119	80	35	6	2	2	0	0	0	326
13:00	1	0	36	102	110	61	26	13	2	1	0	0	0	352
13:15	0	0	16	96	148	73	11	7	0	0	0	0	0	351
13:30	1	5	30	85	139	81	24	5	2	0	0	0	0	372
13:45	0	4	17	78	117	79	23	7	3	0	0	0	0	328
14:00	0	2	32	127	141	95	29	17	1	0	0	0	0	444
14:15	9	15	63	135	160	95	29	4	0	0	0	0	0	510
14:30	2	14	24	94	165	105	46	14	3	0	0	0	0	467
14:45	2	6	36	125	154	90	39	7	2	3	0	0	0	464
15:00	3	3	34	111	159	125	60	16	2	0	0	0	0	513
15:15	0	5	39	164	146	126	57	14	1	0	0	0	0	552
15:30	16	31	56	101	163	103	32	13	1	0	0	0	0	516
15:45	23	20	45	114	176	118	44	16	4	0	0	0	0	560
16:00	1	12	39	135	204	113	32	13	2	1	0	0	0	552
16:15	2	13	50	116	194	117	35	13	4	1	0	0	0	545
16:30	3	2	13	108	166	143	59	15	2	0	0	0	0	511
16:45	2	11	21	130	175	144	52	16	5	0	0	0	0	556
17:00	2	5	26	130	205	129	43	12	1	0	0	0	0	553
17:15	9	10	27	104	148	68	17	1	1	0	0	0	0	385
17:30	0	3	15	97	136	56	9	2	0	1	0	0	0	319
17:45	0	0	4	84	129	56	14	3	0	1	0	0	0	291
18:00	0	0	25	75	93	41	11	1	1	0	0	0	0	247
18:15	0	4	40	109	69	31	14	6	3	0	0	0	0	276
18:30	2	11	61	91	81	60	31	12	3	0	0	0	0	352
18:45	5	9	45	151	104	74	67	43	9	0	0	0	0	507
19:00	1	6	15	96	84	48	42	16	14	8	0	0	0	330
19:15	0	1	49	110	59	60	41	22	8	6	0	0	0	356
19:30	7	5	21	77	45	57	51	24	8	5	0	0	0	300
19:45	1	0	10	57	40	53	41	16	11	1	1	0	0	231
20:00	0	2	23	75	57	47	30	20	8	3	1	0	0	266
20:15	0	7	25	72	62	38	39	21	3	0	1	0	0	268
20:30	0	2	11	63	54	41	42	11	8	5	2	0	0	239
20:45	0	0	5	73	58	38	25	12	3	4	0	0	0	218
21:00	0	1	14	66	47	37	34	12	9	1	2	0	0	223
21:15	0	0	7	52	58	32	19	30	11	2	1	0	0	212
21:30	0	0	1	13	36	34	24	9	0	0	0	0	0	117
21:45	0	0	1	6	23	53	23	10	7	1	0	0	0	124
22:00	0	0	1	12	37	30	24	6	2	2	0	0	0	114
22:15	0	0	0	7	30	34	13	11	3	2	0	0	0	100
22:30	0	0	3	4	29	25	13	2	0	0	0	0	0	76
22:45	0	0	2	11	11	16	7	3	0	2	0	0	0	52
23:00	0	0	1	7	16	17	9	2	1	2	0	0	0	55
23:15	0	0	0	9	12	14	9	7	0	0	0	0	0	51
23:30	0	0	0	2	9	8	5	3	0	0	0	0	0	27
23:45	0	0	0	1	11	13	11	8	2	0	0	0	0	46
Totals	116	253	1231	4741	7219	5545	2430	914	247	82	19			22811
% of Totals	0%	1%	5%	21%	32%	24%	11%	4%	1%	0%	0%			100%

AM Volumes	17	35	188	967	2475	2347	1011	362	89	27	11	0	0	7527
% AM	0%	0%	1%	4%	11%	10%	4%	2%	0%	0%	0%			33%
AM Peak Hour	9:45	11:15	11:15	11:30	8:30	7:30	8:30	8:30	9:15	4:45	5:30			8:30
Volume	6	13	73	305	585	530	229	79	19	9	4			1626
PM Volumes	93	218	1045	3774	4744	3198	1419	552	158	55	8	0	0	15284
% PM	0%	1%	5%	17%	21%	14%	6%	2%	1%	0%	0%			67%
PM Peak Hour	15:00	15:30	15:30	15:15	15:45	16:15	14:30	18:45	19:00	19:00	19:45			15:15
Volume	42	76	190	534	740	533	202	105	41	20	5			2180

Directional Peak Periods All Classes	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
	Volume	←→	%	Volume	←→	%	Volume	←→	%	Volume	←→	%
	2765		12%	2759		12%	3712		16%	13575		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	18	31	30	41	46	22086
River Rd/SR 190	West Bound	27	34	34	41	46	22811

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	3	9	18	6	3	1	0	0	0	0	40
0:15	0	0	1	5	9	7	6	0	1	0	0	0	0	29
0:30	0	0	0	0	8	11	9	5	1	0	0	0	0	34
0:45	0	2	0	2	7	9	3	3	0	0	1	0	0	27
1:00	0	0	0	2	2	9	2	4	2	1	0	0	0	22
1:15	0	0	0	1	3	6	3	2	0	1	0	0	0	16
1:30	0	0	1	0	1	10	7	1	0	0	0	0	0	20
1:45	0	0	0	2	3	6	2	0	3	0	0	0	0	16
2:00	3	0	2	0	4	7	4	2	2	0	0	0	0	24
2:15	0	0	0	0	1	3	5	1	1	0	0	0	0	11
2:30	0	0	0	1	1	5	4	0	2	0	0	0	0	13
2:45	0	0	0	0	1	7	4	2	1	1	0	0	0	16
3:00	0	0	0	0	2	4	1	1	1	1	0	0	0	10
3:15	3	0	1	0	2	4	5	2	0	1	0	0	0	18
3:30	0	0	0	1	4	5	5	2	1	0	0	0	0	18
3:45	4	0	0	1	3	5	5	3	1	1	0	0	0	23
4:00	0	0	0	2	5	4	9	2	0	0	0	0	0	22
4:15	0	0	0	0	13	20	14	7	5	2	0	0	0	61
4:30	0	0	1	3	14	23	11	8	5	3	3	0	0	71
4:45	0	0	0	2	14	32	28	17	1	2	0	0	0	96
5:00	0	0	2	1	8	44	21	14	3	4	1	0	0	98
5:15	0	0	0	5	29	50	41	19	6	3	0	0	0	153
5:30	0	2	7	21	51	64	39	11	3	2	0	0	0	200
5:45	3	9	22	37	61	53	45	11	6	0	2	0	0	249
6:00	0	1	16	36	46	92	46	18	8	2	1	0	0	266
6:15	10	8	15	49	84	96	55	28	2	2	3	0	0	352
6:30	19	22	32	60	84	127	74	21	5	0	0	0	0	444
6:45	47	40	79	78	111	131	55	17	5	1	0	0	0	564
7:00	56	60	84	77	150	132	74	24	7	1	0	0	0	665
7:15	54	77	91	112	229	190	91	21	2	0	1	0	0	868
7:30	205	147	174	95	116	149	53	12	6	0	0	0	0	957
7:45	135	146	144	93	138	146	52	26	3	1	0	0	0	884
8:00	68	49	78	110	214	190	79	17	3	1	0	0	0	809
8:15	113	100	136	99	175	172	75	21	7	1	1	0	0	900
8:30	80	82	75	90	214	208	95	26	4	0	0	0	0	874
8:45	133	122	123	125	213	150	59	19	1	0	0	0	0	945
9:00	255	137	83	106	173	117	53	13	1	1	0	0	0	939
9:15	108	57	74	63	150	175	110	37	11	2	0	0	0	787
9:30	11	20	40	72	180	194	92	32	10	2	1	0	0	654
9:45	6	9	21	71	151	192	118	41	6	1	0	0	0	616
10:00	6	2	26	80	185	182	81	34	9	3	0	0	0	608
10:15	7	15	31	65	188	148	103	32	11	3	0	0	0	603
10:30	27	33	51	144	181	144	65	22	6	0	0	0	0	673
10:45	33	35	51	112	163	100	63	12	2	2	1	0	0	574
11:00	23	20	46	121	152	112	73	28	5	1	1	0	0	582
11:15	20	21	42	89	149	153	60	26	5	1	0	0	0	566
11:30	19	30	51	132	175	125	67	33	1	2	0	0	0	635
11:45	20	22	56	104	141	118	73	31	5	6	1	0	0	577
12:00 PM	8	17	57	116	145	135	76	40	9	0	0	0	0	603
12:15	2	10	43	110	209	158	65	20	8	2	0	0	0	627
12:30	7	25	40	124	205	163	85	26	3	2	0	0	0	680
12:45	13	23	41	120	181	128	75	28	6	2	1	0	0	618
13:00	15	21	67	153	160	119	71	23	6	2	0	0	0	637
13:15	26	23	51	140	204	133	41	23	2	0	0	0	0	643
13:30	13	21	53	127	195	137	60	24	9	1	0	0	0	640
13:45	10	20	43	115	169	129	62	26	11	1	0	0	0	586
14:00	8	19	54	166	202	164	84	36	3	0	0	0	0	736
14:15	19	26	93	173	223	155	80	27	4	1	1	0	0	802
14:30	20	32	48	136	241	201	96	39	7	4	1	0	0	825
14:45	16	20	72	161	209	165	107	27	10	3	1	0	0	791
15:00	22	21	75	157	222	221	123	32	10	4	1	0	0	888
15:15	20	28	75	220	220	203	108	36	11	3	1	0	0	925
15:30	36	47	79	152	230	179	101	48	6	0	0	0	0	878
15:45	52	48	70	156	244	225	102	40	6	1	0	0	0	944
16:00	46	32	94	202	309	193	77	25	7	1	2	0	0	988
16:15	44	39	67	151	255	193	94	39	5	2	1	0	0	890
16:30	33	31	53	181	235	246	111	35	5	0	0	0	0	930
16:45	25	20	46	199	254	227	111	27	5	1	0	0	0	915
17:00	31	39	84	177	259	209	84	27	4	1	0	0	0	915
17:15	86	78	70	153	196	122	72	13	6	0	0	0	0	796
17:30	28	34	57	133	184	109	29	4	0	1	0	0	0	579
17:45	24	27	42	125	171	103	30	5	1	1	0	0	0	529
18:00	20	23	48	123	135	78	24	4	2	0	0	0	0	457
18:15	92	46	115	218	141	72	27	7	3	0	0	0	0	721
18:30	35	51	113	177	182	121	44	19	3	0	0	0	0	745
18:45	13	22	66	195	199	167	109	61	11	0	0	0	0	843
19:00	17	40	62	150	145	88	66	24	18	10	0	0	0	620
19:15	14	15	87	170	131	107	65	34	11	6	0	0	0	640
19:30	13	24	50	130	101	102	73	30	11	5	0	0	0	539
19:45	6	7	37	101	95	92	64	31	14	3	1	0	0	451
20:00	0	8	51	118	115	96	46	26	9	4	1	0	0	474
20:15	5	16	50	110	106	75	67	26	6	1	1	0	0	463
20:30	0	3	22	97	100	77	70	16	11	6	2	0	0	404
20:45	2	5	15	118	106	75	49	17	9	6	0	0	0	402
21:00	1	3	28	101	101	71	52	17	11	2	2	0	0	389
21:15	1	4	23	83	90	73	29	36	12	2	2	0	0	355
21:30	2	7	11	31	77	64	37	14	1	0	0	0	0	244
21:45	4	5	6	34	54	78	39	13	7	2	0	0	0	242
22:00	0	0	3	29	57	40	33	10	4	4	2	0	0	182
22:15	0	0	5	19	48	50	22	14	4	3	0	0	0	165
22:30	0	0	4	16	51	47	23	6	0	0	0	0	0	147
22:45	0	0	4	22	31	36	11	7	1	2	0	0	0	114
23:00	0	0	3	10	22	27	12	5	1	3	0	0	0	83
23:15	0	0	1	17	23	27	12	9	1	0	0	0	0	90
23:30	0	0	0	5	18	13	10	6	0	0	0	0	0	52
23:45	0	0	1	6	19	27	17	9	2	0	0	0	0	81
Totals	2297	2248	3935	7999	11286	9669	4995	1822	467	147	37			44897
% of Totals	5%	5%	9%	18%	25%	22%	11%	4%	1%	0%	2%			100%

AM Volumes	1468	1288	1656	2272	4017	3949	2045	711	171	55	17	0	0	17629
% AM	3%	3%	4%	5%	9%	9%	5%	2%	0%	0%	0%			39%
AM Peak Hour	8:15	7:30	7:30	10:30	8:00	9:15	9:15	9:15	9:15	4:30	5:30			8:15
Volume	581	442	532	466	816	741	401	144	36	12	20			3653
PM Volumes	829	960	2279	5727	7269	5720	2949	1111	296	92	20	0	0	27268
% PM	2%	2%	5%	13%	16%	13%	7%	2%	1%	0%	0%			61%
PM Peak Hour	15:30	17:00	18:15	18:15	16:00	16:15	14:45	15:00	19:00	19:00	20:30			15:45
Volume	178	178	356	740	1053	875	439	156	54	24	8			3752

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	6902	15%	5034	11%	6542	15%	26419	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	23	33	32	41	46	44897

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	4	15	22	15	4	0	0	0	0	0	**61**
1:00	0	0	0	3	4	16	2	3	2	1	0	0	0	**31**
2:00	2	0	2	1	3	12	8	3	2	0	0	0	0	**33**
3:00	4	0	0	1	9	14	11	5	0	1	0	0	0	**45**
4:00	0	0	1	2	38	58	48	19	6	3	1	0	0	**176**
5:00	3	11	27	58	103	148	109	37	11	2	2	0	0	**511**
6:00	75	71	140	201	213	261	150	52	16	3	0	0	0	**1182**
7:00	447	420	466	278	257	160	75	16	2	1	0	0	0	**2122**
8:00	392	349	385	288	280	223	82	13	3	0	0	0	0	**2015**
9:00	378	220	193	129	152	205	160	44	12	4	0	0	0	**1497**
10:00	69	77	112	173	248	253	203	72	16	7	1	0	0	**1231**
11:00	81	85	143	167	220	230	171	81	12	6	2	0	0	**1198**
12:00 PM	29	66	119	171	236	264	188	77	18	3	1	0	0	**1172**
13:00	62	76	115	174	214	224	150	64	21	3	0	0	0	**1103**
14:00	50	60	112	155	255	300	224	87	18	5	3	0	0	**1269**
15:00	88	85	125	195	272	356	241	97	25	8	2	0	0	**1494**
16:00	140	84	137	244	314	342	215	69	9	2	3	0	0	**1559**
17:00	158	160	181	173	192	234	132	31	9	1	0	0	0	**1271**
18:00	153	118	171	287	310	232	81	29	3	0	0	0	0	**1384**
19:00	41	74	141	211	244	171	93	41	13	4	0	0	0	**1033**
20:00	7	21	74	160	196	159	96	21	13	5	0	0	0	**752**
21:00	8	18	45	112	158	130	57	19	4	2	1	0	0	**554**
22:00	0	0	10	52	80	68	32	15	4	3	2	0	0	**266**
23:00	0	0	4	19	34	42	17	9	1	1	0	0	0	**127**
Totals	**2187**	**1995**	**2704**	**3258**	**4047**	**4124**	**2560**	**908**	**220**	**65**	**18**			**22086**
% of Totals	10%	9%	12%	15%	18%	19%	12%	4%	1%	0%	0%			100%

AM Volumes	1451	1233	1470	1305	1542	1602	1034	349	82	28	6	0	0	10102
% AM	7%	6%	7%	6%	7%	7%	5%	2%	0%	0%	0%			46%
AM Peak Hour	7:00	7:00	7:00	8:00	8:00	6:00	10:00	11:00	6:00	10:00	5:00			7:00
Volume	447	420	466	288	280	261	203	81	16	7	2			2122
PM Volumes	736	762	1234	1953	2505	2522	1526	559	138	37	12	0	0	11984
% PM	3%	3%	6%	9%	11%	11%	7%	3%	1%	0%	0%			54%
PM Peak Hour	17:00	17:00	17:00	18:00	16:00	15:00	15:00	15:00	15:00	15:00	14:00			16:00
Volume	158	160	181	287	314	356	241	97	25	8	3			1559

Directional Peak Periods	**AM 7-9**		**NOON 12-2**		**PM 4-6**		**Off Peak Volumes**	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	4137	19%	2275	10%	2830	13%	12844	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	18	31	30	41	46	22086
River Rd/SR 190	West Bound	27	34	34	41	46	22811

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	0	6	18	23	9	7	3	0	1	0	0	**69**
1:00	0	0	1	2	5	15	12	4	3	1	0	0	0	**43**
2:00	1	0	0	0	4	10	9	2	4	1	0	0	0	**31**
3:00	3	0	1	1	2	4	5	3	3	2	0	0	0	**24**
4:00	0	0	0	5	8	21	14	15	5	4	2	0	0	**74**
5:00	0	0	4	6	46	63	37	18	7	7	1	0	0	**189**
6:00	1	0	2	22	112	185	80	32	4	2	4	0	0	**444**
7:00	3	10	27	99	376	457	195	67	16	1	1	0	0	**1252**
8:00	2	4	27	136	536	497	226	70	12	2	1	0	0	**1513**
9:00	2	3	25	183	502	473	213	79	16	2	1	0	0	**1499**
10:00	4	8	47	228	469	321	109	28	12	1	0	0	0	**1227**
11:00	1	8	52	279	397	278	102	37	4	4	0	0	0	**1162**
12:00 PM	1	9	62	299	504	320	113	37	8	3	0	0	0	**1356**
13:00	2	9	99	361	514	294	84	32	7	1	0	0	0	**1403**
14:00	13	37	155	481	620	385	143	42	6	3	0	0	0	**1885**
15:00	42	59	174	490	644	472	193	59	8	0	0	0	0	**2141**
16:00	8	38	123	489	739	517	178	57	13	2	0	0	0	**2164**
17:00	11	18	72	415	618	309	83	18	2	2	0	0	0	**1548**
18:00	7	24	171	426	347	206	123	62	16	0	0	0	0	**1382**
19:00	9	12	95	340	228	218	175	78	41	20	1	0	0	**1217**
20:00	0	11	64	283	231	164	136	64	22	12	4	0	0	**991**
21:00	0	1	23	137	164	156	100	61	27	4	3	0	0	**676**
22:00	0	0	6	34	107	105	57	22	5	6	0	0	0	**342**
23:00	0	0	1	19	48	52	34	20	3	2	0	0	0	**179**
Totals	**110**	**253**	**1231**	**4741**	**7239**	**5545**	**2430**	**914**	**247**	**82**	**19**			**22811**
% of Totals	0%	1%	5%	21%	32%	24%	11%	4%	1%	0%	0%			100%

AM Volumes	17	35	186	967	2475	2347	1011	362	89	27	11	0	0	7527
% AM	0%	0%	1%	4%	11%	10%	4%	2%	0%	0%	0%			33%
AM Peak Hour	10:00	7:00	11:00	11:00	8:00	8:00	8:00	9:00	7:00	5:00	6:00			8:00
Volume	4	10	52	279	536	497	226	79	16	7	4			1513
PM Volumes	93	218	1045	3774	4764	3198	1419	552	158	55	8	0	0	15284
% PM	0%	1%	5%	17%	21%	14%	6%	2%	1%	0%	0%			67%
PM Peak Hour	15:00	15:00	15:00	15:00	16:00	16:00	15:00	19:00	19:00	19:00	20:00			16:00
Volume	42	59	174	490	739	517	193	78	41	20	4			2164

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2765		12%	2759		12%	3712		16%	13575		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	18	31	30	41	46	22086
River Rd/SR 190	West Bound	27	34	34	41	46	22811

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	2	1	10	33	45	24	11	3	0	1	0	0	**130**
1:00	0	0	1	5	9	31	14	7	5	2	0	0	0	**74**
2:00	3	0	2	1	7	22	17	5	6	1	0	0	0	**64**
3:00	7	0	1	2	11	18	16	8	3	3	0	0	0	**69**
4:00	0	0	1	7	46	79	62	34	11	7	3	0	0	**250**
5:00	3	11	31	64	149	211	146	55	18	9	3	0	0	**700**
6:00	76	71	142	223	325	446	230	84	20	5	4	0	0	**1626**
7:00	450	430	493	377	633	617	270	83	18	2	1	0	0	**3374**
8:00	394	353	412	424	816	720	308	83	15	2	1	0	0	**3528**
9:00	380	223	218	312	654	678	373	123	28	6	1	0	0	**2996**
10:00	73	85	159	401	717	574	312	100	28	8	1	0	0	**2458**
11:00	82	93	195	446	617	508	273	118	16	10	2	0	0	**2360**
12:00 PM	30	75	181	470	740	584	301	114	26	6	1	0	0	**2528**
13:00	64	85	214	535	728	518	234	96	28	4	0	0	0	**2506**
14:00	63	97	267	636	875	685	367	129	24	8	3	0	0	**3154**
15:00	130	144	299	685	916	828	434	156	33	8	2	0	0	**3635**
16:00	148	122	260	733	1053	859	393	126	22	4	3	0	0	**3723**
17:00	169	178	253	588	810	543	215	49	11	3	0	0	0	**2819**
18:00	160	142	342	713	657	438	204	91	19	0	0	0	0	**2766**
19:00	50	86	236	551	472	389	268	119	54	24	1	0	0	**2250**
20:00	7	32	138	443	427	323	232	85	35	17	4	0	0	**1743**
21:00	8	19	68	249	322	286	157	80	31	6	4	0	0	**1230**
22:00	0	0	16	86	187	173	89	37	9	9	2	0	0	**608**
23:00	0	0	5	38	82	94	51	29	4	3	0	0	0	**306**
Totals	**2297**	**2248**	**3935**	**7999**	**11286**	**9669**	**4990**	**1822**	**467**	**147**	**37**			**44897**
% of Totals	5%	5%	9%	18%	25%	22%	11%	4%	1%	0%	0%			100%

AM Volumes	1468	1268	1656	2272	4017	3949	2045	711	171	55	17	0	0	17629
% AM	3%	3%	4%	5%	9%	9%	5%	2%	0%	0%	0%			39%
AM Peak Hour	7:00	7:00	7:00	11:00	8:00	8:00	9:00	9:00	9:00	11:00	6:00			8:00
Volume	450	430	493	446	816	720	373	123	28	10	4			3528
PM Volumes	829	980	2279	5727	7269	5720	2945	1111	296	92	20	0	0	27268
% PM	2%	2%	5%	13%	16%	13%	7%	2%	1%	0%	0%			61%
PM Peak Hour	17:00	17:00	18:00	16:00	16:00	16:00	15:00	15:00	19:00	19:00	20:00			16:00
Volume	169	178	342	733	1053	859	434	156	54	24	4			3723

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	6902		15%	5034		11%	6542		15%	26419		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	23	33	32	41	46	44897

Prepared by Nationwide Traffic Data

VOLUME

River Rd/SR 190 Bet I-495/Capital Beltway Outer Loop Ramps & Burdette Rd (38.990586,-77.154423)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,086	22,811	44,897

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	22		18		40		**12:00**	0	0	279		324		603	
0:15	0	0	11		18		29		**12:15**	0	0	290		337		627	
0:30	0	0	19		15		34		**12:30**	0	0	311		369		680	
0:45	0	0	9	61	18	69	27	130	**12:45**	0	0	292	1172	326	1356	618	2528
1:00	0	0	8		14		22		**13:00**	0	0	285		352		637	
1:15	0	0	9		7		16		**13:15**	0	0	292		351		643	
1:30	0	0	8		12		20		**13:30**	0	0	268		372		640	
1:45	0	0	6	31	10	43	16	74	**13:45**	0	0	258	1103	328	1403	586	2506
2:00	0	0	13		11		24		**14:00**	0	0	292		444		736	
2:15	0	0	6		5		11		**14:15**	0	0	292		510		802	
2:30	0	0	5		8		13		**14:30**	0	0	358		467		825	
2:45	0	0	9	33	7	31	16	64	**14:45**	0	0	327	1269	464	1885	791	3154
3:00	0	0	6		4		10		**15:00**	0	0	375		513		888	
3:15	0	0	9		9		18		**15:15**	0	0	373		552		925	
3:30	0	0	12		6		18		**15:30**	0	0	362		516		878	
3:45	0	0	18	45	5	24	23	69	**15:45**	0	0	384	1494	560	2141	944	3635
4:00	0	0	20		2		22		**16:00**	0	0	436		552		988	
4:15	0	0	42		19		61		**16:15**	0	0	345		545		890	
4:30	0	0	47		24		71		**16:30**	0	0	419		511		930	
4:45	0	0	67	176	29	74	96	250	**16:45**	0	0	359	1559	556	2164	915	3723
5:00	0	0	66		32		98		**17:00**	0	0	362		553		915	
5:15	0	0	108		45		153		**17:15**	0	0	411		385		796	
5:30	0	0	152		48		200		**17:30**	0	0	260		319		579	
5:45	0	0	185	511	64	189	249	700	**17:45**	0	0	238	1271	291	1548	529	2819
6:00	0	0	197		69		266		**18:00**	0	0	210		247		457	
6:15	0	0	256		96		352		**18:15**	0	0	445		276		721	
6:30	0	0	307		137		444		**18:30**	0	0	393		352		745	
6:45	0	0	422	1182	142	444	564	1626	**18:45**	0	0	336	1384	507	1382	843	2766
7:00	0	0	465		200		665		**19:00**	0	0	290		330		620	
7:15	0	0	548		320		868		**19:15**	0	0	284		356		640	
7:30	0	0	585		372		957		**19:30**	0	0	239		300		539	
7:45	0	0	524	2122	360	1252	884	3374	**19:45**	0	0	220	1033	231	1217	451	2250
8:00	0	0	464		345		809		**20:00**	0	0	208		266		474	
8:15	0	0	524		376		900		**20:15**	0	0	195		268		463	
8:30	0	0	491		383		874		**20:30**	0	0	165		239		404	
8:45	0	0	536	2015	409	1513	945	3528	**20:45**	0	0	184	752	218	991	402	1743
9:00	0	0	497		442		939		**21:00**	0	0	166		223		389	
9:15	0	0	395		392		787		**21:15**	0	0	143		212		355	
9:30	0	0	310		344		654		**21:30**	0	0	127		117		244	
9:45	0	0	295	1497	321	1499	616	2996	**21:45**	0	0	118	554	124	676	242	1230
10:00	0	0	311		297		608		**22:00**	0	0	68		114		182	
10:15	0	0	284		319		603		**22:15**	0	0	65		100		165	
10:30	0	0	312		361		673		**22:30**	0	0	71		76		147	
10:45	0	0	324	1231	250	1227	574	2458	**22:45**	0	0	62	266	52	342	114	608
11:00	0	0	284		298		582		**23:00**	0	0	28		55		83	
11:15	0	0	304		262		566		**23:15**	0	0	39		51		90	
11:30	0	0	312		323		635		**23:30**	0	0	25		27		52	
11:45	0	0	298	1198	279	1162	577	2360	**23:45**	0	0	35	127	46	179	81	306
TOTALS				10102		7527		**17629**	**TOTALS**				11984		15284		**27268**
SPLIT %				57.3%		42.7%		**39.3%**	**SPLIT %**				43.9%		56.1%		**60.7%**

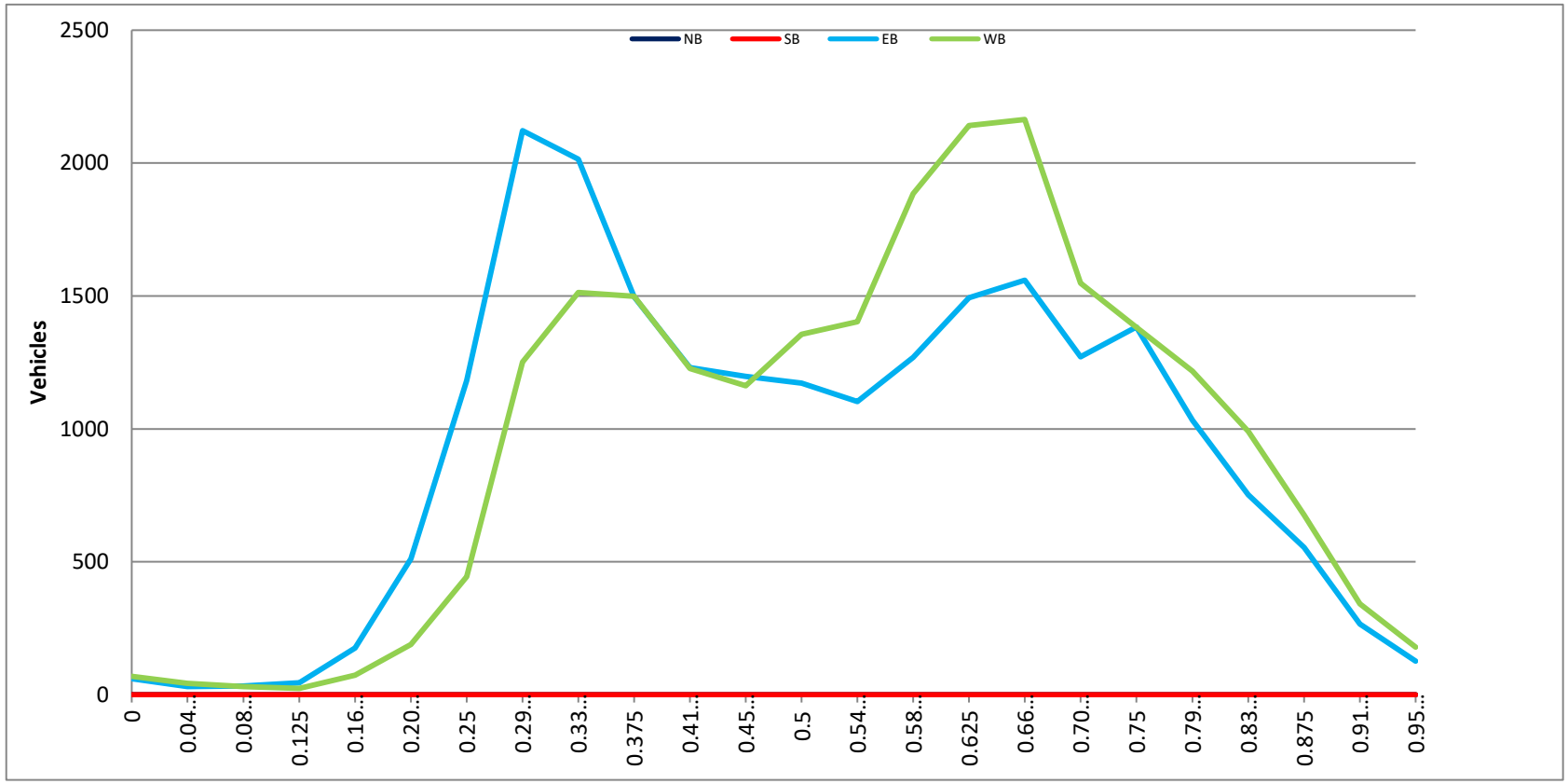
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	22,086	22,811	44,897

AM Peak Hour			7:00	8:30	**8:15**	**PM Peak Hour**		15:45	15:15	**15:45**
AM Pk Volume			2122	1626	**3658**	**PM Pk Volume**		1584	2180	**3752**
Pk Hr Factor			0.907	0.920	**0.968**	**Pk Hr Factor**		0.908	0.973	**0.949**
7 - 9 Volume	0	0	4137	2765	**6902**	**4 - 6 Volume**	0	2830	3712	**6542**
7 - 9 Peak Hour			7:00	8:00	**7:30**	**4 - 6 Peak Hour**		16:00	16:15	**16:00**
7 - 9 Pk Volume	0	0	2122	1513	**3550**	**4 - 6 Pk Volume**	0	1559	2165	**3723**
Pk Hr Factor	0.000	0.000	0.907	0.925	**0.927**	**Pk Hr Factor**	0.000	0.894	0.973	**0.942**

Prepared by Nationwide Traffic Data

Project #: MD24_630003_002 **City:** Bethesda

Location: River Rd/SR 190 Bet I-495/Capital Beltway **Date:** 10/9/2024



Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	6	8	2	0	0	0	0	0	0	16
0:15	0	0	0	1	1	1	1	0	0	0	0	0	0	4
0:30	0	0	0	6	7	2	1	0	1	0	0	0	0	17
0:45	0	0	0	0	3	3	0	1	1	0	0	0	0	8
1:00	0	1	1	0	7	5	1	2	0	0	0	0	0	17
1:15	0	0	1	2	1	0	1	1	1	0	0	0	0	7
1:30	0	0	0	1	4	7	0	1	0	0	0	0	0	13
1:45	0	0	0	3	1	3	1	1	0	0	0	0	0	9
2:00	0	0	0	0	3	3	1	0	0	0	0	0	0	7
2:15	0	0	1	2	3	2	1	2	0	0	0	0	0	11
2:30	0	1	1	0	0	5	0	1	0	0	0	0	0	8
2:45	0	0	0	0	4	1	3	0	0	0	0	0	0	8
3:00	0	0	0	1	1	5	1	3	0	0	0	0	0	11
3:15	0	1	0	1	6	1	2	0	0	0	0	0	0	11
3:30	0	1	0	3	3	9	4	2	0	1	0	0	0	23
3:45	0	0	2	2	8	4	4	2	0	1	0	0	0	23
4:00	0	0	0	0	4	5	2	1	2	0	0	0	0	14
4:15	0	0	0	6	11	9	6	3	0	0	0	0	0	35
4:30	0	0	0	1	15	15	6	4	3	0	0	0	0	44
4:45	0	0	0	11	23	46	18	7	5	0	0	0	0	110
5:00	0	3	0	0	17	39	21	5	0	0	0	0	0	85
5:15	0	0	1	3	22	42	25	8	4	0	0	0	0	105
5:30	0	1	0	4	25	56	25	11	1	0	0	0	0	123
5:45	1	0	0	8	34	65	26	9	1	1	0	0	0	145
6:00	2	1	0	12	54	91	32	7	5	2	0	0	0	206
6:15	1	2	0	24	97	80	28	7	1	0	0	0	0	240
6:30	1	0	2	18	110	110	18	11	3	1	0	0	0	274
6:45	0	5	15	105	147	87	30	9	3	1	0	0	0	402
7:00	0	2	34	167	143	53	7	3	0	1	0	0	0	410
7:15	3	12	97	204	149	44	4	1	0	1	0	0	0	515
7:30	1	6	57	192	152	40	6	0	0	0	0	0	0	454
7:45	2	15	99	165	108	54	5	1	1	0	0	0	0	450
8:00	64	106	118	117	63	11	5	0	0	0	0	0	0	484
8:15	70	75	52	89	116	46	12	3	1	0	0	0	0	464
8:30	1	0	11	105	154	101	26	3	0	0	0	0	0	401
8:45	0	0	19	121	184	110	20	1	0	0	0	0	0	455
9:00	35	49	92	102	111	57	10	3	0	0	0	0	0	459
9:15	21	52	97	127	103	49	6	2	1	0	0	0	0	458
9:30	23	32	72	128	125	51	9	1	0	0	0	0	0	441
9:45	0	0	37	100	128	88	21	5	0	0	0	0	0	379
10:00	2	0	6	56	111	90	31	4	0	0	0	0	0	300
10:15	1	1	8	66	132	106	11	8	2	0	0	0	0	335
10:30	2	0	10	69	143	74	8	3	1	0	0	0	0	310
10:45	0	5	18	63	113	70	20	3	0	0	0	0	0	292
11:00	0	0	20	60	121	83	23	0	0	0	0	0	0	307
11:15	0	4	13	50	116	81	5	3	1	0	0	0	0	273
11:30	1	0	5	54	95	89	20	4	1	0	0	0	0	269
11:45	0	1	18	55	103	84	24	2	0	0	0	0	0	287
12:00 PM	2	3	10	69	101	67	21	4	0	0	0	0	0	277
12:15	0	0	9	34	96	72	19	3	3	0	0	0	0	236
12:30	0	4	8	41	121	93	16	5	0	1	0	0	0	289
12:45	0	0	8	40	97	77	18	5	2	0	0	0	0	247
13:00	3	2	11	38	100	75	23	2	1	0	0	0	0	255
13:15	6	0	3	46	98	59	15	5	0	0	0	0	0	232
13:30	5	4	9	45	111	74	15	1	0	0	0	0	0	264
13:45	8	2	4	49	128	81	11	5	2	0	0	0	0	290
14:00	11	0	3	30	103	96	17	3	2	0	0	0	0	265
14:15	20	1	8	81	111	94	19	0	0	0	0	0	0	334
14:30	31	1	13	83	131	65	16	2	0	0	0	0	0	342
14:45	26	5	11	44	106	98	26	5	1	0	0	0	0	322
15:00	22	3	10	96	127	77	10	3	0	0	0	0	0	348
15:15	24	1	9	59	125	102	18	4	0	0	0	0	0	342
15:30	29	2	23	108	130	81	17	1	0	0	0	0	0	391
15:45	8	5	22	84	151	62	15	1	0	0	0	0	0	348
16:00	3	0	14	108	143	60	11	3	0	0	0	0	0	342
16:15	1	2	23	63	96	74	12	5	0	0	0	0	0	276
16:30	2	0	2	93	170	80	6	5	2	1	0	0	0	361
16:45	0	2	25	106	140	65	17	6	0	0	0	0	0	361
17:00	0	0	9	102	152	69	17	2	1	0	0	0	0	352
17:15	8	19	64	144	98	55	7	1	0	0	0	0	0	396
17:30	15	11	15	97	191	81	10	0	1	0	0	0	0	421
17:45	0	3	27	93	128	105	24	7	0	0	0	0	0	387
18:00	4	26	23	88	130	80	19	4	0	0	0	0	0	374
18:15	0	1	6	77	189	99	18	4	0	1	0	0	0	395
18:30	1	0	1	53	117	96	19	3	1	2	0	0	0	293
18:45	1	0	1	38	124	87	16	5	1	0	0	0	0	273
19:00	1	0	2	66	128	70	8	1	1	1	0	0	0	278
19:15	1	4	31	93	106	41	4	3	0	0	0	0	0	283
19:30	0	0	7	34	81	64	14	2	0	0	0	0	0	202
19:45	0	0	2	29	69	52	7	2	0	0	0	0	0	161
20:00	0	0	5	29	76	72	8	1	0	0	0	0	0	191
20:15	0	0	0	23	42	57	10	3	0	1	0	0	0	136
20:30	0	0	1	22	45	41	16	5	0	1	0	0	0	131
20:45	0	0	2	16	66	55	9	2	2	0	0	0	0	152
21:00	0	1	0	13	52	37	8	3	1	0	0	0	0	115
21:15	0	2	9	35	52	23	4	2	1	0	0	0	0	128
21:30	0	0	0	19	46	41	14	0	0	0	0	0	0	120
21:45	1	4	0	5	42	30	5	1	3	0	0	0	0	91
22:00	0	2	0	12	18	23	11	3	0	0	0	0	0	69
22:15	0	1	0	7	32	25	11	2	2	0	0	0	0	80
22:30	0	0	1	2	15	24	8	0	0	1	0	0	0	51
22:45	0	0	0	3	17	12	7	1	0	0	0	0	0	40
23:00	0	0	1	9	9	7	3	0	0	0	0	0	0	29
23:15	0	1	0	9	8	14	5	1	2	0	0	0	0	40
23:30	0	0	1	7	5	5	1	0	0	0	0	0	0	19
23:45	0	0	0	3	11	5	5	0	0	0	0	0	0	24
Totals	464	488	1340	4748	7521	5007	1143	274	68	18				21072
% of Totals	2%	2%	6%	23%	36%	24%	5%	1%	0%	0%				100%

AM Volumes	231	376	907	2304	3087	2085	533	148	39	9	0	0	0	9719
% AM	1%	2%	4%	11%	15%	10%	3%	1%	0%	0%				46%
AM Peak Hour	7:30	7:30	7:15	7:00	6:45	6:00	5:30	5:15	4:30	5:45				7:15
Volume	137	202	371	728	591	368	111	35	12	4				1903
PM Volumes	233	112	433	2445	4434	2922	610	126	29	9	0	0	0	11353
% PM	1%	1%	2%	12%	21%	14%	3%	1%	0%	0%				54%
PM Peak Hour	14:30	17:15	17:15	16:45	17:30	17:45	17:45	16:00	12:15	18:15				17:15
Volume	103	59	129	449	638	380	80	19	6	4				1578

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 3633	% 17%	Volume 2090	% 10%	Volume 2896	% 14%	Volume 12453	% 59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	26	32	32	38	42	21072
River Rd/SR 190	West Bound	15	30	28	38	43	21788

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	0	4	4	6	3	0	0	0	0	0	0	18
0:15	0	0	1	2	6	2	5	0	0	0	0	0	0	16
0:30	0	0	0	0	5	4	1	0	0	0	0	0	0	10
0:45	0	0	0	1	7	2	2	0	1	0	0	0	0	13
1:00	0	0	0	2	3	6	4	0	1	0	0	0	0	16
1:15	0	0	0	2	1	1	5	1	0	0	0	0	0	10
1:30	0	0	0	4	2	2	2	1	0	0	0	0	0	11
1:45	0	0	0	1	0	4	0	0	0	0	0	0	0	5
2:00	0	0	0	1	6	2	1	1	1	0	0	0	0	12
2:15	0	0	0	3	1	1	1	0	0	0	0	0	0	6
2:30	0	1	0	0	3	1	2	2	0	0	0	0	0	9
2:45	0	0	0	0	1	3	1	0	1	0	0	0	0	6
3:00	0	0	0	2	1	1	1	0	0	0	0	0	0	5
3:15	0	0	0	0	0	2	0	3	0	0	0	0	0	5
3:30	0	0	0	2	1	5	1	1	0	0	0	0	0	10
3:45	0	0	0	2	2	4	1	0	0	0	0	0	0	9
4:00	0	0	0	1	1	3	4	0	0	0	0	0	0	9
4:15	0	0	1	2	2	4	3	0	1	0	0	0	0	13
4:30	0	0	0	1	3	4	5	1	1	1	0	0	0	16
4:45	0	0	1	2	6	5	4	1	2	0	0	0	0	21
5:00	0	0	0	0	6	9	3	1	0	0	0	0	0	19
5:15	0	0	0	1	14	15	15	4	0	0	0	0	0	49
5:30	0	0	0	2	18	24	35	11	3	2	0	0	0	95
5:45	0	0	0	5	27	32	32	17	3	2	0	0	0	118
6:00	0	0	2	8	34	51	37	9	4	4	0	0	0	149
6:15	0	1	1	2	46	67	43	11	1	0	0	0	0	172
6:30	0	6	12	14	51	48	21	4	0	1	0	0	0	157
6:45	6	1	3	8	49	48	19	10	1	0	0	0	0	145
7:00	11	11	41	64	46	34	5	1	0	0	0	0	0	213
7:15	21	24	30	69	102	37	7	3	2	0	0	0	0	295
7:30	129	91	70	33	10	8	2	1	0	0	0	0	0	344
7:45	170	111	21	5	0	0	0	0	0	0	0	0	0	307
8:00	85	53	67	95	40	11	1	0	0	0	0	0	0	352
8:15	10	8	38	105	139	67	10	0	2	0	0	0	0	379
8:30	5	4	44	87	135	75	22	2	1	0	0	0	0	375
8:45	6	4	16	70	120	87	12	5	0	0	0	0	0	320
9:00	1	10	26	69	112	86	12	2	0	0	0	0	0	318
9:15	11	20	27	85	112	49	13	2	0	0	0	0	0	319
9:30	4	4	22	67	109	78	18	3	2	0	0	0	0	307
9:45	0	8	20	32	113	62	15	1	1	1	0	0	0	253
10:00	0	0	5	20	103	76	42	2	2	1	0	0	0	251
10:15	0	0	6	32	106	85	21	3	1	1	0	0	0	255
10:30	0	2	9	21	92	73	30	6	1	0	0	0	0	234
10:45	0	0	2	19	100	91	40	5	0	0	0	0	0	257
11:00	0	4	13	35	69	92	39	5	1	0	0	0	0	258
11:15	0	2	12	34	117	95	28	4	0	0	0	0	0	292
11:30	1	5	9	18	80	93	49	8	0	0	0	0	0	263
11:45	0	2	17	50	103	76	22	1	1	0	0	0	0	272
12:00 PM	0	2	14	34	104	108	30	2	2	0	0	0	0	296
12:15	0	1	14	29	106	116	44	7	1	0	0	0	0	318
12:30	11	19	31	67	125	61	24	2	2	0	0	0	0	342
12:45	14	11	15	59	122	97	37	3	0	0	0	0	0	358
13:00	18	24	20	48	71	60	41	2	0	0	0	0	0	284
13:15	0	8	24	58	104	78	50	10	1	0	0	0	0	333
13:30	17	12	30	25	84	90	41	8	0	0	0	0	0	307
13:45	5	5	2	28	101	87	33	11	0	0	0	0	0	272
14:00	1	1	4	39	153	88	29	5	1	1	0	0	0	322
14:15	0	1	18	73	150	131	35	2	0	0	0	0	0	410
14:30	0	0	18	81	202	94	24	0	0	0	0	0	0	419
14:45	30	26	32	109	175	63	17	1	0	0	0	0	0	453
15:00	88	92	77	67	79	26	3	2	0	0	0	0	0	434
15:15	181	148	108	36	6	0	0	0	0	0	0	0	0	479
15:30	185	101	111	42	4	0	0	0	0	0	0	0	0	443
15:45	173	170	77	15	5	0	0	0	0	0	0	0	0	440
16:00	201	120	123	26	1	0	0	0	0	0	0	0	0	471
16:15	182	179	96	45	4	0	0	0	0	0	0	0	0	506
16:30	176	130	121	57	11	0	0	0	0	0	0	0	0	495
16:45	153	142	154	43	4	0	0	0	0	0	0	0	0	496
17:00	200	168	95	26	1	0	0	0	0	0	0	0	0	490
17:15	171	167	132	28	8	2	0	0	0	0	0	0	0	508
17:30	202	94	132	83	14	1	1	0	0	0	0	0	0	527
17:45	193	188	100	15	4	0	0	0	0	0	0	0	0	500
18:00	192	125	124	36	3	1	0	0	0	0	0	0	0	481
18:15	233	152	122	15	2	0	0	0	0	0	0	0	0	524
18:30	10	10	19	67	222	62	11	5	0	0	0	0	0	406
18:45	0	0	0	21	161	130	44	5	0	0	0	0	0	361
19:00	13	22	20	79	110	58	32	3	0	0	0	0	0	337
19:15	24	18	23	54	155	65	13	3	0	0	0	0	0	355
19:30	1	9	19	82	93	64	16	1	0	1	0	0	0	286
19:45	0	1	5	27	76	78	32	6	1	0	0	0	0	226
20:00	0	0	6	18	84	83	32	9	3	0	0	0	0	235
20:15	0	0	0	15	117	68	33	5	0	0	0	0	0	238
20:30	1	1	12	30	83	61	26	6	0	2	0	0	0	222
20:45	0	0	2	10	54	51	19	3	1	0	0	0	0	140
21:00	0	0	0	11	70	68	14	2	2	0	0	0	0	167
21:15	0	1	2	32	46	44	31	5	1	1	0	0	0	163
21:30	3	4	6	9	45	51	33	4	0	0	0	0	0	155
21:45	0	0	0	10	18	17	21	11	0	0	0	0	0	77
22:00	0	0	0	1	23	40	18	9	2	1	0	0	0	94
22:15	0	0	0	7	21	27	15	10	2	2	0	0	0	84
22:30	1	0	0	9	19	30	20	6	0	0	0	0	0	85
22:45	0	0	2	4	21	40	20	3	3	0	0	0	0	93
23:00	0	0	0	4	13	19	14	3	1	0	0	0	0	54
23:15	0	0	0	4	13	8	16	1	3	0	0	0	0	45
23:30	0	0	0	3	16	15	5	1	3	1	0	0	0	44
23:45	0	0	2	1	8	6	4	4	0	0	0	0	0	25
Totals	3139	2525	2428	2764	5219	3819	1517	292	63	22				21788
% of Totals	14%	12%	11%	13%	24%	18%	7%	1%	0%	0%				100%

AM Volumes	460	373	516	1082	2108	1631	639	132	34	13	0	0	0	6988
% AM	2%	2%	2%	5%	10%	7%	3%	1%	0%	0%				32%
AM Peak Hour	7:15	7:15	7:30	8:00	8:15	11:30	10:45	5:30	5:30	5:15				8:00
Volume	405	279	196	357	506	393	156	48	11	8				1426
PM Volumes	2679	2152	1912	1682	3111	2188	878	160	29	9	0	0	0	14800
% PM	12%	10%	9%	8%	14%	10%	4%	1%	0%	0%				68%
PM Peak Hour	17:30	16:15	16:45	14:15	14:00	13:45	12:45	21:45	22:45	20:30				17:30
Volume	820	619	513	330	680	400	169	36	10	3				2032

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2585		12%	2510		12%	3993		18%	12700		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	26	32	32	38	42	21072
River Rd/SR 190	West Bound	15	30	28	38	43	21788

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	0	4	10	14	5	0	0	0	0	0	0	34
0:15	0	0	1	3	7	3	6	0	0	0	0	0	0	20
0:30	0	0	0	6	12	6	2	0	1	0	0	0	0	27
0:45	0	0	0	1	10	5	2	1	2	0	0	0	0	21
1:00	0	1	1	2	10	11	5	2	1	0	0	0	0	33
1:15	0	0	1	4	2	1	6	2	1	0	0	0	0	17
1:30	0	0	0	5	6	9	2	2	0	0	0	0	0	24
1:45	0	0	0	4	1	7	1	1	0	0	0	0	0	14
2:00	0	0	0	1	9	5	2	1	1	0	0	0	0	19
2:15	0	0	1	5	4	3	2	2	0	0	0	0	0	17
2:30	0	2	1	0	3	6	2	3	0	0	0	0	0	17
2:45	0	0	0	0	5	4	4	0	1	0	0	0	0	14
3:00	0	0	0	3	2	6	2	3	0	0	0	0	0	16
3:15	0	1	0	1	6	3	2	3	0	0	0	0	0	16
3:30	0	1	0	5	4	14	5	3	0	1	0	0	0	33
3:45	0	0	2	4	10	8	5	2	0	1	0	0	0	32
4:00	0	0	0	1	5	8	6	1	2	0	0	0	0	23
4:15	0	0	1	8	13	13	9	3	1	0	0	0	0	48
4:30	0	0	0	2	18	19	11	5	4	1	0	0	0	60
4:45	0	0	1	13	29	51	22	8	7	0	0	0	0	131
5:00	0	3	0	0	23	48	24	6	0	0	0	0	0	104
5:15	0	0	1	4	36	57	40	12	4	0	0	0	0	154
5:30	0	1	0	6	43	80	60	22	4	2	0	0	0	218
5:45	1	0	0	13	61	97	58	26	4	3	0	0	0	263
6:00	2	1	2	20	88	142	69	16	9	6	0	0	0	355
6:15	1	3	1	26	143	147	71	18	2	0	0	0	0	412
6:30	1	6	14	32	161	158	39	15	3	2	0	0	0	431
6:45	6	6	18	113	196	135	49	19	4	1	0	0	0	547
7:00	11	13	75	231	189	87	12	4	0	1	0	0	0	623
7:15	24	36	127	273	251	81	11	4	2	1	0	0	0	810
7:30	130	97	127	225	162	48	8	1	0	0	0	0	0	798
7:45	172	126	120	170	108	54	5	1	1	0	0	0	0	757
8:00	149	159	185	212	103	22	6	0	0	0	0	0	0	836
8:15	80	83	90	194	255	113	22	3	3	0	0	0	0	843
8:30	6	4	55	192	289	176	48	5	1	0	0	0	0	776
8:45	6	4	35	191	304	197	32	6	0	0	0	0	0	775
9:00	36	59	118	171	223	143	22	5	0	0	0	0	0	777
9:15	32	72	124	212	215	98	19	4	1	0	0	0	0	777
9:30	27	36	94	195	234	129	27	4	2	0	0	0	0	748
9:45	0	8	57	132	241	150	36	6	1	1	0	0	0	632
10:00	2	0	11	76	214	166	73	6	2	1	0	0	0	551
10:15	1	1	14	98	238	191	32	11	3	1	0	0	0	590
10:30	2	2	19	90	235	147	38	9	2	0	0	0	0	544
10:45	0	5	20	82	213	161	60	8	0	0	0	0	0	549
11:00	0	4	33	95	190	175	62	5	1	0	0	0	0	565
11:15	0	6	25	84	233	176	33	7	1	0	0	0	0	565
11:30	2	5	14	72	175	182	69	12	1	0	0	0	0	532
11:45	0	3	35	105	206	160	46	3	1	0	0	0	0	559
12:00 PM	2	5	24	103	205	175	51	6	2	0	0	0	0	573
12:15	0	1	23	63	202	188	63	10	4	0	0	0	0	554
12:30	11	23	39	108	246	154	40	7	2	1	0	0	0	631
12:45	14	11	23	99	219	174	55	8	2	0	0	0	0	605
13:00	21	26	31	86	171	135	64	4	1	0	0	0	0	539
13:15	6	8	27	104	202	137	65	15	1	0	0	0	0	565
13:30	22	16	39	70	195	164	56	9	0	0	0	0	0	571
13:45	13	7	6	77	229	168	44	16	2	0	0	0	0	562
14:00	12	1	7	69	256	184	46	8	3	1	0	0	0	587
14:15	20	2	26	154	261	225	54	2	0	0	0	0	0	744
14:30	31	1	31	164	333	159	40	2	0	0	0	0	0	761
14:45	56	31	43	153	281	161	43	6	1	0	0	0	0	775
15:00	110	95	87	163	206	103	13	5	0	0	0	0	0	782
15:15	205	149	117	95	131	102	18	4	0	0	0	0	0	821
15:30	214	103	134	150	134	81	17	1	0	0	0	0	0	834
15:45	181	175	99	99	156	62	15	1	0	0	0	0	0	788
16:00	204	120	137	134	144	60	11	3	0	0	0	0	0	813
16:15	183	181	119	108	100	74	12	5	0	0	0	0	0	782
16:30	178	130	123	150	181	80	6	5	2	1	0	0	0	856
16:45	153	144	179	149	144	65	17	6	0	0	0	0	0	857
17:00	200	168	104	128	153	69	17	2	1	0	0	0	0	842
17:15	179	186	196	172	106	57	7	1	0	0	0	0	0	904
17:30	217	105	147	180	205	82	11	0	1	0	0	0	0	948
17:45	193	191	127	108	132	105	24	7	0	0	0	0	0	887
18:00	196	151	147	124	133	81	19	4	0	0	0	0	0	855
18:15	233	153	128	92	191	99	18	4	0	1	0	0	0	919
18:30	11	10	20	120	339	158	30	8	1	2	0	0	0	699
18:45	1	0	1	59	285	217	60	10	1	0	0	0	0	634
19:00	14	22	22	145	238	128	40	4	1	1	0	0	0	615
19:15	25	22	54	147	261	106	17	6	0	0	0	0	0	638
19:30	1	9	26	116	174	128	30	3	0	1	0	0	0	488
19:45	0	1	7	56	145	130	39	8	1	0	0	0	0	387
20:00	0	0	11	47	160	155	40	10	3	0	0	0	0	426
20:15	0	0	0	38	159	125	43	8	0	1	0	0	0	374
20:30	1	1	13	52	128	102	42	11	0	3	0	0	0	353
20:45	0	0	4	26	120	106	28	5	3	0	0	0	0	292
21:00	0	1	0	24	122	105	23	5	3	0	0	0	0	282
21:15	0	3	11	67	98	67	35	7	2	1	0	0	0	291
21:30	3	4	6	28	91	92	47	4	0	0	0	0	0	275
21:45	1	4	0	15	60	47	26	12	3	0	0	0	0	168
22:00	0	2	0	13	41	63	29	12	2	1	0	0	0	163
22:15	0	1	0	14	53	52	26	12	4	2	0	0	0	164
22:30	1	0	1	11	34	54	28	6	0	1	0	0	0	136
22:45	0	0	2	7	38	52	27	4	3	0	0	0	0	133
23:00	0	0	1	13	22	26	17	3	1	0	0	0	0	83
23:15	0	1	0	13	21	22	21	2	5	0	0	0	0	85
23:30	0	0	1	10	21	20	6	1	3	1	0	0	0	63
23:45	0	0	2	4	19	11	9	4	0	0	0	0	0	49
Totals	3603	3013	3768	7513	12740	8826	2660	566	131	40				42860
% of Totals	8%	7%	9%	18%	30%	21%	6%	1%	0%	0%				100%

AM Volumes	691	749	1423	3388	5195	3716	1172	280	73	22	0	0	0	16707
% AM	2%	2%	3%	8%	12%	9%	3%	1%	0%	0%				39%
AM Peak Hour	7:30	7:30	7:15	7:00	8:15	11:30	5:30	5:30	5:15	5:15				7:30
Volume	531	465	559	899	1071	705	258	82	21	11				3234
PM Volumes	2912	2264	2345	4127	7545	5110	1488	286	58	18	0	0	0	26153
% PM	7%	5%	5%	10%	18%	12%	3%	1%	0%	0%				61%
PM Peak Hour	17:30	17:00	16:45	14:15	14:00	13:30	12:45	13:15	22:45	18:15				17:30
Volume	839	650	626	634	1131	741	240	48	12	4				3609

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 6218	% 15%	Volume 4600	% 11%	Volume 6889	% 16%	Volume 25153	% 59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	20	31	30	38	42	42860

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	7	17	14	4	1	2	0	0	0	0	**45**
1:00	0	1	2	6	13	15	3	5	1	0	0	0	0	**46**
2:00	0	1	2	2	10	11	5	3	0	0	0	0	0	**34**
3:00	0	2	2	7	18	19	11	7	0	2	0	0	0	**68**
4:00	0	0	0	18	53	75	32	15	10	0	0	0	0	**203**
5:00	1	4	1	15	98	202	97	33	6	1	0	0	0	**458**
6:00	4	8	17	159	408	368	108	34	12	4	0	0	0	**1122**
7:00	6	35	287	728	552	191	22	5	1	2	0	0	0	**1829**
8:00	135	181	200	432	517	268	63	7	1	0	0	0	0	**1804**
9:00	79	133	298	457	467	245	46	11	1	0	0	0	0	**1737**
10:00	5	6	42	254	499	340	70	18	3	0	0	0	0	**1237**
11:00	1	5	56	219	435	337	72	9	2	0	0	0	0	**1136**
12:00 PM	2	7	35	184	415	309	74	17	5	1	0	0	0	**1049**
13:00	22	8	27	178	437	289	64	13	3	0	0	0	0	**1041**
14:00	88	7	35	238	451	353	78	10	3	0	0	0	0	**1263**
15:00	83	11	64	347	533	322	60	9	0	0	0	0	0	**1429**
16:00	6	4	64	370	549	279	46	19	2	1	0	0	0	**1340**
17:00	23	33	115	436	569	310	58	10	2	0	0	0	0	**1556**
18:00	6	27	31	256	560	362	72	16	2	3	0	0	0	**1335**
19:00	2	4	42	222	384	227	33	8	1	1	0	0	0	**924**
20:00	0	0	8	90	229	225	43	11	2	2	0	0	0	**610**
21:00	1	7	9	72	192	131	31	6	5	0	0	0	0	**454**
22:00	0	3	1	24	82	84	37	6	2	1	0	0	0	**240**
23:00	0	1	2	28	33	31	14	1	2	0	0	0	0	**112**
Totals	**464**	**488**	**1340**	**4749**	**7521**	**5007**	**1143**	**274**	**68**	**18**				**21072**
% of Totals	2%	2%	6%	23%	36%	24%	5%	1%	0%	0%				100%

AM Volumes	231	376	907	2304	3087	2085	533	148	39	9	0	0	0	9719
% AM	1%	2%	4%	11%	15%	10%	3%	1%	0%	0%				46%
AM Peak Hour	8:00	8:00	9:00	7:00	7:00	6:00	6:00	6:00	6:00	6:00				7:00
Volume	135	181	298	728	552	368	108	34	12	4				1829
PM Volumes	233	112	433	2445	4434	2922	610	126	29	9	0	0	0	11353
% PM	1%	1%	2%	12%	21%	14%	3%	1%	0%	0%				54%
PM Peak Hour	14:00	17:00	17:00	17:00	17:00	18:00	14:00	16:00	12:00	18:00				17:00
Volume	88	33	115	436	569	362	78	19	5	3				1556

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3633		17%	2090		10%	2896		14%	12453		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	26	32	32	38	42	21072
River Rd/SR 190	West Bound	15	30	28	38	43	21788

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	1	7	22	14	11	0	1	0	0	0	0	**57**
1:00	0	0	0	9	6	13	11	2	1	0	0	0	0	**42**
2:00	0	1	0	4	11	7	5	3	2	0	0	0	0	**33**
3:00	0	0	0	6	4	12	3	4	0	0	0	0	0	**29**
4:00	0	0	2	6	12	16	16	2	4	1	0	0	0	**59**
5:00	0	0	0	8	65	80	85	33	6	4	0	0	0	**281**
6:00	6	8	18	32	180	214	120	34	6	5	0	0	0	**623**
7:00	331	237	162	171	158	79	14	5	2	0	0	0	0	**1159**
8:00	106	69	165	357	434	240	45	7	3	0	0	0	0	**1426**
9:00	16	42	95	253	446	275	58	8	3	1	0	0	0	**1197**
10:00	0	2	22	92	401	325	133	16	4	2	0	0	0	**997**
11:00	1	13	51	137	369	356	138	18	2	0	0	0	0	**1085**
12:00 PM	25	33	74	189	457	382	135	14	5	0	0	0	0	**1314**
13:00	40	49	76	159	360	315	165	31	1	0	0	0	0	**1196**
14:00	31	28	72	302	680	376	105	8	1	1	0	0	0	**1604**
15:00	627	511	373	160	94	26	3	2	0	0	0	0	0	**1796**
16:00	712	571	494	171	20	0	0	0	0	0	0	0	0	**1968**
17:00	766	617	459	152	27	3	1	0	0	0	0	0	0	**2025**
18:00	435	287	265	139	388	193	55	10	0	0	0	0	0	**1772**
19:00	38	50	67	242	434	265	93	13	1	1	0	0	0	**1204**
20:00	1	1	20	73	338	263	110	23	4	2	0	0	0	**835**
21:00	3	5	8	62	179	180	99	22	3	1	0	0	0	**562**
22:00	1	0	2	21	84	137	73	28	7	3	0	0	0	**356**
23:00	0	0	2	12	50	48	39	9	7	1	0	0	0	**168**
Totals	**3139**	**2525**	**2428**	**2764**	**5219**	**3819**	**1517**	**292**	**63**	**22**				**21788**
% of Totals	14%	12%	11%	13%	24%	18%	7%	1%	0%	0%				100%

AM Volumes	460	373	516	1082	2108	1631	639	132	34	13	0	0	0	6988
% AM	2%	2%	2%	5%	10%	7%	3%	1%	0%	0%				32%
AM Peak Hour	7:00	7:00	8:00	8:00	9:00	11:00	11:00	6:00	5:00	6:00				8:00
Volume	331	237	165	357	446	356	138	34	6	5				1426
PM Volumes	2679	2152	1912	1682	3111	2188	878	160	29	9	0	0	0	14800
% PM	12%	10%	9%	8%	14%	10%	4%	1%	0%	0%				68%
PM Peak Hour	17:00	17:00	16:00	14:00	14:00	12:00	13:00	13:00	22:00	22:00				17:00
Volume	766	617	494	302	680	382	165	31	7	3				2025

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2585		12%	2510		12%	3993		18%	12700		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	26	32	32	38	42	21072
River Rd/SR 190	West Bound	15	30	28	38	43	21788

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	1	14	39	28	15	1	3	0	0	0	0	**102**
1:00	0	1	2	15	19	28	14	7	2	0	0	0	0	**88**
2:00	0	2	2	6	21	18	10	6	2	0	0	0	0	**67**
3:00	0	2	2	13	22	31	14	11	0	2	0	0	0	**97**
4:00	0	0	2	24	65	91	48	17	14	1	0	0	0	**262**
5:00	1	4	1	23	163	282	182	66	12	5	0	0	0	**739**
6:00	10	16	35	191	588	582	228	68	18	9	0	0	0	**1745**
7:00	337	272	449	899	710	270	36	10	3	2	0	0	0	**2988**
8:00	241	250	365	789	951	508	108	14	4	0	0	0	0	**3230**
9:00	95	175	393	710	913	520	104	19	4	1	0	0	0	**2934**
10:00	5	8	64	346	900	665	203	34	7	2	0	0	0	**2234**
11:00	2	18	107	356	804	693	210	27	4	0	0	0	0	**2221**
12:00 PM	27	40	109	373	872	691	209	31	10	1	0	0	0	**2363**
13:00	62	57	103	337	797	604	229	44	4	0	0	0	0	**2237**
14:00	119	35	107	540	1131	729	183	18	4	1	0	0	0	**2867**
15:00	710	522	437	507	627	348	63	11	0	0	0	0	0	**3225**
16:00	718	575	558	541	569	279	46	19	2	1	0	0	0	**3308**
17:00	789	650	574	588	596	313	59	10	2	0	0	0	0	**3581**
18:00	441	314	296	395	948	555	127	26	2	3	0	0	0	**3107**
19:00	40	54	109	464	818	492	126	21	2	2	0	0	0	**2128**
20:00	1	1	28	163	567	488	153	34	6	4	0	0	0	**1445**
21:00	4	12	17	134	371	311	130	28	8	1	0	0	0	**1016**
22:00	1	3	3	45	166	221	110	34	9	4	0	0	0	**596**
23:00	0	1	4	40	83	79	53	10	9	1	0	0	0	**280**
Totals	**3603**	**3013**	**3768**	**7513**	**12740**	**8826**	**2660**	**566**	**131**	**40**				**42860**
% of Totals	8%	7%	9%	18%	30%	21%	6%	1%	0%	0%				100%

AM Volumes	691	749	1423	3386	5195	3716	1172	280	73	22	0	0	0	16707
% AM	2%	2%	3%	8%	12%	9%	3%	1%	0%	0%				39%
AM Peak Hour	7:00	7:00	7:00	7:00	8:00	11:00	6:00	6:00	6:00	6:00				8:00
Volume	337	272	449	899	951	693	228	68	18	9				3230
PM Volumes	2912	2264	2345	4127	7545	5110	1488	286	58	18	0	0	0	26153
% PM	7%	5%	5%	10%	18%	12%	3%	1%	0%	0%				61%
PM Peak Hour	17:00	17:00	17:00	17:00	14:00	14:00	13:00	13:00	12:00	20:00				17:00
Volume	789	650	574	588	1131	729	229	44	10	4				3581

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	6218		15%	4600		11%	6889		16%	25153		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	20	31	30	38	42	42860

Prepared by Nationwide Traffic Data

VOLUME

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,072	21,788	42,860

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	16		18		34		12:00	0	0	277		296		573	
0:15	0	0	4		16		20		12:15	0	0	236		318		554	
0:30	0	0	17		10		27		12:30	0	0	289		342		631	
0:45	0	0	8	45	13	57	21	102	12:45	0	0	247	1049	358	1314	605	2363
1:00	0	0	17		16		33		13:00	0	0	255		284		539	
1:15	0	0	7		10		17		13:15	0	0	232		333		565	
1:30	0	0	13		11		24		13:30	0	0	264		307		571	
1:45	0	0	9	46	5	42	14	88	13:45	0	0	290	1041	272	1196	562	2237
2:00	0	0	7		12		19		14:00	0	0	265		322		587	
2:15	0	0	11		6		17		14:15	0	0	334		410		744	
2:30	0	0	8		9		17		14:30	0	0	342		419		761	
2:45	0	0	8	34	6	33	14	67	14:45	0	0	322	1263	453	1604	775	2867
3:00	0	0	11		5		16		15:00	0	0	348		434		782	
3:15	0	0	11		5		16		15:15	0	0	342		479		821	
3:30	0	0	23		10		33		15:30	0	0	391		443		834	
3:45	0	0	23	68	9	29	32	97	15:45	0	0	348	1429	440	1796	788	3225
4:00	0	0	14		9		23		16:00	0	0	342		471		813	
4:15	0	0	35		13		48		16:15	0	0	276		506		782	
4:30	0	0	44		16		60		16:30	0	0	361		495		856	
4:45	0	0	110	203	21	59	131	262	16:45	0	0	361	1340	496	1968	857	3308
5:00	0	0	85		19		104		17:00	0	0	352		490		842	
5:15	0	0	105		49		154		17:15	0	0	396		508		904	
5:30	0	0	123		95		218		17:30	0	0	421		527		948	
5:45	0	0	145	458	118	281	263	739	17:45	0	0	387	1556	500	2025	887	3581
6:00	0	0	206		149		355		18:00	0	0	374		481		855	
6:15	0	0	240		172		412		18:15	0	0	395		524		919	
6:30	0	0	274		157		431		18:30	0	0	293		406		699	
6:45	0	0	402	1122	145	623	547	1745	18:45	0	0	273	1335	361	1772	634	3107
7:00	0	0	410		213		623		19:00	0	0	278		337		615	
7:15	0	0	515		295		810		19:15	0	0	283		355		638	
7:30	0	0	454		344		798		19:30	0	0	202		286		488	
7:45	0	0	450	1829	307	1159	757	2988	19:45	0	0	161	924	226	1204	387	2128
8:00	0	0	484		352		836		20:00	0	0	191		235		426	
8:15	0	0	464		379		843		20:15	0	0	136		238		374	
8:30	0	0	401		375		776		20:30	0	0	131		222		353	
8:45	0	0	455	1804	320	1426	775	3230	20:45	0	0	152	610	140	835	292	1445
9:00	0	0	459		318		777		21:00	0	0	115		167		282	
9:15	0	0	458		319		777		21:15	0	0	128		163		291	
9:30	0	0	441		307		748		21:30	0	0	120		155		275	
9:45	0	0	379	1737	253	1197	632	2934	21:45	0	0	91	454	77	562	168	1016
10:00	0	0	300		251		551		22:00	0	0	69		94		163	
10:15	0	0	335		255		590		22:15	0	0	80		84		164	
10:30	0	0	310		234		544		22:30	0	0	51		85		136	
10:45	0	0	292	1237	257	997	549	2234	22:45	0	0	40	240	93	356	133	596
11:00	0	0	307		258		565		23:00	0	0	29		54		83	
11:15	0	0	273		292		565		23:15	0	0	40		45		85	
11:30	0	0	269		263		532		23:30	0	0	19		44		63	
11:45	0	0	287	1136	272	1085	559	2221	23:45	0	0	24	112	25	168	49	280
TOTALS				9719		6988		16707	TOTALS				11353		14800		26153
SPLIT %				58.2%		41.8%		39.0%	SPLIT %				43.4%		56.6%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,072	21,788	42,860

AM Peak Hour			7:15	8:00	7:30	PM Peak Hour		17:15	17:30	17:30
AM Pk Volume			1903	1426	3234	PM Pk Volume		1578	2032	3609
Pk Hr Factor			0.924	0.941	0.959	Pk Hr Factor		0.937	0.964	0.952
7 - 9 Volume	0	0	3633	2585	6218	4 - 6 Volume	0	0	2896	3993	6889
7 - 9 Peak Hour			7:15	8:00	7:30	4 - 6 Peak Hour		17:00	17:00	17:00
7 - 9 Pk Volume	0	0	1903	1426	3234	4 - 6 Pk Volume	0	0	1556	2025	3581
Pk Hr Factor	0.000	0.000	0.924	0.941	0.959	Pk Hr Factor	0.000	0.000	0.924	0.961	0.944

Prepared by Nationwide Traffic Data

Project #: MD24_630003_003 **City:** Bethesda

Location: River Rd/SR 190 Bet Royal Dominion Dr & **Date:** 10/8/2024

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	4	8	5	4	0	0	0	0	0	0	21
0:15	0	0	0	1	4	3	3	1	0	0	0	0	0	12
0:30	0	0	1	1	4	6	3	1	1	0	0	0	0	17
0:45	0	0	0	3	1	3	2	0	0	0	0	0	0	9
1:00	0	0	0	1	2	3	1	0	1	0	0	0	0	8
1:15	0	0	0	2	4	2	0	1	0	0	0	0	0	9
1:30	0	0	0	0	5	3	0	0	0	0	0	0	0	8
1:45	0	0	1	0	4	0	0	0	1	0	0	0	0	6
2:00	4	0	0	3	6	0	0	0	0	0	0	0	0	13
2:15	0	0	0	1	3	3	0	0	0	0	0	0	0	7
2:30	0	1	0	0	1	0	3	0	0	0	0	0	0	5
2:45	0	1	0	1	0	2	3	0	1	0	0	0	0	8
3:00	0	0	1	1	0	0	4	1	0	0	0	0	0	7
3:15	0	0	0	0	2	5	1	0	0	0	0	0	0	8
3:30	0	1	0	0	5	3	2	1	0	0	0	0	0	12
3:45	1	0	1	0	4	6	1	2	0	0	0	0	0	15
4:00	2	1	2	2	4	8	1	0	0	0	0	0	0	20
4:15	0	0	0	6	13	14	5	2	0	0	0	0	0	40
4:30	0	1	1	0	15	14	8	5	0	0	0	0	0	44
4:45	0	1	2	5	11	20	16	6	3	0	0	0	0	64
5:00	0	0	0	2	16	29	7	3	1	0	0	0	0	58
5:15	0	0	0	4	20	44	19	6	0	0	0	0	0	93
5:30	0	0	1	8	41	66	22	2	0	0	0	0	0	140
5:45	1	2	0	18	56	69	19	6	4	0	0	0	0	175
6:00	0	2	1	12	52	83	33	6	0	0	0	0	0	189
6:15	0	0	1	5	80	110	31	5	0	0	0	0	0	232
6:30	1	2	1	36	126	107	13	3	0	0	0	0	0	289
6:45	0	6	3	68	173	99	33	9	0	0	0	0	0	391
7:00	1	37	35	95	132	76	11	2	0	0	0	0	0	389
7:15	1	3	39	148	190	101	16	2	0	0	0	0	0	500
7:30	26	48	45	161	147	38	7	3	0	0	0	0	0	475
7:45	64	71	94	154	81	16	2	0	0	0	0	0	0	482
8:00	25	61	79	137	94	46	7	2	0	0	0	0	0	451
8:15	13	52	97	161	124	31	1	0	0	0	0	0	0	479
8:30	17	43	95	143	114	31	4	0	0	0	0	0	0	447
8:45	1	9	49	164	177	45	3	2	0	0	0	0	0	450
9:00	99	89	49	171	74	12	2	2	0	0	0	0	0	498
9:15	113	106	98	77	41	3	3	0	0	0	0	0	0	441
9:30	7	10	16	32	106	88	23	5	0	0	0	0	0	287
9:45	1	0	7	36	127	90	18	3	1	0	0	0	0	283
10:00	1	0	4	50	140	83	23	4	0	0	0	0	0	305
10:15	0	1	4	16	83	99	44	11	2	0	0	0	0	260
10:30	1	2	4	30	142	83	26	7	0	0	0	0	0	295
10:45	0	2	24	66	116	65	11	1	0	0	0	0	0	285
11:00	1	3	16	68	110	71	10	5	0	0	0	0	0	284
11:15	1	6	21	74	108	57	11	3	1	0	0	0	0	282
11:30	0	0	9	47	119	87	20	6	0	0	0	0	0	288
11:45	0	1	3	37	129	81	17	5	1	0	0	0	0	274
12:00 PM	0	1	1	28	92	94	32	7	0	0	0	0	0	255
12:15	0	6	12	38	89	90	18	3	0	0	0	0	0	256
12:30	0	3	4	79	114	87	16	4	0	0	0	0	0	307
12:45	3	3	2	43	93	76	27	6	1	0	0	0	0	254
13:00	2	0	4	42	133	71	15	1	0	0	0	0	0	268
13:15	1	2	19	57	115	41	17	4	1	0	0	0	0	257
13:30	4	1	17	64	105	57	23	5	0	0	0	0	0	276
13:45	14	1	3	40	93	74	26	8	0	0	0	0	0	259
14:00	12	1	3	43	112	74	17	7	0	0	0	0	0	269
14:15	17	0	4	53	110	66	25	5	2	0	0	0	0	282
14:30	28	0	3	69	113	88	17	9	2	0	0	0	0	329
14:45	23	0	7	64	85	81	18	4	0	0	0	0	0	282
15:00	33	2	22	89	114	85	19	6	1	0	0	0	0	371
15:15	40	5	49	104	120	86	8	2	0	0	0	0	0	414
15:30	24	6	13	86	135	86	23	7	1	0	0	0	0	381
15:45	8	9	55	145	137	42	4	3	0	0	0	0	0	403
16:00	24	28	80	153	122	32	7	1	1	0	0	0	0	448
16:15	5	0	4	93	157	62	16	3	0	0	0	0	0	340
16:30	14	8	40	116	162	51	14	4	0	0	0	0	0	409
16:45	1	0	6	70	127	101	19	4	0	0	0	0	0	328
17:00	1	0	22	125	142	81	8	0	0	0	0	0	0	379
17:15	0	2	25	97	183	79	6	3	0	0	0	0	0	395
17:30	0	1	11	126	167	75	10	3	0	0	0	0	0	393
17:45	0	4	30	162	158	69	7	2	0	0	0	0	0	432
18:00	0	2	40	133	189	76	7	0	0	0	0	0	0	447
18:15	13	13	26	93	136	84	19	5	0	0	0	0	0	389
18:30	10	10	21	68	101	62	15	4	0	0	0	0	0	291
18:45	10	10	19	64	95	58	14	3	0	0	0	0	0	273
19:00	10	10	20	66	98	60	15	4	0	0	0	0	0	283
19:15	10	10	20	66	98	60	15	4	0	0	0	0	0	283
19:30	7	7	14	47	70	43	10	3	0	0	0	0	0	201
19:45	6	6	11	37	55	33	8	2	0	0	0	0	0	158
20:00	7	7	14	46	68	42	10	2	0	0	0	0	0	196
20:15	5	5	10	32	47	29	7	2	0	0	0	0	0	137
20:30	5	5	9	31	45	28	7	2	0	0	0	0	0	132
20:45	5	5	11	35	53	32	8	2	0	0	0	0	0	151
21:00	4	4	8	27	40	24	6	1	0	0	0	0	0	114
21:15	5	5	9	30	44	27	7	2	0	0	0	0	0	129
21:30	4	4	9	28	42	25	6	2	0	0	0	0	0	120
21:45	3	3	7	22	33	20	5	1	0	0	0	0	0	94
22:00	2	2	5	15	22	14	3	1	0	0	0	0	0	64
22:15	0	1	1	10	13	12	5	0	0	0	0	0	0	42
22:30	0	0	0	3	11	12	10	3	0	0	0	0	0	39
22:45	0	0	0	1	14	13	7	0	0	0	0	0	0	35
23:00	0	0	0	2	7	11	7	0	0	0	0	0	0	27
23:15	0	1	0	4	7	8	2	0	0	0	0	0	0	22
23:30	0	0	2	4	7	10	4	0	0	0	0	0	0	27
23:45	0	0	0	3	11	8	3	1	0	0	0	0	0	25
Totals	741	755	1496	4903	7298	4449	1085	268	26					21021
% of Totals	4%	4%	7%	23%	35%	21%	5%	1%	0%					100%

AM Volumes	381	562	804	2051	3014	1910	493	123	17	0	0	0	0	9355
% AM	2%	3%	4%	10%	14%	9%	2%	1%	0%					45%
AM Peak Hour	8:30	8:30	7:45	8:15	6:45	6:00	9:45	9:45	5:00					7:15
Volume	230	247	365	639	642	399	111	25	5					1908
PM Volumes	360	193	692	2852	4284	2539	592	145	9	0	0	0	0	11666
% PM	2%	1%	3%	14%	20%	12%	3%	1%	0%					55%
PM Peak Hour	14:30	15:15	15:15	17:15	17:15	12:00	12:00	13:45	14:15					17:15
Volume	124	48	197	518	697	347	93	29	5					1667

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume	%	Volume	%	Volume	%	Volume	%
	3673	17%	2132	10%	3124	15%	12092	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	25	32	31	38	42	21021
River Rd/SR 190	West Bound	14	28	26	37	42	21540

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	2	1	5	5	4	0	0	0	0	0	0	17
0:15	0	1	0	1	2	5	8	1	0	0	0	0	0	18
0:30	0	0	0	1	4	4	3	2	2	0	0	0	0	16
0:45	0	0	1	3	6	4	3	0	0	0	0	0	0	17
1:00	0	0	0	0	4	3	4	2	1	0	0	0	0	14
1:15	0	0	0	0	2	5	1	0	1	0	0	0	0	9
1:30	0	0	1	0	6	1	0	1	0	1	0	0	0	10
1:45	0	0	0	2	2	3	2	0	0	0	0	0	0	9
2:00	0	0	0	0	4	0	2	3	0	0	0	0	0	9
2:15	0	0	0	1	2	0	3	0	0	0	0	0	0	6
2:30	0	0	0	0	3	0	2	1	0	1	0	0	0	7
2:45	0	0	0	0	3	3	0	0	1	0	0	0	0	7
3:00	0	0	0	0	1	1	1	1	0	1	0	0	0	5
3:15	3	0	0	0	1	1	0	1	0	0	0	0	0	6
3:30	0	0	0	0	2	3	2	0	0	0	0	0	0	7
3:45	0	1	0	0	1	1	0	1	0	0	0	0	0	4
4:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
4:15	0	0	0	1	2	3	6	2	0	1	0	0	0	15
4:30	0	0	1	0	5	4	8	2	0	0	0	0	0	20
4:45	0	0	0	1	7	9	6	2	1	2	0	0	0	28
5:00	0	0	0	3	3	9	5	1	4	2	0	0	0	27
5:15	0	0	1	4	12	7	14	3	2	0	0	0	0	43
5:30	0	0	0	2	8	15	9	2	3	1	0	0	0	40
5:45	0	1	0	5	16	23	11	2	1	1	0	0	0	60
6:00	0	0	1	3	16	25	14	4	4	2	0	0	0	69
6:15	1	0	4	4	18	31	19	8	1	1	0	0	0	87
6:30	0	1	5	7	30	42	30	4	1	1	0	0	0	121
6:45	0	0	0	9	45	47	28	2	1	1	0	0	0	133
7:00	0	7	18	45	53	27	12	1	1	1	0	0	0	165
7:15	17	10	27	65	122	59	16	1	0	0	0	0	0	317
7:30	56	52	73	57	90	41	5	0	0	0	0	0	0	374
7:45	27	25	27	87	103	54	10	1	0	0	0	0	0	334
8:00	34	68	77	93	91	11	1	0	0	0	0	0	0	375
8:15	10	8	67	91	116	61	10	0	2	0	0	0	0	365
8:30	11	13	61	87	113	62	22	2	1	0	0	0	0	372
8:45	152	120	93	15	6	0	0	0	0	0	0	0	0	386
9:00	135	118	52	39	15	2	0	0	0	0	0	0	0	361
9:15	31	14	27	53	141	62	10	1	2	0	0	0	0	341
9:30	2	14	13	30	132	88	16	3	0	0	0	0	0	298
9:45	5	11	24	44	95	71	30	3	0	0	0	0	0	283
10:00	5	2	8	36	94	84	23	4	2	1	0	0	0	259
10:15	9	3	3	34	102	95	36	4	0	0	0	0	0	286
10:30	0	0	14	78	122	77	37	1	0	0	0	0	0	329
10:45	1	1	12	34	86	66	35	4	0	0	0	0	0	239
11:00	2	1	10	35	100	79	26	4	0	1	0	0	0	258
11:15	0	10	17	24	79	80	45	3	0	0	0	0	0	258
11:30	2	3	6	41	94	110	38	6	1	1	0	0	0	302
11:45	0	1	9	43	105	86	40	2	0	0	0	0	0	286
12:00 PM	0	1	9	40	119	94	27	5	1	0	0	0	0	296
12:15	14	15	19	64	104	77	21	4	0	0	0	0	0	318
12:30	0	6	20	47	129	94	22	4	0	0	0	0	0	322
12:45	0	0	6	38	110	90	54	11	2	2	0	0	0	313
13:00	59	38	43	76	88	29	12	0	1	0	0	0	0	346
13:15	3	12	26	60	103	78	26	4	1	0	0	0	0	313
13:30	1	8	18	80	129	68	26	4	1	0	0	0	0	335
13:45	0	3	20	54	116	79	30	3	1	0	0	0	0	306
14:00	12	19	29	63	158	99	19	1	1	0	0	0	0	401
14:15	46	44	111	98	127	56	7	1	0	0	0	0	0	490
14:30	32	99	89	109	69	53	9	0	0	0	0	0	0	460
14:45	36	68	85	166	96	18	0	0	1	0	0	0	0	470
15:00	30	44	54	137	144	43	6	0	0	0	0	0	0	458
15:15	141	97	168	103	8	1	0	0	0	0	0	0	0	518
15:30	130	170	125	34	3	0	0	0	0	0	0	0	0	462
15:45	171	125	86	61	15	1	0	0	0	0	0	0	0	459
16:00	202	151	66	18	5	0	0	0	0	0	0	0	0	442
16:15	221	142	71	14	3	0	0	0	0	0	0	0	0	451
16:30	206	136	100	16	1	1	0	0	0	0	0	0	0	460
16:45	167	118	144	75	5	0	0	0	0	0	0	0	0	509
17:00	181	179	106	23	4	0	0	0	0	0	0	0	0	493
17:15	204	56	48	19	2	0	0	0	0	0	0	0	0	329
17:30	246	81	40	21	1	0	0	0	0	0	0	0	0	389
17:45	244	62	49	20	5	1	0	0	0	0	0	0	0	381
18:00	189	42	43	52	76	51	19	3	1	0	0	0	0	476
18:15	94	63	65	78	115	77	29	4	1	1	0	0	0	527
18:30	72	48	50	59	88	59	22	3	1	0	0	0	0	402
18:45	64	43	45	53	79	53	20	3	1	0	0	0	0	361
19:00	60	40	41	49	73	49	19	3	1	0	0	0	0	335
19:15	62	42	43	52	77	52	20	3	1	0	0	0	0	352
19:30	50	33	35	41	61	41	16	2	1	0	0	0	0	280
19:45	40	27	28	33	49	33	12	2	1	0	0	0	0	225
20:00	41	28	29	34	51	34	13	2	1	0	0	0	0	233
20:15	40	27	28	34	50	34	13	2	1	0	0	0	0	229
20:30	39	26	27	32	48	32	12	2	1	0	0	0	0	219
20:45	26	17	18	21	31	21	8	1	0	0	0	0	0	143
21:00	29	19	20	24	35	24	9	1	0	0	0	0	0	161
21:15	27	18	19	22	33	22	8	1	0	0	0	0	0	150
21:30	26	18	18	22	32	22	8	1	0	0	0	0	0	147
21:45	15	15	19	20	21	12	5	1	0	0	0	0	0	108
22:00	8	6	6	15	28	26	14	1	1	0	0	0	0	105
22:15	1	0	2	13	34	26	19	0	2	0	0	0	0	97
22:30	0	0	0	7	12	31	16	6	1	0	0	0	0	73
22:45	0	0	0	5	9	18	10	4	1	0	0	0	0	47
23:00	0	0	0	3	11	18	9	1	0	0	0	0	0	42
23:15	0	1	2	1	13	14	13	2	0	0	0	0	0	46
23:30	0	0	0	3	3	10	3	2	1	1	0	0	0	23
23:45	0	0	0	0	17	15	9	2	1	0	0	0	0	44
Totals	3732	2672	2724	3188	4661	3125	1182	174	59	23				21540
% of Totals	17%	12%	13%	15%	22%	15%	5%	1%	0%	0%				100%

AM Volumes	503	485	654	1079	2071	1469	597	85	32	19	0	0	0	6994
% AM	2%	2%	3%	5%	10%	7%	3%	0%	0%	0%				32%
AM Peak Hour	8:30	8:45	8:00	7:45	9:15	11:15	11:15	5:45	4:45	4:15				8:00
Volume	329	266	298	358	462	370	150	18	10	5				1498
PM Volumes	3229	2187	2070	2109	2590	1656	585	89	27	4	0	0	0	14546
% PM	15%	10%	10%	10%	12%	8%	3%	0%	0%	0%				68%
PM Peak Hour	17:15	15:30	15:15	14:30	13:30	12:00	12:00	12:00	12:45	12:00				16:15
Volume	883	588	445	515	530	355	124	24	5	2				1913

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 2688	% 12%	Volume 2549	% 12%	Volume 3454	% 16%	Volume 12849	% 60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	25	32	31	38	42	21021
River Rd/SR 190	West Bound	14	28	26	37	42	21540

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	2	5	13	10	8	0	0	0	0	0	0	38
0:15	0	1	0	2	6	8	11	2	0	0	0	0	0	30
0:30	0	0	1	2	8	10	6	3	3	0	0	0	0	33
0:45	0	0	1	6	7	7	5	0	0	0	0	0	0	26
1:00	0	0	0	1	6	6	5	2	2	0	0	0	0	22
1:15	0	0	0	2	6	7	1	1	1	0	0	0	0	18
1:30	0	0	1	0	11	4	0	1	0	1	0	0	0	18
1:45	0	0	1	2	6	3	2	0	1	0	0	0	0	15
2:00	4	0	0	3	10	0	2	3	0	0	0	0	0	22
2:15	0	0	0	2	5	3	3	0	0	0	0	0	0	13
2:30	0	1	0	0	4	0	5	1	0	1	0	0	0	12
2:45	0	1	0	1	3	5	3	0	2	0	0	0	0	15
3:00	0	0	1	1	1	1	5	2	0	1	0	0	0	12
3:15	3	0	0	0	3	6	1	1	0	0	0	0	0	14
3:30	0	1	0	0	7	6	4	1	0	0	0	0	0	19
3:45	1	1	1	0	5	7	1	3	0	0	0	0	0	19
4:00	2	1	2	2	6	8	1	0	0	0	0	0	0	22
4:15	0	0	0	7	15	17	11	4	0	1	0	0	0	55
4:30	0	1	2	0	20	18	16	7	0	0	0	0	0	64
4:45	0	1	2	6	18	29	22	8	4	2	0	0	0	92
5:00	0	0	0	5	19	38	12	4	5	2	0	0	0	85
5:15	0	0	1	8	32	51	33	9	2	0	0	0	0	136
5:30	0	0	1	10	49	81	31	4	3	1	0	0	0	180
5:45	1	3	0	23	72	92	30	8	5	1	0	0	0	235
6:00	0	2	2	15	68	108	47	10	4	2	0	0	0	258
6:15	1	0	5	9	98	141	50	13	1	1	0	0	0	319
6:30	1	3	6	43	156	149	43	7	1	1	0	0	0	410
6:45	0	6	3	77	218	146	61	11	1	1	0	0	0	524
7:00	1	44	53	140	185	103	23	3	1	1	0	0	0	554
7:15	18	13	66	213	312	160	32	3	0	0	0	0	0	817
7:30	82	100	118	218	237	79	12	3	0	0	0	0	0	849
7:45	91	96	121	241	184	70	12	1	0	0	0	0	0	816
8:00	59	129	156	230	185	57	8	2	0	0	0	0	0	826
8:15	23	60	164	252	240	92	11	0	2	0	0	0	0	844
8:30	28	56	156	230	227	93	26	2	1	0	0	0	0	819
8:45	153	129	142	179	183	45	3	2	0	0	0	0	0	836
9:00	234	207	101	210	89	14	2	2	0	0	0	0	0	859
9:15	144	120	125	130	182	65	13	1	2	0	0	0	0	782
9:30	9	24	29	62	238	176	39	8	0	0	0	0	0	585
9:45	6	11	31	80	222	161	48	6	1	0	0	0	0	566
10:00	6	2	12	86	234	167	46	8	2	1	0	0	0	564
10:15	9	4	7	50	185	194	80	15	2	0	0	0	0	546
10:30	1	2	18	108	264	160	63	8	0	0	0	0	0	624
10:45	1	3	36	100	202	131	46	5	0	0	0	0	0	524
11:00	3	4	26	103	210	150	36	9	0	1	0	0	0	542
11:15	1	16	38	98	187	137	56	6	1	0	0	0	0	540
11:30	2	3	15	88	213	197	58	12	1	1	0	0	0	590
11:45	0	2	12	80	234	167	57	7	1	0	0	0	0	560
12:00 PM	0	2	10	68	211	188	59	12	1	0	0	0	0	551
12:15	14	21	31	102	193	167	39	7	0	0	0	0	0	574
12:30	0	9	24	126	243	181	38	8	0	0	0	0	0	629
12:45	3	3	8	81	203	166	81	17	3	2	0	0	0	567
13:00	61	38	47	118	221	100	27	1	1	0	0	0	0	614
13:15	4	14	45	117	218	119	43	8	2	0	0	0	0	570
13:30	5	9	35	144	234	125	49	9	1	0	0	0	0	611
13:45	14	4	23	94	209	153	56	11	1	0	0	0	0	565
14:00	24	20	32	106	270	173	36	8	1	0	0	0	0	670
14:15	63	44	115	151	237	122	32	6	2	0	0	0	0	772
14:30	60	99	92	178	182	141	26	9	2	0	0	0	0	789
14:45	59	68	92	230	181	99	18	4	1	0	0	0	0	752
15:00	63	46	76	226	258	128	25	6	1	0	0	0	0	829
15:15	181	102	217	207	128	87	8	2	0	0	0	0	0	932
15:30	154	176	138	120	138	86	23	7	1	0	0	0	0	843
15:45	179	134	141	206	152	43	4	3	0	0	0	0	0	862
16:00	226	179	146	171	127	32	7	1	1	0	0	0	0	890
16:15	226	142	75	107	160	62	16	3	0	0	0	0	0	791
16:30	220	144	140	132	163	52	14	4	0	0	0	0	0	869
16:45	168	118	150	145	132	101	19	4	0	0	0	0	0	837
17:00	182	179	128	148	146	81	8	0	0	0	0	0	0	872
17:15	204	58	73	116	185	79	6	3	0	0	0	0	0	724
17:30	246	82	51	147	168	75	10	3	0	0	0	0	0	782
17:45	244	66	79	182	163	70	7	2	0	0	0	0	0	813
18:00	189	44	83	185	265	127	26	3	1	0	0	0	0	923
18:15	107	76	91	171	251	161	48	9	1	1	0	0	0	916
18:30	82	58	71	127	189	121	37	7	1	0	0	0	0	693
18:45	74	53	64	117	174	111	34	6	1	0	0	0	0	634
19:00	70	50	61	115	171	109	34	7	1	0	0	0	0	618
19:15	72	52	63	118	175	112	35	7	1	0	0	0	0	635
19:30	57	40	49	88	131	84	26	5	1	0	0	0	0	481
19:45	46	33	39	70	104	66	20	4	1	0	0	0	0	383
20:00	48	35	43	80	119	76	23	4	1	0	0	0	0	429
20:15	45	32	38	66	97	63	20	4	1	0	0	0	0	366
20:30	44	31	36	63	93	60	19	4	1	0	0	0	0	351
20:45	31	22	29	56	84	53	16	3	0	0	0	0	0	294
21:00	33	23	28	51	75	48	15	2	0	0	0	0	0	275
21:15	32	23	28	52	77	49	15	3	0	0	0	0	0	279
21:30	30	22	27	50	74	47	14	3	0	0	0	0	0	267
21:45	18	18	26	42	54	32	10	2	0	0	0	0	0	202
22:00	10	8	11	30	50	40	17	2	1	0	0	0	0	169
22:15	1	1	3	23	47	38	24	0	2	0	0	0	0	139
22:30	0	0	0	10	23	43	26	9	1	0	0	0	0	112
22:45	0	0	0	6	23	31	17	4	1	0	0	0	0	82
23:00	0	0	0	5	18	29	16	1	0	0	0	0	0	69
23:15	0	2	2	5	20	22	15	2	0	0	0	0	0	68
23:30	0	0	2	7	10	20	7	2	1	1	0	0	0	50
23:45	0	0	0	2	28	23	12	3	1	0	0	0	0	69
Totals	4473	3427	4220	8091	11959	7574	2267	442	85	23				42581
% of Totals	11%	8%	10%	19%	28%	18%	5%	1%	0%	0%				100%

AM Volumes	884	1047	1458	3130	5085	3379	1090	208	49	19	0	0	0	16349
% AM	2%	2%	3%	7%	12%	8%	3%	0%	0%	0%				38%
AM Peak Hour	8:30	8:30	8:00	7:45	6:45	11:30	9:45	6:00	5:00	4:15				8:15
Volume	559	512	618	953	952	719	237	41	15	5				3358
PM Volumes	3589	2380	2762	4961	6874	4195	1177	234	36	4	0	0	0	26212
% PM	8%	6%	6%	12%	16%	10%	3%	1%	0%	0%				62%
PM Peak Hour	17:15	15:30	15:15	14:30	13:30	12:00	12:00	12:00	12:45	12:00				15:15
Volume	883	631	642	841	950	702	217	44	7	2				3527

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	6361		15%	4681		11%	6578		15%	24941		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	18	30	29	38	42	42561

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	9	17	17	12	2	1	0	0	0	0	**59**
1:00	0	0	1	3	15	8	1	1	2	0	0	0	0	**31**
2:00	4	2	0	5	10	5	6	0	1	0	0	0	0	**33**
3:00	1	1	2	1	11	14	8	4	0	0	0	0	0	**42**
4:00	2	3	5	13	43	56	30	13	3	0	0	0	0	**168**
5:00	1	2	1	32	133	208	67	17	5	0	0	0	0	**466**
6:00	1	10	6	121	431	399	110	23	0	0	0	0	0	**1101**
7:00	92	159	213	558	550	231	36	7	0	0	0	0	0	**1846**
8:00	56	165	320	605	509	153	15	4	0	0	0	0	0	**1827**
9:00	220	205	170	316	348	193	46	10	1	0	0	0	0	**1509**
10:00	2	5	36	162	481	330	104	23	2	0	0	0	0	**1145**
11:00	2	10	49	226	466	296	58	19	2	0	0	0	0	**1128**
12:00 PM	3	13	19	188	388	347	93	20	1	0	0	0	0	**1072**
13:00	21	4	43	203	446	243	81	18	1	0	0	0	0	**1060**
14:00	80	1	17	229	420	309	77	25	4	0	0	0	0	**1162**
15:00	105	22	139	424	506	299	54	18	2	0	0	0	0	**1569**
16:00	44	36	130	432	568	246	56	12	1	0	0	0	0	**1525**
17:00	1	7	88	510	650	304	31	8	0	0	0	0	0	**1599**
18:00	33	35	106	358	521	280	55	12	0	0	0	0	0	**1400**
19:00	33	33	65	216	321	196	48	13	0	0	0	0	0	**925**
20:00	22	22	44	144	213	131	32	8	0	0	0	0	0	**616**
21:00	16	16	33	107	159	96	24	6	0	0	0	0	0	**457**
22:00	2	3	6	29	60	51	25	4	0	0	0	0	0	**180**
23:00	0	1	2	12	32	37	16	1	0	0	0	0	0	**101**
Totals	**741**	**755**	**1496**	**4903**	**7298**	**4449**	**1085**	**268**	**26**					**21021**
% of Totals	4%	4%	7%	23%	35%	21%	5%	1%	0%					100%

AM Volumes	381	562	804	2051	3014	1910	493	123	17	0	0	0	0	9355
% AM	2%	3%	4%	10%	14%	9%	2%	1%	0%					45%
AM Peak Hour	9:00	9:00	8:00	8:00	7:00	6:00	6:00	6:00	5:00					7:00
Volume	220	205	320	605	550	399	110	23	5					1846
PM Volumes	360	193	692	2852	4284	2539	592	145	9	0	0	0	0	11666
% PM	2%	1%	3%	14%	20%	12%	3%	1%	0%					55%
PM Peak Hour	15:00	16:00	15:00	17:00	17:00	12:00	12:00	14:00	14:00					17:00
Volume	105	36	139	510	650	347	93	25	4					1599

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	3673		17%	2132		10%	3124		15%	12092		58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	25	32	31	38	42	21021
River Rd/SR 190	West Bound	14	28	26	37	42	21540

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	3	6	17	18	18	3	2	0	0	0	0	**68**
1:00	0	0	1	2	14	12	7	3	2	1	0	0	0	**42**
2:00	0	0	0	1	12	3	7	4	1	1	0	0	0	**29**
3:00	3	1	0	0	5	6	3	3	0	1	0	0	0	**22**
4:00	0	0	1	2	16	16	20	6	1	3	0	0	0	**65**
5:00	0	1	1	14	39	54	39	8	10	4	0	0	0	**170**
6:00	1	1	10	23	109	145	91	18	7	5	0	0	0	**410**
7:00	100	94	145	254	368	181	43	3	1	1	0	0	0	**1190**
8:00	207	209	298	286	326	134	33	2	3	0	0	0	0	**1498**
9:00	173	157	116	166	383	223	56	7	2	0	0	0	0	**1283**
10:00	15	6	37	182	404	322	131	13	2	1	0	0	0	**1113**
11:00	4	15	42	143	378	355	149	15	1	2	0	0	0	**1104**
12:00 PM	14	22	54	189	462	355	124	24	3	2	0	0	0	**1249**
13:00	63	61	107	270	436	254	94	11	4	0	0	0	0	**1300**
14:00	126	230	314	436	450	226	35	2	2	0	0	0	0	**1821**
15:00	472	436	433	335	170	45	6	0	0	0	0	0	0	**1897**
16:00	796	547	381	123	14	1	0	0	0	0	0	0	0	**1862**
17:00	875	378	243	83	12	1	0	0	0	0	0	0	0	**1592**
18:00	419	196	203	242	358	240	90	13	4	1	0	0	0	**1766**
19:00	212	142	147	175	260	175	67	10	4	0	0	0	0	**1192**
20:00	146	98	102	121	180	121	46	7	3	0	0	0	0	**824**
21:00	97	70	76	88	121	80	30	4	0	0	0	0	0	**566**
22:00	9	6	8	40	83	101	59	11	5	0	0	0	0	**322**
23:00	0	1	2	7	44	57	34	7	2	1	0	0	0	**155**
Totals	**3732**	**2672**	**2724**	**3188**	**4661**	**3125**	**1182**	**174**	**59**	**23**				**21540**
% of Totals	17%	12%	13%	15%	22%	15%	5%	1%	0%	0%				100%

AM Volumes	503	485	654	1079	2071	1469	597	85	32	19	0	0	0	6994
% AM	2%	2%	3%	5%	10%	7%	3%	0%	0%	0%				32%
AM Peak Hour	8:00	8:00	8:00	8:00	10:00	11:00	11:00	6:00	5:00	6:00				8:00
Volume	207	209	298	286	404	355	149	18	10	5				1498
PM Volumes	3229	2187	2070	2109	2590	1656	585	89	27	4	0	0	0	14546
% PM	15%	10%	10%	10%	12%	8%	3%	0%	0%	0%				68%
PM Peak Hour	17:00	16:00	15:00	14:00	12:00	12:00	12:00	12:00	22:00	12:00				15:00
Volume	875	547	433	436	462	355	124	24	5	2				1897

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	2688		12%	2549		12%	3454		16%	12849		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	East Bound	25	32	31	38	42	21021
River Rd/SR 190	West Bound	14	28	26	37	42	21540

Prepared by Nationwide Traffic Data

SPEED

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	4	15	34	35	30	5	3	0	0	0	0	**127**
1:00	0	0	2	5	29	20	8	4	4	1	0	0	0	**73**
2:00	4	2	0	6	22	8	13	4	2	1	0	0	0	**62**
3:00	4	2	2	1	16	20	11	7	0	1	0	0	0	**64**
4:00	2	3	6	15	59	72	50	19	4	3	0	0	0	**233**
5:00	1	3	2	46	172	262	106	25	15	4	0	0	0	**636**
6:00	2	11	16	144	540	544	201	41	7	5	0	0	0	**1511**
7:00	192	253	358	812	918	412	79	10	1	1	0	0	0	**3036**
8:00	263	374	618	891	835	287	48	6	3	0	0	0	0	**3325**
9:00	393	362	286	482	731	416	102	17	3	0	0	0	0	**2792**
10:00	17	11	73	344	885	652	235	36	4	1	0	0	0	**2258**
11:00	6	25	91	369	844	651	207	34	3	2	0	0	0	**2232**
12:00 PM	17	35	73	377	850	702	217	44	4	2	0	0	0	**2321**
13:00	84	65	150	473	882	497	175	29	5	0	0	0	0	**2360**
14:00	206	231	331	665	870	535	112	27	6	0	0	0	0	**2983**
15:00	577	458	572	759	676	344	60	18	2	0	0	0	0	**3466**
16:00	840	583	511	555	582	247	56	12	1	0	0	0	0	**3387**
17:00	876	385	331	593	662	305	31	8	0	0	0	0	0	**3191**
18:00	452	231	309	600	879	520	145	25	4	1	0	0	0	**3166**
19:00	245	175	212	391	581	371	115	23	4	0	0	0	0	**2117**
20:00	168	120	146	265	393	252	78	15	3	0	0	0	0	**1440**
21:00	113	86	109	195	280	176	54	10	0	0	0	0	0	**1023**
22:00	11	9	14	69	143	152	84	15	5	0	0	0	0	**502**
23:00	0	2	4	19	76	94	50	8	2	1	0	0	0	**256**
Totals	**4473**	**3427**	**4220**	**8091**	**11959**	**7574**	**2267**	**442**	**85**	**23**				**42561**
% of Totals	11%	8%	10%	19%	28%	18%	5%	1%	0%	0%				100%

AM Volumes	884	1047	1458	3130	5085	3379	1090	208	49	19	0	0	0	16349
% AM	2%	2%	3%	7%	12%	8%	3%	0%	0%	0%				38%
AM Peak Hour	9:00	8:00	8:00	8:00	7:00	10:00	10:00	6:00	5:00	6:00				8:00
Volume	393	374	618	891	918	652	235	41	15	5				3325
PM Volumes	3589	2380	2762	4961	6874	4195	1177	234	36	4	0	0	0	26212
% PM	8%	6%	6%	12%	16%	10%	3%	1%	0%	0%				62%
PM Peak Hour	17:00	16:00	15:00	15:00	13:00	12:00	12:00	12:00	14:00	12:00				15:00
Volume	876	583	572	759	882	702	217	44	6	2				3466

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	6361		15%	4681		11%	6578		15%	24941		59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
River Rd/SR 190	Summary	18	30	29	38	42	42561

Prepared by Nationwide Traffic Data

VOLUME

River Rd/SR 190 Bet Royal Dominion Dr & Beech Tree/Nevis Rd (38.988304,-77.147866)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,021	21,540	42,561

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	21		17		38		12:00	0	0	255		296		551	
0:15	0	0	12		18		30		12:15	0	0	256		318		574	
0:30	0	0	17		16		33		12:30	0	0	307		322		629	
0:45	0	0	9	59	17	68	26	127	12:45	0	0	254	1072	313	1249	567	2321
1:00	0	0	8		14		22		13:00	0	0	268		346		614	
1:15	0	0	9		9		18		13:15	0	0	257		313		570	
1:30	0	0	8		10		18		13:30	0	0	276		335		611	
1:45	0	0	6	31	9	42	15	73	13:45	0	0	259	1060	306	1300	565	2360
2:00	0	0	13		9		22		14:00	0	0	269		401		670	
2:15	0	0	7		6		13		14:15	0	0	282		490		772	
2:30	0	0	5		7		12		14:30	0	0	329		460		789	
2:45	0	0	8	33	7	29	15	62	14:45	0	0	282	1162	470	1821	752	2983
3:00	0	0	7		5		12		15:00	0	0	371		458		829	
3:15	0	0	8		6		14		15:15	0	0	414		518		932	
3:30	0	0	12		7		19		15:30	0	0	381		462		843	
3:45	0	0	15	42	4	22	19	64	15:45	0	0	403	1569	459	1897	862	3466
4:00	0	0	20		2		22		16:00	0	0	448		442		890	
4:15	0	0	40		15		55		16:15	0	0	340		451		791	
4:30	0	0	44		20		64		16:30	0	0	409		460		869	
4:45	0	0	64	168	28	65	92	233	16:45	0	0	328	1525	509	1862	837	3387
5:00	0	0	58		27		85		17:00	0	0	379		493		872	
5:15	0	0	93		43		136		17:15	0	0	395		329		724	
5:30	0	0	140		40		180		17:30	0	0	393		389		782	
5:45	0	0	175	466	60	170	235	636	17:45	0	0	432	1599	381	1592	813	3191
6:00	0	0	189		69		258		18:00	0	0	447		476		923	
6:15	0	0	232		87		319		18:15	0	0	389		527		916	
6:30	0	0	289		121		410		18:30	0	0	291		402		693	
6:45	0	0	391	1101	133	410	524	1511	18:45	0	0	273	1400	361	1766	634	3166
7:00	0	0	389		165		554		19:00	0	0	283		335		618	
7:15	0	0	500		317		817		19:15	0	0	283		352		635	
7:30	0	0	475		374		849		19:30	0	0	201		280		481	
7:45	0	0	482	1846	334	1190	816	3036	19:45	0	0	158	925	225	1192	383	2117
8:00	0	0	451		375		826		20:00	0	0	196		233		429	
8:15	0	0	479		365		844		20:15	0	0	137		229		366	
8:30	0	0	447		372		819		20:30	0	0	132		219		351	
8:45	0	0	450	1827	386	1498	836	3325	20:45	0	0	151	616	143	824	294	1440
9:00	0	0	498		361		859		21:00	0	0	114		161		275	
9:15	0	0	441		341		782		21:15	0	0	129		150		279	
9:30	0	0	287		298		585		21:30	0	0	120		147		267	
9:45	0	0	283	1509	283	1283	566	2792	21:45	0	0	94	457	108	566	202	1023
10:00	0	0	305		259		564		22:00	0	0	64		105		169	
10:15	0	0	260		286		546		22:15	0	0	42		97		139	
10:30	0	0	295		329		624		22:30	0	0	39		73		112	
10:45	0	0	285	1145	239	1113	524	2258	22:45	0	0	35	180	47	322	82	502
11:00	0	0	284		258		542		23:00	0	0	27		42		69	
11:15	0	0	282		258		540		23:15	0	0	22		46		68	
11:30	0	0	288		302		590		23:30	0	0	27		23		50	
11:45	0	0	274	1128	286	1104	560	2232	23:45	0	0	25	101	44	155	69	256
TOTALS				9355		6994		**16349**	**TOTALS**				11666		14546		**26212**
SPLIT %				57.2%		42.8%		**38.4%**	**SPLIT %**				44.5%		55.5%		**61.6%**

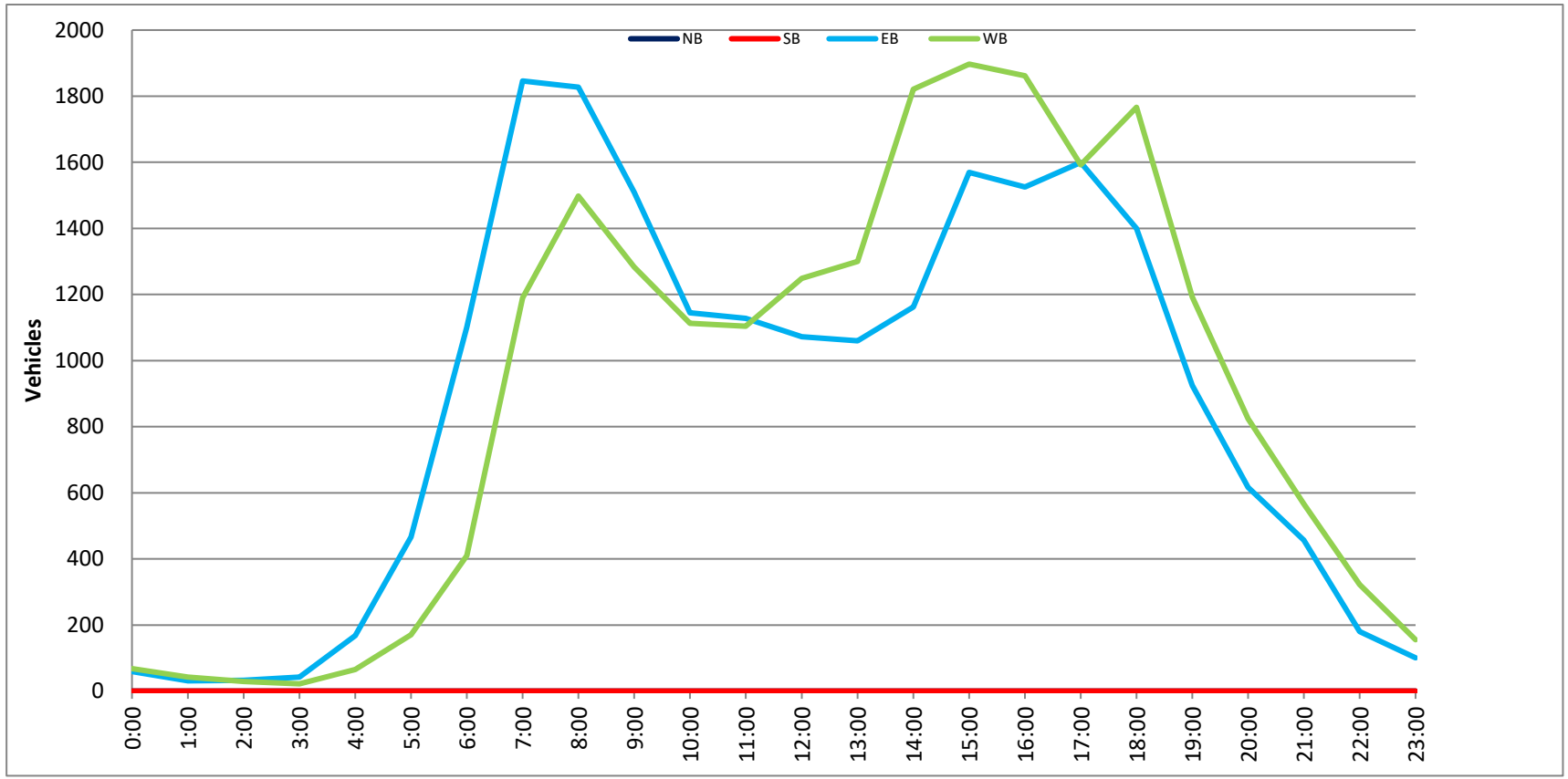
DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	21,021	21,540	42,561

AM Peak Hour			7:15	8:00	**8:15**	**PM Peak Hour**		17:15	16:15	**15:15**
AM Pk Volume			1908	1498	**3358**	**PM Pk Volume**		1667	1913	**3527**
Pk Hr Factor			0.954	0.970	**0.977**	**Pk Hr Factor**		0.932	0.940	**0.946**
7 - 9 Volume	0	0	3673	2688	**6361**	**4 - 6 Volume**	0	0	3124	3454	**6578**
7 - 9 Peak Hour			7:15	8:00	**7:30**	**4 - 6 Peak Hour**		17:00	16:15	**16:00**
7 - 9 Pk Volume	0	0	1908	1498	**3335**	**4 - 6 Pk Volume**	0	0	1599	1913	**3387**
Pk Hr Factor	0.000	0.000	0.954	0.970	**0.982**	**Pk Hr Factor**	0.000	0.000	0.925	0.940	**0.951**

Prepared by Nationwide Traffic Data

Project #: MD24_630003_003 **City:** Bethesda

Location: River Rd/SR 190 Bet Royal Dominion Dr & **Date:** 10/9/2024



Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45	0	1	1	2	0	0	0	0	0	0	0	0	0	4
5:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	2	2	0	0	0	0	0	0	0	0	0	5
5:30	0	1	5	1	0	0	0	0	0	0	0	0	0	7
5:45	0	1	0	3	1	0	0	0	0	0	0	0	0	5
6:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15	0	1	1	2	1	0	0	0	0	0	0	0	0	5
6:30	0	0	3	1	0	0	0	0	0	0	0	0	0	4
6:45	0	0	6	3	0	1	0	0	0	0	0	0	0	10
7:00	0	3	9	5	0	0	0	0	0	0	0	0	0	17
7:15	0	2	6	1	2	0	0	0	0	0	0	0	0	11
7:30	0	5	7	0	1	1	0	0	0	0	0	0	0	14
7:45	1	5	16	8	1	0	0	0	0	0	0	0	0	31
8:00	1	3	8	10	1	0	0	0	0	0	0	0	0	23
8:15	0	2	10	6	1	1	0	0	0	0	0	0	0	20
8:30	1	1	8	2	1	0	0	0	0	0	0	0	0	13
8:45	2	3	5	5	1	0	0	0	0	0	0	0	0	16
9:00	0	4	4	4	0	0	0	1	0	0	0	0	0	13
9:15	0	4	6	3	1	1	0	0	0	0	0	0	0	15
9:30	1	2	7	0	5	0	0	0	0	0	0	0	0	15
9:45	0	1	6	7	1	1	0	0	0	0	0	0	0	16
10:00	0	4	5	3	0	0	0	0	0	0	0	0	0	12
10:15	0	0	4	5	2	0	0	0	0	0	0	0	0	11
10:30	0	2	4	8	1	0	0	0	0	0	0	0	0	15
10:45	0	3	8	8	2	0	0	2	0	0	0	0	0	23
11:00	1	4	2	4	2	0	0	1	0	0	0	0	0	14
11:15	0	0	14	7	1	0	0	0	0	0	0	0	0	22
11:30	1	2	13	6	4	0	0	0	0	0	0	0	0	26
11:45	0	1	8	6	1	0	0	0	0	0	0	0	0	16
12:00 PM	1	4	6	5	3	0	1	0	0	0	0	0	0	20
12:15	0	1	5	9	0	1	0	0	0	0	0	0	0	16
12:30	0	0	4	8	4	0	0	0	0	0	0	0	0	16
12:45	1	1	8	12	3	0	1	0	0	0	0	0	0	26
13:00	1	0	4	5	2	0	0	0	0	0	0	0	0	12
13:15	0	1	5	6	2	0	0	0	0	0	0	0	0	14
13:30	0	1	4	4	3	0	0	0	0	0	0	0	0	12
13:45	0	2	6	6	3	0	0	0	0	0	0	0	0	17
14:00	0	1	7	6	0	0	0	0	0	0	0	0	0	14
14:15	0	2	6	5	1	0	0	0	0	0	0	0	0	14
14:30	0	0	6	4	1	2	0	0	0	0	0	0	0	13
14:45	0	0	14	3	1	0	0	0	0	0	0	0	0	18
15:00	0	2	19	10	1	0	0	0	0	0	0	0	0	32
15:15	1	2	12	5	2	0	0	0	0	0	0	0	0	22
15:30	0	2	10	12	1	0	0	0	0	0	0	0	0	25
15:45	0	1	14	9	2	0	0	0	0	0	0	0	0	26
16:00	0	2	14	8	1	0	0	0	0	0	0	0	0	25
16:15	0	2	10	7	0	0	0	0	0	0	0	0	0	19
16:30	0	3	12	6	2	0	0	0	0	0	0	0	0	23
16:45	0	2	10	11	1	0	1	0	0	0	0	0	0	25
17:00	0	3	15	6	2	0	0	0	0	0	0	0	0	26
17:15	4	0	18	8	1	0	0	0	0	0	0	0	0	31
17:30	0	2	10	13	2	0	0	0	0	0	0	0	0	27
17:45	0	2	15	11	0	1	0	0	0	0	0	0	0	29
18:00	0	2	12	12	2	0	0	0	0	0	0	0	0	28
18:15	0	1	5	10	2	0	0	0	0	0	0	0	0	18
18:30	0	3	10	5	0	0	0	0	0	0	0	0	0	18
18:45	0	4	11	7	2	0	1	0	0	0	0	0	0	25
19:00	0	1	7	14	3	0	0	0	0	0	0	0	0	25
19:15	0	0	15	7	3	1	0	0	0	0	0	0	0	26
19:30	0	0	6	8	5	0	1	0	0	0	0	0	0	20
19:45	0	0	5	11	0	0	0	0	0	0	0	0	0	16
20:00	1	0	7	6	0	1	0	0	0	0	0	0	0	15
20:15	0	1	2	3	1	0	0	0	0	0	0	0	0	7
20:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
20:45	0	1	8	3	1	0	0	0	0	0	0	0	0	13
21:00	0	1	3	3	0	0	0	0	0	0	0	0	0	7
21:15	0	0	3	3	1	0	0	0	0	0	0	0	0	7
21:30	0	1	3	1	0	0	0	0	0	0	0	0	0	5
21:45	0	0	4	4	1	0	0	0	0	0	0	0	0	9
22:00	0	1	4	1	0	0	0	0	0	0	0	0	0	6
22:15	0	0	1	1	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	3	0	0	0	0	0	0	0	0	0	3
22:45	0	0	3	3	1	0	0	0	0	0	0	0	0	7
23:00	0	0	0	4	0	0	0	0	0	0	0	0	0	4
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	2	1	0	0	0	0	0	0	0	0	0	3
23:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Totals	18	113	525	403	91	12	5	4						1171
% of Totals	2%	10%	45%	34%	8%	1%	0%	0%						100%

AM Volumes	9	59	176	114	30	6	0	4	0	0	0	0	0	398
% AM	1%	5%	15%	10%	3%	1%	0%	0%						34%
AM Peak Hour	8:00	7:00	7:45	11:45	10:45	6:45	11:15	10:15						7:30
Volume	4	15	42	28	9	2	1	3						88
PM Volumes	9	54	349	289	61	6	5	0	0	0	0	0	0	773
% PM	1%	5%	30%	25%	5%	1%	0%							66%
PM Peak Hour	16:30	16:15	17:00	17:30	18:45	13:45	12:00							17:15
Volume	4	10	58	46	13	2	2							115

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 145	% 12%	Volume 133	% 11%	Volume 205	% 18%	Volume 688	% 59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	25	29	33	1171
Burdette Rd	South Bound	21	26	26	30	34	1744

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	2	1	0	0	0	0	0	0	0	0	0	3
4:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
5:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:30	0	0	2	5	4	0	0	0	0	0	0	0	0	11
5:45	0	0	2	8	2	0	0	1	0	0	0	0	0	13
6:00	2	1	7	6	2	0	0	0	0	0	0	0	0	18
6:15	0	2	9	12	2	0	0	0	0	0	0	0	0	25
6:30	0	0	5	5	3	0	0	0	0	0	0	0	0	13
6:45	0	1	6	8	4	0	0	1	0	0	0	0	0	20
7:00	0	2	7	12	3	2	0	0	0	0	0	0	0	26
7:15	0	0	10	15	0	0	0	0	0	0	0	0	0	25
7:30	1	1	11	23	9	2	0	0	0	0	0	0	0	47
7:45	1	2	17	33	7	3	0	0	0	0	0	0	0	63
8:00	2	2	25	46	6	0	0	0	0	0	0	0	0	81
8:15	0	1	24	33	10	3	1	0	0	0	0	0	0	72
8:30	0	3	16	22	3	1	0	0	0	0	0	0	0	45
8:45	2	3	20	21	7	1	0	0	0	0	0	0	0	54
9:00	0	0	14	19	4	0	1	0	0	0	0	0	0	38
9:15	1	5	11	22	5	0	0	0	0	0	0	0	0	44
9:30	0	3	5	13	5	1	0	0	0	0	0	0	0	27
9:45	0	0	8	16	2	5	0	0	0	0	0	0	0	31
10:00	0	2	8	12	3	0	2	0	0	0	0	0	0	27
10:15	0	2	8	11	2	0	0	0	0	0	0	0	0	23
10:30	0	1	5	10	5	0	0	0	0	0	0	0	0	21
10:45	3	1	8	8	1	0	1	0	0	0	0	0	0	22
11:00	0	3	4	7	4	1	0	0	0	0	0	0	0	19
11:15	0	1	6	6	2	1	0	0	0	0	0	0	0	16
11:30	0	1	6	9	2	0	0	0	0	0	0	0	0	18
11:45	1	2	7	7	1	0	0	0	0	0	0	0	0	18
12:00 PM	0	1	8	6	3	0	1	0	0	0	0	0	0	19
12:15	1	1	7	3	2	3	0	0	0	0	0	0	0	17
12:30	0	1	6	4	4	5	1	0	0	0	0	0	0	21
12:45	0	1	3	7	2	1	0	1	0	0	0	0	0	15
13:00	0	0	3	6	4	2	0	0	0	0	0	0	0	15
13:15	0	0	3	6	2	2	0	0	0	0	0	0	0	13
13:30	0	1	7	8	4	1	1	0	0	0	0	0	0	22
13:45	0	1	5	8	3	0	0	0	0	0	0	0	0	17
14:00	0	3	16	15	4	1	0	0	0	0	0	0	0	39
14:15	0	2	6	12	2	0	0	0	0	0	0	0	0	22
14:30	0	3	13	9	2	1	1	0	0	0	0	0	0	29
14:45	0	5	8	7	5	0	0	0	0	0	0	0	0	25
15:00	1	3	11	8	3	0	0	0	0	0	0	0	0	26
15:15	0	3	17	18	2	2	0	0	0	0	0	0	0	42
15:30	2	6	17	18	3	0	0	0	0	0	0	0	0	46
15:45	2	6	20	12	6	0	2	0	0	0	0	0	0	48
16:00	0	8	16	10	3	1	0	0	0	0	0	0	0	38
16:15	0	2	26	23	4	0	1	0	0	0	0	0	0	56
16:30	0	0	12	23	7	1	0	0	0	0	0	0	0	43
16:45	1	0	19	23	3	1	0	0	0	0	0	0	0	47
17:00	1	3	17	9	5	0	0	0	0	0	0	0	0	35
17:15	0	6	12	10	0	1	0	0	0	0	0	0	0	29
17:30	0	2	13	9	5	1	0	0	0	0	0	0	0	30
17:45	0	3	14	11	4	1	0	0	0	0	0	0	0	33
18:00	0	2	5	9	2	0	0	0	0	0	0	0	0	18
18:15	0	1	5	9	4	0	0	0	0	0	0	0	0	19
18:30	0	1	8	9	1	0	0	1	0	0	0	0	0	20
18:45	0	0	6	8	1	0	0	0	0	0	0	0	0	15
19:00	1	0	3	4	3	0	0	0	0	0	0	0	0	11
19:15	0	1	8	4	2	0	0	0	0	0	0	0	0	15
19:30	0	2	3	5	0	0	0	0	0	0	0	0	0	10
19:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	3	3	1	0	0	1	0	0	0	0	0	8
20:15	0	1	2	4	2	1	1	0	0	0	0	0	0	11
20:30	0	0	4	0	1	1	0	0	0	0	0	0	0	6
20:45	0	1	3	1	0	0	0	0	0	0	0	0	0	5
21:00	0	1	1	5	1	0	0	0	0	0	0	0	0	8
21:15	0	0	1	1	0	1	0	0	0	0	0	0	0	3
21:30	0	1	4	2	0	0	0	0	0	0	0	0	0	7
21:45	0	3	3	4	0	0	0	0	0	0	0	0	0	10
22:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
22:15	0	0	1	1	0	0	0	0	0	0	0	0	0	2
22:30	0	0	0	1	1	0	0	0	0	0	0	0	0	2
22:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
23:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Totals	22	119	605	733	200	47	13	5						1744
% of Totals	1%	7%	35%	42%	11%	3%	1%	0%						100%

AM Volumes	13	40	257	394	99	20	5	2	0	0	0	0	0	830
% AM	1%	2%	15%	23%	6%	1%	0%	0%						48%
AM Peak Hour	7:15	8:30	8:00	7:30	7:30	7:30	10:00	5:00						7:30
Volume	4	11	85	135	32	8	3	1						263
PM Volumes	9	79	348	339	101	27	8	3	0	0	0	0	0	914
% PM	1%	5%	20%	19%	6%	2%	0%	0%						52%
PM Peak Hour	15:00	15:15	15:30	16:00	15:45	12:15	15:30	12:00						15:30
Volume	5	23	79	79	20	11	3	1						188

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	413		24%	139		8%	311		18%	881		51%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	25	29	33	1171
Burdette Rd	South Bound	21	26	26	30	34	1744

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0:15	0	0	1	0	1	0	0	0	0	0	0	0	0	2
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
1:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
1:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30	0	1	2	1	0	0	0	0	0	0	0	0	0	4
4:45	0	1	2	3	0	0	0	0	0	0	0	0	0	6
5:00	0	0	3	1	0	0	0	0	0	0	0	0	0	4
5:15	0	1	2	3	0	0	0	0	0	0	0	0	0	6
5:30	0	1	7	6	4	0	0	0	0	0	0	0	0	18
5:45	0	1	2	11	3	0	0	1	0	0	0	0	0	18
6:00	2	2	8	6	2	0	0	0	0	0	0	0	0	20
6:15	0	3	10	14	3	0	0	0	0	0	0	0	0	30
6:30	0	0	8	6	3	0	0	0	0	0	0	0	0	17
6:45	0	1	12	11	4	1	0	1	0	0	0	0	0	30
7:00	0	5	16	17	3	2	0	0	0	0	0	0	0	43
7:15	0	2	16	16	2	0	0	0	0	0	0	0	0	36
7:30	1	6	18	23	10	3	0	0	0	0	0	0	0	61
7:45	2	7	33	41	8	3	0	0	0	0	0	0	0	94
8:00	3	5	33	56	7	0	0	0	0	0	0	0	0	104
8:15	0	3	34	39	11	4	1	0	0	0	0	0	0	92
8:30	1	4	24	24	4	1	0	0	0	0	0	0	0	58
8:45	4	6	25	26	8	1	0	0	0	0	0	0	0	70
9:00	0	4	18	23	4	0	1	1	0	0	0	0	0	51
9:15	1	9	17	25	6	1	0	0	0	0	0	0	0	59
9:30	1	5	12	13	10	1	0	0	0	0	0	0	0	42
9:45	0	1	14	23	3	6	0	0	0	0	0	0	0	47
10:00	0	6	13	15	3	0	2	0	0	0	0	0	0	39
10:15	0	2	12	16	4	0	0	0	0	0	0	0	0	34
10:30	0	3	9	18	6	0	0	0	0	0	0	0	0	36
10:45	3	4	16	16	3	0	1	2	0	0	0	0	0	45
11:00	1	7	6	11	6	1	0	1	0	0	0	0	0	33
11:15	0	1	20	13	3	1	0	0	0	0	0	0	0	38
11:30	1	3	19	15	6	0	0	0	0	0	0	0	0	44
11:45	1	3	15	13	2	0	0	0	0	0	0	0	0	34
12:00 PM	1	5	14	11	6	0	2	0	0	0	0	0	0	39
12:15	1	2	12	12	2	4	0	0	0	0	0	0	0	33
12:30	0	1	10	12	8	5	1	0	0	0	0	0	0	37
12:45	1	2	11	19	5	1	1	1	0	0	0	0	0	41
13:00	1	0	7	11	6	2	0	0	0	0	0	0	0	27
13:15	0	1	8	12	4	2	0	0	0	0	0	0	0	27
13:30	0	2	11	12	7	1	1	0	0	0	0	0	0	34
13:45	0	3	11	14	6	0	0	0	0	0	0	0	0	34
14:00	0	4	23	21	4	1	0	0	0	0	0	0	0	53
14:15	0	4	12	17	3	0	0	0	0	0	0	0	0	36
14:30	0	3	19	13	3	3	1	0	0	0	0	0	0	42
14:45	0	5	22	10	6	0	0	0	0	0	0	0	0	43
15:00	1	5	30	18	4	0	0	0	0	0	0	0	0	58
15:15	1	5	29	23	4	2	0	0	0	0	0	0	0	64
15:30	2	8	27	30	4	0	0	0	0	0	0	0	0	71
15:45	2	7	34	21	8	0	2	0	0	0	0	0	0	74
16:00	0	10	30	18	4	1	0	0	0	0	0	0	0	63
16:15	0	4	36	30	4	0	1	0	0	0	0	0	0	75
16:30	0	3	24	29	9	1	0	0	0	0	0	0	0	66
16:45	1	2	29	34	4	1	1	0	0	0	0	0	0	72
17:00	1	6	32	15	7	0	0	0	0	0	0	0	0	61
17:15	4	6	30	18	1	1	0	0	0	0	0	0	0	60
17:30	0	4	23	22	7	1	0	0	0	0	0	0	0	57
17:45	0	5	29	22	4	2	0	0	0	0	0	0	0	62
18:00	0	4	17	21	4	0	0	0	0	0	0	0	0	46
18:15	0	2	10	19	6	0	0	0	0	0	0	0	0	37
18:30	0	4	18	14	1	0	0	1	0	0	0	0	0	38
18:45	0	4	17	15	3	0	1	0	0	0	0	0	0	40
19:00	1	1	10	18	6	0	0	0	0	0	0	0	0	36
19:15	0	1	23	11	5	1	0	0	0	0	0	0	0	41
19:30	0	2	9	13	5	0	1	0	0	0	0	0	0	30
19:45	0	2	9	11	0	0	0	0	0	0	0	0	0	22
20:00	1	0	10	9	1	1	0	1	0	0	0	0	0	23
20:15	0	2	4	7	3	1	1	0	0	0	0	0	0	18
20:30	0	1	6	0	1	1	0	0	0	0	0	0	0	9
20:45	0	2	11	4	1	0	0	0	0	0	0	0	0	18
21:00	0	2	4	8	1	0	0	0	0	0	0	0	0	15
21:15	0	0	4	4	1	1	0	0	0	0	0	0	0	10
21:30	0	2	7	3	0	0	0	0	0	0	0	0	0	12
21:45	0	3	7	8	1	0	0	0	0	0	0	0	0	19
22:00	0	1	5	3	0	0	0	0	0	0	0	0	0	9
22:15	0	0	2	2	0	0	0	0	0	0	0	0	0	4
22:30	0	0	0	4	1	0	0	0	0	0	0	0	0	5
22:45	0	0	4	4	1	0	0	0	0	0	0	0	0	9
23:00	0	1	2	4	0	0	0	0	0	0	0	0	0	7
23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
23:30	0	0	2	1	0	0	0	0	0	0	0	0	0	3
23:45	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Totals	40	232	1130	1138	291	59	18	9						2915
% of Totals	1%	8%	39%	39%	10%	2%	1%	0%						100%

AM Volumes	22	99	433	508	129	26	5	6	0	0	0	0	0	1228
% AM	1%	3%	15%	17%	4%	1%	0%	0%						42%
AM Peak Hour	8:00	8:45	7:45	7:45	7:30	7:30	10:00	10:15						7:30
Volume	8	24	124	160	36	10	3	3						351
PM Volumes	18	133	697	628	162	33	13	3	0	0	0	0	0	1687
% PM	1%	5%	24%	22%	6%	1%	0%	0%						58%
PM Peak Hour	15:00	15:15	15:30	16:00	15:45	12:15	12:00	12:00						15:30
Volume	6	30	127	111	25	12	4	1						283

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 558	% 19%	Volume 272	% 9%	Volume 516	% 18%	Volume 1569	% 54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	Summary	21	25	25	30	34	2915

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1:00	0	0	1	2	0	1	0	0	0	0	0	0	0	4
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	2	2	2	0	0	0	0	0	0	0	0	0	6
5:00	0	3	9	6	1	0	0	0	0	0	0	0	0	19
6:00	0	2	11	6	1	1	0	0	0	0	0	0	0	21
7:00	1	15	38	14	4	1	0	0	0	0	0	0	0	73
8:00	4	9	31	23	4	1	0	0	0	0	0	0	0	72
9:00	1	11	23	14	7	2	0	1	0	0	0	0	0	59
10:00	0	9	21	24	5	0	0	2	0	0	0	0	0	61
11:00	2	7	37	23	8	0	0	1	0	0	0	0	0	78
12:00 PM	2	6	23	34	10	1	2	0	0	0	0	0	0	78
13:00	1	4	19	21	10	0	0	0	0	0	0	0	0	55
14:00	0	3	33	18	3	2	0	0	0	0	0	0	0	59
15:00	1	7	55	36	6	0	0	0	0	0	0	0	0	105
16:00	0	9	46	32	4	0	1	0	0	0	0	0	0	92
17:00	4	7	58	38	5	1	0	0	0	0	0	0	0	113
18:00	0	10	38	34	6	0	1	0	0	0	0	0	0	89
19:00	0	1	33	40	11	1	1	0	0	0	0	0	0	87
20:00	1	3	19	12	2	1	0	0	0	0	0	0	0	38
21:00	0	2	13	11	2	0	0	0	0	0	0	0	0	28
22:00	0	1	8	8	1	0	0	0	0	0	0	0	0	18
23:00	0	1	4	5	1	0	0	0	0	0	0	0	0	11
Totals	18	113	525	403	91	12	5	4						1171
% of Totals	2%	10%	45%	34%	8%	1%	0%	0%						100%

AM Volumes	9	59	176	114	30	6	0	4	0	0	0	0	0	398
% AM	1%	5%	15%	10%	3%	1%		0%						34%
AM Peak Hour	8:00	7:00	7:00	10:00	11:00	9:00		10:00						11:00
Volume	4	15	38	24	8	2		2						78
PM Volumes	9	54	349	289	61	6	5	0	0	0	0	0	0	773
% PM	1%	5%	30%	25%	5%	1%	0%							66%
PM Peak Hour	17:00	18:00	17:00	19:00	19:00	14:00	12:00							17:00
Volume	4	10	58	40	11	2	2							113

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume		%	Volume		%	Volume		%	Volume		%
	145	↔	12%	133	↔	11%	205	↔	18%	688	↔	59%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	25	29	33	1171
Burdette Rd	South Bound	21	26	26	30	34	1744

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00	0	0	4	2	0	0	0	0	0	0	0	0	0	**6**
5:00	0	0	5	15	6	0	0	1	0	0	0	0	0	**27**
6:00	2	4	27	31	11	0	0	1	0	0	0	0	0	**76**
7:00	2	5	45	83	19	7	0	0	0	0	0	0	0	**161**
8:00	4	9	85	122	26	5	1	0	0	0	0	0	0	**252**
9:00	1	8	38	70	16	6	1	0	0	0	0	0	0	**140**
10:00	3	6	29	41	11	0	3	0	0	0	0	0	0	**93**
11:00	1	7	23	29	9	2	0	0	0	0	0	0	0	**71**
12:00 PM	1	4	24	20	11	9	2	1	0	0	0	0	0	**72**
13:00	0	2	18	28	13	5	1	0	0	0	0	0	0	**67**
14:00	0	13	43	43	13	2	1	0	0	0	0	0	0	**115**
15:00	5	18	65	56	14	2	2	0	0	0	0	0	0	**162**
16:00	1	10	73	79	17	3	1	0	0	0	0	0	0	**184**
17:00	1	14	56	39	14	3	0	0	0	0	0	0	0	**127**
18:00	0	4	24	35	8	0	0	1	0	0	0	0	0	**72**
19:00	1	5	18	13	5	0	0	0	0	0	0	0	0	**42**
20:00	0	2	12	8	4	2	1	1	0	0	0	0	0	**30**
21:00	0	5	9	12	1	1	0	0	0	0	0	0	0	**28**
22:00	0	0	3	5	1	0	0	0	0	0	0	0	0	**9**
23:00	0	2	3	1	0	0	0	0	0	0	0	0	0	**6**
Totals	**22**	**119**	**605**	**733**	**200**	**47**	**13**	**5**						**1744**
% of Totals	1%	7%	35%	42%	11%	3%	1%	0%						100%

AM Volumes	13	40	257	394	99	20	5	2	0	0	0	0	0	830
% AM	1%	2%	15%	23%	6%	1%	0%	0%						48%
AM Peak Hour	8:00	8:00	8:00	8:00	8:00	7:00	10:00	5:00						8:00
Volume	4	9	85	122	26	7	3	1						252
PM Volumes	9	79	348	339	101	27	8	3	0	0	0	0	0	914
% PM	1%	5%	20%	19%	6%	2%	0%	0%						52%
PM Peak Hour	15:00	15:00	16:00	16:00	16:00	12:00	12:00	12:00						16:00
Volume	5	18	73	79	17	9	2	1						184

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	413		24%	139		8%	311		18%	881		51%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	25	29	33	1171
Burdette Rd	South Bound	21	26	26	30	34	1744

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	2	0	1	0	0	0	0	0	0	0	0	5
1:00	0	0	1	2	0	1	0	0	0	0	0	0	0	4
2:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00	0	2	6	4	0	0	0	0	0	0	0	0	0	12
5:00	0	3	14	21	7	0	0	1	0	0	0	0	0	46
6:00	2	6	38	37	12	1	0	1	0	0	0	0	0	97
7:00	3	20	83	97	23	8	0	0	0	0	0	0	0	234
8:00	8	18	116	145	30	6	1	0	0	0	0	0	0	324
9:00	2	19	61	84	23	8	1	1	0	0	0	0	0	199
10:00	3	15	50	65	16	0	3	2	0	0	0	0	0	154
11:00	3	14	60	52	17	2	0	1	0	0	0	0	0	149
12:00 PM	3	10	47	54	21	10	4	1	0	0	0	0	0	150
13:00	1	6	37	49	23	5	1	0	0	0	0	0	0	122
14:00	0	16	76	61	16	4	1	0	0	0	0	0	0	174
15:00	6	25	120	92	20	2	2	0	0	0	0	0	0	267
16:00	1	19	119	111	21	3	2	0	0	0	0	0	0	276
17:00	5	21	114	77	19	4	0	0	0	0	0	0	0	240
18:00	0	14	62	69	14	0	1	1	0	0	0	0	0	161
19:00	1	6	51	53	16	1	1	0	0	0	0	0	0	129
20:00	1	5	31	20	6	3	1	1	0	0	0	0	0	68
21:00	0	7	22	23	3	1	0	0	0	0	0	0	0	56
22:00	0	1	11	13	2	0	0	0	0	0	0	0	0	27
23:00	0	3	7	6	1	0	0	0	0	0	0	0	0	17
Totals	40	232	1130	1136	291	59	18	9						2915
% of Totals	1%	8%	39%	39%	10%	2%	1%	0%						100%

AM Volumes	22	99	433	508	129	26	5	6	0	0	0	0	0	1228
% AM	1%	3%	15%	17%	4%	1%	0%	0%						42%
AM Peak Hour	8:00	7:00	8:00	8:00	8:00	7:00	10:00	10:00						8:00
Volume	8	20	116	145	30	8	3	2						324
PM Volumes	18	133	697	628	162	33	13	3	0	0	0	0	0	1687
% PM	1%	5%	24%	22%	6%	1%	0%	0%						58%
PM Peak Hour	15:00	15:00	15:00	16:00	13:00	12:00	12:00	12:00						16:00
Volume	6	25	120	111	23	10	4	1						276

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	558		19%	272		9%	516		18%	1569		54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	Summary	21	25	25	30	34	2915

Prepared by Nationwide Traffic Data

VOLUME

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Tuesday
Date: 10/8/2024

City: Bethesda
Project #: MD24_630003_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,171	1,744	0	0	2,915

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	1		1		0	0	2		12:00	20		19		0	0	39	
0:15	1		1		0	0	2		12:15	16		17		0	0	33	
0:30	0		0		0	0			12:30	16		21		0	0	37	
0:45	1	3	0	2	0	0	1	5	12:45	26	78	15	72	0	0	41	150
1:00	1		0		0	0	1		13:00	12		15		0	0	27	
1:15	1		0		0	0	1		13:15	14		13		0	0	27	
1:30	1		0		0	0	1		13:30	12		22		0	0	34	
1:45	1	4	0		0	0	1	4	13:45	17	55	17	67	0	0	34	122
2:00	1		1		0	0	2		14:00	14		39		0	0	53	
2:15	0		0		0	0			14:15	14		22		0	0	36	
2:30	0		0		0	0			14:30	13		29		0	0	42	
2:45	1	2	0	1	0	0	1	3	14:45	18	59	25	115	0	0	43	174
3:00	0		0		0	0			15:00	32		26		0	0	58	
3:15	0		0		0	0			15:15	22		42		0	0	64	
3:30	0		1		0	0	1		15:30	25		46		0	0	71	
3:45	0		0	1	0	0		1	15:45	26	105	48	162	0	0	74	267
4:00	0		0		0	0			16:00	25		38		0	0	63	
4:15	1		1		0	0	2		16:15	19		56		0	0	75	
4:30	1		3		0	0	4		16:30	23		43		0	0	66	
4:45	4	6	2	6	0	0	6	12	16:45	25	92	47	184	0	0	72	276
5:00	2		2		0	0	4		17:00	26		35		0	0	61	
5:15	5		1		0	0	6		17:15	31		29		0	0	60	
5:30	7		11		0	0	18		17:30	27		30		0	0	57	
5:45	5	19	13	27	0	0	18	46	17:45	29	113	33	127	0	0	62	240
6:00	2		18		0	0	20		18:00	28		18		0	0	46	
6:15	5		25		0	0	30		18:15	18		19		0	0	37	
6:30	4		13		0	0	17		18:30	18		20		0	0	38	
6:45	10	21	20	76	0	0	30	97	18:45	25	89	15	72	0	0	40	161
7:00	17		26		0	0	43		19:00	25		11		0	0	36	
7:15	11		25		0	0	36		19:15	26		15		0	0	41	
7:30	14		47		0	0	61		19:30	20		10		0	0	30	
7:45	31	73	63	161	0	0	94	234	19:45	16	87	6	42	0	0	22	129
8:00	23		81		0	0	104		20:00	15		8		0	0	23	
8:15	20		72		0	0	92		20:15	7		11		0	0	18	
8:30	13		45		0	0	58		20:30	3		6		0	0	9	
8:45	16	72	54	252	0	0	70	324	20:45	13	38	5	30	0	0	18	68
9:00	13		38		0	0	51		21:00	7		8		0	0	15	
9:15	15		44		0	0	59		21:15	7		3		0	0	10	
9:30	15		27		0	0	42		21:30	5		7		0	0	12	
9:45	16	59	31	140	0	0	47	199	21:45	9	28	10	28	0	0	19	56
10:00	12		27		0	0	39		22:00	6		3		0	0	9	
10:15	11		23		0	0	34		22:15	2		2		0	0	4	
10:30	15		21		0	0	36		22:30	3		2		0	0	5	
10:45	23	61	22	93	0	0	45	154	22:45	7	18	2	9	0	0	9	27
11:00	14		19		0	0	33		23:00	4		3		0	0	7	
11:15	22		16		0	0	38		23:15	2		2		0	0	4	
11:30	26		18		0	0	44		23:30	3		0		0	0	3	
11:45	16	78	18	71	0	0	34	149	23:45	2	11	1	6	0	0	3	17
TOTALS		398		830				**1228**	**TOTALS**		773		914				**1687**
SPLIT %		32.4%		67.6%				**42.1%**	**SPLIT %**		45.8%		54.2%				**57.9%**

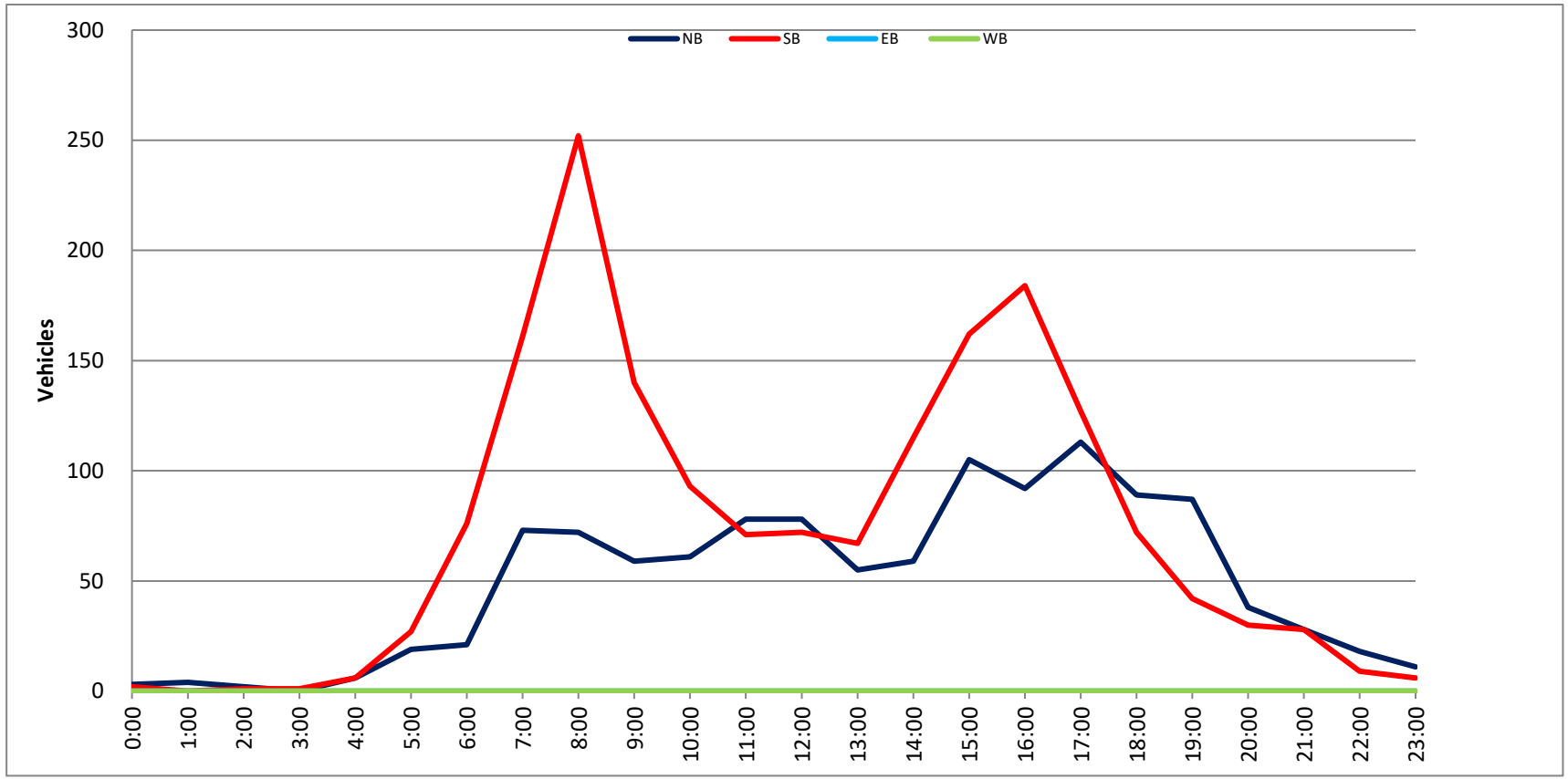
DAILY TOTALS	NB	SB	EB	WB	Total
	1,171	1,744	0	0	2,915

AM Peak Hour	7:30	7:30			**7:30**	**PM Peak Hour**	17:15	15:30			**15:30**
AM Pk Volume	88	263			**351**	**PM Pk Volume**	115	188			**283**
Pk Hr Factor	0.710	0.812			**0.844**	**Pk Hr Factor**	0.927	0.839			**0.943**
7 - 9 Volume	145	413	0	0	**558**	**4 - 6 Volume**	205	311	0	0	**516**
7 - 9 Peak Hour	7:30	7:30			**7:30**	**4 - 6 Peak Hour**	17:00	16:00			**16:00**
7 - 9 Pk Volume	88	263	0	0	**351**	**4 - 6 Pk Volume**	113	184	0	0	**276**
Pk Hr Factor	0.710	0.812	0.000	0.000	**0.844**	**Pk Hr Factor**	0.911	0.821	0.000	0.000	**0.920**

Prepared by Nationwide Traffic Data

Project #: MD24_630003_001 **City:** Bethesda

Location: Burdette Rd N/O Burdette Ct (38.994786,- **Date:** 10/8/2024



Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45	0	2	1	1	0	0	0	0	0	0	0	0	0	4
5:00	1	0	0	3	0	0	0	0	0	0	0	0	0	4
5:15	0	1	5	1	0	0	0	0	0	0	0	0	0	7
5:30	0	2	4	1	0	0	0	0	0	0	0	0	0	7
5:45	0	1	4	2	0	0	0	0	0	0	0	0	0	7
6:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
6:15	0	0	1	2	0	0	0	0	0	0	0	0	0	3
6:30	0	3	2	1	0	1	0	0	0	0	0	0	0	7
6:45	0	2	5	1	0	0	0	0	0	0	0	0	0	8
7:00	0	1	7	1	1	0	0	0	0	0	0	0	0	10
7:15	0	2	7	3	0	0	0	0	0	0	0	0	0	12
7:30	2	4	7	2	1	0	0	0	0	0	0	0	0	16
7:45	0	3	17	4	0	0	0	0	0	0	0	0	0	24
8:00	1	2	11	5	1	0	0	0	0	0	0	0	0	20
8:15	0	2	8	6	1	1	0	0	0	0	0	0	0	18
8:30	1	1	4	6	1	1	0	0	0	0	0	0	0	14
8:45	0	2	11	10	2	0	0	0	0	0	0	0	0	25
9:00	1	3	10	2	2	0	0	0	0	0	0	0	0	18
9:15	1	3	8	2	2	0	0	0	0	0	0	0	0	16
9:30	0	5	7	5	1	0	0	0	0	0	0	0	0	18
9:45	2	2	5	2	2	0	0	0	0	0	0	0	0	13
10:00	0	1	5	4	0	0	0	0	0	0	0	0	0	10
10:15	0	0	6	8	1	0	0	0	0	0	0	0	0	15
10:30	0	2	5	4	2	0	0	0	0	0	0	0	0	13
10:45	1	1	9	4	0	0	0	0	0	0	0	0	0	15
11:00	0	1	10	3	1	0	0	0	0	0	0	0	0	15
11:15	1	1	7	8	0	0	0	0	0	0	0	0	0	17
11:30	1	1	12	9	0	0	0	0	0	0	0	0	0	23
11:45	1	4	13	6	2	1	0	0	0	0	0	0	0	27
12:00 PM	0	3	3	5	1	2	0	0	0	0	0	0	0	14
12:15	1	0	7	8	0	0	0	0	0	0	0	0	0	16
12:30	0	2	8	4	0	0	1	0	0	0	0	0	0	15
12:45	0	0	8	2	1	1	0	0	0	0	0	0	0	12
13:00	0	0	8	10	1	0	0	0	0	0	0	0	0	19
13:15	0	1	6	3	4	0	0	0	0	0	0	0	0	14
13:30	1	1	3	7	1	2	1	0	0	0	0	0	0	16
13:45	0	2	8	6	0	0	0	0	0	0	0	0	0	16
14:00	3	2	6	4	0	0	0	0	0	0	0	0	0	15
14:15	1	3	8	4	3	0	1	0	0	0	0	0	0	20
14:30	0	3	6	6	2	0	0	0	0	0	0	0	0	17
14:45	1	2	10	7	3	0	1	0	0	0	0	0	0	24
15:00	0	1	9	3	2	0	0	0	0	0	0	0	0	15
15:15	2	4	9	7	0	0	0	0	0	0	0	0	0	22
15:30	0	4	14	13	3	0	0	0	0	0	0	0	0	34
15:45	1	1	13	12	2	0	1	0	0	0	0	0	0	30
16:00	1	2	15	12	0	1	1	0	0	0	0	0	0	32
16:15	1	4	11	5	2	0	0	0	0	0	0	0	0	23
16:30	0	6	10	11	0	0	1	0	0	0	0	0	0	28
16:45	0	2	8	6	0	1	0	0	0	0	0	0	0	17
17:00	0	1	13	10	0	0	1	0	0	0	0	0	0	25
17:15	0	1	6	7	0	0	0	0	0	0	0	0	0	14
17:30	0	0	5	6	0	0	0	0	0	0	0	0	0	11
17:45	0	4	15	10	0	0	0	0	0	0	0	0	0	29
18:00	0	0	6	8	1	1	0	0	0	0	0	0	0	16
18:15	0	1	12	7	1	0	0	0	0	0	0	0	0	21
18:30	0	2	2	4	2	0	1	0	0	0	0	0	0	11
18:45	0	0	13	4	3	0	0	0	0	0	0	0	0	20
19:00	0	0	10	11	2	0	0	0	0	0	0	0	0	23
19:15	0	0	4	4	1	1	0	0	0	0	0	0	0	10
19:30	0	1	2	7	1	0	1	0	0	0	0	0	0	12
19:45	0	0	5	5	1	1	1	0	0	0	0	0	0	13
20:00	0	2	8	6	2	0	0	0	0	0	0	0	0	18
20:15	0	1	4	3	0	1	0	0	0	0	0	0	0	9
20:30	0	0	2	4	1	1	0	0	0	0	0	0	0	8
20:45	0	0	7	5	2	0	0	0	0	0	0	0	0	14
21:00	1	0	3	5	2	0	0	0	0	0	0	0	0	11
21:15	0	0	4	4	0	0	0	0	0	0	0	0	0	8
21:30	0	2	5	5	1	0	0	0	0	0	0	0	0	13
21:45	0	3	7	6	0	0	0	0	0	0	0	0	0	16
22:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
22:15	0	0	4	0	0	0	1	0	0	0	0	0	0	5
22:30	0	1	1	1	0	0	0	0	0	0	0	0	0	3
22:45	0	0	2	2	1	0	0	0	0	0	0	0	0	5
23:00	0	0	3	2	0	1	0	0	0	0	0	0	0	6
23:15	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:30	0	1	0	1	0	0	0	0	0	0	0	0	0	2
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	26	115	512	375	69	17	12							1126
% of Totals	2%	10%	45%	33%	6%	2%	1%							100%

AM Volumes	13	52	197	109	22	4	0	0	0	0	0	0	0	397
% AM	1%	5%	17%	10%	2%	0%								35%
AM Peak Hour	9:00	8:45	7:30	11:15	8:30	11:15	11:45							11:00
Volume	4	13	43	28	7	3	1							82
PM Volumes	13	63	315	266	47	13	12	0	0	0	0	0	0	729
% PM	1%	6%	28%	24%	4%	1%	1%							65%
PM Peak Hour	13:30	16:00	15:30	15:15	14:15	12:00	15:45							15:30
Volume	5	14	53	44	10	3	3							119

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 139	% 12%	Volume 122	% 11%	Volume 179	% 16%	Volume 686	% 61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	24	29	33	1126
Burdette Rd	South Bound	20	25	25	30	34	1809

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	2	3	1	1	0	0	0	0	0	0	0	0	7
4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
5:15	0	1	0	1	1	0	0	0	0	0	0	0	0	3
5:30	0	1	3	1	2	0	1	0	0	0	0	0	0	8
5:45	0	0	1	4	1	0	0	0	0	0	0	0	0	6
6:00	1	1	5	2	0	0	0	0	0	0	0	0	0	9
6:15	0	0	0	3	0	1	0	0	0	0	0	0	0	4
6:30	0	2	1	6	2	0	0	0	0	0	0	0	0	11
6:45	0	1	3	12	1	1	0	0	0	0	0	0	0	18
7:00	0	0	11	6	0	2	0	0	0	0	0	0	0	19
7:15	1	0	9	9	3	0	0	0	0	0	0	0	0	22
7:30	0	4	13	17	3	0	0	0	0	0	0	0	0	37
7:45	6	7	12	23	3	1	0	0	0	0	0	0	0	52
8:00	2	3	15	25	6	0	0	0	0	0	0	0	0	51
8:15	0	1	18	26	8	2	1	0	0	0	0	0	0	56
8:30	0	3	17	24	5	0	0	0	0	0	0	0	0	49
8:45	1	8	22	21	6	1	0	0	0	0	0	0	0	59
9:00	1	9	12	15	1	1	0	0	0	0	0	0	0	39
9:15	1	12	15	11	5	2	0	0	0	0	0	0	0	46
9:30	0	7	13	16	1	0	0	0	0	0	0	0	0	37
9:45	3	3	17	14	8	0	0	0	0	0	0	0	0	45
10:00	0	0	8	9	10	2	0	0	0	0	0	0	0	29
10:15	0	0	19	9	3	1	0	0	0	0	0	0	0	32
10:30	0	2	9	10	2	1	0	0	0	0	0	0	0	24
10:45	0	1	11	7	2	0	0	0	0	0	0	0	0	21
11:00	0	1	7	12	2	0	0	0	0	0	0	0	0	22
11:15	0	0	2	10	0	1	2	0	0	0	0	0	0	15
11:30	1	3	6	6	0	0	0	0	0	0	0	0	0	16
11:45	0	2	3	4	2	0	0	0	0	0	0	0	0	11
12:00 PM	0	0	6	7	3	1	0	0	0	0	0	0	0	17
12:15	0	0	3	4	4	0	0	0	0	0	0	0	0	11
12:30	0	1	2	11	5	3	1	0	0	0	0	0	0	23
12:45	0	2	2	4	2	2	1	0	0	0	0	0	0	13
13:00	2	1	2	7	3	3	1	0	0	0	0	0	0	19
13:15	0	0	0	7	8	3	1	0	0	0	0	0	0	19
13:30	0	1	2	8	5	0	2	0	0	0	0	0	0	18
13:45	0	1	5	11	4	0	1	0	0	0	0	0	0	22
14:00	2	3	18	12	7	1	0	0	0	0	0	0	0	43
14:15	0	2	8	6	2	0	0	0	0	0	0	0	0	18
14:30	0	0	11	12	3	1	0	0	0	0	0	0	0	27
14:45	2	3	13	15	2	0	0	0	0	0	0	0	0	35
15:00	2	10	23	15	3	1	0	0	0	0	0	0	0	54
15:15	0	3	15	16	1	0	0	0	0	0	0	0	0	35
15:30	0	3	16	17	4	1	0	0	0	0	0	0	0	41
15:45	0	4	16	19	2	1	0	0	0	0	0	0	0	42
16:00	1	13	22	10	2	0	0	0	0	0	0	0	0	48
16:15	3	10	20	12	2	0	0	0	0	0	0	0	0	47
16:30	0	8	20	9	0	0	0	0	0	0	0	0	0	37
16:45	0	3	23	14	6	0	0	0	0	0	0	0	0	46
17:00	0	2	22	17	7	1	0	0	0	0	0	0	0	49
17:15	1	3	18	14	4	0	1	0	0	0	0	0	0	41
17:30	0	3	20	11	1	0	0	0	0	0	0	0	0	35
17:45	6	6	22	6	1	0	0	0	0	0	0	0	0	41
18:00	1	6	20	7	3	0	0	0	0	0	0	0	0	37
18:15	1	1	29	12	4	2	1	0	0	0	0	0	0	50
18:30	0	5	10	16	7	1	0	0	0	0	0	0	0	39
18:45	0	0	14	8	1	0	0	0	0	0	0	0	0	23
19:00	0	8	5	6	3	0	0	0	0	0	0	0	0	22
19:15	0	2	7	6	2	0	0	0	0	0	0	0	0	17
19:30	0	2	2	5	0	0	0	0	0	0	0	0	0	9
19:45	0	1	3	3	0	1	0	0	0	0	0	0	0	8
20:00	0	1	3	4	0	1	0	0	0	0	0	0	0	9
20:15	0	1	6	2	0	0	0	0	0	0	0	0	0	9
20:30	0	0	6	1	1	0	0	0	0	0	0	0	0	8
20:45	0	0	6	2	0	0	0	0	0	0	0	0	0	8
21:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4
21:15	0	0	5	1	0	0	0	0	0	0	0	0	0	6
21:30	0	0	3	1	0	1	0	0	0	0	0	0	0	5
21:45	0	0	3	0	1	0	0	0	0	0	0	0	0	4
22:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
22:15	0	0	2	0	1	0	0	0	0	0	0	0	0	3
22:30	0	0	1	1	1	0	0	0	0	0	0	0	0	3
22:45	0	0	0	2	0	0	0	0	0	0	0	0	0	2
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	38	185	700	650	183	40	13							1809
% of Totals	2%	10%	39%	36%	10%	2%	1%							100%

AM Volumes	17	74	260	307	78	16	4	0	0	0	0	0	0	756
% AM	1%	4%	14%	17%	4%	1%	0%							42%
AM Peak Hour	7:15	8:45	8:00	7:45	8:00	6:15	10:30							8:00
Volume	9	36	72	98	25	4	2							215
PM Volumes	21	111	440	343	105	24	9	0	0	0	0	0	0	1053
% PM	1%	6%	24%	19%	6%	1%	0%							58%
PM Peak Hour	17:15	15:45	17:30	15:00	13:15	12:30	12:45							16:15
Volume	8	35	91	67	24	11	5							179

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	345		19%	142		8%	344		19%	978		54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	24	29	33	1126
Burdette Rd	South Bound	20	25	25	30	34	1809

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	1	1	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30	0	2	6	1	1	0	0	0	0	0	0	0	0	10
4:45	0	2	2	1	0	0	0	0	0	0	0	0	0	5
5:00	1	0	2	4	0	0	0	0	0	0	0	0	0	7
5:15	0	2	5	2	1	0	0	0	0	0	0	0	0	10
5:30	0	3	7	2	2	0	1	0	0	0	0	0	0	15
5:45	0	1	5	6	1	0	0	0	0	0	0	0	0	13
6:00	1	1	6	3	1	0	0	0	0	0	0	0	0	12
6:15	0	0	1	5	0	1	0	0	0	0	0	0	0	7
6:30	0	5	3	7	2	1	0	0	0	0	0	0	0	18
6:45	0	3	8	13	1	1	0	0	0	0	0	0	0	26
7:00	0	1	18	7	1	2	0	0	0	0	0	0	0	29
7:15	1	2	16	12	3	0	0	0	0	0	0	0	0	34
7:30	2	8	20	19	4	0	0	0	0	0	0	0	0	53
7:45	6	10	29	27	3	1	0	0	0	0	0	0	0	76
8:00	3	5	26	30	7	0	0	0	0	0	0	0	0	71
8:15	0	3	26	32	9	3	1	0	0	0	0	0	0	74
8:30	1	4	21	30	6	1	0	0	0	0	0	0	0	63
8:45	1	10	33	31	8	1	0	0	0	0	0	0	0	84
9:00	2	12	22	17	3	1	0	0	0	0	0	0	0	57
9:15	2	15	23	13	7	2	0	0	0	0	0	0	0	62
9:30	0	12	20	21	2	0	0	0	0	0	0	0	0	55
9:45	5	5	22	16	10	0	0	0	0	0	0	0	0	58
10:00	0	1	13	13	10	2	0	0	0	0	0	0	0	39
10:15	0	0	25	17	4	1	0	0	0	0	0	0	0	47
10:30	0	4	14	14	4	1	0	0	0	0	0	0	0	37
10:45	1	2	20	11	2	0	0	0	0	0	0	0	0	36
11:00	0	2	17	15	3	0	0	0	0	0	0	0	0	37
11:15	1	1	9	18	0	1	2	0	0	0	0	0	0	32
11:30	2	4	18	15	0	0	0	0	0	0	0	0	0	39
11:45	1	6	16	10	4	1	0	0	0	0	0	0	0	38
12:00 PM	0	3	9	12	4	3	0	0	0	0	0	0	0	31
12:15	1	0	10	12	4	0	0	0	0	0	0	0	0	27
12:30	0	3	10	15	5	3	2	0	0	0	0	0	0	38
12:45	0	2	10	6	3	3	1	0	0	0	0	0	0	25
13:00	2	1	10	17	4	3	1	0	0	0	0	0	0	38
13:15	0	1	6	10	12	3	1	0	0	0	0	0	0	33
13:30	1	2	5	15	6	2	3	0	0	0	0	0	0	34
13:45	0	3	13	17	4	0	1	0	0	0	0	0	0	38
14:00	5	5	24	16	7	1	0	0	0	0	0	0	0	58
14:15	1	5	16	10	5	0	1	0	0	0	0	0	0	38
14:30	0	3	17	18	5	1	0	0	0	0	0	0	0	44
14:45	3	5	23	22	5	0	1	0	0	0	0	0	0	59
15:00	2	11	32	18	5	1	0	0	0	0	0	0	0	69
15:15	2	7	24	23	1	0	0	0	0	0	0	0	0	57
15:30	0	7	30	30	7	1	0	0	0	0	0	0	0	75
15:45	1	5	29	31	4	1	1	0	0	0	0	0	0	72
16:00	2	15	37	22	2	1	1	0	0	0	0	0	0	80
16:15	4	14	31	17	4	0	0	0	0	0	0	0	0	70
16:30	0	14	30	20	0	0	1	0	0	0	0	0	0	65
16:45	0	5	31	20	6	1	0	0	0	0	0	0	0	63
17:00	0	3	35	27	7	1	1	0	0	0	0	0	0	74
17:15	1	4	24	21	4	0	1	0	0	0	0	0	0	55
17:30	0	3	25	17	1	0	0	0	0	0	0	0	0	46
17:45	6	10	37	16	1	0	0	0	0	0	0	0	0	70
18:00	1	6	26	15	4	1	0	0	0	0	0	0	0	53
18:15	1	2	41	19	5	2	1	0	0	0	0	0	0	71
18:30	0	7	12	20	9	1	1	0	0	0	0	0	0	50
18:45	0	0	27	12	4	0	0	0	0	0	0	0	0	43
19:00	0	8	15	17	5	0	0	0	0	0	0	0	0	45
19:15	0	2	11	10	3	1	0	0	0	0	0	0	0	27
19:30	0	3	4	12	1	0	1	0	0	0	0	0	0	21
19:45	0	1	8	8	1	2	1	0	0	0	0	0	0	21
20:00	0	3	11	10	2	1	0	0	0	0	0	0	0	27
20:15	0	2	10	5	0	1	0	0	0	0	0	0	0	18
20:30	0	0	8	5	2	1	0	0	0	0	0	0	0	16
20:45	0	0	13	7	2	0	0	0	0	0	0	0	0	22
21:00	1	0	7	5	2	0	0	0	0	0	0	0	0	15
21:15	0	0	9	5	0	0	0	0	0	0	0	0	0	14
21:30	0	2	8	6	1	1	0	0	0	0	0	0	0	18
21:45	0	3	10	6	1	0	0	0	0	0	0	0	0	20
22:00	0	0	1	4	0	0	0	0	0	0	0	0	0	5
22:15	0	0	6	0	1	0	1	0	0	0	0	0	0	8
22:30	0	1	2	2	1	0	0	0	0	0	0	0	0	6
22:45	0	0	2	4	1	0	0	0	0	0	0	0	0	7
23:00	0	1	4	2	0	1	0	0	0	0	0	0	0	8
23:15	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:30	0	2	0	1	0	0	0	0	0	0	0	0	0	3
23:45	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Totals	64	300	1212	1025	252	57	25							2935
% of Totals	2%	10%	41%	35%	9%	2%	1%							100%

AM Volumes	30	126	457	416	100	20	4	0	0	0	0	0	0	1153
% AM	1%	4%	16%	14%	3%	1%	0%							39%
AM Peak Hour	7:15	8:45	8:00	8:00	8:00	11:45	10:30							8:00
Volume	12	49	106	123	30	7	2							292
PM Volumes	34	174	755	609	152	37	21	0	0	0	0	0	0	1782
% PM	1%	6%	26%	21%	5%	1%	1%							61%
PM Peak Hour	14:00	15:45	16:00	15:15	13:15	12:30	12:45							15:30
Volume	9	48	129	106	29	12	6							297

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Classes	Volume 484	% 16%	Volume 264	% 9%	Volume 523	% 18%	Volume 1664	% 57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	Summary	20	25	25	29	34	2935

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	2	5	1	0	0	0	0	0	0	0	0	0	8
5:00	1	4	13	7	0	0	0	0	0	0	0	0	0	25
6:00	0	5	9	5	1	1	0	0	0	0	0	0	0	21
7:00	2	10	38	10	2	0	0	0	0	0	0	0	0	62
8:00	2	7	34	27	5	2	0	0	0	0	0	0	0	77
9:00	4	13	30	11	7	0	0	0	0	0	0	0	0	65
10:00	1	4	25	20	3	0	0	0	0	0	0	0	0	53
11:00	3	7	42	26	3	1	0	0	0	0	0	0	0	82
12:00 PM	1	5	26	19	2	3	1	0	0	0	0	0	0	57
13:00	1	4	25	26	6	2	1	0	0	0	0	0	0	65
14:00	5	10	30	21	8	0	2	0	0	0	0	0	0	76
15:00	3	10	45	35	7	0	1	0	0	0	0	0	0	101
16:00	2	14	44	34	2	2	2	0	0	0	0	0	0	100
17:00	0	6	39	33	0	0	1	0	0	0	0	0	0	79
18:00	0	3	33	23	7	1	1	0	0	0	0	0	0	68
19:00	0	1	21	27	5	2	2	0	0	0	0	0	0	58
20:00	0	3	21	18	5	2	0	0	0	0	0	0	0	49
21:00	1	5	19	20	3	0	0	0	0	0	0	0	0	48
22:00	0	1	7	5	1	0	1	0	0	0	0	0	0	15
23:00	0	1	5	5	1	1	0	0	0	0	0	0	0	13
Totals	26	115	512	375	69	17	12							1126
% of Totals	2%	10%	45%	33%	6%	2%	1%							100%

AM Volumes	13	52	197	109	22	4	0	0	0	0	0	0	0	397
% AM	1%	5%	17%	10%	2%	0%								35%
AM Peak Hour	9:00	9:00	11:00	8:00	9:00	8:00								11:00
Volume	4	13	42	27	7	2								82
PM Volumes	13	63	315	266	47	13	12	0	0	0	0	0	0	729
% PM	1%	6%	28%	24%	4%	1%	1%							65%
PM Peak Hour	14:00	16:00	15:00	15:00	14:00	12:00	14:00							15:00
Volume	5	14	45	35	8	3	2							101

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	139		12%	122		11%	179		16%	686		61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	24	29	33	1126
Burdette Rd	South Bound	20	25	25	30	34	1809

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:00	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:00	0	2	5	1	1	0	0	0	0	0	0	0	0	**9**
5:00	0	2	6	7	4	0	1	0	0	0	0	0	0	**20**
6:00	1	4	9	23	3	2	0	0	0	0	0	0	0	**42**
7:00	7	11	45	55	9	3	0	0	0	0	0	0	0	**130**
8:00	3	15	72	96	25	3	1	0	0	0	0	0	0	**215**
9:00	5	31	57	56	15	3	0	0	0	0	0	0	0	**167**
10:00	0	3	47	35	17	4	0	0	0	0	0	0	0	**106**
11:00	1	6	18	32	4	1	2	0	0	0	0	0	0	**64**
12:00 PM	0	3	13	26	14	6	2	0	0	0	0	0	0	**64**
13:00	2	3	9	33	20	6	5	0	0	0	0	0	0	**78**
14:00	4	8	50	45	14	2	0	0	0	0	0	0	0	**123**
15:00	2	20	70	67	10	3	0	0	0	0	0	0	0	**172**
16:00	4	34	85	45	10	0	0	0	0	0	0	0	0	**178**
17:00	7	14	82	48	13	1	1	0	0	0	0	0	0	**166**
18:00	2	12	73	43	15	3	1	0	0	0	0	0	0	**149**
19:00	0	13	17	20	5	1	0	0	0	0	0	0	0	**56**
20:00	0	2	21	9	1	1	0	0	0	0	0	0	0	**34**
21:00	0	0	15	2	1	1	0	0	0	0	0	0	0	**19**
22:00	0	0	4	5	2	0	0	0	0	0	0	0	0	**11**
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
Totals	**38**	**185**	**700**	**650**	**183**	**40**	**13**							**1809**
% of Totals	2%	10%	39%	36%	10%	2%	1%							100%

AM Volumes	17	74	260	307	78	16	4	0	0	0	0	0	0	756
% AM	1%	4%	14%	17%	4%	1%	0%							42%
AM Peak Hour	7:00	9:00	8:00	8:00	8:00	10:00	11:00							8:00
Volume	7	31	72	96	25	4	2							215
PM Volumes	21	111	440	343	105	24	9	0	0	0	0	0	0	1053
% PM	1%	6%	24%	19%	6%	1%	0%							58%
PM Peak Hour	17:00	16:00	16:00	15:00	13:00	12:00	13:00							16:00
Volume	7	34	85	67	20	6	5							178

Directional Peak Periods	**AM 7-9**			**NOON 12-2**			**PM 4-6**			**Off Peak Volumes**		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	345		19%	142		8%	344		19%	978		54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	North Bound	20	24	24	29	33	1126
Burdette Rd	South Bound	20	25	25	30	34	1809

Prepared by Nationwide Traffic Data

SPEED

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
1:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2
3:00	0	0	0	1	1	0	0	0	0	0	0	0	0	2
4:00	0	4	10	2	1	0	0	0	0	0	0	0	0	17
5:00	1	6	19	14	4	0	1	0	0	0	0	0	0	45
6:00	1	9	18	28	4	3	0	0	0	0	0	0	0	63
7:00	9	21	83	65	11	3	0	0	0	0	0	0	0	192
8:00	5	22	106	123	30	5	1	0	0	0	0	0	0	292
9:00	9	44	87	67	22	3	0	0	0	0	0	0	0	232
10:00	1	7	72	55	20	4	0	0	0	0	0	0	0	159
11:00	4	13	60	58	7	2	2	0	0	0	0	0	0	146
12:00 PM	1	8	39	45	16	9	3	0	0	0	0	0	0	121
13:00	3	7	34	59	26	8	6	0	0	0	0	0	0	143
14:00	9	18	80	66	22	2	2	0	0	0	0	0	0	199
15:00	5	30	115	102	17	3	1	0	0	0	0	0	0	273
16:00	6	48	129	79	12	2	2	0	0	0	0	0	0	278
17:00	7	20	121	81	13	1	2	0	0	0	0	0	0	245
18:00	2	15	106	66	22	4	2	0	0	0	0	0	0	217
19:00	0	14	38	47	10	3	2	0	0	0	0	0	0	114
20:00	0	5	42	27	6	3	0	0	0	0	0	0	0	83
21:00	1	5	34	22	4	1	0	0	0	0	0	0	0	67
22:00	0	1	11	10	3	0	1	0	0	0	0	0	0	26
23:00	0	3	6	5	1	1	0	0	0	0	0	0	0	16
Totals	64	300	1212	1025	252	57	25							2935
% of Totals	2%	10%	41%	35%	9%	2%	1%							100%

AM Volumes	30	126	457	416	100	20	4	0	0	0	0	0	0	1153
% AM	1%	4%	16%	14%	3%	1%	0%							39%
AM Peak Hour	7:00	9:00	8:00	8:00	8:00	8:00	11:00							8:00
Volume	9	44	106	123	30	5	2							292
PM Volumes	34	174	755	609	152	37	21	0	0	0	0	0	0	1782
% PM	1%	6%	26%	21%	5%	1%	1%							61%
PM Peak Hour	14:00	16:00	16:00	15:00	13:00	12:00	13:00							16:00
Volume	9	48	129	102	26	9	6							278

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	484		16%	264		9%	523		18%	1664		57%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Burdette Rd	Summary	20	25	25	29	34	2935

Prepared by Nationwide Traffic Data

VOLUME

Burdette Rd N/O Burdette Ct (38.994786,-77.149335)

Day: Wednesday
Date: 10/9/2024

City: Bethesda
Project #: MD24_630003_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,126	1,809	0	0	2,935

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	0		0		0	0			12:00	14		17		0	0	31	
0:15	0		0		0	0			12:15	16		11		0	0	27	
0:30	2		0		0	0	2		12:30	15		23		0	0	38	
0:45	0	2	0		0	0		2	12:45	12	57	13	64	0	0	25	121
1:00	0		0		0	0			13:00	19		19		0	0	38	
1:15	0		0		0	0			13:15	14		19		0	0	33	
1:30	0		0		0	0			13:30	16		18		0	0	34	
1:45	0		1	1	0	0	1	1	13:45	16	65	22	78	0	0	38	143
2:00	1		1		0	0	2		14:00	15		43		0	0	58	
2:15	0		0		0	0			14:15	20		18		0	0	38	
2:30	0		0		0	0			14:30	17		27		0	0	44	
2:45	0	1	0	1	0	0		2	14:45	24	76	35	123	0	0	59	199
3:00	0		0		0	0			15:00	15		54		0	0	69	
3:15	0		1		0	0	1		15:15	22		35		0	0	57	
3:30	1		0		0	0	1		15:30	34		41		0	0	75	
3:45	0	1	0	1	0	0		2	15:45	30	101	42	172	0	0	72	273
4:00	0		1		0	0	1		16:00	32		48		0	0	80	
4:15	1		0		0	0	1		16:15	23		47		0	0	70	
4:30	3		7		0	0	10		16:30	28		37		0	0	65	
4:45	4	8	1	9	0	0	5	17	16:45	17	100	46	178	0	0	63	278
5:00	4		3		0	0	7		17:00	25		49		0	0	74	
5:15	7		3		0	0	10		17:15	14		41		0	0	55	
5:30	7		8		0	0	15		17:30	11		35		0	0	46	
5:45	7	25	6	20	0	0	13	45	17:45	29	79	41	166	0	0	70	245
6:00	3		9		0	0	12		18:00	16		37		0	0	53	
6:15	3		4		0	0	7		18:15	21		50		0	0	71	
6:30	7		11		0	0	18		18:30	11		39		0	0	50	
6:45	8	21	18	42	0	0	26	63	18:45	20	68	23	149	0	0	43	217
7:00	10		19		0	0	29		19:00	23		22		0	0	45	
7:15	12		22		0	0	34		19:15	10		17		0	0	27	
7:30	16		37		0	0	53		19:30	12		9		0	0	21	
7:45	24	62	52	130	0	0	76	192	19:45	13	58	8	56	0	0	21	114
8:00	20		51		0	0	71		20:00	18		9		0	0	27	
8:15	18		56		0	0	74		20:15	9		9		0	0	18	
8:30	14		49		0	0	63		20:30	8		8		0	0	16	
8:45	25	77	59	215	0	0	84	292	20:45	14	49	8	34	0	0	22	83
9:00	18		39		0	0	57		21:00	11		4		0	0	15	
9:15	16		46		0	0	62		21:15	8		6		0	0	14	
9:30	18		37		0	0	55		21:30	13		5		0	0	18	
9:45	13	65	45	167	0	0	58	232	21:45	16	48	4	19	0	0	20	67
10:00	10		29		0	0	39		22:00	2		3		0	0	5	
10:15	15		32		0	0	47		22:15	5		3		0	0	8	
10:30	13		24		0	0	37		22:30	3		3		0	0	6	
10:45	15	53	21	106	0	0	36	159	22:45	5	15	2	11	0	0	7	26
11:00	15		22		0	0	37		23:00	6		2		0	0	8	
11:15	17		15		0	0	32		23:15	3		0		0	0	3	
11:30	23		16		0	0	39		23:30	2		1		0	0	3	
11:45	27	82	11	64	0	0	38	146	23:45	2	13	0	3	0	0	2	16
TOTALS		397		756				**1153**	**TOTALS**		729		1053				**1782**
SPLIT %		34.4%		65.6%				**39.3%**	**SPLIT %**		40.9%		59.1%				**60.7%**

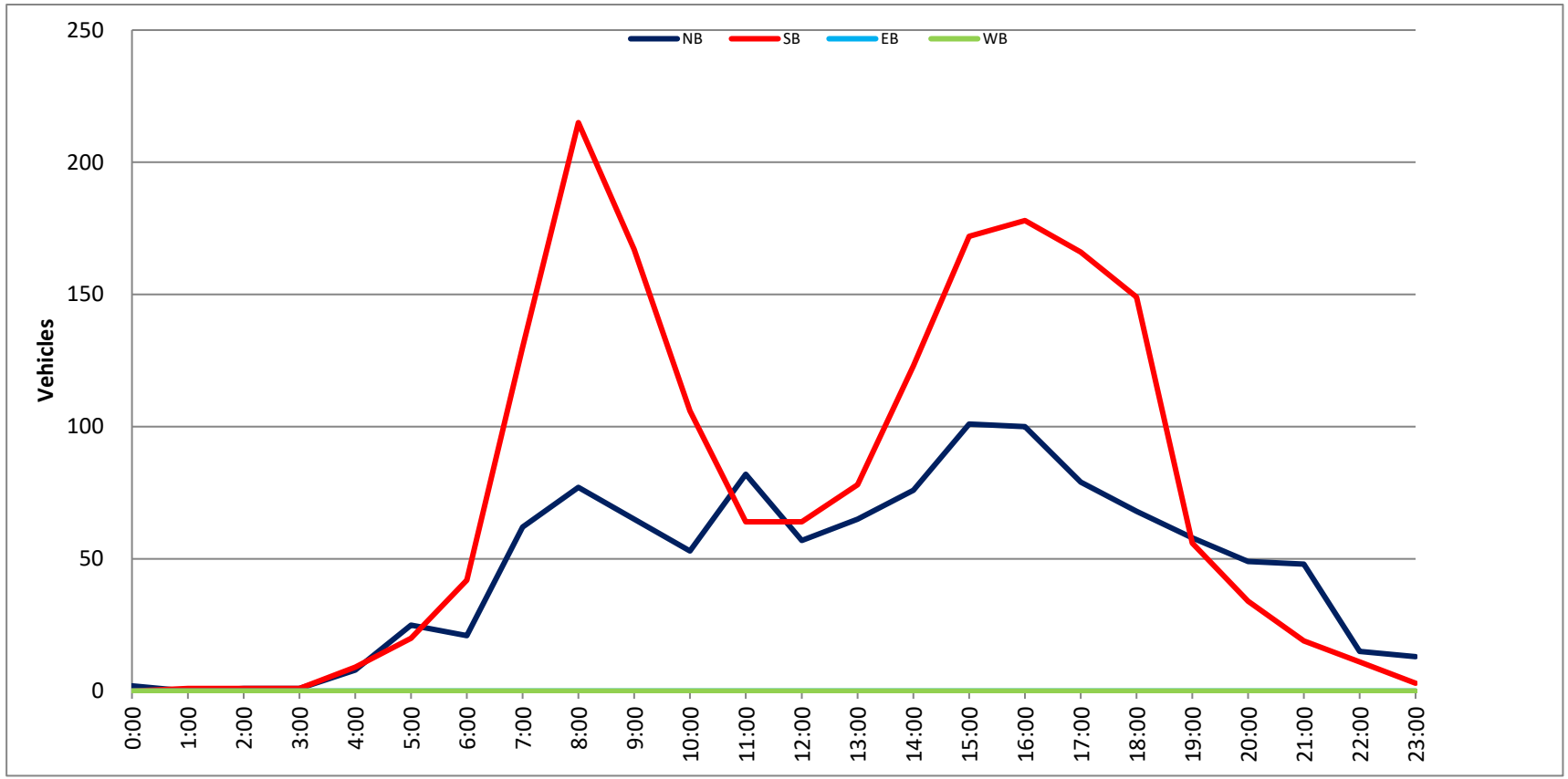
DAILY TOTALS	NB	SB	EB	WB	Total
	1,126	1,809	0	0	2,935

AM Peak Hour	11:00	8:00			**8:00**	**PM Peak Hour**	15:30	16:15			**15:30**
AM Pk Volume	82	215			**292**	**PM Pk Volume**	119	179			**297**
Pk Hr Factor	0.759	0.911			**0.869**	**Pk Hr Factor**	0.875	0.913			**0.928**
7 - 9 Volume	139	345	0	0	**484**	**4 - 6 Volume**	179	344	0	0	**523**
7 - 9 Peak Hour	7:30	8:00			**8:00**	**4 - 6 Peak Hour**	16:00	16:15			**16:00**
7 - 9 Pk Volume	78	215	0	0	**292**	**4 - 6 Pk Volume**	100	179	0	0	**278**
Pk Hr Factor	0.813	0.911	0.000	0.000	**0.869**	**Pk Hr Factor**	0.781	0.913	0.000	0.000	**0.869**

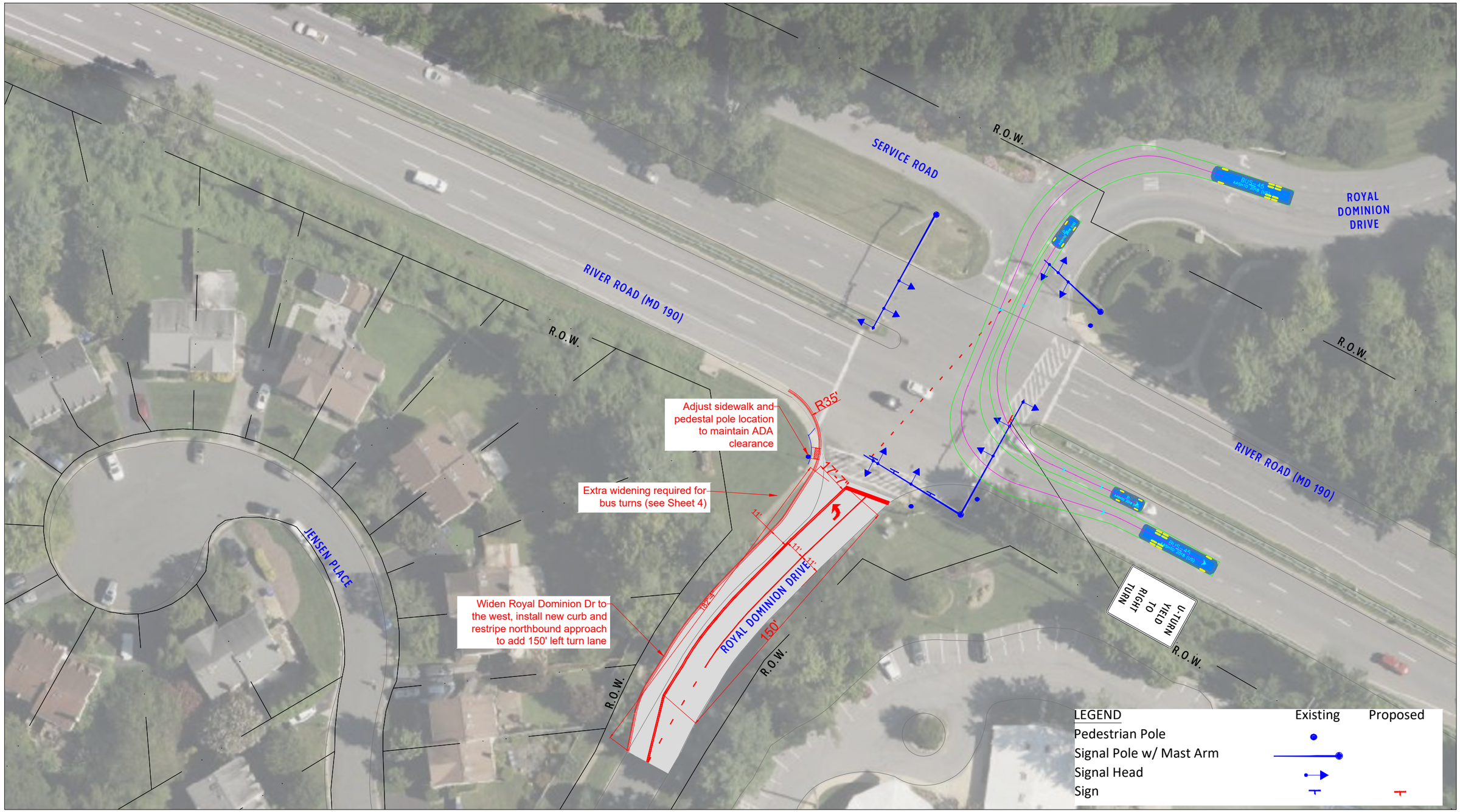
Prepared by Nationwide Traffic Data

Project #: MD24_630003_001 **City:** Bethesda

Location: Burdette Rd N/O Burdette Ct (38.994786,- **Date:** 10/9/2024



O. Mitigations Exhibits



GOROVE SLADE
Transportation Planners and Engineers

Potential Mitigation Exhibit - Signal

DRAFT

Holton-Arms School
August 19, 2025
Sheet 1 of 7

Bethesda, MD

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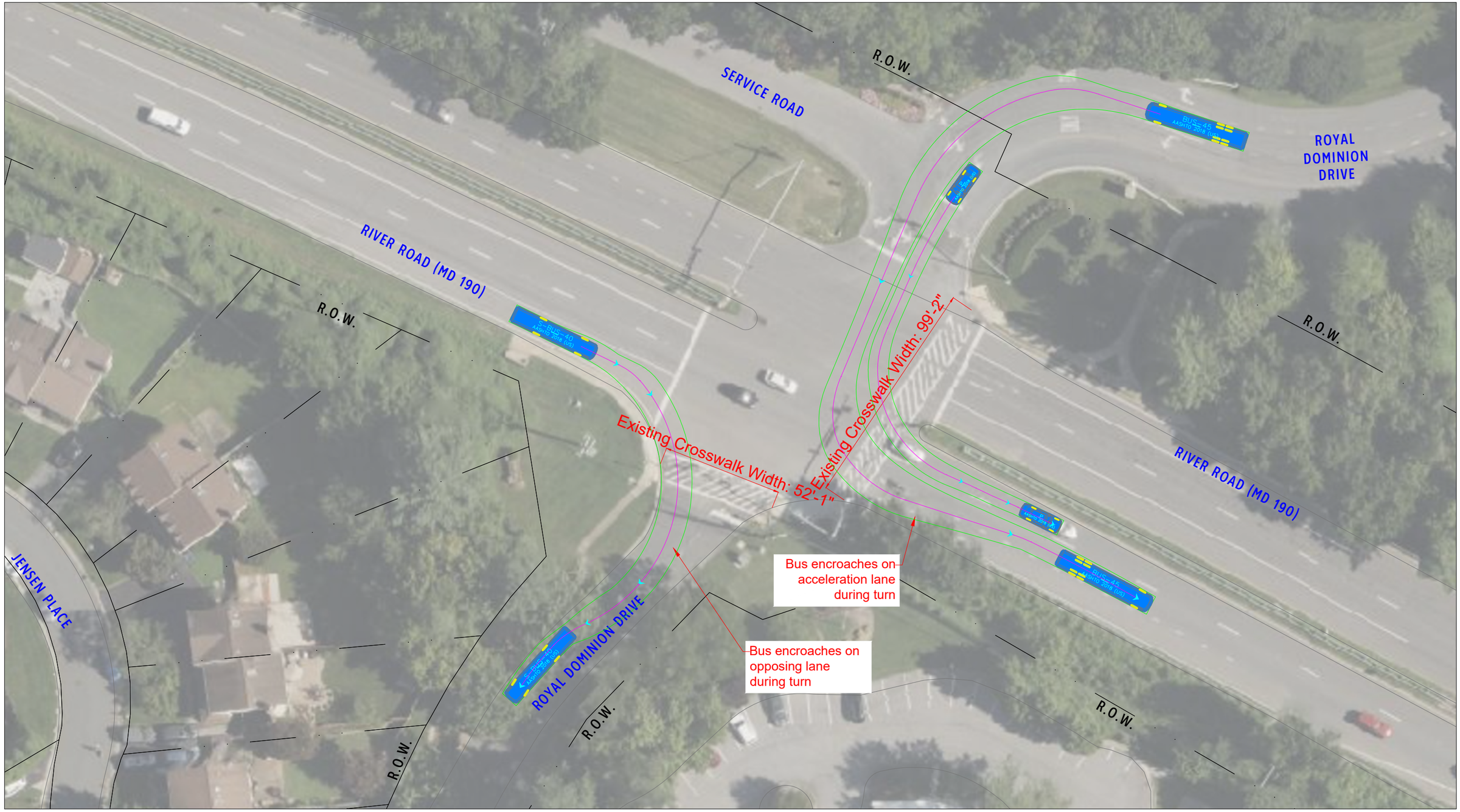

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Transportation Planners and Engineers

Potential Mitigation Exhibit - Existing Bus Turns

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Holton-Arms School
August 19, 2025
Sheet 2 of 7

Bethesda, MD

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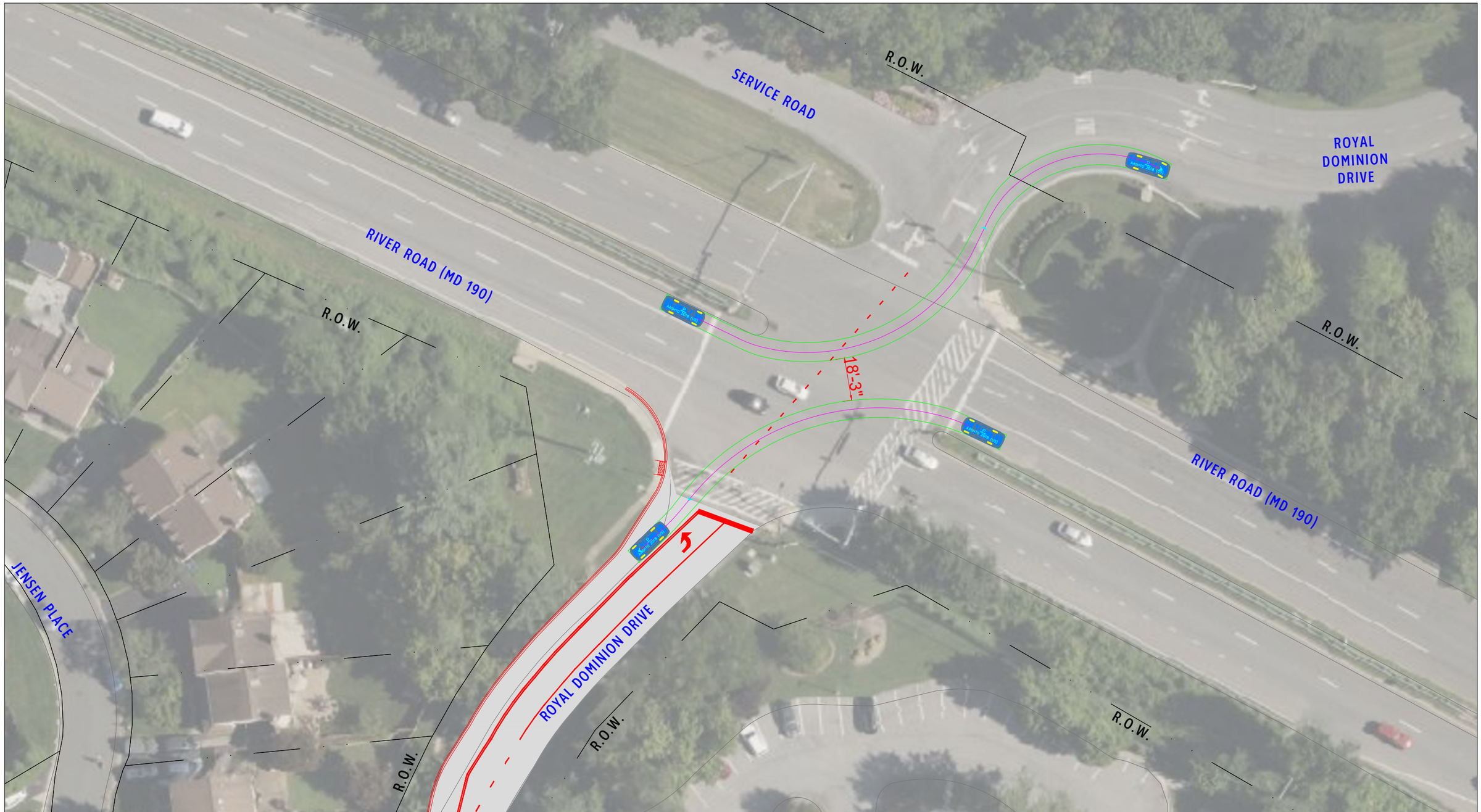

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Potential Mitigation Exhibit - Lefts on to Royal Dominion Drive

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Holton-Arms School
August 19, 2025
Sheet 3 of 7

Bethesda, MD

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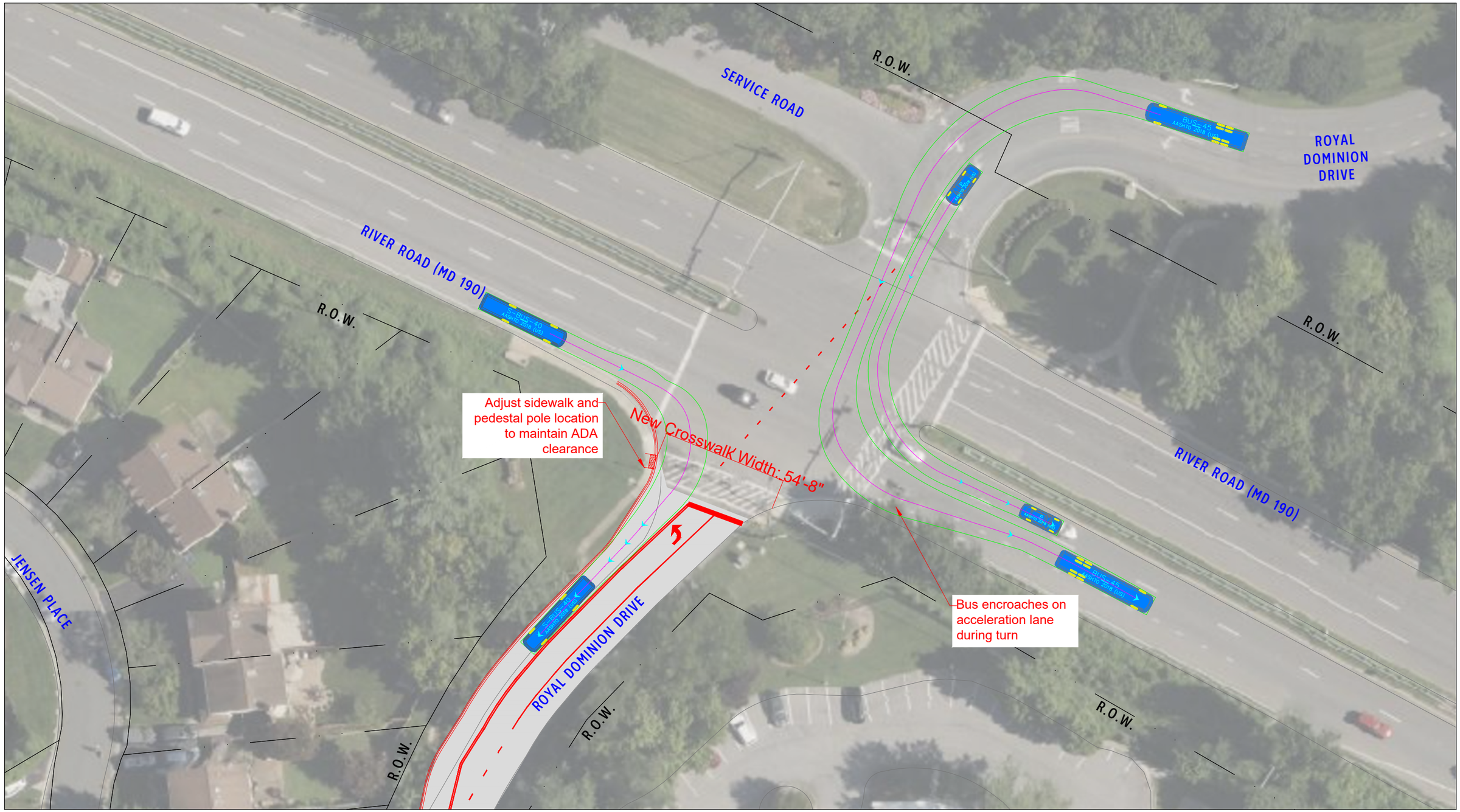

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Potential Mitigation Exhibit - Bus Turns

Holton-Arms School
August 19, 2025
Sheet 4 of 7

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Bethesda, MD

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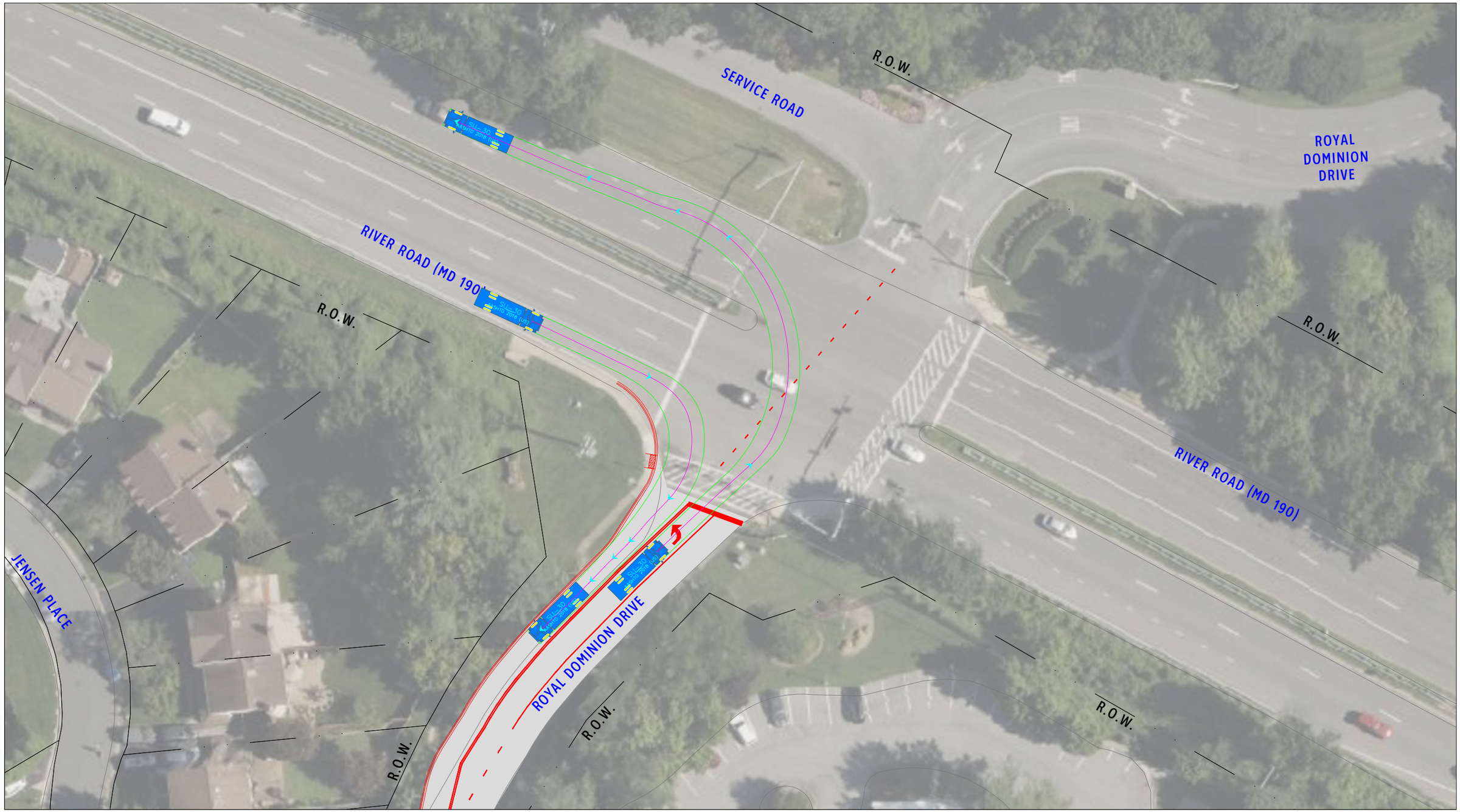

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Potential Mitigation Exhibit - SU-30 Turns

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Holton-Arms School
August 19, 2025
Sheet 5 of 7

Bethesda, MD

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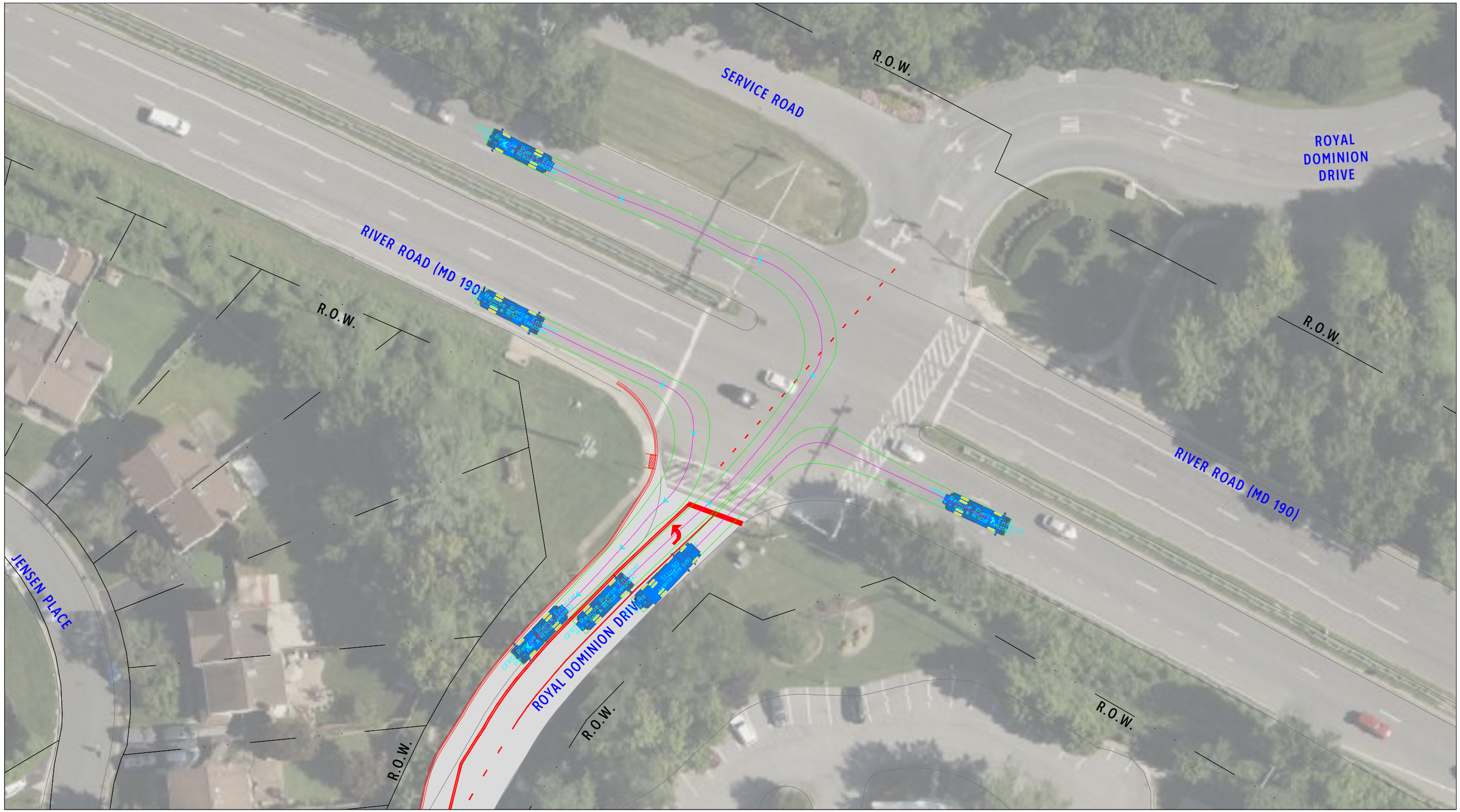

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Potential Mitigation Exhibit - Fire Truck Turns

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Holton-Arms School
August 19, 2025
Sheet 6 of 7

Bethesda, MD

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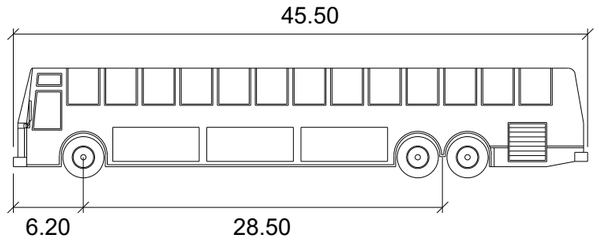
N

SCALE: 1" = 40'

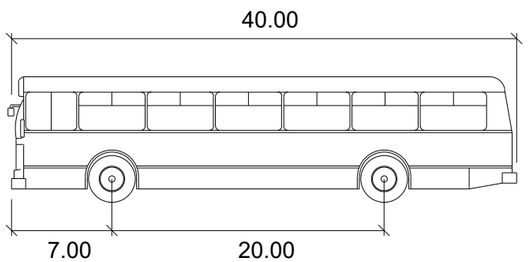
AutoTurn Notes:

- AutoTurn is a kinematic model and does not account for inertia
- AutoTurn does not account for weather and/or pavement conditions
- AutoTurn cannot compensate for driver error or experience
- Other drivable paths may achieve the same result(s) shown
- AutoTurn is a conservative model but is not a guarantee of exact real time results
- Successful simulation in AutoTurn does not guarantee that a specific driver can achieve the same pathway
- Vehicle dimensions are for standard sized vehicles, actual vehicle dimensions may vary
- Future changes to the design may impact and/or invalidate the results depicted in this exhibit
- Unless noted, AutoTurn does not account for vertical clearance or grade change.



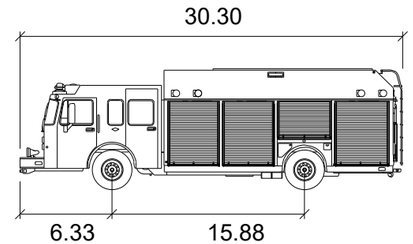
BUS-45

	feet
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 45.2



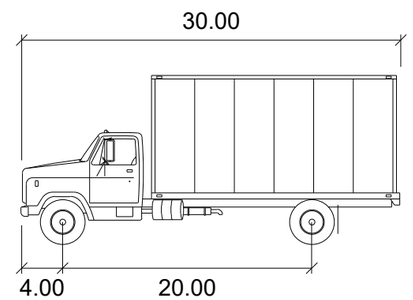
S-BUS-40

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 34.4



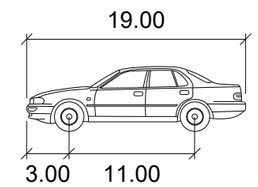
GFRD Rescue Pierce Enforcer

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 50.0



SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6
Height	: 4.3
Total Length	: 19.0

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Transportation Planners and Engineers

Potential Mitigation Exhibit - Vehicle Profiles

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Holton-Arms School
August 19, 2025
Sheet 7 of 7

Bethesda, MD

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NOT TO SCALE

P. Summer Volume Comparison

Summer Volume Comparison

15 Minute Intervals	River Road EB/WB Thru Volumes		
	30-Jan-24	27-Jun-24	23-Jul-24
02:30 PM to 02:45 PM	706	712	592
02:45 PM to 03:00 PM	783	594	571
03:00 PM to 03:15 PM	690	615	529
03:15 PM to 03:30 PM	942	614	646
03:30 PM to 03:45 PM	708	704	597
03:45 PM to 04:00 PM	835	684	656
04:00 PM to 04:15 PM	842	707	642
04:15 PM to 04:30 PM	750	765	665
04:30 PM to 04:45 PM	780	766	613
04:45 PM to 05:00 PM	845	756	649
05:00 PM to 05:15 PM	690	780	726
05:15 PM to 05:30 PM	878	770	728
05:30 PM to 05:45 PM	782	856	754
05:45 PM to 06:00 PM	817	884	730
06:00 PM to 06:15 PM	672	774	646
06:15 PM to 06:30 PM	730	831	591
06:30 PM to 06:45 PM	637	587	601
06:45 PM to 07:00 PM	528	616	562
Total Volume 2:30-7:00 PM:	**13615**	**13015**	**11498**
% Difference from School Year		**-4.4%**	**-15.5%**