

TECHNICAL MEMORANDUM

To: David Muller Ryan Stuart Development

From: Michelle Imarah, EIT

Anila Moorthy, EIT Katie Wagner PE, PTOE

Date: November 25, 2025

Subject: Notley Road - Supplemental Analysis: New Hampshire Avenue and Midland Road Intersection (November

2025 Traffic Volume)

Introduction

This supplemental analysis evaluates traffic operations at the signalized intersection of New Hampshire Avenue and Midland Road, located within ¼ mile of the proposed Notley Road development. The signed and approved Local Area Transportation Review (LATR) Scoping Form coordinated with M-NCPPC, SHA, and MCDOT did not require counts to be taken at this intersection as Midland Road is a local street and shopping center access that is not anticipated to attract a significant number of trips to and from the site. The approved Notley Road LATR dated October 16, 2025, shows that all study intersections analyzed in the report operate within acceptable thresholds. Alongside the approved Notley Road LATR, this memo supplements this analysis to show that New Hampshire Avenue and Midland Road signalized intersection, which is within ¼ mile of the proposed residential development, is also anticipated to operate within acceptable thresholds even with the additional traffic generated by the proposed development.

The findings of this analysis are summarized as follows:

- Traffic counts were collected at the intersection of New Hampshire Avenue and Midland Road in November 2025 after the federal government shutdown ended and schools were in session.
- Critical Lane Volume (CLV) analysis results show that the intersection operates well within Montgomery County's adequacy standards and will continue to do so with the proposed development.

Analysis Assumptions and Methodology

This section outlines the assumptions and methodologies used in the roadway capacity analysis.

Existing Traffic Volumes

Traffic counts were collected at the intersection of New Hampshire Avenue and Midland Road on Wednesday November 19th, 2025, for the AM and PM peak period. These counts were collected after the Fall 2025 Federal Government Shutdown ended and while schools were in session.

Background Traffic Volumes

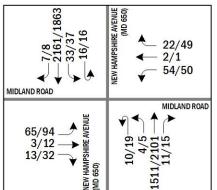
Consistent with the approved LATR, no background developments were identified to be included in this analysis. The total background traffic volumes are based on the existing traffic volumes.

Total Future Traffic Volumes (with the project)

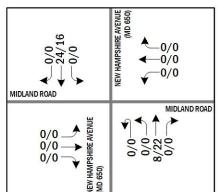
The Total Future traffic volumes consist of the existing volumes (same as the background volumes) and the addition of the traffic volumes generated by the proposed project (site-generated trips). The distributions that were used in the approved LATR were used in this analysis to determine the assignment of the proposed trips at this location.

The existing and proposed traffic volumes are shown in Figure 1 below.

EXISTING AND BACKGROUND VOLUMES



SITE-GENERATED TRIPS



TOTAL FUTURE VOLUMES (WITH PROJECT)

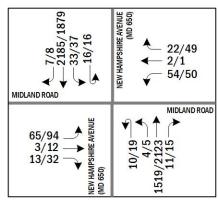


Figure 1: Traffic Volumes at New Hampshire Avenue and Midland Road

Intersection Capacity Analysis

As outlined in the LATR Guidelines and required for a Local Map Amendment, the Critical Lane Volume (CLV) methodology was used to evaluate intersection capacity for the New Hampshire Avenue and Midland Road intersection which is located within the Colesville yellow policy area. Based on the policy area, a CLV of 1,350 or less is considered acceptable and the HCM delay standards of 59 seconds per vehicle apply to study intersections with a CLV of more than 1,350.

Table 1 presents the results of the CLV analysis and shows that CLV values remain well below the 1,350 threshold under all conditions, so no additional delay analysis is required per County regulations.

Table 1: CLV Results

		AM Pea	ak Hour			PM Pea	ak Hour	
Intersection		ng and pround	Total	Future	Existin Backg		Total F	- uture
	CLV	LOS	CLV	LOS	CLV	LOS	CLV	LOS
1.New Hampshire Ave (MD650) / Midland Road	959	Α	968	Α	1030	В	1038	В

Conclusion

Based on this supplemental analysis and the approved LATR, the proposed development will not negatively impact traffic operations at the Midland Road/New Hampshire Avenue intersection. The Midland Road/New Hampshire Avenue intersection (in addition to the intersections analyzed in the LATR) is expected to operate well below the established CLV standard of 1,350 under future conditions with the project.

Technical Attachments

A. Existing Turning Movement Counts

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name : Notley Park
Project # : 3507-001
Location Montgomery County, MD

Data Source: Gorove/Slade Associates, Inc.

 Analysis Period:
 STUDY_PERIOD
 06:30 AM
 to
 09:30 AM

 Date of Counts:
 Wednesday, November 19, 2025
 5
 5
 5
 5
 6
 6
 6
 9
 99:30 AM
 6
 99:30 AM
 99:30 AM
 99:30 AM
 90:30 AM
 90:30

 Volumes Displayed as:
 1. Intersection Peak (vehicle)

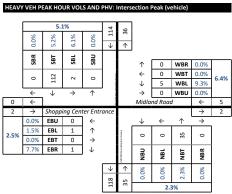
 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

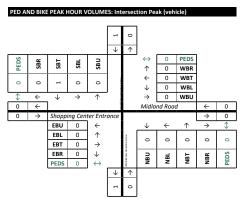
 System Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

 User-Defined Peak Hour:
 07:30 AM
 to
 08:30 AM

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09:15 AM to 09:30 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	INT. PEAK HR (HV ONLY 06:45 AM to 07:45 AM Heavy Vehicle % (PHV) Direction BIGYCLES Roadway Movement 06:30 AM to 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:15 AM to 07:30 AM 07:15 AM to 07:30 AM 07:30 AM to 07:45 AM 07:45 AM to 08:15 AM 08:00 AM to 08:15 AM 08:30 AM to 08:45 AM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6.1% 1. 2 5.9% Sc 650) Ner Left 0 0 0 0 0 0	112 5.2% 47 144 7.2% outhbou w Hamp Thru 0 0 0 0 0 0 0	0.0% 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0.0% U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 9.3% 5 12.8% Mi Left 0 0 0 0 0 0	0 0.0% 5 0.0% /estbour 0 0 0 0 0 0 0	0.0% 0 0.0% nd Right 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 0 0 0 0	0.0% 0 0.0% (MD 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 5 0 0.0% No 550) Nev Left 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou w Hamp Thru 0 0 0 0 0 0 0	0.0% 0 0.0% nd shire A Right 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% SH 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% 1 2.9% Einopping Left 0 0 0 0 0 0	0 0.0% 1 0 0.0% astboun Center Thru 0 0 0 0 0 0	7.7% 0 0.0% nd Entrane Right 0 0 0 0 0 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0
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INT. PEAK HR (ALL VEH) 1 0	## INT. PEAK HR (HV ONLY 06:45 AM to 07:45 AM Heavy Vehicle % (PHY) ## OF	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6.1% 1. 2 5.9% Sc 650) Ner Left 0 0 0 0 0 0 0 0	112 5.2% 147 144 7.2% w Hamp Thru 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 1 0	0.0% 0 0.00% 0 0 0 0 0 0 0 0 0 0	5 9.3% 5 12.8% W Mi Left 0 0 0 0 0 0 0 0	0 0.0% 5 0 0.0% /estbour dland Re Thru 0 0 0 0 0 0 0 0	0.0% 0 0.0% odd nd doad Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 0 0 0 0 0 2	0.0% 0 0.0% (MD 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 50 0.0% No 550) Nev Left 0 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou v Hamp Thru 0 0 0 0 0 0 0	0.0% 0 0.0% nd sshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% SI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% 1 2.9% Enopping Left 0 0 0 0 0 0 0 0	0 0.0% 1 0 0.0% asstboun Center Thru 0 0 0 0 0 0 0	7.7% 0 0.0% nd Entran. Right 0 0 0 0 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0
07:30 AM to 08:30 AM 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	## INT. PEAK HR (HV ONLY 06:45 AM to 07:45 AM Heavy Vehicle % (PHV) ## Office tion	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6.1% 1. 2 5.9% Sc 650) Ner Left 0 0 0 0 0 0 0 0	112 5.2% 147 144 7.2% w Hamp Thru 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 1 0	0.0% 0 0.00% 0 0 0 0 0 0 0 0 0 0	5 9.3% 5 12.8% W Mi Left 0 0 0 0 0 0 0 0	0 0.0% 5 0 0.0% /estbour dland Re Thru 0 0 0 0 0 0 0 0	0.0% 0 0.0% odd nd doad Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 0 0 0 0 0 2	0.0% 0 0.0% (MD 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 50 0.0% No 550) Nev Left 0 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou v Hamp Thru 0 0 0 0 0 0 0	0.0% 0 0.0% nd sshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% SI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% 1 2.9% Enopping Left 0 0 0 0 0 0 0 0	0 0.0% 1 0 0.0% asstboun Center Thru 0 0 0 0 0 0 0	7.7% 0 0.0% nd Entran. Right 0 0 0 0 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0
INT. PEAK HR (BIKES) 1 0 0 0	## 100 PEAK HR (HV ONLY OB-145 AM to 07:45 AM to 07:45 AM Heavy Vehicles % (PHV) ## 100 PEAK AM to 07:45 AM Direction Roadway Movement ## 100 PEAK AM to 07:00 AM 06:45 AM to 07:00 AM 07:00 AM 07:00 AM 07:15 AM to 07:15 AM 07:45 AM to 08:00 AM 08:00 AM to 08:45 AM 08:00 AM 08:00 AM to 08:45 AM 08:30 AM 09:15 AM to 09:15 AM 09:15 AM to 09:15 AM 09:15 AM to 09:15 AM 09:15 AM to 10:00 AM 10:11:15 AM 11:15 AM 11:15 AM 11:15 AM 11:15 AM 10:11:15 AM 10:11:11:11:11:11:11:11:11:11:11:11:11:1	0 0.00% 1 1 6.33% 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6.1% 1. 2 5.9% Sc 6550 Net 0 0 0 0 0 0 0 0 0	112 5.2% 447 144 7.2% 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 1 0	0.0% 0 0.00% 0 0 0 0 0 0 0 0 0 0	5 9.3% W Mii Left 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 5 5 0 0.0% /estbour dland Rr 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% odd nd doad Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 0 0 0 0 0 2	0.0% 0 0.0% (MD 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 5 0 0 0 0.0% Nc 5550) Nen 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% nd sshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0.0% SI 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% Ei	0 0.0% 1 0 0.0% 2 0 0.0% 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.7% 0 0.0% nd Entran. Right 0 0 0 0 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0
07:00 AM to 08:00 AM 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	## 100 PEAK HR (HV ONLY 06:45 AM to 07:45 AM Heavy Vehicle % (PHV) ## 100 PEAK HR (HV ONLY 06:45 AM to 07:45 AM TO 06:45 AM to 07:00 AM 07:00 AM to 07:15 AM 07:00 AM to 07:45 AM to 07:45 AM to 07:45 AM to 07:45 AM to 08:00 AM 08:15 AM to 08:30 AM to 08:15 AM to 08:30 AM to 08:45 AM 08:30 AM to 08:45 AM 09:00 AM 09:30 AM to 09:45 AM 09:30 AM to 09:45 AM 10:15 AM to 10:15 AM to 10:15 AM to 10:30 AM 10:00 AM to 10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:15 AM to 10:45 AM 10:15 AM to 11:15 AM to 11:30 AM 11:15 AM to 1	0 0.00%	2 6.1% 1.1 2 5.9% Sc 6550) Net 0 0 0 0 0 0 0 0 0 0 0	112 5.2% 1447 1444 7.2% 1444 7.2% 1444 7.2% 1444 7.2% 1444 7.2% 1444 7.2% 1444 1444 1444 1444 1444 1444 1444 14	0.0% 0 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 1 0	0.0% 0 0.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	5 9.3% V Mii 0 0 0 0 0 0 0 0 0 0	0 0.0% 5 5 0 0.0% 108 108 108 108 108 108 108 108 108 108	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	0 0 1 1 0 0 0 0 0 2	0.0% 0	0 0.0% 5 0 0.0% Nr. 550) New Left 0 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou w Hamp Thru 0 0 0 0 0 0 0 0 0 0	0.0% 0.0% nd sshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% SH U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% E. 1 2.9% E. 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 1 1 0 0.0% asstboun 0 0 0 0 0 0 0 0 0	7.7% 0 0 0 0.096 Fentram Right 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0
	## INT. PEAK HR (HV ONLY 06:45 AM to 07:45 AM Heavy Vehicle % (PHV) ## Office for Readway Movement ## Office for Readway Mov	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 6.1% 1 2 5.9% Scs 650) Net Eeft 0 0 0 0 0 0 0 0 0 0	112 5.2% 1447 1444 7.2% 14	0.0% 0 0 0.0% nd oshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7.2% venue 0 0 0 0 0 0 0 1 0	0.0% 0 0.0% 0 0 0 0 0 0 0 0 0 0 0 0 0	5 9.3% 5 12.8% Mi 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 5 0 0.0% 6 0 0.0% 7 Thru 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 0 0 0 0 0 2	0.0% 0	0 0.0% 5 0 0 0 0.0% No 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	35 2.3% 3 53 4.0% orthbou v Hamp Thru 0 0 0 0 0 0 0 0 0 0	0.0% 0.0% nd sshire A Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4.0% venue 0 0 0 0 0 0 0 0 0 0 0 0 0	0.0% SH U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1.5% 1 2.9% E: 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0.0% 1 0 0.0% asstbourn Thru 0 0 0 0 0 0 0 0	7.7% 0 0 0 0.096 Fentram Right 0 0 0 0 0 0 0 0	2.3% ce 0 1 0 0 0 0 0 0 0 0

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	0.58	0.93	0.83	0.67	← 2217	→ 1614					
	SBR	SBT	SBL	SBU			· ↑	22	WBR	0.79	
	_	2161	33	16	1 1		\leftarrow	2	WBT	0.50	0.
		21	т,	1	J		\downarrow	54	WBL	0.84	"
	←	. ↓	\rightarrow	\uparrow	1		\rightarrow	0	WBU	n/a	
13	+				-		Midla	nd Roa	d	←	7
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	0.65	EBR	13] ↓		es vession year	NBU	NBL	NBT	NBR	
					38 ←	1	0.63	0.33	0.92	0.46	
					2238	1536		0	93		i





DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Intersection: 1. (MD 650) New Hampshire Avenue & Midland Road/Shopping Center Entrance

Project Name: Notley Park Project #: 3507-001

Direction

Movement. 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM

08:15 PM to 08:30 PM

ALL VEHICLES

Analysis Period: STUDY_PERIOD 04:00 PM to 07:00 PM Date of Counts: Wednesday, November 19, 2025 Weather: Cloudy

 Intersection Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM

 System Peak Hour (all vehicles):
 04:45 PM
 to
 05:45 PM
 User-Defined Peak Hour: 05:00 PM to

EB

 06:00 PM

Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

1:		So	uthbou	nd			W	'estbou	nd			No	orthbou	nd			E	astbour	nd	
v:	(MD 6	550) Nev	w Hamp	shire A	venue		Mid	dland R	oad		(MD 6	50) Nev	w Hamp	shire A	venue	S	hopping	Center	Entran	ce
t:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
	0	9	436	1	0	0	12	0	10	0	1	0	524	3	0	0	23	4	6	3
	9	10	451	1	0	0	10	0	2	1	1	1	514	6	0	0	18	3	6	0
	3	11	446	1	2	0	9	0	14	2	6	2	550	8	0	0	19	1	10	3
	5	8	474	3	0	0	9	0	18	0	6	2	519	8	0	0	21	3	8	1
	6	8	504	2	0	0	16	0	5	2	6	0	498	0	0	0	11	1	5	0
	3	8	420	0	1	0	10	0	13	1	5	3	523	6	0	0	34	2	8	1
	2	13	465	3	0	0	15	1	13	0	2	0	561	1	0	0	28	6	11	1

05:15 PM to 05:30 PM 05:30 PM to 05:45 PM 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM

06:45 PM to 07:00 PM 07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM

08:30 PM to 08:45 PM 08:45 PM to 09:00 PM INT. PEAK HR (ALL VEH) 16 37 1863 8 1 0 50 1 49 0 94 12 32 04:45 PM to 05:45 PM 19 5 2101 15 Peak Hour Overall U Left Thru Right SB U Left Thru Right WB U Left Thru Right NB U Left Thru Right Factor (PHF) 0.78 0.42 0.94 0.47 0.69 0.96 0.71 0.92 0.67 0.93 0.50 0.73 HEAVY Southbound Westbound Northbound Eastbound

VEHICLES Roadway (MD 650) New Hampshire Avenue Midland Road (MD 650) New Hampshire Avenue **Shopping Center Entrance** Movement. Left Thru Right Thru Right Left Thru Right Left Thru Right 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM 05:30 PM to 05:45 PM 05:45 PM to 06:00 PM 06:00 PM to 06:15 PM 06:15 PM to 06:30 PM 06:30 PM to 06:45 PM 06:45 PM to 07:00 PM Ω

07:00 PM to 07:15 PM 07:15 PM to 07:30 PM 07:30 PM to 07:45 PM 07:45 PM to 08:00 PM 08:00 PM to 08:15 PM 08:15 PM to 08:30 PM 08:30 PM to 08:45 PM 08:45 PM to 09:00 PM

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 0.0%
 2.9%
 26.7%
 3.0%
 INT. PEAK HR (ALL VEH) 04:45 PM to 05:45 PM 0 0 0 1 Heavy Vehicle % (PHV): 0.0% 0.0% 0.0% 3.1% **0.7%** NT. PEAK HR (HV ONLY) 56

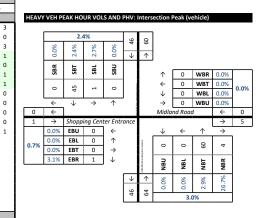
1:00 PM to 05:00 PM 1 1 54 0

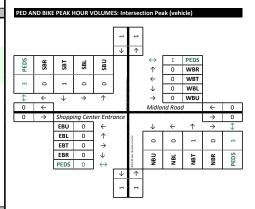
Heavy Vehicle % (PHV): 5.9% 2.6% 3.0% 0.0% **3.0%** 0 0 0 1 0.0% 0.0% 0.0% 2.3% 1.2% 0 0 85 4 0.0% 0.0% 4.0% 16.0% 0 1 0 0 0.0% 1.2% 0.0% 0.0% **0.8%** INT. PEAK HR (HV ONLY) 04:00 PM to 05:00 PM

		Direction:		50	uthbou	ind			W	estbou	nd			No	orthbou	nd			Ea	astbour	ıd	
BICYCLES		Roadway:	(MD 6	50) Ne	w Hamp	oshire A	venue		Mid	dland R	oad		(MD 6	50) Nev	w Hamp	shire A	venue	Sh	nopping	Center	Entranc	e
		Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
04:00 PM	to	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	to	04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	to	04:45 PM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	1	0	0	3
04:45 PM	to	05:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	to	05:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	to	05:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	to	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45 PM	to	06:00 PM	0	0	0	0	1	0	0	0	0	1	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	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	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	0	0	0	0
06:45 PM	to	07:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00 PM	to	07:15 PM																				
07:15 PM	to	07:30 PM																				
07:30 PM	to	07:45 PM																				
07:45 PM	to	08:00 PM																				
08:00 PM	to	08:15 PM																				
08:15 PM	to	08:30 PM																				
08:30 PM	to	08:45 PM																				
08:45 PM	to	09:00 PM																				
INT. PEA	AK H	R (ALL VEH)			1					כ					1)		
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	0.67	0.92	0.71	0.67	← 19	> 22					
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	∞	1863	37	16							c
			Ļ		J		V	50	WBL	0.78	ł
		, ↓	\rightarrow	\uparrow	-		\rightarrow	0	WBU	n/a	L
14	+					_	Midla	nd Roa	d	+	Ŀ
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	0.69	EBL	94	1		200	0	2	12	10	l
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					\downarrow	1	0.79	0.42	0.94	0.47	i

Volumes Displayed as: 1. Intersection Peak (vehicle)





DATA COLLECTION NOTES :

04:00 PM to 05:00 PM

B. CLV Worksheets

