#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
1	**Leading Pedestrian Intervals**	Pedestrian-Focused	Leading Pedestrian Intervals (LPIs) are traffic signal timing treatments that give pedestrians a 3- to 7-second head start before parallel vehicles receive a green indication.	*Helps pedestrians establish themselves in the crosswalk before turning vehicles move, improving visibility and reducing turning conflicts.*	· Signalized intersections · Intersections with frequent conflicts between turning vehicles and pedestrians · Intersections with high turning-vehicle volumes	· All streets with signalized intersections	Short term (Less than 1 year)	2.1 Conflicts Between Users: Drivers Turning and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 5.1 Pedestrian: Intersection Crossing 7.4 User Behavior: Driver Yielding 10.1 Signal Timing: Clearance Intervals 10.2 Signal Timing: Inadequate Pedestrian Crossing Time	· Install with high-visibility crosswalks, curb ramps, accessible pedestrian signals, and No Turn on Red restrictions where appropriate · Provide a 3- to 7-second leading pedestrian interval; three seconds is generally sufficient except at larger or high-volume intersections	· 13% fewer pedestrian crashes. · This estimate reflects signal timing that gives pedestrians a head start before turning vehicles move. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse (Leading Pedestrian Intervals).*	$$	· May operate every cycle or only when actuated by an accessible pedestrian pushbutton · Adjust interval length based on pedestrian volume, crossing distance, and intersection complexity · Applicable at school crossings and other locations with high pedestrian activity · Consider an exclusive pedestrian phase where pedestrian volumes or conflicts are especially high · Can be paired with curb extensions to increase visibility and reduce crossing distance · Avoid pairing an LPI with protected-permissive left-turn phasing unless conflicts are otherwise addressed	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 4E.06: Pedestrian Intervals and Signal Phases PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System NACTO Urban Street Design Guide
2	**Exclusive Pedestrian Phase (All-Walk Phase or Barnes Dance)**	Pedestrian-Focused	An exclusive pedestrian phase, also called an all-walk phase or Barnes Dance, stops vehicle movements so pedestrians can cross one or more legs of a signalized intersection during a separate pedestrian phase. Accessible pedestrian signals should be provided where required.	*Separates pedestrian and vehicle movements to reduce turning conflicts and improve pedestrian comfort at busy signalized intersections.*	· Signalized intersections with low to moderate vehicle volumes · Urban or downtown areas with high pedestrian activity · Intersections with high turning-vehicle volumes or complex pedestrian crossings	· Local Streets · Collector Streets · Signalized intersections on larger streets where pedestrian volumes justify full separation	Medium term (1-3 years)	1.2 Speeds, Severity, and Compliance: High-Speed Turns 2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.2 Conflicts Between Users: Drivers and Pedestrians 5.1 Pedestrian: Intersection Crossing 7.4 User Behavior: Driver Yielding 10.1 Signal Timing: Clearance Intervals 10.1.1 Signal Timing: Clearance Intervals (High-Speed Turns)	· Calculate pedestrian clearance time based on the longest crossing distance · Use red-arrow indications or other turn restrictions where needed to separate pedestrian and vehicle movements · Install No Turn on Red signs when right turns are restricted · Consider exclusive left-turn lanes or other phasing changes where left-turn conflicts are present · Verify that accessible pedestrian signals and pushbuttons are provided where required	· No single CMF is available for an exclusive pedestrian phase by itself. · The expected benefit is fewer pedestrian crashes involving turning vehicles because pedestrians and vehicles move at separate times. · For planning, compare this with related signal treatments such as Leading Pedestrian Intervals (13% fewer pedestrian crashes) or Pedestrian Hybrid Beacons where applicable. *Source: CMF Clearinghouse / FHWA signal timing guidance.*	$$$	· Ensure sidewalk, corner, and refuge areas can accommodate pedestrian queues · Provide ADA-compliant curb ramps and detectable warning surfaces at all crossings · Coordinate timing with adjacent signals where applicable · Consider potential increases in delay for motor vehicles and transit · Use where pedestrian volumes or turning conflicts justify full separation from vehicle movements	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 4E.06: Pedestrian Intervals and Signal Phases FHWA Traffic Signal Timing Manual, Chapter 4 NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections NCHRP Web-Only Document 117A: Accessible Pedestrian Signals: A Guide to Best Practices
3	**Turning Vehicles Yield to Pedestrians Sign**	Pedestrian-Focused	The Turning Vehicles Yield to Pedestrians (R10-15) sign reminds drivers making permitted turns to yield to pedestrians in the crosswalk.	*Improves driver awareness and reinforces yielding expectations where turning vehicles may conflict with pedestrians.*	· Signalized or unsignalized intersections with permissive turning movements · Crossings where drivers may not expect pedestrians · Locations with limited sight distance or recurring yielding issues	· All street types	Short term (Less than 1 year)	2.1 Conflicts Between Users: Drivers Turning and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding	· Locate the sign where it is visible to turning drivers and associated with the relevant signal face or turning movement · At signalized intersections, overhead mounting may provide the greatest visibility · Do not use where pedestrians or bicyclists operate under an exclusive phase with no conflicting vehicle turning movement	· No single CMF is available for the R10-15 Turning Vehicles Yield to Pedestrians sign by itself. · The sign is expected to improve driver awareness and yielding, especially where turns are permitted during the pedestrian phase. · Greater crash reduction is expected when paired with high-visibility crosswalks, LPIs, turn restrictions, or other treatments. *Source: MdMUTCD / CMF Clearinghouse review.*	$	· Use as a low-cost treatment for permissive left- or right-turn conflicts · Consider signal phase separation, turn restrictions, or LPIs where conflicts are severe · Pair with high-visibility crosswalks and adequate lighting where visibility is a concern	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.53: Traffic Signal Signs (R10-15 Turning Vehicles Yield to Pedestrians) City of Rockville Marked Crosswalk Guidelines: Signage and yielding treatments at marked crossings NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
4	**Parking Restrictions at Uncontrolled Pedestrian Crossings (Daylighting)**	Pedestrian-Focused	Parking restrictions near crossings, often called daylighting, keep the approach to a crosswalk or crossing clear of parked vehicles using signs, pavement markings, curb extensions, planters, paint, or vertical delineators.	*Improves sight distance between drivers and people walking or biking so users can see each other sooner.*	· Intersections, driveways, or midblock crossings with on-street parking · Crossings with high pedestrian or bicyclist activity · Areas near schools, parks, transit stops, senior housing, or other pedestrian generators	· All street types with on-street parking	Varies depending on complexity	1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 3.5 Roadway Design: Access Management 7.4 User Behavior: Driver Yielding 8.6 Conflict Type: Parked Vehicle	· Restrict parking at least 20 feet from the crosswalk; consider up to 40 feet where speeds, volumes, or sight-distance constraints warrant · Delineate the restricted area with curb extensions, planters, painted curb, markings, or flexible delineators · Install No Parking signs consistent with the MdMUTCD R7 series where signing is needed · Pair with high-visibility crosswalk markings and ADA-compliant curb ramps	· Up to 30% fewer pedestrian crashes where daylighting improves sight distance at crossings. · Benefits are greatest where parked vehicles block views between drivers and people walking or biking. *Source: CMF Clearinghouse / pedestrian visibility treatments.*	$	· Coordinate parking removal with affected stakeholders, including residents, businesses, and property owners · Reallocate removed parking space for green infrastructure, bicycle parking, curb extensions, or visibility improvements where appropriate · Use physical elements where stronger compliance or visibility benefits are needed · Consider time-of-day restrictions only where conditions vary and enforcement is practical	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.46: Parking, Standing, and Stopping Signs City of Rockville Marked Crosswalk Guidelines: Parking restrictions / daylighting at marked crossings AASHTO A Policy on Geometric Design of Highways and Streets (Green Book) ITE Unsignalized Intersection Improvement Guide PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
5	**Curb Extensions (Bulb Outs)**	Pedestrian-Focused	Curb extensions, also called bulb-outs, physically extend the sidewalk or curb line into the parking lane or shoulder at intersections and other crossing locations.	*Shortens pedestrian crossing distance, improves pedestrian visibility, and can slow turning vehicles.*	· Signalized or unsignalized crossings · Streets with parking lanes, wide shoulders, or excess pavement width · Bus stops, school crossings, and other pedestrian activity areas	· All street types where curb extensions do not conflict with bicycle, transit, emergency, or freight operations	Medium term (1-3 years), Quick-build opportunity	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.5 Speeds, Severity, and Compliance: Large Vehicles 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 4.1 Accessibility (ADA): Insufficient Curb Ramps 5.1 Pedestrian: Intersection Crossing 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 7.4 User Behavior: Driver Yielding	· Use temporary or permanent materials such as curb, paint, bollards, planters, or flexible delineators depending on project scale · Preserve sight lines by limiting the height of street furniture, signs, and landscaping near crossings · Extend at least the width of the crosswalk; adjust length based on sight distance, drainage, transit operations, and parking context · Maintain accessible curb ramps and detectable warning surfaces at crossings	· No single CMF is available for curb extensions alone. · They are expected to reduce risk by shortening crossings, making pedestrians more visible, slowing turning vehicles, and improving yielding. · When combined with marked crosswalks, daylighting, refuge islands, or beacons, the safety benefit may be similar to those companion treatments. *Source: CMF Clearinghouse / local design guidance review.*	$-$$	· Do not extend curb extensions into bicycle travel paths unless a protected bikeway design specifically accommodates the transition · Evaluate drainage, utilities, snow removal, street sweeping, and emergency vehicle operations · Coordinate with transit agencies where bus stops are present; consider bus bulbs or stop relocation where appropriate · Consider quick-build materials for interim installation before permanent reconstruction	City of Rockville Marked Crosswalk Guidelines: Curb extensions / crossing visibility enhancements Montgomery County Complete Streets Design Guide: Curb extensions and pedestrian crossing design
6	**High-Visibility Crosswalks**	Pedestrian-Focused	High-visibility crosswalks use continental or ladder-style pavement markings that are easier for drivers to see than standard transverse lines. Continental markings use wide bars placed parallel to the direction of travel across the crossing.	*Improves the visibility of marked pedestrian crossings and helps drivers recognize where to expect people crossing.*	· Controlled crossings · Uncontrolled crossings that meet MdMUTCD criteria for marked crosswalks · Crossings near schools, transit stops, parks, trails, or other pedestrian generators	· All street types	Short term (Less than 1 year)	2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 7.4 User Behavior: Driver Yielding	· Use high-visibility continental crosswalk markings at marked crossings · Provide a minimum marked crosswalk width of 10 feet where feasible · Pair with ADA-compliant curb ramps, detectable warning surfaces, and stop or yield lines where applicable · Restrict parking near the crosswalk where sight distance is limited	· 40% fewer pedestrian crashes when installed as part of a crosswalk visibility enhancement package. · This benefit is strongest when high-visibility markings are paired with good lighting, signs, advance stop/yield lines, and parking restrictions where needed. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse.*	$	· Place crosswalks where they align with pedestrian desire lines and accessible routes · Increase crosswalk width where pedestrian demand is high · Maintain markings with retroreflective materials and refresh as needed · Use decorative or artistic crosswalk elements only where they do not reduce visibility or conflict with applicable traffic-control requirements	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 3B.18: Crosswalk Markings City of Rockville Marked Crosswalk Guidelines: High-visibility / continental crosswalk markings MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: High-visibility crosswalks FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
7	**Midblock Crosswalks**	Pedestrian-Focused	Midblock crosswalks are marked pedestrian crossings located between intersections, typically where pedestrian demand, land uses, trails, transit stops, or desire lines support a formal crossing location.	*Provides a designated crossing opportunity where people are likely to cross between intersections.*	· Non-intersection crossing locations · Locations where trails, transit stops, parks, schools, or other pedestrian generators create crossing demand · Locations where the nearest intersection crossing is inconvenient or does not match pedestrian desire lines	· Local Streets · Collector Streets · Arterials where supplemental treatments are provided based on speed, volume, and crossing distance	Short term (Less than 1 year)	1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 5.3 Pedestrian: Low-Comfort Facility 7.4 User Behavior: Driver Yielding	· Use high-visibility continental markings at midblock crossings · Select supplemental traffic control based on speed, volume, number of lanes, and pedestrian demand · Consider pedestrian warning signs, RRFBs, PHBs, advance stop or yield lines, and Stop Here for Pedestrians signs where warranted · Provide adequate sight distance and lighting	· No single CMF is available for a marked midblock crosswalk alone. · Crash reduction depends on the crossing design and traffic conditions. · Adding high-visibility markings, refuge islands, RRFBs, PHBs, lighting, and advance stop/yield lines can provide measurable safety benefits, with related estimates ranging from 25% to 55% fewer pedestrian crashes depending on the treatment. *Source: FHWA uncontrolled crossing guidance / CMF Clearinghouse.*	Varies depending on supplemental traffic control.	· Provide ADA-compliant curb ramps, detectable warning surfaces, and accessible routes · Evaluate crossing location, spacing, pedestrian desire lines, and nearby transit stops or trail connections · Consider refuge islands on multilane or higher-volume roads · Coordinate with roadway owners where traffic-control approval is required	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 3B.18: Crosswalk Markings City of Rockville Marked Crosswalk Guidelines: Midblock marked crosswalk placement and supplemental treatments MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Midblock crossings and uncontrolled crossing treatments MDOT SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways: Accessible pedestrian crossings and curb ramps FHWA Safe Transportation for Every Pedestrian (STEP) Resources NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections

#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
8	**Pedestrian Refuge Islands**	Pedestrian-Focused	Pedestrian refuge islands, also called crossing islands or raised refuge islands, provide a protected space in the median so pedestrians can cross one direction of traffic at a time.	*Simplifies crossings on wider or busier roads by allowing pedestrians to wait safely between travel directions.*	· Wider or higher-volume roads where pedestrians need to cross in two stages · Multilane crossings · Midblock or intersection crossings with limited gaps in traffic · Locations with high pedestrian activity or complex crossings	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets where crossing distance or traffic volume warrants a refuge	Medium term (1-3 years), Quick-build opportunity	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 3.4 Roadway Design: Nighttime Visibility 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 7.4 User Behavior: Driver Yielding	· Provide a pedestrian refuge island at least 6 feet wide; 8 to 10 feet is preferred where pedestrian or bicyclist volumes are high · Provide sufficient island length and width for expected users; 40 feet is preferred where feasible · Use cut-throughs or curb ramps to maintain an accessible crossing · Pair with high-visibility crosswalks, advance stop or yield lines, and lighting where appropriate	· 32% fewer pedestrian crashes. · Refuge islands help people cross one direction of traffic at a time and are most beneficial on wider, higher-volume roads. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse (Pedestrian Refuge Islands).*	$$	· Evaluate impacts to left-turn access, drainage, maintenance, and emergency vehicle movements · Use curb extensions or parking restrictions with refuge islands to shorten crossing distance and improve visibility · Consider quick-build materials for interim installation where permanent construction is not immediately feasible · Ensure pedestrian pushbuttons are accessible where the refuge is part of a signalized crossing	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 3B.18: Crosswalk Markings City of Rockville Marked Crosswalk Guidelines: Pedestrian refuge / crossing island treatments MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Pedestrian refuge islands FHWA Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapter 8 FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG) Public Right-of-Way Accessibility Guidelines (PROWAG) NACTO Don't Give Up at the Intersection
9	**Raised Crosswalk**	Pedestrian-Focused	Raised crosswalks are speed tables that carry a marked pedestrian crossing at or near sidewalk level across the roadway.	*Slows vehicles at the crossing, improves pedestrian visibility, and creates a more comfortable crossing for people walking or biking.*	· Low-speed streets, generally 30 mph or below · Two-lane or three-lane roads with moderate traffic volumes · School, park, trail, campus, shopping-center, transit, or other pedestrian activity areas	· Local Streets · Collector Streets · Low-speed local principal streets where emergency, transit, freight, drainage, and maintenance needs are addressed	Short term (Less than 1 year)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 4.2 Accessibility (ADA): Insufficient surface for pedestrians with disabilities (provides a flat surface) 5.1 Pedestrian: Intersection Crossing 7.4 User Behavior: Driver Yielding	· Design the raised crossing as a speed table with a crosswalk at least 10 feet wide where feasible · Provide ramps on each vehicle approach and maintain accessible pedestrian grades · Install detectable warning surfaces where pedestrians enter the roadway · Avoid use on primary emergency routes, truck routes, steep grades, or sharp curves unless specifically evaluated · Address drainage, snow removal, and pavement transitions in the design	· 45% fewer pedestrian crashes. · Raised crosswalks slow vehicles at the crossing and make pedestrians more visible. · Benefits are greatest on low-speed streets where the raised crossing can be designed as a speed table. *Source: CMF Clearinghouse / FHWA pedestrian safety countermeasure resources.*	$$	· Raise the crossing to sidewalk level where feasible · Coordinate with transit, emergency services, and maintenance staff before installation · Consider use at trail crossings, school crossings, and other pedestrian activity generators · Pair with high-visibility markings and appropriate warning signs	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Sections 2C.29 and 3B.25: Speed Hump Signs and Markings City of Rockville Marked Crosswalk Guidelines: Raised crosswalks / raised crossing treatments MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Raised crosswalks FHWA Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
10	**Rectangular Rapid Flashing Beacon (RRFB)**	Pedestrian-Focused	Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian-actuated, high-intensity flashing lights mounted with pedestrian crossing warning signs at uncontrolled crossings.	*Increases driver awareness and yielding at uncontrolled pedestrian crossings.*	· Uncontrolled crossings · Standard, school, or trail crossings where driver yielding needs to be improved · Lower- to moderate-speed roads, generally below 40 mph · Locations where traffic volume and roadway width do not require a Pedestrian Hybrid Beacon	· Local Streets · Collector Streets · Minor Arterials where speed, volume, and crossing distance support RRFB use	Medium term (1-3 years)	1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding	· Install RRFBs with pedestrian crossing warning signs and high-visibility crosswalk markings · Place beacons on both sides of the crossing; consider median or far-side placement for multilane approaches · Use advance stop or yield lines and signs where multiple-threat crashes are a concern · Follow MdMUTCD Interim Approval IA-21 requirements for RRFB design and operation	· 47% fewer pedestrian crashes. · RRFBs increase driver yielding at uncontrolled crossings, especially when paired with high-visibility crosswalks and proper advance warning. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse (RRFBs).*	$$-$$$	· Do not install RRFBs at locations controlled by a traffic signal, stop sign, or yield sign · Consider PHBs or other treatments on higher-speed, multilane, or higher-volume roads · Provide accessible pushbuttons or passive detection where used · Evaluate solar power, hard-wired power, maintenance access, and visibility during installation	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Interim Approval IA-21: Rectangular Rapid-Flashing Beacons City of Rockville Marked Crosswalk Guidelines: Rectangular Rapid-Flashing Beacons at marked crossings MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Rectangular Rapid-Flashing Beacons Montgomery County Complete Streets Design Guide: Beacons and enhanced crossing treatments FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
11	**Pedestrian Hybrid Beacon (PHB) (HAWK)**	Pedestrian-Focused	A Pedestrian Hybrid Beacon (PHB), sometimes called a HAWK signal, is a pedestrian-activated beacon at an uncontrolled crossing. It remains dark until activated, then displays yellow and red indications to stop drivers while pedestrians cross.	*Provides a protected pedestrian crossing phase while allowing vehicles to proceed when no pedestrian has activated the beacon.*	· Uncontrolled crossings with limited gaps in traffic · Midblock or trail crossings of major roads · Roads with three or more lanes or higher traffic volumes · Locations where a full traffic signal is not warranted but pedestrians need a protected crossing opportunity	· Principal Arterials · Minor Arterials · Collector Streets where speed, volume, and crossing demand support PHB use	Medium term (1-3 years)	1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 7.4 User Behavior: Driver Yielding 10.3 Signal Timing: High Pedestrian Delays	· Install overhead beacon displays and pedestrian signal heads consistent with MdMUTCD Chapter 4F · Provide pushbuttons and accessible pedestrian signal features on both sides of the crossing · Pair with high-visibility crosswalk markings and advance stop or yield lines where appropriate · Locate PHBs at least 100 feet from the nearest side-street or driveway-controlled intersection unless engineering judgment supports otherwise · Provide pedestrian warning signs where appropriate	· 55% fewer pedestrian crashes and 29% fewer total crashes. · PHBs are most effective at uncontrolled crossings on wider, higher-volume, or higher-speed roads where pedestrians have difficulty finding safe gaps. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse (Pedestrian Hybrid Beacons).*	$$-$$$	· Use where pedestrian gaps are infrequent or where a full traffic signal is not warranted · Prefer beacon placement over the crossing for visibility · Consider driver and pedestrian education during initial deployment · Coordinate power, detection, maintenance, and signal operations with the roadway owner	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Chapter 4F: Pedestrian Hybrid Beacons MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Pedestrian Hybrid Beacons FHWA Pedestrian Hybrid Beacon Guide: Recommendations and Case Study FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations FHWA Safety Effectiveness of the HAWK Pedestrian Crossing Treatment NCHRP Report 562 / TCRP Report 112: Improving Pedestrian Safety at Unsignalized Crossings
12	**Barrier Separated Bike Lanes**	Bicycle-Focused	Barrier-separated bike lanes are exclusive bicycle facilities physically separated from motor vehicle traffic by vertical elements such as delineator posts, curbs, concrete barriers, planters, raised medians, or parked vehicles.	*Reduces exposure to moving traffic and improves comfort for people bicycling.*	· Corridors with current or planned bicycle demand · Higher-speed or higher-volume streets where physical separation improves comfort and safety · Areas near transit stations, commercial centers, schools, parks, or mixed-use activity centers · Streets with low driveway density or manageable driveway conflicts	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets	Short term (Less than 1 year), Quick-build opportunity	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.3 Roadway Design: Cyclist Visibility 6.2 Bicyclist: Insufficient bicycle facilities 6.3 Bicyclist: High-Stress Facility 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 8.3 Conflict Type: Sideswipe 8.6 Conflict Type: Parked Vehicle 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Select vertical separation based on speed, volume, context, and desired level of protection · Provide signs, pavement markings, and conflict-area markings consistent with bicycle facility guidance · Maintain adequate shy distance from vertical elements, parked vehicles, and drainage structures · Address driveway and intersection visibility where motorists cross the bikeway	· No single CMF applies to all barrier-separated bike lane designs. · Expected benefits include fewer bicycle crashes involving moving vehicles, lower exposure to traffic, and improved comfort. · Benefits depend on separation type, driveway density, intersection design, and maintenance; intersection conflict treatments should be added where turning conflicts remain. *Source: CMF Clearinghouse / FHWA Bikeway Selection Guide.*	$$$	· Evaluate sight lines at turns across the bikeway · Reallocate travel or parking lanes where needed to provide adequate bikeway and buffer width · Plan for debris removal, drainage, snow clearance, and replacement of vertical elements · Consider quick-build materials where near-term implementation is desired	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Part 9: Traffic Control for Bicycle Facilities City of Rockville Bikeway Master Plan: Separated / protected bicycle facilities MDOT SHA Bicycle Policy & Design Guidelines: Separated bicycle lanes and bikeway facility selection AASHTO Guide for the Development of Bicycle Facilities, 5th Edition BIKESAFE: Bicycle Safety Guide and Countermeasure Selection System NACTO Urban Bikeway Design Guide, Third Edition
13	**Protected Intersections**	Bicycle-Focused	Protected intersections use corner islands, setback crossings, and bicycle queuing areas to organize pedestrian, bicycle, and vehicle movements through an intersection.	*Slows turning vehicles, improves visibility, and reduces conflicts between drivers, bicyclists, and pedestrians.*	· Signalized intersections with separated or buffered bicycle facilities · Intersections with high bicycle volumes, high turning volumes, or known turning conflicts · Locations where pedestrian and bicycle paths need clearer organization	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets with bikeway crossings	Medium term (1-3 years)	1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.5 Speeds, Severity, and Compliance: Large Vehicles 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 5.1 Pedestrian: Intersection Crossing 6.1 Bicyclist: Intersection Crossing 6.2.1 Bicyclist: Insufficient bicycle facilities (Lack of Queuing Space) 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Use corner islands, setback bicycle crossings, and forward bicycle queuing areas to reduce turning speeds and improve visibility · Provide a setback between the bicycle crossing and vehicle through lane where feasible · Pair with high-visibility crosswalks, bikeway markings, and appropriate signal phasing · Restrict parking near the intersection where sight distance is limited	· No single CMF is available for protected intersections as a stand-alone treatment. · Expected benefits include slower vehicle turns, better sight lines, clearer bicyclist and pedestrian paths, and fewer right-hook or turning conflicts. · The greatest safety benefit is expected when paired with appropriate signal phasing, crossing markings, and parking restrictions near the intersection. *Source: CMF Clearinghouse / NACTO and local design guidance review.*	$$$$	· Consider quick-build materials for interim protected intersections · Evaluate turning paths for emergency vehicles, buses, trucks, and maintenance vehicles · Coordinate curb ramp, detectable warning surface, and pedestrian crossing design with accessibility requirements · Use signal phasing, turn restrictions, or leading intervals where conflicts remain	City of Rockville Bikeway Master Plan: Intersection bikeway treatments and protected intersections MDOT SHA Bicycle Policy & Design Guidelines: Intersection design for bicycle facilities Public Right-of-Way Accessibility Guidelines (PROWAG) NACTO Don't Give Up at the Intersection

#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
14	**Buffered Bicycle Lanes**	Bicycle-Focused	Buffered bicycle lanes are conventional bicycle lanes with a marked buffer that increases separation from moving vehicles, parked vehicles, or both.	*Increases bicyclist comfort and provides additional operating space between bicyclists and motor vehicles or parked cars.*	· Streets where separated bicycle lanes are not feasible · Streets with moderate traffic volumes and speeds generally below 30 mph · Streets with three or fewer travel lanes · Corridors with infrequent parking turnover or adequate space outside the door zone	· Minor Arterials · Collector Streets · Local Principal Streets · Local Minor Streets	Medium term (1-3 years) or Long term (3+ years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 2.3 Conflicts Between Users: Drivers and Bicyclists 3.3 Roadway Design: Cyclist Visibility 6.2 Bicyclist: Insufficient bicycle facilities 6.3 Bicyclist: High-Stress Facility 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 8.3 Conflict Type: Sideswipe 8.6 Conflict Type: Parked Vehicle 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Provide a bicycle lane at least 5 feet wide; 6 to 7 feet is preferred where feasible · Provide a buffer at least 2 feet wide where feasible · Use diagonal or chevron markings in the buffer · Break the buffer where vehicles must cross the bike lane, including at parking access, driveways, and intersections	· No single CMF is available for buffered bicycle lanes by themselves. · Expected benefits include greater separation between drivers and bicyclists and improved bicyclist comfort. · Crash reduction depends on speed, traffic volume, parking turnover, driveway frequency, and intersection design; stronger benefits are expected when buffers are combined with conflict markings or vertical protection where needed. *Source: CMF Clearinghouse / FHWA Bikeway Selection Guide.*	$$	· Use where separated bicycle lanes are not feasible but additional operating space is needed · Reallocate travel lane or parking width where necessary · Consider door-zone conflicts where parking is present · Maintain markings and retroreflectivity over time	City of Rockville Bikeway Master Plan: Buffered bicycle lanes MDOT SHA Bicycle Policy & Design Guidelines: Buffered bicycle lanes and bikeway facility selection FHWA Bikeway Selection Guide AASHTO Guide for the Development of Bicycle Facilities, 5th Edition NACTO Urban Bikeway Design Guide, Third Edition
15	**Contraflow Bicycle Lanes**	Bicycle-Focused	Contraflow bicycle lanes allow bicyclists to travel in the opposite direction of motor vehicle traffic on one-way streets using signs, striping, bicycle symbols, and sometimes vertical separation.	*Improves bicycle network connectivity, reduces out-of-direction travel, and provides a clearer alternative to wrong-way or sidewalk riding.*	· One-way streets where two-way bicycle travel improves network connectivity · Low-speed streets, generally below 35 mph · Locations where alternate bicycle routes require excessive out-of-direction travel · Locations where bicyclists are likely to ride wrong-way or on the sidewalk without a contraflow facility	· Local Streets · Collector Streets where speed, volume, and separation are appropriate	Medium term (1-3 years)	2.3 Conflicts Between Users: Drivers and Bicyclists 3.3 Roadway Design: Cyclist Visibility 6.2 Bicyclist: Insufficient bicycle facilities 6.3 Bicyclist: High-Stress Facility 7.2 User Behavior: Wrong Way 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Install the contraflow lane on the right side of the bicyclist travel direction where feasible · Use signs, striping, bicycle symbols, and intersection markings so drivers expect opposing bicycle travel · Consider vertical separation on higher-speed or higher-volume streets · Continue markings through intersections and major driveways to clarify priority and visibility	· No single CMF is available for contraflow bicycle lanes. · Expected benefits include fewer wrong-way riding conflicts, fewer sidewalk-riding conflicts, shorter bicycle trips, and clearer driver expectations. · Safety results depend on signs, pavement markings, intersection visibility, traffic speed, and whether vertical separation is used. *Source: CMF Clearinghouse / FHWA bikeway guidance.*	$$-$$$	· Consider reducing travel lane width or number of lanes to manage speeds and create bikeway space · Provide clear regulatory and wayfinding signs for drivers and bicyclists · Evaluate signal modifications or bicycle signal heads at signalized intersections · Address parking, loading, and driveway conflicts during design	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Part 9: Traffic Control for Bicycle Facilities City of Rockville Bikeway Master Plan: Contraflow bicycle facilities MDOT SHA Bicycle Policy & Design Guidelines: Contraflow bicycle lanes FHWA Bikeway Selection Guide AASHTO Guide for the Development of Bicycle Facilities, 5th Edition BIKESAFE: Bicycle Safety Guide and Countermeasure Selection System NACTO Urban Bikeway Design Guide, Third Edition
16	**Advisory Bike Lanes**	Bicycle-Focused	Advisory bike lanes are dashed bicycle lanes on low-speed, low-volume streets that are too narrow for conventional bicycle lanes and two full-width travel lanes.	*Creates dedicated operating space for bicyclists while allowing drivers to temporarily use the dashed lane area when meeting or passing opposing traffic.*	· Low-speed, low-volume streets that are too narrow for conventional bicycle lanes and two full-width travel lanes · Residential or neighborhood streets · Streets with no on-street parking or low parking turnover · Locations where FHWA approval or experimentation requirements can be met	· Local Streets · Low-volume Collector Streets where operating conditions are appropriate	Short term (Less than 1 year)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 3.3 Roadway Design: Cyclist Visibility 6.2 Bicyclist: Insufficient bicycle facilities 7.1 User Behavior: Failure to Drive in Lane 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 8.3 Conflict Type: Sideswipe 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Provide advisory bicycle lanes at least 4 feet wide when curb-adjacent and at least 5 feet wide when parking-adjacent; 6 feet is preferred · Provide a center travel area generally 12 to 18 feet wide based on context · Use dashed lane lines and appropriate bicycle markings · Confirm FHWA experimentation or approval status before installation where required	· 44% fewer total crashes have been reported in available studies of advisory bike lanes. · Because the treatment is context-sensitive, this estimate should be applied only on low-speed, low-volume streets that match the study conditions and any FHWA approval or experimentation requirements. *Source: CMF Clearinghouse / FHWA advisory bike lane resources.*	$$	· Use only on low-volume, low-speed streets where drivers can safely negotiate opposing traffic · Avoid use on designated truck or bus routes unless specifically evaluated · Provide education and outreach because the treatment may be unfamiliar to users · Monitor operations after installation	MDOT SHA Bicycle Policy & Design Guidelines: Advisory bicycle lanes FHWA Advisory Bike Lanes in North America FHWA Bikeway Selection Guide
17	**Bicycle Lane Extensions (Crossbikes)**	Bicycle-Focused	Bicycle lane extensions, sometimes called crossbikes or intersection crossing markings, extend a marked bicycle path through intersections, driveways, or other conflict areas.	*Clarifies where bicyclists should ride through conflict areas and alerts drivers to expect bicyclists.*	· Intersections, driveways, and conflict areas with existing or planned bicycle lanes · Wide, complex, or skewed intersections where bicycle path clarity is needed · Locations where drivers turn across a bicycle travel path	· All street types with bicycle facilities at intersections, driveways, or other conflict areas	Short term (Less than 1 year)	2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.3 Roadway Design: Cyclist Visibility 6.1 Bicyclist: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Mark a clear bicycle path through the intersection or conflict area · Separate bicycle crossing markings from pedestrian crosswalk markings · Use green conflict markings where appropriate and consistent with applicable guidance · Align markings with the approach and departure bicycle facility	· No single CMF is available for bicycle lane extensions or crossbike markings alone. · Expected benefits include clearer bicycle paths through intersections, better driver awareness of bicyclists, and fewer turning or merging conflicts. · Benefits are expected to increase when markings are paired with green conflict zones, signal phasing, turn restrictions, or warning signs. *Source: CMF Clearinghouse/bicycle facility guidance.*	$	· Evaluate durability and maintenance needs before installation · Refresh markings as needed because weather and turning traffic can reduce visibility · Coordinate with signal phasing, turn restrictions, or warning signs where conflicts are significant · Use at driveways, merge areas, and complex intersections where bicycle path clarity is needed	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Part 9: Traffic Control for Bicycle Facilities MDOT SHA Bicycle Policy & Design Guidelines: Bicycle lane extensions / intersection crossing markings NACTO Urban Bikeway Design Guide, Third Edition
18	**Two-Stage Bicycle Turn Box**	Bicycle-Focused	Two-stage bicycle turn boxes provide a marked waiting area that allows bicyclists to make turns in two steps at signalized intersections, often from a separated or curbside bicycle facility.	*Provides a formal bicycle queuing area, reduces the need for bicyclists to merge across traffic, and makes bicycle turning movements more predictable.*	· Signalized intersections with existing or planned bicycle facilities · Locations where bicyclists need to turn from a curbside, buffered, or separated bikeway · Intersections where bicyclists would otherwise need to merge across traffic to turn	· All street types with signalized intersections and bicycle facilities	Medium term (1-3 years)	2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.3 Roadway Design: Cyclist Visibility 6.1 Bicyclist: Intersection Crossing 6.2.1 Bicyclist: Insufficient bicycle facilities (Lack of Queuing Space) 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 9.2.1 Vehicle Movements: Bicyclists Merging into Traffic (Making Turns)	· Position the two-stage turn box outside vehicle travel lanes and pedestrian crosswalks · Provide directional bicycle markings and turn arrows · Use No Turn on Red restrictions where right-turn conflicts would affect the queue box · Consider green pavement markings to increase visibility	· No single CMF is available for two-stage bicycle turn boxes. · Expected benefits include fewer conflicts from bicyclists merging across traffic, safer left-turn positioning, and more predictable bicycle movements at signals. · Benefits depend on signal timing, queue space, signs, and visibility of the marked box. *Source: CMF Clearinghouse / bicycle facility guidance.*	$$	· Use at signalized intersections where bicyclists need to turn from a separated or curbside bikeway · Coordinate the queue box with signal timing and bicycle detection where applicable · Maintain adequate space for expected bicycle queues · Monitor compliance and adjust markings or signs as needed	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Part 9: Traffic Control for Bicycle Facilities MDOT SHA Bicycle Policy & Design Guidelines: Two-stage bicycle turn boxes Baltimore Bicycle Facilities Toolkit: Two-stage turn queue boxes AASHTO Guide for the Development of Bicycle Facilities, 5th Edition PBIC Evaluation of Bicycle-Related Roadway Measures: A Summary of Available Research NACTO Urban Bikeway Design Guide, Third Edition
19	**Bicycle Boxes**	Bicycle-Focused	Bicycle boxes are marked areas at signalized intersections that allow bicyclists to wait ahead of stopped motor vehicles, typically between the vehicle stop line and the crosswalk.	*Improves bicyclist visibility, helps bicyclists position themselves for turns, and can reduce conflicts with turning vehicles.*	· Signalized intersections with moderate to high bicycle volumes · Intersections with frequent bicycle left turns or motor-vehicle right turns · Locations where bicyclists need a visible place to wait ahead of traffic	· All street types with signalized intersections and bicycle facilities	Short term (Less than 1 year)	2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.3 Roadway Design: Cyclist Visibility 6.1 Bicyclist: Intersection Crossing 6.2.1 Bicyclist: Insufficient bicycle facilities (Lack of Queuing Space) 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 9.2 Vehicle Movements: Bicyclists Merging into Traffic 9.2.1 Vehicle Movements: Bicyclists Merging into Traffic (Making Turns)	· Install bicycle boxes at signalized intersections between the vehicle stop line and crosswalk · Provide a minimum depth of 10 feet where feasible · Pair with a bicycle lane approach and No Turn on Red restriction where right-turn conflicts exist · Use green pavement markings where appropriate to improve visibility · Do not use a bicycle box as the primary treatment for left turns unless supported by the overall intersection design	· No single CMF is available for bike boxes alone. · Expected benefits include better bicyclist visibility, safer positioning ahead of stopped vehicles, and fewer right-hook conflicts where paired with No Turn on Red or other turn management. · Crash effects vary by intersection design and compliance. *Source: CMF Clearinghouse / bicycle facility guidance.*	$$	· Use where bicycle volumes, bicycle left turns, or driver right-turn conflicts are present · Consider leading bicycle intervals or exclusive bicycle phases where conflicts remain · Maintain clear markings and stop lines for both drivers and bicyclists · Evaluate enforcement and education needs after installation	MDOT SHA Bicycle Policy & Design Guidelines: Bike boxes / bicycle intersection treatments AASHTO Guide for the Development of Bicycle Facilities, 5th Edition NACTO Urban Bikeway Design Guide, Third Edition
20	**Bicycle Signals**	Bicycle-Focused	Bicycle signals are traffic signal indications that assign a separate signal phase or indication to bicycle movements at intersections or crossings.	*Separates or clarifies bicycle movements to reduce conflicts with motor vehicles and pedestrians at complex locations.*	· Major, complex, or high-volume intersections · Intersections with high turning-vehicle volumes or bicycle crossing demand · Diagonal bicycle crossings or transitions between bicycle facility types · Locations where separate bicycle signal control can reduce conflicts	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets with signalized bicycle crossings	Varies	2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.3 Roadway Design: Cyclist Visibility 6.1 Bicyclist: Intersection Crossing 6.2.1 Bicyclist: Insufficient bicycle facilities (Lack of Queuing Space) 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior 7.6 User Behavior: Sidewalk Riding 9.2 Vehicle Movements: Bicyclists Merging into Traffic	· Use bicycle signal faces or exclusive vehicular signal indications for bicycle movements where permitted · Use 12-inch signal indications where feasible; smaller indications may be used where appropriate · Coordinate bicycle signal timing with pedestrian intervals, vehicle phases, and bicycle detection · Provide clear signs or markings so bicyclists understand the signal control	· No single CMF is available for bicycle signals alone. · Expected benefits include fewer crashes where bicycle movements are separated from conflicting vehicle turns or complex traffic movements. · Benefits are strongest when bicycle detection, clear signal indications, and compatible crossing markings are provided. *Source: CMF Clearinghouse / signal and bicycle facility guidance.*	$-$$, depending on the number of signal heads and bicycle detection needs	· Use at major or complex intersections, diagonal crossings, and transitions between bikeway types · Consider delay impacts for all users when selecting signal phasing · Pair with bicycle lane extensions or queue areas where needed · Maintain detection, pushbuttons, and signal equipment for reliable operation	MDOT SHA Bicycle Policy & Design Guidelines: Bicycle signal treatments BIKESAFE: Bicycle Safety Guide and Countermeasure Selection System NACTO Bike Signal Design Guide

#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
21	**Speed Humps, Tables, and Cushions**	Traffic Calming/Speed Management	Speed humps, speed tables, and speed cushions are raised traffic-calming devices that slow motor vehicles by changing the vertical profile of the roadway.	*Reduces motor vehicle speeds and can lower the likelihood and severity of crashes on neighborhood streets.*	· Low-speed streets, generally 25 mph or below · Residential streets and neighborhood greenways · School, park, trail, or other pedestrian and bicycle activity areas · Locations where vertical traffic calming is compatible with emergency, transit, drainage, and maintenance needs	· Local Streets · Low-volume Collector Streets where vertical traffic calming is appropriate	Short term (Less than 1 year)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity	· Install speed humps, speed tables, and speed cushions perpendicular to the direction of travel · Space devices along a corridor to reinforce target speeds and create a neighborhood slow zone · Avoid placement on sharp curves, steep grades, or locations with limited sight distance · Provide signs and markings consistent with MdMUTCD speed hump guidance	· 30% to 50% fewer crashes on treated local streets or corridors. · Speed humps, tables, and cushions reduce vehicle speeds, which also lowers the chance that a crash will result in a severe or fatal injury. *Source: CMF Clearinghouse / traffic calming studies.*	$$	· Coordinate with emergency services, transit providers, snow removal, and maintenance staff · Evaluate drainage and utility impacts before installation · Pair speed tables with raised crossings where pedestrian crossing demand exists · Use after considering less intrusive traffic-calming measures where appropriate	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Sections 2C.29 and 3B.25: Speed Hump Signs and Markings AASHTO Guide for the Development of Bicycle Facilities, 5th Edition PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
22	**Corner Radius Reduction**	Traffic Calming/Speed Management	Corner radius reduction tightens an intersection corner through curb reconstruction or quick-build materials such as paint, flexible posts, modular curb, or planters.	*Slows turning vehicles, shortens pedestrian crossing distance, and improves visibility between drivers and people walking or biking.*	· Intersections with wide corners, long pedestrian crossings, or high turning speeds · Signalized or unsignalized intersections · Midblock crossings where curb extensions or geometric changes can reduce crossing distance	· All street types, subject to vehicle turning needs and roadway-owner approval	Varies depending on complexity	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.3 Speeds, Severity, and Compliance: Crash Severity 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 5.1 Pedestrian: Intersection Crossing 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 7.4 User Behavior: Driver Yielding	· Design intersections to be as compact as practical while accommodating the selected design vehicle · Do not extend curb radius treatments into bicycle lanes or vehicle travel lanes unless the design specifically resolves those movements · Pair with ADA-compliant curb ramps, detectable warning surfaces, and high-visibility crosswalks · Use temporary materials such as paint, flexible posts, or modular curb where quick-build installation is appropriate	· No single CMF is available for corner radius reduction alone. · Expected benefits include slower turning speeds, shorter pedestrian crossings, better visibility, and improved driver yielding. · The safety effect is expected to be greater when combined with curb extensions, high-visibility crosswalks, daylighting, or turn restrictions. *Source: CMF Clearinghouse / pedestrian safety guidance.*	Varies depending on material selection.	· Evaluate turning paths for emergency vehicles, buses, trucks, and maintenance vehicles · Consider shorter pedestrian crossing distances when reviewing signal timing · Restrict parking near the crosswalk to preserve visibility · Avoid radii so tight that vehicles regularly track over the curb or pedestrian area	City of Rockville Marked Crosswalk Guidelines: Corner radius reduction and crossing visibility City of Rockville Pedestrian Master Plan: Pedestrian safety countermeasures and intersection design MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Corner radius reduction / curb extensions FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections Public Right-of-Way Accessibility Guidelines (PROWAG) PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System NACTO Urban Street Design Guide
23	**Gateway Treatments**	Traffic Calming/Speed Management	Gateway treatments use signs, pavement markings, medians, curb extensions, landscaping, street narrowing, or other features to signal entry into a lower-speed or pedestrian-oriented area.	*Alerts drivers to a change in street context and encourages slower speeds and greater awareness of pedestrians and bicyclists.*	· Uncontrolled crossings where drivers need stronger visual cues to yield · Low-speed or moderate-speed streets, generally below 30 mph · Roads up to about 35 mph where traffic volumes and crossing conditions support gateway treatment use	· Local Streets · Collector Streets · Minor Arterials where speed, volume, and roadway width support gateway treatment use	Short term (Less than 1 year)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 4.1 Accessibility (ADA): Insufficient Curb Ramps 5.1 Pedestrian: Intersection Crossing 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 7.3 User Behavior: Driver Awareness	· Place in-street or overhead pedestrian crossing signs on approaches where they are visible to drivers · Use signs on both sides of approaching travel lanes where feasible, including median, centerline, lane line, or curbside placement · Pair with curb ramps, high-visibility crosswalks, and advance stop or yield lines on multilane approaches · Keep sign spacing narrow enough to create a clear gateway effect without obstructing the crosswalk	· No single CMF is available for gateway treatments alone. · Expected benefits include lower approach speeds, better driver awareness of a lower-speed area, and improved yielding at crossings. · Benefits are stronger when gateway features are combined with high-visibility crossings, curb extensions, signs, medians, or speed management. *Source: CMF Clearinghouse / R1-6 gateway treatment guidance.*	$	· Do not place signs within the pedestrian path of travel or crosswalk · Use only where drivers have adequate stopping sight distance to pedestrians in or entering the crosswalk · Consider refuge islands or active warning beacons at higher-volume or higher-speed locations · Combine with other crosswalk visibility enhancements rather than relying on signs alone	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.12: In-Street and Overhead Pedestrian Crossing Signs (R1-6 Series) User Guide for R1-6 Gateway Treatment for Pedestrian Crossings
24	**Chicanes**	Traffic Calming/Speed Management	Chicanes use alternating curb extensions, parking offsets, planters, pavement markings, or other horizontal deflection to create a curved travel path along a street.	*Slows vehicles by requiring drivers to follow a deflected path and can create space for landscaping, stormwater management, seating, or bicycle parking.*	· Low-speed, low-volume streets with no more than two travel lanes · Residential or neighborhood streets where horizontal deflection can slow traffic · Streets without frequent bus, truck, or emergency-response constraints	· Local Streets · Low-volume Collector Streets where traffic calming is appropriate	Short term (Less than 1 year), Quick-build opportunity	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 7.1 User Behavior: Failure to Drive in Lane	· Use horizontal deflection with curb extensions, parking offsets, planters, pavement markings, or flexible delineators · Maintain clear sight lines with low-height landscaping and street furniture · Place multiple deflection points on alternating sides of the street where corridor speed management is needed · Provide necessary signs or markings to guide drivers through the alignment	· 46% fewer pedestrian crashes have been reported for left-turn traffic calming or hardening treatments. · Apply this estimate where the treatment meaningfully slows left turns and shortens the path through the crosswalk; site design and vehicle turning needs should be checked. *Source: CMF Clearinghouse / FHWA pedestrian safety resources.*	$-$$$ Utility relocation and drainage concerns can increase costs.	· Evaluate drainage, utilities, emergency access, snow removal, and street sweeping before installation · Consider quick-build striping and flexible posts for interim implementation · Preserve bicycle operating space and avoid creating pinch points · Coordinate potential parking removal with affected stakeholders	PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System NACTO Urban Street Design Guide
25	**Hardened Centerlines (Left-Turn Hardening)**	Traffic Calming/Speed Management	Hardened centerlines, also called left-turn hardening, use markings, flexible delineators, separators, or small raised elements near the centerline to guide and slow left-turning vehicles.	*Reduces left-turn speeds, encourages drivers to take a safer turning path, and improves yielding to pedestrians in the crosswalk.*	· Signalized or unsignalized intersections with left-turn conflicts · Intersections with high pedestrian or bicyclist activity · Locations with excessive left-turn speeds, poor yielding, or turn-related crash history	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets · Local Minor Streets where turning paths can be accommodated	Quick-build opportunity	1.2 Speeds, Severity, and Compliance: High-Speed Turns 2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 7.5 User Behavior: Unpredictable Behavior 8.4 Conflict Type: Left Turn	· Use markings, mountable curbs, rubber speed bumps, flexible delineators, or separators to tighten left-turn paths · Keep the crosswalk clear of vertical elements · Extend yellow centerline markings or lane lines through the intersection as needed · Design for the appropriate turning paths of buses, trucks, and emergency vehicles	· 46% fewer pedestrian crashes has been reported for left-turn traffic calming or hardening treatments. · Apply this estimate where the treatment meaningfully slows left turns and shortens the path through the crosswalk; site design and vehicle turning needs should be checked. *Source: CMF Clearinghouse / FHWA pedestrian safety resources.*	$-$$	· Use as a low-cost quick-build treatment at locations with left-turn conflicts or high-speed turns · Evaluate snow removal, street sweeping, drainage, and replacement of vertical elements · Monitor vehicle tracking after installation and adjust the layout if larger vehicles cannot operate safely · Pair with crosswalk visibility improvements where pedestrian conflicts are present	FHWA Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapter 8 FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations FHWA Proven Safety Countermeasures Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)
26	**Speed Feedback Signs**	Traffic Calming/Speed Management	Speed feedback signs use radar to display an approaching driver's speed, often with flashing or other feedback when the driver is exceeding the posted speed limit.	*Encourages drivers to slow down by providing real-time feedback about their speed.*	· Locations with documented or observed speeding · School zones, work zones, transition areas, curves, or neighborhood gateways · Streets where driver speed feedback is appropriate as a supplemental speed-management tool	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets · Local Streets where speed feedback signs are permitted	Short term (Less than 1 year), Medium term (1-3 years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 7.3 User Behavior: Driver Awareness	· Place speed feedback signs where they are visible to approaching drivers without obstructing sight distance · Use in school zones, work zones, curves, transition areas, or corridors with documented speeding concerns · Conduct speed studies before installation to confirm need and establish baseline conditions · Ensure signs and displays comply with applicable traffic-control standards	· 5% fewer total crashes. · Speed feedback signs can produce larger speed reductions near the sign, but the effect is often localized and may decline over time unless paired with enforcement, speed-limit changes, or other traffic calming. *Source: CMF Clearinghouse (dynamic speed feedback signs).*	$$	· Use portable battery-powered signs for short-term mitigation, speed studies, or temporary deployments · Plan for power supply, data collection, maintenance, and relocation needs · Pair with enforcement, education, or geometric speed-management treatments where persistent speeding remains · Monitor speeds after installation to evaluate effectiveness	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.13: Speed Limit Sign (R2-1)
27	**Posted Speed Limit Reduction**	Traffic Calming/Speed Management	Posted speed limit reduction uses regulatory speed limit signs and supporting measures to set a lower, context-appropriate speed limit.	*Supports lower operating speeds to reduce crash severity and improve safety for people walking, biking, driving, and taking transit.*	· All roadways where posted speeds can be reviewed under applicable policy · Areas with high pedestrian or bicyclist activity · School zones, commercial areas, residential neighborhoods, senior housing areas, and mixed-use districts	· All street types	Short term (Less than 1 year)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 7.3 User Behavior: Driver Awareness	· Post speed limit signs where the reduced speed limit begins and at appropriate intervals thereafter · Use school speed limit signs and supplemental plaques where school-zone reductions apply · Consider pavement markings or speed feedback signs to reinforce the posted speed · Use variable message signs or outreach for driver education when limits change	· No single CMF is available for changing the posted speed limit alone. · Safety benefit depends on whether drivers actually slow down. · Even modest speed reductions can greatly reduce the chance of severe or fatal injury for people walking or biking; stronger results are expected when speed-limit changes are paired with street design, enforcement, or feedback signs. *Source: FHWA speed management resources / CMF Clearinghouse.*	$	· Reinforce reduced speed limits with self-enforcing roadway design where feasible, such as curb extensions, chicanes, narrowed lanes, or raised crossings · Coordinate with legal requirements, roadway ownership, enforcement practices, and public communication · Consider automated enforcement only where permitted by Maryland law · Monitor operating speeds after implementation	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.13: Speed Limit Sign (R2-1) City of Rockville Vision Zero Action Plan: Speed management actions Maryland Strategic Highway Safety Plan (2026–2030): Speed management emphasis area FHWA Methods and Practices for Setting Speed Limits: An Informational Report FHWA Integrating Speed Management within Roadway Departure, Intersections, and Pedestrian and Bicyclist Safety Focus Areas FHWA Proven Safety Countermeasures: USLIMITS2 FHWA Speed Limit Setting Handbook NACTO City Limits: Setting Safe Speed Limits on

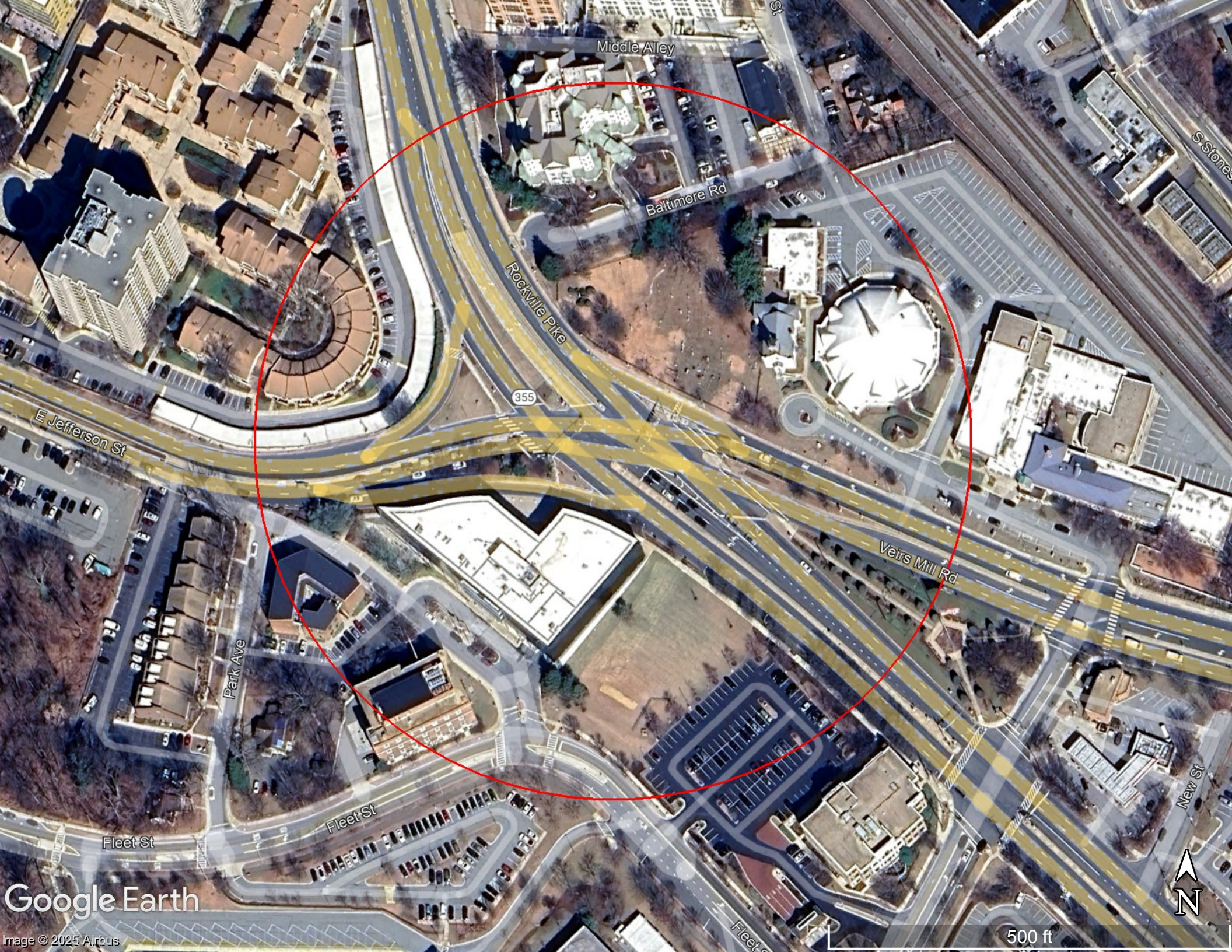
#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
28	**Automated Traffic Enforcement**	Traffic Calming/Speed Management	Automated traffic enforcement uses cameras or other automated systems to identify speeding, red-light running, or other violations where authorized by law.	*Reduces dangerous driving behaviors such as speeding and red-light running, which can contribute to severe crashes.*	· School zones where automated speed enforcement is legally permitted · Locations with documented speeding or safety concerns · Higher-volume roads where automated enforcement can supplement other speed-management strategies	· Street types where automated enforcement is legally permitted and program requirements are met	Medium term (1-3 years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 5.1 Pedestrian: Intersection Crossing 6.1 Bicyclist: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior 7.7 User Behavior: Failure to Stop at Stop-Controlled Intersection 8.4 Conflict Type: Left Turn 8.5 Conflict Type: Angle	· Confirm legal authority and program requirements before installing automated enforcement · Install advance warning signs and other required notices · Avoid locations where camera placement or driver behavior may be affected by nearby traffic signals, stop signs, yield signs, freeway ramps, advisory-speed curves, or speed transition zones unless specifically evaluated · Ensure violations are reviewed and certified by authorized personnel as required	· Speed safety cameras are associated with 15% fewer crashes; red-light cameras are associated with 25% fewer right-angle or injury crashes. · Benefits depend on legal authority, program design, public communication, signing, and consistent operation. *Source: CMF Clearinghouse / NHTSA Countermeasures That Work.*	$$$	· Coordinate with law enforcement, courts, schools, and roadway owners as applicable · Pair enforcement with education and transparent public communication · Evaluate site geometry, power, communications, maintenance access, and right-of-way constraints · Monitor speed, crash, and citation trends after deployment	MDOT Guidelines for Automated Speed Enforcement Systems in School Zones: School-zone automated speed enforcement program guidance Maryland Strategic Highway Safety Plan (2026–2030): Automated enforcement and speed management strategies FHWA Red Light Camera Systems Operational Guidelines NHTSA Countermeasures That Work
29	**Floating Transit Islands**	Other	Floating transit islands are raised passenger waiting and boarding areas located between a transit lane or travel lane and a bikeway, so buses can stop without crossing the bikeway.	*Reduces conflicts between buses and bicyclists, improves transit operations, and provides dedicated space for passengers waiting, boarding, and alighting.*	· Streets with existing or planned separated bicycle lanes and bus stops · Moderate- to high-ridership transit corridors · Locations with high pedestrian or bicycle activity near transit stops	· Streets where bus stops and separated bicycle lanes are both present or planned	Medium term (1-3 years) or Long term (3+ years)	2.4 Conflicts Between Users: Bicyclists and Transit Riders 3.1 Roadway Design: Inadequate Sight Distance (Lack of Driver Visibility) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 9.1 Vehicle Movements: Bus Movement/Merge Operations	· Provide a floating transit island with a clearly marked pedestrian crossing of the bike lane · Maintain a buffer between the transit shelter or waiting area and the bikeway where feasible · Provide at least 4 feet of clear pedestrian walkway behind the shelter and at least 8 feet of clear boarding/alighting width where bus doors open · Use railings, detectable edges, directional indicators, or street furniture to guide pedestrians and reduce unexpected crossings · Provide adequate sight distance between pedestrians and bicyclists	· No single CMF is available for floating transit islands. · Expected benefits include fewer conflicts between buses and bicyclists, fewer bus merge conflicts, and more predictable pedestrian crossings of the bikeway. · Safety depends on accessible design, sight distance, crossing markings, and clear guidance for pedestrians and bicyclists. *Source: CMF Clearinghouse / transit street design guidance.*	$$$	· Address accessibility for people with limited vision or mobility through detectable edges, curb height changes, audible cues, directional indicators, or other PROWAG-consistent measures · Install signs or markings to alert bicyclists to crossing pedestrians · Coordinate with transit operations, stop spacing, drainage, snow clearance, and maintenance · Monitor pedestrian-bicyclist interactions after installation	City of Rockville Pedestrian Master Plan: Transit access and pedestrian safety improvements Public Right-of-Way Accessibility Guidelines (PROWAG) NACTO Transit Street Design Guide
30	**Roundabouts**	Other	Roundabouts are circular intersections where entering traffic yields to vehicles circulating counterclockwise around a central island. Pedestrian crossings are typically set back from the yield line.	*Reduces vehicle speeds and high-severity conflict points while maintaining traffic flow through the intersection.*	· Intersections where a roundabout can replace a signalized or unsignalized intersection · Intersections with angle, turning, or severe crash patterns · Intersections with high left-turn volumes, more than four legs, or gateway opportunities · Locations where pedestrian and bicycle crossings can be designed accessibly	· All street types where geometric design, right-of-way, and traffic operations support a roundabout	Long term (3+ years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.3 Speeds, Severity, and Compliance: Crash Severity 2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 8.4 Conflict Type: Left Turn 8.5 Conflict Type: Angle	· Design roundabout geometry to achieve low entry, circulating, and exit speeds · Mark yield lines at all entries and provide appropriate regulatory and warning signs · Set pedestrian and bicycle crossings back from the circulatory roadway where feasible, typically at least 20 feet from the yield line · Provide splitter islands, detectable warning surfaces, and accessible crossings · Consider pedestrian-activated beacons or signals where crossing conditions warrant	· 82% fewer severe crashes when a two-way stop-controlled intersection is converted to a roundabout, and 78% fewer severe crashes when a signalized intersection is converted to a roundabout. · Roundabouts reduce severe crashes by lowering speeds and reducing high-angle conflict points. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse.*	Generally $$$$. Some large, lower-volume intersections can be converted to roundabouts at lower cost if curb lines don't need to be modified.	· Provide signs and markings that clearly direct traffic flow · Consider mini-roundabouts at lower-speed, lower-volume intersections · Provide wayfinding and accessible crossing cues for pedestrians and bicyclists · Address gap selection and accessibility for pedestrians with vision disabilities; consider APS or active warning treatments where needed · Coordinate design vehicle needs, emergency access, drainage, and maintenance	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Chapter 2B and Chapter 3B: Regulatory Signs and Pavement Markings for Roundabouts FHWA Proven Safety Countermeasures: Roundabouts NCHRP Research Report 1043: Guide for Roundabouts NCHRP Research Report 834: Crossing Solutions at Roundabouts and Channelized Turn Lanes for Pedestrians with Vision Disabilities: A Guidebook NACTO Urban Bikeway Design Guide, Third
31	**Cross-Section Reallocation (Road Diet)**	Other	Cross-section reallocation, often called a road diet, repurposes roadway space by reducing, narrowing, or reorganizing travel lanes to provide space for turn lanes, bicycle lanes, wider sidewalks, medians, curb extensions, transit lanes, landscaping, parking, or other uses.	*Reduces conflict points and operating speeds while creating space for safer pedestrian, bicycle, transit, or streetscape improvements.*	· Multilane roadways with excess vehicle capacity · Streets with important pedestrian, bicycle, or transit routes · Urban, suburban, or rural contexts where reallocation can reduce conflicts · Roads generally at or below 20,000 vehicles per day, or higher with traffic analysis	· Four-lane undivided streets · Other multilane streets where traffic analysis supports lane reallocation	Medium term (1-3 years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 3.5 Roadway Design: Access Management 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 5.3 Pedestrian: Low-Comfort Facility 6.2 Bicyclist: Insufficient bicycle facilities 6.3 Bicyclist: High-Stress Facility 7.1 User Behavior: Failure to Drive in Lane 7.5 User Behavior: Unpredictable Behavior 8.1 Conflict Type: Rear End 8.3 Conflict Type: Sideswipe 8.4 Conflict Type: Left Turn	· Reallocate roadway space to provide fewer, narrower, or more context-appropriate lanes while maintaining required access · Use 10-foot lanes where appropriate in urban contexts at speeds of 45 mph or less; consider 11-foot lanes on bus or truck routes · Provide adequate width for turning movements, curves, drainage, and bicycle or pedestrian facilities · Conduct traffic analysis where volumes, operations, or diversion are concerns	· 19% to 47% fewer total crashes, depending on roadway context; FHWA commonly cites a 29% average reduction for road diets. · Road diets reduce conflict points, calm traffic, and can create space for pedestrian and bicycle improvements. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse.*	$$-$$$$	· Coordinate with transit providers, emergency services, freight users, and adjacent jurisdictions · Consider potential congestion, diversion, and access impacts · Maintain minimum widths needed for emergency vehicles and buses · Use resurfacing or restriping projects as opportunities for lower-cost implementation · Monitor crashes, speeds, and operations after implementation	FHWA Evaluation of Lane Reduction "Road Diet" Measures on Crashes FHWA Road Diet Informational Guide FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
32	**Removal of Channelized Turn Lanes**	Other	Removal of channelized turn lanes eliminates or redesigns slip lanes that allow free-flow or high-speed turning movements at intersections.	*Slows turning vehicles, shortens crossings, and improves visibility and yielding for pedestrians and bicyclists.*	· Intersections with channelized right-turn lanes and pedestrian or bicyclist conflicts · Locations with limited sight distance or high turning speeds · Intersections near schools, transit stops, trails, or other pedestrian and bicycle generators	· Minor Arterials · Collector Streets · Local Principal Streets · Other streets with channelized turn lanes where removal or redesign is feasible	Medium term (1-3 years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 1.5 Speeds, Severity, and Compliance: Large Vehicles 2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 3.5 Roadway Design: Access Management 5.1 Pedestrian: Intersection Crossing 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 6.1 Bicyclist: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding	· Evaluate whether the channelized turn lane can be removed or converted to a tighter, slower turning movement · Design for the appropriate vehicle while reducing pedestrian crossing distance and turning speed · Maintain a clear bicycle travel path through the intersection · Evaluate drainage, utilities, curb ramps, and pedestrian refuge needs	· No single CMF is available for removing channelized turn lanes. · Expected benefits include slower right turns, shorter pedestrian crossings, better visibility, and fewer conflicts with pedestrians and bicyclists. · Benefits are expected to be greatest where existing slip lanes allow high-speed turns or create long crossings. *Source: CMF Clearinghouse / NCHRP channelized right-turn guidance.*	$$$-$$$$	· If full removal is not feasible, consider mountable aprons, flex posts, raised crossings, tighter radii, or other vertical elements to slow turns · Coordinate with signal timing, pedestrian crossing design, and right-of-way constraints · Use temporary materials where interim closure or testing is appropriate · Monitor vehicle speeds, yielding, and pedestrian/bicyclist conflicts after installation	City of Rockville Marked Crosswalk Guidelines: Channelized turn lane crossing treatments NCHRP Web-Only Document 208: Design Guidance for Channelized Right-Turn Lanes NCHRP Project 03-72: Channelized Right Turns at Intersections on Urban and Suburban Arterials AASHTO A Policy on Geometric Design of Highways and Streets (Green Book) PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System
33	**Raised Medians**	Other	Raised medians are curbed sections that separate opposing directions of traffic and may include pedestrian refuge areas at crossings.	*Manages access and turning movements, separates opposing traffic, and can provide a safer waiting area for pedestrians crossing wider streets.*	· Midblock or intersection crossings where a median can provide refuge or access management · Corridors with excessive speeds, wide crossings, or left-turn conflicts · Locations where raised medians can support pedestrian refuge islands or manage vehicle movements	· Principal Arterials · Minor Arterials · Collector Streets · Local Principal Streets where median space is available	Medium term (1-3 years) or Long term (3+ years), depending on project scale	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.2 Speeds, Severity, and Compliance: High-Speed Turns 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 3.4 Roadway Design: Nighttime Visibility 3.5 Roadway Design: Access Management 5.1.1 Pedestrian: Intersection Crossing (Long Crossing) 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior 8.2 Conflict Type: Opposite Direction 8.4 Conflict Type: Left Turn	· Use raised medians to separate opposing traffic and provide pedestrian refuge where crossings are present · Provide at least 6 feet of refuge width for pedestrians and 8 feet where bicyclists are expected, where feasible · Provide ramps or cut-throughs at crossings and maintain accessible routes · Use landscaping or surface materials that do not obstruct visibility	· 25% to 55% fewer pedestrian crashes, depending on median or refuge design and roadway context. · Raised medians also reduce some left-turn and head-on conflicts by separating opposing traffic and managing access. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse.*	$$-$$$$, depending on length	· Evaluate access changes, turn restrictions, drainage, emergency response, and maintenance impacts · Use medians to support lighting, signs, or active warning devices where appropriate · Avoid replacing needed bicycle lanes or sidewalks unless equivalent or better facilities are provided · Pair with refuge islands, crosswalk markings, or beacons at midblock crossings where warranted	MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Raised medians / pedestrian refuge treatments FHWA Designing Sidewalks and Trails for Access, Part II: Best Practices Design Guide, Chapter 8 FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations FHWA Proven Safety Countermeasures Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)
34	**Non-Traversable Barriers**	Other	Non-traversable barriers, fencing, or landscaped medians can guide pedestrians and bicyclists away from unsafe crossing locations and toward safer, accessible crossings.	*Discourages unsafe crossings where a direct crossing cannot be made safe and directs people to a more appropriate crossing location.*	· Locations with recurring unsafe pedestrian crossings where preferred crossing improvements are not feasible or sufficient · Corridors where pedestrians should be guided to a safer nearby crossing · Locations where barriers will not block sight lines, accessibility, emergency access, or maintenance	· All street types where pedestrian channelization is appropriate and accessible crossings are provided nearby		2.2 Conflicts Between Users: Drivers and Pedestrians 7.5 User Behavior: Unpredictable Behavior 8.2 Conflict Type: Opposite Direction 8.4 Conflict Type: Left Turn	· Use non-traversable barriers only where safer crossings are not feasible or where uncontrolled crossing behavior creates a documented safety concern · Ensure barriers meet applicable roadside safety and crashworthiness criteria, including AASHTO Roadside Design Guide and MASH requirements where relevant · Maintain sight distance and visibility if landscaping or shrubbery is used as a barrier · Provide a continuous, accessible alternative route to a safer crossing	· No single CMF is available for non-traversable pedestrian barriers. · Expected benefits depend on whether barriers successfully guide people to a safer crossing without creating new hazards, longer unsafe detours, or visibility problems. · Use only where a safer, accessible alternate crossing is provided. *Source: CMF Clearinghouse / pedestrian channelization guidance.*		· Consider less restrictive treatments before installing barriers · Avoid forcing pedestrians or bicyclists to travel excessive distances out of direction · Monitor for barrier bypassing and adjust crossing access if needed · Coordinate maintenance so barriers, landscaping, and fencing remain visible and effective	MDOT SHA Pedestrian Safety Treatments Best Practices Guidelines: Pedestrian channelization / non-traversable barriers NCHRP Research Report 926: Guidance to Improve Pedestrian and Bicyclist Safety at Intersections AASHTO Roadside Design Guide; Manual for Assessing Safety Hardware (MASH)

#	Countermeasure	Category	Description	Purpose	Applicable Land Use Context	Street Type/ Functional Class	Timeline/ Quick Build	Safety Issue Type(s) Addressed	Design Guidance	CMF/Expected Crash Reduction	Cost Estimate	Implementation Guidance	More Information
35	**Shared Streets**	Other	Shared streets are low-speed, low-volume streets designed so people walking, biking, and driving share the same space, with design cues that prioritize pedestrians.	*Prioritizes pedestrian and bicycle movement by keeping vehicle speeds very low and making the street feel like a shared public space.*	· Low-speed, low-volume streets · Downtown, mixed-use, campus, or residential areas where pedestrian priority is desired · Streets with speeds generally 15 mph or below · Locations where curbside access, drainage, accessibility, and emergency access can be managed	· Local Streets · Low-volume Collector Streets in pedestrian-priority contexts	Medium term (1-3 years)	1.1 Speeds, Severity, and Compliance: High Vehicle Speeds 1.3 Speeds, Severity, and Compliance: Crash Severity 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 5.2 Pedestrian: Missing or Inadequate Sidewalk 5.3 Pedestrian: Low-Comfort Facility 7.3 User Behavior: Driver Awareness 7.5 User Behavior: Unpredictable Behavior	· Design shared streets for very low vehicle speeds and volumes · Minimize or eliminate vertical curbs so the full right-of-way reads as a pedestrian-priority space · Use gateway treatments, narrowed entries, raised surfaces, and textured or colored pavement to signal a shared environment · Provide accessible, detectable routes for pedestrians with vision disabilities	· No directly applicable U.S. CMF is available for shared streets. · Expected benefits include very low vehicle speeds, fewer severe crashes, and a more comfortable walking and biking environment. · Safety results depend on keeping traffic volumes and speeds low, providing accessible routes, and using design cues that clearly show pedestrian priority. *Source: FHWA multimodal network guidance / CMF Clearinghouse review.*	Varies. Can be quick-build or involve vertical treatments.	· Use where pedestrian priority, low vehicle speeds, and low traffic volumes can be maintained · Coordinate with emergency access, loading, drainage, maintenance, and snow removal needs · Use signs, materials, and street furniture to communicate expected behavior · Monitor operations after installation and adjust access or traffic-calming elements if speeds increase	City of Rockville Pedestrian Master Plan: Shared streets and pedestrian-priority streets Montgomery County Curbless & Shared Streets Design Guide: Shared street design
36	**Lighting**	Other	Lighting illuminates crossings, sidewalks, signs, and pavement markings so drivers, pedestrians, and bicyclists can see each other more clearly, especially at night.	*Improves nighttime and low-light visibility for all roadway users.*	· Intersections and crossings with nighttime pedestrian or bicyclist activity · Crossing approaches, sidewalks, transit stops, commercial areas, schools, parks, and recreation centers · Corridors with nighttime crashes or visibility concerns	· All street types	Varies depending on existing lighting conditions and the type of lighting improvement. Typically, can be installed in less than one year.	2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 3.4 Roadway Design: Nighttime Visibility 5.1 Pedestrian: Intersection Crossing 5.3 Pedestrian: Low-Comfort Facility 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior	· Provide consistent and uniform lighting at crossings, sidewalks, signs, and pavement markings · Use shielded LED lighting around 3000K where feasible to reduce glare and light pollution · Place lighting to illuminate pedestrians in the crosswalk and on approaches · Follow MDOT SHA lighting guidance on state roads	· 42% fewer nighttime injury pedestrian crashes at intersections. · Lighting helps drivers see people walking and biking, especially at crossings, approaches, and conflict areas. *Source: FHWA Proven Safety Countermeasures / CMF Clearinghouse (Lighting).*	Depends on the length of the project	· Coordinate power supply, ownership, maintenance, and utility pole use early in design · Consider pedestrian-scale lighting in commercial areas, near schools, parks, transit stops, and other pedestrian generators · Use leased utility-pole lights where appropriate and consistent with utility standards · Evaluate nighttime crash history and lighting levels before and after installation	City of Rockville Pedestrian Master Plan: Pedestrian-scale lighting and nighttime safety MDOT SHA Lighting Design Guidelines: Roadway and pedestrian lighting design
37	**Advanced Stop Lines**	Other	Advance stop lines are pavement markings placed in advance of uncontrolled marked crossings to show drivers where to stop or yield before the crosswalk.	*Improves visibility at crossings and helps reduce multiple-threat crashes by keeping stopped vehicles farther back from the crosswalk.*	· Unsignalized crossings where drivers should stop or yield in advance of the crosswalk · Multilane crossings where multiple-threat crash risk is present · Crossings paired with signs, beacons, or high-visibility markings	· All street types with unsignalized marked crossings	Short term (Less than 1 year)	1.4 Speeds, Severity, and Compliance: Multiple-Threat Crashes 2.2 Conflicts Between Users: Drivers and Pedestrians 3.2 Roadway Design: Pedestrian Visibility 5.1 Pedestrian: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding	· Place advance stop or yield lines 20 to 50 feet in advance of uncontrolled marked crossings where appropriate · Use high-visibility crosswalks and pedestrian warning signs with advance lines · Use Stop Here for Pedestrians signs where required or helpful for compliance · Provide a minimum stop line width of 24 inches using white retroreflective markings · Restrict parking near the crossing to preserve sight distance	· 25% fewer pedestrian crashes where advance stop or yield lines reduce multiple-threat conflicts at uncontrolled crossings. · Benefits are greatest on multilane roads where one stopped vehicle can block another driver's view of a pedestrian. *Source: CMF Clearinghouse / FHWA uncontrolled crossing guidance.*	$	· Use on multilane approaches or locations with multiple-threat crash risk · Avoid placing the line so far from the crossing that driver compliance is reduced · Pair with curb ramps, lighting, and parking restrictions where visibility or accessibility is limited · Maintain markings so they remain visible in all conditions	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Sections 2B.11 and 3B.16: Stop Here for Pedestrians Signs and Stop/Yield Line Markings City of Rockville Marked Crosswalk Guidelines: Advance stop lines / stop bars at crosswalks FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations
38	**Prohibit No Turn on Red**	Other	No Turn on Red restrictions use signs or signal displays to prohibit drivers from turning right, or sometimes left from a one-way street, during a red signal.	*Reduces conflicts between turning vehicles and people walking or biking during the red signal phase.*	· Signalized intersections with high pedestrian or bicyclist activity · Intersections with restricted sight distance, school crossings, or turn-related crash history · Locations where right turns on red create conflicts with people walking or biking	· All street types with signalized intersections	Short term (Less than 1 year)	2.1 Conflicts Between Users: Drivers Turning and Pedestrians 2.2 Conflicts Between Users: Drivers and Pedestrians 2.3 Conflicts Between Users: Drivers and Bicyclists 2.3.1 Conflicts Between Users: Drivers and Bicyclists (Right Hook) 3.2 Roadway Design: Pedestrian Visibility 3.3 Roadway Design: Cyclist Visibility 5.1 Pedestrian: Intersection Crossing 7.3 User Behavior: Driver Awareness 7.4 User Behavior: Driver Yielding 7.5 User Behavior: Unpredictable Behavior	· Install No Turn on Red signs consistent with MdMUTCD R10-11 series requirements · Use static signs or dynamic blank-out signs depending on whether restrictions are full-time or time-of-day/actuated · Apply restrictions on approaches with high pedestrian or bicyclist volumes, restricted sight distance, school crossings, or turn-related crash patterns · Coordinate with signal timing, pedestrian intervals, and bicycle treatments	· No single CMF is available for No Turn on Red restrictions alone. · Expected benefits include fewer conflicts between right-turning vehicles and people walking or biking during the red signal. · Benefits are strongest where pedestrian or bicycle volumes are high, sight distance is limited, or right-turn crashes have occurred. *Source: CMF Clearinghouse / MdMUTCD traffic signal sign guidance.*	$	· Pair with LPIs, exclusive pedestrian phases, bike boxes, or protected bicycle phases where conflicts remain · Consider potential effects on vehicle delay, queues, and right-turn-on-green conflicts · Use enforcement and outreach where driver compliance is a concern · Monitor crashes, yielding, and compliance after implementation	Maryland Manual on Uniform Traffic Control Devices (MdMUTCD), Section 2B.53: Traffic Signal Signs (R10-11 No Turn on Red) City of Rockville Vision Zero Action Plan: Turn restriction and pedestrian safety actions AASHTO Highway Safety Manual Pedestrian and Bicycle Information Center (PBIC) PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System

$ *Low ($5,000 or less)*
$$ *Moderate ($5,000 to $100,000)*
$$$ *Medium ($100,000 to $300,000)*
$$$$ *High ($300,000 or more)*

Safety Issues	Speeds, Severity, and Compliance					Conflicts Between Users					Roadway Design					Accessibility (ADA)		Pedestrian				Bicyclist				User Behavior						Conflict Type						Vehicle Movements			Signal Timing			
Countermeasures	*High Vehicle Speeds*	*High-Speed Turns*	*Crash Severity*	*Multiple-Threat Crashes*	*Large Vehicles*	*Drivers Turning and Pedestrians*	*Drivers and Pedestrians*	*Drivers and Bicyclists*	*Drivers and Bicyclists (Right Hook)*	*Bicyclists and Transit Riders*	*Inadequate Sight Distance (Lack of Driver Visibility)*	*Pedestrian Visibility*	*Cyclist Visibility*	*Nighttime Visibility*	*Access Management*	*Insufficient Curb Ramps*	*Insufficient surface for pedestrians with disabilities*	*Intersection Crossing*	*Intersection Crossing (Long Crossing)*	*Missing or Inadequate Sidewalk*	*Low-Comfort Facility*	*Intersection Crossing*	*Insufficient bicycle facilities*	*Insufficient bicycle facilities (Lack of Queuing Space)*	*High-Stress Facility*	*Failure to Drive in Lane*	*Wrong Way*	*Driver Awareness*	*Driver Yielding*	*Unpredictable Behavior*	*Sidewalk Riding*	*Failure to Stop at Stop-Controlled Intersection*	*Rear End*	*Opposite Direction*	*Sideswipe*	*Left Turn*	*Angle*	*Parked Vehicle*	*Bus Movement/Merge Operations*	*Bicyclists Merging into Traffic*	*Bicyclists Merging into Traffic (Making Turns)*	*Clearance Intervals*	*Clearance Intervals (High-Speed Turns)*	*Inadequate Pedestrian Crossing Time*	*High Pedestrian Delays*
Leading Pedestrian Intervals						✓						✓	✓					✓											✓											✓		✓	
Exclusive Pedestrian Phase (All-Walk Phase or Barnes Dance)		✓				✓	✓											✓											✓											✓	✓		
Turning Vehicles Yield to Pedestrians Sign						✓						✓						✓										✓	✓														
Parking Restrictions at Uncontrolled Pedestrian Crossings (Daylighting)				✓			✓		✓		✓	✓	✓		✓														✓						✓								
Curb Extensions (Bulb Outs)	✓	✓			✓		✓		✓		✓	✓	✓			✓		✓	✓										✓														
High-Visibility Crosswalks							✓					✓						✓											✓														
Midblock Crosswalks				✓			✓				✓	✓						✓			✓								✓														
Pedestrian Refuge Islands	✓	✓					✓					✓		✓					✓										✓														
Raised Crosswalk	✓		✓				✓					✓	✓				✓	✓											✓														
Rectangular Rapid Flashing Beacon (RRFB)				✓			✓					✓						✓										✓	✓														
Pedestrian Hybrid Beacon (PHB) (HAWK)				✓			✓					✓						✓											✓														✓
Barrier Separated Bike Lanes	✓							✓	✓				✓										✓		✓			✓		✓	✓			✓		✓			✓				
Protected Intersections		✓			✓		✓	✓	✓			✓	✓					✓				✓		✓			✓	✓	✓									✓				
Buffered Bicycle Lanes	✓							✓					✓										✓		✓			✓		✓	✓			✓		✓			✓				
Contraflow Bicycle Lanes								✓					✓										✓		✓		✓	✓		✓	✓								✓				
Advisory Bike Lanes	✓												✓										✓		✓		✓	✓		✓	✓			✓					✓				
Bicycle Lane Extensions (Crossbikes)								✓	✓				✓									✓					✓	✓	✓	✓	✓								✓				
Two-Stage Bicycle Turn Box								✓	✓				✓									✓		✓			✓		✓	✓	✓												✓
Bicycle Boxes								✓	✓				✓									✓		✓			✓		✓	✓	✓								✓	✓			
Bicycle Signals								✓	✓				✓									✓		✓			✓		✓	✓									✓				
Speed Humps, Tables, and Cushions	✓		✓																																								
Corner Radius Reduction	✓	✓	✓				✓		✓		✓	✓	✓					✓	✓										✓														
Gateway Treatments	✓	✓		✓			✓	✓			✓	✓	✓			✓		✓	✓										✓	✓														
Chicanes	✓		✓																							✓																
Hardened Centerlines (Left-Turn Hardening)		✓				✓	✓					✓	✓																✓						✓								
Speed Feedback Signs	✓		✓																									✓															
Posted Speed Limit Reduction	✓		✓																									✓															
Automated Traffic Enforcement	✓		✓				✓	✓										✓				✓						✓	✓	✓		✓				✓	✓						
Floating Transit Islands										✓	✓	✓	✓																						✓								
Roundabouts	✓	✓	✓			✓	✓	✓											✓																✓	✓							
Cross-Section Reallocation (Road Diet)	✓		✓	✓		✓	✓	✓				✓	✓		✓				✓		✓		✓		✓	✓				✓			✓		✓	✓	✓						
Removal of Channelized Turn Lanes	✓	✓			✓	✓			✓			✓	✓		✓			✓	✓			✓						✓	✓														
Raised Medians	✓	✓					✓					✓	✓	✓	✓				✓										✓	✓				✓		✓							
Non-Traversable Barriers							✓																						✓				✓		✓							
Shared Streets	✓		✓				✓	✓												✓	✓							✓		✓												
Lighting							✓	✓				✓	✓	✓				✓			✓							✓	✓	✓													
Advanced Stop Lines				✓			✓					✓						✓										✓	✓														
Prohibit No Turn on Red						✓	✓	✓	✓			✓	✓					✓										✓	✓	✓													

The crash data included in this appendix was provided by Maryland SHA in October of 2025.


Middle Alley
Baltimore Rd
Rockville Pike
355
E Jefferson St
Veirs Mill Rd
Park Ave
Fleet St
Fleet St
New St
S Stones
Google Earth
Image © 2025 Airbus
N
500 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike)

Logmiles: 22.72 At 9.17 Radius: 400 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	8	4	13	25
No. Injured	13	5	23	41
Prop. Damage	13	10	11	34
Total Crashes	21	14	24	59
Severity Index	40	22	60	Avg 41
Opposite Dir.	0	0	0	0
Rear End	12	7	10	29
Sideswipe	3	1	1	5
Left Turn	3	2	1	6
Angle	1	2	10	13
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	2	1	1	4
Other	0	1	1	2
U-Turn	0	0	1	1
Backing	1	0	0	1
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	7	2	9	18
Wet Surface	3	3	7	13
Alcohol	0	0	0	0
Intersection	21	14	24	59
Total Vehicles	40	26	51	117
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike)

Logmiles: 22.72 At 9.17 Radius: 400 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		25	34	59
Veh Occ		41		
Pedestrian				

AVG Severity Index: 41

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
8	12	8	6	5	10	10	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3	2	5	5	10	5	3	7	3	5	5	6	

CONDITION	DRIVER	PED
Normal:	104	1
Alcohol:		
Other:	12	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:			1	1	2	2	1	2	2	4	6	1	
PM:	7	6	1	4	1	2		3	3	5	4	1	

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
5	50	4					117

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
80	Passenger Vehicle	2	Passenger Bus
22	Sport Utility Veh	1	School Bus
2	Pick-Up Truck	5	Emergency Veh
	Trucks (2+3 axles)	10	Other Types

SURFACE

13	Wet
45	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
5	5		2	24		2	19	3		46	5

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Influence of Drugs	1	Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
7	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
11	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
6	Followed too Closely		Shoulders Low, Soft or High
3	Improper Turn	30	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		13	16	29
	UnRelated:				
Sideswipe	Related:			5	5
	UnRelated:				
Left Turn	Related:		3	3	6
	UnRelated:				
Angle	Related:		9	4	13
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:			2	2
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05		1	1
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		1	1
E	Other Pole	10		1	1
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

46	Clear / Cloudy
1	Foggy
9	Raining
	Snow / Sleet
3	Other

ILLUMINATION

36	Day
5	Dawn/Dusk
18	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	59

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike) Logmiles: 22.72 At 9.17 Radius: 400 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD28												
22.670	☐	03182022	Property	02A	Night	Wet			SDSWP	ES	ES	Fail to give full attention
22.670	☐	05132022	Property	09A	Day	Wet		10	FXOBJ	ER	--	Other or Unknown
22.670	☐	06072022	Property	09A	Day	Dry			RREND	ES	ES	Other or Unknown
22.670	☐	11072022	1 Injured	05P	Night	Dry			RREND	ES	ES	Fail to give full attention
22.670	☐	11042023	1 Injured	09A	Day	Dry			RREND	ES	ES	Fail to give full attention
22.670	☐	07182024	Property	10A	Day	Dry			RREND	ES	ES	Other or Unknown
22.670	☐	12302024	Property	11A	Day	Dry			RREND	ES	ES	Followed too closely
22.710	☐	03152024	Property	08A	Day	Dry			RREND	WS	WS	Other or Unknown
22.720	☐	09022022	Property	08A	Day	Dry			SDSWP	ER	ES	Other or Unknown
22.720	☐	11052022	Property	10P	Night	Dry			SDSWP	ER	ES	Other or Unknown
22.720	☐	11012023	Property	03P	Day	Dry			RREND	ES	ES	Followed too closely
22.720	☐	12312023	Property	03A	Night	Dry			LFTRN	EL	WS	Other or Unknown
22.720	☐	05042024	Property	01P	Day	Wet			ANGLE	ES	NS	Fail to obey traffic signal
22.720	☐	06132024	Property	08P	Day	Dry			SDSWP	WS	WS	Other or Unknown
22.720	☐	08082024	2 Injured	08P	Night	Wet			RREND	WS	WS	Other or Unknown
22.720	☐	09232024	2 Injured	04A	Night	Dry			ANGLE	WS	SS	Fail to obey traffic signal
22.720	☐	10142024	3 Injured	07P	Night	Dry			ANGLE	WS	NS	Fail to obey traffic signal
22.720	☐	12302024	Property	01P	Day	Dry			ANGLE	SS	ES	Fail to obey traffic signal
22.740	☐	01102022	Property	10A	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	03212022	1 Injured	12P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	05052022	Property	05P	Day	Dry			RREND	WS	WS	Followed too closely
22.740	☐	05082022	Property	04P	Day	Dry			RREND	WS	WS	Followed too closely
22.740	☐	05122022	Property	02P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	06072022	Property	12P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	08192022	1 Injured	12P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	11112022	1 Injured	10A	Day	Wet			RREND	WS	WS	Other or Unknown
22.740	☐	05082023	Property	07P	Day	Dry			OTHER	WR	--	Other or Unknown
22.740	☐	05202023	Property	12P	Day	Dry			RREND	WS	WS	Followed too closely
22.740	☐	12062023	Property	01P	Day	Dry			RREND	WS	WS	Fail to give full attention
22.740	☐	02172024	2 Injured	03P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	02272024	2 Injured	12P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	05222024	Property	03P	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	06292024	Property	10A	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	09232024	1 Injured	07A	Day	Dry			RREND	WS	WS	Other or Unknown
22.740	☐	10202024	2 Injured	01P	Day	Dry			RREND	WR	WR	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

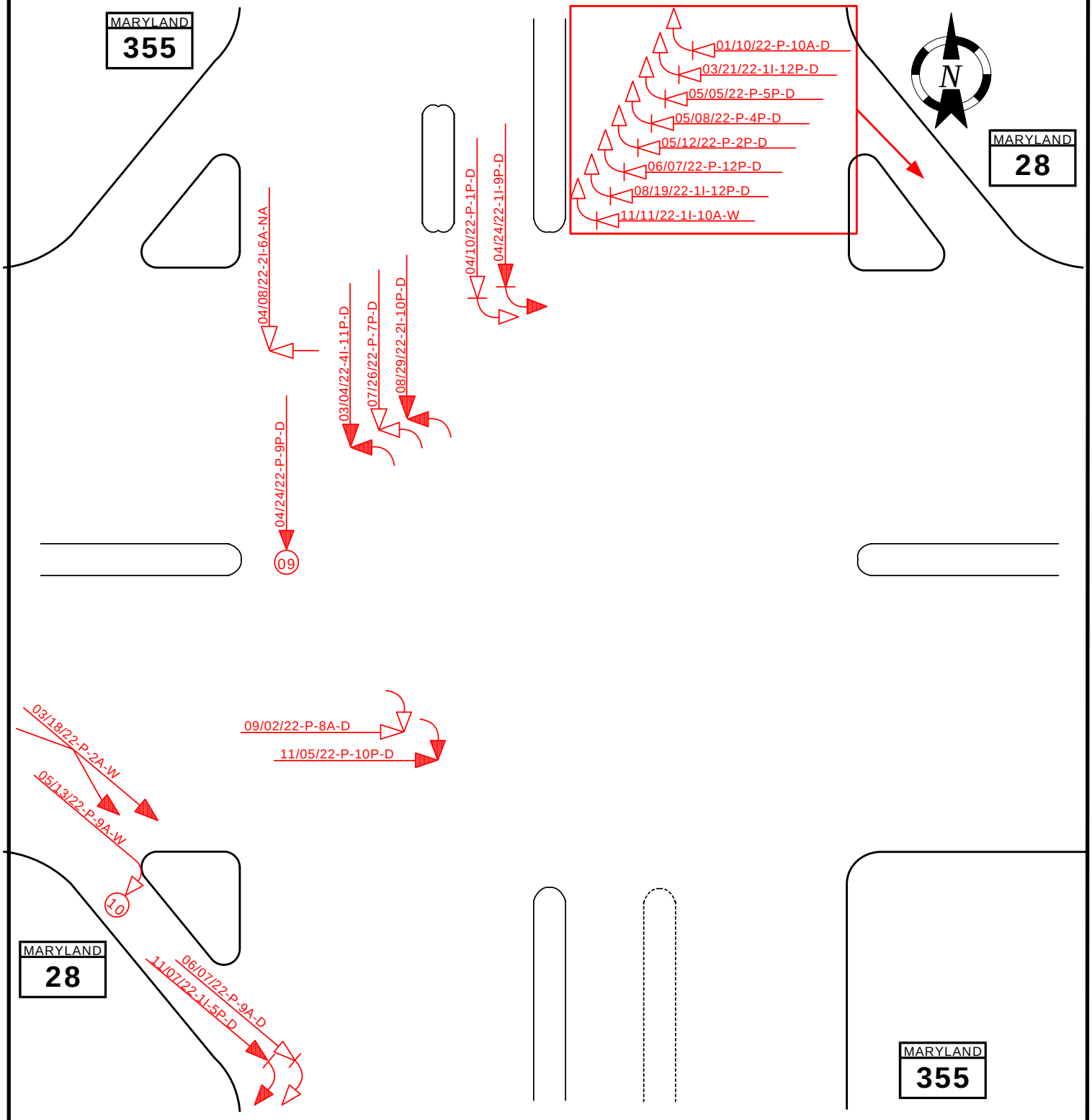
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
9.170	☐	03042022	4 Injured	11P	Night	Dry			LFTRN	NL	SS	Fail to obey traffic signal
9.170	☐	04082022	2 Injured	06A	Day				ANGLE	WS	SS	Other or Unknown
9.170	☐	04102022	Property	01P	Day	Dry			RREND	SL	SL	Other or Unknown
9.170	☐	04242022	1 Injured	09P	Night	Dry			RREND	SS	SS	Other or Unknown
9.170	☐	04242022	Property	09P	Night	Dry		09	FXOBJ	Su	--	Fail to give full attention
9.170	☐	07262022	Property	07P	Day	Dry			LFTRN	NL	SS	Fail to give full attention
9.170	☐	08292022	2 Injured	10P	Night	Dry			LFTRN	NL	SS	Improper turn
9.170	☐	01312023	1 Injured	10A	Day	Wet			RREND	SS	SS	Followed too closely
9.170	☐	04152023	Property	09P	Night	Dry			SDSWP	NS	NS	Improper lane change
9.170	☐	07162023	Property	05A	Day	Wet			ANGLE	SS	WS	Other or Unknown
9.170	☐	08262023	Property	12P	Day	Dry		04	FXOBJ	EL	--	Other or Unknown
9.170	☐	10172023	Property	12P	Day	Dry			RREND	SS	SS	Fail to give full attention
9.170	☐	10212023	1 Injured	10A	Day	Dry			RREND	SS	SS	Other or Unknown
9.170	☐	12292023	Property	04A	Day	Dry			LFTRN	NL	SS	Fail to obey traffic signal
9.170	☐	03302024	Property	10P	Night	Wet			ANGLE	WS	SS	Fail to obey traffic signal
9.170	☐	05012024	1 Injured	09P	Night	Dry			ANGLE	WS	SS	Fail to obey traffic signal
9.170	☐	05272024	2 Injured	10P	Night	Wet			ANGLE	WS	SS	Fail to obey traffic signal
9.170	☐	06112024	2 Injured	09P	Night	Dry			LFTRN	NL	SS	Improper turn
9.170	☐	08072024	2 Injured	09A	Day	Dry			ANGLE	WS	SS	Fail to obey traffic signal
9.170	☐	08262024	Property	01P	Day	Wet			OTHER	Wu	ES	Improper turn
9.170	☐	10022024	1 Injured	05A	Night	Wet			ANGLE	WS	SS	Fail to obey traffic signal
9.180	☐	08252023	2 Injured	07A	Day	Wet			ANGLE	WR	SS	Other or Unknown
9.180	☐	12242024	1 Injured	03P	Day	Dry			ANGLE	WR	NS	Fail to yield right-of-way
9.230	☐	01282024	Property	08P	Night	Wet		05	FXOBJ	SS	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike)
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2022
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

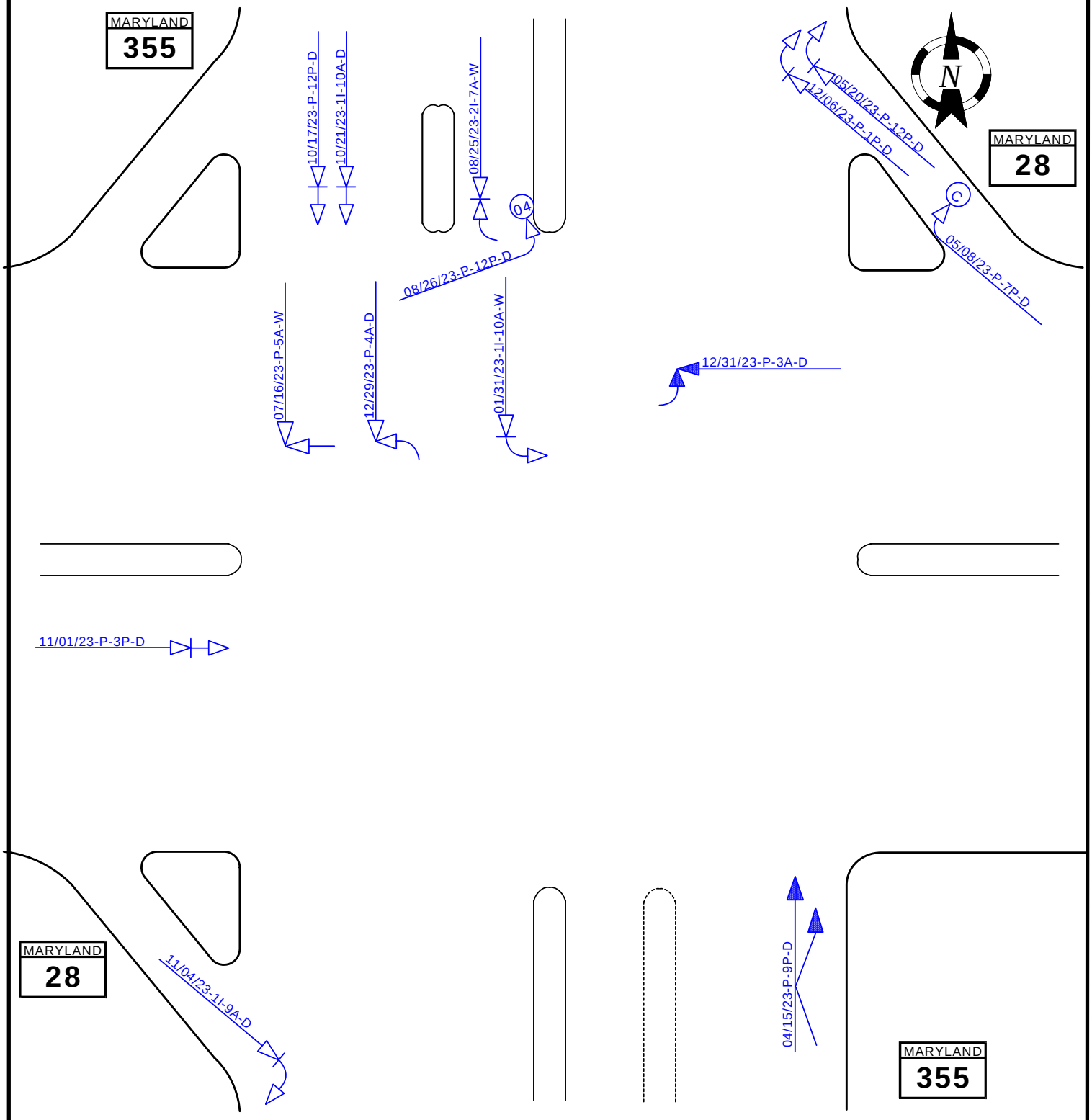
template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike)
County: MONTGOMERY
Study Period: 01/01/2023 to 12/31/2023
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

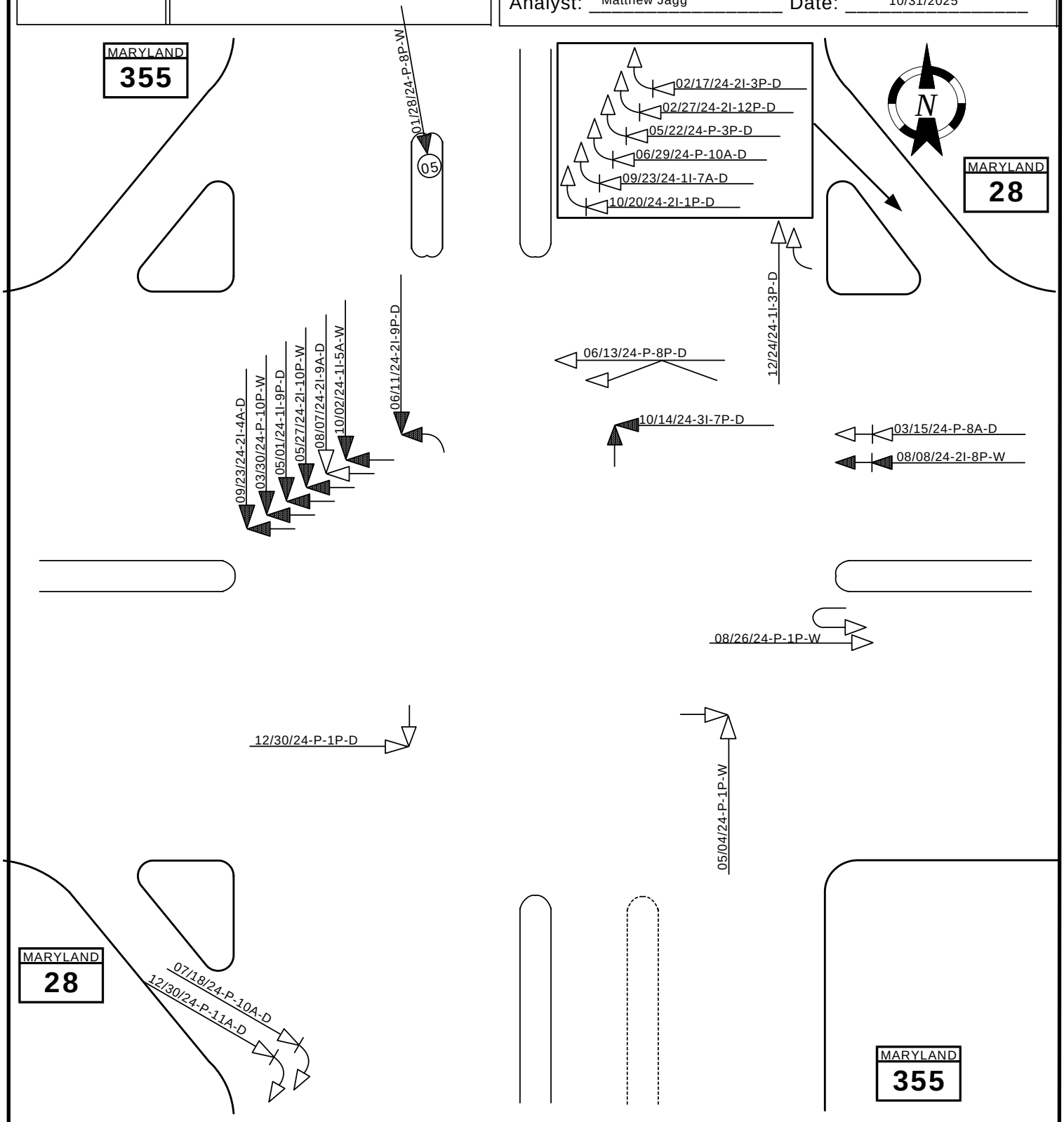
template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (Veirs Mill Rd) @ MD 355 (Rockville Pike)
County: MONTGOMERY
Study Period: 01/01/2024 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

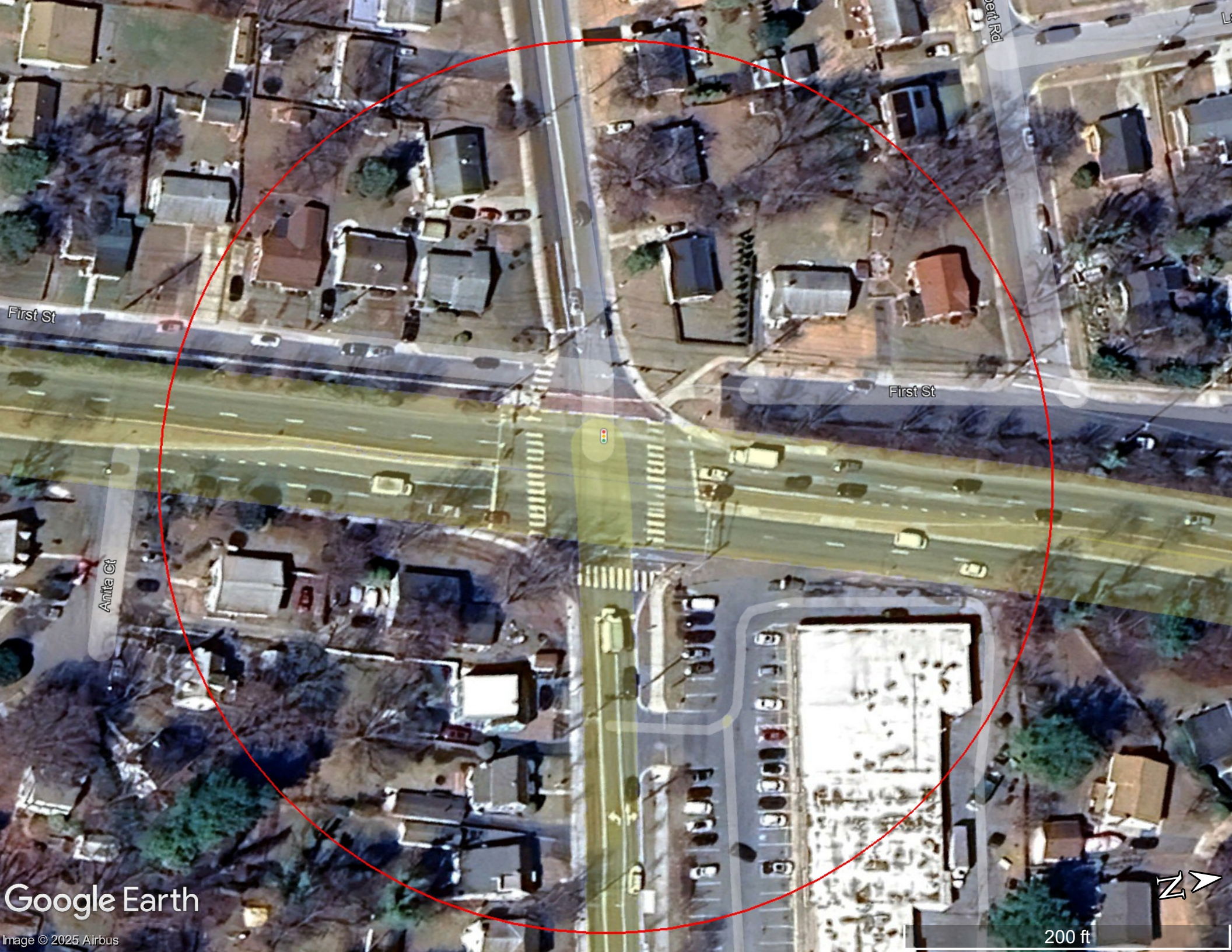
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


First St
First St
Anita Ct
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (First St) @ Baltimore Rd

Logmiles: 23.5 At 0.44 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	3	1	5
No. Injured	6	3	1	10
Prop. Damage	3	4	4	11
Total Crashes	4	7	5	16
Severity Index	7	14	6	Avg 9
Opposite Dir.	0	0	0	0
Rear End	2	3	1	6
Sideswipe	1	0	0	1
Left Turn	1	2	2	5
Angle	0	0	1	1
Pedestrian	0	2	1	3
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	1	0	0	1
Night Time	2	2	2	6
Wet Surface	1	2	1	4
Alcohol	1	0	0	1
Intersection	4	7	5	16
Total Vehicles	8	13	9	30
Total Trucks	1	0	0	1
Truck %	12.5	0.0	0.0	3.3

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (First St) @ Baltimore Rd

Logmiles: 23.5 At 0.44 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		5	11	16
Veh Occ		8		
Pedestrian		2		

AVG Severity Index: 9

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
4	4	2		3		3	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
2	2	1	1	3		2	1		2	1	1	

CONDITION	DRIVER	PED
Normal:	28	3
Alcohol:	1	
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									2	1		2	
PM:		1		1	2		1	3	1			2	

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
3	12	1					30

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
24	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	4	Other Types

SURFACE

4	Wet
12	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
3	2	1	2	4			6		3	8	

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
6	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
1	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	6	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	4	6
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:		1	4	5
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:		2	1	3
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

13	Clear / Cloudy
	Foggy
3	Raining
	Snow / Sleet
	Other

ILLUMINATION

10	Day
	Dawn/Dusk
6	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	16

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 28 (First St) @ Baltimore Rd Logmiles: 23.5 At 0.44 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

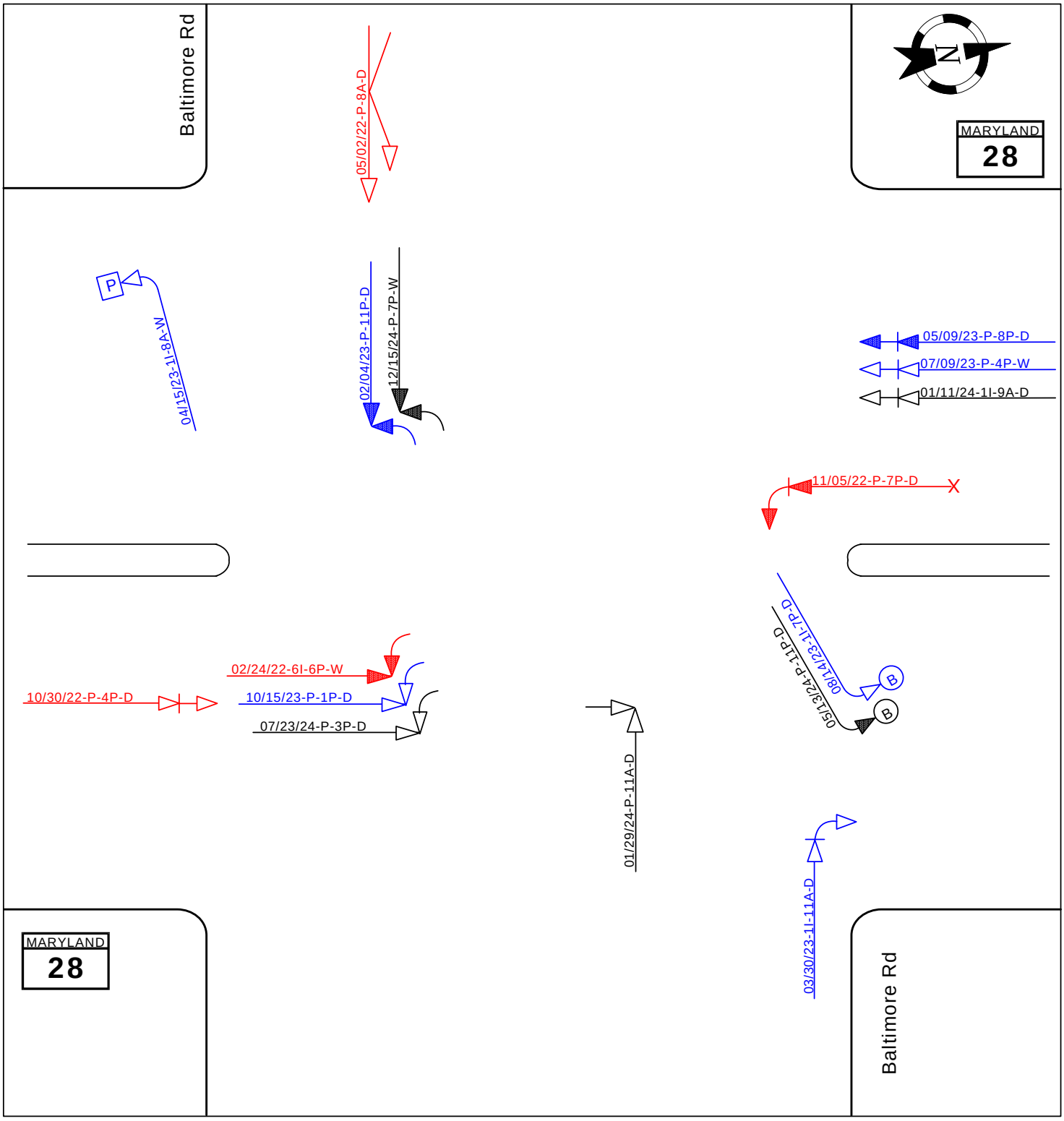
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD28												
23.500	☐	02242022	6 Injured	06P	Night	Wet			LFTRN	ES	WL	Fail to obey traffic signal
23.500	☐	10302022	Property	04P	Day	Dry			RREND	ES	ES	Fail to give full attention
23.500	☐	11052022	Property	07P	Night	Dry	☐		RREND	WS	WS	Under influence of alcohol
23.500	☐	05092023	Property	08P	Night	Dry			RREND	WS	WS	Fail to give full attention
23.500	☐	07092023	Property	04P	Day	Wet			RREND	WS	WS	Other or Unknown
23.500	☐	08142023	1 Injured	07P	Day	Dry			PED	SL	--	Fail to yield right-of-way
23.500	☐	10152023	Property	01P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
23.500	☐	01112024	1 Injured	09A	Day	Dry			RREND	WS	WS	Other or Unknown
23.500	☐	01292024	Property	11A	Day	Dry			ANGLE	ES	NS	Other or Unknown
23.500	☐	07232024	Property	03P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
MU242												
0.440	☐	05022022	Property	08A	Day	Dry			SDSWP	SS	SS	Other or Unknown
0.440	☐	02042023	Property	11P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
0.440	☐	03302023	1 Injured	11A	Day	Dry			RREND	NS	NR	Other or Unknown
0.440	☐	04152023	1 Injured	08A	Day	Wet			PED	NL	--	Fail to yield right-of-way
0.440	☐	05132024	Property	11P	Night	Dry			PED	SL	--	Other or Unknown
0.440	☐	12152024	Property	07P	Night	Wet			LFTRN	NL	SS	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (First St) @ Baltimore Rd
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Veterans Park
Veterans Park
Dodge St
Richard Montgomery Drive
New St
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ MD 660 (Dodge St) & Richard Montgomery Dr Logmiles: 9.05 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	2	3	1	6
No. Injured	4	3	2	9
Prop. Damage	1	2	4	7
Total Crashes	3	5	5	13
Severity Index	7	13	6	Avg 9
Opposite Dir.	0	0	0	0
Rear End	1	1	1	3
Sideswipe	1	1	3	5
Left Turn	1	1	0	2
Angle	0	1	0	1
Pedestrian	0	1	0	1
Parked Veh.	0	0	0	0
Fixed Object	0	0	1	1
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	2	2	2	6
Wet Surface	1	0	1	2
Alcohol	1	0	0	1
Intersection	3	5	5	13
Total Vehicles	6	10	9	25
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ MD 660 (Dodge St) & Richard Montgomery Dr Logmiles: 9.05 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		6	7	13
Veh Occ		8		
Pedestrian		1		

AVG Severity Index: 9

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	3	1	2	2	2	1	2	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
		1		2	2	2	1	1	4				

CONDITION	DRIVER	PED
Normal:	19	1
Alcohol:	1	
Other:	4	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:						1		1		1			
PM:	1			1	1	1	1	1	2	1	1		

VEHICLES INVOLVED PER CRASH	1	2	3	4	5	6+	UNK	TOTAL
	2	10	1					25

VEHICLE TYPE			
2	Motorcycle/Moped		Tractor Trailer
15	Passenger Vehicle	1	Passenger Bus
2	Sport Utility Veh	1	School Bus
1	Pick-Up Truck	1	Emergency Veh
	Trucks (2+3 axles)	4	Other Types

SURFACE	
2	Wet
10	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	5			15						1	1

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication	1	Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	8	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	1	3
	UnRelated:				
Sideswipe	Related:		1	4	5
	UnRelated:				
Left Turn	Related:		1	1	2
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08		1	1
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
9	Clear / Cloudy	6	Day	22-24	13
	Foggy	1	Dawn/Dusk		
3	Raining	6	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ MD 660 (Dodge St) & Richard Montgomery Dr Logmiles: 9.05 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

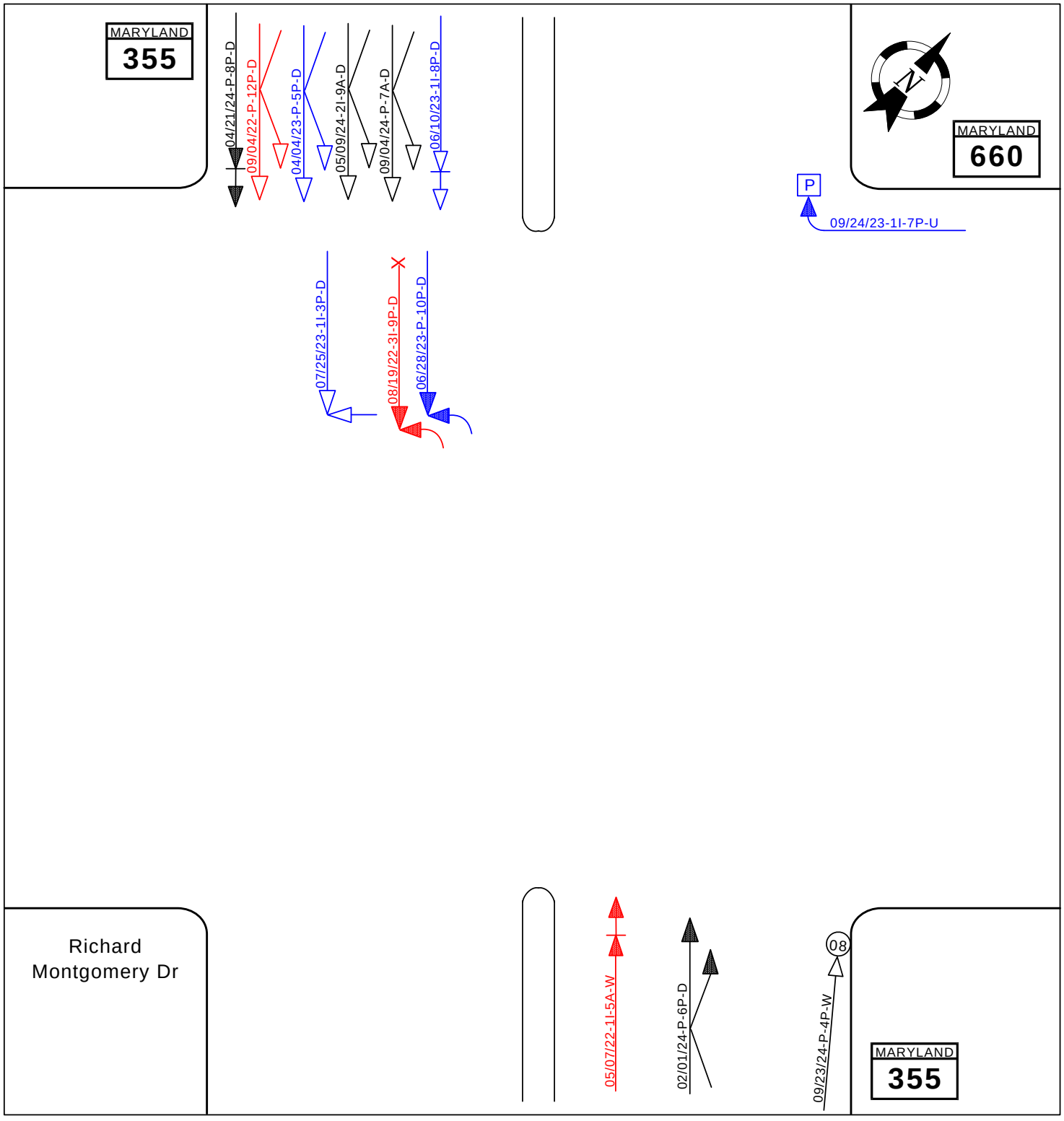
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
9.040	☐	05072022	1 Injured	05A	Night	Wet			RREND	NS	NS	Other or Unknown
9.040	☐	09232024	Property	04P	Day	Wet		08	FXOBJ	NS	--	Other or Unknown
9.050	☐	08192022	3 Injured	09P	Night	Dry	☐		LFTRN	SS	NL	Under influence of alcohol
9.050	☐	06282023	Property	10P	Night	Dry			LFTRN	NL	SS	Other or Unknown
9.050	☐	07252023	1 Injured	03P	Day	Dry			ANGLE	WS	SS	Fail to yield right-of-way
9.050	☐	09242023	1 Injured	07P	Night				PED	WR	--	Other or Unknown
9.050	☐	02012024	Property	06P	Night	Dry			SDSWP	NS	NS	Other or Unknown
9.060	☐	09042022	Property	12P	Day	Dry			SDSWP	SS	SS	Other or Unknown
9.060	☐	04042023	Property	05P	Day	Dry			SDSWP	SS	SS	Fail to yield right-of-way
9.060	☐	06102023	1 Injured	08P	Day	Dry			RREND	SS	SS	Other or Unknown
9.060	☐	04212024	Property	08P	Night	Dry			RREND	SS	SS	Followed too closely
9.060	☐	05092024	2 Injured	09A	Day	Dry			SDSWP	SS	SS	Improper passing
9.060	☐	09042024	Property	07A	Day	Dry			SDSWP	SS	SS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ MD 660 (Dodge St) & Richard Montgomery Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

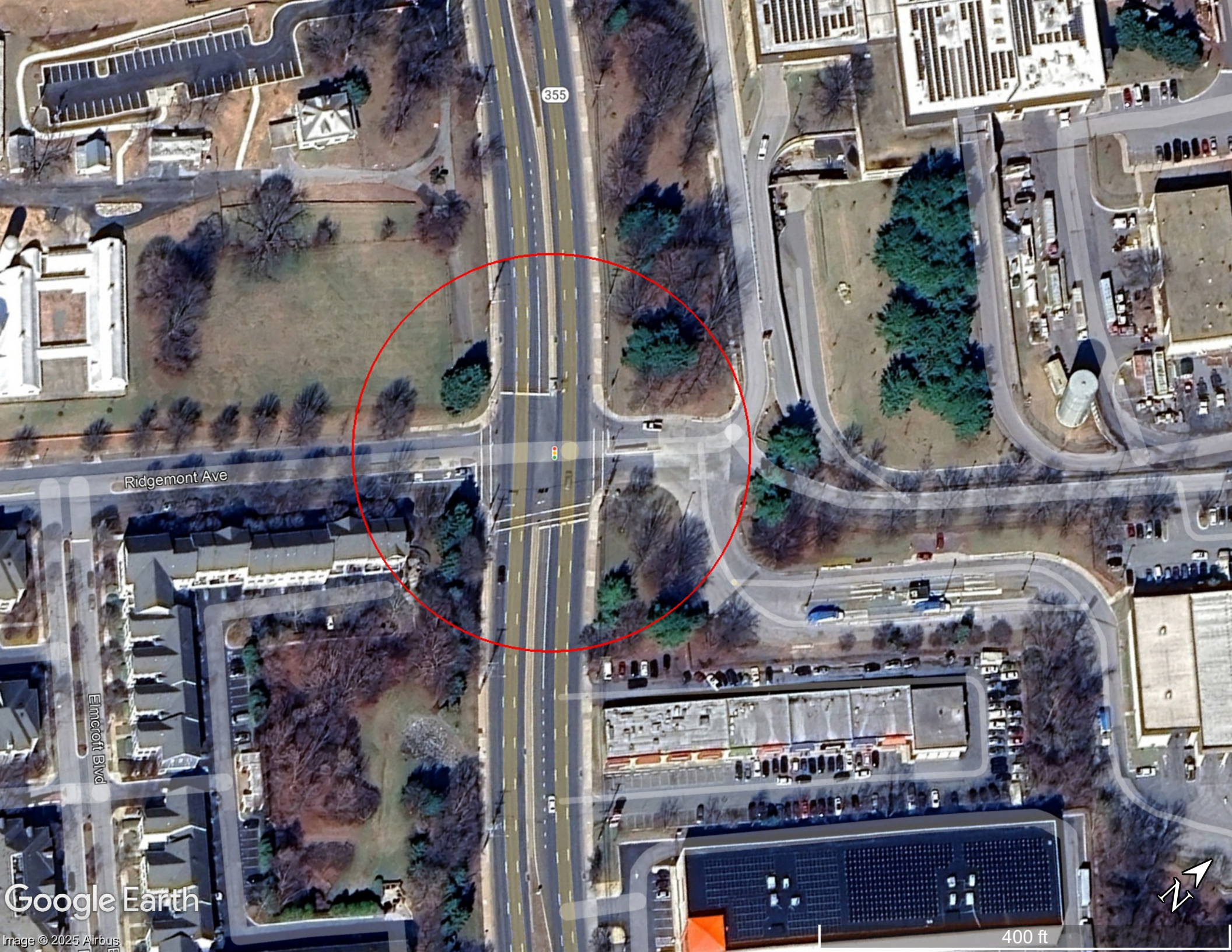
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


355
Ridgemont Ave
Elmcroft Blvd
Google Earth
Image © 2025 Airbus
400 ft
N

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Frederick Rd) @ Ridgemont Ave

Logmiles: 12.23 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	3	1	5
No. Injured	2	4	2	8
Prop. Damage	2	5	5	12
Total Crashes	3	8	6	17
Severity Index	6	13	9	Avg 9
Opposite Dir.	0	0	0	0
Rear End	0	3	3	6
Sideswipe	1	0	0	1
Left Turn	1	4	1	6
Angle	1	0	0	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	1	1
Other	0	1	1	2
U-Turn	0	1	1	2
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	4	3	7
Wet Surface	0	3	1	4
Alcohol	0	0	0	0
Intersection	3	8	6	17
Total Vehicles	7	18	12	37
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Frederick Rd) @ Ridgemont Ave

Logmiles: 12.23 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		5	12	17
Veh Occ		8		
Pedestrian				

AVG Severity Index: 9

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2	3	3	2		3	4	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	2			1	2	2	1		3	4	1	1	

CONDITION	DRIVER	PED
Normal:	30	
Alcohol:		
Other:	6	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:		1				1				1	2	4	
PM:	1	1				1		3		2			

VEHICLES INVOLVED PER CRASH	1	2	3	4	5	6+	UNK	TOTAL
	1	12	4					37

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
29	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	5	Other Types

SURFACE	
4	Wet
12	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	14	1	4	9					1		

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
1	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
2	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
1	Improper Turn	4	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	4	6
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:		3	3	6
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:			2	2
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
12	Clear / Cloudy	10	Day	22-24	17
	Foggy		Dawn/Dusk		
3	Raining	6	Dark - Lights On		
1	Snow / Sleet	1	Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Frederick Rd) @ Ridgemont Ave

Logmiles: 12.23 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

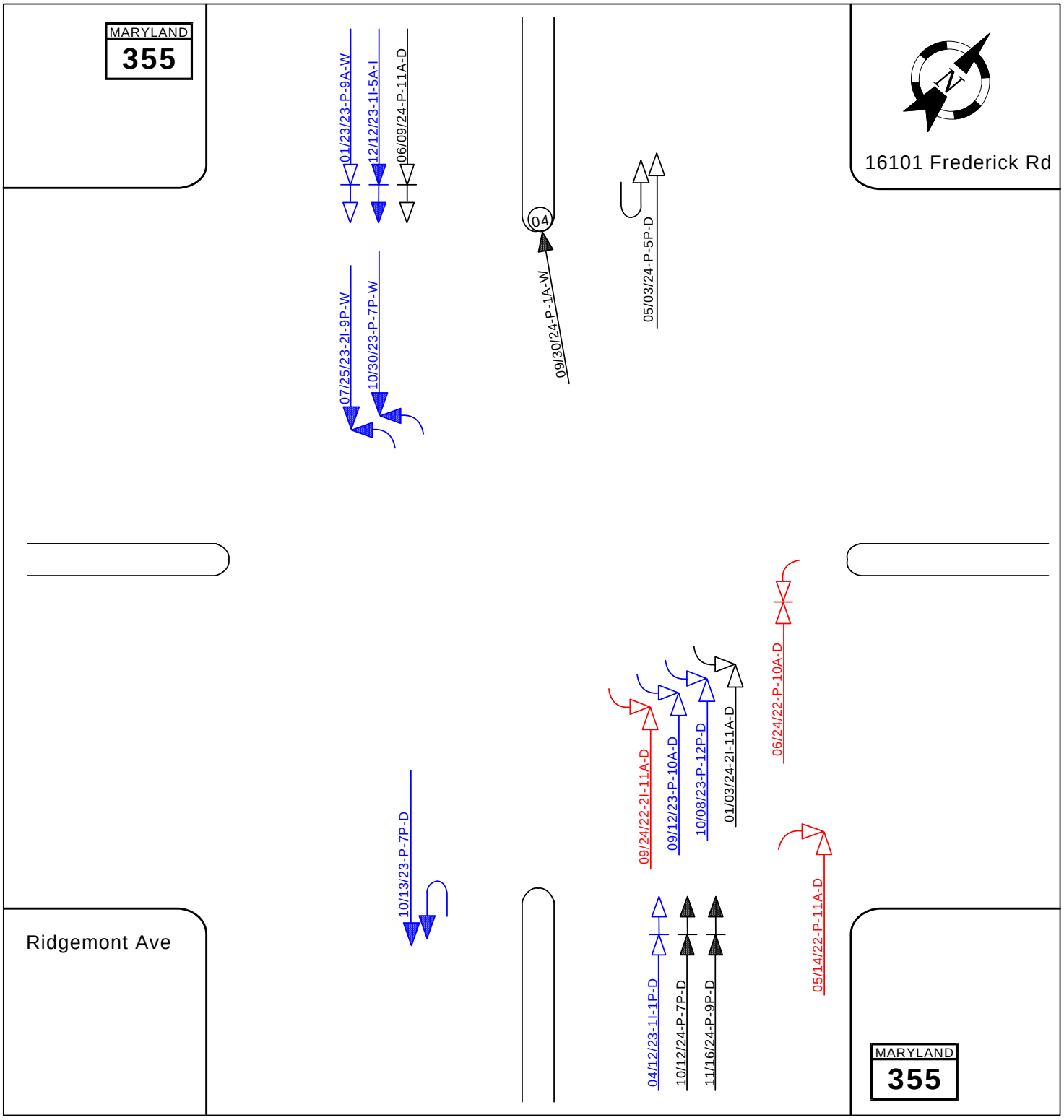
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
12.230	☐	05142022	Property	11A	Day	Dry			SDSWP	NR	NS	Fail to give full attention
12.230	☐	06242022	Property	10A	Day	Dry			ANGLE	NS	WL	Fail to obey traffic signal
12.230	☐	09242022	2 Injured	11A	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
12.230	☐	01232023	Property	09A	Day	Wet			RREND	SS	SS	Too fast for conditions
12.230	☐	04122023	1 Injured	01P	Day	Dry			RREND	NS	NS	Fell asleep, fainted, etc.
12.230	☐	07252023	2 Injured	09P	Night	Wet			LFTRN	NL	SS	Fail to yield right-of-way
12.230	☐	09122023	Property	10A	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
12.230	☐	10082023	Property	12P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
12.230	☐	10132023	Property	07P	Night	Dry			OTHER	Nu	SS	Fail to yield right-of-way
12.230	☐	10302023	Property	07P	Night	Wet			LFTRN	SS	NL	Fail to give full attention
12.230	☐	12122023	1 Injured	05A	Night	Ice			RREND	SS	SS	Too fast for conditions
12.230	☐	01032024	2 Injured	11A	Day	Dry			LFTRN	NS	SL	Other or Unknown
12.230	☐	05032024	Property	05P	Day	Dry			OTHER	Su	NS	Improper turn
12.230	☐	06092024	Property	11A	Day	Dry			RREND	SS	SS	Followed too closely
12.230	☐	09302024	Property	01A	Night	Wet		04	FXOBJ	NS	--	Other or Unknown
12.230	☐	10122024	Property	07P	Night	Dry			RREND	NS	NS	Other or Unknown
12.230	☐	11162024	Property	09P	Night	Dry			RREND	NS	NS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Frederick Rd) @ Ridgemont Ave
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


355
Beall Ave
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Hungerford Dr) @ Beall Ave

Logmiles: 9.65 At 0.91 Radius: 200 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	1	1
No. Killed	0	0	1	1
Injury	1	1	0	2
No. Injured	1	1	0	2
Prop. Damage	0	3	2	5
Total Crashes	1	4	3	8
Severity Index	2	5	17	Avg 8
Opposite Dir.	0	0	0	0
Rear End	1	1	2	4
Sideswipe	0	0	0	0
Left Turn	0	2	0	2
Angle	0	0	0	0
Pedestrian	0	0	1	1
Parked Veh.	0	0	0	0
Fixed Object	0	1	0	1
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	1	0	0	1
Night Time	0	2	2	4
Wet Surface	1	2	1	4
Alcohol	0	0	0	0
Intersection	1	4	3	8
Total Vehicles	2	7	5	14
Total Trucks	1	0	0	1
Truck %	50.0	0.0	0.0	7.1

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Hungerford Dr) @ Beall Ave

Logmiles: 9.65 At 0.91 Radius: 200 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes	1	2	5	8
Veh Occ		2		
Pedestrian	1			

AVG Severity Index: 8

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1	2	1		2	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
			1	1			1	2	1	1	1	

CONDITION	DRIVER	PED
Normal:	13	
Alcohol:		
Other:	1	1

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:			2		1		1	2	1	1			

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	6						14

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
9	Passenger Vehicle		Passenger Bus
3	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	2	Other Types

SURFACE

4	Wet
4	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
3	5			6							

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	5	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	3	4
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1	1	2
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:	1			1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10		1	1
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

4	Clear / Cloudy
	Foggy
4	Raining
	Snow / Sleet
	Other

ILLUMINATION

4	Day
	Dawn/Dusk
4	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	8

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Hungerford Dr) @ Beall Ave

Logmiles: 9.65 At 0.91 Radius: 200 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

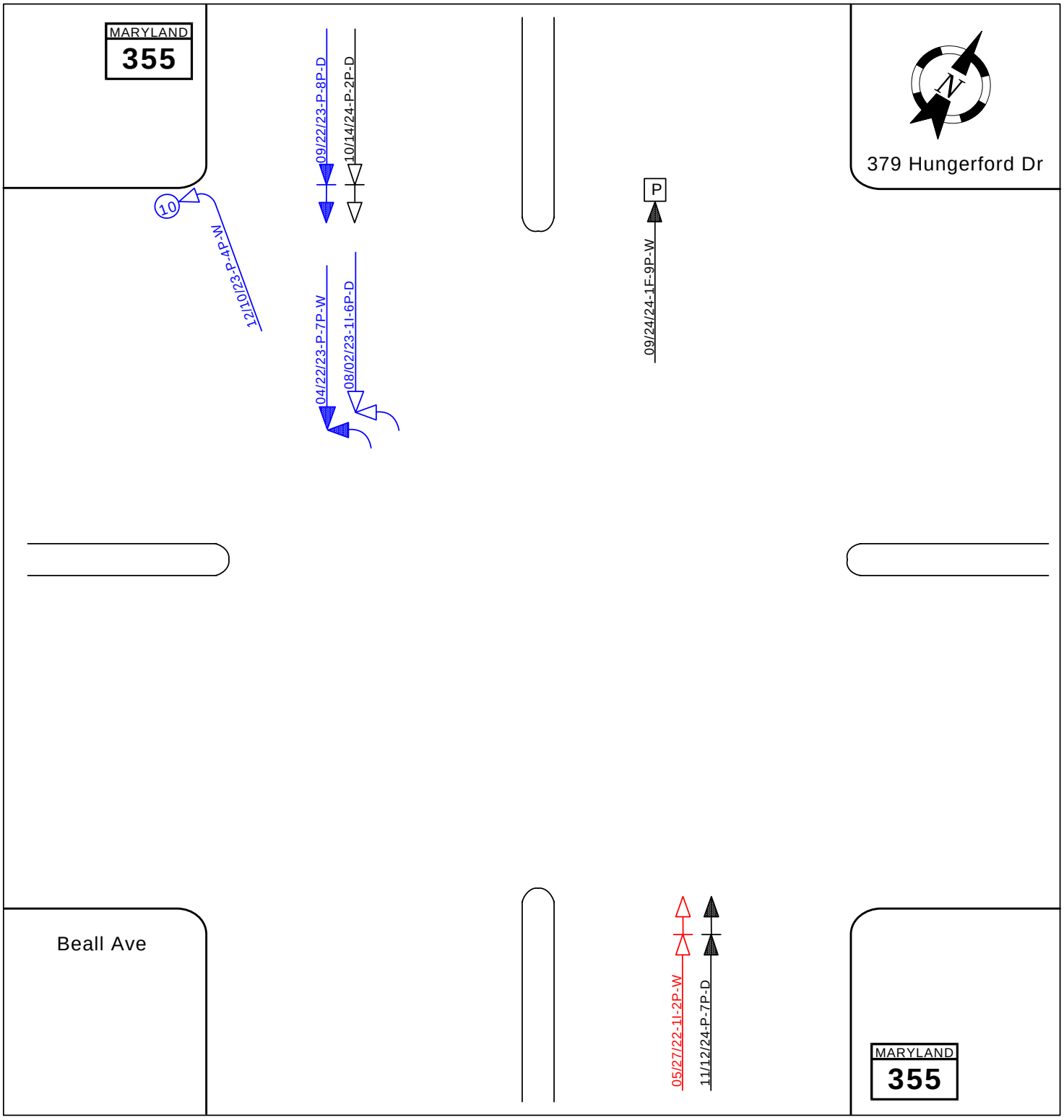
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
9.650	☐	05272022	1 Injured	02P	Day	Wet			RREND	NS	NS	Other or Unknown
9.650	☐	04222023	Property	07P	Night	Wet			LFTRN	NL	SS	Fail to yield right-of-way
9.650	☐	08022023	1 Injured	06P	Day	Dry			LFTRN	SS	NL	Other or Unknown
9.650	☐	09222023	Property	08P	Night	Dry			RREND	SS	SS	Fail to give full attention
9.650	☐	12102023	Property	04P	Day	Wet		10	FXOBJ	NL	--	Too fast for conditions
9.650	☐	10142024	Property	02P	Day	Dry			RREND	SS	SS	Other or Unknown
9.650	☐	11122024	Property	07P	Night	Dry			RREND	NS	NS	Other or Unknown
9.660	☐	09242024	1 K, 0 I	09P	Night	Wet			PED	NS	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Hungerford Dr) @ Beall Ave
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

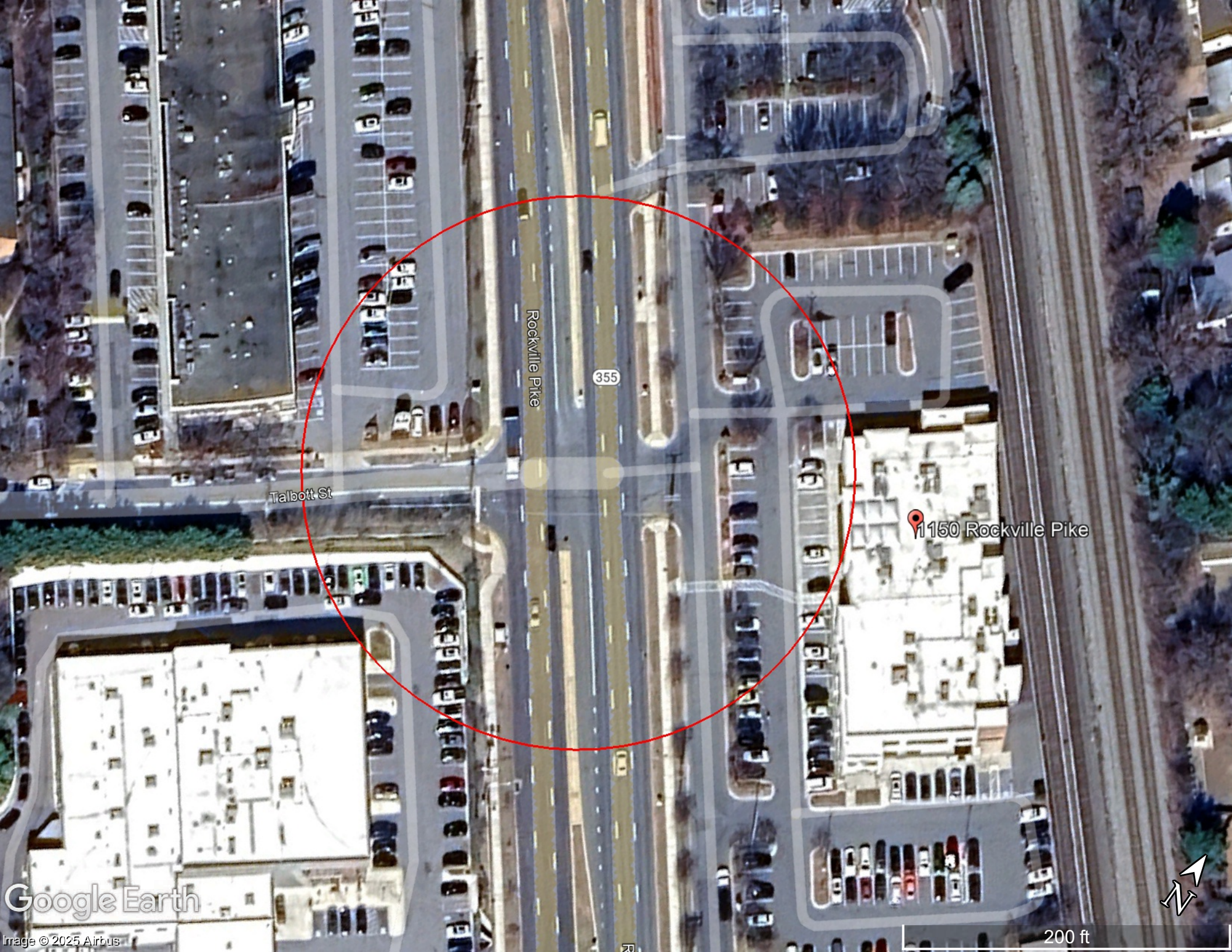
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Rockville Pike
355
Talbott St
1150 Rockville Pike
Google Earth
Image © 2025 Airbus
200 ft
N

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ Talbott St

Logmiles: 8.13 At 0 Radius: 150 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	1	0	0	1
No. Killed	1	0	0	1
Injury	0	1	0	1
No. Injured	0	1	0	1
Prop. Damage	5	2	2	9
Total Crashes	6	3	2	11
Severity Index	20	4	2	Avg 9
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	1	0	0	1
Left Turn	0	0	1	1
Angle	3	2	1	6
Pedestrian	1	0	0	1
Parked Veh.	0	0	0	0
Fixed Object	1	1	0	2
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	2	0	0	2
Night Time	2	2	1	5
Wet Surface	0	2	1	3
Alcohol	1	0	0	1
Intersection	6	3	2	11
Total Vehicles	10	5	4	19
Total Trucks	2	0	0	2
Truck %	20.0	0.0	0.0	10.5

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ Talbott St

Logmiles: 8.13 At 0 Radius: 150 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes	1	1	9	11
Veh Occ		1		
Pedestrian	1			

AVG Severity Index: 9

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	2		4	2	2		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1	2			1	2	1		2	1	1	

CONDITION	DRIVER	PED
Normal:	19	
Alcohol:		1
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:		1		2	1		1	2	2	1			

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
3	8						19

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
16	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
2	Trucks (2+3 axles)	3	Other Types

SURFACE

3	Wet
8	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2		1	6	1	5		3	1		

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	6	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:		1	5	6
	UnRelated:				
Pedestrian	Related:	1			1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		2	2
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

8	Clear / Cloudy
	Foggy
3	Raining
	Snow / Sleet
	Other

ILLUMINATION

6	Day
	Dawn/Dusk
5	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	11

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/31/2025

Location: MD 355 (Rockville Pike) @ Talbott St

Logmiles: 8.13 At 0 Radius: 150 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

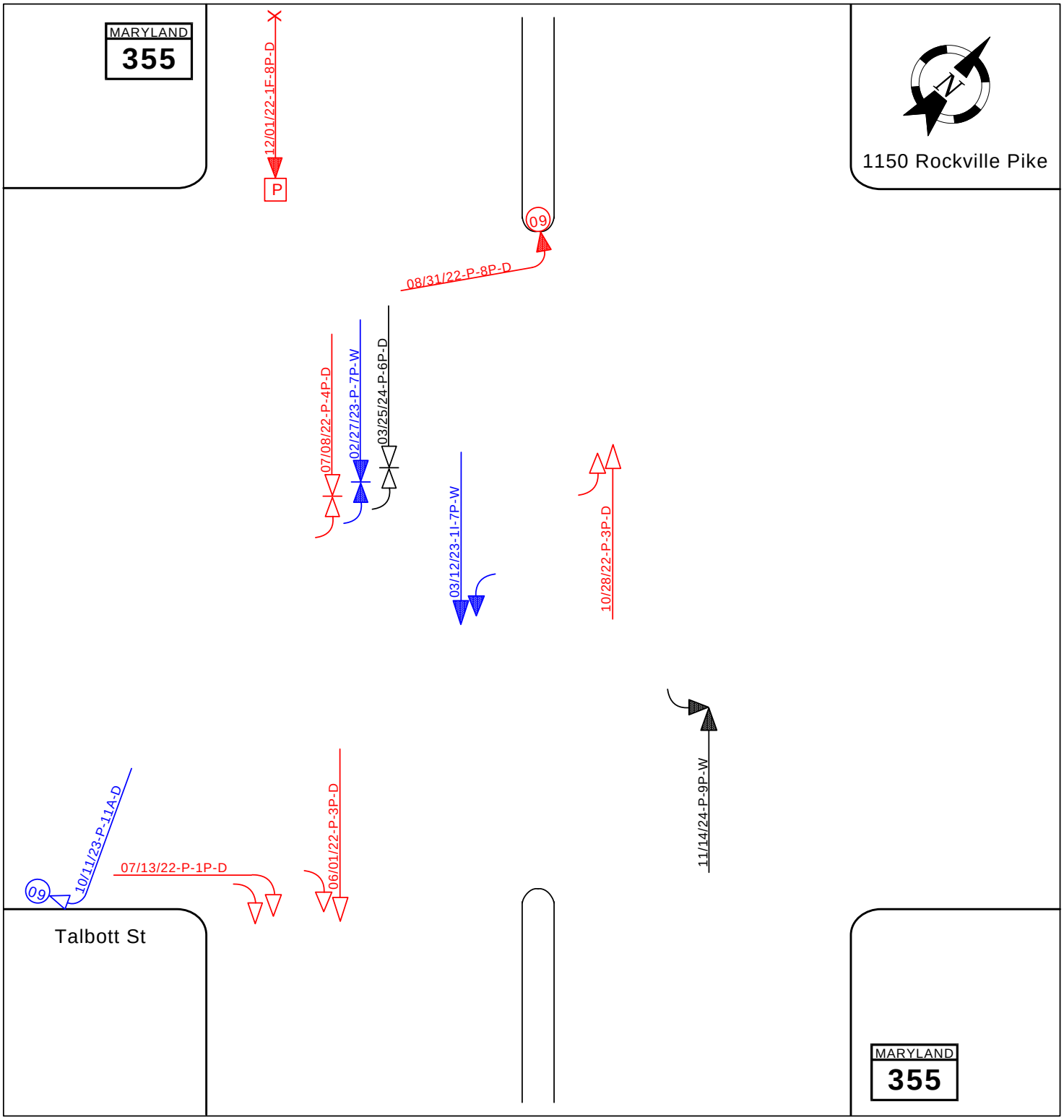
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
8.130	☐	06012022	Property	03P	Day	Dry			ANGLE	ER	SS	Other or Unknown
8.130	☐	07082022	Property	04P	Day	Dry			ANGLE	EL	SS	Fail to yield right-of-way
8.130	☐	07132022	Property	01P	Day	Dry			SDSWP	ER	ER	Other or Unknown
8.130	☐	08312022	Property	08P	Night	Dry		09	FXOBJ	EL	--	Other or Unknown
8.130	☐	10282022	Property	03P	Day	Dry			ANGLE	EL	NS	Fail to yield right-of-way
8.130	☐	12012022	1 K, 0 I	08P	Night	Dry	☐		PED	SS	--	Other or Unknown
8.130	☐	02272023	Property	07P	Night	Wet			ANGLE	EL	SS	Fail to yield right-of-way
8.130	☐	03122023	1 Injured	07P	Night	Wet			ANGLE	WL	SS	Fail to yield right-of-way
8.130	☐	10112023	Property	11A	Day	Dry		09	FXOBJ	SR	--	Other or Unknown
8.130	☐	03252024	Property	06P	Day	Dry			ANGLE	EL	SS	Other or Unknown
8.130	☐	11142024	Property	09P	Night	Wet			LFTRN	SL	NS	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ Talbott St
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/31/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

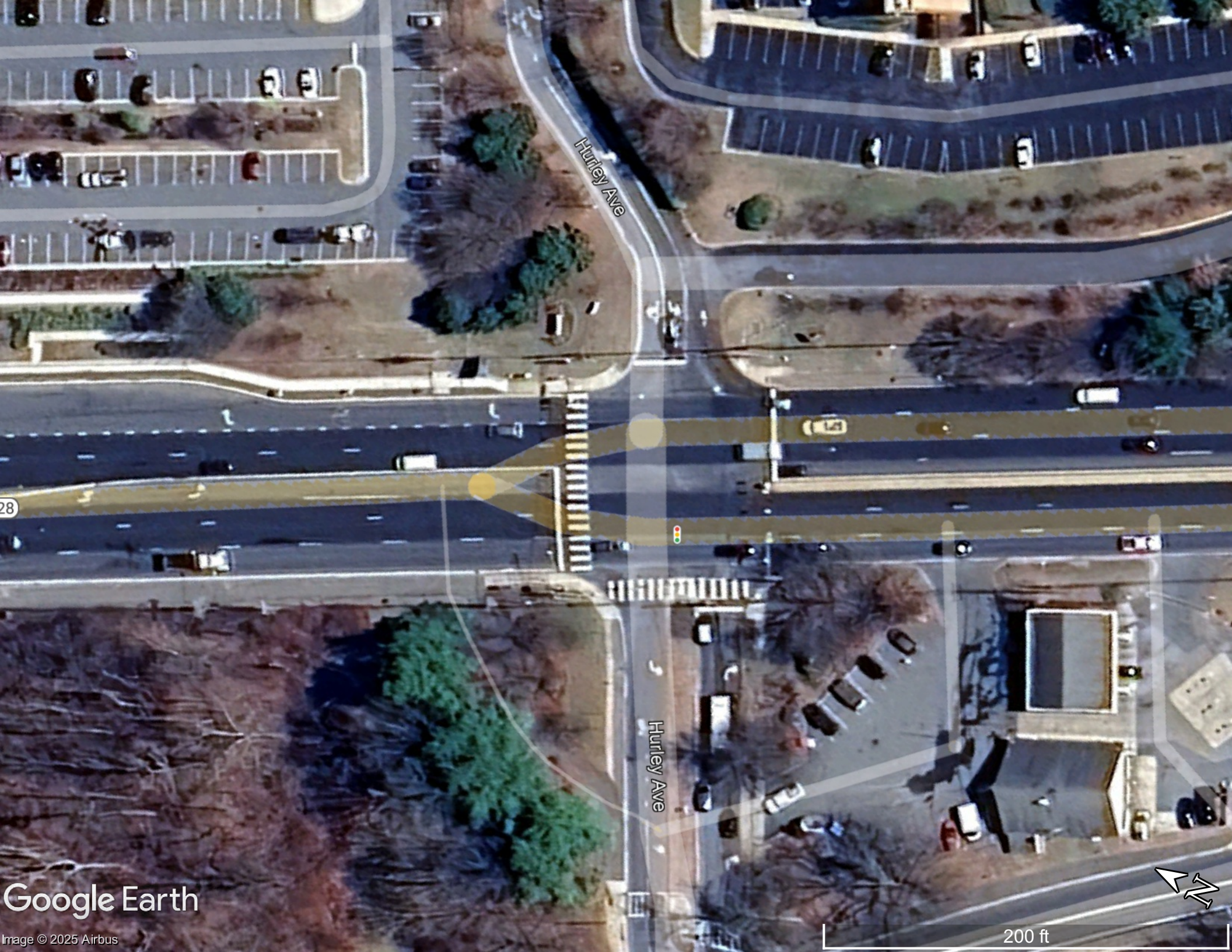
00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Hurley Ave
Hurley Ave
28
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 28 (W. Montgomery Ave) @ Hurley Ave

Logmiles: 20.79 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	1	1
No. Injured	0	0	1	1
Prop. Damage	3	3	4	10
Total Crashes	3	3	5	11
Severity Index	3	3	6	Avg 4
Opposite Dir.	0	0	0	0
Rear End	1	1	2	4
Sideswipe	0	0	1	1
Left Turn	1	0	0	1
Angle	1	1	1	3
Pedestrian	0	0	1	1
Parked Veh.	0	0	0	0
Fixed Object	0	1	0	1
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	2	1	3
Wet Surface	0	3	0	3
Alcohol	0	0	0	0
Intersection	3	3	5	11
Total Vehicles	7	5	9	21
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 28 (W. Montgomery Ave) @ Hurley Ave

Logmiles: 20.79 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		1	10	11
Veh Occ				
Pedestrian		1		

AVG Severity Index: 4

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
2	1	1	4		3		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1		2	1	1	1	1			2	2	

CONDITION	DRIVER	PED
Normal:	18	
Alcohol:		
Other:	3	1

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1		
PM:	2	1	2			1	2	1					

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	8	1					21

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
12	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh	2	School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	4	Other Types

SURFACE

3	Wet
8	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	1			1		1	7			9	

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
1	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	9	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			4	4
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:			3	3
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09		1	1
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

8	Clear / Cloudy
	Foggy
2	Raining
	Snow / Sleet
1	Other

ILLUMINATION

7	Day
1	Dawn/Dusk
3	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	11

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 28 (W. Montgomery Ave) @ Hurley Ave

Logmiles: 20.79 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

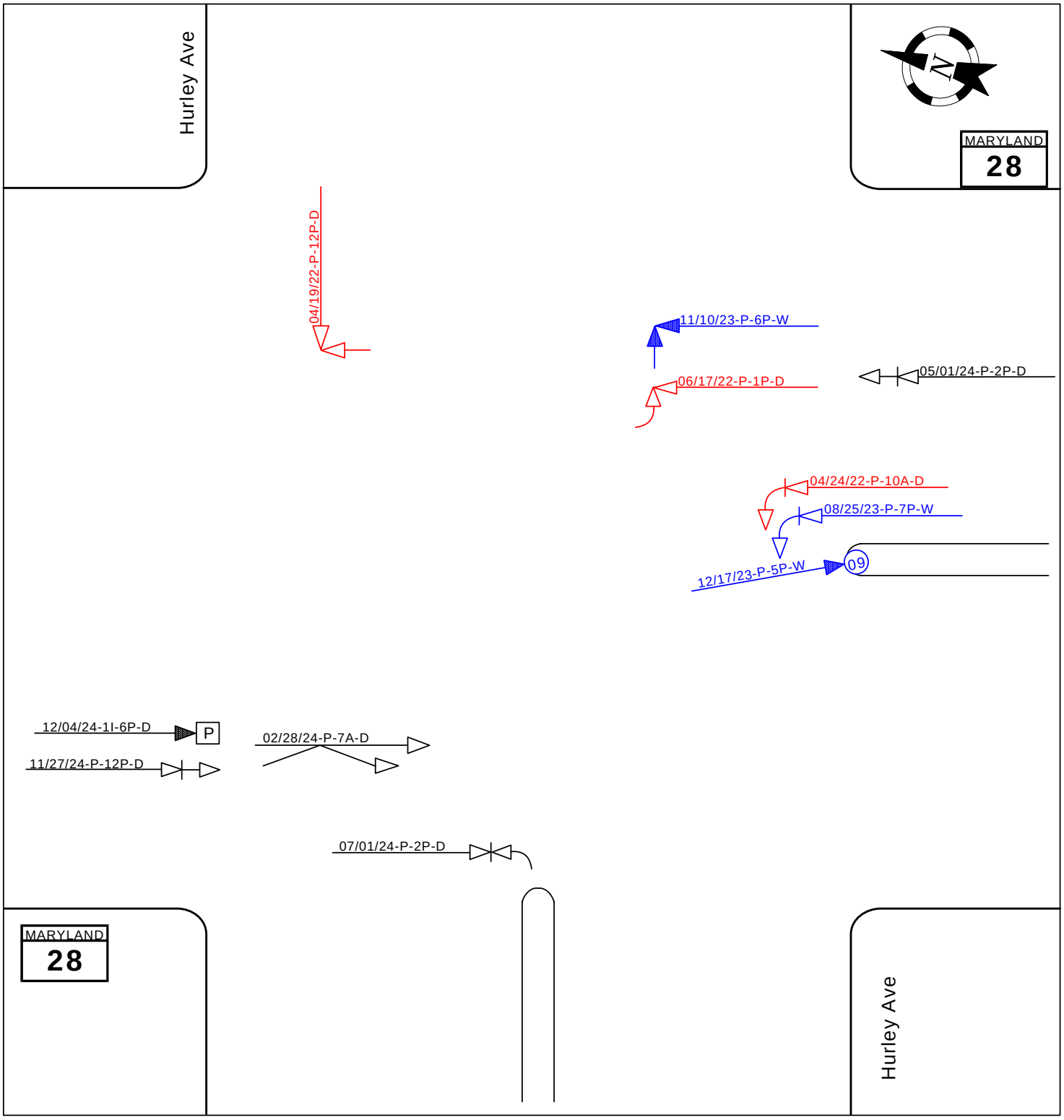
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD28												
20.790	☐	04192022	Property	12P	Day	Dry			ANGLE	WS	SS	Fail to obey traffic signal
20.790	☐	04242022	Property	10A	Day	Dry			RREND	WS	WS	Other or Unknown
20.790	☐	06172022	Property	01P	Day	Dry			LFTRN	EL	WS	Fail to yield right-of-way
20.790	☐	08252023	Property	07P	Day	Wet			RREND	WS	WS	Other or Unknown
20.790	☐	11102023	Property	06P	Night	Wet			ANGLE	WS	NS	Other or Unknown
20.790	☐	12172023	Property	05P	Night	Wet		09	FXOBJ	ES	--	Other or Unknown
20.790	☐	02282024	Property	07A	Day	Dry			SDSWP	ES	ES	Other or Unknown
20.790	☐	05012024	Property	02P	Day	Dry			RREND	WS	WS	Other or Unknown
20.790	☐	07012024	Property	02P	Day	Dry			ANGLE	ES	NL	Other or Unknown
20.790	☐	11272024	Property	12P	Day	Dry			RREND	ES	ES	Other or Unknown
20.790	☐	12042024	1 Injured	06P	Night	Dry			PED	ES	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (W. Montgomery Ave) @ Hurley Ave
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 11/03/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


355
Hungerford Dr
Frederick Ave
355
Google Earth
Image © 2025 Airbus
N
100 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Hungerford Dr) @ Frederick Ave #2 & Service Dr (MD 355) Logmiles: 10.15 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	3	3	1	7
No. Injured	4	5	1	10
Prop. Damage	2	4	1	7
Total Crashes	5	7	2	14
Severity Index	17	12	3	Avg 11
Opposite Dir.	0	0	0	0
Rear End	1	0	2	3
Sideswipe	0	0	0	0
Left Turn	1	5	0	6
Angle	0	1	0	1
Pedestrian	2	0	0	2
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	1	1	0	2
U-Turn	1	1	0	2
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	1	1
Wet Surface	1	0	0	1
Alcohol	0	0	0	0
Intersection	5	7	2	14
Total Vehicles	9	16	4	29
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Hungerford Dr) @ Frederick Ave #2 & Service Dr (MD 355) Logmiles: 10.15 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		7	7	14
Veh Occ		8		
Pedestrian		2		

AVG Severity Index: 11

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
2	6	2	1	1	1	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1	1	2	4		1		1		2	2		

CONDITION	DRIVER	PED
Normal:	25	2
Alcohol:		
Other:	4	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:								1			1	1	
PM:	1	1	5		2		1	1					

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	10	1	1				29

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
17	Passenger Vehicle		Passenger Bus
8	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	5	Other Types

SURFACE

1	Wet
13	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	14			6	2		1		1		

OTHER MOVEMENTS 5

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
7	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	6	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	2	3
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		3	3	6
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:		2		2
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1	1	2
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

13	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
	Other

ILLUMINATION

13	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	14

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Hungerford Dr) @ Frederick Ave #2 & Service Dr (MD 355) Logmiles: 10.15 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

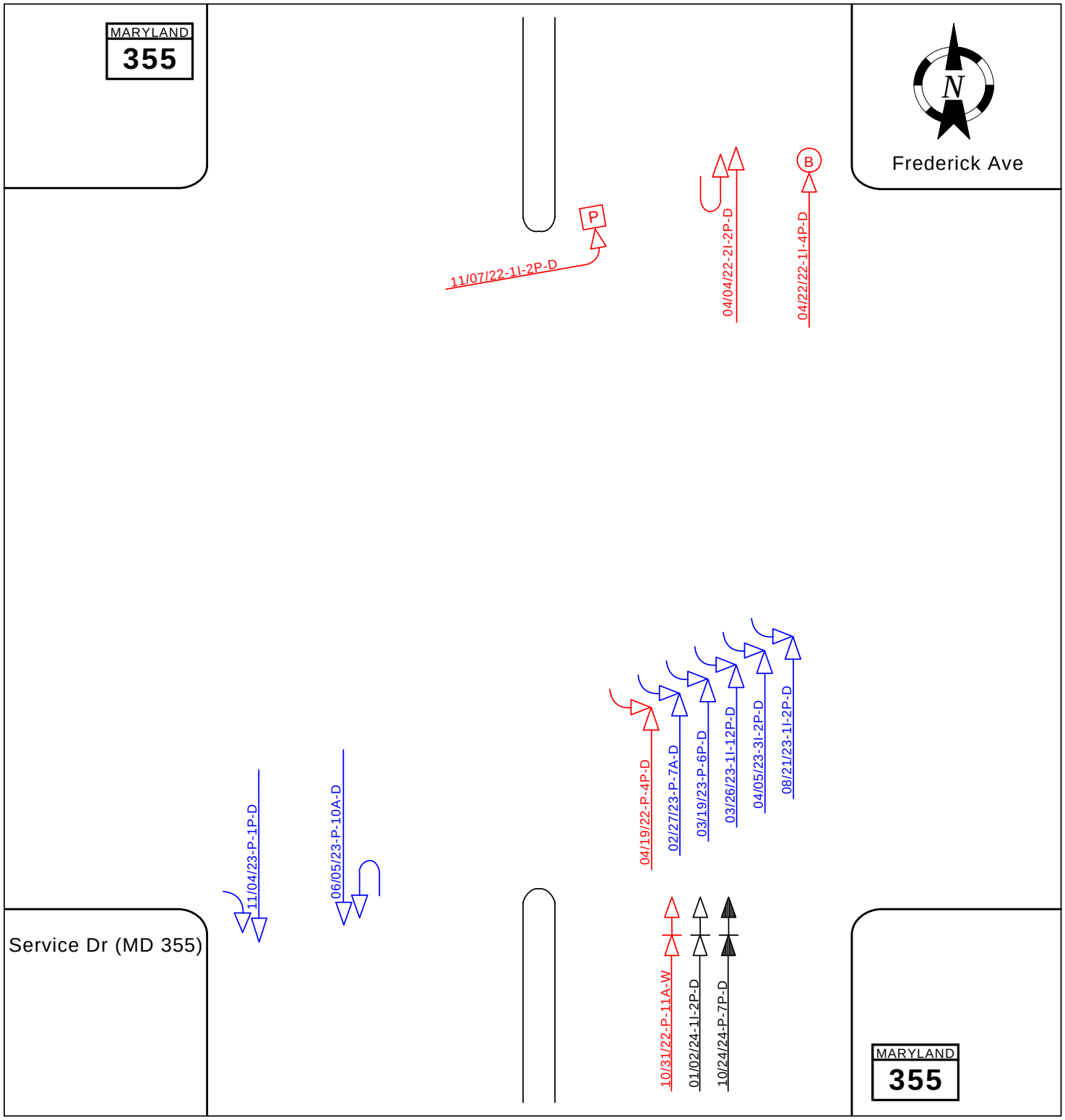
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
10.150	☐	04042022	2 Injured	02P	Day	Dry			OTHER	Su	NS	Fail to yield right-of-way
10.150	☐	04192022	Property	04P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
10.150	☐	04222022	1 Injured	04P	Day	Dry			PED	NS	--	Other or Unknown
10.150	☐	10312022	Property	11A	Day	Wet			RREND	NS	NS	Other or Unknown
10.150	☐	11072022	1 Injured	02P	Day	Dry			PED	EL	--	Fail to give full attention
10.150	☐	02272023	Property	07A	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
10.150	☐	03192023	Property	06P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
10.150	☐	03262023	1 Injured	12P	Day	Dry			LFTRN	SL	NS	Other or Unknown
10.150	☐	04052023	3 Injured	02P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
10.150	☐	06052023	Property	10A	Day	Dry			OTHER	Nu	SS	Fail to yield right-of-way
10.150	☐	08212023	1 Injured	02P	Day	Dry			LFTRN	SL	NS	Other or Unknown
10.150	☐	11042023	Property	01P	Day	Dry			ANGLE	ER	SS	Fail to yield right-of-way
10.150	☐	01022024	1 Injured	02P	Day	Dry			RREND	NS	NS	Other or Unknown
10.150	☐	10242024	Property	07P	Night	Dry			RREND	NS	NS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Hungerford Dr) @ Frederick Ave #2 & Service Dr (MD 355)
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 11/03/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

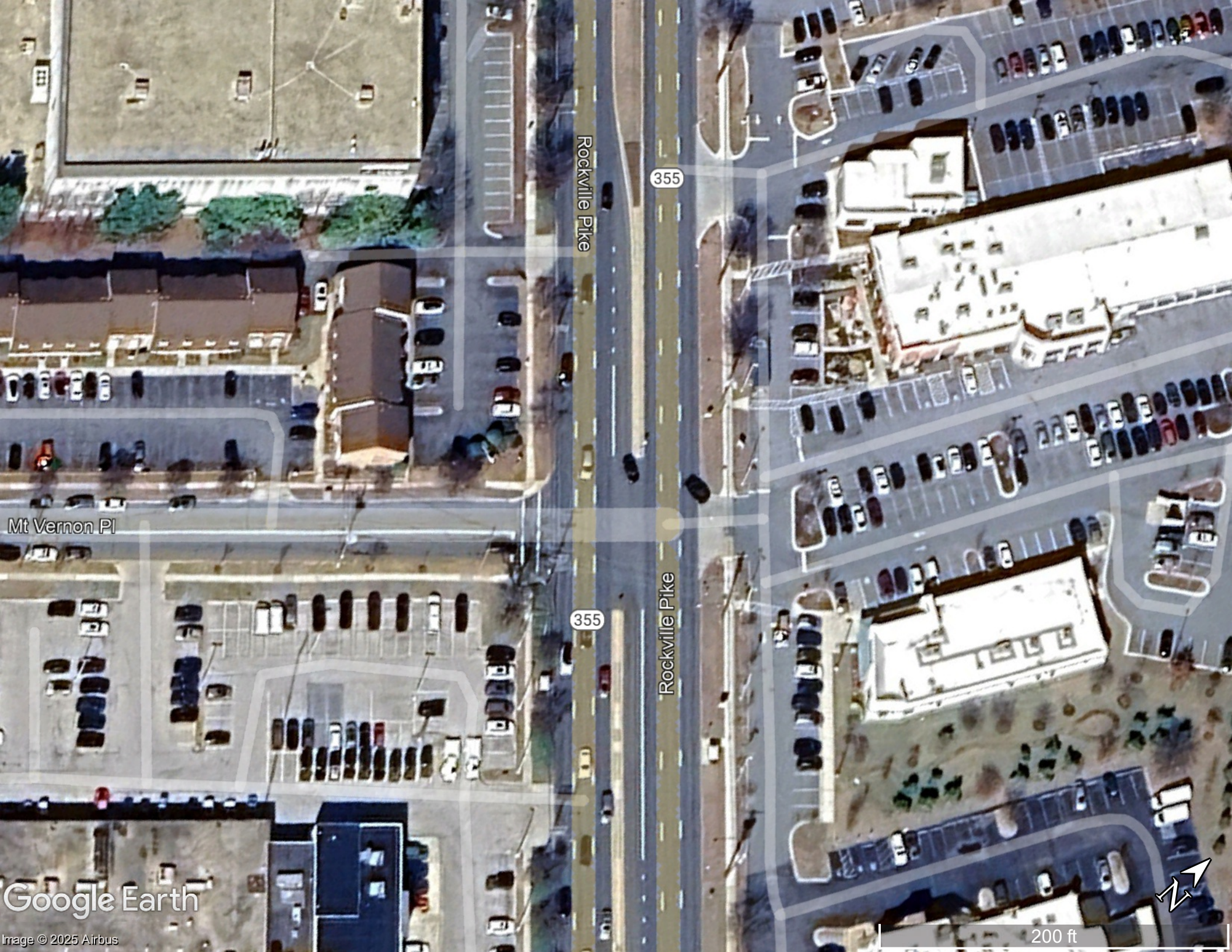
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Rockville Pike
355
Mt Vernon Pl
355
Rockville Pike
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Rockville Pike) @ Mt Vernon Pl

Logmiles: 8.89 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	1	1
No. Injured	0	0	3	3
Prop. Damage	2	3	2	7
Total Crashes	2	3	3	8
Severity Index	2	3	4	Avg 3
Opposite Dir.	0	0	0	0
Rear End	0	0	1	1
Sideswipe	0	0	0	0
Left Turn	0	1	0	1
Angle	2	2	1	5
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	1	1
U-Turn	0	0	1	1
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	1	1
Night Time	0	0	0	0
Wet Surface	1	0	2	3
Alcohol	0	0	0	0
Intersection	2	3	3	8
Total Vehicles	4	6	6	16
Total Trucks	0	0	1	1
Truck %	0.0	0.0	16.7	6.3

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Rockville Pike) @ Mt Vernon Pl

Logmiles: 8.89 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		1	7	8
Veh Occ		3		
Pedestrian				

AVG Severity Index: 3

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
		1	2	2	2	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1		1		1		1	3		1		

CONDITION	DRIVER	PED
Normal:	14	
Alcohol:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1	1		3	
PM:	2				1								

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
	8						16

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
15	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)		Other Types

SURFACE

3	Wet
3	Dry
1	Sno/Ice
	Mud
1	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	3			6		2	2		1		

OTHER MOVEMENTS 1

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
6	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:			5	5
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1		1
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

4	Clear / Cloudy
	Foggy
2	Raining
1	Snow / Sleet
1	Other

ILLUMINATION

7	Day
1	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	8

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 11/03/2025

Location: MD 355 (Rockville Pike) @ Mt Vernon Pl

Logmiles: 8.89 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

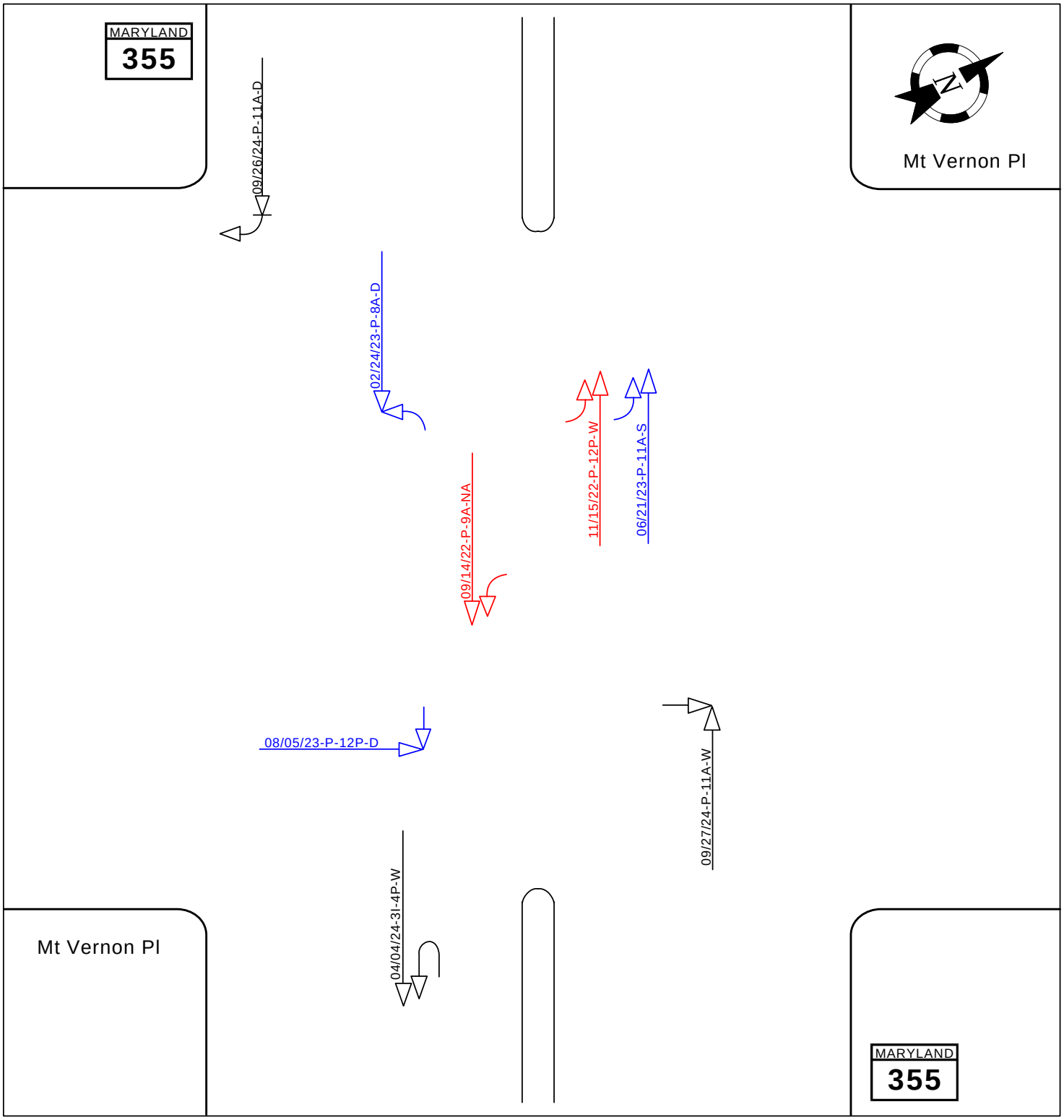
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
8.890	☐	09142022	Property	09A	Day				ANGLE	WL	SS	Fail to yield right-of-way
8.890	☐	11152022	Property	12P	Day	Wet			ANGLE	EL	NS	Fail to yield right-of-way
8.890	☐	02242023	Property	08A	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
8.890	☐	06212023	Property	11A	Day	Snow			ANGLE	EL	NS	Fail to yield right-of-way
8.890	☐	08052023	Property	12P	Day	Dry			ANGLE	ES	SS	Fail to yield right-of-way
8.890	☐	04042024	3 Injured	04P	Day	Wet			OTHER	Nu	SS	Fail to yield right-of-way
8.890	☐	09262024	Property	11A	Day	Dry			RREND	SS	SS	Other or Unknown
8.890	☐	09272024	Property	11A	Day	Wet			ANGLE	ES	NS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ Mt Vernon Pl
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 11/03/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

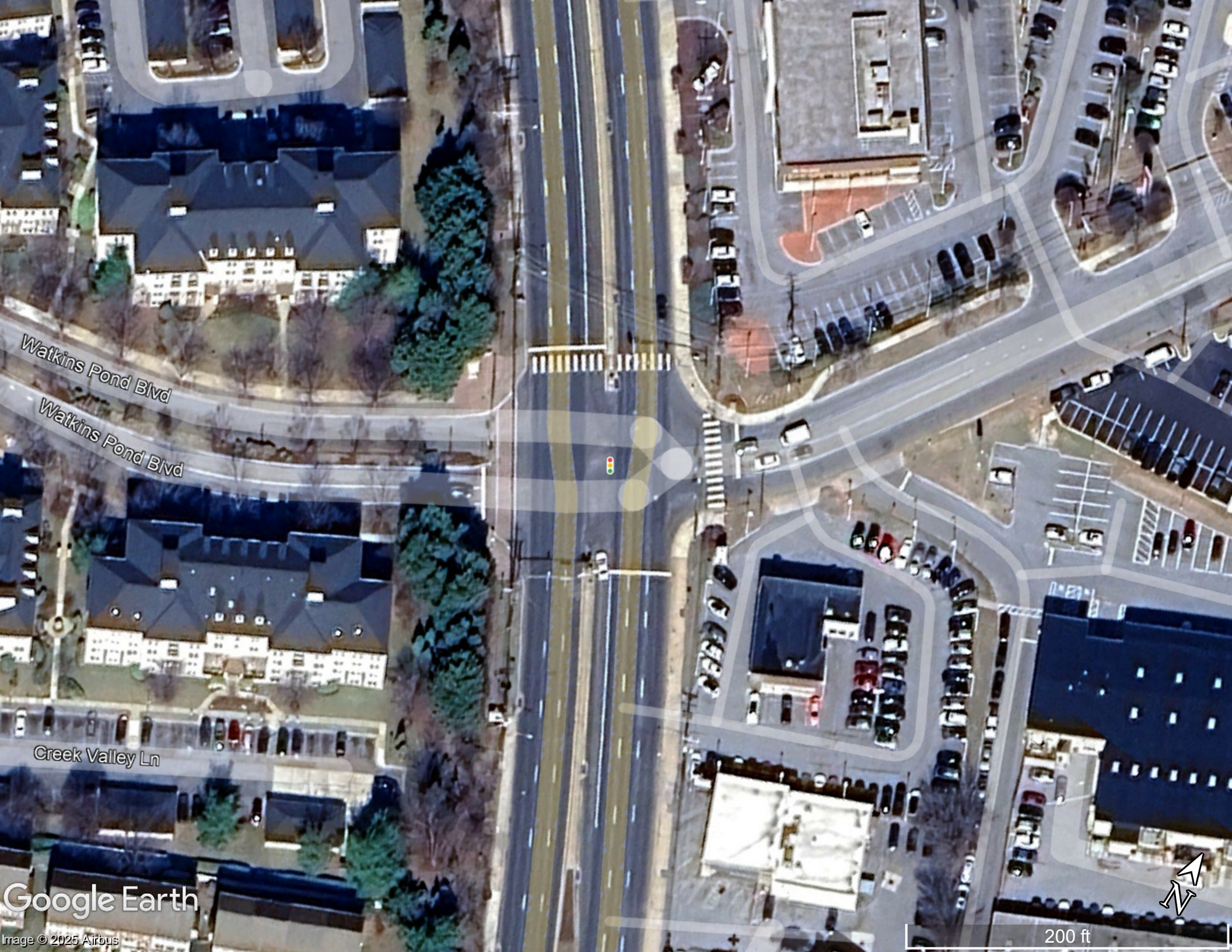
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Watkins Pond Blvd
Watkins Pond Blvd
Creek Valley Ln
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Frederick Rd) @ Indianola Dr & Watkins Pond Blvd Logmiles: 11.51 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	5	1	6
No. Injured	0	6	3	9
Prop. Damage	3	1	5	9
Total Crashes	3	6	6	15
Severity Index	3	24	9	Avg 12
Opposite Dir.	0	0	0	0
Rear End	0	4	3	7
Sideswipe	1	0	1	2
Left Turn	1	1	1	3
Angle	1	0	1	2
Pedestrian	0	1	0	1
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	0	2	1	3
Wet Surface	0	2	0	2
Alcohol	0	0	0	0
Intersection	3	6	6	15
Total Vehicles	6	12	15	33
Total Trucks	0	1	0	1
Truck %	0.0	8.3	0.0	3.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Frederick Rd) @ Indianola Dr & Watkins Pond Blvd Logmiles: 11.51 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		6	9	15
Veh Occ		8		
Pedestrian		1		

AVG Severity Index: 12

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	2	4	2	3	1	3	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3		1		2	1		1	1	1	3	2	

CONDITION	DRIVER	PED
Normal:	25	1
Alcohol:		
Other:	7	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:										1	2	1	
PM:		2		3	2		2	1		1			

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
1	11	2	1				33

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
16	Passenger Vehicle		Passenger Bus
6	Sport Utility Veh	1	School Bus
1	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	9	Other Types

SURFACE

2	Wet
13	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	10		2	12		1		1		2	

OTHER MOVEMENTS 4

PROBABLE CAUSES

	Influence of Drugs	1	Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
2	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
1	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
1	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
2	Followed too Closely		Shoulders Low, Soft or High
1	Improper Turn	5	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		3	4	7
	UnRelated:				
Sideswipe	Related:			2	2
	UnRelated:				
Left Turn	Related:		1	2	3
	UnRelated:				
Angle	Related:		1	1	2
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

14	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
	Other

ILLUMINATION

11	Day
1	Dawn/Dusk
3	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	15

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Frederick Rd) @ Indianola Dr & Watkins Pond Blvd Logmiles: 11.51 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

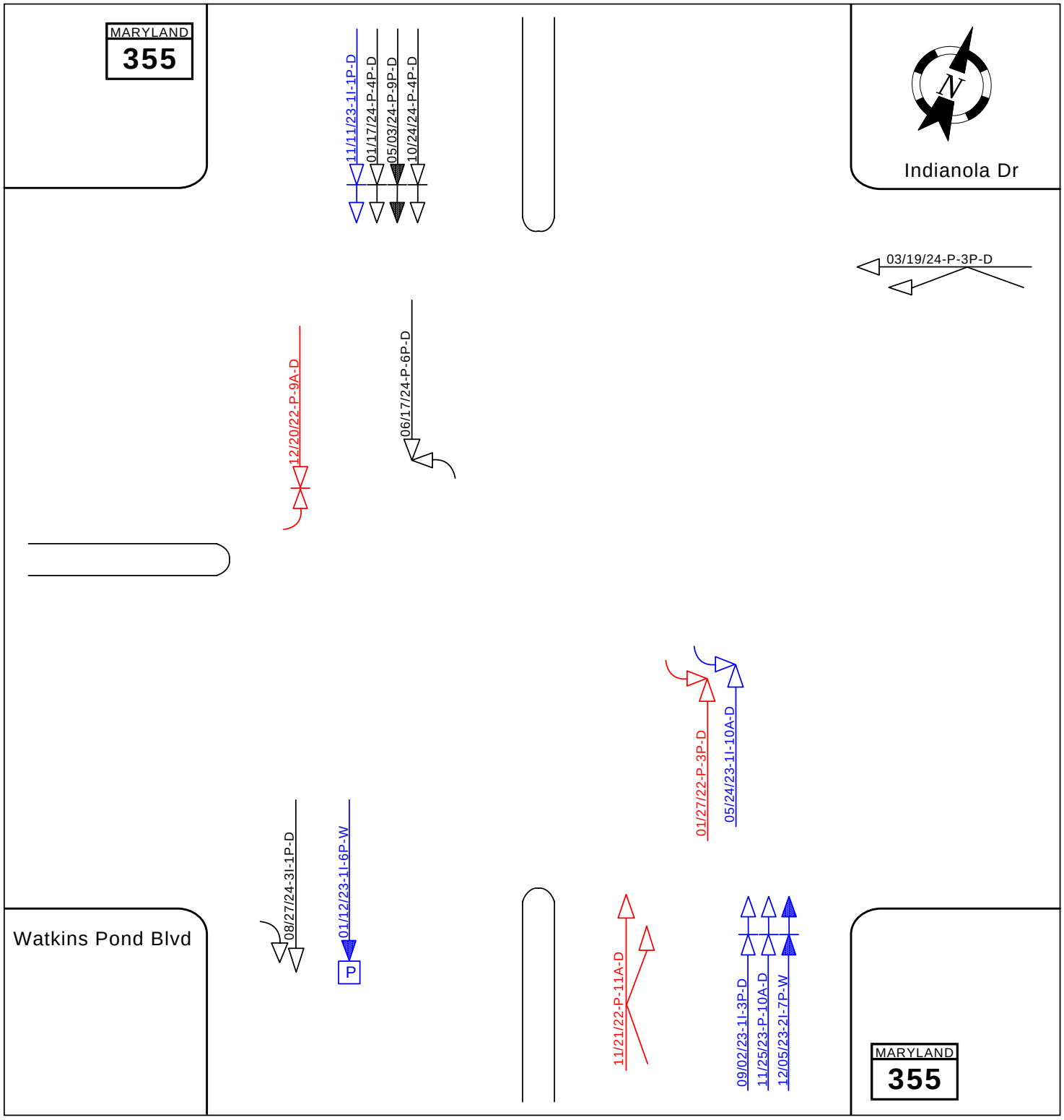
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
11.510	☐	01272022	Property	03P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
11.510	☐	11212022	Property	11A	Day	Dry			SDSWP	NS	NS	Improper lane change
11.510	☐	12202022	Property	09A	Day	Dry			ANGLE	EL	SS	Fail to obey traffic signal
11.510	☐	01122023	1 Injured	06P	Night	Wet			PED	SS	--	Other or Unknown
11.510	☐	05242023	1 Injured	10A	Day	Dry			LFTRN	SL	NS	Improper turn
11.510	☐	09022023	1 Injured	03P	Day	Dry			RREND	NS	NS	Fail to give full attention
11.510	☐	11112023	1 Injured	01P	Day	Dry			RREND	SS	SS	Other or Unknown
11.510	☐	11252023	Property	10A	Day	Dry			RREND	NS	NS	Fail to give full attention
11.510	☐	12052023	2 Injured	07P	Night	Wet			RREND	NS	NS	Followed too closely
11.510	☐	01172024	Property	04P	Day	Dry			RREND	SS	SS	Followed too closely
11.510	☐	05032024	Property	09P	Night	Dry			RREND	SS	SS	Other or Unknown
11.510	☐	06172024	Property	06P	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
11.510	☐	08272024	3 Injured	01P	Day	Dry			ANGLE	SS	ER	Other or Unknown
11.510	☐	10242024	Property	04P	Day	Dry			RREND	SS	SS	Fail to keep right of center
CO5052												
0.000	☐	03192024	Property	03P	Day	Dry			SDSWP	WS	WS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Frederick Rd) @ Indianola Dr & Watkins Pond Blvd
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/14/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


355
ford Dr
Mannakee St
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ Mannakee St

Logmiles: 10.32 At 1.05 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	4	2	2	8
No. Injured	7	3	3	13
Prop. Damage	2	3	4	9
Total Crashes	6	5	6	17
Severity Index	12	11	12	Avg 12
Opposite Dir.	0	0	0	0
Rear End	0	2	0	2
Sideswipe	1	1	0	2
Left Turn	2	0	1	3
Angle	1	2	3	6
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	2	0	0	2
Other	0	0	2	2
U-Turn	0	0	0	0
Backing	0	0	2	2
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	1	1	3	5
Wet Surface	0	0	1	1
Alcohol	0	0	0	0
Intersection	6	5	6	17
Total Vehicles	10	10	12	32
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ Mannakee St

Logmiles: 10.32 At 1.05 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		8	9	17
Veh Occ		13		
Pedestrian				

AVG Severity Index: 12

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
3	3	1	4	1	3	2	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1			2		4	3	2			2	3	

CONDITION	DRIVER	PED
Normal:	30	
Alcohol:		
Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									3		2	1	
PM:		2	2	1				2	3			1	

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	15						32

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
21	Passenger Vehicle	4	Passenger Bus
5	Sport Utility Veh		School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

1	Wet
14	Dry
	Sno/Ice
	Mud
2	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
6	7			8	1	3	3	2			

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Influence of Drugs	1	Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
2	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
1	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
1	Improper Turn	5	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:				
Sideswipe	Related:		1	1	2
	UnRelated:				
Left Turn	Related:		2	1	3
	UnRelated:				
Angle	Related:		3	3	6
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:			2	2
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08	1		1
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

15	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
1	Other

ILLUMINATION

11	Day
1	Dawn/Dusk
5	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	17

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ Mannakee St

Logmiles: 10.32 At 1.05 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

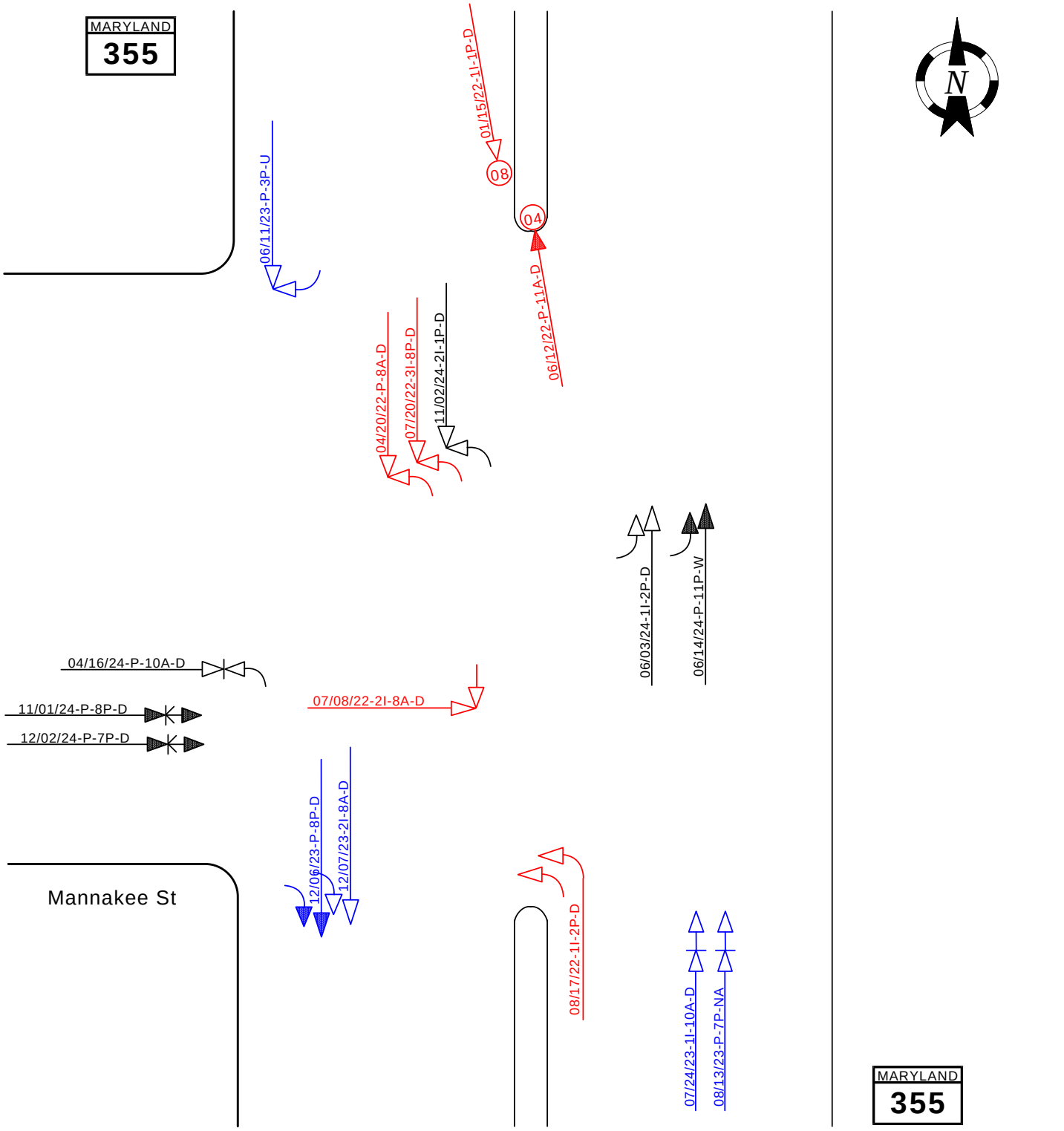
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
10.320	☐	01152022	1 Injured	01P	Day	Dry		08	FXOBJ	SS	--	Fell asleep, fainted, etc.
10.320	☐	04202022	Property	08A	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
10.320	☐	06122022	Property	11A	Night	Dry		04	FXOBJ	NS	--	Fail to give full attention
10.320	☐	07082022	2 Injured	08A	Day	Dry			ANGLE	SS	EL	Fail to obey traffic signal
10.320	☐	07202022	3 Injured	08P	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
10.320	☐	08172022	1 Injured	02P	Day	Dry			SDSWP	NL	NL	Improper turn
10.320	☐	06112023	Property	03P	Day				SDSWP	SR	SS	Improper lane change
10.320	☐	07242023	1 Injured	10A	Day	Dry			RREND	NS	NS	Other or Unknown
10.320	☐	08132023	Property	07P	Day				RREND	NS	NS	Other or Unknown
10.320	☐	12062023	Property	08P	Night	Dry			ANGLE	ER	SS	Fail to yield right-of-way
10.320	☐	12072023	2 Injured	08A	Day	Dry			ANGLE	ER	SS	Fail to yield right-of-way
10.320	☐	06032024	1 Injured	02P	Day	Dry			ANGLE	NS	EL	Other or Unknown
10.320	☐	06142024	Property	11P	Night	Wet			ANGLE	NS	EL	Fail to obey traffic signal
10.320	☐	11022024	2 Injured	01P	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
MU1902												
1.050	☐	04162024	Property	10A	Day	Dry			ANGLE	NL	ES	Fail to keep right of center
1.050	☐	11012024	Property	08P	Night	Dry			OTHER	Eu	ES	Other or Unknown
1.050	☐	12022024	Property	07P	Night	Dry			OTHER	Eu	ES	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Hungerford Dr) @ Mannakee St
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/14/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

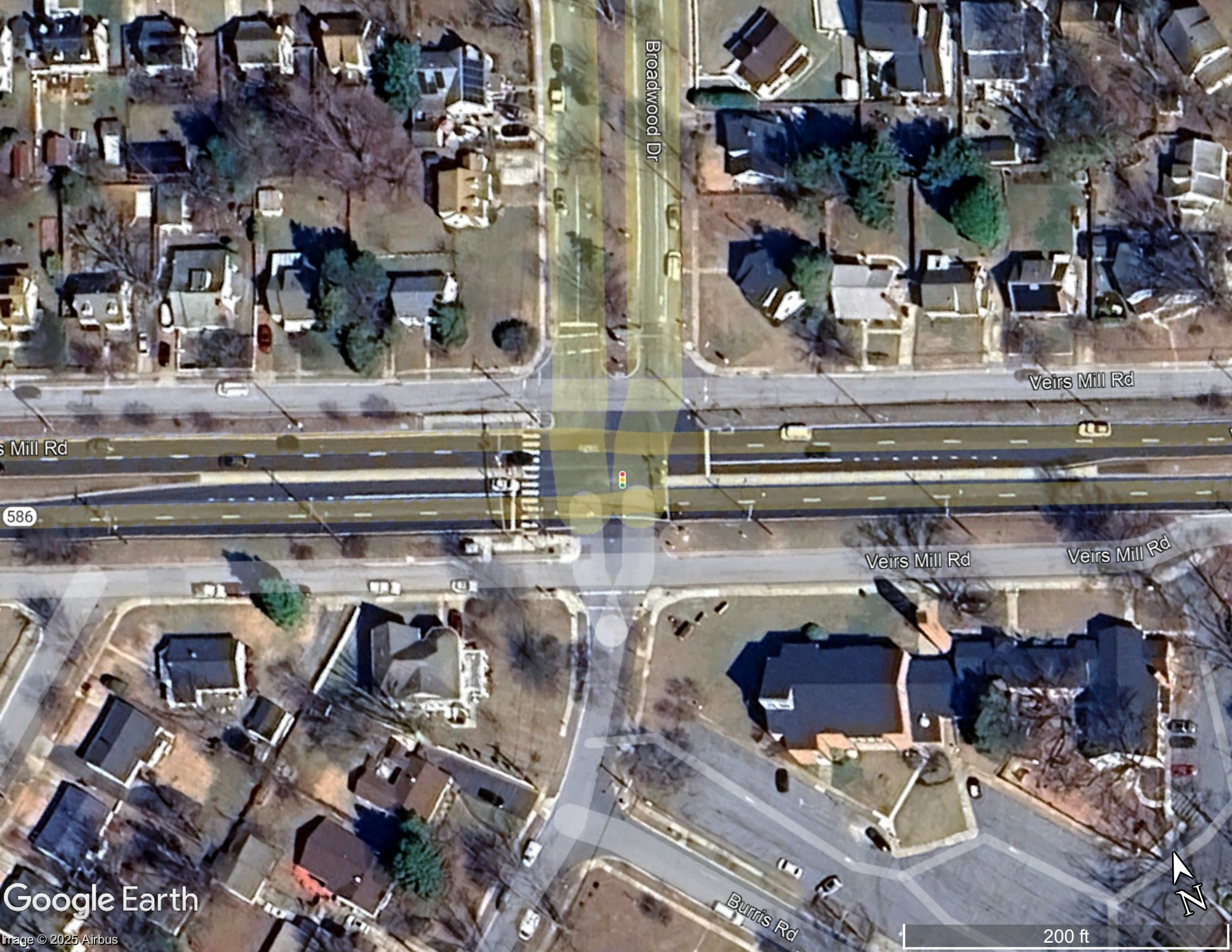
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Broadwood Dr
Veirs Mill Rd
s Mill Rd
586
Veirs Mill Rd
Veirs Mill Rd
Burris Rd
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 586 (Veirs Mill Rd) @ Broadwood Dr

Logmiles: 0.79 At 0.51 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	2	0	3
No. Injured	1	2	0	3
Prop. Damage	6	6	4	16
Total Crashes	7	8	4	19
Severity Index	8	12	4	Avg 8
Opposite Dir.	0	0	0	0
Rear End	6	5	2	13
Sideswipe	0	0	0	0
Left Turn	0	2	1	3
Angle	1	1	1	3
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	1	0	0	1
Night Time	2	5	0	7
Wet Surface	3	4	1	8
Alcohol	0	0	0	0
Intersection	7	8	4	19
Total Vehicles	16	18	9	43
Total Trucks	1	0	0	1
Truck %	6.3	0.0	0.0	2.3

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 586 (Veirs Mill Rd) @ Broadwood Dr

Logmiles: 0.79 At 0.51 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		3	16	19
Veh Occ		3		
Pedestrian				

AVG Severity Index: 8

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1	3	4	3	3	4	1	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	3			2	4	1	1	2	1	3	2		

CONDITION	DRIVER	PED
Normal:	36	
Alcohol:		
Other:	7	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:					1			1	1		1	3	
PM:			1		1	2	4	1	2		1		

VEHICLES INVOLVED PER CRASH	1	2	3	4	5	6+	UNK	TOTAL
		14	5					43

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
34	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	5	Other Types

SURFACE	
8	Wet
11	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
				1	1	1	2	18		1	14	

OTHER MOVEMENTS 5

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
3	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
2	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
3	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	9	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	11	13
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		1	2	3
	UnRelated:				
Angle	Related:			3	3
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

WEATHER		ILLUMINATION		TOTALS	
11	Clear / Cloudy	11	Day	22-24	19
	Foggy	1	Dawn/Dusk		
6	Raining	7	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
2	Other		Other		

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 586 (Veirs Mill Rd) @ Broadwood Dr

Logmiles: 0.79 At 0.51 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

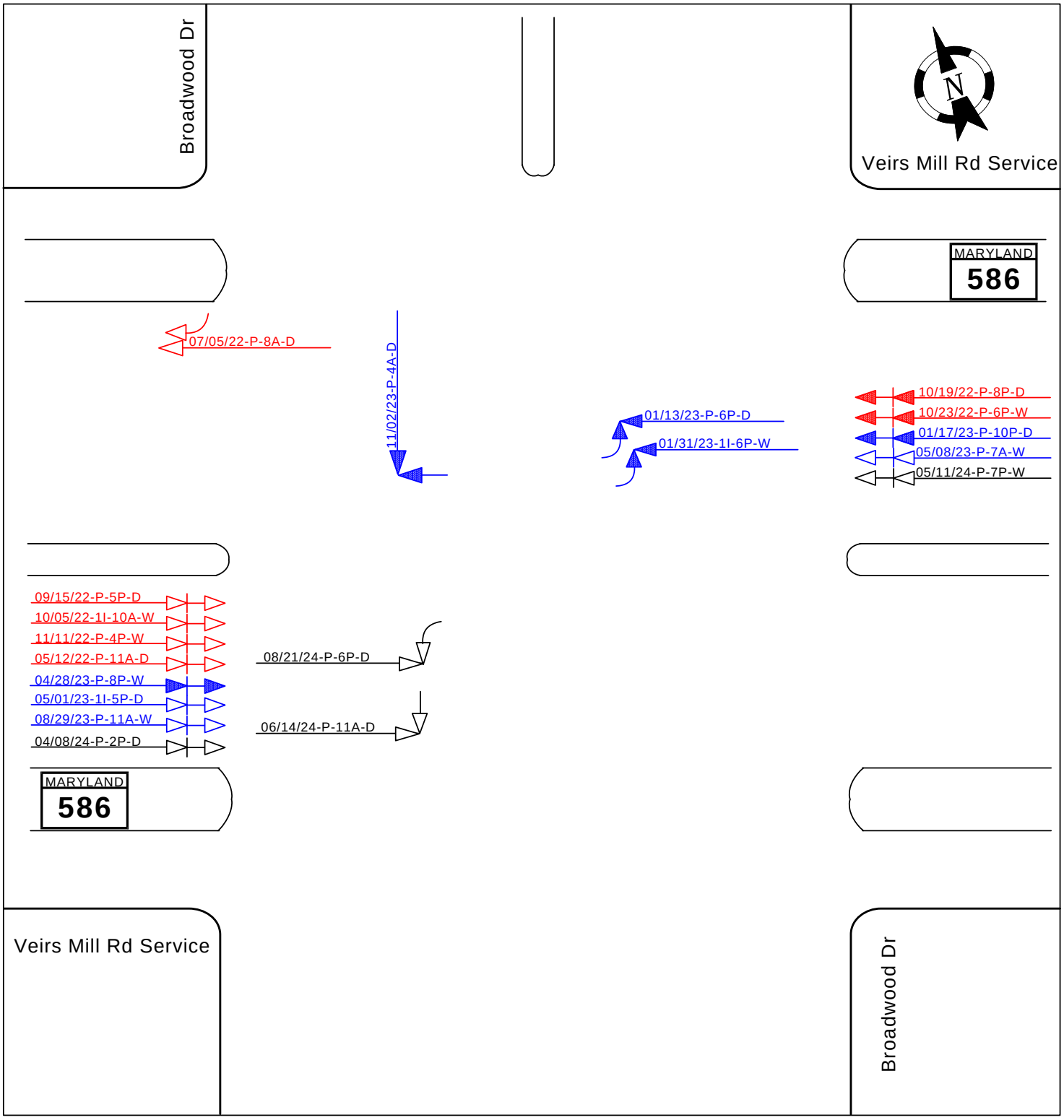
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD586												
0.790	☐	05122022	Property	11A	Day	Dry			RREND	ES	ES	Other or Unknown
0.790	☐	07052022	Property	08A	Day	Dry			ANGLE	SR	WS	Fail to obey traffic signal
0.790	☐	09152022	Property	05P	Day	Dry			RREND	ES	ES	Other or Unknown
0.790	☐	10052022	1 Injured	10A	Day	Wet			RREND	ES	ES	Followed too closely
0.790	☐	10192022	Property	08P	Night	Dry			RREND	WS	WS	Followed too closely
0.790	☐	10232022	Property	06P	Night	Wet			RREND	WS	WS	Other or Unknown
0.790	☐	11112022	Property	04P	Day	Wet			RREND	ES	ES	Fail to give full attention
0.790	☐	01132023	Property	06P	Night	Dry			LFTRN	EL	WS	Other or Unknown
0.790	☐	01172023	Property	10P	Night	Dry			RREND	WS	WS	Other or Unknown
0.790	☐	01312023	1 Injured	06P	Night	Wet			LFTRN	EL	WS	Fail to yield right-of-way
0.790	☐	04282023	Property	08P	Night	Wet			RREND	ES	ES	Followed too closely
0.790	☐	05012023	1 Injured	05P	Day	Dry			RREND	ES	ES	Other or Unknown
0.790	☐	05082023	Property	07A	Day	Wet			RREND	WS	WS	Other or Unknown
0.790	☐	08292023	Property	11A	Day	Wet			RREND	ES	ES	Too fast for conditions
0.790	☐	11022023	Property	04A	Night	Dry			ANGLE	SS	WS	Fail to yield right-of-way
0.790	☐	04082024	Property	02P	Day	Dry			RREND	ES	ES	Other or Unknown
0.790	☐	05112024	Property	07P	Day	Wet			RREND	WS	WS	Other or Unknown
0.790	☐	06142024	Property	11A	Day	Dry			ANGLE	ES	SL	Fail to obey traffic signal
0.790	☐	08212024	Property	06P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 586 (Veirs Mill Rd) @ Broadwood Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

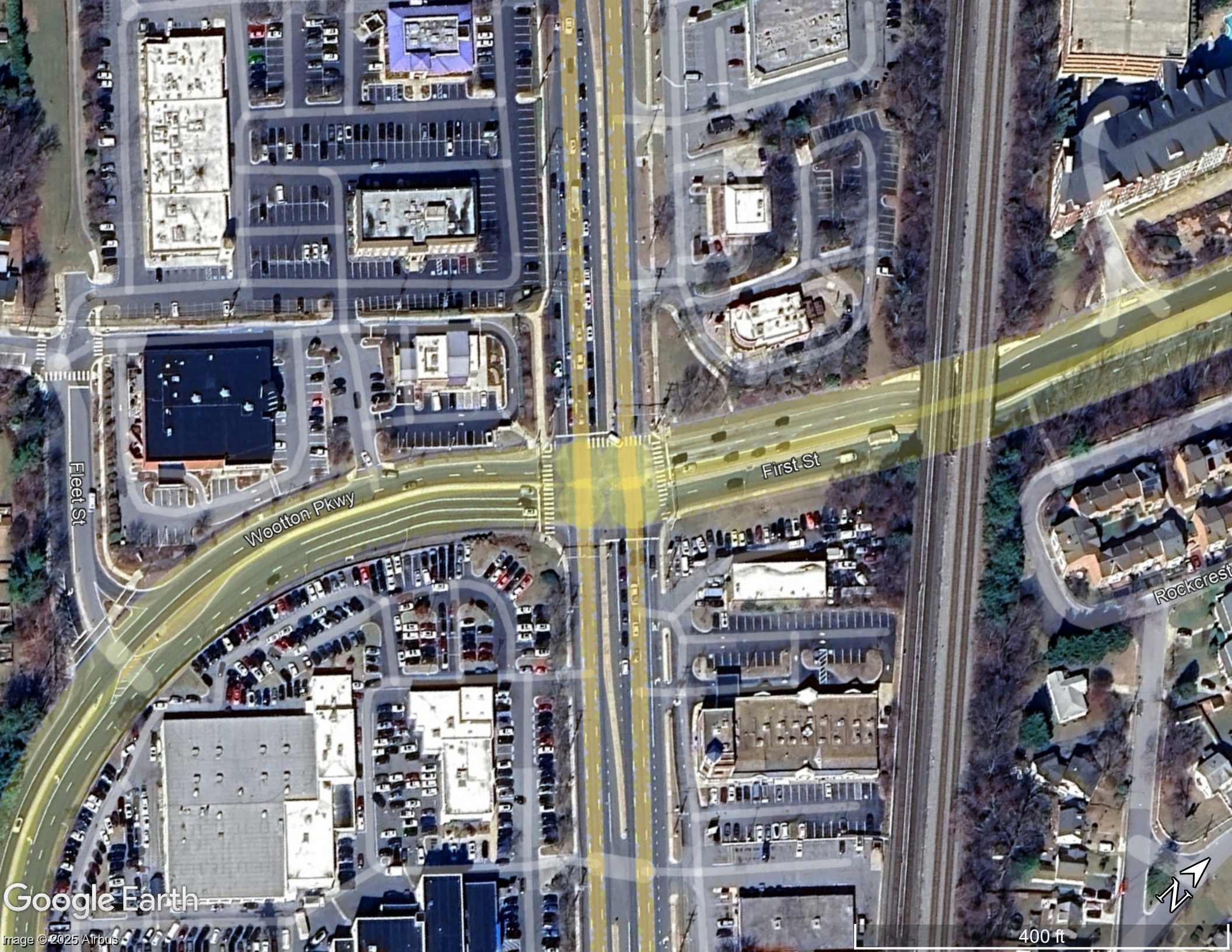
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Fleet St
Wootton Pkwy
First St
Rockcrest
Google Earth
Image © 2025 Airbus
400 ft
N

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ MD 911 (1st St) & Wootton Pkwy Logmiles: 8.71 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	4	3	3	10
No. Injured	9	5	3	17
Prop. Damage	4	8	5	17
Total Crashes	8	11	8	27
Severity Index	20	16	15	Avg 17
Opposite Dir.	0	0	0	0
Rear End	2	3	4	9
Sideswipe	0	2	1	3
Left Turn	2	2	0	4
Angle	3	0	1	4
Pedestrian	0	2	0	2
Parked Veh.	0	0	0	0
Fixed Object	0	0	2	2
Other	1	2	0	3
U-Turn	1	2	0	3
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	1	1
Night Time	2	4	4	10
Wet Surface	2	1	1	4
Alcohol	1	0	0	1
Intersection	8	11	8	27
Total Vehicles	17	20	16	53
Total Trucks	0	0	1	1
Truck %	0.0	0.0	6.3	1.9

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ MD 911 (1st St) & Wootton Pkwy Logmiles: 8.71 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		10	17	27
Veh Occ		14		
Pedestrian		3		

AVG Severity Index: 17

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
7	4	4	5	1	1	5	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1	2	1	1	3	3	2	2	5	4	1	2	

CONDITION	DRIVER	PED
Normal:	41	2
Alcohol:	1	
Other:	12	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:		1		1	1	1	1	1	3				
PM:	1	2	3	1	2	1	2	3	1	2			

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
4	20	3					53

VEHICLE TYPE

1	Motorcycle/Moped		Tractor Trailer
40	Passenger Vehicle	1	Passenger Bus
6	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	8	Other Types

SURFACE

4	Wet
22	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
4	15	2	1	6	1		4		3	10	1

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
1	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
6	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
3	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
2	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
2	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	11	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		4	5	9
	UnRelated:				
Sideswipe	Related:			3	3
	UnRelated:				
Left Turn	Related:		1	3	4
	UnRelated:				
Angle	Related:		2	2	4
	UnRelated:				
Pedestrian	Related:		2		2
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1	2	3
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		2	2
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

21	Clear / Cloudy
	Foggy
3	Raining
	Snow / Sleet
3	Other

ILLUMINATION

16	Day
1	Dawn/Dusk
10	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	27

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ MD 911 (1st St) & Wootton Pkwy Logmiles: 8.71 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

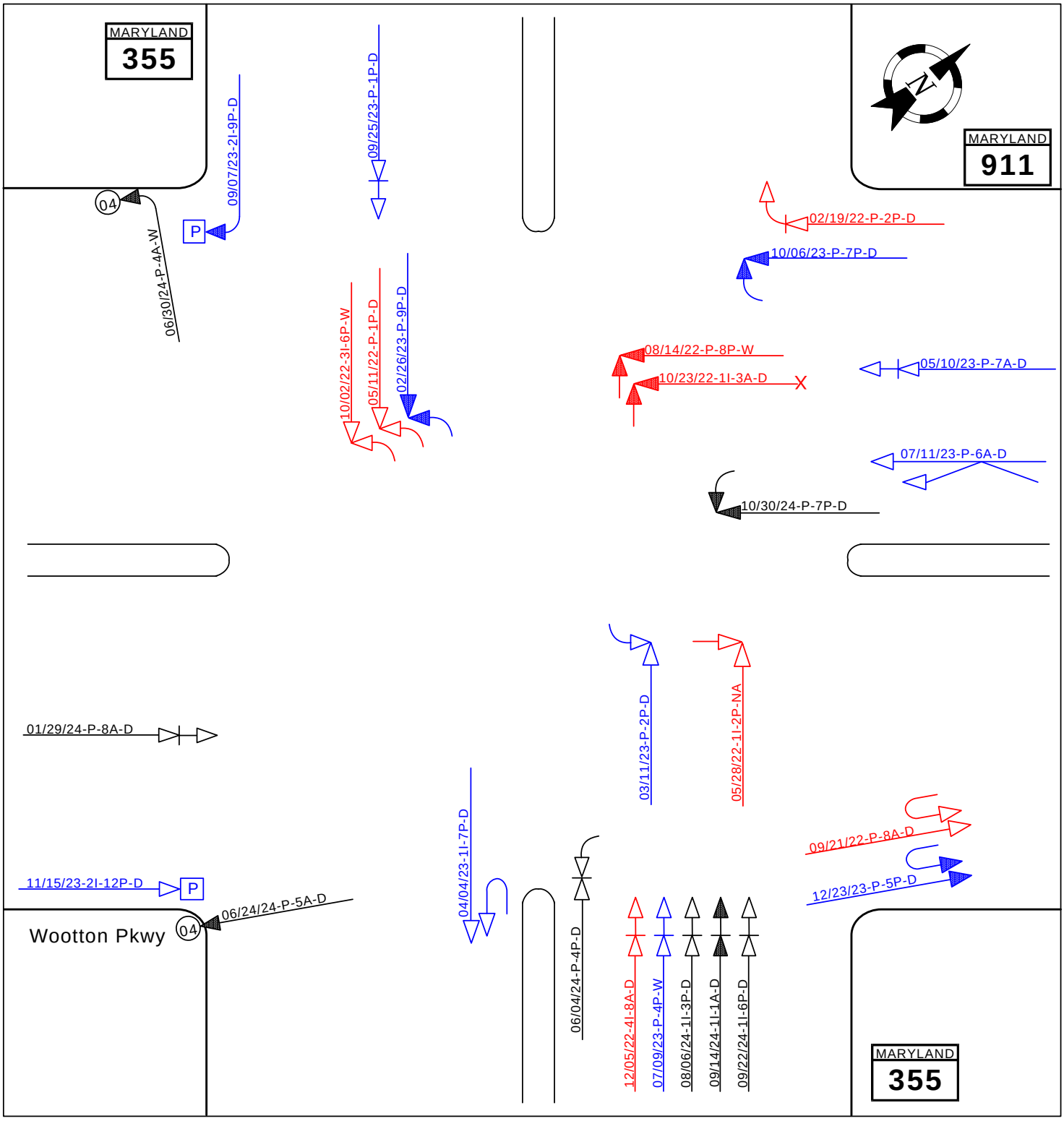
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
8.710	☐	05112022	Property	01P	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
8.710	☐	05282022	1 Injured	02P	Day				ANGLE	NS	ES	Fail to obey traffic signal
8.710	☐	08142022	Property	08P	Night	Wet			ANGLE	NS	WS	Fail to obey traffic signal
8.710	☐	10022022	3 Injured	06P	Day	Wet			LFTRN	NL	SS	Fail to yield right-of-way
8.710	☐	10232022	1 Injured	03A	Night	Dry	☐		ANGLE	NS	WS	Under influence of alcohol
8.710	☐	12052022	4 Injured	08A	Day	Dry			RREND	NS	NS	Physical or mental difficulty
8.710	☐	02262023	Property	09P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
8.710	☐	03112023	Property	02P	Day	Dry			LFTRN	NS	SL	Fail to obey traffic signal
8.710	☐	04042023	1 Injured	07P	Day	Dry			OTHER	Nu	SS	Fail to yield right-of-way
8.710	☐	07092023	Property	04P	Day	Wet			RREND	NS	NS	Other or Unknown
8.710	☐	09072023	2 Injured	09P	Night	Dry			PED	SR	--	Fail to yield right-of-way
8.710	☐	09252023	Property	01P	Day	Dry			RREND	SS	SS	Fail to give full attention
8.710	☐	11152023	2 Injured	12P	Day	Dry			PED	ES	--	Other or Unknown
8.710	☐	06042024	Property	04P	Day	Dry			ANGLE	WL	NS	Fail to keep right of center
8.710	☐	06302024	Property	04A	Night	Wet		04	FXOBJ	NL	--	Other or Unknown
8.710	☐	08062024	1 Injured	03P	Day	Dry			RREND	NS	NS	Other or Unknown
8.710	☐	09142024	1 Injured	01A	Night	Dry			RREND	NS	NS	Other or Unknown
8.710	☐	09222024	1 Injured	06P	Day	Dry			RREND	NS	NS	Other or Unknown
MD911												
0.000	☐	02192022	Property	02P	Day	Dry			RREND	WR	WS	Followed too closely
0.000	☐	09212022	Property	08A	Day	Dry			OTHER	Wu	NR	Other or Unknown
0.000	☐	05102023	Property	07A	Day	Dry			RREND	WS	WS	Other or Unknown
0.000	☐	07112023	Property	06A	Day	Dry			SDSWP	WS	WS	Fail to keep right of center
0.000	☐	10062023	Property	07P	Night	Dry			SDSWP	WL	WS	Other or Unknown
0.000	☐	12232023	Property	05P	Night	Dry			OTHER	NR	Wu	Fail to yield right-of-way
0.000	☐	06242024	Property	05A	Night	Dry		04	FXOBJ	WS	uP	Other or Unknown
0.000	☐	10302024	Property	07P	Night	Dry			SDSWP	WS	WL	Other or Unknown
MU2593												
0.000	☐	01292024	Property	08A	Day	Dry			RREND	ES	ES	Followed too closely

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ MD 911 (1st St) & Wootton Pkwy
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Google Earth
Image © 2025 Airbus
200 ft
N

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Templeton Pl

Logmiles: 7.78 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	3	2	1	6
No. Injured	3	3	1	7
Prop. Damage	2	1	1	4
Total Crashes	5	3	2	10
Severity Index	12	7	5	Avg 8
Opposite Dir.	0	0	0	0
Rear End	1	1	1	3
Sideswipe	0	0	0	0
Left Turn	2	1	0	3
Angle	0	1	1	2
Pedestrian	2	0	0	2
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	1	1	0	2
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	5	3	2	10
Total Vehicles	8	7	4	19
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Templeton Pl

Logmiles: 7.78 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		6	4	10
Veh Occ		6		
Pedestrian		1		

AVG Severity Index: 8

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1	3		2	2	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1		1		2		1	1		1	3	

CONDITION	DRIVER	PED
Normal:	16	2
Alcohol:		
Other:	3	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1			2	
PM:				1	2	2		2					

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	7	1					19

VEHICLE TYPE

1	Motorcycle/Moped		Tractor Trailer
11	Passenger Vehicle		Passenger Bus
2	Sport Utility Veh		School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	5	Other Types

SURFACE

	Wet
10	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
2	5		1	6		1	1	1			

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
3	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
3	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	4	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	1	3
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:		3		3
	UnRelated:				
Angle	Related:			2	2
	UnRelated:				
Pedestrian	Related:		1	1	2
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

10	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

7	Day
1	Dawn/Dusk
2	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	10

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Templeton Pl

Logmiles: 7.78 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

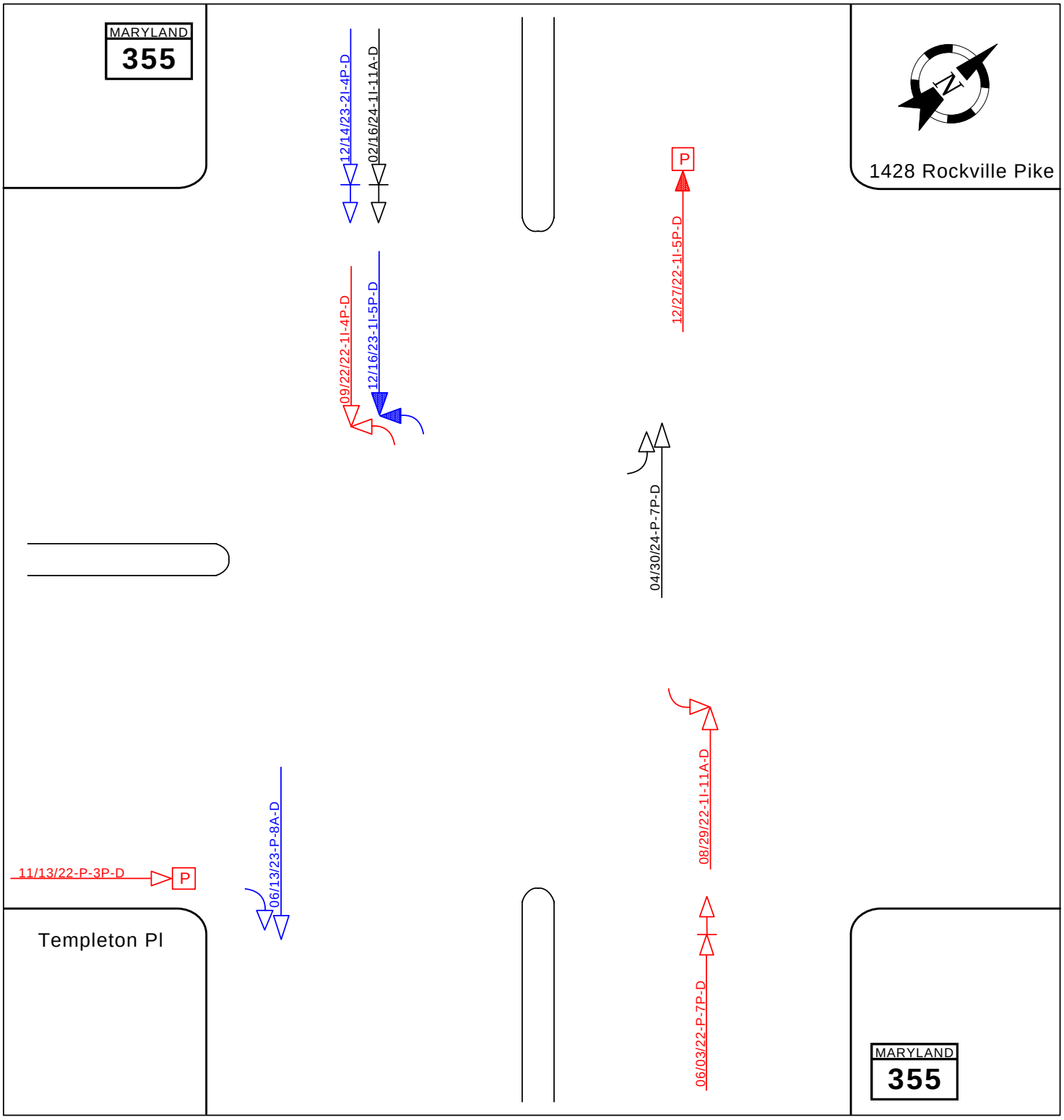
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
7.780	☐	06032022	Property	07P	Day	Dry			RREND	NS	NS	Fail to give full attention
7.780	☐	08292022	1 Injured	11A	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
7.780	☐	09222022	1 Injured	04P	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.780	☐	12272022	1 Injured	05P	Night	Dry			PED	NS	--	Fail to give full attention
7.780	☐	06132023	Property	08A	Day	Dry			ANGLE	ER	SS	Fail to give full attention
7.780	☐	12142023	2 Injured	04P	Day	Dry			RREND	SS	SS	Other or Unknown
7.780	☐	12162023	1 Injured	05P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.780	☐	02162024	1 Injured	11A	Day	Dry			RREND	SS	SS	Other or Unknown
7.780	☐	04302024	Property	07P	Day	Dry			ANGLE	EL	NS	Other or Unknown
MU2907												
0.000	☐	11132022	Property	03P	Day	Dry			PED	ES	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ Templeton Pl
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Avery Rd
Norbeck Rd
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (Norbeck Rd) @ Avery Rd

Logmiles: 24.46 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	6	1	8
No. Injured	1	15	2	18
Prop. Damage	0	4	1	5
Total Crashes	1	10	2	13
Severity Index	2	24	5	Avg 10
Opposite Dir.	0	0	0	0
Rear End	1	5	1	7
Sideswipe	0	1	0	1
Left Turn	0	3	1	4
Angle	0	1	0	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	3	0	3
Wet Surface	0	1	0	1
Alcohol	0	0	0	0
Intersection	1	10	2	13
Total Vehicles	3	22	4	29
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (Norbeck Rd) @ Avery Rd

Logmiles: 24.46 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		8	5	13
Veh Occ		18		
Pedestrian				

AVG Severity Index: 10

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1	1	6	1	4		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
		1	1		2	2	1	1	2	2	1	

CONDITION	DRIVER	PED
Normal:	23	
Alcohol:		
Other:	6	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:							1	2		1		1	
PM:		1	1	1		2	1	1	1				

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
	10	3					29

VEHICLE TYPE

1	Motorcycle/Moped		Tractor Trailer
19	Passenger Vehicle	1	Passenger Bus
2	Sport Utility Veh		School Bus
2	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	4	Other Types

SURFACE

1	Wet
12	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
				1		4	8			12	1

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
4	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
1	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
2	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	4	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		4	3	7
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:		3	1	4
	UnRelated:				
Angle	Related:		1		1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

11	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
1	Other

ILLUMINATION

9	Day
1	Dawn/Dusk
3	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	13

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (Norbeck Rd) @ Avery Rd Logmiles: 24.46 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

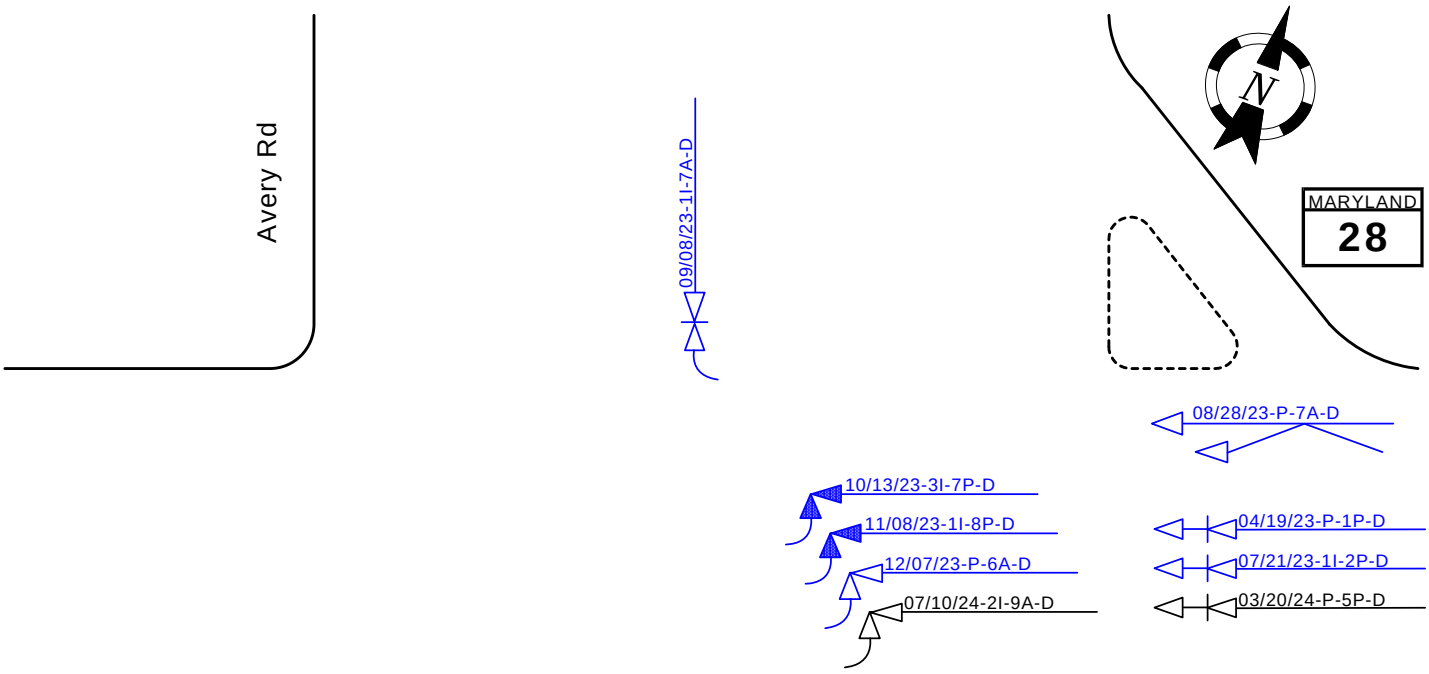
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD28												
24.460	☐	06292022	1 Injured	06P	Day	Dry			RREND	ES	ES	Fell asleep, fainted, etc.
24.460	☐	04192023	Property	01P	Day	Dry			RREND	WS	WS	Fail to obey traffic signal
24.460	☐	06212023	5 Injured	11A	Day	Wet			RREND	ES	ES	Fail to give full attention
24.460	☐	07212023	1 Injured	02P	Day	Dry			RREND	WS	WS	Followed too closely
24.460	☐	08282023	Property	07A	Day	Dry			SDSWP	WS	WS	Other or Unknown
24.460	☐	09082023	1 Injured	07A	Day	Dry			ANGLE	WR	SS	Other or Unknown
24.460	☐	10062023	4 Injured	03P	Day	Dry			RREND	ES	ES	Followed too closely
24.460	☐	10132023	3 Injured	07P	Night	Dry			LFTRN	EL	WS	Fail to yield right-of-way
24.460	☐	11082023	1 Injured	08P	Night	Dry			LFTRN	EL	WS	Fail to yield right-of-way
24.460	☐	11142023	Property	05P	Night	Dry			RREND	ES	ES	Other or Unknown
24.460	☐	12072023	Property	06A	Day	Dry			LFTRN	EL	WS	Fail to yield right-of-way
24.460	☐	03202024	Property	05P	Day	Dry			RREND	WS	WS	Other or Unknown
24.460	☐	07102024	2 Injured	09A	Day	Dry			LFTRN	EL	WS	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (Norbeck Rd) @ Avery Rd
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

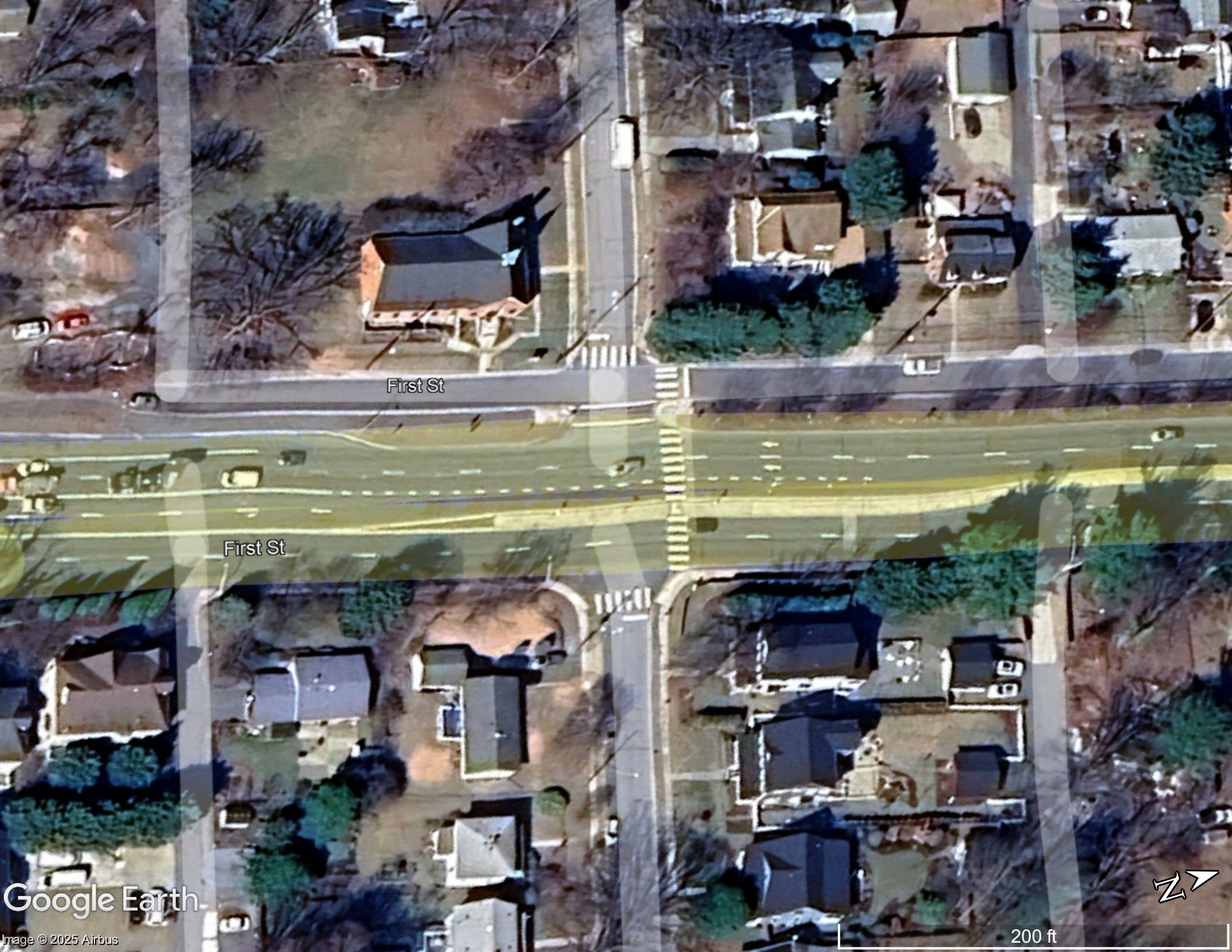
00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


First St
First St
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (1st St) @ Grandin Ave

Logmiles: 23.25 At 0.25 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	2	0	0	2
No. Injured	2	0	0	2
Prop. Damage	0	0	2	2
Total Crashes	2	0	2	4
Severity Index	8	0	2	Avg 3
Opposite Dir.	0	0	0	0
Rear End	2	0	2	4
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	1	1
Night Time	1	0	0	1
Wet Surface	0	0	0	0
Alcohol	1	0	0	1
Intersection	2	0	2	4
Total Vehicles	4	0	4	8
Total Trucks	0	0	2	2
Truck %	0.0	0.0	50.0	25.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (1st St) @ Grandin Ave

Logmiles: 23.25 At 0.25 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		2	2	4
Veh Occ		2		
Pedestrian				

AVG Severity Index: 3

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1			1	1	1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
		1		2			1					

CONDITION	DRIVER	PED
Normal:	6	
Alcohol:	1	
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1	1			
PM:				1				1					

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
	4						8

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
4	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
2	Trucks (2+3 axles)		Other Types

SURFACE

	Wet
4	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
										8	

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		2	2	4
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

4	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

3	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	4

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 28 (1st St) @ Grandin Ave

Logmiles: 23.25 At 0.25 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note:

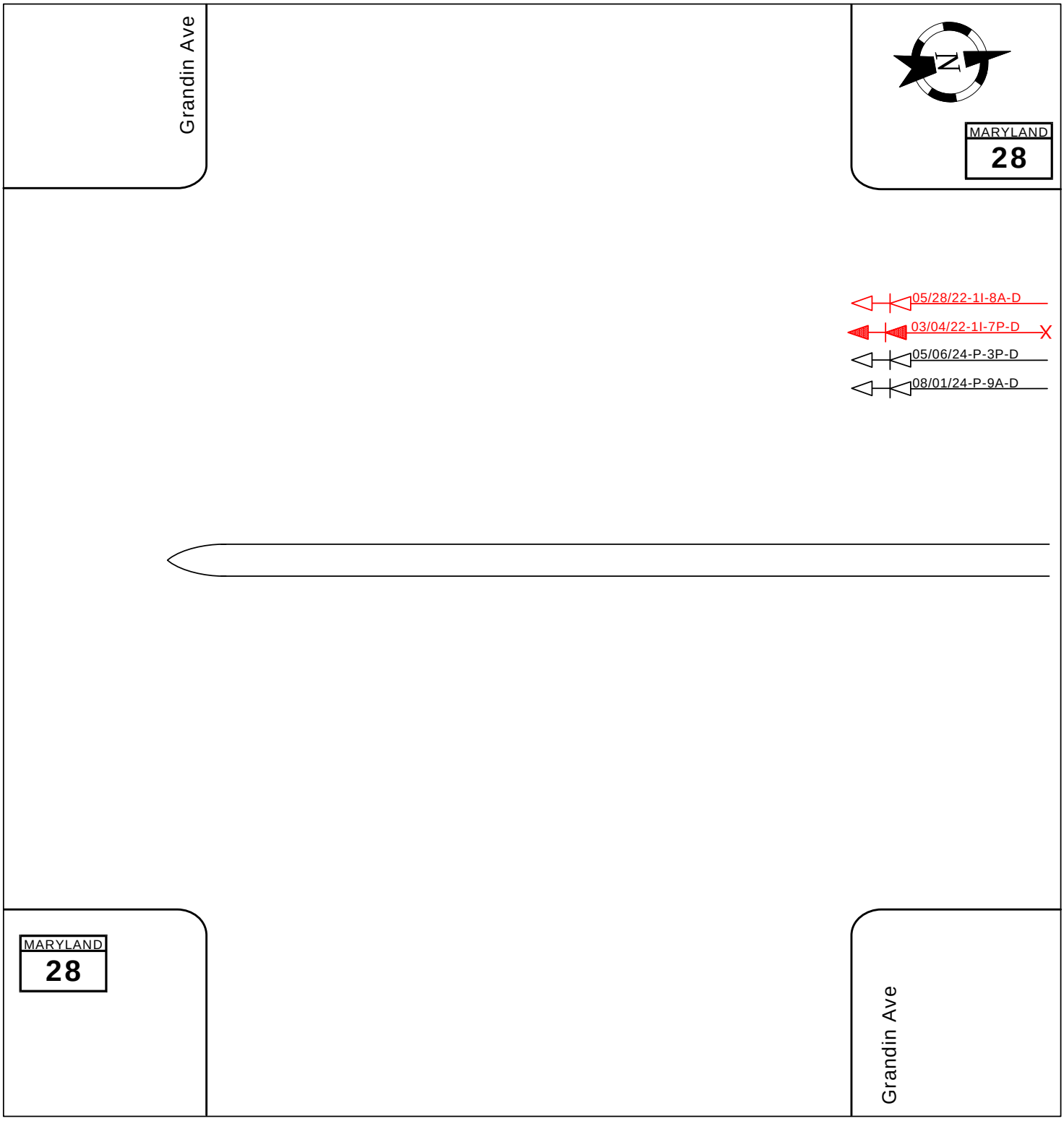
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD28												
23.250	☐	03042022	1 Injured	07P	Night	Dry	☐		RREND	WS	WS	Under influence of alcohol
23.250	☐	05282022	1 Injured	08A	Day	Dry			RREND	WS	WS	Fell asleep, fainted, etc.
23.260	☐	05062024	Property	03P	Day	Dry			RREND	WS	WS	Followed too closely
23.270	☐	08012024	Property	09A	Day	Dry			RREND	WS	WS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 28 (First St) @ Grandin Ave
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Congressional Ln
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Congressional Ln

Logmiles: 7.57 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	5	4	9
No. Injured	0	9	6	15
Prop. Damage	8	4	4	16
Total Crashes	8	9	8	25
Severity Index	8	20	16	Avg 15
Opposite Dir.	0	0	0	0
Rear End	3	0	2	5
Sideswipe	1	1	1	3
Left Turn	1	3	2	6
Angle	3	1	2	6
Pedestrian	0	1	1	2
Parked Veh.	0	0	0	0
Fixed Object	0	3	0	3
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	2	3	5	10
Wet Surface	1	1	1	3
Alcohol	0	0	0	0
Intersection	8	9	8	25
Total Vehicles	16	15	17	48
Total Trucks	0	1	0	1
Truck %	0.0	6.7	0.0	2.1

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Congressional Ln

Logmiles: 7.57 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		9	16	25
Veh Occ		13		
Pedestrian		2		

AVG Severity Index: 15

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
2	2	7	3	6	3	2	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
4	1	1	3	3	1	2	2	1	1	2	4	

CONDITION	DRIVER	PED
Normal:	41	2
Alcohol:		
Other:	7	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	1								1	2	2	1	
PM:		3	2	3		1	1	1	3	3	1		

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
5	18	1	1				48

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
37	Passenger Vehicle		Passenger Bus
7	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
1	Trucks (2+3 axles)	8	Other Types

SURFACE

3	Wet
22	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
7	2			22	1	3	6	1	1	2	

OTHER MOVEMENTS 3

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
4	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
5	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
5	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
1	Improper Turn	9	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			5	5
	UnRelated:				
Sideswipe	Related:		1	2	3
	UnRelated:				
Left Turn	Related:		4	2	6
	UnRelated:				
Angle	Related:		2	4	6
	UnRelated:				
Pedestrian	Related:		2		2
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08		1	1
J	Sign Pole	09			
E	Other Pole	10		1	1
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

22	Clear / Cloudy
	Foggy
3	Raining
	Snow / Sleet
	Other

ILLUMINATION

13	Day
	Dawn/Dusk
10	Dark - Lights On
	Dark - No Lights
2	Other

TOTALS

22-24	25

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/15/2025

Location: MD 355 (Rockville Pike) @ Congressional Ln

Logmiles: 7.57 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note:

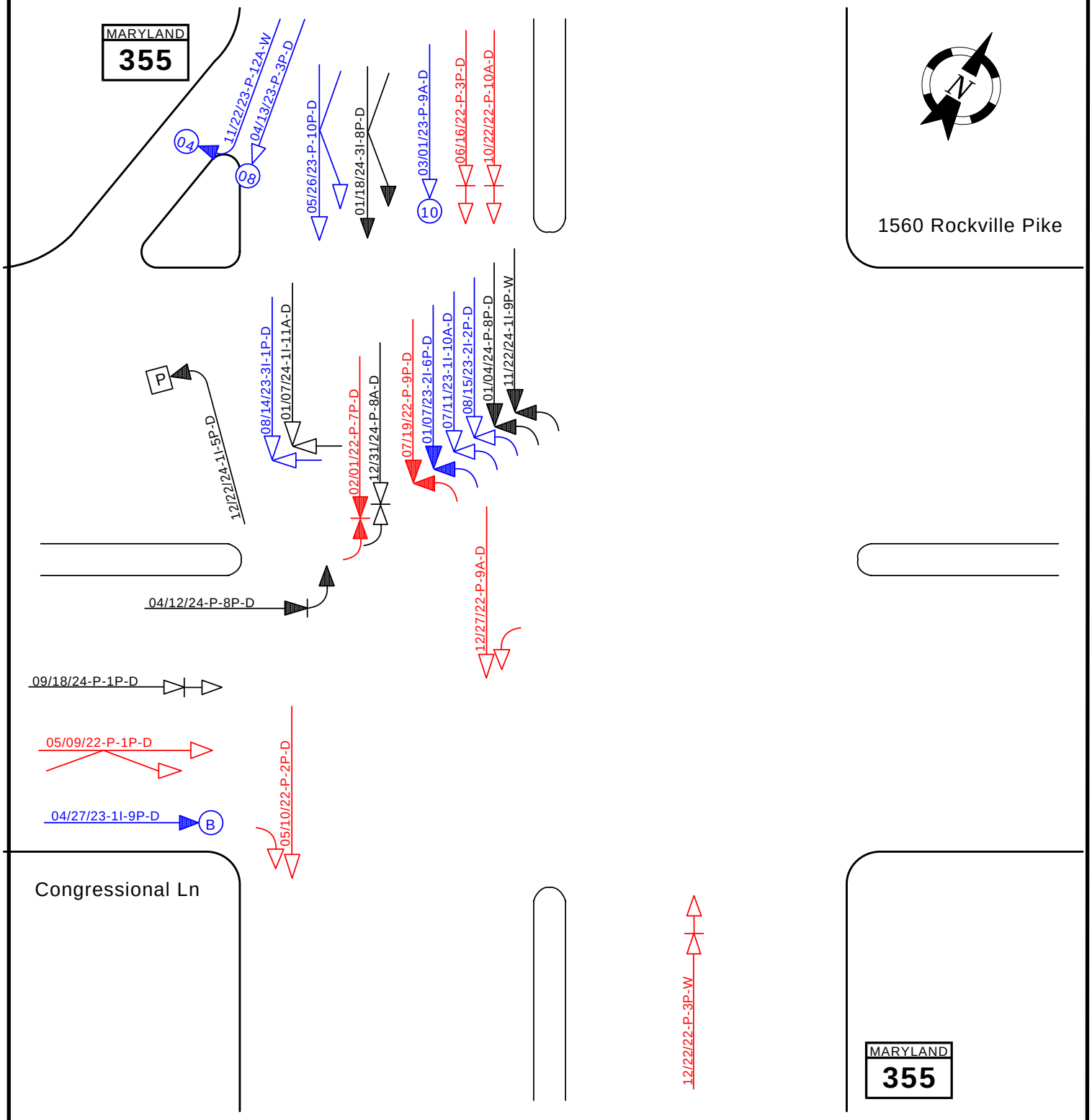
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
7.570	☐	02012022	Property	07P	Night	Dry			ANGLE	SS	EL	Fail to obey traffic signal
7.570	☐	05102022	Property	02P	Day	Dry			ANGLE	ER	SS	Fail to yield right-of-way
7.570	☐	06162022	Property	03P	Day	Dry			RREND	SS	SS	Fail to give full attention
7.570	☐	07192022	Property	09P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.570	☐	10222022	Property	10A	Day	Dry			RREND	SS	SS	Other or Unknown
7.570	☐	12222022	Property	03P		Wet			RREND	NS	NS	Followed too closely
7.570	☐	12272022	Property	09A	Day	Dry			ANGLE	SS	WL	Fail to give full attention
7.570	☐	01072023	2 Injured	06P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.570	☐	03012023	Property	09A	Day	Dry		10	FXOBJ	SS	--	Other or Unknown
7.570	☐	04132023	Property	03P	Day	Dry		08	FXOBJ	SS	--	Fail to give full attention
7.570	☐	04272023	1 Injured	09P	Night	Dry			PED	ES	--	Fail to give full attention
7.570	☐	05262023	Property	10P		Dry			SDSWP	SS	SS	Other or Unknown
7.570	☐	07112023	1 Injured	10A	Day	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.570	☐	08142023	3 Injured	01P	Day	Dry			ANGLE	SS	WS	Fail to obey traffic signal
7.570	☐	08152023	2 Injured	02P	Day	Dry			LFTRN	SS	NL	Fail to obey traffic signal
7.570	☐	11222023	Property	12A	Night	Wet		04	FXOBJ	SR	--	Other or Unknown
7.570	☐	01042024	Property	08P	Night	Dry			LFTRN	NL	SS	Fail to yield right-of-way
7.570	☐	01072024	1 Injured	11A	Day	Dry			ANGLE	SS	WS	Fail to obey traffic signal
7.570	☐	01182024	3 Injured	08P	Night	Dry			SDSWP	SS	SS	Other or Unknown
7.570	☐	11222024	1 Injured	09P	Night	Wet			LFTRN	NL	SS	Improper turn
7.570	☐	12222024	1 Injured	05P	Night	Dry			PED	NL	--	Other or Unknown
7.570	☐	12312024	Property	08A	Day	Dry			ANGLE	SS	EL	Fail to obey traffic signal
MU770												
0.000	☐	05092022	Property	01P	Day	Dry			SDSWP	ES	ES	Other or Unknown
0.000	☐	04122024	Property	08P	Night	Dry			RREND	EL	ES	Other or Unknown
0.000	☐	09182024	Property	01P	Day	Dry			RREND	ES	ES	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ Congressional Ln
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/15/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Legend
Pasture Brook Way & Wootton Pkwy
Pasture Brook Way & Wootton Pkwy
Wootton Pkwy
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ Pasture Brook Way

Logmiles: 2.12 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	1	0	1
No. Injured	0	1	0	1
Prop. Damage	0	1	0	1
Total Crashes	0	2	0	2
Severity Index	0	8	0	Avg 3
Opposite Dir.	0	1	0	1
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	0	1	0	1
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	0	2	0	2
Total Vehicles	0	3	0	3
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ Pasture Brook Way

Logmiles: 2.12 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		1	1	2
Veh Occ				
Pedestrian		1		

AVG Severity Index: 3

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1	1			

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
									1	1		

CONDITION	DRIVER	PED
Normal:	2	1
Alcohol:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:					1				1				

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
1	1						3

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
3	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	1	Other Types

SURFACE

	Wet
2	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
							2			1	

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:			1	1
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

1	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
1	Other

ILLUMINATION

1	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
1	Other

TOTALS

22-24	2

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ Pasture Brook Way

Logmiles: 2.12 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

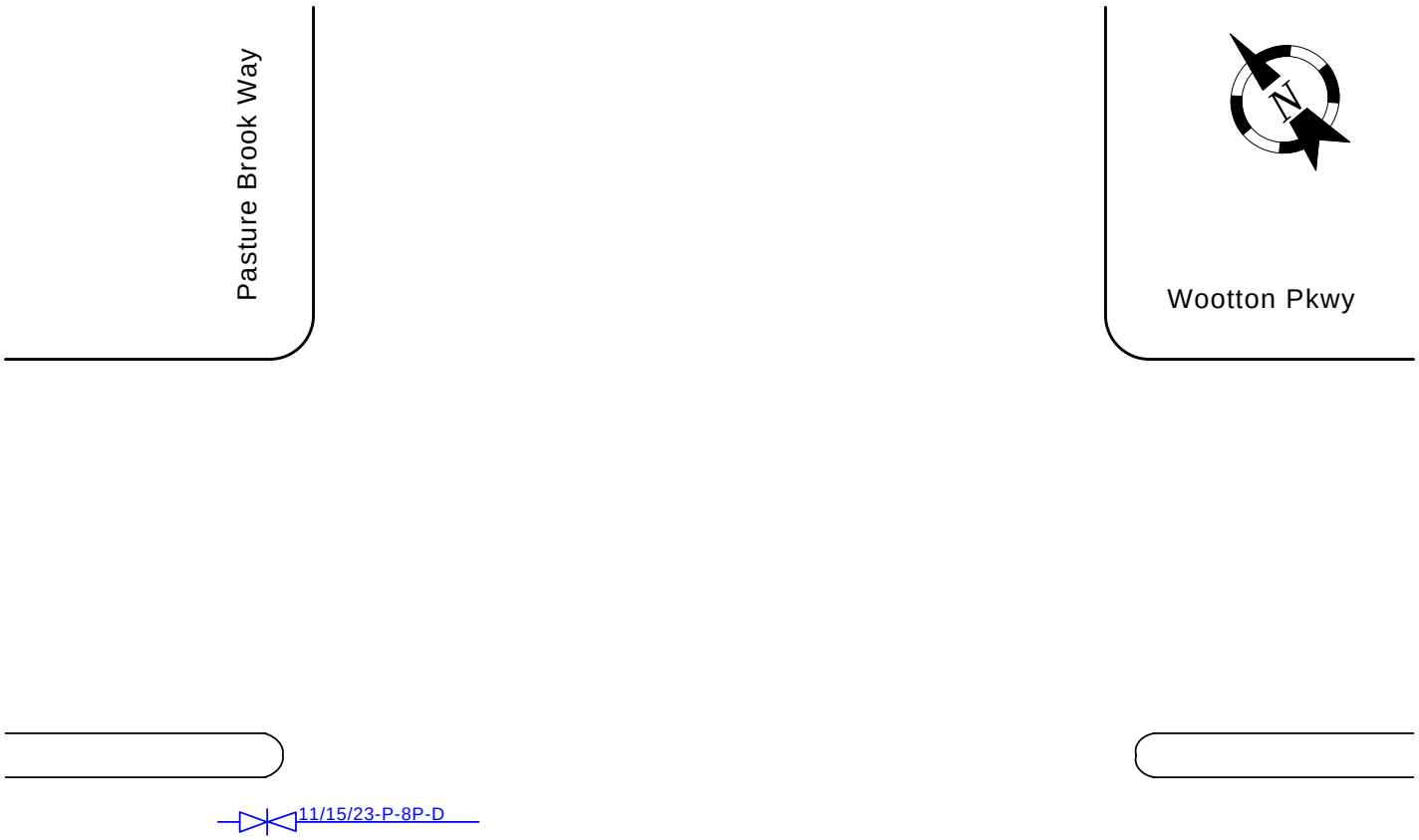
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU2593												
2.120	☐	10262023	1 Injured	04P	Day	Dry			PED	ES	--	Fail to give full attention
2.120	☐	11152023	Property	08P		Dry			OPDIR	WS	ES	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Wootton Pkwy @ Pasture Brook Way
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFACE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

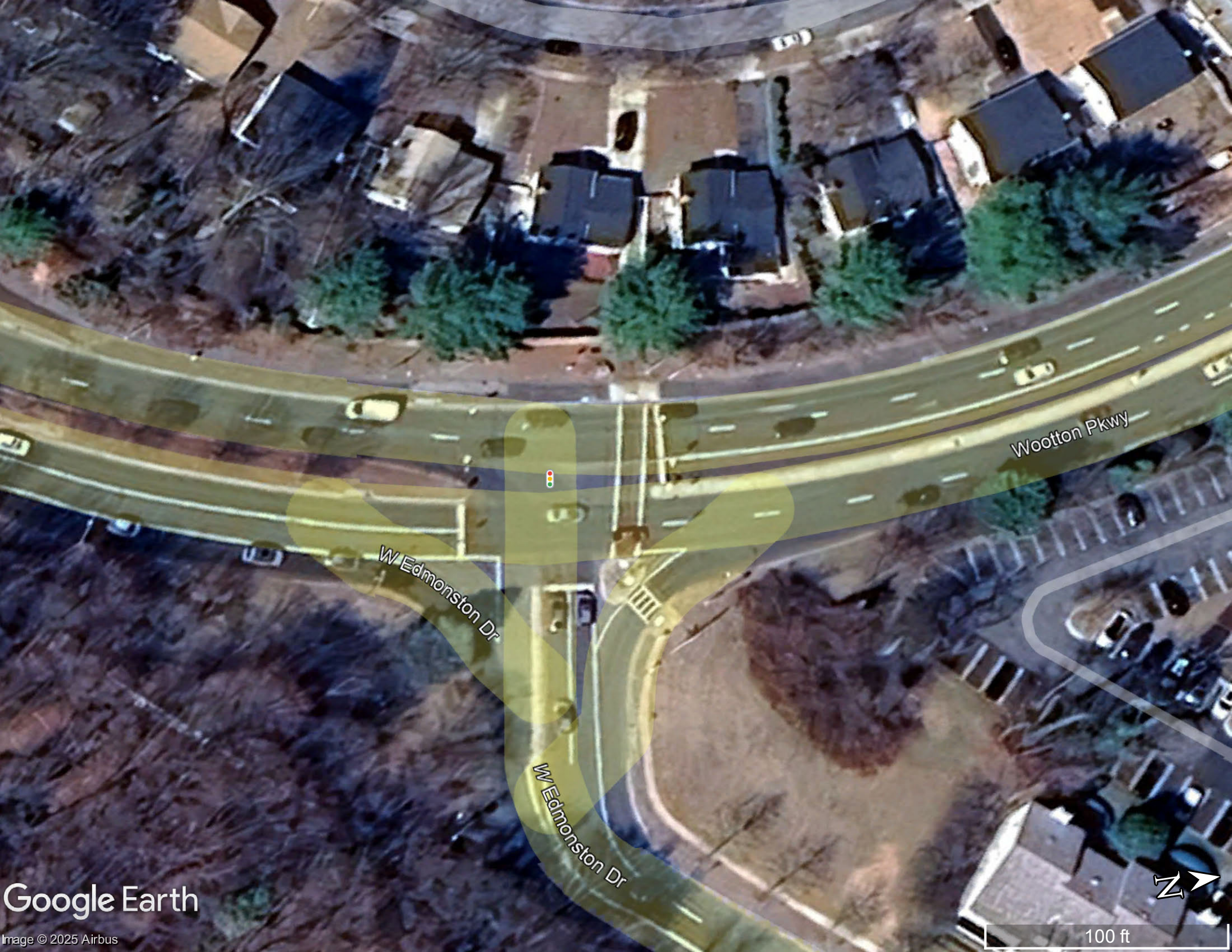
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Wootton Pkwy
W Edmonston Dr
W Edmonston Dr
Google Earth
Image © 2025 Airbus
N
100 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ W Edmonston Dr

Logmiles: 0.36 At 0.19 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	1	4	1	6
Total Crashes	1	4	1	6
Severity Index	1	4	1	Avg 2
Opposite Dir.	0	0	0	0
Rear End	0	1	0	1
Sideswipe	0	0	0	0
Left Turn	0	1	0	1
Angle	0	1	0	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	1	1	1	3
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	0	1	1	2
Wet Surface	1	1	0	2
Alcohol	0	0	0	0
Intersection	1	4	1	6
Total Vehicles	1	9	1	11
Total Trucks	0	2	0	2
Truck %	0.0	22.2	0.0	18.2

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ W Edmonston Dr

Logmiles: 0.36 At 0.19 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		0	6	6
Veh Occ				
Pedestrian				

AVG Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1	1		2	1		1	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1		1	1				1	1			1	

CONDITION	DRIVER	PED
Normal:	7	
Alcohol:		
Other:	4	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:					1	1		2					
PM:		1			1								

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
3	1	2					11

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
4	Sport Utility Veh		School Bus
	Pick-Up Truck	2	Emergency Veh
2	Trucks (2+3 axles)	5	Other Types

SURFACE

2	Wet
3	Dry
1	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1						3	4	1		

OTHER MOVEMENTS 2

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
1	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	3	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:			1	1
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01		
I	Building	02		
X	Culvert/Ditch	03		
E	Curb	04	3	3
D	Guardrail/Barrier	05		
	Embankment	06		
O	Fence	07		
B	Light Pole	08		
J	Sign Pole	09		
E	Other Pole	10		
C	Tree/Shrubbery	11		
T	Contr. Barrier	12		
S	Crash Attenuator	13		
	Other Fixed Object			

WEATHER

3	Clear / Cloudy
	Foggy
2	Raining
1	Snow / Sleet
	Other

ILLUMINATION

3	Day
1	Dawn/Dusk
2	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	6

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Wootton Pkwy @ W Edmonston Dr

Logmiles: 0.36 At 0.19 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

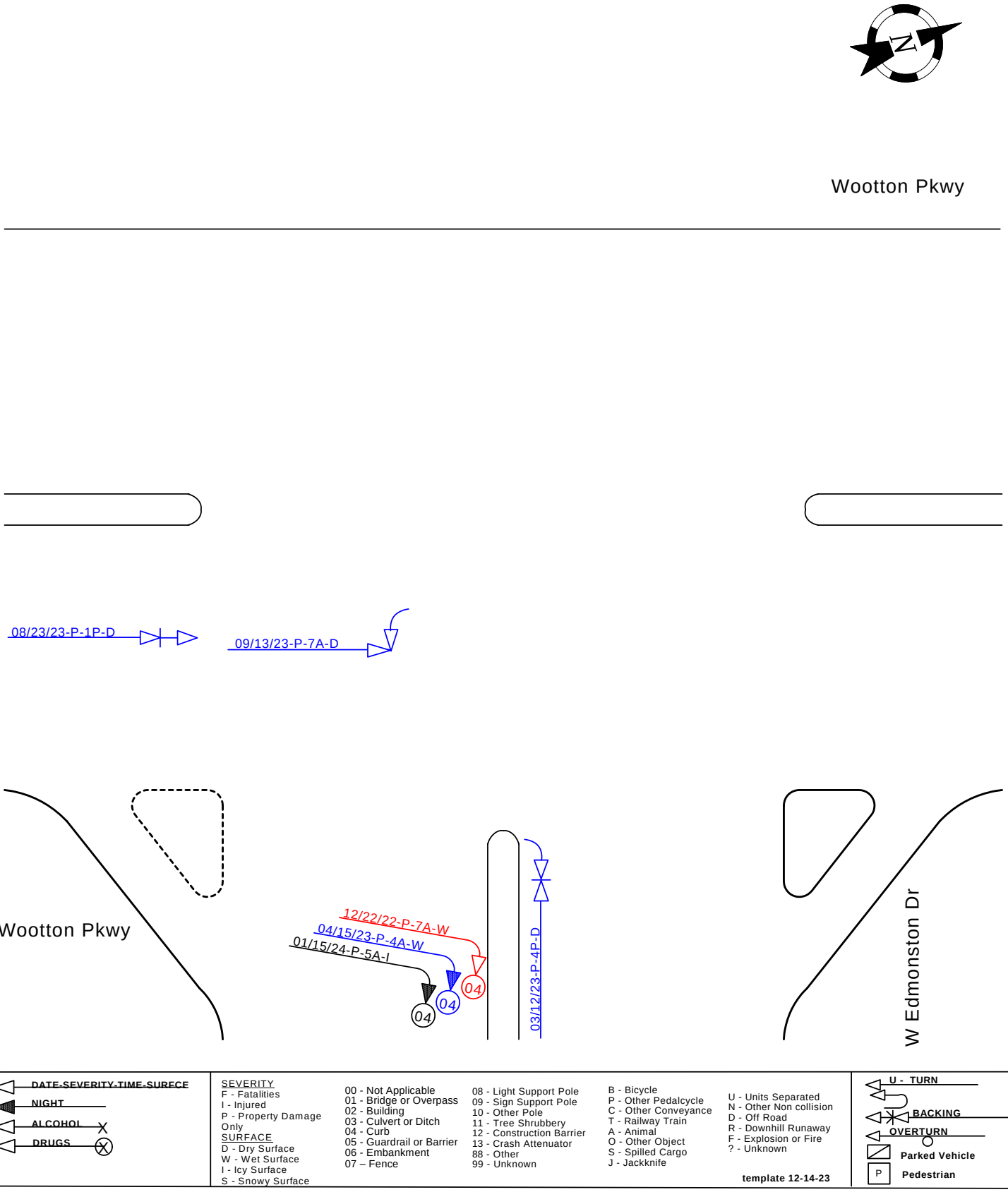
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU1015												
0.190	☐	03122023	Property	04P	Day	Dry			ANGLE	ER	NS	Fell asleep, fainted, etc.
MU2593												
0.360	☐	12222022	Property	07A	Day	Wet		04	FXOBJ	ER	--	Other or Unknown
0.360	☐	04152023	Property	04A	Night	Wet		04	FXOBJ	ER	--	Other or Unknown
0.360	☐	08232023	Property	01P	Day	Dry			RREND	ES	ES	Other or Unknown
0.360	☐	09132023	Property	07A	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
0.360	☐	01152024	Property	05A	Night	Ice		04	FXOBJ	ER	--	Too fast for conditions

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Wootton Pkwy @ W Edmonston Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


King Farm Blvd
Grand Champion Dr & King Farm Blvd
King Farm Blvd
Google Earth
Image © 2025 Airbus
N
100 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: King Farm Blvd @ Grand Champion Dr

Logmiles: 0.16 At 0.28 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	0	0	1
No. Injured	1	0	0	1
Prop. Damage	2	0	1	3
Total Crashes	3	0	1	4
Severity Index	6	0	1	Avg 2
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	3	0	1	4
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	1	0	0	1
Wet Surface	2	0	0	2
Alcohol	0	0	0	0
Intersection	3	0	1	4
Total Vehicles	6	0	2	8
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: King Farm Blvd @ Grand Champion Dr

Logmiles: 0.16 At 0.28 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		1	3	4
Veh Occ		1		
Pedestrian				

AVG Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	1			2	1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1			1				1	1			

CONDITION	DRIVER	PED
Normal:	7	
Alcohol:		
Other:	1	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1				
PM:	1	1					1						

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
	4						8

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
7	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)		Other Types

SURFACE

2	Wet
2	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	3						1			3	

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
3	Fail to Yield Right-of-way		Severe Crosswinds
1	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:		1	3	4
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

2	Clear / Cloudy
	Foggy
2	Raining
	Snow / Sleet
	Other

ILLUMINATION

3	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	4

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: King Farm Blvd @ Grand Champion Dr

Logmiles: 0.16 At 0.28 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

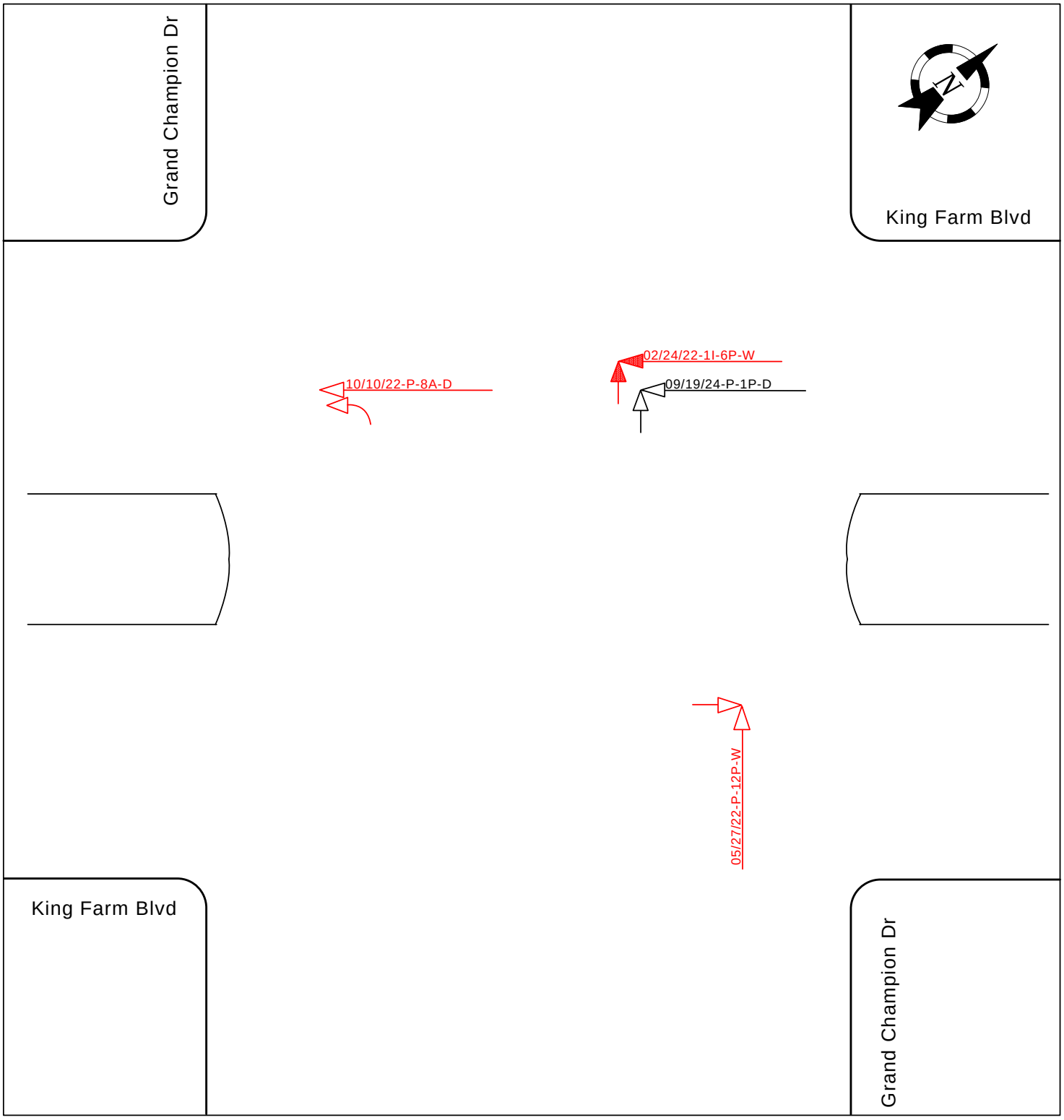
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU1555												
0.160	☐	02242022	1 Injured	06P	Night	Wet			ANGLE	NS	WS	Fail to obey stop sign
0.160	☐	10102022	Property	08A	Day	Dry			ANGLE	NL	WS	Fail to yield right-of-way
0.160	☐	09192024	Property	01P	Day	Dry			ANGLE	NS	WS	Fail to yield right-of-way
OP6056												
0.280	☐	05272022	Property	12P	Day	Wet			ANGLE	NS	ES	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: King Farm Blvd @ Grand Champion Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

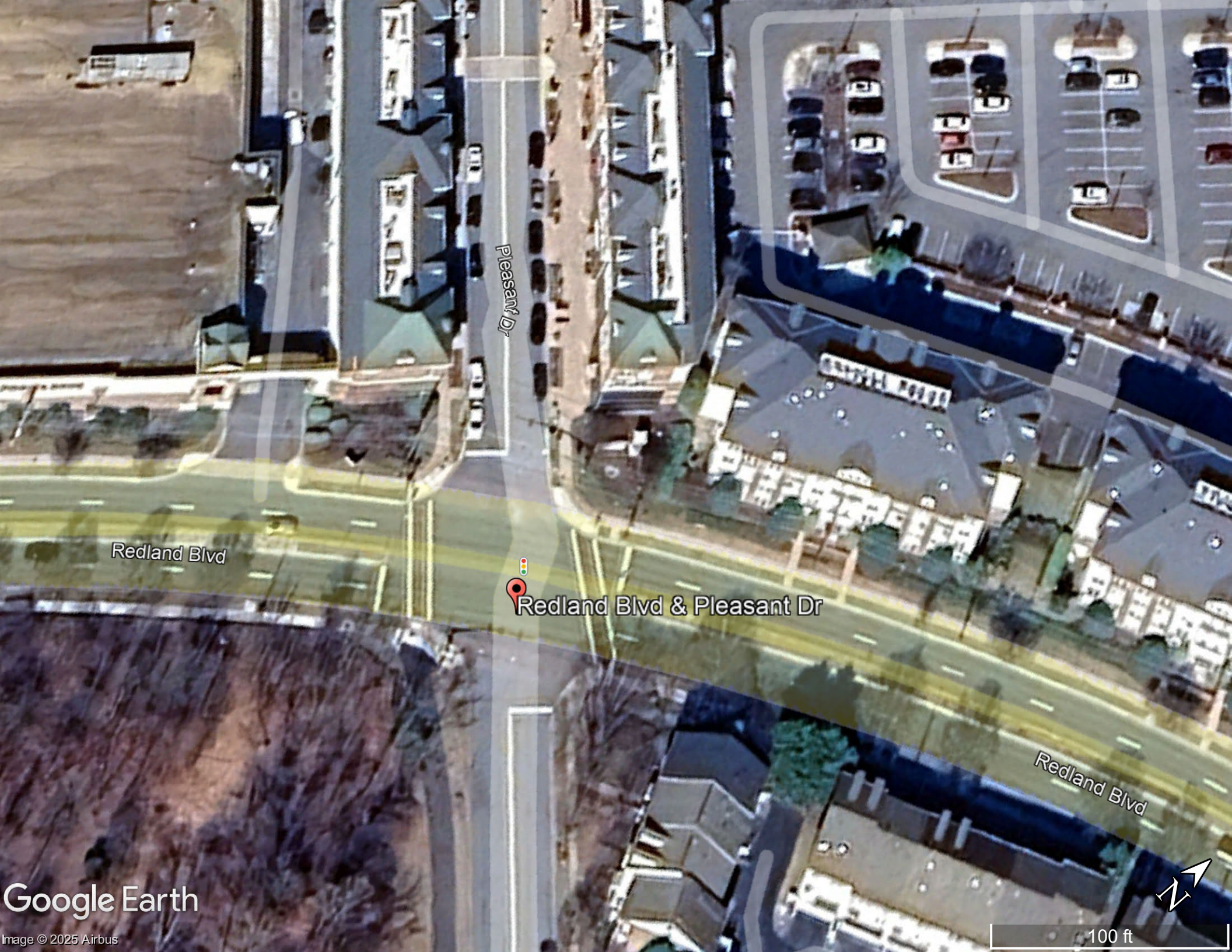
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Pleasant Dr
Redland Blvd
Redland Blvd & Pleasant Dr
Redland Blvd
Google Earth
Image © 2025 Airbus
100 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Pleasant Dr

Logmiles: 0.74 At 0.19 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	0	1	0	1
Total Crashes	0	1	0	1
Severity Index	0	1	0	Avg 0
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	1	0	1
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	1	0	1
Alcohol	0	0	0	0
Intersection	0	1	0	1
Total Vehicles	0	1	0	1
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Pleasant Dr

Logmiles: 0.74 At 0.19 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		0	1	1
Veh Occ				
Pedestrian				

AVG Severity Index: 0

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				1			

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
					1							

CONDITION	DRIVER	PED
Normal:	1	
Alcohol:		
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:									1				
PM:													

VEHICLES INVOLVED PER CRASH

	1	2	3	4	5	6+	UNK	TOTAL
	1							1

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	1	Other Types

SURFACE

1	Wet
	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
			1								

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
1	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04		1	1
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08			
J	Sign Pole	09			
E	Other Pole	10			
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER

	Clear / Cloudy
	Foggy
1	Raining
	Snow / Sleet
	Other

ILLUMINATION

1	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	1

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Pleasant Dr

Logmiles: 0.74 At 0.19 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

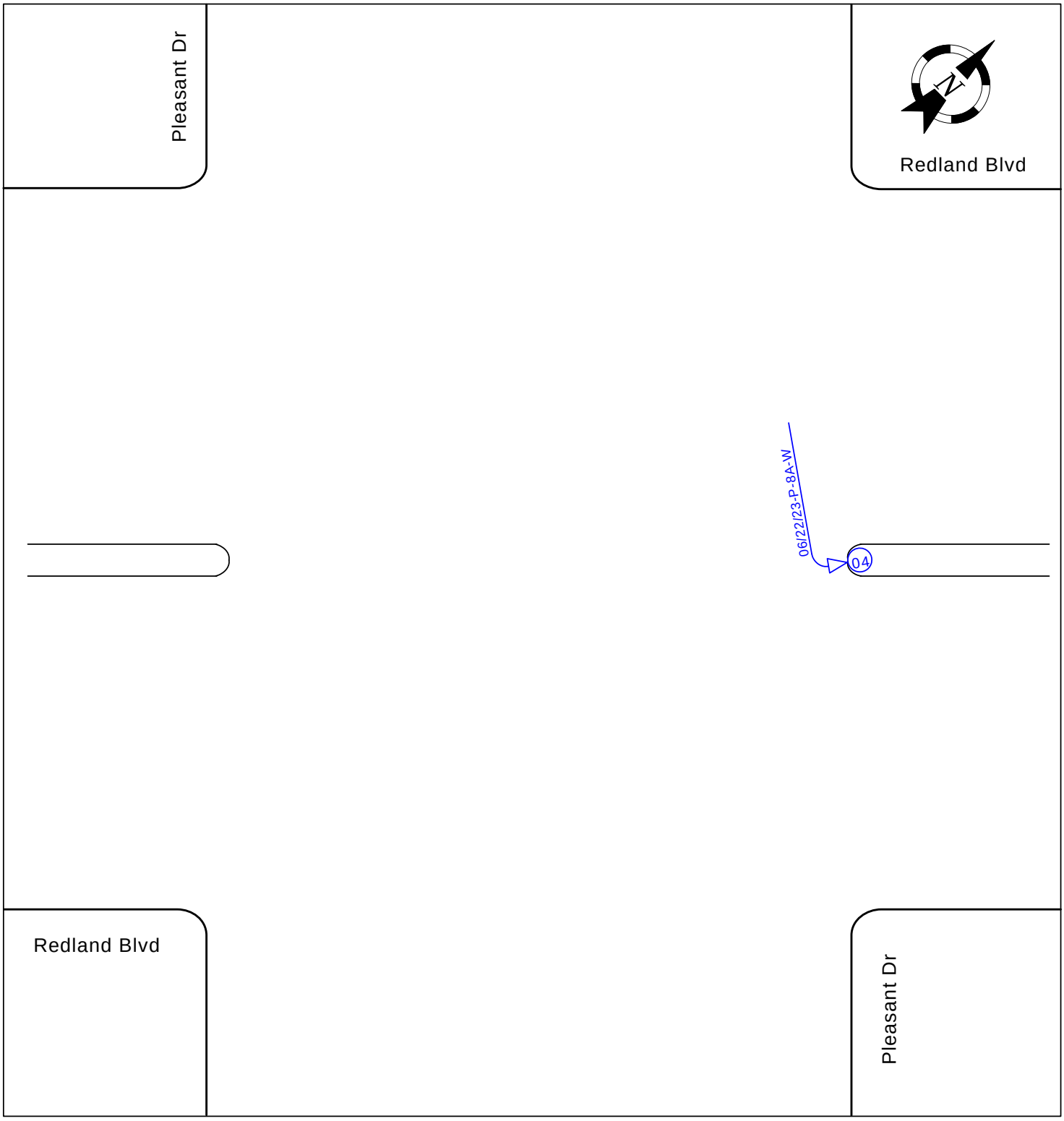
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU2533												
0.740	☐	06222023	Property	08A	Day	Wet		04	FXOBJ	SL	--	Fell asleep, fainted, etc.

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Redland Blvd @ Pleasant Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Redland Blvd & Thompson Dairy Way
Redland Blvd
Redland Blvd
Pleasant Dr
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Thompson Dairy Way

Logmiles: 0.68 At 0.32 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	1	0	1	2
Total Crashes	1	0	1	2
Severity Index	1	0	1	Avg 1
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	1	1
Left Turn	0	0	0	0
Angle	0	0	0	0
Pedestrian	1	0	0	1
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	1	0	1	2
Total Vehicles	1	0	2	3
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Thompson Dairy Way

Logmiles: 0.68 At 0.32 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		0	2	2
Veh Occ				
Pedestrian				

AVG Severity Index: 1

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				1	1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
				1					1			

CONDITION	DRIVER	PED
Normal:	3	1
Alcohol:		
Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:						1							

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
1	1						3

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
2	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

	Wet
2	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
							1			1	1

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	2	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:			1	1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

2	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

2	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	2

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Redland Blvd @ Thompson Dairy Way

Logmiles: 0.68 At 0.32 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

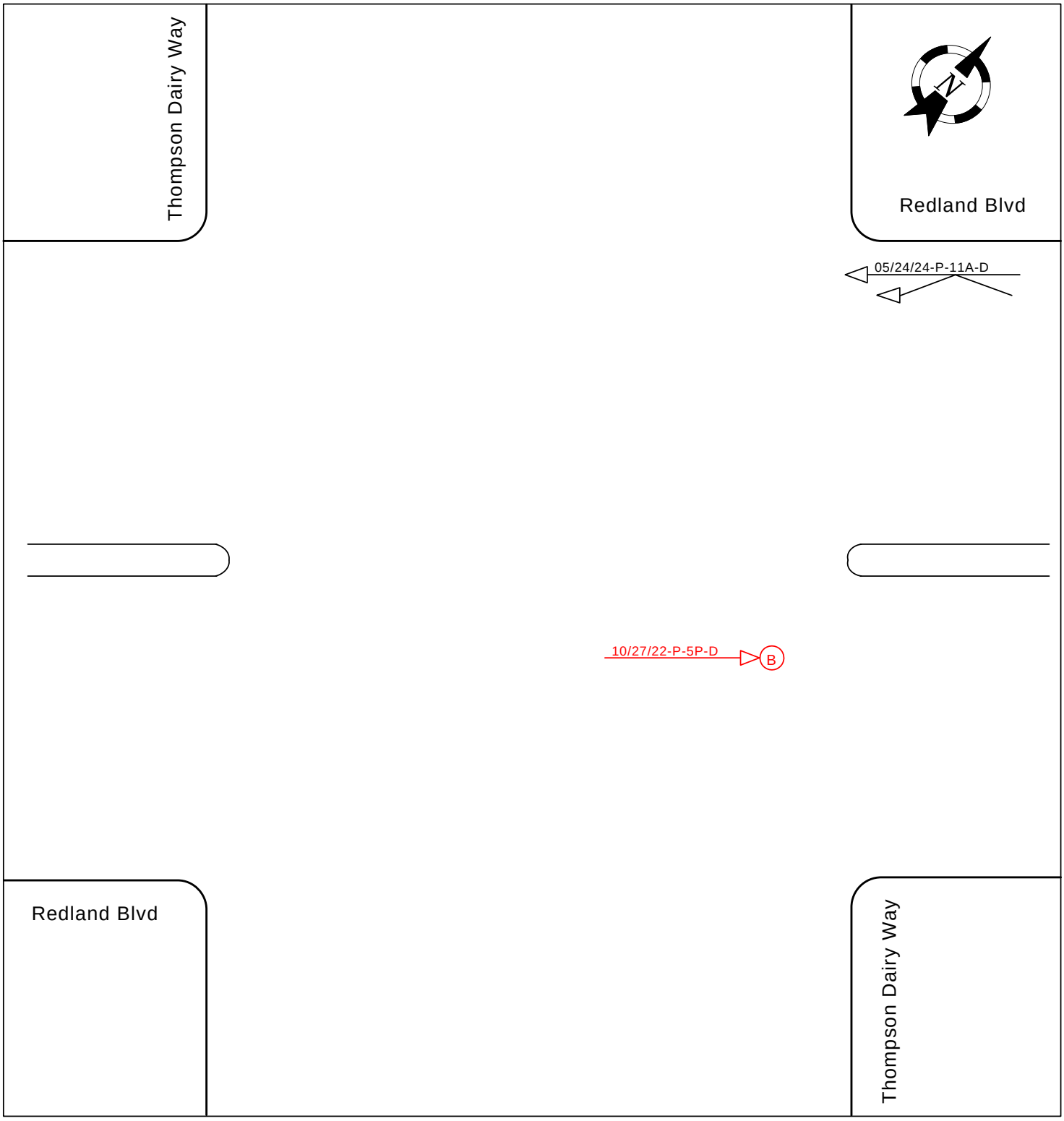
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU2533												
0.680	☐	10272022	Property	05P	Day	Dry			PED	ES	--	Other or Unknown
0.680	☐	05242024	Property	11A	Day	Dry			SDSWP	WR	WS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Redland Blvd @ Thompson Dairy Way
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

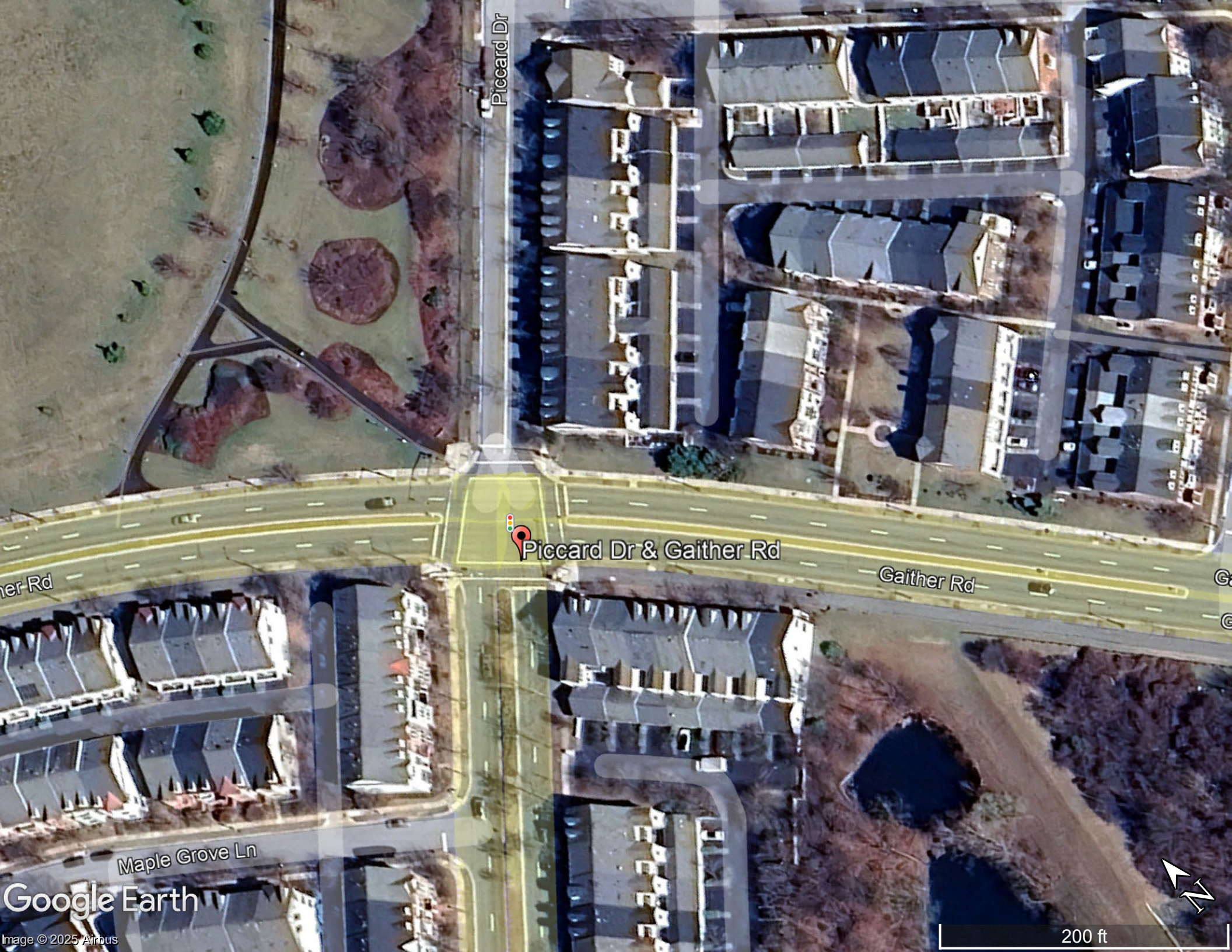
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Piccard Dr
Piccard Dr & Gaither Rd
Gaither Rd
Maple Grove Ln
Google Earth
Image © 2025 Airbus
N
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Gaither Rd @ Piccard Dr

Logmiles: 0.86 At 1.11 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	1	0	0	1
No. Injured	3	0	0	3
Prop. Damage	0	0	1	1
Total Crashes	1	0	1	2
Severity Index	4	0	1	Avg 2
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	1	1
Angle	0	0	0	0
Pedestrian	1	0	0	1
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	0	0
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	1	0	1	2
Total Vehicles	1	0	2	3
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Gaither Rd @ Piccard Dr

Logmiles: 0.86 At 1.11 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		1	1	2
Veh Occ				
Pedestrian		3		

AVG Severity Index: 2

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
				1	1		

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1			1								

CONDITION	DRIVER	PED
Normal:	3	1
Alcohol:		
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:												1	
PM:					1								

VEHICLES INVOLVED PER CRASH

	1	2	3	4	5	6+	UNK	TOTAL
	1	1						3

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
1	Passenger Vehicle		Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

	Wet
2	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
					1		1		1		

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
2	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn		Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:			1	1
	UnRelated:				
Angle	Related:				
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

2	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
	Other

ILLUMINATION

2	Day
	Dawn/Dusk
	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	2

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Gaither Rd @ Piccard Dr

Logmiles: 0.86 At 1.11 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

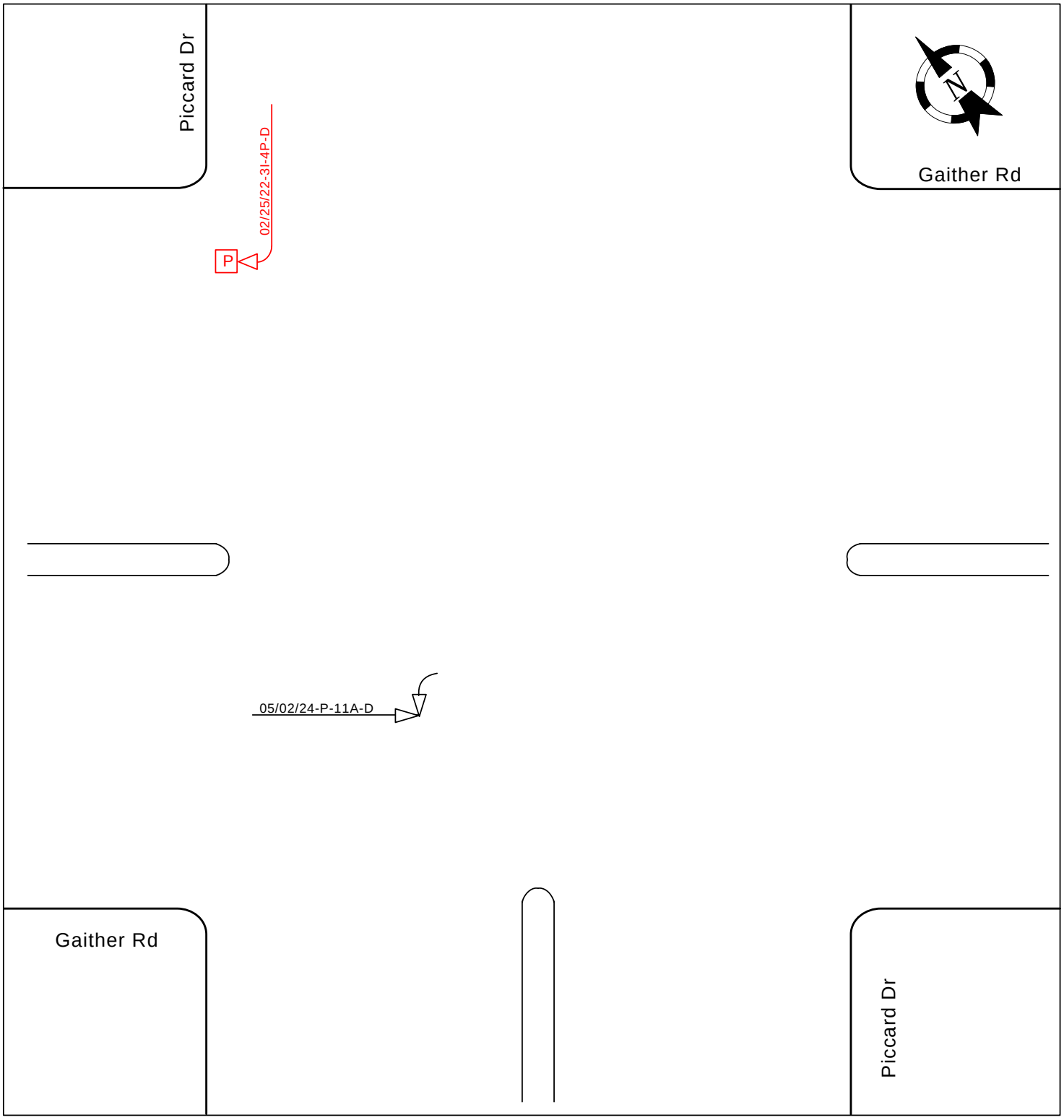
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU2405												
1.110	☐	02252022	3 Injured	04P	Day	Dry			PED	SR	--	Fail to yield right-of-way
1.110	☐	05022024	Property	11A	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Gaither Rd @ Piccard Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

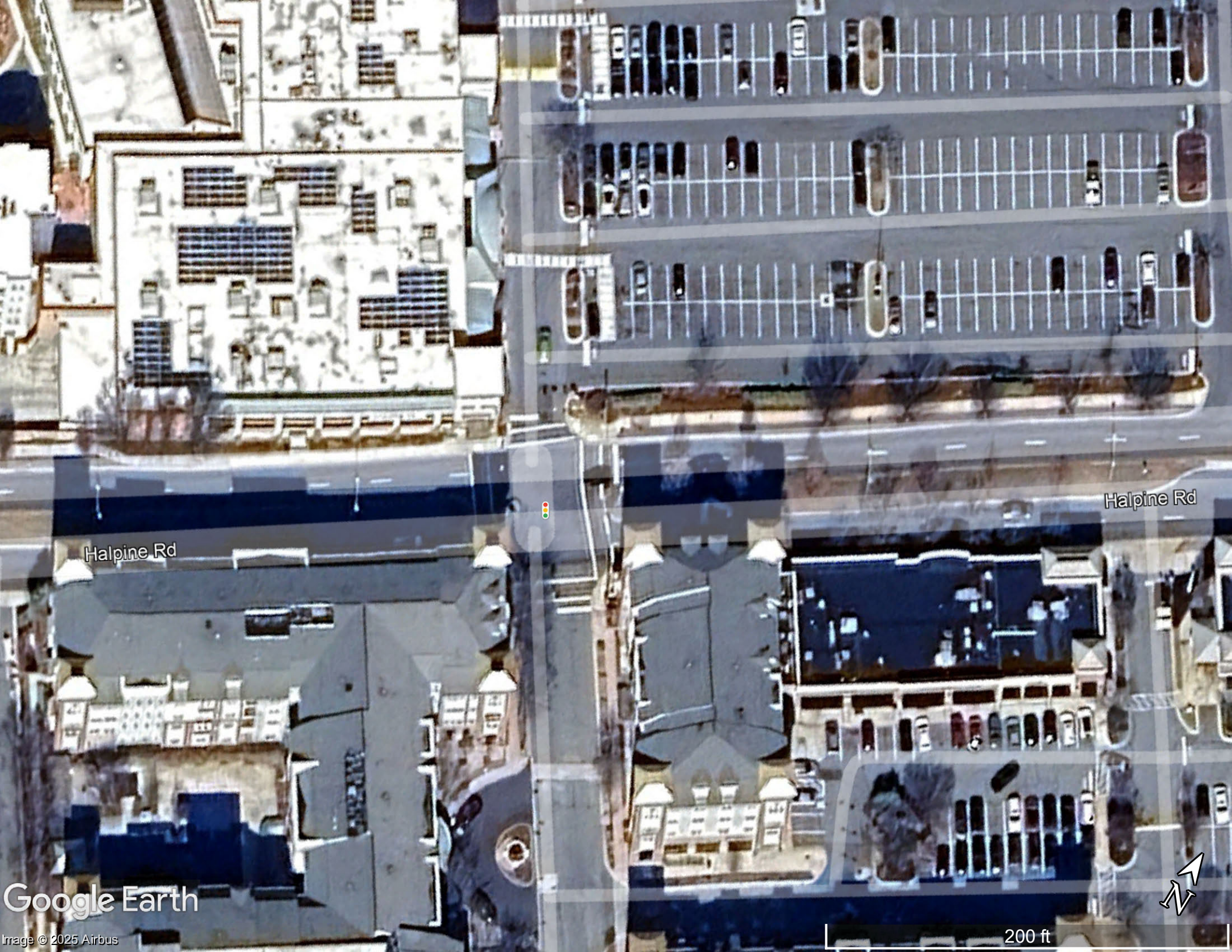
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Halpine Rd
Halpine Rd
Google Earth
Image © 2025 Airbus
200 ft
N

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Halpine Rd @ Shopping Center Entrance

Logmiles: 0.24 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	2	0	2
No. Injured	0	2	0	2
Prop. Damage	0	2	2	4
Total Crashes	0	4	2	6
Severity Index	0	10	2	Avg 4
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	1	1
Left Turn	0	1	1	2
Angle	0	1	0	1
Pedestrian	0	2	0	2
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	1	1
Wet Surface	0	0	0	0
Alcohol	0	0	0	0
Intersection	0	4	2	6
Total Vehicles	0	6	4	10
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Halpine Rd @ Shopping Center Entrance

Logmiles: 0.24 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		2	4	6
Veh Occ				
Pedestrian		2		

AVG Severity Index: 4

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
1		1		1	1	2	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
1			2		1	1	1					

CONDITION	DRIVER	PED
Normal:	8	2
Alcohol:		
Other:	2	

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:	1	1	1	1		1	1						

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
2	4						10

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
8	Passenger Vehicle		Passenger Bus
1	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
	Trucks (2+3 axles)	2	Other Types

SURFACE

	Wet
6	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1	1		2		1		3		2		

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
1	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
4	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:			1	1
	UnRelated:				
Left Turn	Related:			2	2
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:		2		2
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

WEATHER

4	Clear / Cloudy
	Foggy
	Raining
	Snow / Sleet
2	Other

ILLUMINATION

5	Day
	Dawn/Dusk
1	Dark - Lights On
	Dark - No Lights
	Other

TOTALS

22-24	6

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Halpine Rd @ Shopping Center Entrance

Logmiles: 0.24 At 0 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

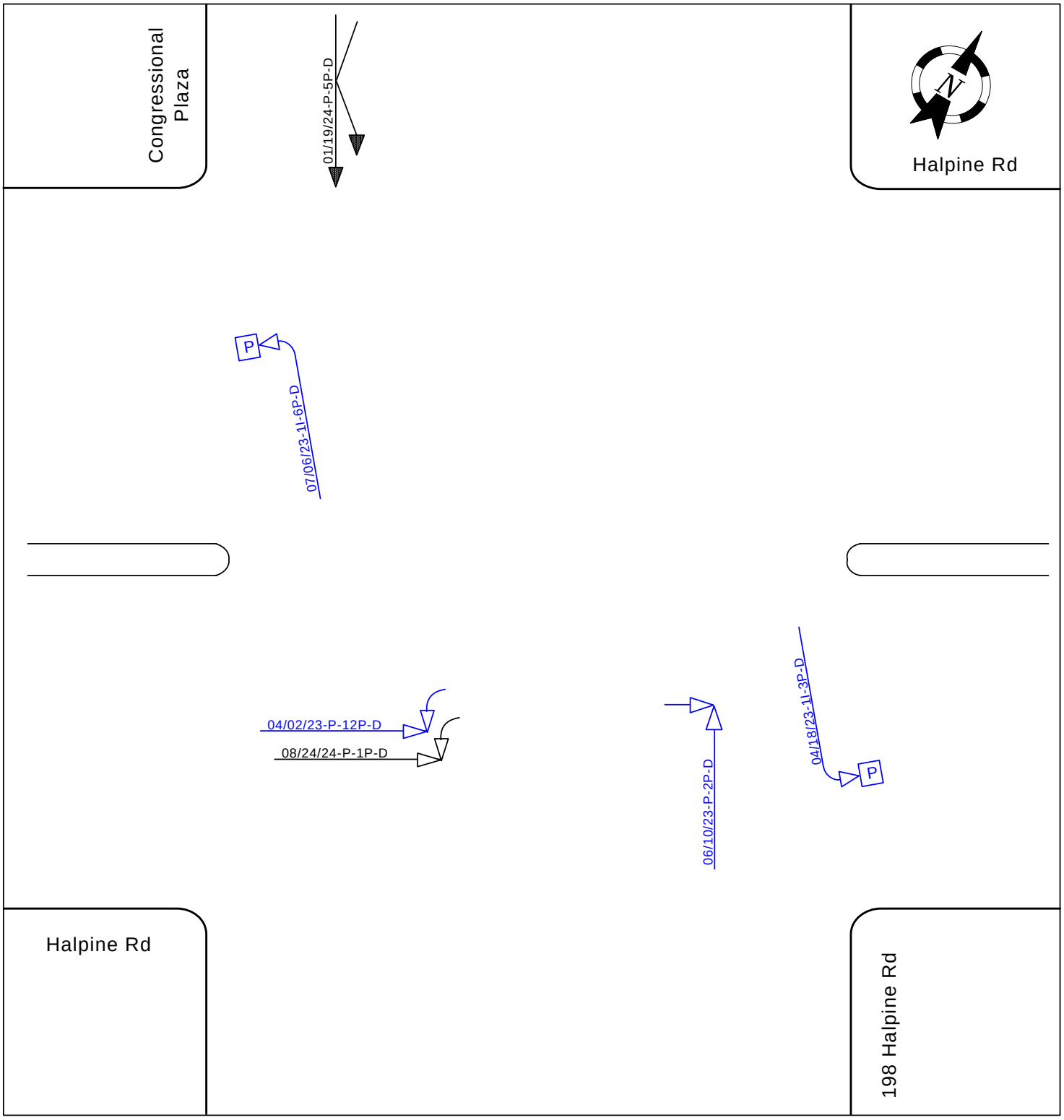
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU1332												
0.240	☐	04022023	Property	12P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
0.240	☐	04182023	1 Injured	03P	Day	Dry			PED	SL	--	Fail to give full attention
0.240	☐	06102023	Property	02P	Day	Dry			ANGLE	ES	NS	Fail to yield right-of-way
0.240	☐	07062023	1 Injured	06P	Day	Dry			PED	NL	--	Fail to yield right-of-way
0.240	☐	01192024	Property	05P	Night	Dry			SDSWP	SL	SR	Other or Unknown
0.240	☐	08242024	Property	01P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Halpine Rd @ Shopping Center Entrance
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

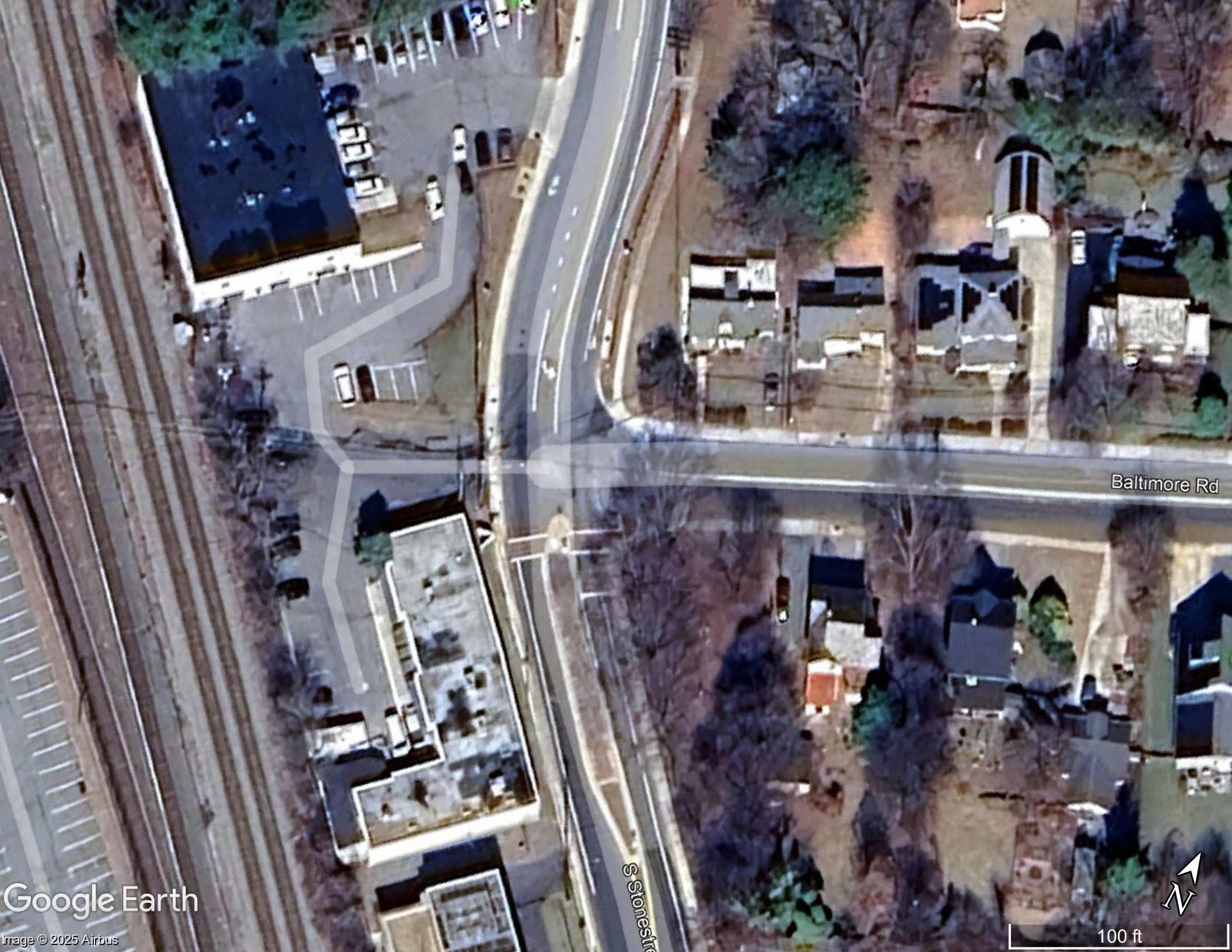
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Baltimore Rd
S Stonestr
Google Earth
Image © 2025 Airbus
N
100 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Baltimore Rd @ S. Stonestreet Ave

Logmiles: 0.02 At 0.24 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	0	0	0	0
No. Injured	0	0	0	0
Prop. Damage	0	0	1	1
Total Crashes	0	0	1	1
Severity Index	0	0	1	Avg 0
Opposite Dir.	0	0	0	0
Rear End	0	0	0	0
Sideswipe	0	0	0	0
Left Turn	0	0	0	0
Angle	0	0	1	1
Pedestrian	0	0	0	0
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	0	0	0
Night Time	0	0	1	1
Wet Surface	0	0	1	1
Alcohol	0	0	0	0
Intersection	0	0	1	1
Total Vehicles	0	0	2	2
Total Trucks	0	0	0	0
Truck %	0.0	0.0	0.0	0.0

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/06/2025

Location: Baltimore Rd @ S. Stonestreet Ave

Logmiles: 0.02 At 0.24 Radius: 250 ft.

County: Montgomery, D3

Period: January 1, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		0	1	1
Veh Occ				
Pedestrian				

AVG Severity Index: 0

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
			1				

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
											1	

CONDITION	DRIVER	PED
Normal:	2	
Alcohol:		
Other:		

TIME

	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:													
PM:						1							

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
	1						2

VEHICLE TYPE

	Motorcycle/Moped	Tractor Trailer
2	Passenger Vehicle	Passenger Bus
	Sport Utility Veh	School Bus
	Pick-Up Truck	Emergency Veh
	Trucks (2+3 axles)	Other Types

SURFACE

1	Wet
	Dry
	Sno/Ice
	Mud
	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	1										1

OTHER MOVEMENTS

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	1	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:				
	UnRelated:				
Sideswipe	Related:				
	UnRelated:				
Left Turn	Related:				
	UnRelated:				
Angle	Related:			1	1
	UnRelated:				
Pedestrian	Related:				
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

WEATHER		ILLUMINATION		TOTALS	
	Clear / Cloudy		Day	22-24	1
	Foggy		Dawn/Dusk		
1	Raining	1	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
	Other		Other		

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/06/2025

Location: Baltimore Rd @ S. Stonestreet Ave

Logmiles: 0.02 At 0.24 Radius: 250 ft.

County: Montgomery, D3

Period: January 01, 2022 To December 31, 2024

Note: Year 2024 data is preliminary!

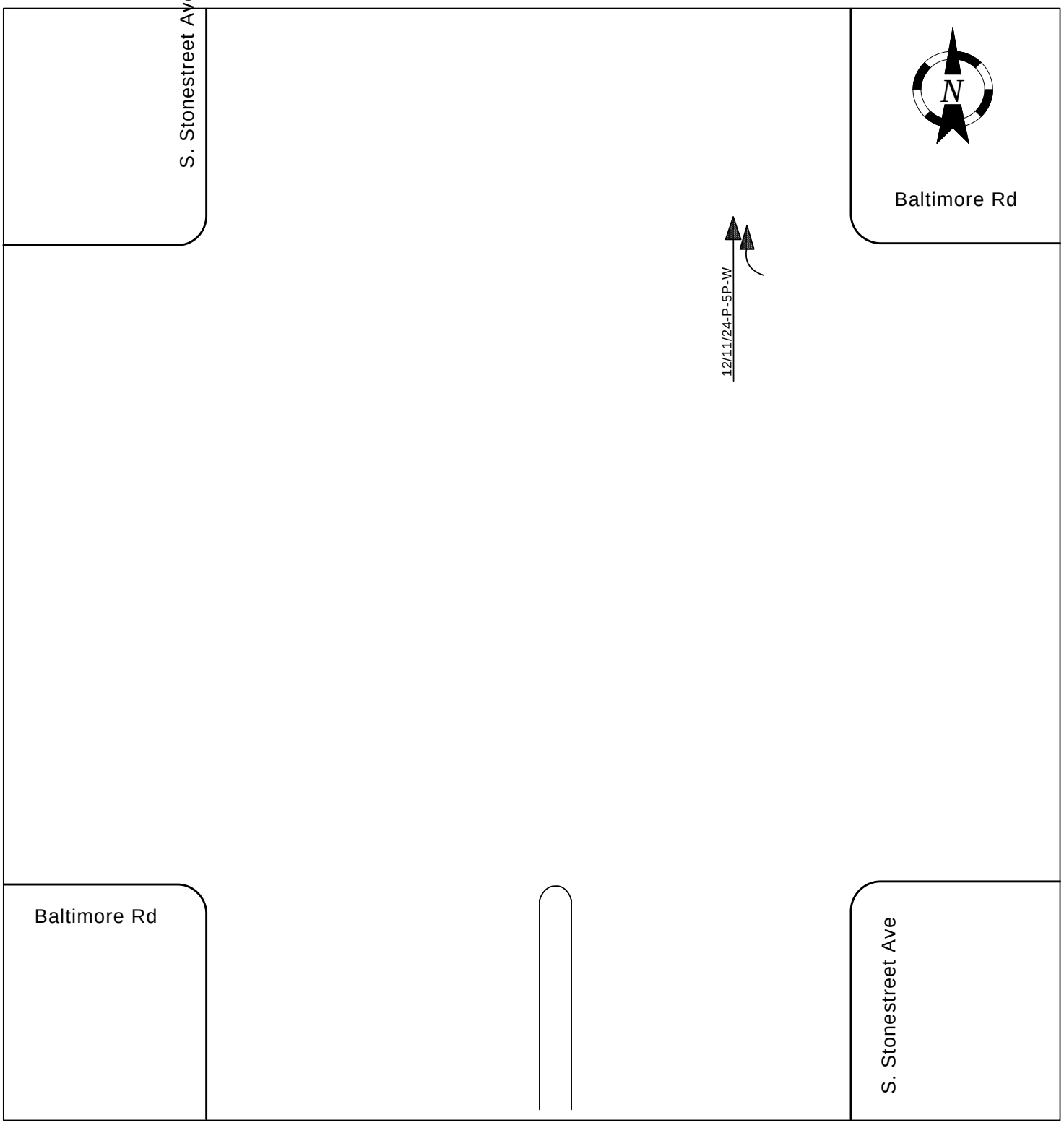
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU2851												
0.240	☐	12112024	Property	05P	Night	Wet			ANGLE	WR	NS	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: Baltimore Rd @ S. Stonestreet Ave
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/06/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

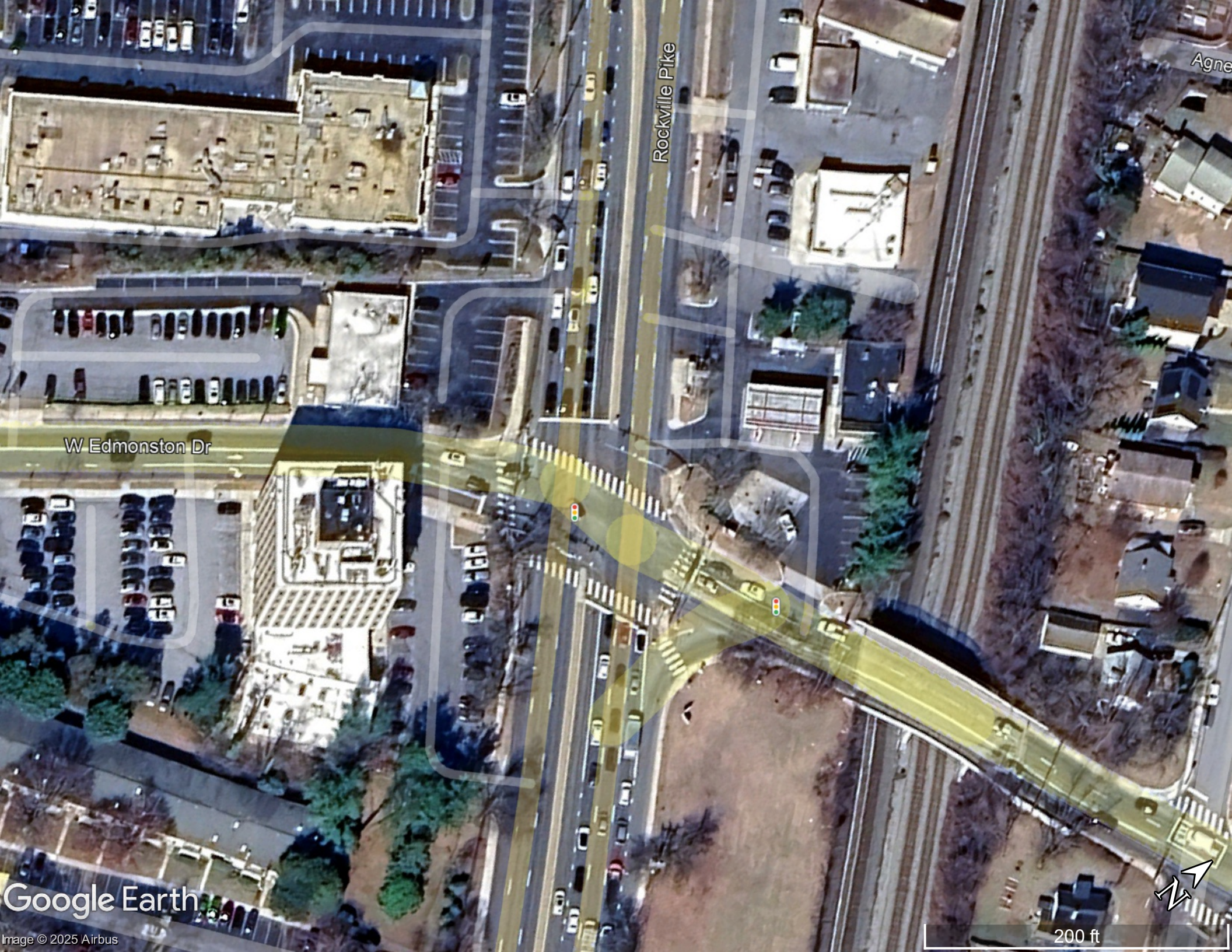
08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Rockville Pike
W Edmonston Dr
Google Earth
Image © 2025 Airbus
200 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Rockville Pike) @ Edmonston Dr & W. Edmonston Dr Logmiles: 8.44 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	5	5	5	15
No. Injured	5	8	6	19
Prop. Damage	7	10	8	25
Total Crashes	12	15	13	40
Severity Index	23	24	26	Avg 24
Opposite Dir.	0	0	0	0
Rear End	5	5	5	15
Sideswipe	1	3	1	5
Left Turn	2	1	2	5
Angle	4	5	3	12
Pedestrian	0	1	2	3
Parked Veh.	0	0	0	0
Fixed Object	0	0	0	0
Other	0	0	0	0
U-Turn	0	0	0	0
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	0	1	0	1
Night Time	4	7	5	16
Wet Surface	0	2	2	4
Alcohol	0	0	0	0
Intersection	12	15	13	40
Total Vehicles	26	33	24	83
Total Trucks	0	1	0	1
Truck %	0.0	3.0	0.0	1.2

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Rockville Pike) @ Edmonston Dr & W. Edmonston Dr Logmiles: 8.44 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		15	25	40
Veh Occ		16		
Pedestrian		3		

AVG Severity Index: 24

DAY OF THE WEEK

SUN	MON	TUE	WED	THU	FRI	SAT	UNK
5	7	6	7	2	4	9	

MONTH OF THE YEAR

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
3	5	7	4	5	5	2		3	2	2	2	

CONDITION	DRIVER	PED
Normal:	69	2
Alcohol:		
Other:	12	1

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:		2	2	1	1	2		1	2	1		2	
PM:	5	1	3	3	3	2	1	1		2	1	4	

VEHICLES INVOLVED PER CRASH

1	2	3	4	5	6+	UNK	TOTAL
3	32	4	1				83

VEHICLE TYPE

	Motorcycle/Moped		Tractor Trailer
57	Passenger Vehicle	1	Passenger Bus
10	Sport Utility Veh	1	School Bus
3	Pick-Up Truck	1	Emergency Veh
1	Trucks (2+3 axles)	12	Other Types

SURFACE

4	Wet
34	Dry
1	Sno/Ice
	Mud
1	Other

MOVEMENTS

NORTH			SOUTH			EAST			WEST		
LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
3	22		1	21		1	15	3	3	7	1

OTHER MOVEMENTS 6

PROBABLE CAUSES

	Influence of Drugs	1	Improper Lane Change
	Influence of Alcohol		Improper Backing
	Influence of Medication		Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
5	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
11	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
4	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
1	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
	Improper Turn	17	Other or Unknown

COLLISION TYPES

		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		6	9	15
	UnRelated:				
Sideswipe	Related:		1	4	5
	UnRelated:				
Left Turn	Related:		1	4	5
	UnRelated:				
Angle	Related:		4	8	12
	UnRelated:				
Pedestrian	Related:		3		3
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:				
	UnRelated:				

WEATHER		ILLUMINATION		TOTALS	
33	Clear / Cloudy	23	Day	22-24	40
1	Foggy	1	Dawn/Dusk		
3	Raining	16	Dark - Lights On		
1	Snow / Sleet		Dark - No Lights		
2	Other		Other		

F	Bridge	01
I	Building	02
X	Culvert/Ditch	03
E	Curb	04
D	Guardrail/Barrier	05
	Embankment	06
O	Fence	07
B	Light Pole	08
J	Sign Pole	09
E	Other Pole	10
C	Tree/Shrubbery	11
T	Contr. Barrier	12
S	Crash Attenuator	13
	Other Fixed Object	

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Rockville Pike) @ Edmonston Dr & W. Edmonston Dr Logmiles: 8.44 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
8.440	☐	02072022	Property	02A	Night	Dry			ANGLE	ES	NS	Too fast for conditions
8.440	☐	03122022	Property	02P	Day	Snow			ANGLE	SS	WS	Fail to obey traffic signal
8.440	☐	03262022	Property	11P	Night	Dry			LFTRN	NS	SL	Fail to obey traffic signal
8.440	☐	04202022	1 Injured	03P	Day	Dry			RREND	SS	SS	Other or Unknown
8.440	☐	05262022	Property	12P	Day	Dry			RREND	SS	SS	Other or Unknown
8.440	☐	06062022	Property	12P	Day	Dry			ANGLE	WS	NS	Fail to yield right-of-way
8.440	☐	07232022	Property	10P	Night				RREND	SS	SS	Fail to give full attention
8.440	☐	09092022	1 Injured	08A	Day	Dry			ANGLE	SS	WS	Fail to yield right-of-way
8.440	☐	09202022	1 Injured	02P	Day	Dry			RREND	NS	NS	Improper lane change
8.440	☐	11262022	1 Injured	12P	Day	Dry			RREND	NL	NL	Other or Unknown
8.440	☐	02262023	Property	01A	Night	Dry			ANGLE	ES	NS	Fail to obey traffic signal
8.440	☐	03262023	Property	02A	Night	Wet			ANGLE	ES	NS	Fail to yield right-of-way
8.440	☐	04012023	1 Injured	08A	Day	Wet			RREND	NS	NS	Other or Unknown
8.440	☐	04302023	Property	03A	Night	Dry			ANGLE	ES	NS	Fail to yield right-of-way
8.440	☐	05052023	Property	11P	Night	Dry			RREND	SS	SS	Other or Unknown
8.440	☐	05172023	4 Injured	05A	Night	Dry			ANGLE	ES	NS	Fail to obey traffic signal
8.440	☐	06052023	1 Injured	02P	Day	Dry			PED	WL	--	Fail to yield right-of-way
8.440	☐	06102023	Property	09P	Night	Dry			RREND	SS	SS	Other or Unknown
8.440	☐	07222023	1 Injured	04A	Night	Dry			ANGLE	ES	SS	Fail to yield right-of-way
8.440	☐	10252023	1 Injured	12P	Day	Dry			RREND	NS	NS	Fail to give full attention
8.440	☐	01142024	Property	09A	Day	Dry			LFTRN	SS	NL	Other or Unknown
8.440	☐	01282024	Property	01A	Night	Wet			RREND	SS	SS	Followed too closely
8.440	☐	02022024	1 Injured	11P	Night	Dry			PED	WR	--	Fail to yield right-of-way
8.440	☐	02092024	1 Injured	05A	Night	Dry			SDSWP	SS	SS	Other or Unknown
8.440	☐	02272024	1 Injured	11P	Night	Wet			PED	SS	--	Other or Unknown
8.440	☐	03202024	Property	06P	Day	Dry			ANGLE	WS	NS	Fail to yield right-of-way
8.440	☐	04302024	Property	11A	Day	Dry			RREND	NS	NS	Other or Unknown
8.440	☐	05132024	Property	01P	Day	Dry			RREND	NS	NS	Other or Unknown
8.440	☐	05282024	2 Injured	05P	Day	Dry			ANGLE	ES	NS	Fail to yield right-of-way
8.440	☐	06192024	1 Injured	09P	Night	Dry			RREND	SS	SS	Other or Unknown
8.440	☐	06262024	Property	07A	Day	Dry			ANGLE	ES	NS	Other or Unknown
8.440	☐	12172024	Property	04P	Day	Dry			RREND	NS	NS	Other or Unknown
MU1002												
0.000	☐	09302023	Property	03P	Day	Dry			RREND	WS	WS	Other or Unknown
0.000	☐	12072024	Property	11A	Day	Dry			LFTRN	EL	WS	Fail to yield right-of-way

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

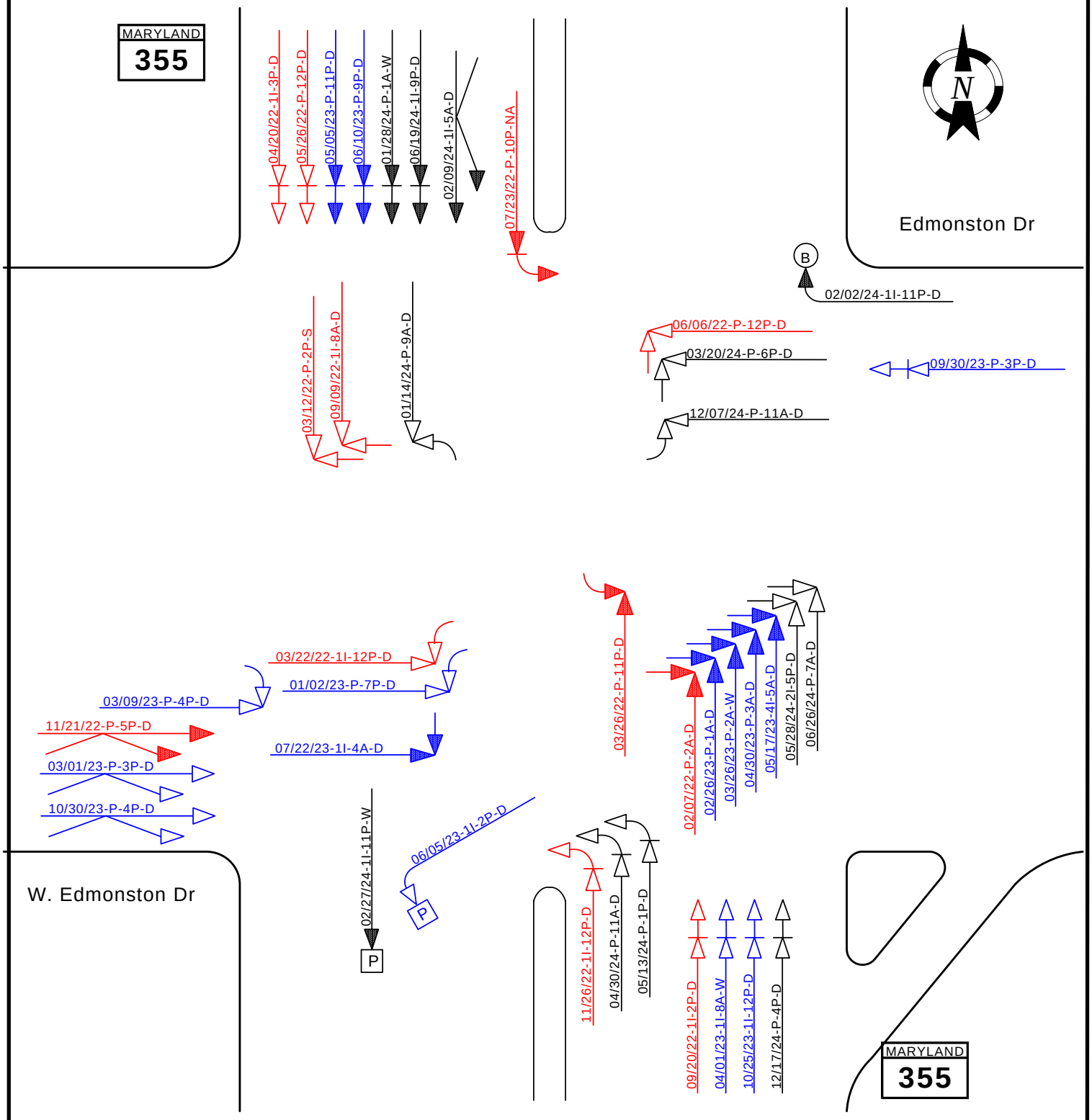
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MU1015												
0.000	☐	03222022	1 Injured	12P	Day	Dry			LFTRN	WL	ES	Other or Unknown
0.000	☐	11212022	Property	05P	Night	Dry			SDSWP	ES	ER	Fail to give full attention
0.000	☐	01022023	Property	07P	Day	Dry			LFTRN	WL	ES	Fail to yield right-of-way
0.000	☐	03012023	Property	03P	Day	Dry			SDSWP	ES	ES	Fail to give full attention
0.000	☐	03092023	Property	04P	Day	Dry			SDSWP	ER	ES	Fail to give full attention
0.000	☐	10302023	Property	04P	Day	Dry			SDSWP	ES	ER	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Rockville Pike) @ Edmonston Dr & W. Edmonston Dr
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/10/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Seperated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

template 12-14-23

U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian


Ivy League Ln
Hungerfo
N Washington St
Google Earth
Image © 2025 Airbus
N
300 ft

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Study Worksheet Output rev. 10/2017-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ A St & N. Washington St Logmiles: 10 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

YEAR >>	2022	2023	2024	Total
Fatal	0	0	0	0
No. Killed	0	0	0	0
Injury	2	3	3	8
No. Injured	3	9	6	18
Prop. Damage	8	3	6	17
Total Crashes	10	6	9	25
Severity Index	16	18	18	Avg 17
Opposite Dir.	0	0	0	0
Rear End	1	0	1	2
Sideswipe	3	2	1	6
Left Turn	3	1	1	5
Angle	1	1	3	5
Pedestrian	0	0	1	1
Parked Veh.	0	0	0	0
Fixed Object	1	1	1	3
Other	1	1	1	3
U-Turn	1	1	1	3
Backing	0	0	0	0
Animal	0	0	0	0
Railroad	0	0	0	0
Fire / Expl.	0	0	0	0
Overturn	0	0	0	0
Truck Related	1	1	0	2
Night Time	2	2	4	8
Wet Surface	0	1	2	3
Alcohol	1	0	0	1
Intersection	10	6	9	25
Total Vehicles	19	12	16	47
Total Trucks	1	1	0	2
Truck %	5.3	8.3	0.0	4.3

Comments:

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC Summary Output rev. 01/2025-1

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ A St & N. Washington St Logmiles: 10 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 1, 2022 To December 31, 2024 Note:

SEVERITY	FATAL	INJURY	P-DAMAGE	TOTAL
Crashes		8	17	25
Veh Occ		17		
Pedestrian		1		

AVG Severity Index: 17

DAY OF THE WEEK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
	4	3	4	5	5	1	3	

MONTH OF THE YEAR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK
	1	2	2	6	2	1	1	6	1		2	1	

CONDITION	DRIVER	PED
Normal:	40	1
Alcohol:	1	
Other:	5	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK
AM:	2		1	1						1		3	
PM:	3	2	2	2	2	2	1	1			2		

VEHICLES INVOLVED PER CRASH	1	2	3	4	5	6+	UNK	TOTAL
	4	20	1					47

VEHICLE TYPE			
	Motorcycle/Moped		Tractor Trailer
36	Passenger Vehicle	3	Passenger Bus
	Sport Utility Veh		School Bus
1	Pick-Up Truck		Emergency Veh
2	Trucks (2+3 axles)	9	Other Types

SURFACE	
3	Wet
21	Dry
	Sno/Ice
	Mud
1	Other

MOVEMENTS	NORTH			SOUTH			EAST			WEST		
	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
	2	10		3	15		6	6			1	

OTHER MOVEMENTS 4

PROBABLE CAUSES

	Influence of Drugs		Improper Lane Change
1	Influence of Alcohol		Improper Backing
	Influence of Medication	1	Improper Passing
	Influence of Combined Subst.		Improper Signal
	Physical/Mental Difficulty		Improper Parking
	Fell Asleep/Fainted, etc.		Passenger Interfere/Obstruct.
4	Fail to give full Attention		Illegally in Roadway
	Lic. Restr. Non-compliance		Bicycle Violation
	Fail to Drive in Single Lane		Clothing Not Visible
	Improper Right Turn on Red		Sleet, Hail, Freezing Rain
4	Fail to Yield Right-of-way		Severe Crosswinds
	Fail to Obey Stop Sign		Rain, Snow
	Fail to Obey Traffic Signal		Animal
	Fail to Obey Other Control		Vision Obstruction
1	Fail to Keep Right of Center		Vehicle Defect
	Fail to Stop for School Bus		Wet
	Wrong Way on One Way		Icy or Snow Covered
	Exceeded Speed Limit		Debris or Obstruction
	Operator Using Cell Phone		Ruts, Holes or Bumps
	Stopping in Lane Roadway		Road Under Construction
	Too Fast for Conditions		Traffic Control Device Inop.
1	Followed too Closely		Shoulders Low, Soft or High
1	Improper Turn	12	Other or Unknown

COLLISION TYPES		FATAL	INJURY	PROP	TOTAL
Opposite Dir	Related:				
	UnRelated:				
Rear End	Related:		1	1	2
	UnRelated:				
Sideswipe	Related:		1	5	6
	UnRelated:				
Left Turn	Related:		2	3	5
	UnRelated:				
Angle	Related:		2	3	5
	UnRelated:				
Pedestrian	Related:		1		1
	UnRelated:				
Parked Vehicle	Related:				
	UnRelated:				
Other Collision	Related:		1	2	3
	UnRelated:				

F	Bridge	01			
I	Building	02			
X	Culvert/Ditch	03			
E	Curb	04			
D	Guardrail/Barrier	05			
	Embankment	06			
O	Fence	07			
B	Light Pole	08		1	1
J	Sign Pole	09		1	1
E	Other Pole	10		1	1
C	Tree/Shrubbery	11			
T	Contr. Barrier	12			
S	Crash Attenuator	13			
	Other Fixed Object				

WEATHER		ILLUMINATION		TOTALS	
22	Clear / Cloudy	17	Day	22-24	25
	Foggy		Dawn/Dusk		
2	Raining	8	Dark - Lights On		
	Snow / Sleet		Dark - No Lights		
1	Other		Other		

Maryland State Highway Administration

Office of Traffic and Safety - Traffic Development and Support

SHA ADC History Output rev. 10/2023-1 - Combined Year Listing

Name: Matthew Jagg

Date: 10/14/2025

Location: MD 355 (Hungerford Dr) @ A St & N. Washington St Logmiles: 10 At 0 Radius: 250 ft.

County: Montgomery, D3 Period: January 01, 2022 To December 31, 2024 Note:

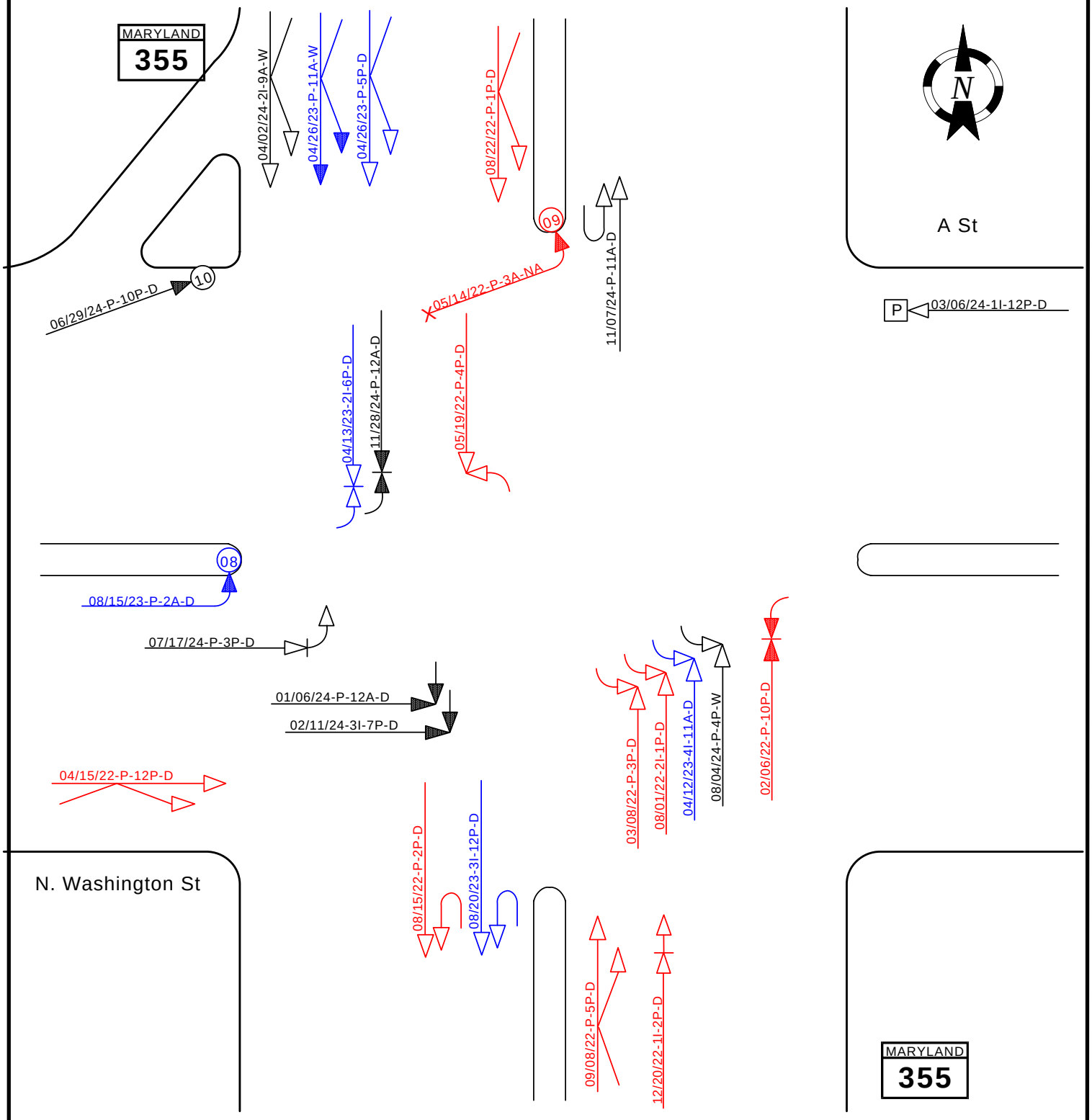
MilePt	Int Rel	Date	Severity	Time	Light	Surface	Alc Rel	FixObj	Collision	Movement V1	Movement V2	Probable Cause
MD355												
10.000	☐	02062022	Property	10P	Night	Dry			ANGLE	EL	NS	Improper turn
10.000	☐	03082022	Property	03P	Day	Dry			LFTRN	SL	NS	Fail to yield right-of-way
10.000	☐	05142022	Property	03A	Night		☐	09	FXOBJ	EL	--	Under influence of alcohol
10.000	☐	05192022	Property	04P	Day	Dry			LFTRN	NL	SS	Other or Unknown
10.000	☐	08012022	2 Injured	01P	Day	Dry			LFTRN	NS	SL	Other or Unknown
10.000	☐	08152022	Property	02P	Day	Dry			OTHER	Nu	SS	Fail to give full attention
10.000	☐	08222022	Property	01P	Day	Dry			SDSWP	SS	SS	Other or Unknown
10.000	☐	09082022	Property	05P	Day	Dry			SDSWP	NS	NS	Followed too closely
10.000	☐	12202022	1 Injured	02P	Day	Dry			RREND	NS	NS	Other or Unknown
10.000	☐	04122023	4 Injured	11A	Day	Dry			LFTRN	SL	NS	Fail to give full attention
10.000	☐	04132023	2 Injured	06P	Day	Dry			ANGLE	EL	SS	Fail to yield right-of-way
10.000	☐	04262023	Property	05P	Day	Dry			SDSWP	SS	SS	Improper passing
10.000	☐	08152023	Property	02A	Night	Dry		08	FXOBJ	EL	--	Other or Unknown
10.000	☐	08202023	3 Injured	12P	Day	Dry			OTHER	Nu	SS	Fail to give full attention
10.000	☐	01062024	Property	12A	Night	Dry			ANGLE	ES	SS	Other or Unknown
10.000	☐	02112024	3 Injured	07P	Night	Dry			ANGLE	ES	SS	Other or Unknown
10.000	☐	08042024	Property	04P	Day	Wet			LFTRN	NL	NS	Fail to yield right-of-way
10.000	☐	11072024	Property	11A	Day	Dry			OTHER	Su	NS	Other or Unknown
10.000	☐	11282024	Property	12A	Night	Dry			ANGLE	SS	EL	Other or Unknown
10.020	☐	04262023	Property	11A	Night	Wet			SDSWP	SS	SS	Fail to give full attention
10.020	☐	04022024	2 Injured	09A	Day	Wet			SDSWP	SS	SS	Fail to keep right of center
MU3151												
0.550	☐	04152022	Property	12P	Day	Dry			SDSWP	ES	ES	Fail to yield right-of-way
0.550	☐	06292024	Property	10P	Night	Dry		10	FXOBJ	ES	--	Other or Unknown
0.550	☐	07172024	Property	03P	Day	Dry			RREND	EL	ES	Other or Unknown
MU5												
0.000	☐	03062024	1 Injured	12P	Day	Dry			PED	WS	--	Other or Unknown

Fixed Object: 01 = Bridge 02 = Building 03 = Culvert/Ditch 04 = Curb 05 = Guardrail/Barrier 06 = Embankment 07 = Fence
08 = Light Pole 09 = Sign Post 10 = Other Pole 11 = Tree/Shrubbery 12 = Construction Barrier 13 = Crash Attenuator

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety
Traffic Development & Support Division
Crash Analysis Safety Team

Location: MD 355 (Hungerford Dr) @ A St & N. Washington St
County: MONTGOMERY
Study Period: 01/01/2022 to 12/31/2024
Analyst: Matthew Jagg Date: 10/14/2025



DATE-SEVERITY-TIME-SURFECE
NIGHT
ALCOHOL
DRUGS

SEVERITY
F - Fatalities
I - Injured
P - Property Damage Only

SURFACE
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 – Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
99 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknife

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
? - Unknown

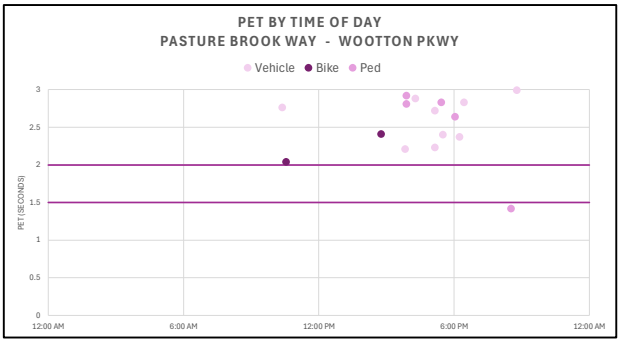
template 12-14-23

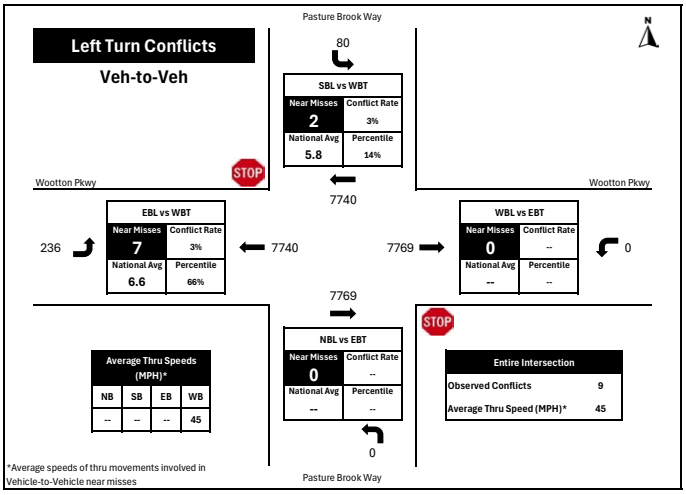
U - TURN
BACKING
OVERTURN
Parked Vehicle
P Pedestrian

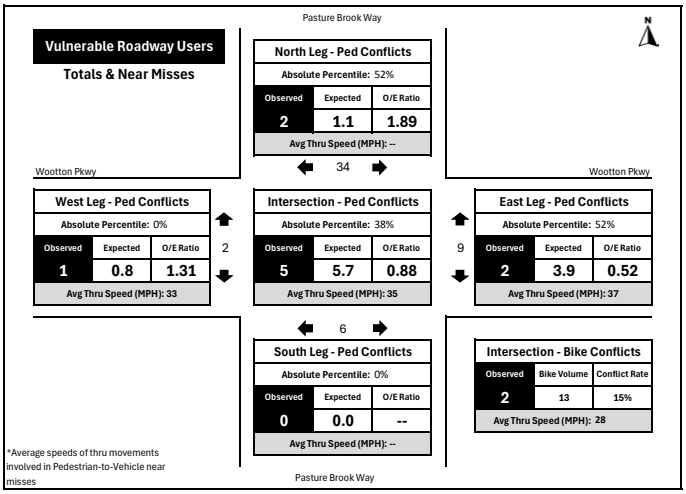
Site Code(s):	01
Site Name:	Pasture Brook Way - Wootton Pkwy
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	16
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	0	0	0	**0**
2.0 - 3.0s	9	4	2	**15**
Total	**9**	**5**	**2**	**16**

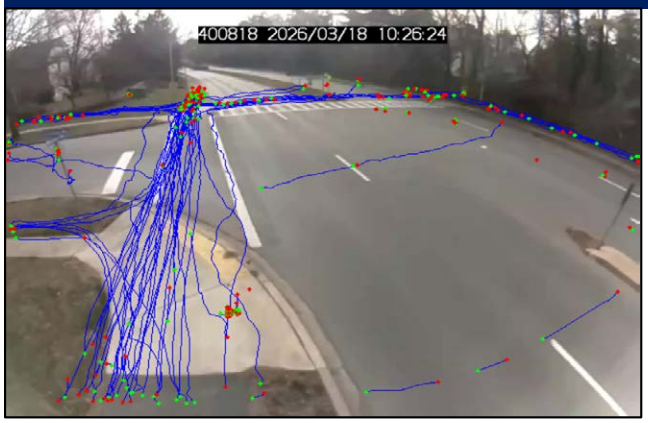
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
EB Left	WB Thru	7
NL Ped	WB Right	2
SB Left	WB Thru	2







Pedestrian Paths



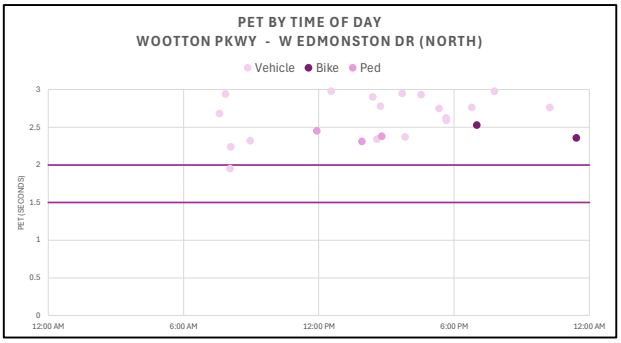
Bicycle Paths

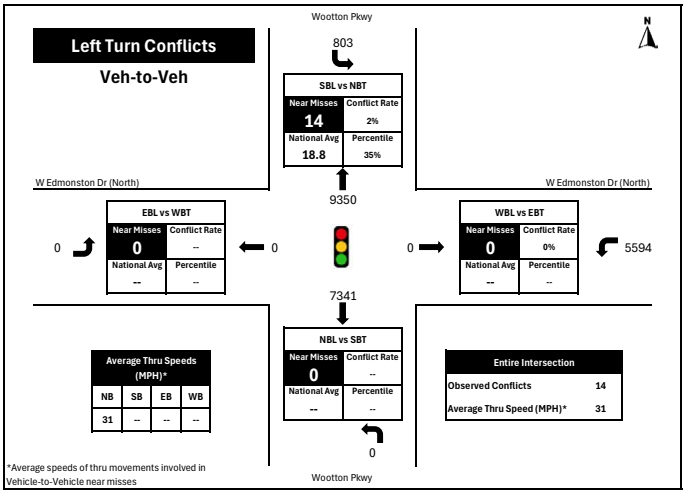


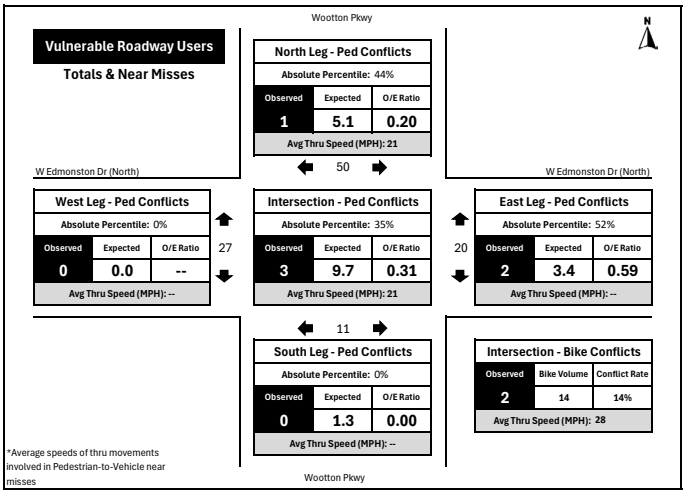
Site Code(s):	02
Site Name:	Wootton Pkwy - W Edmonston Dr (North)
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	23
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	1	0	0	**1**
2.0 - 3.0s	17	3	2	**22**
Total	**18**	**3**	**2**	**23**

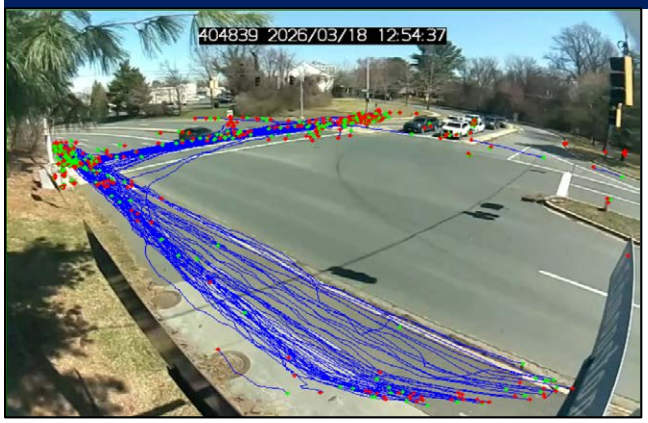
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	14
WB Left	NB Thru	4
NL Ped	NB Thru	1



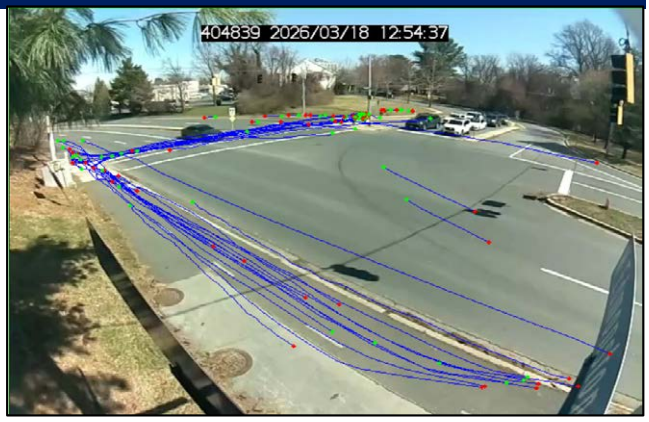




Pedestrian Paths



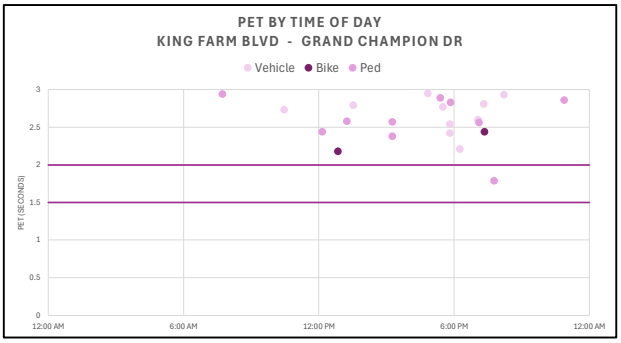
Bicycle Paths

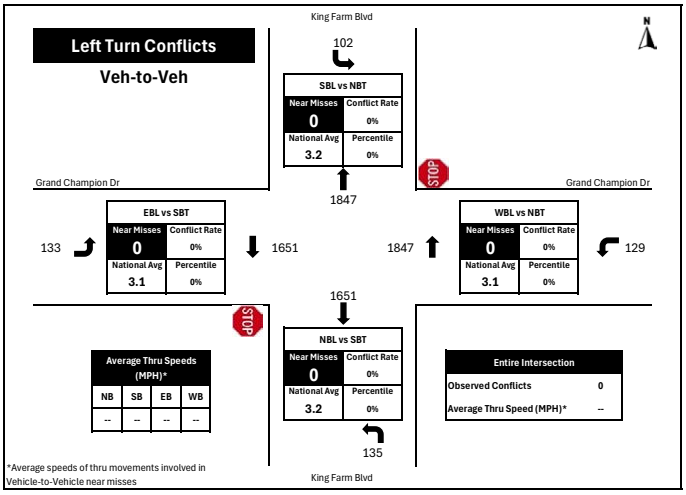


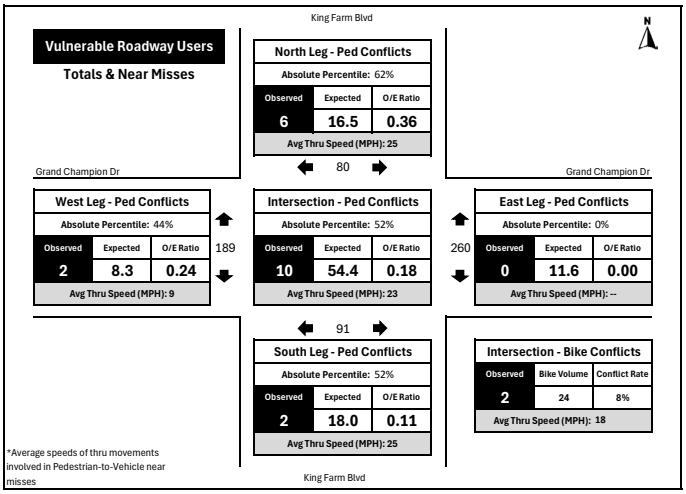
Site Code(s):	03
Site Name:	King Farm Blvd - Grand Champion Dr
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	22
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	0	1	0	**1**
2.0 - 3.0s	10	9	2	**21**
Total	**10**	**10**	**2**	**22**

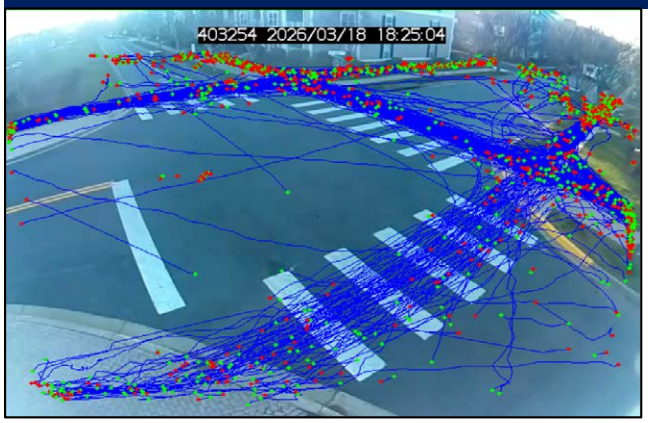
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Thru	NL Ped	5
WB Thru	NB Thru	4
EB Thru	NB Thru	3







Pedestrian Paths



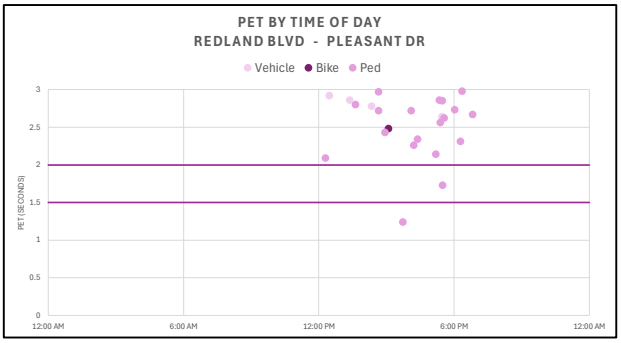
Bicycle Paths

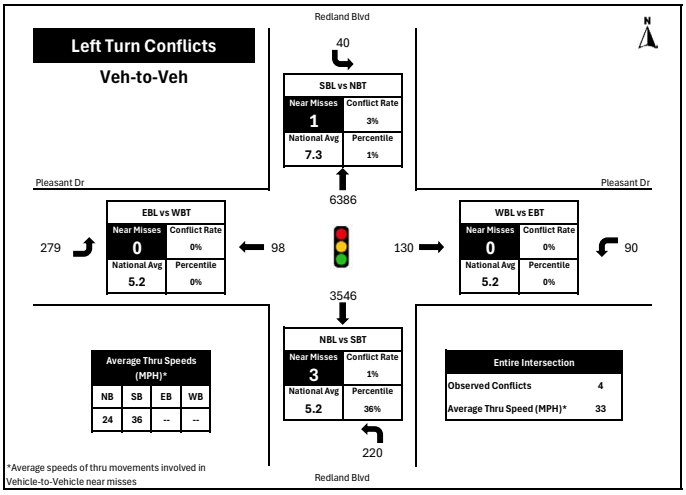


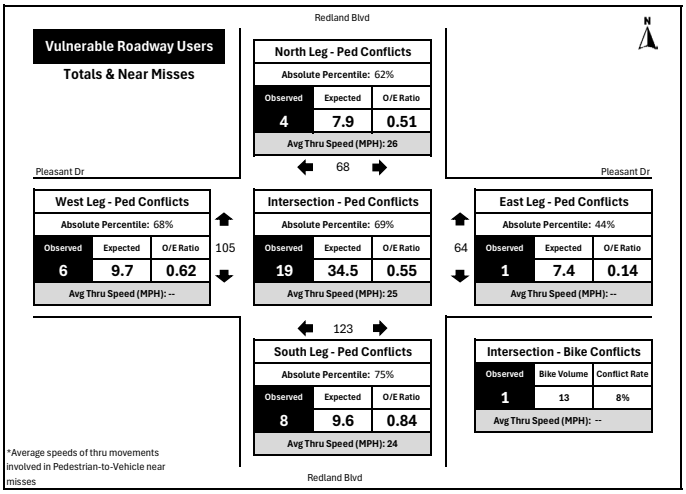
Site Code(s):	04
Site Name:	Redland Blvd - Pleasant Dr
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	24
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	0	1	0	**1**
2.0 - 3.0s	4	17	1	**22**
Total	**4**	**19**	**1**	**24**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WL Ped	SB Right	4
NB Thru	SL Ped	4
NB Left	SB Thru	3







Pedestrian Paths



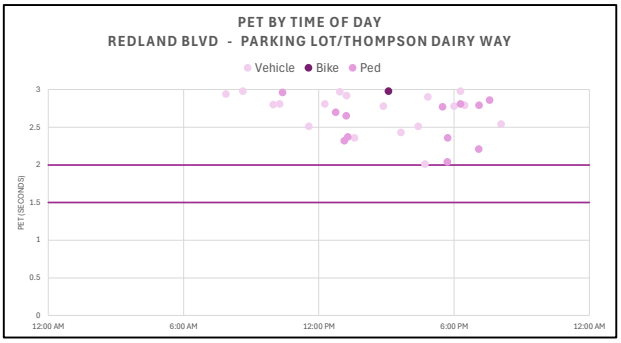
Bicycle Paths

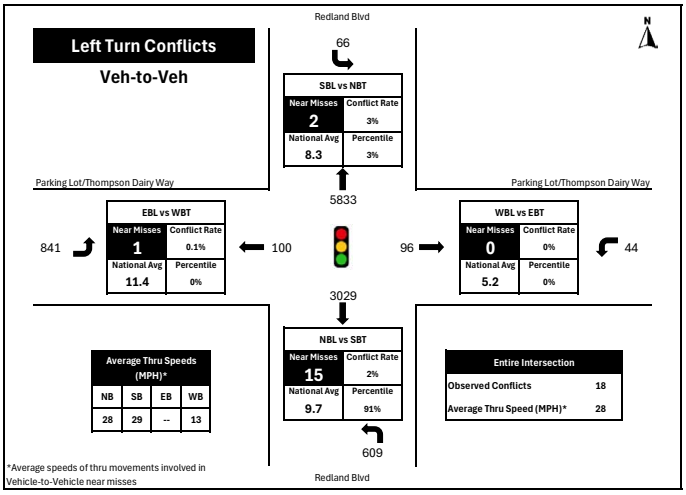


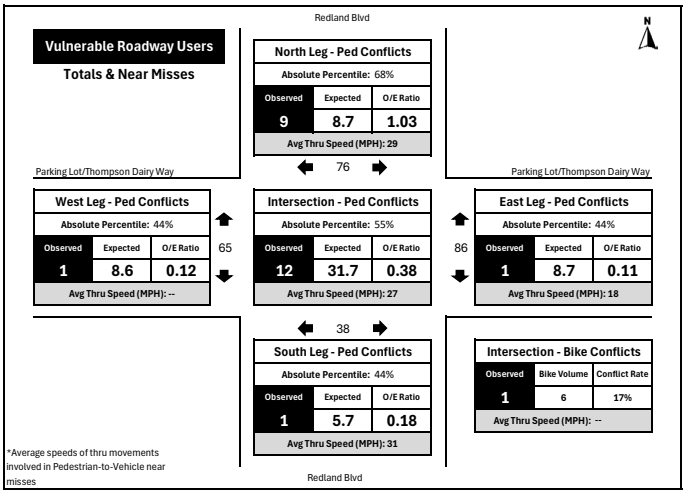
Site Code(s):	05
Site Name:	Redland Blvd - Parking Lot/Thompson Dairy Way
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	31
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	0	0	0	**0**
2.0 - 3.0s	18	12	1	**31**
Total	**18**	**12**	**1**	**31**

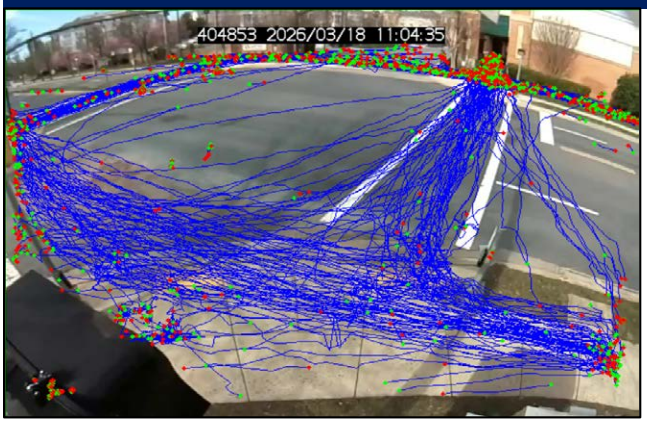
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	15
NL Ped	EB Left	3
NB Thru	NL Ped	3







Pedestrian Paths



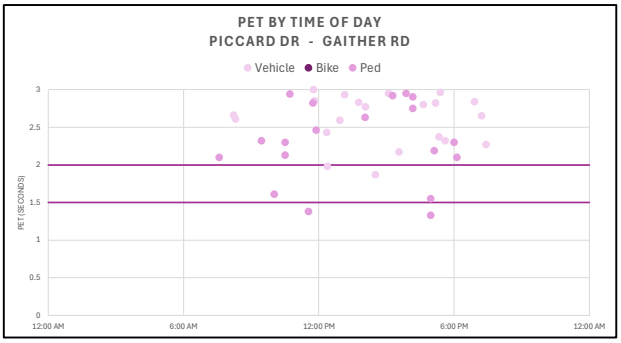
Bicycle Paths

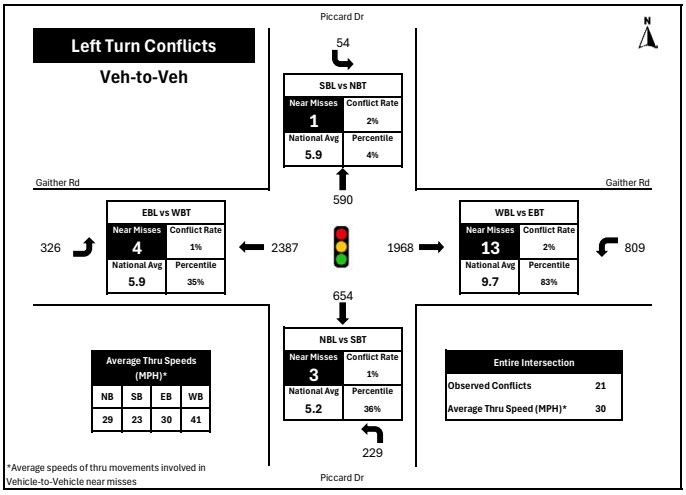


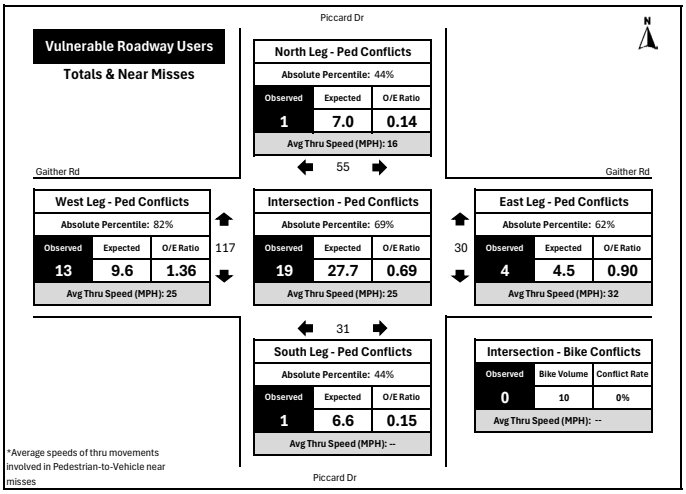
Site Code(s):	06
Site Name:	Piccard Dr - Gaither Rd
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	40
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	2	0	**2**
1.5 - 2.0s	2	2	0	**4**
2.0 - 3.0s	19	15	0	**34**
Total	**21**	**19**	**0**	**40**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Left	EB Thru	13
WB Thru	WL Ped	5
EB Left	WB Thru	4



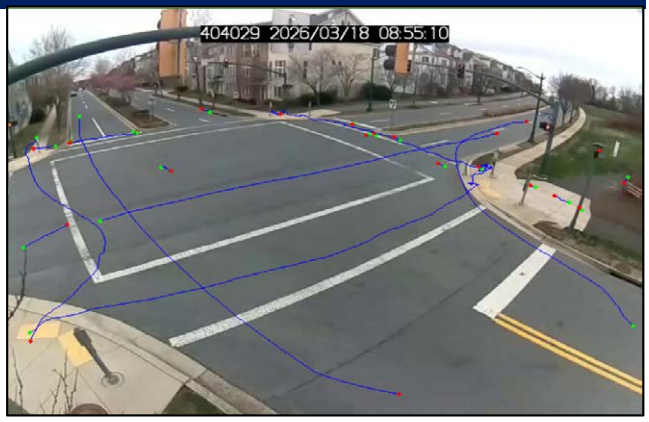




Pedestrian Paths



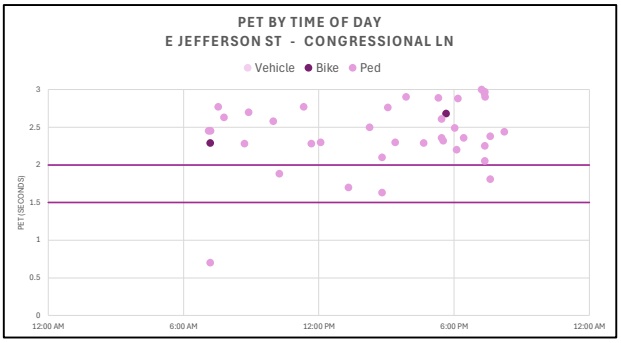
Bicycle Paths

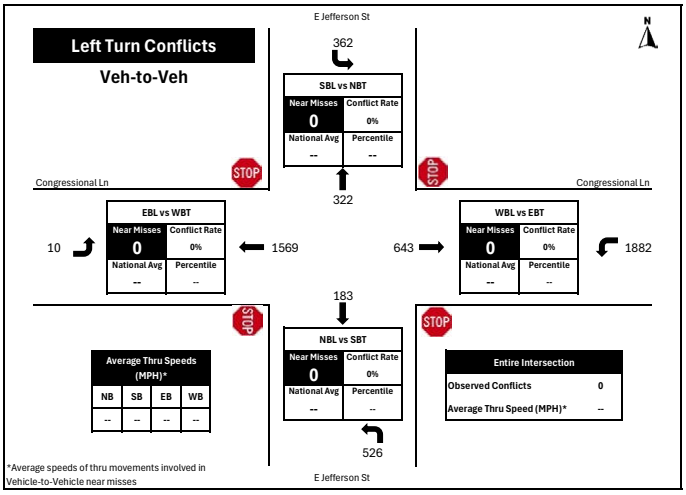


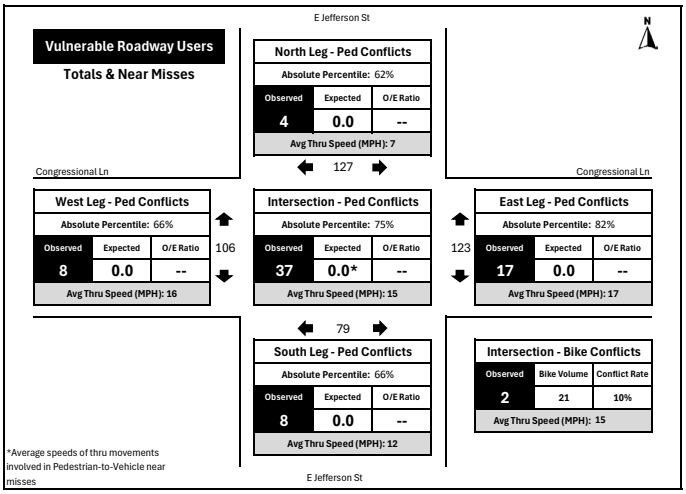
Site Code(s):	07
Site Name:	E Jefferson St - Congressional Ln
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	39
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	0	4	0	**4**
2.0 - 3.0s	0	32	2	**34**
Total	**0**	**37**	**2**	**39**

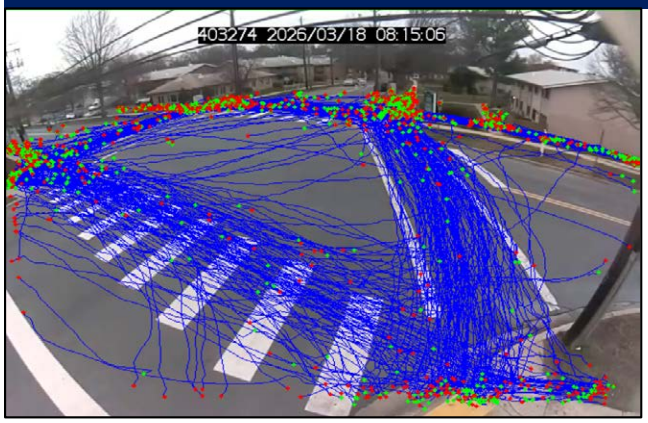
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Thru	WL Ped	5
EL Ped	NB Right	4
WB Thru	EL Ped	3



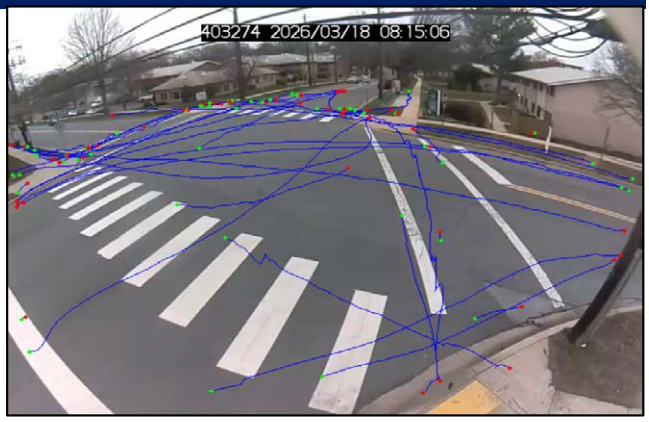




Pedestrian Paths



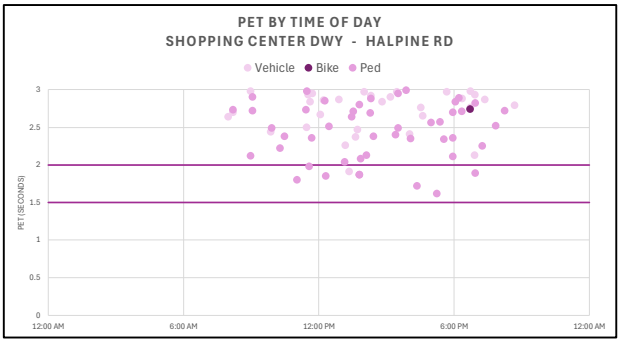
Bicycle Paths

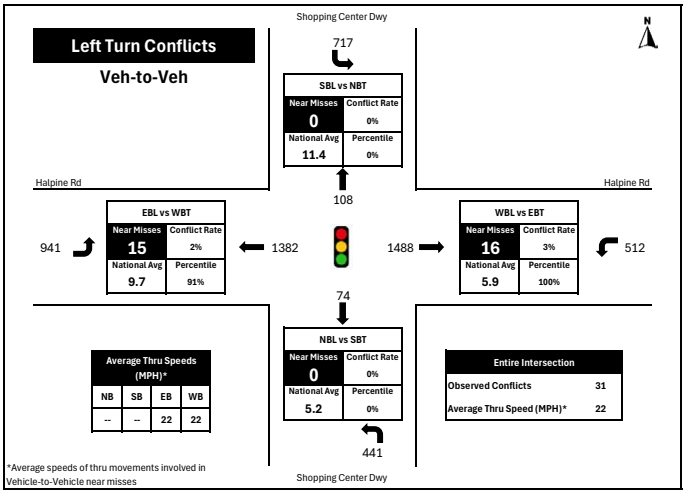


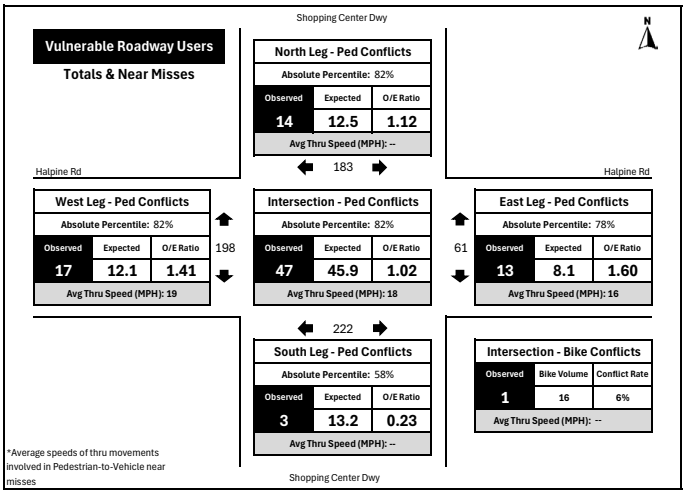
Site Code(s):	08
Site Name:	Shopping Center Dwy - Halpine Rd
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	79
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	1	8	0	**9**
2.0 - 3.0s	30	39	1	**70**
Total	**31**	**47**	**1**	**79**

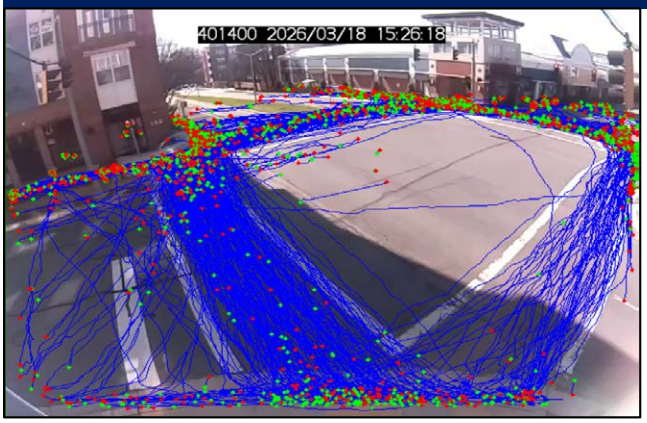
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Left	EB Thru	16
EB Left	WB Thru	15
EL Ped	SB Left	6



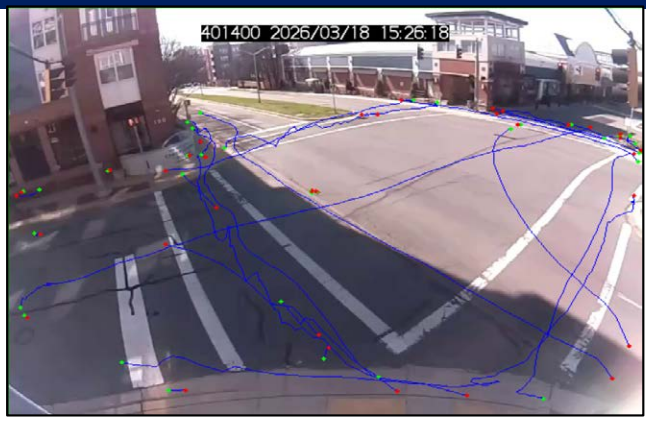




Pedestrian Paths



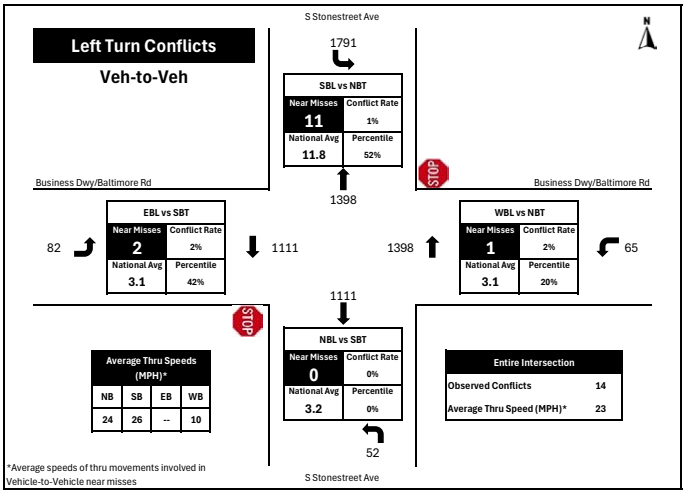
Bicycle Paths

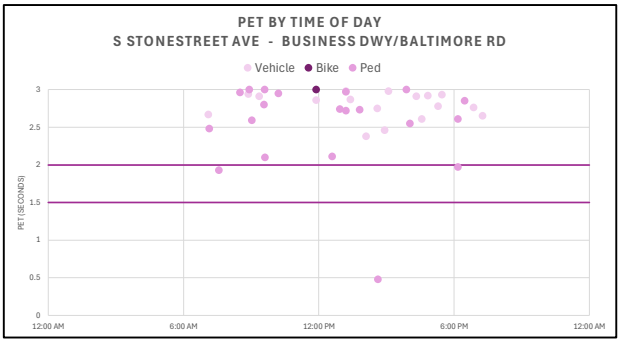


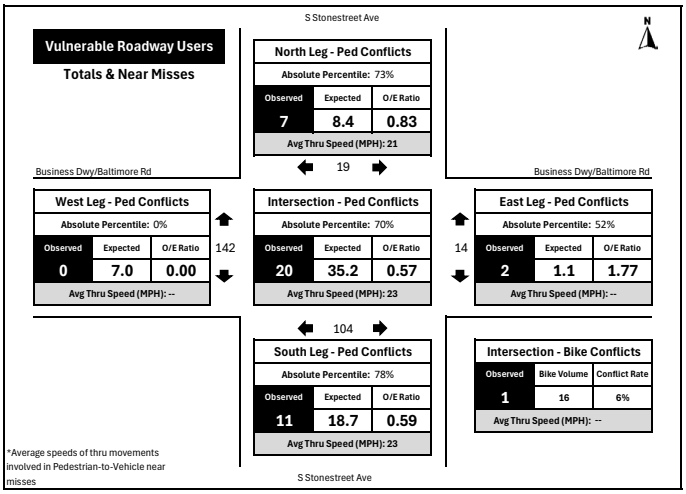
Site Code(s):	09
Site Name:	S Stonestreet Ave - Business Dwy/Baltimore Rd
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	38
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	0	2	0	**2**
2.0 - 3.0s	17	17	1	**35**
Total	**17**	**20**	**1**	**38**

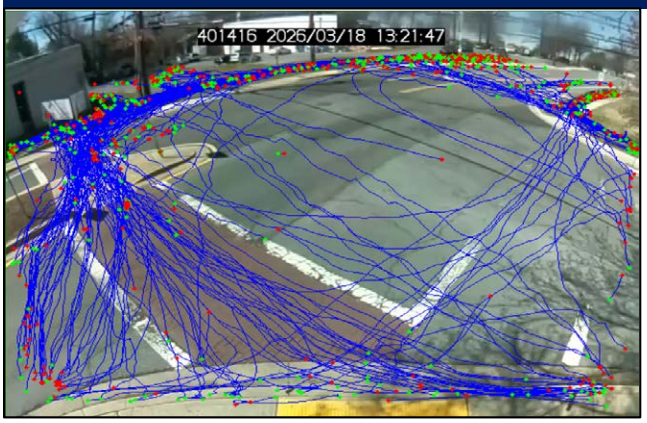
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	11
WB Right	NL Ped	3
SB Thru	SL Ped	3







Pedestrian Paths



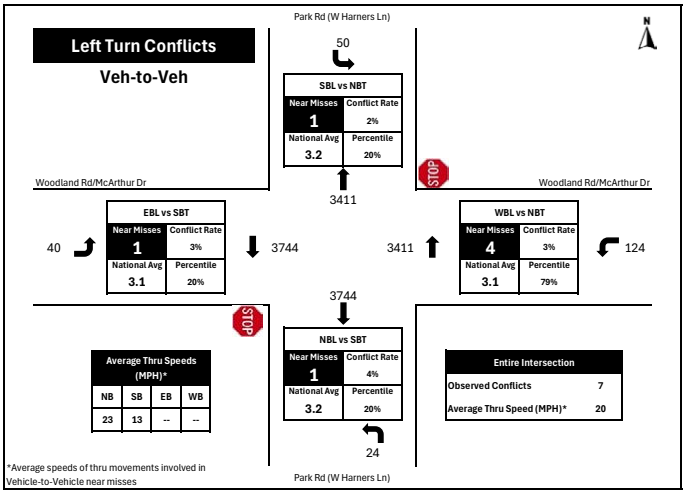
Bicycle Paths

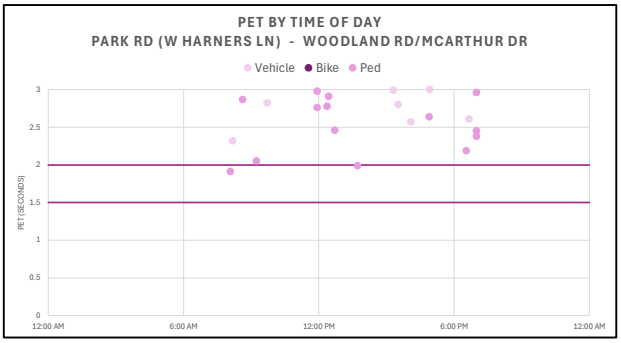


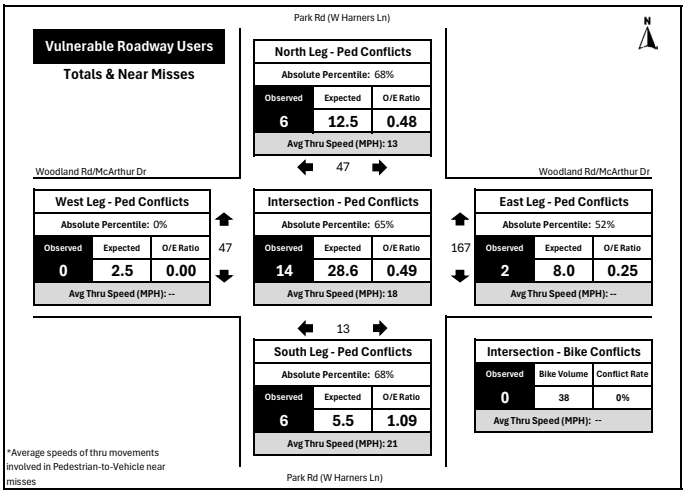
Site Code(s):	10
Site Name:	Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr
Date(s):	3/18/2026
Times:	00:00 - 00:00
Total Conflicts:	21
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	0	2	0	**2**
2.0 - 3.0s	7	12	0	**19**
Total	**7**	**14**	**0**	**21**

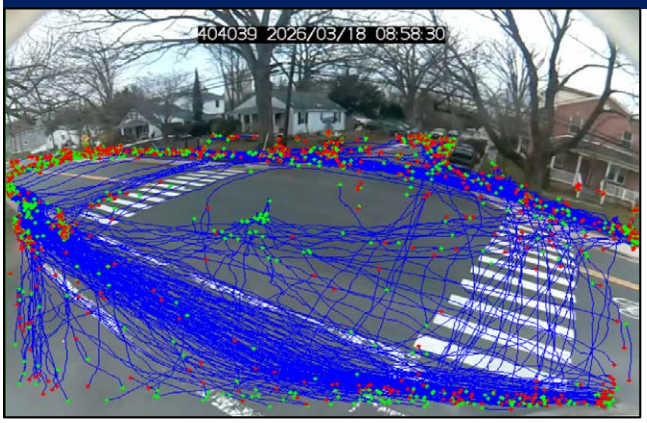
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Left	NB Thru	4
SB Thru	SL Ped	4
SB Thru	NL Ped	3



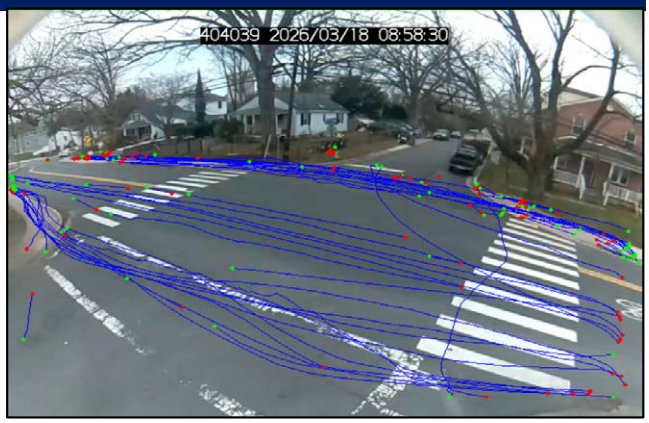




Pedestrian Paths



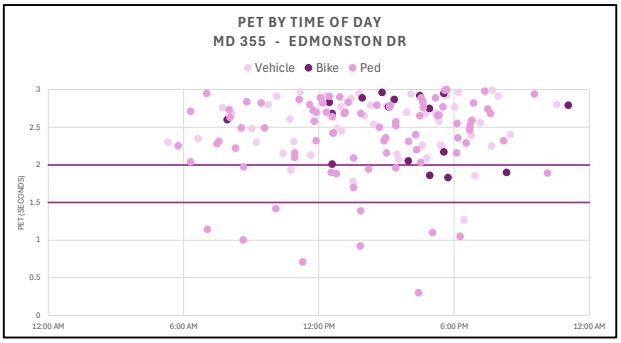
Bicycle Paths

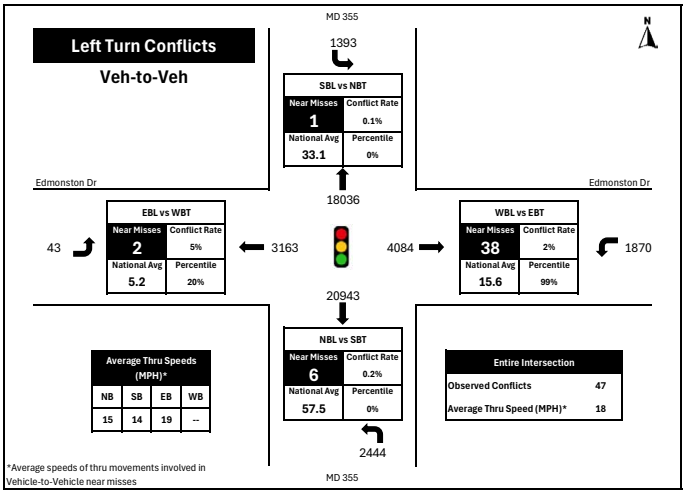


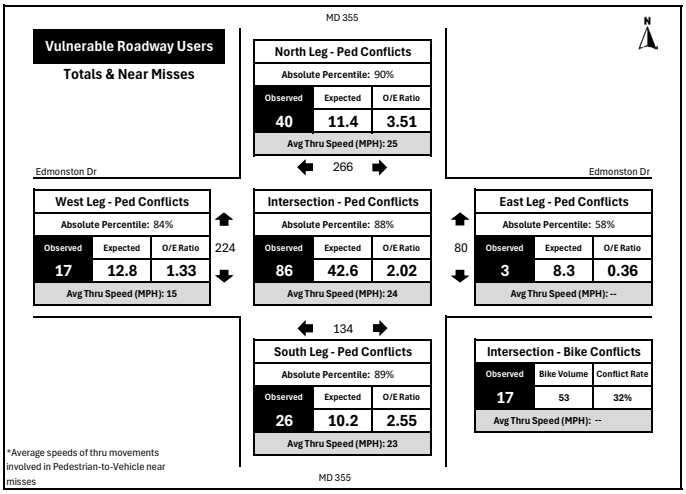
Site Code(s):	11
Site Name:	MD 355 - Edmonston Dr
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	153
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	9	0	**10**
1.5 - 2.0s	3	7	3	**13**
2.0 - 3.0s	46	70	14	**130**
Total	**50**	**86**	**17**	**153**

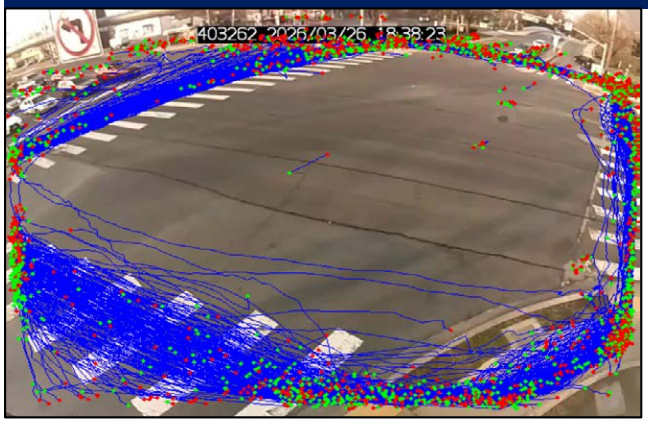
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Left	EB Thru	38
NL Ped	WB Right	23
SL Ped	EB Right	17







Pedestrian Paths



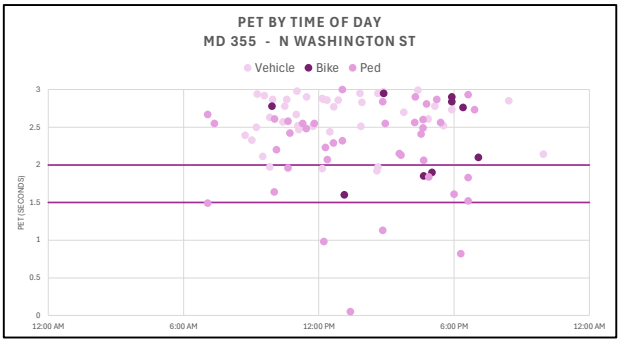
Bicycle Paths

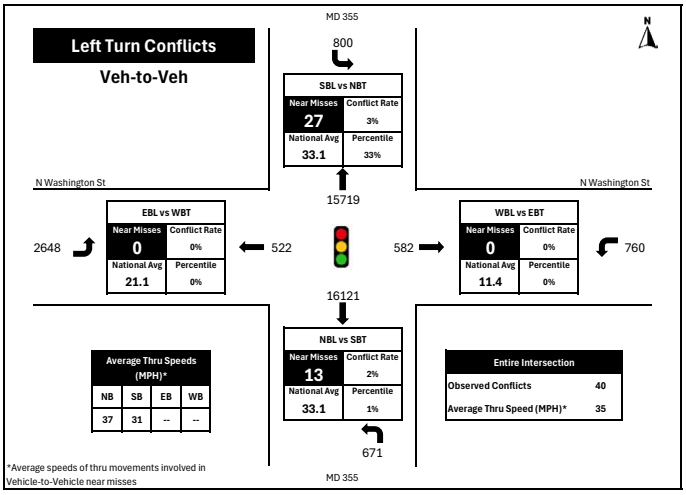


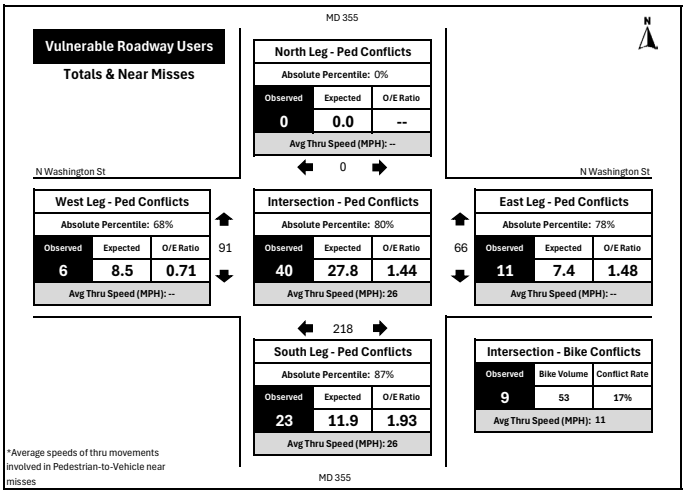
Site Code(s):	12
Site Name:	MD 355 - N Washington St
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	89
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	5	0	**5**
1.5 - 2.0s	4	6	3	**13**
2.0 - 3.0s	36	29	6	**71**
Total	**40**	**40**	**9**	**89**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	27
NB Left	SB Thru	13
SL Ped	EB Right	11



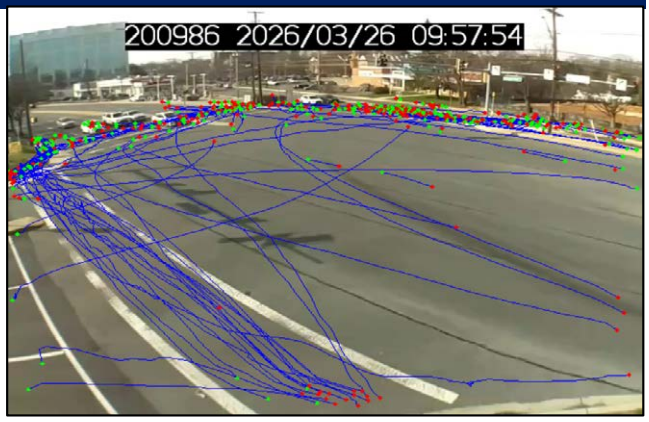




Pedestrian Paths



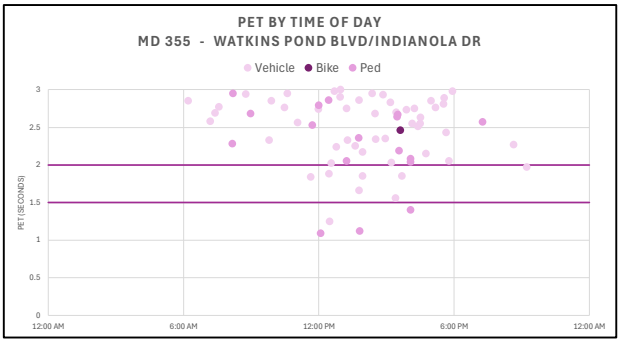
Bicycle Paths

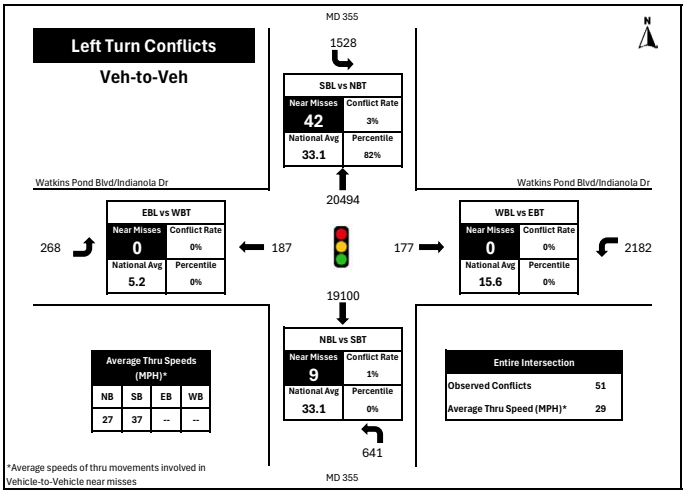


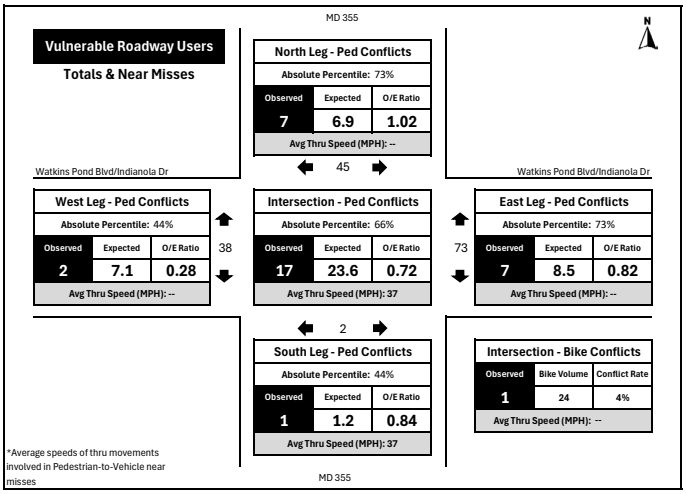
Site Code(s):	13
Site Name:	MD 355 - Watkins Pond Blvd/Indianola Dr
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	70
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	3	0	**4**
1.5 - 2.0s	7	0	0	**7**
2.0 - 3.0s	44	14	1	**59**
Total	**52**	**17**	**1**	**70**

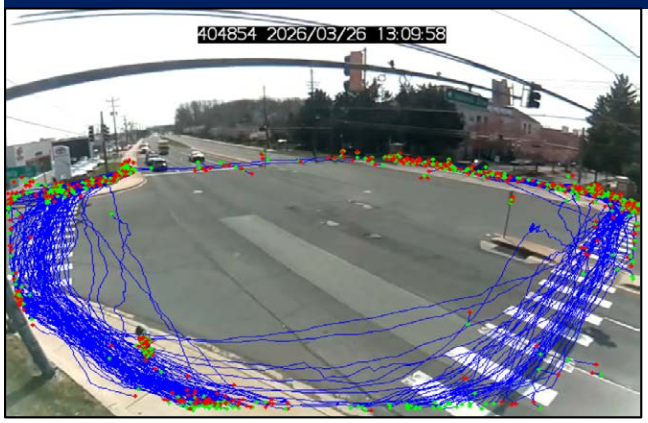
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	42
NB Left	SB Thru	9
WB Right	NL Ped	4



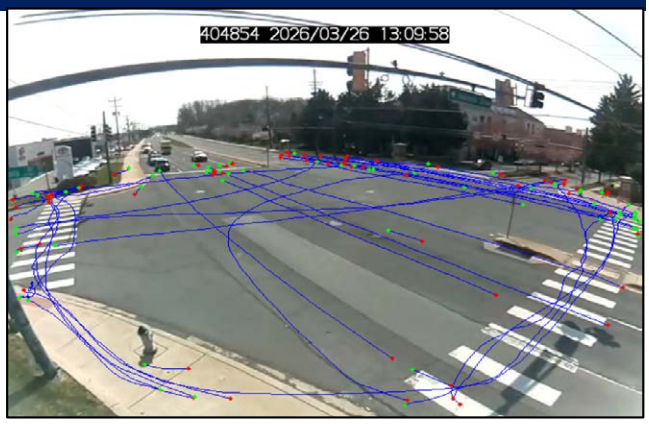




Pedestrian Paths



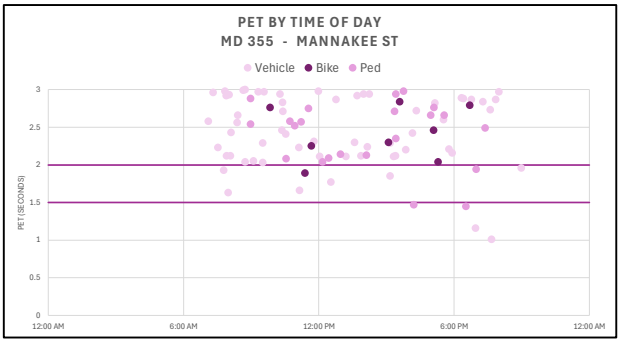
Bicycle Paths

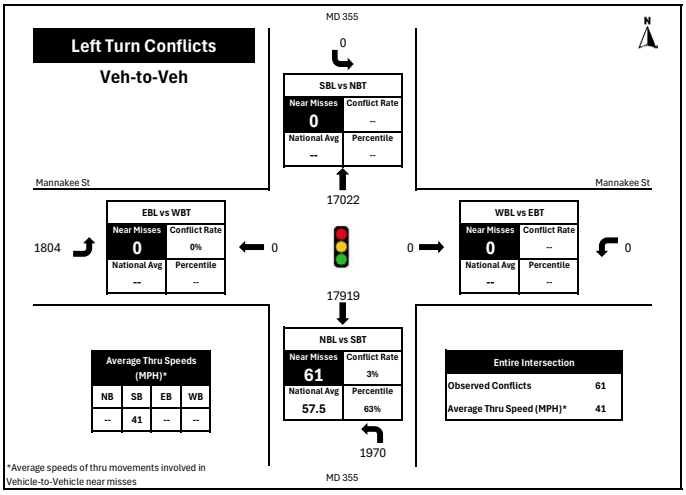


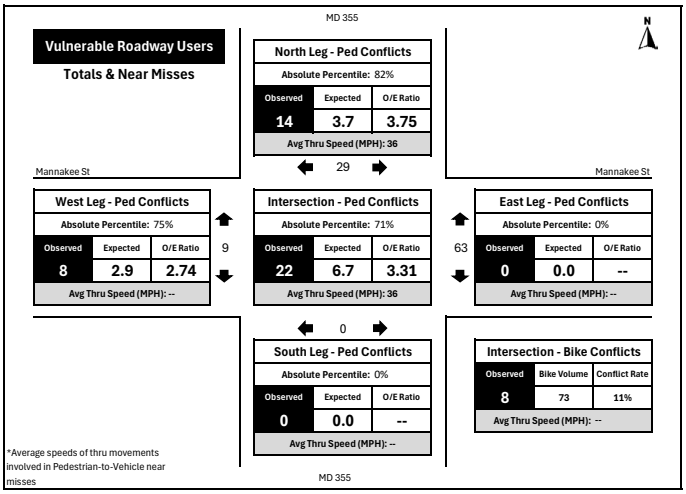
Site Code(s):	14
Site Name:	MD 355 - Mannakee St
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	91
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	2	2	0	**4**
1.5 - 2.0s	6	1	1	**8**
2.0 - 3.0s	53	19	7	**79**
Total	**61**	**22**	**8**	**91**

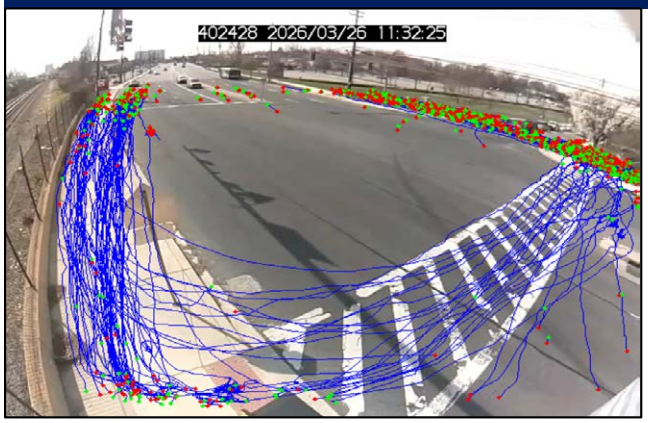
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	61
EB Left	NL Ped	4
NB Left	WL Ped	4



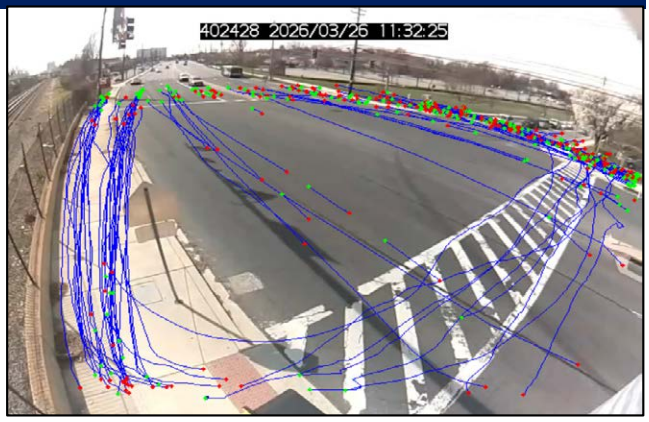




Pedestrian Paths



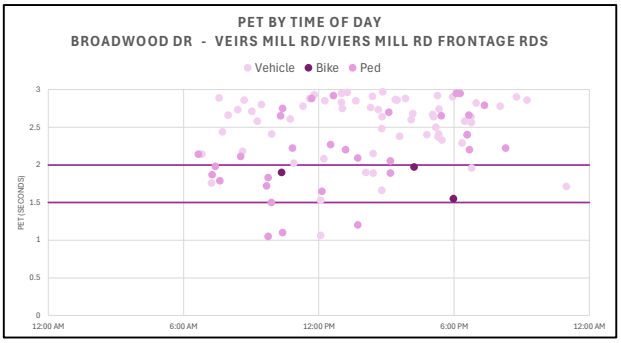
Bicycle Paths

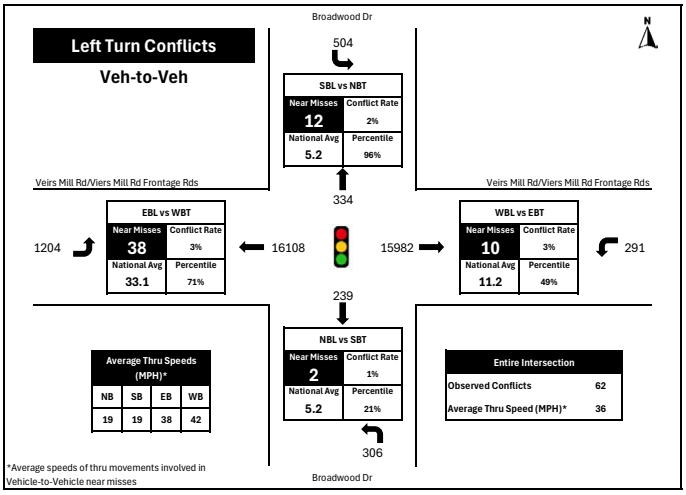


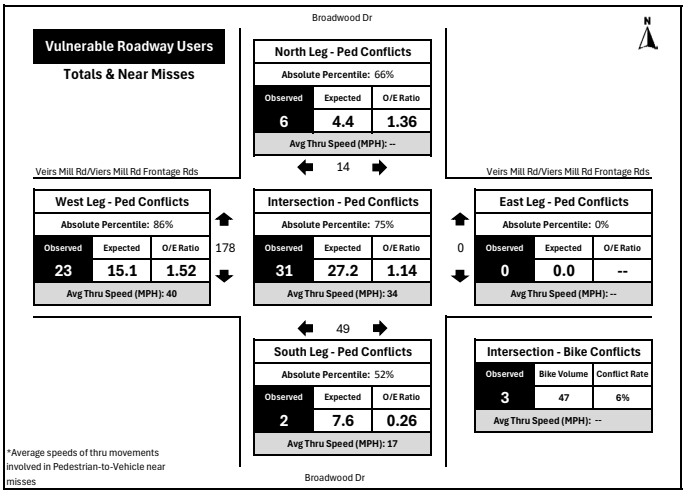
Site Code(s):	15
Site Name:	Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	97
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	4	0	**5**
1.5 - 2.0s	7	7	3	**17**
2.0 - 3.0s	55	20	0	**75**
Total	**63**	**31**	**3**	**97**

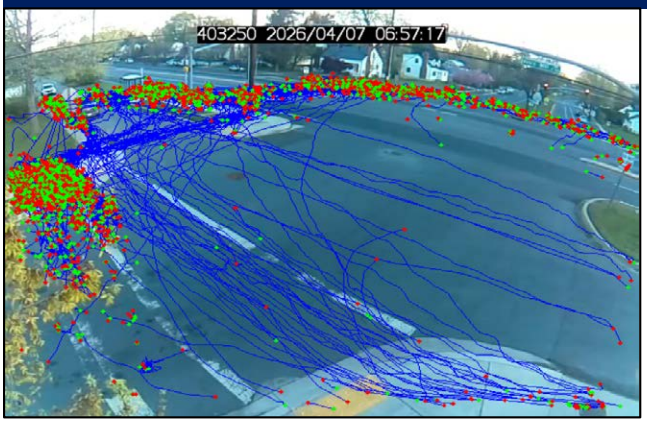
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
EB Left	WB Thru	38
SB Left	NB Thru	12
WB Left	EB Thru	10







Pedestrian Paths



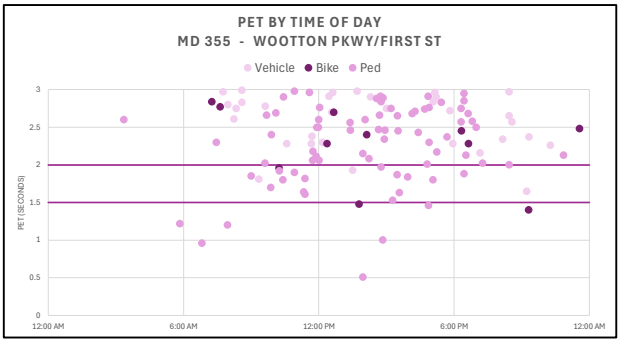
Bicycle Paths

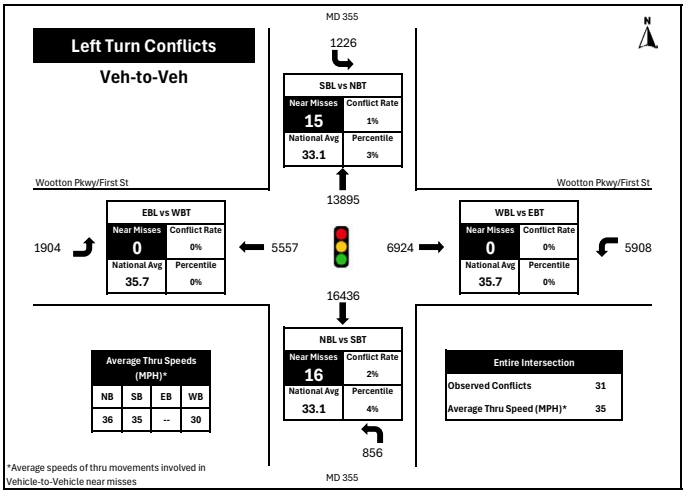


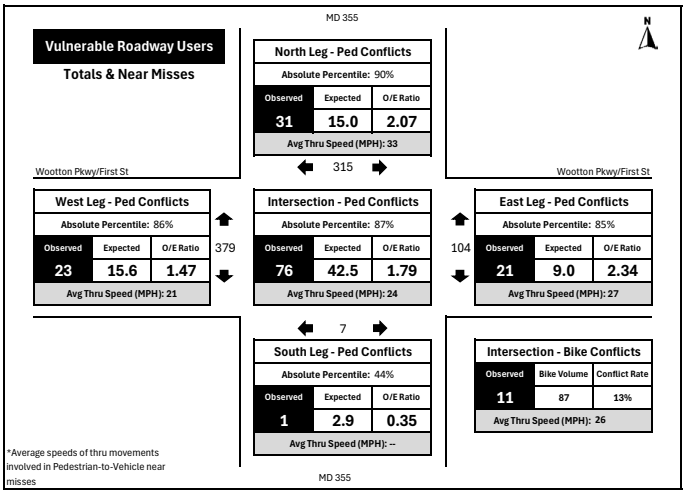
Site Code(s):	16
Site Name:	MD 355 - Wootton Pkwy/First St
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	119
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	6	2	**8**
1.5 - 2.0s	3	16	1	**20**
2.0 - 3.0s	29	54	8	**91**
Total	**32**	**76**	**11**	**119**

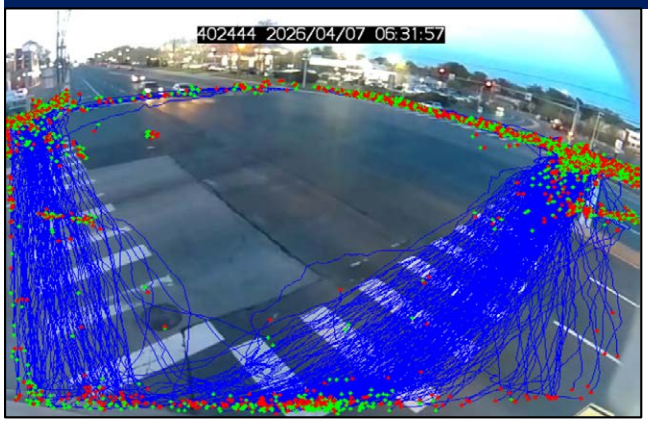
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NL Ped	WB Right	19
NB Left	SB Thru	16
SB Left	NB Thru	15







Pedestrian Paths



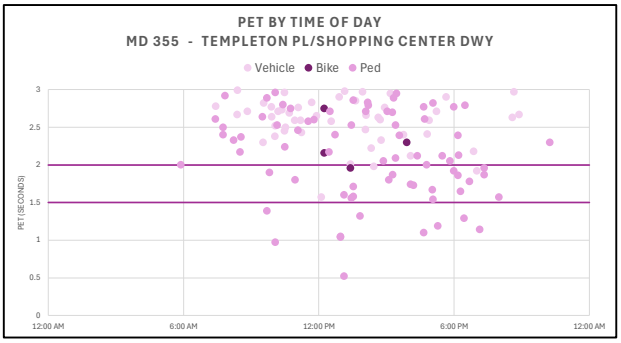
Bicycle Paths

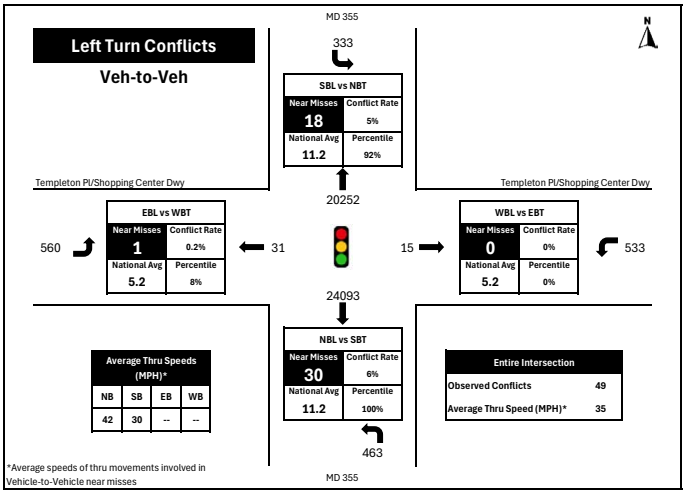


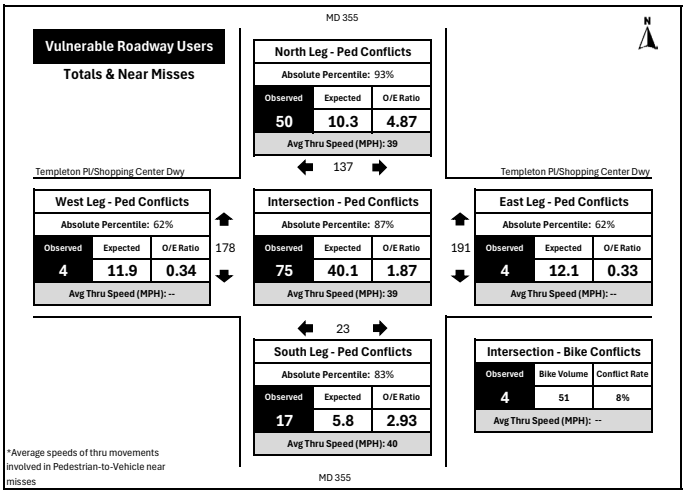
Site Code(s):	17
Site Name:	MD 355 - Templeton Pl/Shopping Center Dwy
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	128
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	10	0	**10**
1.5 - 2.0s	3	21	1	**25**
2.0 - 3.0s	46	44	3	**93**
Total	**49**	**75**	**4**	**128**

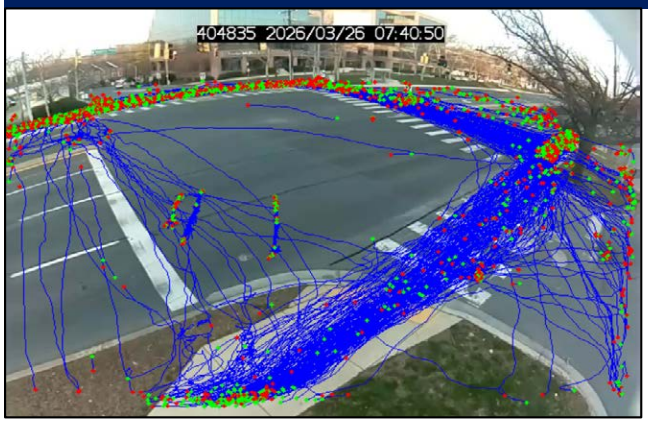
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	30
NL Ped	EB Left	27
SB Left	NB Thru	18



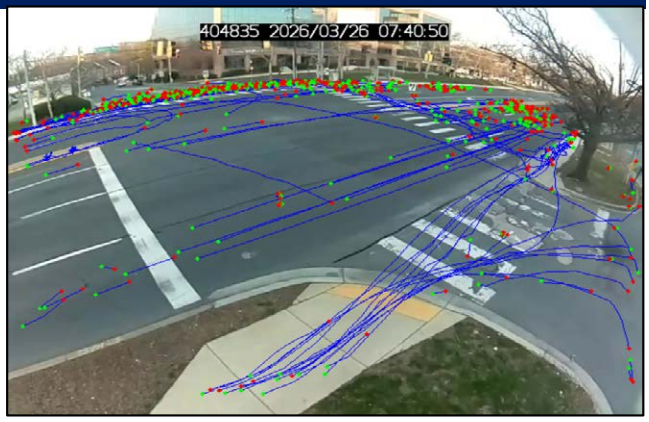




Pedestrian Paths



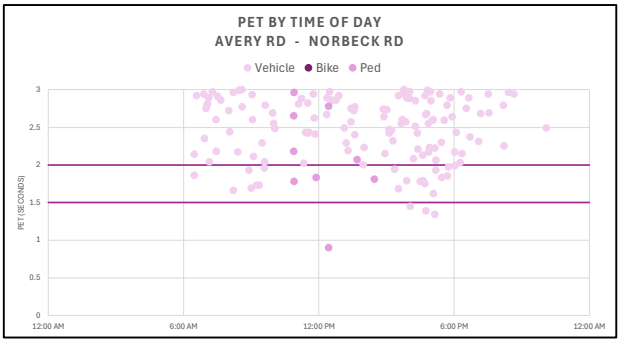
Bicycle Paths

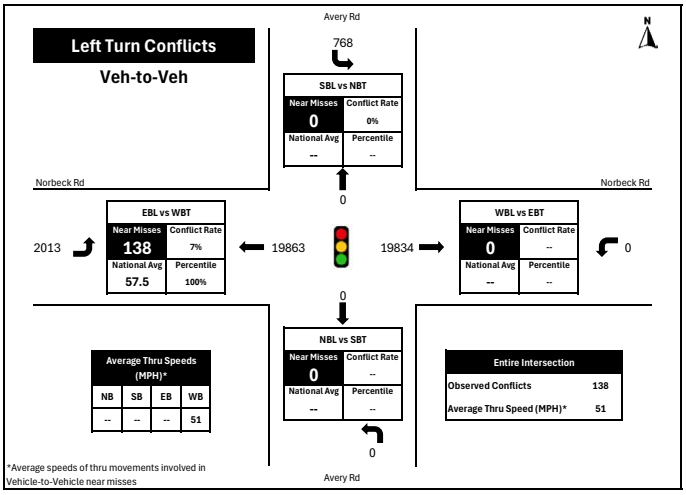


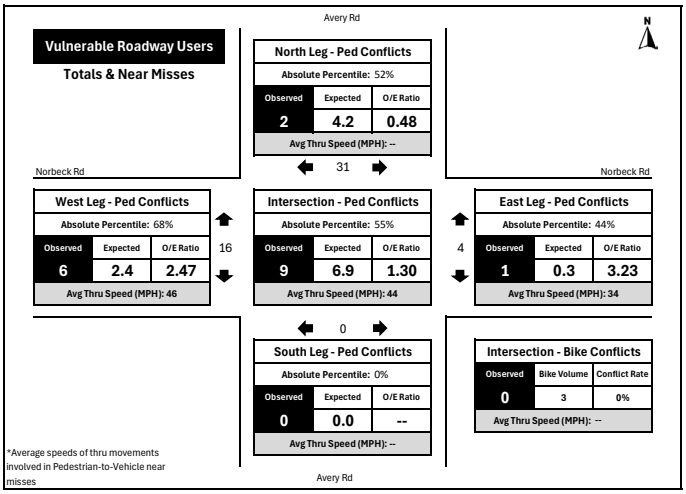
Site Code(s):	18
Site Name:	Avery Rd - Norbeck Rd
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	147
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	3	1	0	**4**
1.5 - 2.0s	20	3	0	**23**
2.0 - 3.0s	115	5	0	**120**
Total	**138**	**9**	**0**	**147**

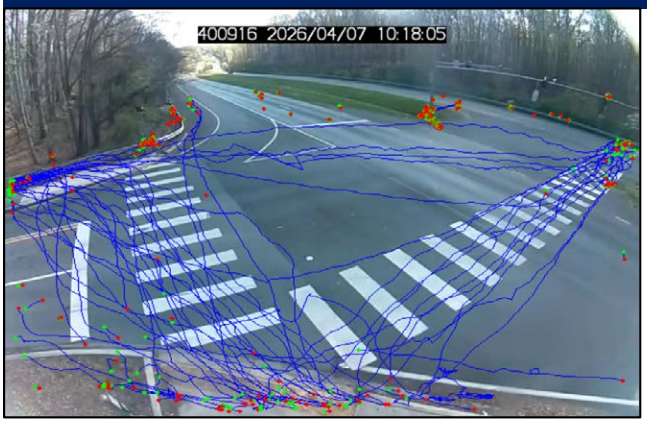
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
EB Left	WB Thru	138
EB Thru	WL Ped	2
WB Thru	WL Ped	2







Pedestrian Paths



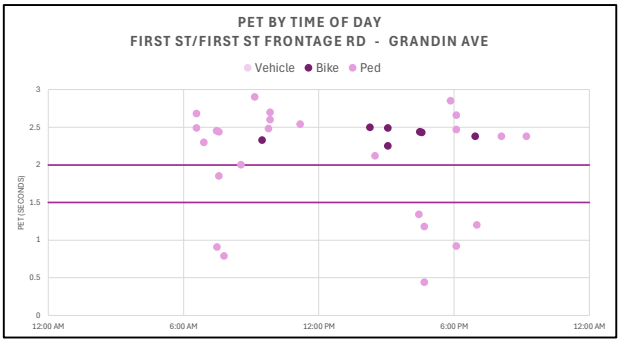
Bicycle Paths

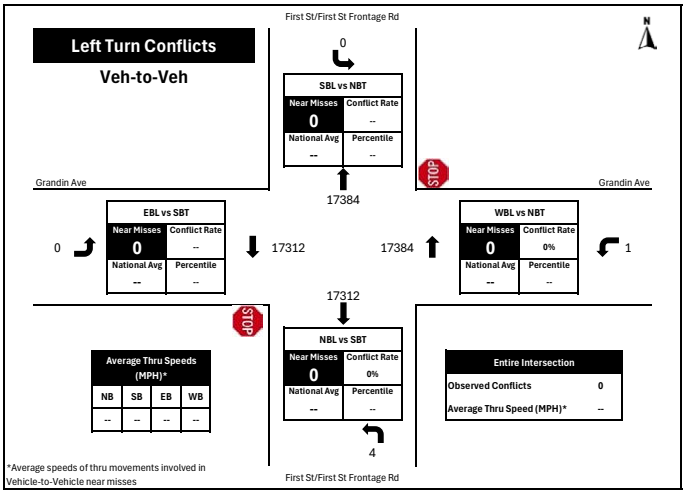


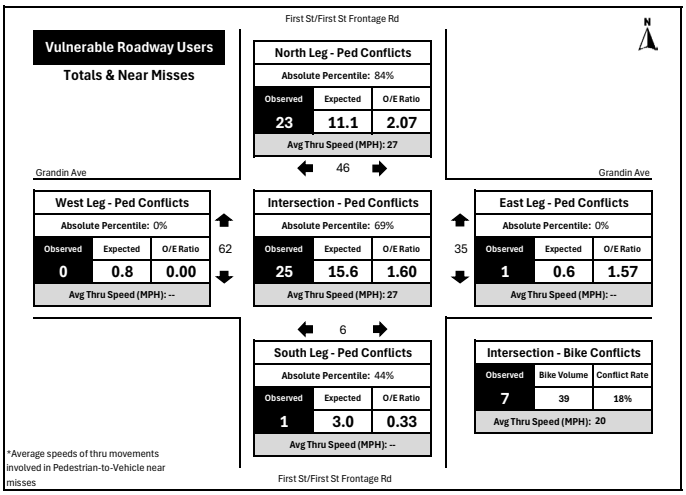
Site Code(s):	19
Site Name:	First St/First St Frontage Rd - Grandin Ave
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	32
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	7	0	**7**
1.5 - 2.0s	0	2	0	**2**
2.0 - 3.0s	0	16	7	**23**
Total	**0**	**25**	**7**	**32**

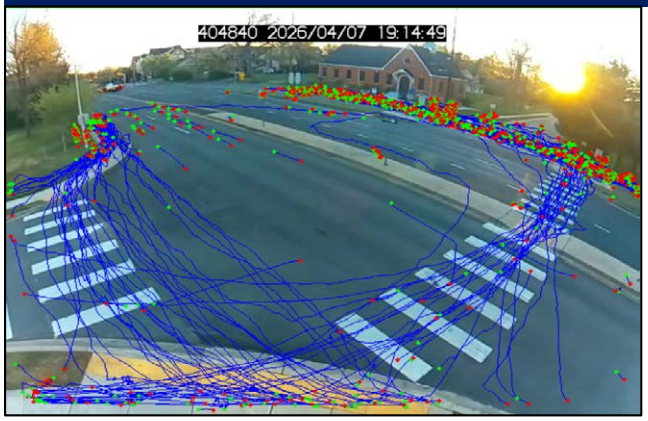
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Thru	NL Ped	11
SB Thru	NL Ped	7
NL Ped	SB Thru	3



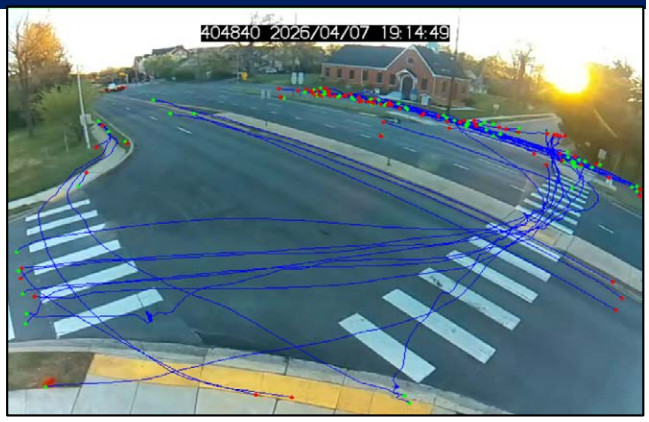




Pedestrian Paths



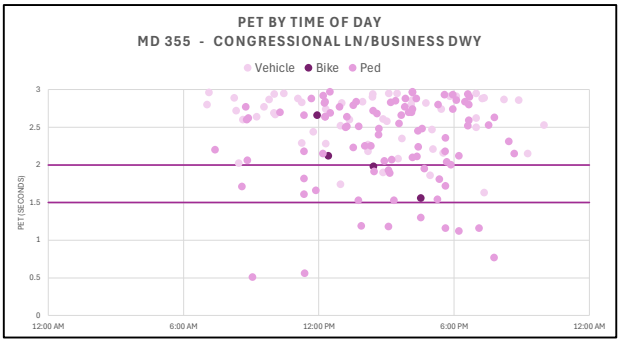
Bicycle Paths

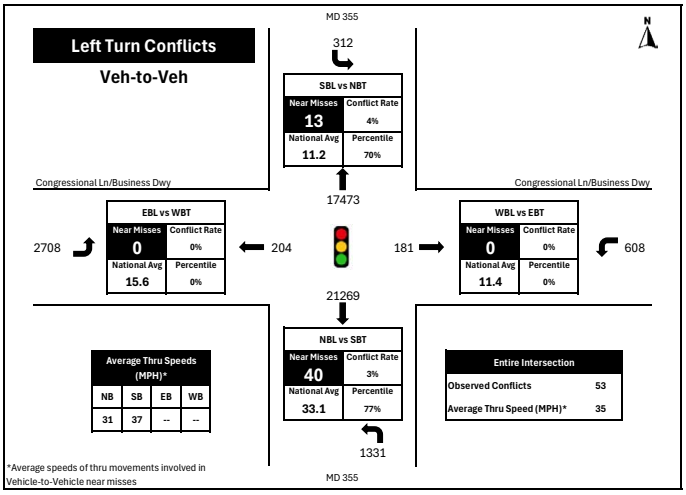


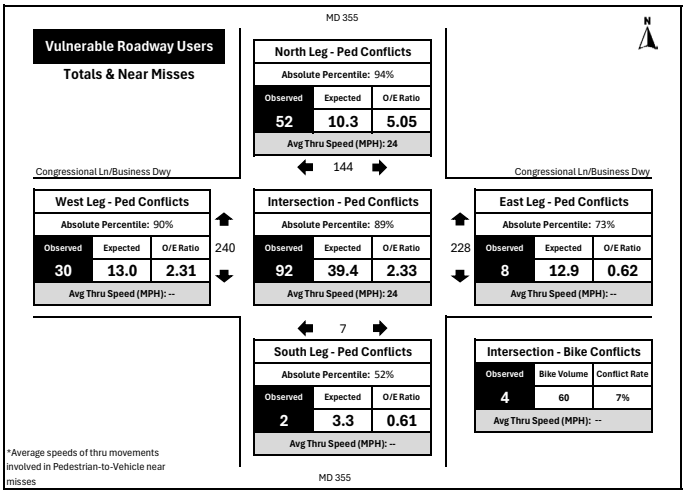
Site Code(s):	20
Site Name:	MD 355 - Congressional Ln/Business Dwy
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	151
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	9	0	**9**
1.5 - 2.0s	4	14	2	**20**
2.0 - 3.0s	51	69	2	**122**
Total	**55**	**92**	**4**	**151**

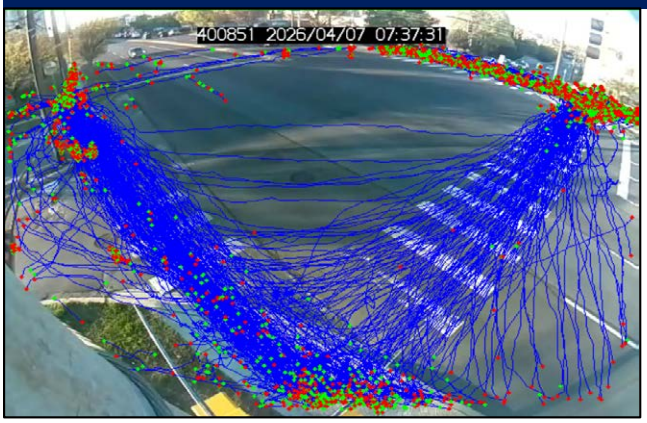
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	40
NL Ped	SB Right	21
SB Right	NL Ped	17







Pedestrian Paths



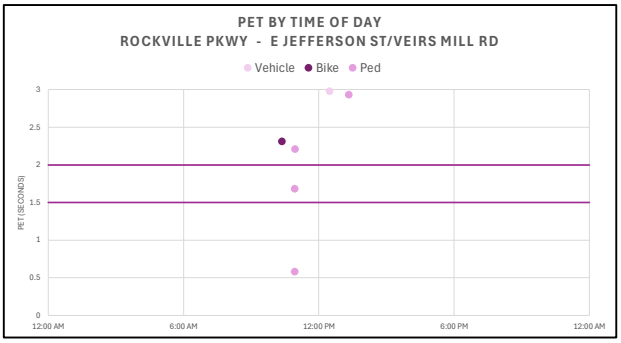
Bicycle Paths

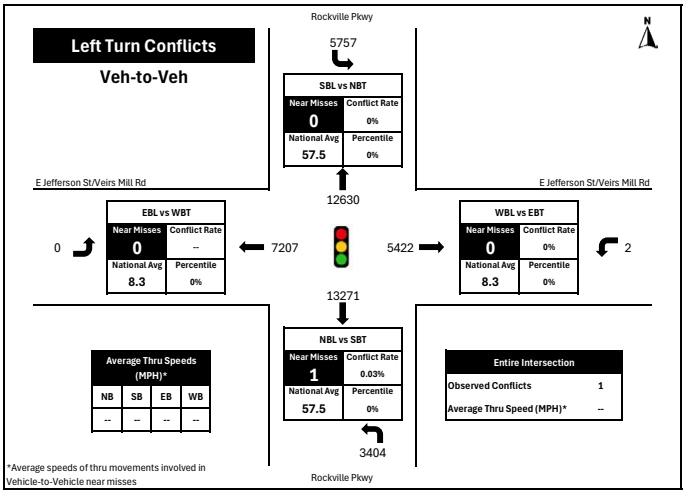


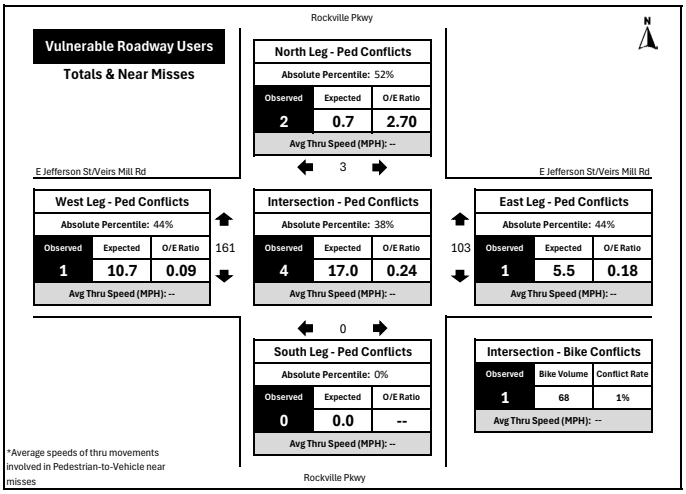
Site Code(s):	21
Site Name:	Rockville Pkwy - E Jefferson St/Veirs Mill Rd
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	6
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	0	1	0	**1**
2.0 - 3.0s	1	2	1	**4**
Total	**1**	**4**	**1**	**6**

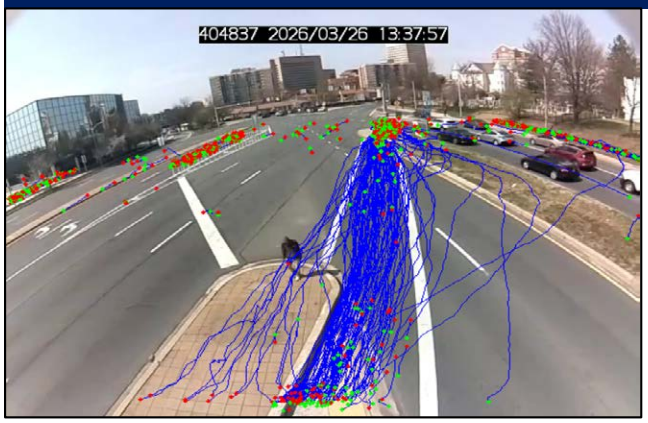
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NL Ped	SB Left	2
SB Left	EL Bicycle	1
WL Ped	EB Right	1







Pedestrian Paths



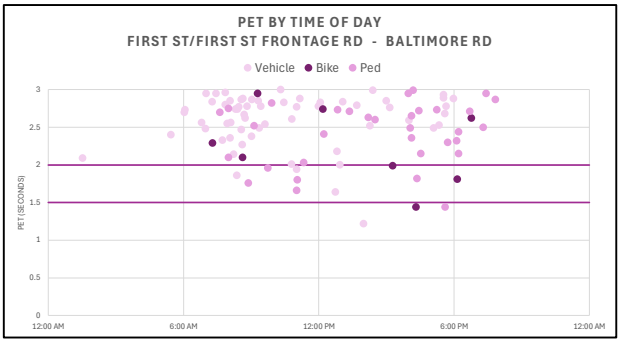
Bicycle Paths

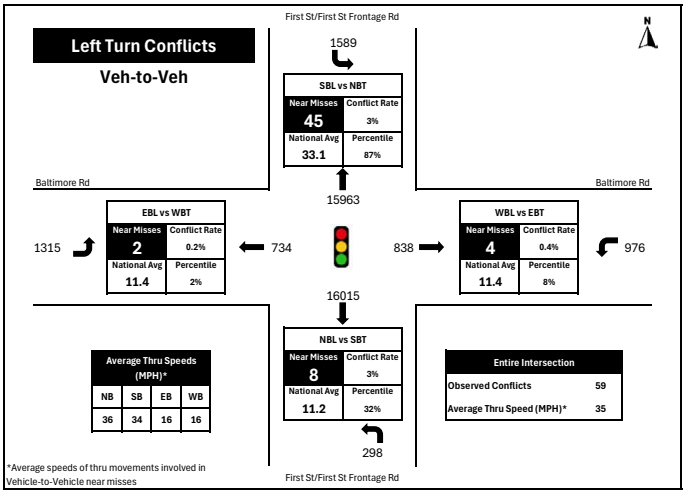


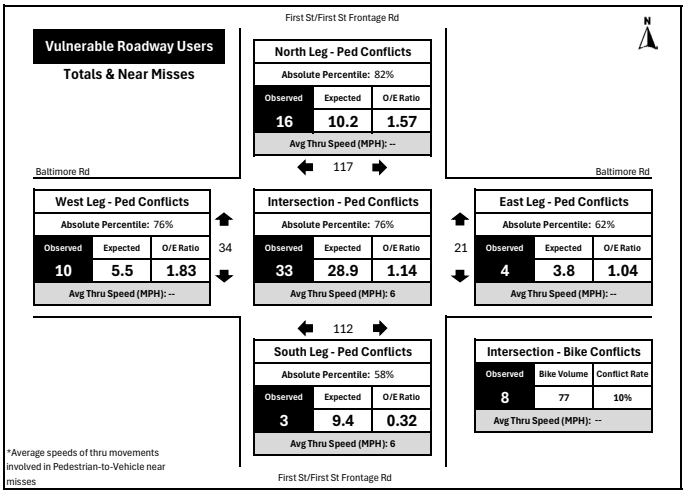
Site Code(s):	22
Site Name:	First St/First St Frontage Rd - Baltimore Rd
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	102
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	1	1	**3**
1.5 - 2.0s	4	5	2	**11**
2.0 - 3.0s	56	27	5	**88**
Total	**61**	**33**	**8**	**102**

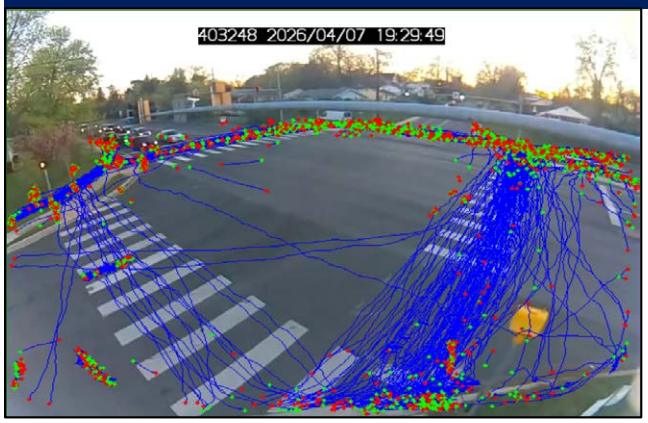
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	45
NL Ped	WB Right	9
NB Left	SB Thru	8



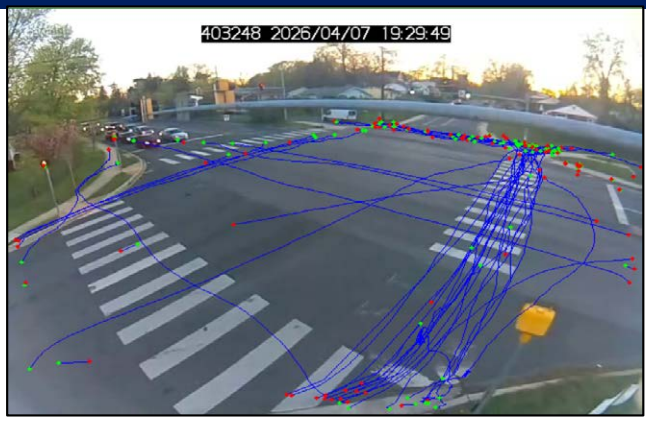




Pedestrian Paths



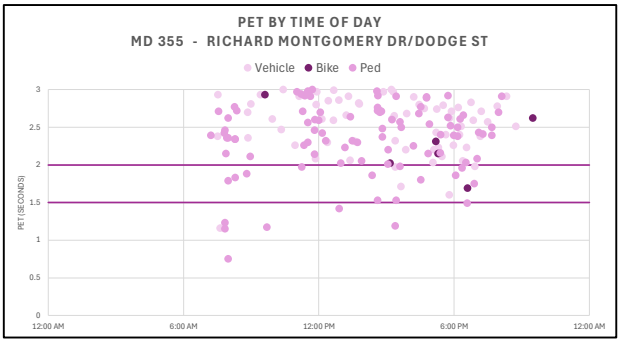
Bicycle Paths

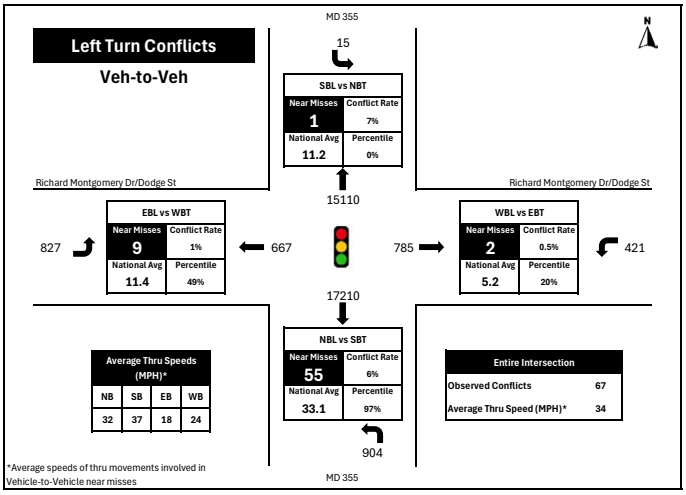


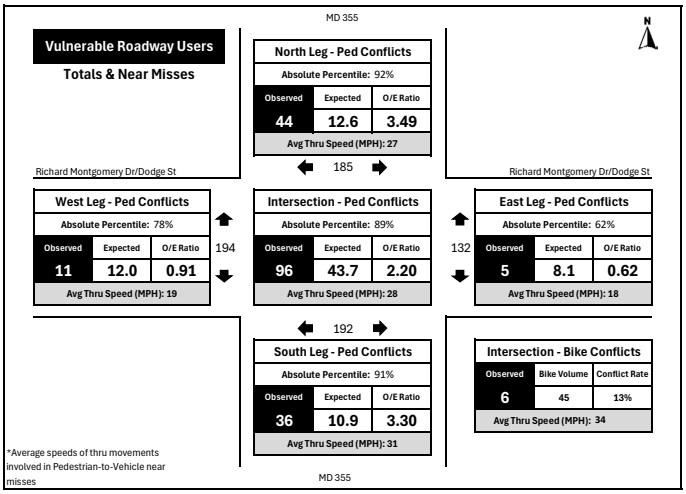
Site Code(s):	23
Site Name:	MD 355 - Richard Montgomery Dr/Dodge St
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	169
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	7	0	**8**
1.5 - 2.0s	4	12	1	**17**
2.0 - 3.0s	62	77	5	**144**
Total	**67**	**96**	**6**	**169**

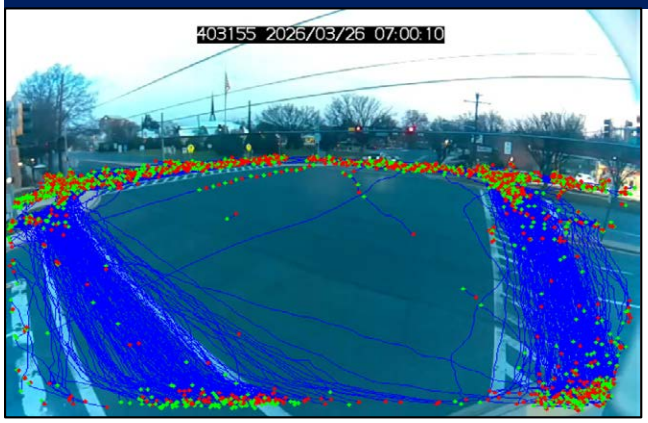
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	55
NL Ped	EB Left	17
NB Thru	NL Ped	13



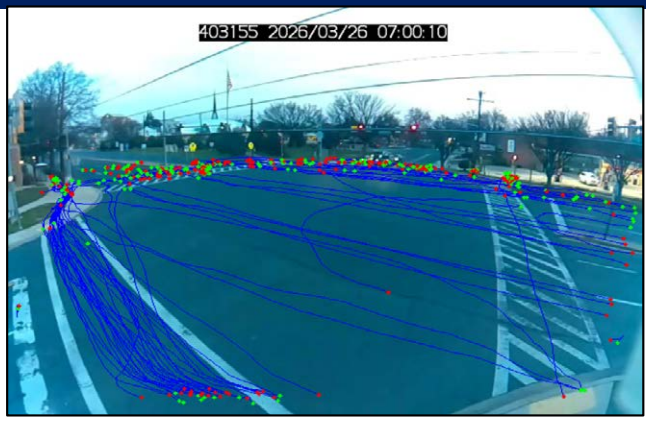




Pedestrian Paths



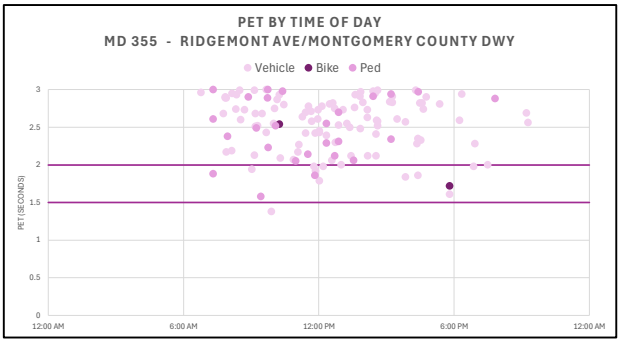
Bicycle Paths

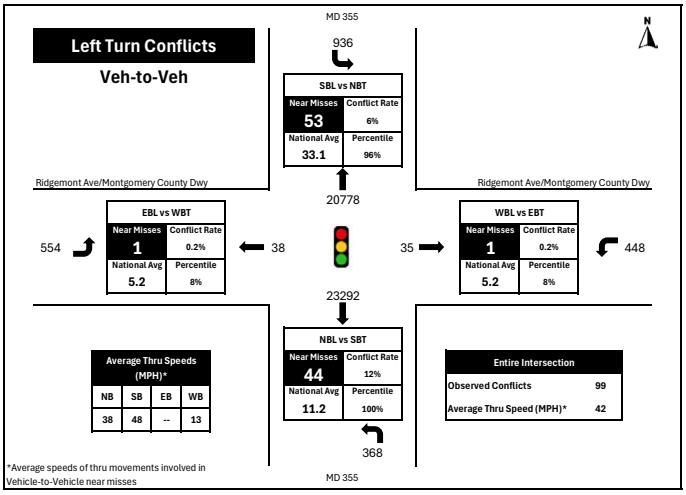


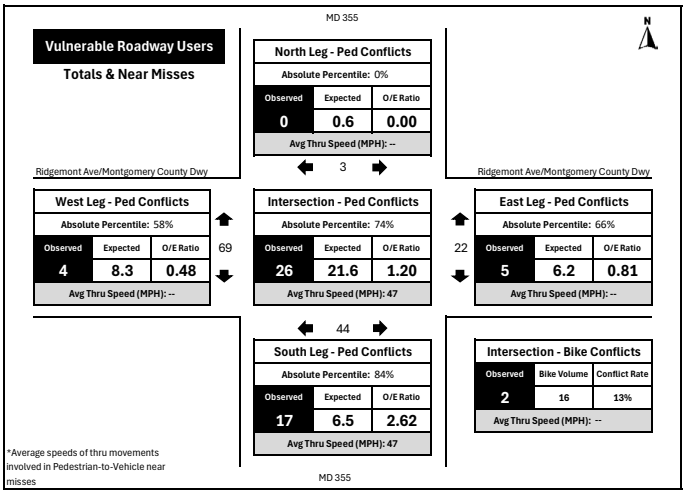
Site Code(s):	24
Site Name:	MD 355 - Ridgemont Ave/Montgomery County Dwy
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	129
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	0	0	**1**
1.5 - 2.0s	11	3	1	**15**
2.0 - 3.0s	89	23	1	**113**
Total	**101**	**26**	**2**	**129**

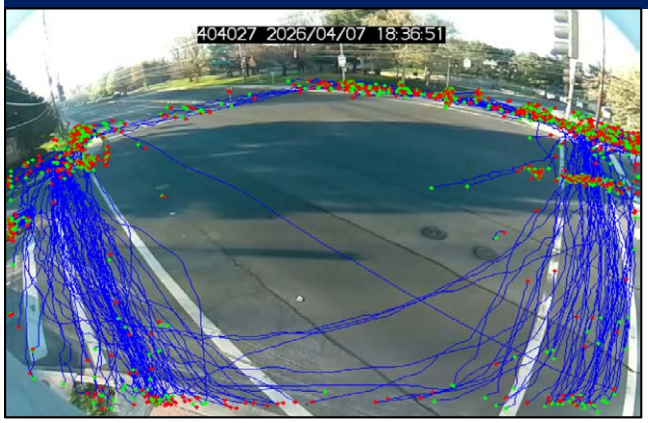
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	53
NB Left	SB Thru	44
SL Ped	WB Left	4



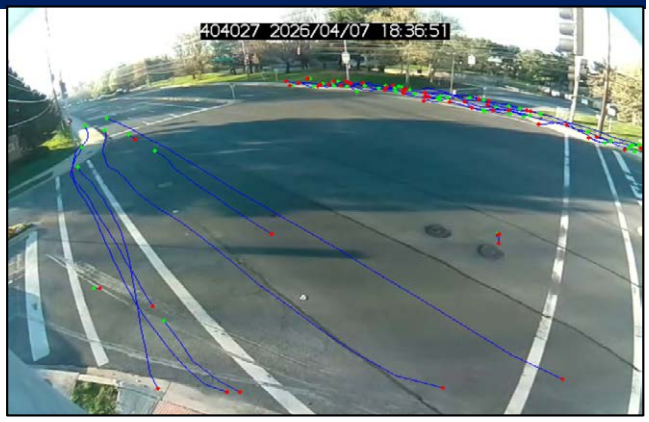




Pedestrian Paths



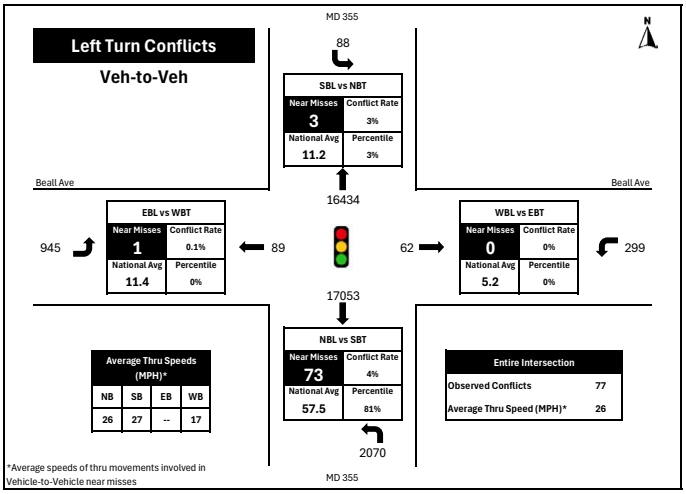
Bicycle Paths

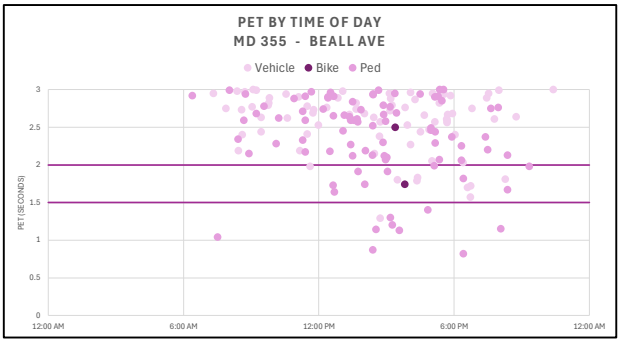


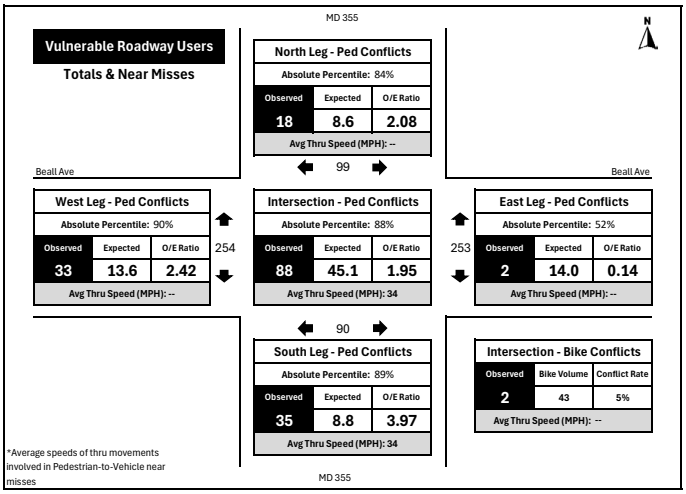
Site Code(s):	25
Site Name:	MD 355 - Beall Ave
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	169
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	1	9	0	**10**
1.5 - 2.0s	8	9	1	**18**
2.0 - 3.0s	70	70	1	**141**
Total	**79**	**88**	**2**	**169**

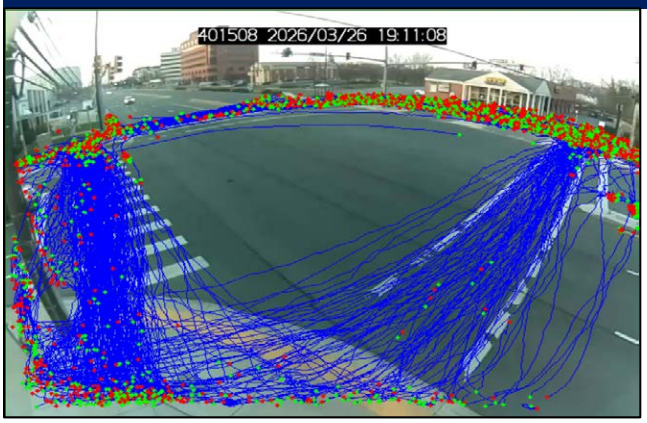
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	73
WL Ped	NB Left	13
NL Ped	EB Left	13



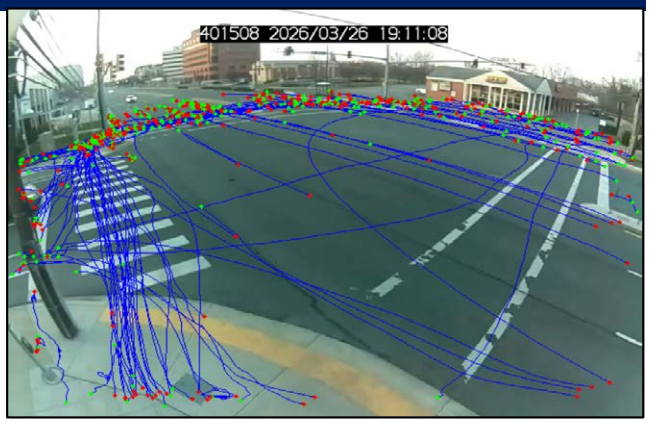




Pedestrian Paths



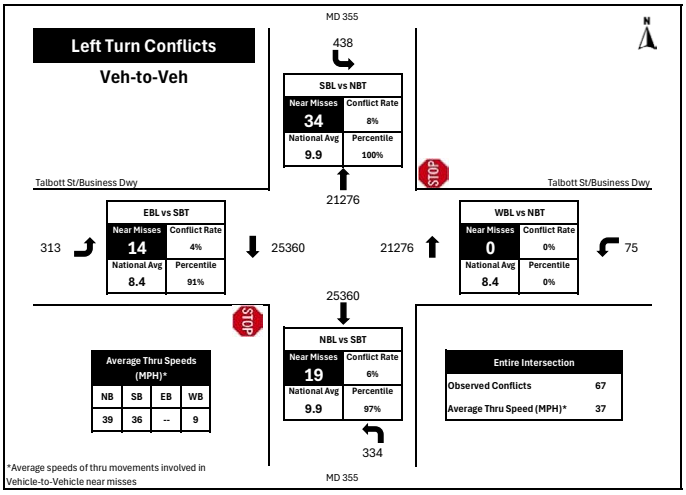
Bicycle Paths

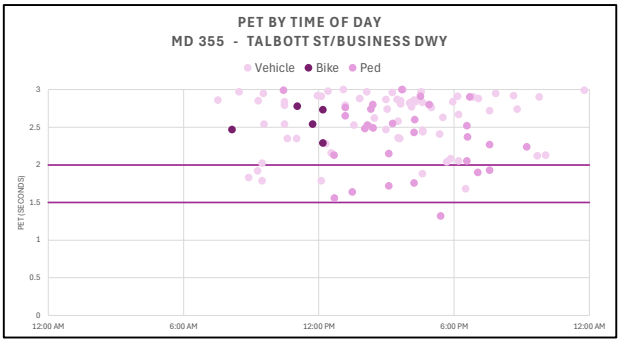


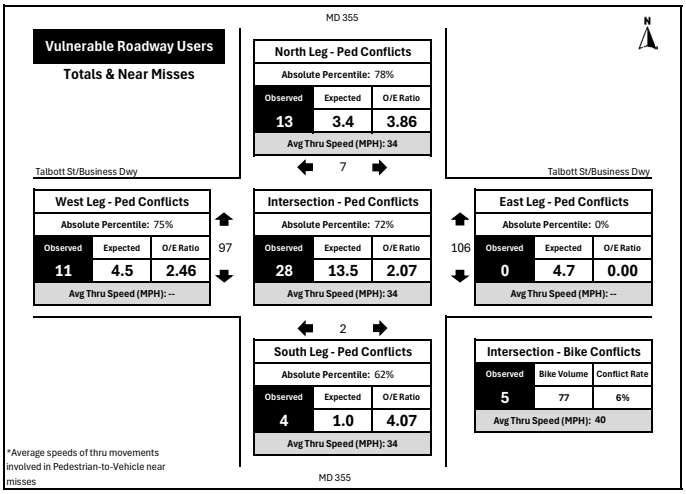
Site Code(s):	26
Site Name:	MD 355 - Talbott St/Business Dwy
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	102
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	6	6	0	**12**
2.0 - 3.0s	63	22	5	**90**
Total	**69**	**28**	**5**	**102**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	34
NB Left	SB Thru	19
EB Left	SB Thru	14



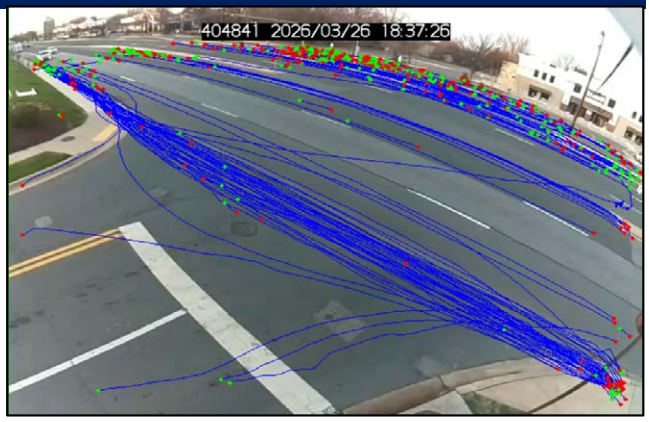




Pedestrian Paths



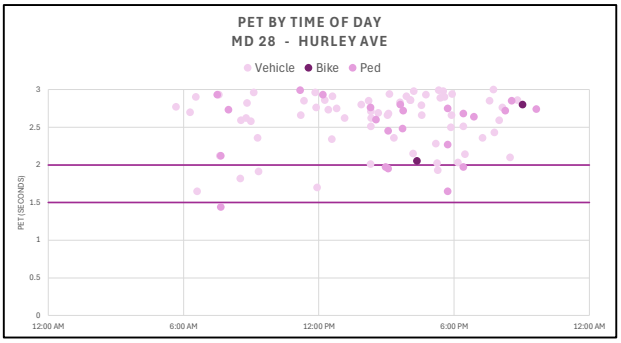
Bicycle Paths

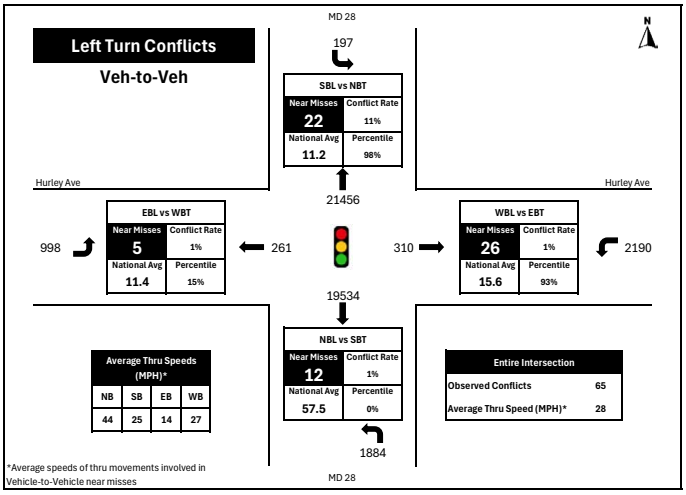


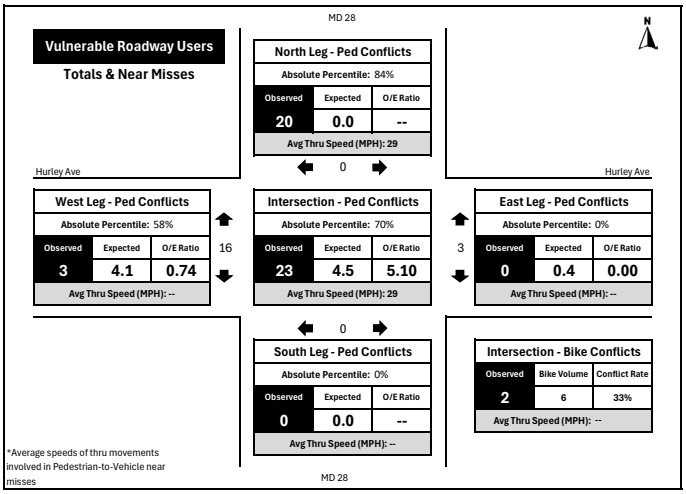
Site Code(s):	27
Site Name:	MD 28 - Hurley Ave
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	91
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	1	0	**1**
1.5 - 2.0s	5	4	0	**9**
2.0 - 3.0s	61	18	2	**81**
Total	**66**	**23**	**2**	**91**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
WB Left	EB Thru	26
SB Left	NB Thru	22
NB Left	SB Thru	12







Pedestrian Paths



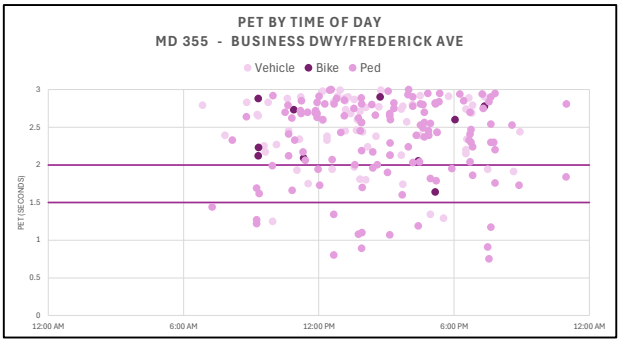
Bicycle Paths

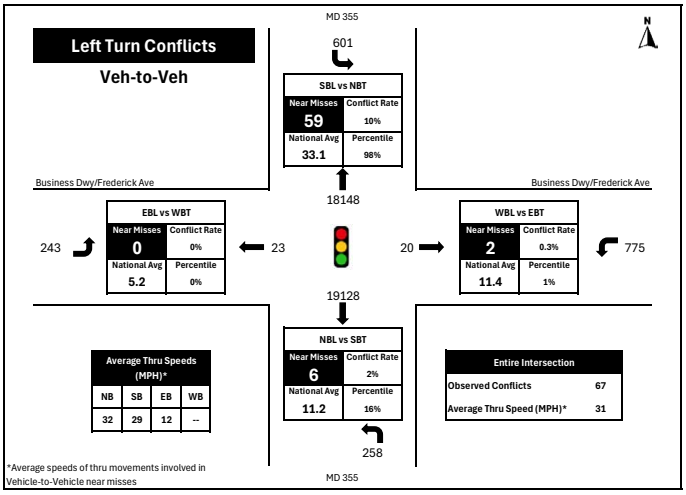


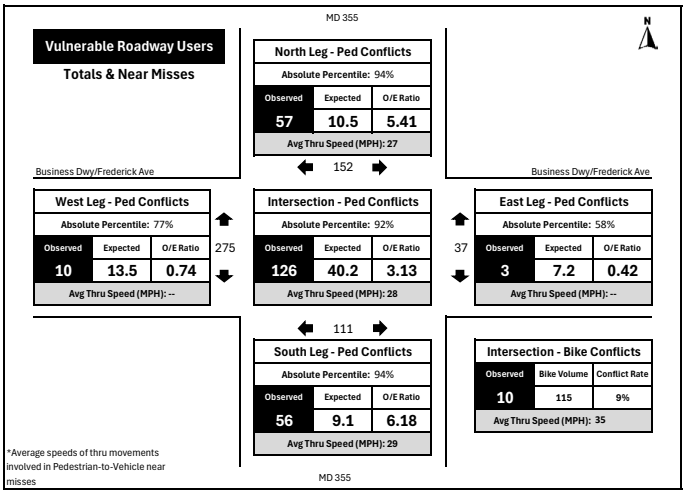
Site Code(s):	28
Site Name:	MD 355 - Business Dwy/Frederick Ave
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	203
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	3	13	0	**16**
1.5 - 2.0s	9	19	1	**29**
2.0 - 3.0s	55	94	9	**158**
Total	**67**	**126**	**10**	**203**

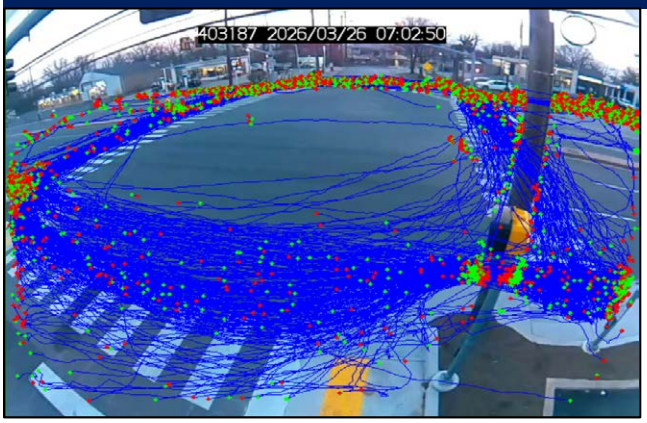
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
SB Left	NB Thru	59
SL Ped	WB Left	16
NL Ped	EB Left	14



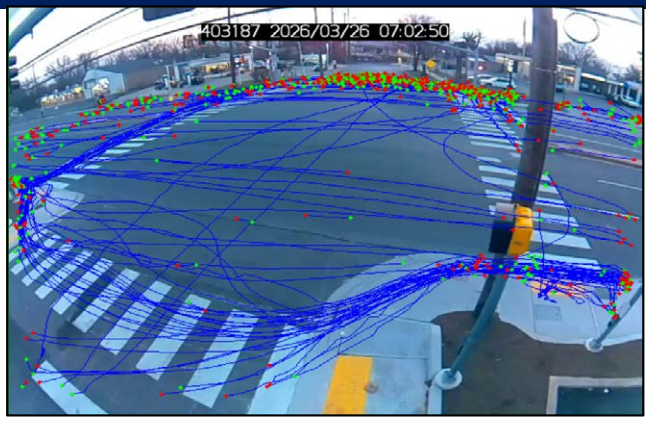




Pedestrian Paths



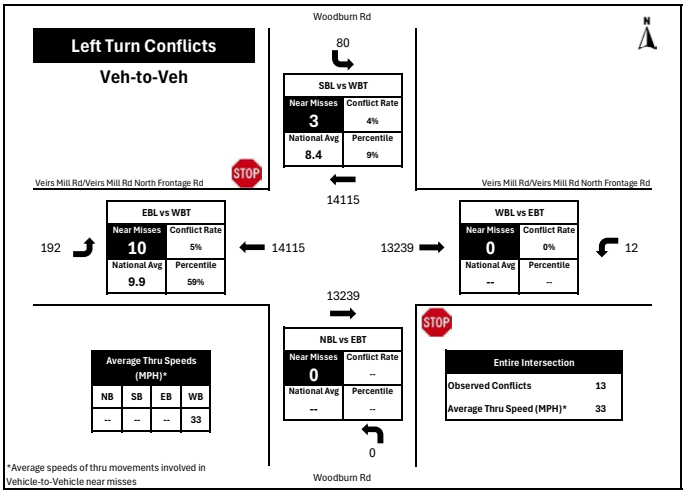
Bicycle Paths

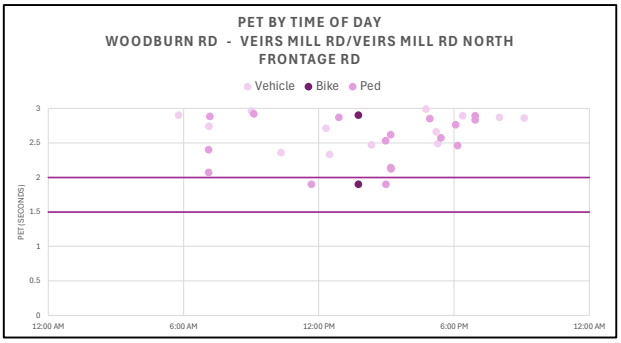


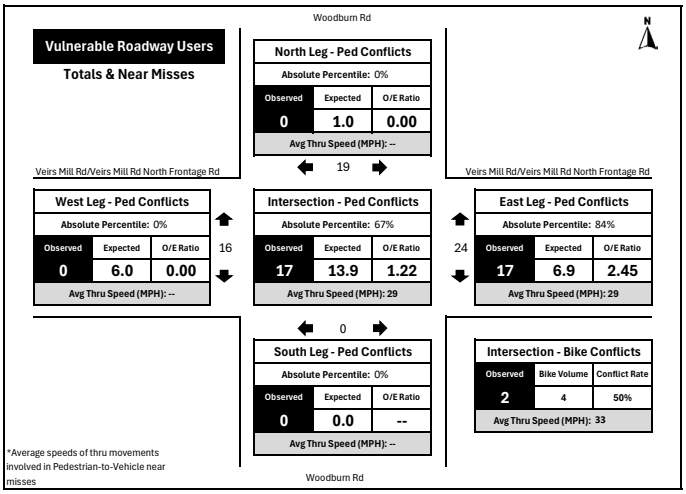
Site Code(s):	29
Site Name:	Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd
Date(s):	4/7/2026
Times:	00:00 - 00:00
Total Conflicts:	32
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	0	0	**0**
1.5 - 2.0s	0	2	1	**3**
2.0 - 3.0s	13	15	1	**29**
Total	**13**	**17**	**2**	**32**

Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
EB Left	WB Thru	10
EB Thru	EL Ped	9
WB Thru	EL Ped	7







Pedestrian Paths



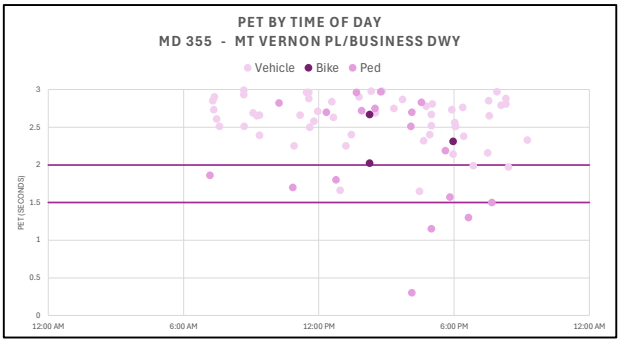
Bicycle Paths

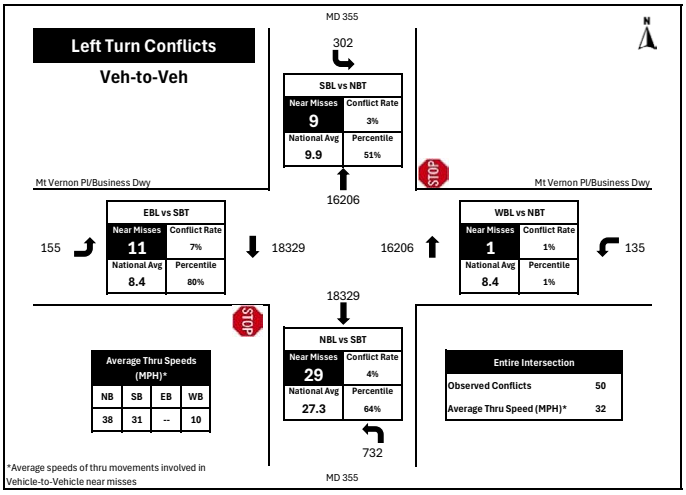


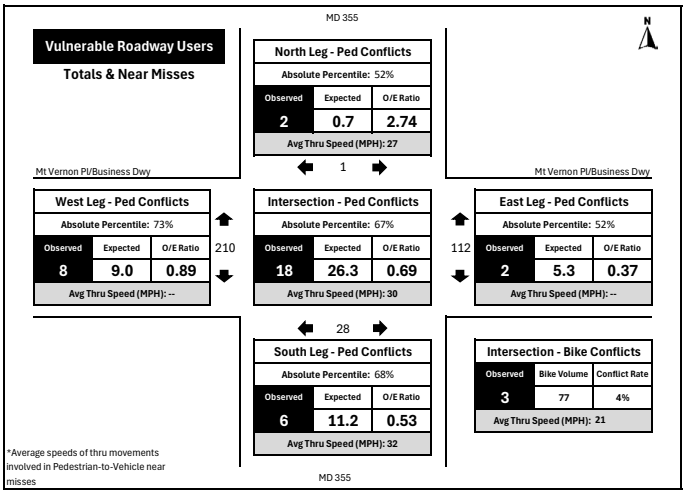
Site Code(s):	30
Site Name:	MD 355 - Mt Vernon Pl/Business Dwy
Date(s):	3/26/2026
Times:	00:00 - 00:00
Total Conflicts:	76
Total Hours:	24

Near Miss Summary	Veh-Veh	Veh-Ped	Veh-Bike	Total
0.0 - 1.5s	0	4	0	**4**
1.5 - 2.0s	4	4	0	**8**
2.0 - 3.0s	51	10	3	**64**
Total	**55**	**18**	**3**	**76**

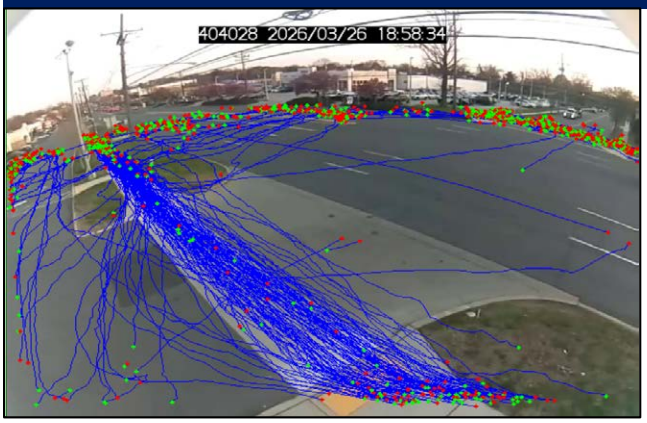
Top 3 Conflict Types		
Movement 1	**Movement 2**	**Conflicts**
NB Left	SB Thru	29
EB Left	SB Thru	11
SB Left	NB Thru	9



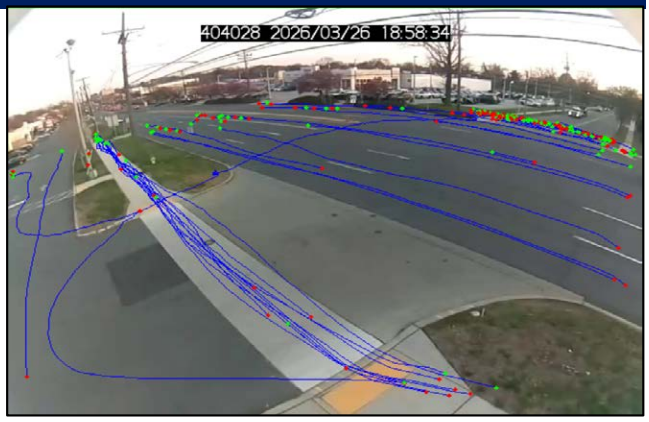




Pedestrian Paths



Bicycle Paths



Project Number: 172648
Project Name: Rockville Near Miss (30)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

			Total Conflicts			Veh - Veh Conflicts			Ped - Veh Conflicts			Bike - Veh Conflicts		
Site Code(s)	Site Name	Total Hr	0.0 - 1.5s	1.5 - 2.0s	2.0 - 3.0s	0.0 - 1.5s	1.5 - 2.0s	2.0 - 3.0s	0.0 - 1.5s	1.5 - 2.0s	2.0 - 3.0s	0.0 - 1.5s	1.5 - 2.0s	2.0 - 3.0s
01	Pasture Brook Way - Wootton Pkwy	24	1	0	15	0	0	9	1	0	4	0	0	2
02	Wootton Pkwy - W Edmonston Dr (North)	24	0	1	22	0	1	17	0	0	3	0	0	2
03	King Farm Blvd - Grand Champion Dr	24	0	1	21	0	0	10	0	1	9	0	0	2
04	Redland Blvd - Pleasant Dr	24	1	1	22	0	0	4	1	1	17	0	0	1
05	Redland Blvd - Parking Lot/Thompson Dairy Way	24	0	0	31	0	0	18	0	0	12	0	0	1
06	Piccard Dr - Gaither Rd	24	2	4	34	0	2	19	2	2	15	0	0	0
07	E Jefferson St - Congressional Ln	24	1	4	34	0	0	0	1	4	32	0	0	2
08	Shopping Center Dwy - Halpine Rd	24	0	9	70	0	1	30	0	8	39	0	0	1
09	S Stonestreet Ave - Business Dwy/Baltimore Rd	24	1	2	35	0	0	17	1	2	17	0	0	1
10	Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	24	0	2	19	0	0	7	0	2	12	0	0	0
11	MD 355 - Edmonston Dr	24	10	13	130	1	3	46	9	7	70	0	3	14
12	MD 355 - N Washington St	24	5	13	71	0	4	36	5	6	29	0	3	6
13	MD 355 - Watkins Pond Blvd/Indianola Dr	24	4	7	59	1	7	44	3	0	14	0	0	1
14	MD 355 - Mannakee St	24	4	8	79	2	6	53	2	1	19	0	1	7
15	Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	24	5	17	75	1	7	55	4	7	20	0	3	0
16	MD 355 - Wootton Pkwy/First St	24	8	20	91	0	3	29	6	16	54	2	1	8
17	MD 355 - Templeton Pl/Shopping Center Dwy	24	10	25	93	0	3	46	10	21	44	0	1	3
18	Avery Rd - Norbeck Rd	24	4	23	120	3	20	115	1	3	5	0	0	0
19	First St/First St Frontage Rd - Grandin Ave	24	7	2	23	0	0	0	7	2	16	0	0	7
20	MD 355 - Congressional Ln/Business Dwy	24	9	20	122	0	4	51	9	14	69	0	2	2
21	Rockville Pkwy - E Jefferson St/Veirs Mill Rd	24	1	1	4	0	0	1	1	1	2	0	0	1
22	First St/First St Frontage Rd - Baltimore Rd	24	3	11	88	1	4	56	1	5	27	1	2	5
23	MD 355 - Richard Montgomery Dr/Dodge St	24	8	17	144	1	4	62	7	12	77	0	1	5
24	MD 355 - Ridgemont Ave/Montgomery County Dwy	24	1	15	113	1	11	89	0	3	23	0	1	1
25	MD 355 - Beall Ave	24	10	18	141	1	8	70	9	9	70	0	1	1
26	MD 355 - Talbott St/Business Dwy	24	0	12	90	0	6	63	0	6	22	0	0	5
27	MD 28 - Hurley Ave	24	1	9	81	0	5	61	1	4	18	0	0	2
28	MD 355 - Business Dwy/Frederick Ave	24	16	29	158	3	9	55	13	19	94	0	1	9
29	Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	24	0	3	29	0	0	13	0	2	15	0	1	1
30	MD 355 - Mt Vernon Pl/Business Dwy	24	4	8	64	0	4	51	4	4	10	0	0	3

Website www.QualityCounts.net
Email info@QualityCounts.net
Phone 971.223.0000

172648
Rockville Near Miss (30)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

	Video Reels				Location Charts and Data		Average Speed (MPH)
Site Name	Highlights	0 to 1.5 Seconds	1.5 to 2 Seconds	2 to 3 Seconds	One Page Summaries	Full Details	**Thru Vehicles**
Pasture Brook Way - Wootton Pkwy	--	Video Reel	--	Video Reel	Location Summary	Full Location Details	41.7
Wootton Pkwy - W Edmonston Dr (North)	Video Compilation	--	Video Reel	Video Reel	Location Summary	Full Location Details	30.0
King Farm Blvd - Grand Champion Dr	--	--	Video Reel	Video Reel	Location Summary	Full Location Details	16.6
Redland Blvd - Pleasant Dr	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	27.0
Redland Blvd - Parking Lot/Thompson Dairy Way	Video Compilation	--	--	Video Reel	Location Summary	Full Location Details	27.9
Piccard Dr - Gaither Rd	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	28.2
E Jefferson St - Congressional Ln	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	15.1
Shopping Center Dwy - Halpine Rd	Video Compilation	--	Video Reel	Video Reel	Location Summary	Full Location Details	21.5
S Stonestreet Ave - Business Dwy/Baltimore Rd	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	23.1
Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	--	--	Video Reel	Video Reel	Location Summary	Full Location Details	19.2
MD 355 - Edmonston Dr	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	19.7
MD 355 - N Washington St	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	32.6
MD 355 - Watkins Pond Blvd/Indianola Dr	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	28.8
MD 355 - Mannakee St	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	40.6
Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	36.1
MD 355 - Wootton Pkwy/First St	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	32.6
MD 355 - Templeton Pl/Shopping Center Dwy	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	36.4
Avery Rd - Norbeck Rd	--	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	50.4
First St/First St Frontage Rd - Grandin Ave	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	25.0
MD 355 - Congressional Ln/Business Dwy	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	33.3
Rockville Pkwy - E Jefferson St/Veirs Mill Rd	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	--
First St/First St Frontage Rd - Baltimore Rd	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	33.9
MD 355 - Richard Montgomery Dr/Dodge St	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	31.6
MD 355 - Ridgemont Ave/Montgomery County Dwy	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	42.5
MD 355 - Beall Ave	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	27.2
MD 355 - Talbott St/Business Dwy	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	36.3
MD 28 - Hurley Ave	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	28.1
MD 355 - Business Dwy/Frederick Ave	Video Compilation	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	29.8
Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	--	--	Video Reel	Video Reel	Location Summary	Full Location Details	31.1
MD 355 - Mt Vernon Pl/Business Dwy	--	Video Reel	Video Reel	Video Reel	Location Summary	Full Location Details	31.1

www.QualityCounts.net
info@QualityCounts.net
971.223.0000

172648
Rockville Near Miss (30)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

Site Name	Left Turn Conflicts with Peds (First Conflicting Leg)				Left Turn Conflicts with Peds (Second Conflicting Leg)				Right Turn Conflicts with Peds (First Conflicting Leg)				Right Turn Conflicts with Peds (Second Conflicting Leg)			
	NB Left	SB Left	EB Left	WB Left	NB Left	SB Left	EB Left	WB Left	NB Right	SB Right	EB Right	WB Right	NB Right	SB Right	EB Right	WB Right
	South Leg	North Leg	West Leg	East Leg	West Leg	East Leg	North Leg	South Leg	South Leg	North Leg	West Leg	East Leg	East Leg	West Leg	South Leg	North Leg
Pasture Brook Way - Wootton Pkwy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Wootton Pkwy - W Edmonston Dr (North)	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
King Farm Blvd - Grand Champion Dr	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
Redland Blvd - Pleasant Dr	0	0	0	0	1	1	0	1	0	0	1	0	0	4	1	0
Redland Blvd - Parking Lot/Thompson Dairy Way	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0
Piccard Dr - Gaither Rd	0	0	0	1	4	0	0	0	1	0	0	0	1	4	0	0
E Jefferson St - Congressional Ln	0	0	0	1	1	3	1	3	4	0	1	3	5	0	0	1
Shopping Center Dwy - Halpine Rd	0	1	0	1	3	7	8	2	0	4	2	2	1	5	1	1
S Stonestreet Ave - Business Dwy/Baltimore Rd	1	2	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
MD 355 - Edmonston Dr	0	0	0	1	7	0	3	3	0	0	5	0	0	3	21	26
MD 355 - N Washington St	1	0	1	1	3	3	0	2	0	0	0	0	5	2	11	0
MD 355 - Watkins Pond Blvd/Indianola Dr	0	0	0	0	1	2	0	0	0	0	0	1	4	1	0	7
MD 355 - Mannakee St	0	0	0	0	5	0	8	0	0	3	0	0	0	3	0	0
Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	0	0	0	0	4	0	2	0	0	3	1	0	0	13	1	1
MD 355 - Wootton Pkwy/First St	0	3	0	0	2	4	6	1	0	0	1	0	15	16	0	20
MD 355 - Templeton Pl/Shopping Center Dwy	0	0	1	2	0	0	28	4	1	0	0	0	2	3	2	9
Avery Rd - Norbeck Rd	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0
First St/First St Frontage Rd - Grandin Ave	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
MD 355 - Congressional Ln/Business Dwy	0	0	4	3	16	0	1	1	0	38	3	0	1	2	1	4
Rockville Pkwy - E Jefferson St/Veirs Mill Rd	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0
First St/First St Frontage Rd - Baltimore Rd	0	0	1	0	0	1	2	1	0	0	0	1	2	5	1	14
MD 355 - Richard Montgomery Dr/Dodge St	2	0	0	0	8	0	20	8	0	1	0	0	2	2	11	0
MD 355 - Ridgemont Ave/Montgomery County Dwy	0	0	0	0	2	4	0	8	1	0	1	0	1	1	2	0
MD 355 - Beall Ave	1	0	0	1	23	0	17	2	0	0	4	0	0	6	24	0
MD 355 - Talbott St/Business Dwy	0	0	0	0	6	0	0	0	0	0	2	0	0	3	0	0
MD 28 - Hurley Ave	0	0	0	0	1	0	10	0	0	3	1	0	0	0	0	4
MD 355 - Business Dwy/Frederick Ave	2	1	4	2	6	1	17	22	0	1	0	0	0	0	0	10
Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
MD 355 - Mt Vernon Pl/Business Dwy	0	0	0	0	4	2	0	0	0	0	3	0	0	1	2	0

www.QualityCounts.net
info@QualityCounts.net
971.223.0000

172648
Rockville Near Miss (30)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

Site Name	Thru Vehicle Conflicts with Peds (Entire Intersection)								Ped Conflicts by Leg					Bike Conflicts
	NB Thru		SB Thru		EB Thru		WB Thru		North Leg	South Leg	East Leg	West Leg	Entire Intersection	Entire Intersection
	Conflicts	Avg. Speed	Conflicts	Avg. Speed	Conflicts	Avg. Speed	Conflicts	Avg. Speed	Conflicts	Conflicts	Conflicts	Conflicts	Conflicts	Conflicts
Pasture Brook Way - Wootton Pkwy	0	--	0	--	1	--	2	35.3	2	0	2	1	5	2
Wootton Pkwy - W Edmonston Dr (North)	1	20.5	0	--	0	--	0	--	1	0	2	0	3	2
King Farm Blvd - Grand Champion Dr	2	26.4	5	24.2	0	--	1	9.1	6	2	0	2	10	2
Redland Blvd - Pleasant Dr	7	24.1	3	25.7	0	--	0	--	4	8	1	6	19	1
Redland Blvd - Parking Lot/Thompson Dairy Way	5	28.8	2	30.2	0	--	1	17.5	9	1	1	1	12	1
Piccard Dr - Gaither Rd	0	--	1	15.5	2	32.4	5	25.1	1	1	4	13	19	0
E Jefferson St - Congressional Ln	2	9.5	1	--	3	20.3	8	15.2	4	8	17	8	37	2
Shopping Center Dwy - Halpine Rd	0	--	0	--	5	15.9	3	20.6	14	3	13	17	47	1
S Stonestreet Ave - Business Dwy/Baltimore Rd	7	22.1	4	23.9	0	--	0	--	7	11	2	0	20	1
Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	5	16.8	7	20.4	0	--	0	--	6	6	2	0	14	0
MD 355 - Edmonston Dr	9	24.1	4	25.0	3	15.3	1	--	40	26	3	17	86	17
MD 355 - N Washington St	0	--	7	25.8	0	--	2	--	0	23	11	6	40	9
MD 355 - Watkins Pond Blvd/Indianola Dr	0	--	1	37.3	0	--	0	--	7	1	7	2	17	1
MD 355 - Mannakee St	2	36.3	1	--	0	--	0	--	14	0	0	8	22	8
Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	1	16.9	0	--	2	38.2	3	40.7	6	2	0	23	31	3
MD 355 - Wootton Pkwy/First St	1	33.1	0	--	2	27.0	4	21.0	31	1	21	23	76	11
MD 355 - Templeton Pl/Shopping Center Dwy	10	46.6	13	34.8	0	--	0	--	50	17	4	4	75	4
Avery Rd - Norbeck Rd	0	--	0	--	2	39.7	3	46.2	2	0	1	6	9	0
First St/First St Frontage Rd - Grandin Ave	12	31.6	11	22.1	0	--	0	--	23	1	1	0	25	7
MD 355 - Congressional Ln/Business Dwy	3	16.7	5	28.1	5	--	4	--	52	2	8	30	92	4
Rockville Pkwy - E Jefferson St/Veirs Mill Rd	0	--	0	--	0	--	0	--	2	0	1	1	4	1
First St/First St Frontage Rd - Baltimore Rd	1	5.7	0	--	2	--	2	--	16	3	4	10	33	8
MD 355 - Richard Montgomery Dr/Dodge St	16	24.2	21	31.3	3	18.1	1	18.7	44	36	5	11	96	6
MD 355 - Ridgemont Ave/Montgomery County Dwy	3	47.3	3	47.2	0	--	0	--	0	17	5	4	26	2
MD 355 - Beall Ave	4	37.0	5	28.4	1	--	0	--	18	35	2	33	88	2
MD 355 - Talbott St/Business Dwy	8	32.1	8	35.5	0	--	0	--	13	4	0	11	28	5
MD 28 - Hurley Ave	2	41.8	1	16.0	0	--	1	--	20	0	0	3	23	2
MD 355 - Business Dwy/Frederick Ave	20	31.8	26	24.9	0	--	0	--	57	56	3	10	126	10
Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	0	--	0	--	9	29.8	7	28.4	0	0	17	0	17	2
MD 355 - Mt Vernon Pl/Business Dwy	1	27.3	4	30.5	0	--	0	--	2	6	2	8	18	3

www.QualityCounts.net
info@QualityCounts.net
971.223.0000

172648
Rockville Near Miss (30)

TO VIEW LOCATION DETAILS, SELECT LINKS BELOW

	Permitted Left Turn Conflicts											
Site Name	**NB Left**	**Avg Thru Speed**	**Percentile (NAT)**	**SB Left**	**Avg Thru Speed**	**Percentile (Nat)**	**EB Left**	**Avg Thru Speed**	**Percentile (Nat)**	**WB Left**	**Avg Thru Speed**	**Percentile (Nat)**
Pasture Brook Way - Wootton Pkwy	no NBL	--	--	2	51.1	14%	7	42.8	66%	no WBL	--	--
Wootton Pkwy - W Edmonston Dr (North)	no NBL	--	--	14	33.4	35%	no EBL	--	--	no opp. Thru	--	--
King Farm Blvd - Grand Champion Dr	0	--	0%	0	--	0%	0	--	0%	0	--	0%
Redland Blvd - Pleasant Dr	3	36.3	36%	1	23.7	1%	0	--	0%	0	--	0%
Redland Blvd - Parking Lot/Thompson Dairy Way	15	29.2	91%	2	28.4	3%	1	12.8	0%	0	--	0%
Piccard Dr - Gaither Rd	3	22.6	36%	1	29.2	4%	4	40.8	35%	13	29.5	83%
E Jefferson St - Congressional Ln	all-way stop control			all-way stop control			all-way stop control			all-way stop control		
Shopping Center Dwy - Halpine Rd	0	--	0%	0	--	0%	15	22.3	91%	16	22.2	100%
S Stonestreet Ave - Business Dwy/Baltimore Rd	0	--	0%	11	24	52%	2	26.2	42%	1	24.1	20%
Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	1	5.2	20%	1	14.6	20%	1	20.8	20%	4	25.3	79%
MD 355 - Edmonston Dr	6	14.3	0%	1	15.4	0%	2	--	20%	38	18.8	99%
MD 355 - N Washington St	13	31.2	1%	27	37.4	33%	0	--	0%	0	--	0%
MD 355 - Watkins Pond Blvd/Indianola Dr	9	37.4	0%	42	27.4	82%	0	--	0%	0	--	0%
MD 355 - Mannakee St	61	40.8	63%	no SBL	--	--	no opp. Thru	--	--	no WBL	--	--
Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	2	19	21%	12	18.6	96%	38	41.7	71%	10	38.2	49%
MD 355 - Wootton Pkwy/First St	16	35	4%	15	35.8	3%	0	--	0%	0	--	0%
MD 355 - Templeton Pl/Shopping Center Dwy	30	30.1	100%	18	41.6	92%	1	--	8%	0	--	0%
Avery Rd - Norbeck Rd	no NBL	--	--	no opp. Thru	--	--	138	50.7	100%	no WBL	--	--
First St/First St Frontage Rd - Grandin Ave	no NBL	--	--	no SBL	--	--	no EBL	--	--	no WBL	--	--
MD 355 - Congressional Ln/Business Dwy	40	36.6	77%	13	31.2	70%	0	--	0%	0	--	0%
Rockville Pkwy - E Jefferson St/Veirs Mill Rd	1	--	0%	0	--	0%	0	--	0%	0	--	0%
First St/First St Frontage Rd - Baltimore Rd	8	33.8	32%	45	36.2	87%	2	16.2	2%	4	15.6	8%
MD 355 - Richard Montgomery Dr/Dodge St	55	36.6	97%	1	32	0%	9	24.3	49%	2	18.2	20%
MD 355 - Ridgemont Ave/Montgomery County Dwy	44	48	100%	53	37.9	96%	1	--	8%	1	--	8%
MD 355 - Beall Ave	73	26.7	81%	3	26	3%	1	16.5	0%	0	--	0%
MD 355 - Talbott St/Business Dwy	19	35.1	97%	34	38.6	100%	14	37.6	91%	0	--	0%
MD 28 - Hurley Ave	12	25.3	0%	22	44	98%	5	26.6	15%	26	14.2	93%
MD 355 - Business Dwy/Frederick Ave	6	29	16%	59	31.9	98%	0	--	0%	2	11.9	1%
Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	no NBL	--	--	3	42	9%	10	30.3	59%	no WBL	--	--
MD 355 - Mt Vernon Pl/Business Dwy	29	32.1	64%	9	38.3	51%	11	28.9	80%	1	34.3	1%

www.QualityCounts.net
info@QualityCounts.net
971.223.0000

Project Number: 172648
Project Name: Rockville Near Miss (30)

Pedestrian Conflicts - By Intersection

Site Code	Site Name	Observed	Expected	O / E Ratio	Absolute Percentile*
01	Pasture Brook Way - Wootton Pkwy	5	5.7	0.88	38%
02	Wootton Pkwy - W Edmonston Dr (North)	3	9.7	0.31	35%
03	King Farm Blvd - Grand Champion Dr	10	54.4	0.18	52%
04	Redland Blvd - Pleasant Dr	19	34.5	0.55	69%
05	Redland Blvd - Parking Lot/Thompson Dairy Way	12	31.7	0.38	55%
06	Piccard Dr - Gaither Rd	19	27.7	0.69	69%
07	E Jefferson St - Congressional Ln	37	0.0*	--	75%
08	Shopping Center Dwy - Halpine Rd	47	45.9	1.02	82%
09	S Stonestreet Ave - Business Dwy/Baltimore Rd	20	35.2	0.57	70%
10	Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	14	28.6	0.49	65%
11	MD 355 - Edmonston Dr	86	42.6	2.02	88%
12	MD 355 - N Washington St	40	27.8	1.44	80%
13	MD 355 - Watkins Pond Blvd/Indianola Dr	17	23.6	0.72	66%
14	MD 355 - Mannakee St	22	6.7	3.31	71%
15	Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	31	27.2	1.14	75%
16	MD 355 - Wootton Pkwy/First St	76	42.5	1.79	87%
17	MD 355 - Templeton Pl/Shopping Center Dwy	75	40.1	1.87	87%
18	Avery Rd - Norbeck Rd	9	6.9	1.30	55%
19	First St/First St Frontage Rd - Grandin Ave	25	15.6	1.60	69%
20	MD 355 - Congressional Ln/Business Dwy	92	39.4	2.33	89%
21	Rockville Pkwy - E Jefferson St/Veirs Mill Rd	4	17.0	0.24	38%
22	First St/First St Frontage Rd - Baltimore Rd	33	28.9	1.14	76%
23	MD 355 - Richard Montgomery Dr/Dodge St	96	43.7	2.20	89%
24	MD 355 - Ridgemont Ave/Montgomery County Dwy	26	21.6	1.20	74%
25	MD 355 - Beall Ave	88	45.1	1.95	88%
26	MD 355 - Talbott St/Business Dwy	28	13.5	2.07	72%
27	MD 28 - Hurley Ave	23	4.5	5.10	70%
28	MD 355 - Business Dwy/Frederick Ave	126	40.2	3.13	92%
29	Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	17	13.9	1.22	67%
30	MD 355 - Mt Vernon Pl/Business Dwy	18	26.3	0.69	67%

*Expected conflict analysis not available for All-Way Stop Controlled intersections.

Expected Conflicts: Expected number of pedestrian near misses based on each leg's pedestrian volumes and control type (signal, free, stop).

Absolute Percentile: Percentile rank of Conflicts Per Hour within historical dataset, regardless of stop control or pedestrian volumes.

Conflicts Per Hour: Number of conflicts during 7am-7pm "active hours" divided by count duration.

Project Number: 172648
Project Name: Rockville Near Miss (30)
Date(s): 3/18, 3/26, 4/7/2026
Duration: 24 hours

								National Comparison			Regional Comparison			Rockville Comparison *			
Sitecode	Intersection	Conflict Type	Control Type	# of Crossing Lanes	Left Turn Volumes	Thru Volumes	Permitted Left Turn Conflicts	Average Conflicts	Percentile	Sample Size (Locations)	Average Conflicts	Percentile	Sample Size (Locations)	Average Conflicts	Percentile	Sample Size (Locations)	*See Rockville Comparison worksheet for methodology.
01	Pasture Brook Way - Wootton Pkwy	NBL x EBT		--	--	--	no NBL	--	--	--	--	--	--	--	--	--	
		SBL x WBT	TWSC	2	Low	Medium	2	5.8	14%	196	3.4	35%	23	6.7	48%	24	
		EBL x WBT		2	Low	Medium	7	6.6	66%	196	5.0	86%	22	6.7	65%	24	
		WBL x EBT		--	--	--	no WBL	--	--	--	--	--	--	--	--	--	
02	Wootton Pkwy - W Edmonston Dr (North)	NBL x SBT		--	--	--	no NBL	--	--	--	--	--	--	--	--	--	
		SBL x NBT	Signal	2	Medium	Medium	14	18.8	35%	381	20.4	19%	37	13.4	72%	79	
		EBL x WBT		--	--	--	no EBL	--	--	--	--	--	--	--	--	--	
		WBL x EBT		--	--	--	no opp. Thru	--	--	--	--	--	--	--	--	--	
03	King Farm Blvd - Grand Champion Dr	NBL x SBT		1	Low	Low	0	3.2	0%	331	3.1	0%	26	6.7	0%	24	
		SBL x NBT	TWSC	1	Low	Low	0	3.2	0%	331	3.1	0%	26	6.7	0%	24	
		EBL x SBT		1	Low	Low	0	3.1	0%	370	3.0	0%	38	6.7	0%	24	
		WBL x NBT		1	Low	Low	0	3.1	0%	370	3.0	0%	38	6.7	0%	24	
04	Redland Blvd - Pleasant Dr	NBL x SBT		1	Low	Low	3	5.2	36%	524	9.7	7%	66	13.4	50%	79	
		SBL x NBT	Signal	1	Low	Medium	1	7.3	1%	244	7.4	1%	38	13.4	29%	79	
		EBL x WBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
		WBL x EBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
05	Redland Blvd - Parking Lot/Thompson Dairy Way	NBL x SBT		2	Medium	Low	15	9.7	91%	155	6.2	100%	18	13.4	73%	79	
		SBL x NBT	Signal	2	Low	Medium	2	8.3	3%	232	7.6	4%	25	13.4	42%	79	
		EBL x WBT		1	Medium	Low	1	11.4	0%	845	11.6	0%	91	13.4	29%	79	
		WBL x EBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
06	Piccard Dr - Gaither Rd	NBL x SBT		1	Low	Low	3	5.2	36%	524	9.7	7%	66	13.4	50%	79	
		SBL x NBT	Signal	2	Low	Low	1	5.9	4%	97	2.5	26%	11	13.4	29%	79	
		EBL x WBT		2	Low	Low	4	5.9	35%	97	2.5	90%	11	13.4	54%	79	
		WBL x EBT		2	Medium	Low	13	9.7	83%	155	6.2	99%	18	13.4	68%	79	
07	E Jefferson St - Congressional Ln			n/a - all-way stop control													
08	Shopping Center Dwy - Halpine Rd	NBL x SBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
		SBL x NBT	Signal	1	Medium	Low	0	11.4	0%	845	11.6	0%	91	13.4	0%	79	
		EBL x WBT		2	Medium	Low	15	9.7	91%	155	6.2	100%	18	13.4	73%	79	
		WBL x EBT		2	Low	Low	16	5.9	100%	97	2.5	100%	11	13.4	77%	79	
09	S Stonestreet Ave - Business Dwy/Baltimore Rd	NBL x SBT		1	Low	Low	0	3.2	0%	331	3.1	0%	26	6.7	0%	24	
		SBL x NBT	TWSC	1	High	Low	11	11.8	52%	231	12.7	45%	16	6.7	78%	24	
		EBL x SBT		1	Low	Low	2	3.1	42%	370	3.0	43%	38	6.7	48%	24	
		WBL x NBT		1	Low	Low	1	3.1	20%	370	3.0	19%	38	6.7	26%	24	
10	Park Rd (W Harners Ln) - Woodland Rd/McArthur Dr	NBL x SBT		1	Low	Low	1	3.2	20%	331	3.1	21%	26	6.7	26%	24	
		SBL x NBT	TWSC	1	Low	Low	1	3.2	20%	331	3.1	21%	26	6.7	26%	24	
		EBL x SBT		1	Low	Low	1	3.1	20%	370	3.0	19%	38	6.7	26%	24	
		WBL x NBT		1	Low	Low	4	3.1	79%	370	3.0	83%	38	6.7	61%	24	
11	MD 355 - Edmonston Dr	NBL x SBT		3	High	High	6	57.5	0%	715	39.3	0%	54	13.4	58%	79	
		SBL x NBT	Signal	3	Medium	High	1	33.1	0%	574	20.2	0%	45	13.4	29%	79	
		EBL x WBT		1	Low	Low	2	5.2	20%	524	9.7	3%	66	13.4	42%	79	Confirmed illegal left movements
		WBL x EBT		1	High	Low	38	15.6	99%	903	13.3	100%	85	13.4	86%	79	
12	MD 355 - N Washington St	NBL x SBT		3	Medium	High	13	33.1	1%	574	20.2	16%	45	13.4	68%	79	
		SBL x NBT	Signal	3	Medium	High	27	33.1	33%	574	20.2	86%	45	13.4	83%	79	
		EBL x WBT		2	High	Low	0	21.1	0%	181	17.3	0%	19	13.4	0%	79	
		WBL x EBT		1	Medium	Low	0	11.4	0%	845	11.6	0%	91	13.4	0%	79	
13	MD 355 - Watkins Pond Blvd/Indianola Dr	NBL x SBT		3	Medium	High	9	33.1	0%	574	20.2	3%	45	13.4	62%	79	
		SBL x NBT	Signal	3	Medium	High	42	33.1	82%	574	20.2	98%	45	13.4	90%	79	
		EBL x WBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
		WBL x EBT		1	High	Low	0	15.6	0%	903	13.3	0%	85	13.4	0%	79	
14	MD 355 - Mannakee St	NBL x SBT		3	High	High	61	57.5	63%	715	39.3	92%	54	13.4	97%	79	
		SBL x NBT	Signal	--	--	--	no SBL	--	--	--	--	--	--	--	--	--	
		EBL x WBT		--	--	--	no opp. Thru	--	--	--	--	--	--	--	--	--	
		WBL x EBT		--	--	--	no WBL	--	--	--	--	--	--	--	--	--	
15	Broadwood Dr - Veirs Mill Rd/Viers Mill Rd Frontage Rds	NBL x SBT		1	Low	Low	2	5.2	21%	524	9.7	3%	66	13.4	42%	79	
		SBL x NBT	Signal	1	Low	Low	12	5.2	96%	524	9.7	74%	66	13.4	65%	79	
		EBL x WBT		2	Medium	High	38	33.1	71%	574	20.2	97%	45	13.4	86%	79	
		WBL x EBT		2	Low	High	10	11.2	49%	377	9.8	60%	31	13.4	64%	79	
16	MD 355 - Wootton Pkwy/First St	NBL x SBT		3	Medium	High	16	33.1	4%	574	20.2	33%	45	13.4	77%	79	
		SBL x NBT	Signal	3	Medium	High	15	33.1	3%	574	20.2	27%	45	13.4	73%	79	
		EBL x WBT		2	High	Medium	0	35.7	0%	514	37.9	0%	53	13.4	0%	79	
		WBL x EBT		2	High	Medium	0	35.7	0%	514	37.9	0%	53	13.4	0%	79	
17	MD 355 - Templeton Pl/Shopping Center Dwy	NBL x SBT		3	Low	High	30	11.2	100%	377	9.8	100%	31	13.4	85%	79	
		SBL x NBT	Signal	3	Low	High	18	11.2	92%	377	9.8	97%	31	13.4	79%	79	
		EBL x WBT		1	Low	Low	1	5.2	8%	524	9.7	1%	66	13.4	29%	79	
		WBL x EBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
18	Avery Rd - Norbeck Rd	NBL x SBT		--	--	--	no NBL	--	--	--	--	--	--	--	--	--	
		SBL x NBT	Signal	--	--	--	no opp. Thru	--	--	--	--	--	--	--	--	--	
		EBL x WBT		2	High	High	138	57.5	100%	715	39.3	100%	54	13.4	100%	79	
		WBL x EBT		--	--	--	no WBL	--	--	--	--	--	--	--	--	--	
19	First St/First St Frontage Rd - Grandin Ave	NBL x SBT		--	--	--	no NBL	--	--	--	--	--	--	--	--	--	
		SBL x NBT	TWSC	--	--	--	no SBL	--	--	--	--	--	--	--	--	--	
		EBL x SBT		--	--	--	no EBL	--	--	--	--	--	--	--	--	--	
		WBL x NBT		--	--	--	no WBL	--	--	--	--	--	--	--	--	--	
20	MD 355 - Congressional Ln/Business Dwy	NBL x SBT		3	Medium	High	40	33.1	77%	574	20.2	98%	45	13.4	88%	79	
		SBL x NBT	Signal	3	Low	High	13	11.2	70%	377	9.8	82%	31	13.4	68%	79	
		EBL x WBT		1	High	Low	0	15.6	0%	903	13.3	0%	85	13.4	0%	79	
		WBL x EBT		1	Medium	Low	0	11.4	0%	845	11.6	0%	91	13.4	0%	79	
21	Rockville Pkwy - E Jefferson St/Veirs Mill Rd	NBL x SBT		3	High	High	1	57.5	0%	715	39.3	0%	54	13.4	29%	79	
		SBL x NBT	Signal	3	High	High	0	57.5	0%	715	39.3	0%	54	13.4	0%	79	
		EBL x WBT		2	Low	Medium	0	8.3	0%	232	7.6	0%	25	13.4	0%	79	
		WBL x EBT		2	Low	Medium	0	8.3	0%	232	7.6	0%	25	13.4	0%	79	
22	First St/First St Frontage Rd - Baltimore Rd	NBL x SBT		2	Low	High	8	11.2	32%	377	9.8	40%	31	13.4	60%	79	
		SBL x NBT	Signal	2	Medium	High	45	33.1	87%	574	20.2	99%	45	13.4	92%	79	
		EBL x WBT		1	Medium	Low	2	11.4	2%	845	11.6	1%	91	13.4	42%	79	
		WBL x EBT		1	Medium	Low	4	11.4	8%	845	11.6	4%	91	13.4	54%	79	
23	MD 355 - Richard Montgomery Dr/Dodge St	NBL x SBT		3	Medium	High	55	33.1	97%	574	20.2	100%	45	13.4	95%	79	
		SBL x NBT	Signal	3	Low	High	1	11.2	0%	377	9.8	0%	31	13.4	29%	79	
		EBL x WBT		1	Medium	Low	9	11.4	49%	845	11.6	37%	91	13.4	62%	79	
		WBL x EBT		1	Low	Low	2	5.2	20%	524	9.7	2%	66	13.4	42%	79	
24	MD 355 - Ridgemont Ave/Montgomery County Dwy	NBL x SBT		3	Low	High	44	11.2	100%	377	9.8	100%	31	13.4	91%	79	
		SBL x NBT	Signal	3	Medium	High	53	33.1	96%	574	20.2	100%	45	13.4	94%	79	
		EBL x WBT		1	Low	Low	1	5.2	8%	524	9.7	1%	66	13.4	29%	79	
		WBL x EBT		1	Low	Low	1	5.2	8%	524	9.7	1%	66	13.4	29%	79	
25	MD 355 - Beall Ave	NBL x SBT		3	High	High	73	57.5	81%	715	39.3	97%	54	13.4	99%	79	
		SBL x NBT	Signal	3	Low	High	3	11.2	3%	377	9.8	4%	31	13.4	50%	79	
		EBL x WBT		1	Medium	Low	1	11.4	0%	845	11.6	0%	91	13.4	29%	79	
		WBL x EBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
26	MD 355 - Talbott St/Business Dwy	NBL x SBT		3	Low	High	19	9.9	97%	418	5.4	100%	32	6.7	91%	24	
		SBL x NBT	TWSC	3	Low	High	34	9.9	100%	418	5.4	100%	32	6.7	100%	24	
		EBL x SBT		3	Low	High	14	8.4	91%	356	5.4	100%	29	6.7	87%	24	
		WBL x NBT		3	Low	High	0	8.4	0%	356	5.4	0%	29	6.7	0%	24	
27	MD 28 - Hurley Ave	NBL x SBT		3	High	High	12	57.5	0%	715	39.3	1%	54	13.4	65%	79	
		SBL x NBT	Signal	3	Low	High	22	11.2	98%	377	9.8	100%	31	13.4	81%	79	
		EBL x WBT		1	Medium	Low	5	11.4	15%	845	11.6	8%	91	13.4	56%	79	
		WBL x EBT		1	High	Low	26	15.6	93%	903	13.3	97%	85	13.4	82%	79	
28	MD 355 - Business Dwy/Frederick Ave	NBL x SBT		3	Low	High	6	11.2	16%	377	9.8	21%	31	13.4	58%	79	
		SBL x NBT	Signal	3	Medium	High	59	33.1	98%	574	20.2	100%	45	13.4	96%	79	
		EBL x WBT		1	Low	Low	0	5.2	0%	524	9.7	0%	66	13.4	0%	79	
		WBL x EBT		1	Medium	Low	2	11.4	1%	845	11.6	1%	91	13.4	42%	79	
29	Woodburn Rd - Veirs Mill Rd/Veirs Mill Rd North Frontage Rd	NBL x EBT		--	--	--	no NBL	--	--	--	--	--	--	--	--	--	
		SBL x WBT	TWSC	2	Low	High	3	8.4	9%	356	5.4	22%	29	6.7	57%	24	
		EBL x WBT		2	Low	High	10	9.9	59%	418	5.4	95%	32	6.7	74%	24	
		WBL x EBT		--	--	--	no WBL	--	--	--	--	--	--	--	--	--	
30	MD 355 - Mt Vernon Pl/Business Dwy	NBL x SBT		3	Medium	High	29	27.3	64%	268	20.4	92%	18	6.7	96%	24	
		SBL x NBT	TWSC	3	Low	High	9	9.9	51%	418	5.4	92%	32	6.7	70%	24	
		EBL x SBT		3	Low	High	11	8.4	80%	356	5.4	99%	29	6.7	78%	24	
		WBL x NBT		3	Low	High	1	8.4	1%	356	5.4	3%	29	6.7	26%	24	

Control: Signal

Average: 13.4

Observed conflicts:
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
0
1
1
1
1
1
1
1
1
1
1
1
2
2
2
2
2
2
2
3
3
3
4
4
5
6
6
8
9
9
10
12
12
13
13
13
14
15
15
15
16
16
16
18
22
26
27
30
38
38
40
42
44
45
53
55
59
61
73
138

Control: TWSC

Average: 6.7

Observed conflicts:
0
0
0
0
0
0
1
1
1
1
1
2
2
3
4
7
9
10
11
11
14
19
29
34

Methodology: To assign percentile rankings within the current project, the number of left turn conflicts for each movement is ranked within the left turn conflicts of all other movements with the same intersection control.

For example, 14 left turn conflicts were observed for the Southbound Left movement at Wootton Pkwy - W Edmonston Dr (North). 14 is percentile ranked against all values in column D (all observed left turn conflict totals for all signalized intersection approaches). 14 is the 72nd percentile within the project data set for signalized movements.

AM Counts

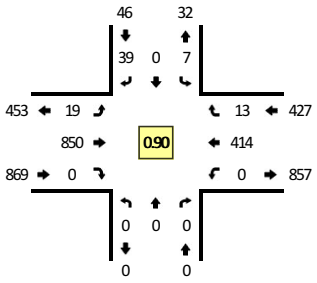
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

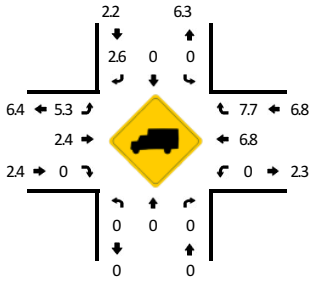
LOCATION: Pasture Brook Way -- Wootton Pkwy
CITY/STATE: Rockville, MD

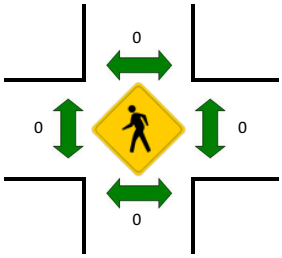
QC JOB #: 17264831
DATE: Wed, Mar 18 2026

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

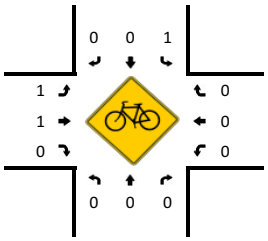


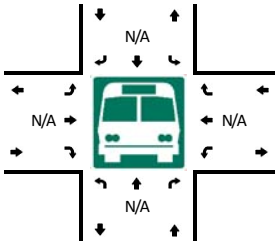




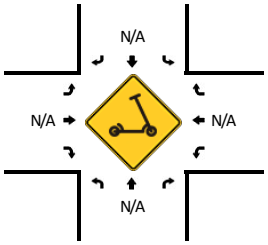












R* = RTOR

15-Min Count Period Beginning At	Pasture Brook Way (Northbound)					Pasture Brook Way (Southbound)					Wootton Pkwy (Eastbound)					Wootton Pkwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	19	0	0	0	27	
12:15 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	10	0	0	0	15	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	11	0	0	0	19	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	7	0	0	0	13	74
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	6	0	0	0	10	57
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	9	0	0	0	11	53
1:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	8	0	0	0	11	45
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	8	40
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	6	36
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	27
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	3	19
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	16
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	6	16
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	2	0	0	0	6	20
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	6	23
3:45 AM	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	1	1	0	0	6	24
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	21
4:15 AM	0	0	0	0	0	1	0	0	0	0	1	8	0	0	0	0	4	0	0	0	14	29
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	3	0	0	0	12	35
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	2	0	0	0	19	48
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	9	0	0	0	14	59
5:15 AM	0	0	0	0	0	0	0	2	0	0	0	16	0	0	0	0	6	0	0	0	24	69
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	11	0	0	0	39	96
5:45 AM	0	0	0	0	0	1	0	2	0	0	0	30	0	0	0	0	19	0	0	0	52	129
6:00 AM	0	0	0	0	0	2	0	3	0	0	0	40	0	0	0	0	22	0	0	0	67	182
6:15 AM	0	0	0	0	0	0	0	8	0	0	2	55	0	0	0	0	21	0	0	0	86	244
6:30 AM	0	0	0	0	0	2	0	1	0	0	0	49	0	0	0	0	28	0	0	0	80	285
6:45 AM	0	0	0	0	0	0	0	1	0	0	1	71	0	0	0	0	41	0	0	0	114	347
7:00 AM	0	0	0	0	0	1	0	4	0	0	3	103	0	0	0	0	72	0	0	0	183	463
7:15 AM	0	0	0	0	0	2	0	6	0	0	1	112	0	0	0	0	92	2	0	0	215	592
7:30 AM	0	0	0	0	0	0	0	4	0	0	1	139	0	0	0	0	98	1	0	0	243	755
7:45 AM	0	0	0	0	0	1	0	12	0	0	2	193	0	1	0	0	103	1	0	0	313	954
8:00 AM	0	0	0	0	0	0	0	11	0	0	2	181	0	0	0	0	104	3	0	0	301	1072
8:15 AM	0	0	0	0	0	1	0	10	0	0	4	223	0	0	0	0	97	2	0	0	337	1194
8:30 AM	0	0	0	0	0	3	0	10	0	0	2	178	0	0	0	0	125	7	0	0	325	1276
8:45 AM	0	0	0	0	0	3	0	15	0	0	5	249	0	0	0	0	100	2	0	0	374	1337
9:00 AM	0	0	0	0	0	0	0	4	0	0	8	200	0	0	0	0	92	2	0	0	306	1342

15-Min Count Period Beginning At	Pasture Brook Way (Northbound)					Pasture Brook Way (Southbound)					Wootton Pkwy (Eastbound)					Wootton Pkwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	0	0	0	0	0	0	0	4	0	0	6	154	0	0	0	0	115	0	0	0	279	1284
9:30 AM	0	0	0	0	0	1	0	5	0	0	1	148	0	0	0	0	96	2	0	0	253	1212
9:45 AM	0	0	0	0	0	2	0	7	0	0	1	149	0	1	0	0	106	2	0	0	268	1106
10:00 AM	0	0	0	0	0	1	0	4	0	0	3	103	0	0	0	0	78	1	0	0	190	990
10:15 AM	0	0	0	0	0	3	0	6	0	0	2	133	0	0	0	0	57	1	0	0	202	913
10:30 AM	0	0	0	0	0	5	0	4	0	0	1	93	0	0	0	0	85	2	0	0	190	850
10:45 AM	0	0	0	0	0	1	0	1	0	0	3	140	0	0	0	0	83	0	0	0	228	810
11:00 AM	0	0	0	0	0	2	0	6	0	0	5	95	0	1	0	0	74	2	0	0	185	805
11:15 AM	0	0	0	0	0	1	0	9	0	0	4	135	0	0	0	0	76	0	0	0	225	828
11:30 AM	0	0	0	0	0	0	0	2	0	0	0	124	0	0	0	0	120	1	0	0	247	885
11:45 AM	0	0	0	0	0	1	0	5	0	0	2	116	0	0	0	0	82	3	0	0	209	866

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	12	0	60	0	0	20	996	0	0	0	0	400	8	0	0	1496
Heavy Trucks	0	0	0			0	0	0			0	40	0			0	16	0			56
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

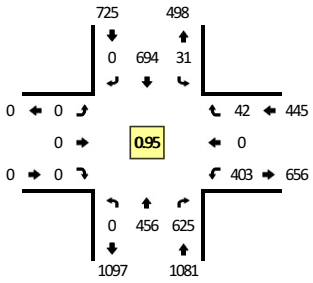
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

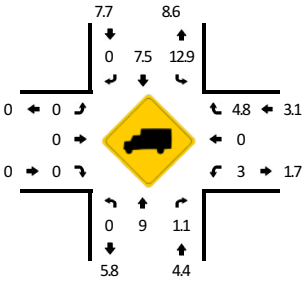
LOCATION: Wootton Pkwy -- W Edmonston Dr (North)
CITY/STATE: Rockville, MD

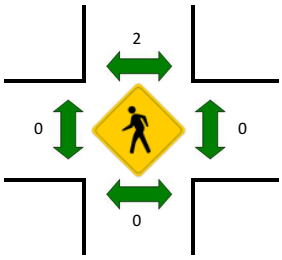
QC JOB #: 17264833
DATE: Wed, Mar 18 2026

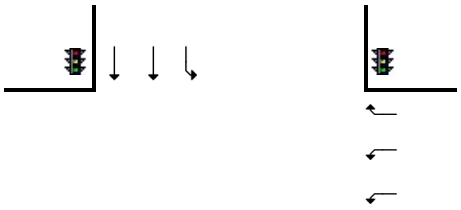
Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

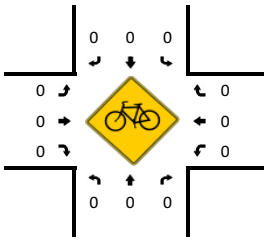


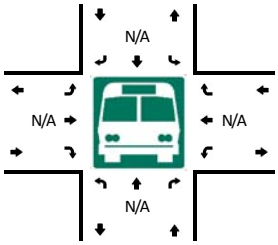
TRUE DATA TO IMPROVE MOBILITY

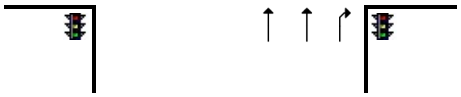


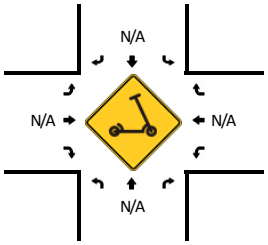












R* = RTOR

15-Min Count Period Beginning At	Wootton Pkwy (Northbound)					Wootton Pkwy (Southbound)					W Edmonston Dr (North) (Eastbound)					W Edmonston Dr (North) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	16	19	0	0	2	19	0	0	0	0	0	0	0	0	3	0	0	0	0	59	
12:15 AM	0	13	10	0	0	1	6	0	0	0	0	0	0	0	0	8	0	0	0	0	38	
12:30 AM	0	21	14	0	0	0	6	0	0	0	0	0	0	0	0	7	0	0	0	0	48	
12:45 AM	0	8	16	0	0	0	7	0	0	0	0	0	0	0	0	6	0	1	0	0	38	183
1:00 AM	0	10	12	0	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	28	152
1:15 AM	0	5	9	0	0	2	7	0	0	0	0	0	0	0	0	5	0	0	0	0	28	142
1:30 AM	0	11	8	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	27	121
1:45 AM	0	5	7	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	16	99
2:00 AM	0	4	6	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	14	85
2:15 AM	0	3	7	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	14	71
2:30 AM	0	4	5	0	0	0	6	0	0	0	0	0	0	0	0	2	0	0	0	1	18	62
2:45 AM	0	2	3	0	0	1	6	0	0	0	0	0	0	0	0	3	0	0	0	0	15	61
3:00 AM	0	6	5	0	0	0	7	0	0	0	0	0	0	0	0	2	0	0	0	0	20	67
3:15 AM	0	3	3	0	0	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	18	71
3:30 AM	0	9	5	0	0	1	4	0	0	0	0	0	0	0	0	5	0	0	0	0	24	77
3:45 AM	0	5	3	0	0	1	9	0	0	0	0	0	0	0	0	3	0	0	0	1	22	84
4:00 AM	0	6	4	0	0	0	13	0	0	0	0	0	0	0	0	5	0	0	0	0	28	92
4:15 AM	0	6	8	0	0	1	13	0	0	0	0	0	0	0	0	10	0	0	0	0	38	112
4:30 AM	0	13	7	0	0	0	18	0	0	0	0	0	0	0	0	15	0	0	0	0	53	141
4:45 AM	0	11	12	0	0	0	22	0	0	0	0	0	0	0	0	13	0	0	0	1	59	178
5:00 AM	0	15	10	0	0	1	29	0	0	0	0	0	0	0	0	24	0	0	0	1	80	230
5:15 AM	0	21	10	0	0	2	41	0	0	0	0	0	0	0	0	25	0	0	0	0	99	291
5:30 AM	0	28	10	0	0	1	55	0	0	0	0	0	0	0	0	17	0	0	0	3	114	352
5:45 AM	0	25	22	0	0	1	60	0	0	0	0	0	0	0	0	48	0	2	0	3	161	454
6:00 AM	0	29	26	0	0	0	89	0	1	0	0	0	0	0	0	37	0	0	0	3	185	559
6:15 AM	0	23	25	0	0	3	106	0	0	0	0	0	0	0	0	45	0	1	0	5	208	668
6:30 AM	0	49	40	0	0	3	133	0	0	0	0	0	0	0	0	32	0	0	0	1	258	812
6:45 AM	0	61	52	0	0	6	124	0	0	0	0	0	0	0	0	79	0	3	0	5	330	981
7:00 AM	0	70	64	0	0	4	176	0	0	0	0	0	0	0	0	78	0	0	0	4	396	1192
7:15 AM	0	97	66	0	0	4	199	0	0	0	0	0	0	0	0	91	0	2	0	9	468	1452
7:30 AM	0	99	95	0	0	13	203	0	0	0	0	0	0	0	0	98	0	10	0	13	531	1725
7:45 AM	0	128	127	0	0	24	196	0	0	0	0	0	0	0	0	86	0	3	0	8	572	1967
8:00 AM	0	116	134	0	0	8	185	0	0	0	0	0	0	0	0	76	0	2	0	8	529	2100
8:15 AM	0	111	153	0	0	8	189	0	0	0	0	0	0	0	0	97	0	3	0	6	567	2199
8:30 AM	0	101	141	0	0	3	191	0	0	0	0	0	0	0	0	104	0	2	0	8	550	2218
8:45 AM	0	118	179	0	0	13	169	0	0	0	0	0	0	0	0	106	0	1	0	8	594	2240
9:00 AM	0	126	152	0	0	7	145	0	0	0	0	0	0	0	0	96	0	9	0	5	540	2251

15-Min Count Period Beginning At	Wootton Pkwy (Northbound)					Wootton Pkwy (Southbound)					W Edmonston Dr (North) (Eastbound)					W Edmonston Dr (North) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	0	115	176	0	0	11	162	0	0	0	0	0	0	0	0	92	0	5	0	3	564	2248
9:30 AM	0	116	116	0	0	8	116	0	0	0	0	0	0	0	0	95	0	4	0	10	465	2163
9:45 AM	0	115	126	0	0	5	116	0	0	0	0	0	0	0	0	69	0	2	0	16	449	2018
10:00 AM	0	103	102	0	0	13	92	0	1	0	0	0	0	0	0	68	0	7	0	5	391	1869
10:15 AM	0	95	109	0	0	14	112	0	0	0	0	0	0	0	0	65	0	5	0	8	408	1713
10:30 AM	0	129	108	0	0	9	92	0	0	0	0	0	0	0	0	84	0	5	0	5	432	1680
10:45 AM	0	116	126	0	0	12	108	0	0	0	0	0	0	0	0	58	0	5	0	11	436	1667
11:00 AM	0	127	108	0	0	25	86	0	0	0	0	0	0	0	0	61	0	9	0	12	428	1704
11:15 AM	0	139	125	0	0	6	107	0	0	0	0	0	0	0	0	65	0	6	0	13	461	1757
11:30 AM	0	152	133	0	0	9	112	0	0	0	0	0	0	0	0	60	0	4	0	14	484	1809
11:45 AM	0	130	132	0	0	20	105	0	0	0	0	0	0	0	0	69	0	11	0	14	481	1854

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	472	716	0	0	52	676	0	0	0	0	0	0	0	0	424	0	36	0	32	2408
Heavy Trucks	0	48	8			12	40	0			0	0	0			12	0	0			120
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

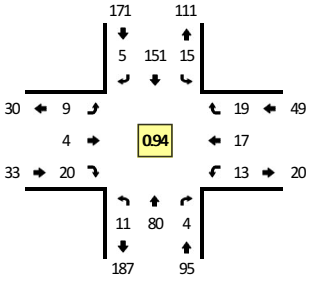
Type of peak hour being reported: Intersection Peak

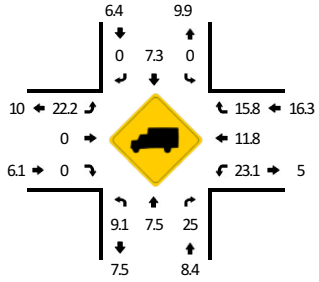
Method for determining peak hour: Total Entering Volume

LOCATION: King Farm Blvd -- Grand Champion Dr
CITY/STATE: Rockville, MD

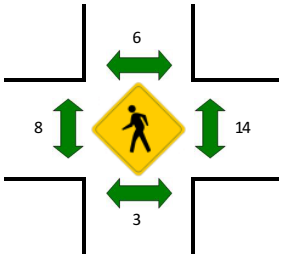
QC JOB #: 17264835
DATE: Wed, Mar 18 2026

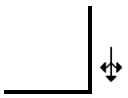
Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

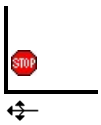


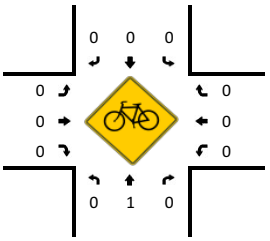


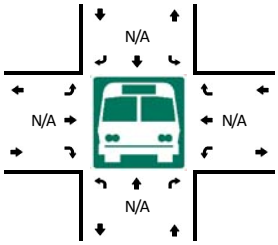
TRUE DATA TO IMPROVE MOBILITY

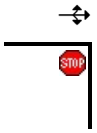


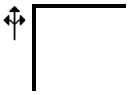


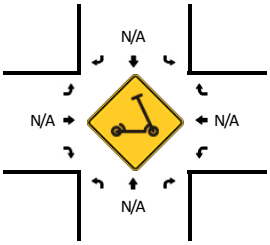












R* = RTOR

15-Min Count Period Beginning At	King Farm Blvd (Northbound)					King Farm Blvd (Southbound)					Grand Champion Dr (Eastbound)					Grand Champion Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
12:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
12:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	
12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	9
1:00 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
1:15 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14
1:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12
1:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	11
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	8
2:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	7
2:30 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8
3:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
3:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	7
4:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	9
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	2	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	5	12
4:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	11
5:00 AM	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10
5:15 AM	0	4	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	9	19
5:30 AM	0	2	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	0	6	20
5:45 AM	0	14	0	0	0	0	9	0	0	0	0	0	1	0	0	1	0	0	0	0	25	43
6:00 AM	0	8	0	1	0	0	13	2	0	0	0	0	3	0	0	1	0	1	0	0	29	69
6:15 AM	0	7	1	1	0	1	10	0	1	0	2	0	0	0	0	2	0	0	0	0	25	85
6:30 AM	0	6	0	0	0	1	6	0	0	0	2	0	0	0	0	0	1	3	0	0	19	98
6:45 AM	0	17	1	0	0	1	22	0	0	0	2	3	2	0	0	1	1	2	0	0	52	125
7:00 AM	0	20	0	1	0	0	11	1	0	0	4	1	3	0	0	2	0	1	0	0	44	140
7:15 AM	0	7	1	0	0	2	24	3	0	0	8	1	1	0	0	3	2	0	0	0	52	167
7:30 AM	0	21	2	1	0	0	26	1	1	0	5	2	3	0	0	0	1	2	0	0	65	213
7:45 AM	0	18	1	0	0	0	40	2	0	0	6	2	0	0	0	1	2	2	0	0	74	235
8:00 AM	0	20	0	0	0	0	42	1	1	0	4	0	3	0	0	2	4	1	0	0	78	269
8:15 AM	4	22	0	1	0	3	37	2	1	0	2	0	8	0	0	5	4	4	0	0	93	310
8:30 AM	0	17	1	0	0	3	41	1	1	0	2	1	2	0	0	3	4	9	0	0	85	330
8:45 AM	2	20	2	2	0	3	35	1	1	0	3	1	4	0	0	2	4	3	0	0	83	339
9:00 AM	2	21	1	0	0	3	38	1	0	0	2	2	6	0	0	3	5	3	0	0	87	348

15-Min Count Period Beginning At	King Farm Blvd (Northbound)					King Farm Blvd (Southbound)					Grand Champion Dr (Eastbound)					Grand Champion Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	2	21	0	1	0	0	31	1	1	0	2	3	0	0	0	0	1	1	0	0	64	319
9:30 AM	3	9	1	2	0	0	17	1	0	0	1	0	5	0	0	1	3	3	0	0	46	280
9:45 AM	2	18	2	2	0	2	25	0	1	0	2	1	1	0	0	1	0	2	0	0	59	256
10:00 AM	0	16	2	1	0	1	18	0	1	0	1	0	1	1	0	5	0	0	0	0	47	216
10:15 AM	1	16	2	1	0	2	17	1	0	0	3	1	3	0	0	2	2	1	0	0	52	204
10:30 AM	2	19	4	2	0	1	19	3	1	0	5	0	1	0	0	2	0	4	0	0	63	221
10:45 AM	0	22	0	1	0	2	11	1	0	0	2	2	1	0	0	5	0	1	0	0	48	210
11:00 AM	0	18	2	2	0	2	22	2	0	0	3	0	1	0	0	1	1	2	0	0	56	219
11:15 AM	1	22	2	0	0	2	30	1	0	0	1	1	0	0	0	2	0	0	0	0	62	229
11:30 AM	0	22	3	5	0	1	25	1	0	0	0	1	1	0	0	4	1	3	0	0	67	233
11:45 AM	4	25	5	1	0	3	20	1	0	0	1	0	4	0	0	1	1	2	0	0	68	253

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	88	0	4	0	12	148	8	4	0	8	0	32	0	0	20	16	16	0	0	372
Heavy Trucks	4	4	0			0	16	0			0	0	0			4	4	0			32
Buses																					
Pedestrians		0					16					12					20				48
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

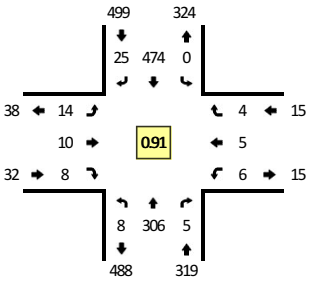
Type of peak hour being reported: Intersection Peak

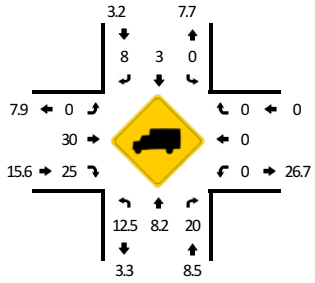
Method for determining peak hour: Total Entering Volume

LOCATION: Redland Blvd -- Pleasant Dr
CITY/STATE: Rockville, MD

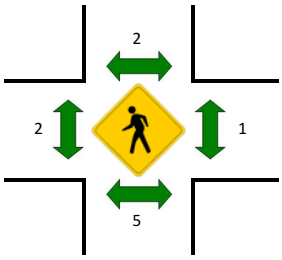
QC JOB #: 17264837
DATE: Wed, Mar 18 2026

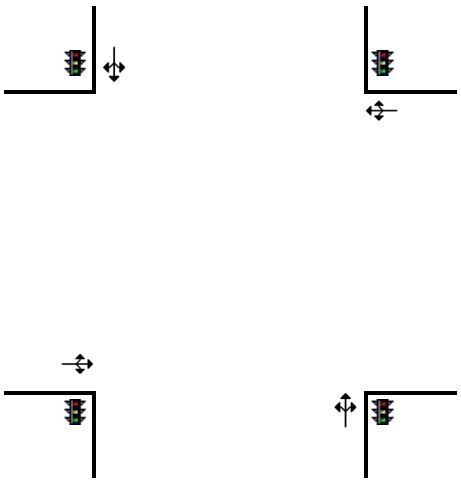
Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

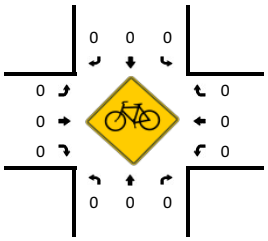


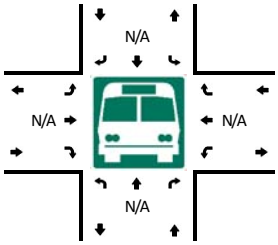


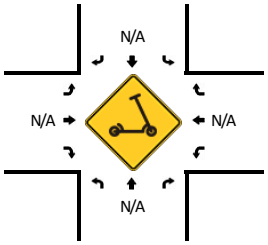
TRUE DATA TO IMPROVE MOBILITY











R* = RTOR

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Pleasant Dr (Eastbound)					Pleasant Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	11	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
12:15 AM	0	12	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
12:30 AM	0	9	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	12	
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	46
1:00 AM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	40
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	29
1:30 AM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	24
2:00 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	20
2:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
2:45 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12
3:00 AM	0	4	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	8	17
3:15 AM	1	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	19
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20
3:45 AM	0	8	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	12	27
4:00 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	24
4:15 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23
4:30 AM	0	6	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	11	32
4:45 AM	0	7	0	0	0	0	7	0	0	0	1	0	0	0	0	2	0	0	0	0	17	37
5:00 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	37
5:15 AM	0	11	0	0	0	0	9	0	0	0	0	1	0	0	0	0	0	0	0	0	21	54
5:30 AM	0	15	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	31	74
5:45 AM	0	10	0	0	0	0	19	1	0	0	0	0	1	0	0	1	0	0	0	0	32	89
6:00 AM	0	13	0	0	0	0	31	0	0	1	0	0	0	0	0	0	0	0	0	0	45	129
6:15 AM	1	20	1	0	0	0	31	2	0	0	0	0	1	0	0	1	1	0	0	0	58	166
6:30 AM	2	22	0	0	0	0	54	2	0	0	1	1	0	0	1	0	0	3	0	0	86	221
6:45 AM	0	32	0	0	0	0	70	0	0	1	0	1	1	0	2	0	0	1	0	0	108	297
7:00 AM	0	45	2	0	0	1	60	1	0	0	2	3	1	0	1	1	1	0	0	0	118	370
7:15 AM	1	43	1	0	0	0	64	4	0	0	3	0	1	0	0	2	0	1	0	1	121	433
7:30 AM	4	56	0	0	0	0	106	3	0	0	3	2	1	0	1	3	0	0	0	0	179	526
7:45 AM	5	64	0	0	0	1	108	6	0	0	2	1	0	0	2	3	0	0	0	0	192	610
8:00 AM	0	69	0	0	0	1	118	6	0	0	3	3	2	0	2	1	2	2	0	2	211	703
8:15 AM	3	68	1	0	0	0	124	5	0	1	3	1	1	0	1	0	2	1	0	0	211	793
8:30 AM	1	63	1	0	0	0	103	1	0	0	5	3	1	0	0	2	1	1	0	1	183	797
8:45 AM	3	78	0	0	0	0	140	6	0	1	3	3	2	0	0	2	0	0	0	0	238	843
9:00 AM	1	97	2	0	1	0	107	10	0	1	3	3	2	0	1	2	2	0	0	1	233	865

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Pleasant Dr (Eastbound)					Pleasant Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	2	76	1	0	2	0	78	4	0	2	4	1	0	0	1	0	2	0	0	2	175	829
9:30 AM	2	64	1	0	0	1	63	8	0	0	1	3	1	0	0	0	1	2	0	0	147	793
9:45 AM	2	67	1	0	0	0	71	6	0	2	3	3	3	0	0	2	1	2	0	1	164	719
10:00 AM	3	71	2	0	0	1	53	2	0	0	5	2	1	0	1	2	3	0	0	1	147	633
10:15 AM	1	76	1	0	0	1	51	4	0	2	1	1	0	0	0	1	2	2	0	1	144	602
10:30 AM	2	61	1	0	1	1	41	6	0	1	2	1	3	0	0	2	3	1	0	0	126	581
10:45 AM	1	75	0	0	0	1	54	4	0	1	4	0	0	0	1	1	0	1	0	0	143	560
11:00 AM	6	82	0	0	1	0	47	2	0	1	3	1	2	0	0	1	1	0	0	0	147	560
11:15 AM	2	72	0	0	0	1	47	1	0	3	2	5	0	0	0	1	1	2	0	0	137	553
11:30 AM	6	67	3	1	0	0	42	3	0	0	2	2	4	0	1	3	4	0	0	0	138	565
11:45 AM	3	97	4	0	0	0	46	14	0	0	3	4	2	0	1	0	2	0	0	0	176	598

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	312	0	0	0	0	560	28	0	4	12	12	8	0	0	8	0	0	0	0	956
Heavy Trucks	4	36	0			0	16	0			0	4	4			0	0	0			64
Buses																					
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

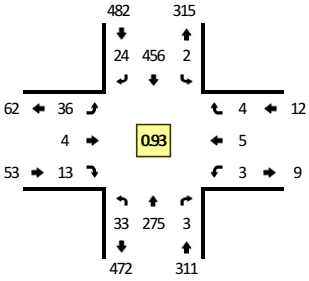
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

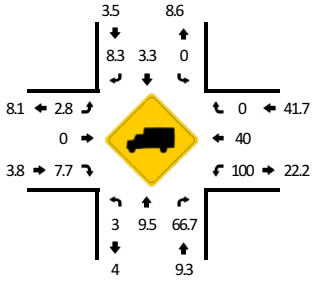
LOCATION: Redland Blvd -- Parking Lot/Thompson Dairy Way
CITY/STATE: Rockville, MD

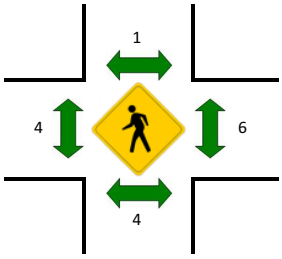
QC JOB #: 17264839
DATE: Wed, Mar 18 2026

Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

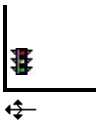


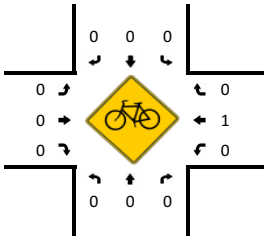
TRUE DATA TO IMPROVE MOBILITY

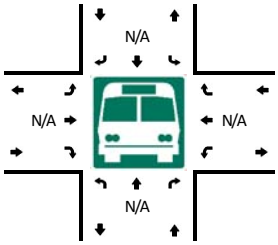


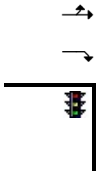


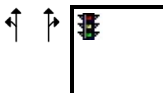


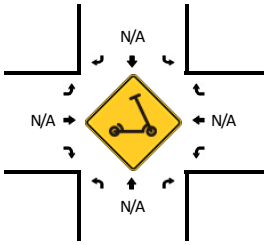












R* = RTOR

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Parking Lot/Thompson Dairy Way (Eastbound)					Parking Lot/Thompson Dairy Way (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	11	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	
12:15 AM	0	13	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
12:30 AM	0	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10	
12:45 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	46
1:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	40
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27
1:30 AM	0	4	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	8	25
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	25
2:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3	21
2:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14
2:45 AM	1	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	13
3:00 AM	1	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18
3:15 AM	0	4	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	20
3:45 AM	0	8	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	10	24
4:00 AM	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	21
4:15 AM	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20
4:30 AM	0	4	0	0	0	0	4	1	0	0	1	0	0	0	1	0	0	1	0	0	12	31
4:45 AM	0	6	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	1	0	0	14	35
5:00 AM	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	37
5:15 AM	1	11	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21	54
5:30 AM	0	16	0	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	31	73
5:45 AM	0	9	0	0	0	1	15	3	0	0	0	0	1	0	0	0	0	0	0	0	29	88
6:00 AM	0	13	0	0	0	0	24	8	0	0	0	0	0	0	0	0	1	0	0	0	46	127
6:15 AM	0	21	0	0	0	0	27	5	0	0	1	1	1	0	0	0	0	0	0	0	56	162
6:30 AM	5	21	0	0	0	1	48	7	0	0	2	0	2	0	0	1	0	2	0	0	89	220
6:45 AM	5	26	0	0	0	0	65	6	0	0	6	1	0	0	0	1	0	0	0	0	110	301
7:00 AM	1	40	2	0	0	2	61	5	0	0	5	1	2	0	1	1	0	1	0	0	122	377
7:15 AM	3	36	1	0	0	0	62	4	0	0	5	0	4	0	0	0	1	2	0	0	118	439
7:30 AM	3	55	0	0	0	1	101	5	0	1	4	1	0	0	1	1	0	1	0	2	176	526
7:45 AM	8	62	1	0	0	4	103	3	0	0	7	0	1	0	2	1	0	1	0	1	194	610
8:00 AM	2	66	0	0	0	0	125	5	0	0	5	0	0	0	2	0	0	1	0	0	206	694
8:15 AM	11	60	1	0	0	0	117	6	0	0	7	3	2	0	1	1	1	0	0	1	211	787
8:30 AM	12	57	1	0	0	1	104	3	0	0	5	0	1	0	3	1	2	2	0	0	192	803
8:45 AM	4	74	1	0	0	0	131	8	0	0	8	0	0	0	3	1	0	0	0	0	230	839

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Parking Lot/Thompson Dairy Way (Eastbound)					Parking Lot/Thompson Dairy Way (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	6	84	0	0	0	1	104	7	0	0	16	1	2	0	1	0	2	0	0	1	225	858
9:15 AM	8	77	1	0	0	1	74	6	0	0	5	0	2	0	4	0	3	2	0	1	184	831
9:30 AM	5	58	0	0	1	0	59	4	0	1	7	1	1	0	2	1	3	0	0	0	143	782
9:45 AM	6	58	0	0	0	0	68	8	0	1	9	1	1	0	0	1	1	1	0	0	155	707
10:00 AM	7	66	1	0	0	1	41	16	0	0	9	2	3	0	2	1	1	2	0	0	152	634
10:15 AM	7	62	0	0	0	1	42	9	0	0	15	3	1	0	2	0	0	0	0	0	142	592
10:30 AM	6	54	0	0	0	0	36	11	0	0	9	3	3	0	2	1	1	2	0	0	128	577
10:45 AM	9	63	0	0	0	0	43	13	0	0	13	0	3	0	1	0	1	2	0	0	148	570
11:00 AM	13	78	2	0	0	0	41	9	0	0	7	1	2	0	2	0	1	1	0	0	157	575
11:15 AM	12	66	0	0	0	0	37	11	0	2	14	3	3	0	4	1	2	1	0	0	156	589
11:30 AM	13	57	0	0	0	0	38	9	0	1	14	1	1	0	3	1	2	0	0	0	140	601
11:45 AM	18	88	0	0	0	0	34	12	0	2	16	0	5	0	3	2	2	0	0	0	182	635

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	296	4	0	0	0	524	32	0	0	32	0	12	0	12	4	0	0	0	0	932
Heavy Trucks	0	36	4			0	16	4			4	0	0			4	0	0			68
Buses																					
Pedestrians		8					0					0					8				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

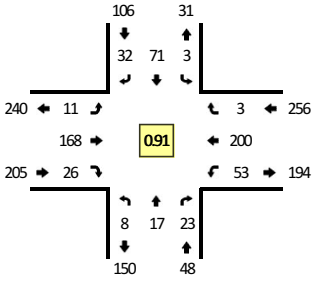
Type of peak hour being reported: Intersection Peak

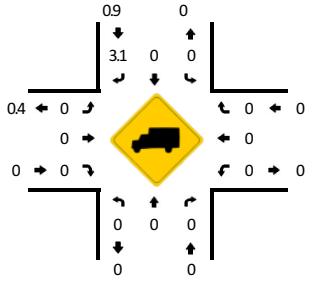
Method for determining peak hour: Total Entering Volume

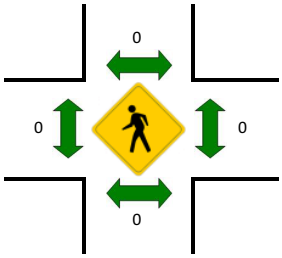
LOCATION: Piccard Dr -- Gaither Rd
CITY/STATE: Rockville, MD

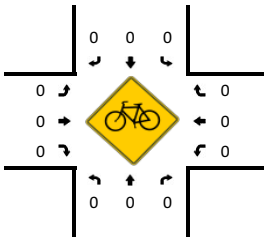
QC JOB #: 17264841
DATE: Wed, Mar 18 2026

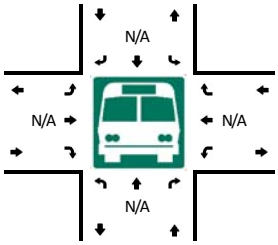
Peak-Hour: 8:15 AM -- 9:15 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

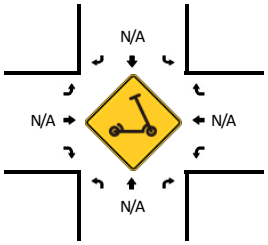












R* = RTOR

15-Min Count Period Beginning At	Piccard Dr (Northbound)					Piccard Dr (Southbound)					Gaither Rd (Eastbound)					Gaither Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	6	
12:15 AM	0	2	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	7	
12:30 AM	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5	
12:45 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	21
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	16
1:15 AM	0	0	3	0	0	0	0	0	0	0	0	4	1	0	0	1	1	0	0	0	10	19
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	16
1:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	16
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	4	9
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	9
2:45 AM	0	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	5	11
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	9
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3	10
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	4	9
4:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0	0	0	4	12
4:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	2	0	0	0	6	17
4:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	4	18
4:45 AM	0	0	0	0	0	1	0	2	0	0	1	4	1	0	0	1	2	0	0	0	12	26
5:00 AM	0	1	0	0	0	0	3	1	0	0	0	4	0	0	0	1	5	0	0	0	15	37
5:15 AM	0	0	0	0	0	0	2	3	0	0	0	4	0	0	0	0	5	0	0	0	14	45
5:30 AM	0	0	0	0	0	0	1	1	0	0	0	6	1	0	0	0	3	0	0	0	12	53
5:45 AM	0	1	1	0	0	0	3	1	0	0	1	6	0	1	0	1	8	1	0	0	24	65
6:00 AM	1	1	2	0	0	0	5	4	0	0	1	3	0	0	0	5	6	0	0	0	28	78
6:15 AM	0	2	0	0	0	1	3	1	0	0	0	10	1	0	0	3	17	0	1	0	39	103
6:30 AM	2	8	3	0	0	0	6	5	0	0	3	9	1	0	0	2	12	0	0	0	51	142
6:45 AM	0	3	1	0	0	0	10	9	0	3	4	17	1	0	2	6	22	0	0	1	79	197
7:00 AM	1	7	11	0	0	0	9	4	0	1	5	10	1	0	0	9	28	0	0	0	86	255
7:15 AM	3	7	1	0	2	2	10	4	0	2	4	21	4	0	0	12	22	0	0	0	94	310
7:30 AM	1	2	3	0	0	0	14	4	0	1	4	23	3	0	3	11	29	0	0	2	100	359
7:45 AM	0	3	4	0	0	2	17	5	0	0	3	25	3	0	1	9	29	1	0	0	102	382
8:00 AM	1	12	6	0	0	1	11	11	0	0	2	36	3	0	1	8	42	1	0	0	135	431
8:15 AM	3	4	5	0	0	1	15	11	0	1	3	50	5	0	2	10	57	1	0	1	169	506
8:30 AM	0	1	5	0	0	2	20	5	0	0	2	39	6	0	1	15	36	0	0	0	132	538
8:45 AM	2	6	4	0	0	0	18	5	0	0	2	40	6	0	0	8	63	0	0	0	154	590
9:00 AM	3	6	9	0	0	0	18	10	0	0	4	39	4	0	2	20	44	1	0	0	160	615

15-Min Count Period Beginning At	Piccard Dr (Northbound)					Piccard Dr (Southbound)					Gaither Rd (Eastbound)					Gaither Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	4	3	5	0	0	0	13	5	0	0	5	33	6	0	1	12	40	0	0	0	127	573
9:30 AM	5	4	5	0	0	2	16	7	0	0	4	29	4	0	0	11	37	0	0	0	124	565
9:45 AM	4	4	7	1	2	0	14	3	0	1	5	25	7	0	0	13	33	0	0	1	120	531
10:00 AM	1	8	3	0	0	0	7	11	0	2	1	22	6	0	3	9	29	1	0	0	103	474
10:15 AM	1	3	4	0	0	0	10	3	0	0	2	25	5	0	2	15	21	1	0	0	92	439
10:30 AM	3	11	4	0	1	1	10	7	0	0	6	23	3	0	2	8	22	0	0	0	101	416
10:45 AM	3	5	6	0	0	0	9	5	0	0	4	21	1	0	1	13	23	0	0	0	91	387
11:00 AM	3	5	7	0	0	0	5	4	0	1	5	25	2	0	1	9	35	1	0	2	105	389
11:15 AM	2	6	2	0	1	0	5	2	0	0	4	17	1	1	0	15	51	0	0	1	108	405
11:30 AM	7	8	8	0	0	0	10	4	0	0	2	32	4	0	2	15	33	0	0	1	126	430
11:45 AM	5	8	9	0	0	0	14	5	0	0	4	29	2	0	3	6	42	0	0	0	127	466

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	16	20	0	0	4	60	48	0	4	12	200	28	0	8	40	228	8	0	4	692
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

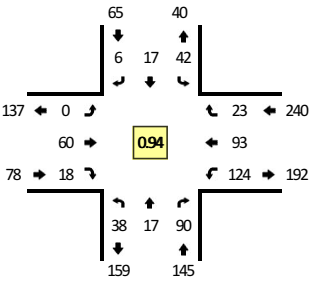
Type of peak hour being reported: Intersection Peak

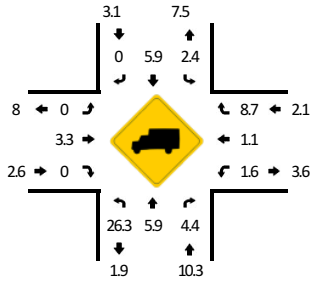
Method for determining peak hour: Total Entering Volume

LOCATION: E Jefferson St -- Congressional Ln
CITY/STATE: Rockville, MD

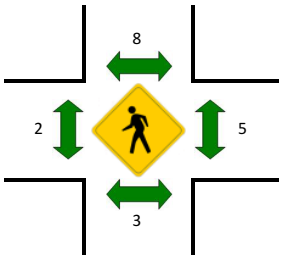
QC JOB #: 17264843
DATE: Wed, Mar 18 2026

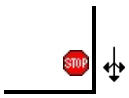
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

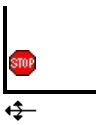


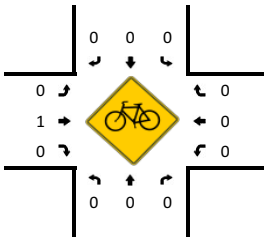


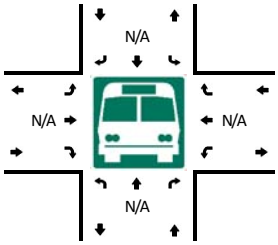
TRUE DATA TO IMPROVE MOBILITY

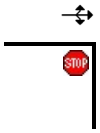


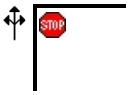


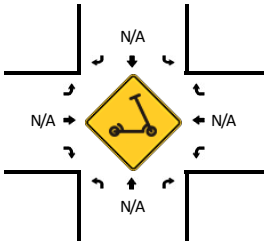












R* = RTOR

15-Min Count Period Beginning At	E Jefferson St (Northbound)					E Jefferson St (Southbound)					Congressional Ln (Eastbound)					Congressional Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	1	0	3	0	0	1	0	0	0	0	0	2	0	0	0	2	2	3	0	0	14	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	
12:30 AM	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7	
12:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	0	7	30
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	19
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
1:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6	16
1:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	12
2:00 AM	0	1	1	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1	0	0	8	17
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	19
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
2:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	12
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
3:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:00 AM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	4	8
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	4	10
4:30 AM	1	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	14
4:45 AM	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	4	0	0	0	0	10	23
5:00 AM	0	0	0	0	0	1	2	0	0	0	0	2	2	0	0	1	0	1	0	0	9	28
5:15 AM	1	0	2	0	0	1	1	0	0	0	0	2	1	0	0	6	1	1	0	0	16	40
5:30 AM	1	2	4	0	0	1	1	0	0	0	0	3	1	0	0	0	0	1	0	0	14	49
5:45 AM	2	2	5	0	0	5	2	0	0	0	0	8	1	0	0	7	0	1	0	0	33	72
6:00 AM	1	0	2	0	0	1	1	0	0	0	0	3	0	0	0	1	5	2	0	0	16	79
6:15 AM	1	0	5	0	0	4	2	0	0	0	0	11	2	0	0	6	6	4	0	0	41	104
6:30 AM	3	1	6	0	0	5	3	0	0	0	0	9	1	0	0	13	4	0	0	0	45	135
6:45 AM	3	1	8	0	0	7	2	1	0	0	0	9	1	0	0	18	1	1	0	0	52	154
7:00 AM	9	2	5	0	0	5	2	1	0	0	0	10	4	0	0	12	8	1	0	0	59	197
7:15 AM	2	1	6	0	0	8	5	0	0	0	0	9	4	0	0	21	6	2	0	0	64	220
7:30 AM	6	6	12	0	0	9	7	0	0	0	0	9	2	0	0	25	16	4	0	0	96	271
7:45 AM	11	6	21	0	0	7	2	2	0	0	0	11	4	0	0	30	37	5	0	0	136	355
8:00 AM	9	4	21	0	0	9	5	1	0	0	0	17	5	0	0	35	23	7	0	0	136	432
8:15 AM	11	2	24	0	0	13	4	1	0	0	0	12	4	0	0	28	12	5	0	0	116	484
8:30 AM	7	5	24	0	0	13	6	2	0	0	0	20	5	0	0	31	21	6	0	0	140	528
8:45 AM	8	6	29	0	0	10	3	1	0	0	0	10	3	0	0	23	19	2	0	0	114	506
9:00 AM	11	6	31	0	0	13	6	0	0	0	1	10	5	0	0	22	12	5	0	0	122	492

15-Min Count Period Beginning At	E Jefferson St (Northbound)					E Jefferson St (Southbound)					Congressional Ln (Eastbound)					Congressional Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	10	3	28	0	0	12	4	0	0	0	0	10	1	0	0	25	20	6	0	0	119	495
9:30 AM	4	5	33	0	0	3	7	0	0	0	0	13	1	0	0	25	7	7	1	0	106	461
9:45 AM	9	1	42	0	0	10	2	1	0	0	0	10	1	0	0	22	17	5	0	0	120	467
10:00 AM	3	4	35	0	0	5	3	0	0	0	0	9	1	0	0	39	18	4	0	0	121	466
10:15 AM	10	5	34	0	0	7	5	0	0	0	0	2	1	0	0	28	18	4	0	0	114	461
10:30 AM	4	1	43	0	0	10	1	0	0	0	0	10	1	0	0	20	20	3	0	0	113	468
10:45 AM	4	7	33	0	0	4	1	1	0	0	0	8	0	0	0	23	20	5	0	0	106	454
11:00 AM	0	3	45	0	0	3	3	0	0	0	0	8	1	0	0	24	13	2	0	0	102	435
11:15 AM	6	3	42	0	0	6	3	1	0	0	0	7	3	0	0	31	20	4	0	0	126	447
11:30 AM	5	3	57	0	0	5	3	0	0	0	0	12	2	0	0	26	16	4	0	0	133	467
11:45 AM	5	5	49	0	0	5	2	0	0	0	0	3	0	0	0	38	27	2	0	0	136	497

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	20	96	0	0	52	24	8	0	0	0	80	20	0	0	124	84	24	0	0	560
Heavy Trucks	0	0	0			0	0	0			0	0	0			0	0	0			0
Buses																					
Pedestrians		4					8					4					4				20
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

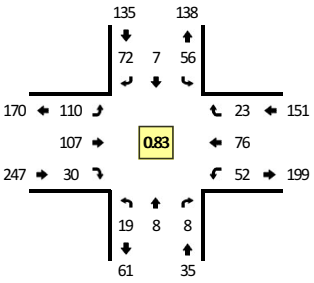
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

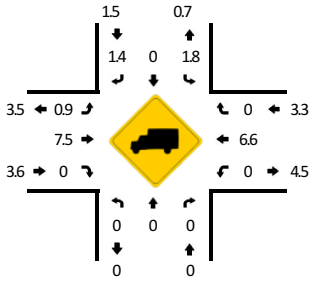
LOCATION: Shopping Center Dwy -- Halpine Rd
CITY/STATE: Rockville, MD

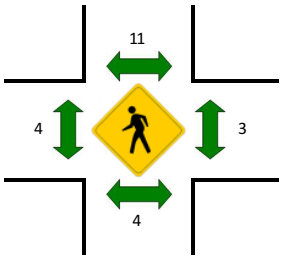
QC JOB #: 17264845
DATE: Wed, Mar 18 2026

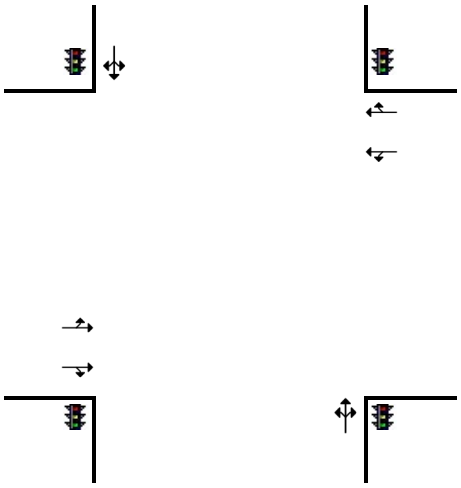
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

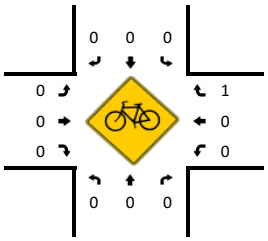


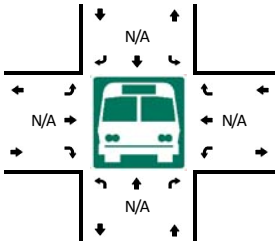


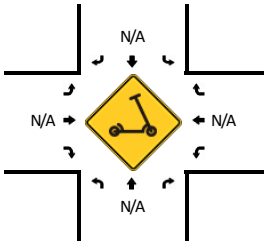












R* = RTOR

15-Min Count Period Beginning At	Shopping Center Dwy (Northbound)					Shopping Center Dwy (Southbound)					Halpine Rd (Eastbound)					Halpine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	2	2	0	0	0	1	0	0	0	6	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	2	0	1	0	6	
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5	18
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	14
1:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	16
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	5	15
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	11
2:00 AM	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	4	13
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	4	14
2:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	12
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	14
3:00 AM	3	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	15
3:15 AM	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	14
3:30 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3	14
3:45 AM	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	5	16
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:15 AM	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	6	14
4:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	13
4:45 AM	1	0	1	0	0	0	0	0	0	0	1	3	0	0	0	2	2	0	0	0	10	18
5:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	20
5:15 AM	1	0	0	0	0	0	0	0	0	0	2	6	0	0	0	2	1	0	0	0	12	26
5:30 AM	4	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	4	0	0	0	13	37
5:45 AM	5	3	1	0	0	0	0	0	0	0	4	3	0	0	0	1	3	0	0	0	20	47
6:00 AM	1	0	3	0	0	0	1	0	0	0	2	8	2	0	0	1	1	0	1	0	20	65
6:15 AM	1	0	4	0	0	0	0	0	0	0	1	7	1	0	0	1	4	1	0	0	20	73
6:30 AM	3	0	2	0	0	0	0	1	0	0	2	5	1	0	0	4	6	0	0	0	24	84
6:45 AM	6	0	5	0	0	0	0	4	0	0	2	10	1	0	0	6	7	2	0	0	43	107
7:00 AM	5	1	3	0	2	1	1	3	0	0	3	11	3	0	0	6	11	1	0	0	51	138
7:15 AM	5	1	6	0	3	2	1	1	0	2	3	13	3	0	0	1	8	0	1	0	50	168
7:30 AM	5	0	3	0	2	1	0	1	0	1	1	17	1	0	0	1	6	1	0	0	40	184
7:45 AM	9	0	6	0	2	4	2	3	0	0	10	24	3	0	0	6	12	0	0	0	81	222
8:00 AM	6	1	4	0	0	2	0	1	0	0	2	20	3	0	0	8	17	1	2	1	68	239
8:15 AM	6	2	2	0	1	1	2	5	0	1	7	25	3	0	1	4	21	0	1	1	83	272
8:30 AM	6	2	4	0	0	2	0	1	0	2	5	24	2	0	1	5	11	1	1	0	67	299
8:45 AM	10	1	5	0	1	5	1	1	0	0	9	20	4	0	2	11	11	4	1	0	86	304
9:00 AM	7	0	4	0	0	2	0	5	0	1	6	22	6	0	1	2	13	0	5	0	74	310

15-Min Count Period Beginning At	Shopping Center Dwy (Northbound)					Shopping Center Dwy (Southbound)					Halpine Rd (Eastbound)					Halpine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	9	1	4	0	2	2	1	5	0	0	15	30	4	0	2	6	21	1	3	1	107	334
9:30 AM	8	0	4	0	0	6	0	2	0	0	9	20	8	0	0	0	12	0	1	0	70	337
9:45 AM	5	2	0	0	0	2	0	4	0	2	15	21	9	0	0	11	14	0	1	1	87	338
10:00 AM	7	1	5	0	1	8	1	5	0	1	16	15	5	0	1	7	12	4	3	1	93	357
10:15 AM	3	1	6	0	0	6	1	5	0	4	14	30	7	1	1	2	12	4	3	0	100	350
10:30 AM	5	2	1	0	0	11	3	13	0	3	12	20	4	0	0	2	16	1	6	0	99	379
10:45 AM	4	1	1	0	1	9	1	10	0	2	23	21	3	0	4	8	15	9	4	0	116	408
11:00 AM	3	0	0	0	2	10	2	9	0	5	23	20	3	2	0	3	18	4	4	2	110	425
11:15 AM	5	3	3	0	0	8	0	11	0	4	21	23	7	0	1	8	22	7	11	0	134	459
11:30 AM	9	2	0	0	1	24	3	14	0	9	28	27	9	1	3	7	20	3	9	2	171	531
11:45 AM	2	3	1	0	1	14	2	12	0	8	35	37	6	0	1	6	16	3	4	2	153	568

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	36	8	4	0	4	96	12	92	0	36	112	108	48	4	12	28	80	20	36	8	744
Heavy Trucks	0	0	0			0	0	4			0	0	0			0	4	0			8
Buses																					
Pedestrians		4					20					8					4				36
Bicycles	0	0	0			0	0	0			0	0	0			0	0	4			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Stonestreet Ave -- Business Dwy/Baltimore Rd

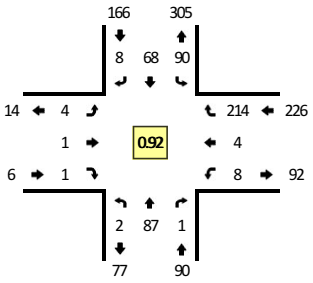
CITY/STATE: Rockville, MD

QC JOB #: 17264847

DATE: Wed, Mar 18 2026

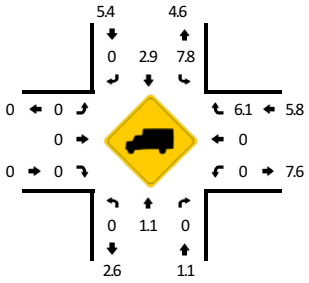
Peak-Hour: 7:30 AM -- 8:30 AM

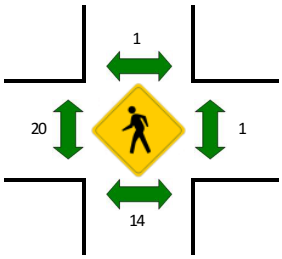
Peak 15-Min: 7:30 AM -- 7:45 AM

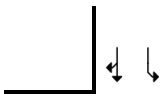


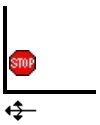


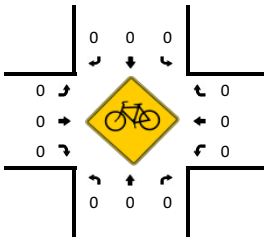
TRUE DATA TO IMPROVE MOBILITY

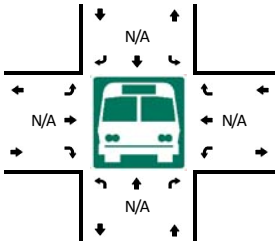


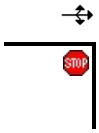


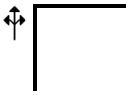


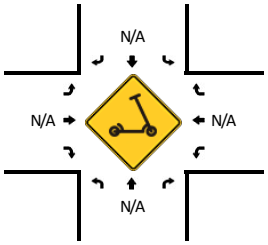












R* = RTOR

15-Min Count Period Beginning At	S Stonestreet Ave (Northbound)					S Stonestreet Ave (Southbound)					Business Dwy/Baltimore Rd (Eastbound)					Business Dwy/Baltimore Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	3	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	0	0	10	
12:15 AM	0	5	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	11	
12:30 AM	0	2	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	0	0	9	
12:45 AM	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	0	1	0	0	8	38
1:00 AM	0	2	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	11	39
1:15 AM	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	0	0	7	35
1:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	29
1:45 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
2:00 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	4	18
2:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15
2:30 AM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
2:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
3:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
3:30 AM	0	1	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0	2	0	0	7	10
3:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12
4:00 AM	0	2	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	6	18
4:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21
4:30 AM	0	4	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	8	22
4:45 AM	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	0	0	7	25
5:00 AM	0	9	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	4	0	0	18	37
5:15 AM	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	14	47
5:30 AM	0	9	0	0	0	3	6	0	0	0	0	0	0	0	0	0	0	13	0	0	31	70
5:45 AM	0	18	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	13	0	0	36	99
6:00 AM	0	11	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	20	0	0	47	128
6:15 AM	0	12	0	0	0	11	8	0	0	0	0	0	0	0	0	0	0	18	0	0	49	163
6:30 AM	0	20	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	20	0	0	50	182
6:45 AM	2	25	1	0	0	7	12	0	0	0	0	0	0	0	0	0	0	25	0	0	72	218
7:00 AM	0	21	0	0	0	12	10	0	0	0	0	0	0	0	0	1	0	31	0	0	75	246
7:15 AM	0	18	0	0	0	17	12	1	0	0	0	1	0	0	0	3	0	49	0	0	101	298
7:30 AM	0	32	0	0	0	25	20	4	0	0	0	0	1	0	0	4	3	44	0	0	133	381
7:45 AM	2	26	0	0	0	20	10	1	0	0	0	0	0	0	0	1	1	68	0	0	129	438
8:00 AM	0	14	1	0	0	24	22	2	0	0	3	0	0	0	0	3	0	53	0	0	122	485
8:15 AM	0	15	0	0	0	21	16	1	0	0	1	1	0	0	0	0	0	49	0	0	104	488
8:30 AM	0	20	0	0	0	18	15	0	0	0	1	0	0	0	0	0	0	51	0	0	105	460
8:45 AM	1	21	0	0	0	15	8	0	0	0	3	1	0	0	0	2	0	47	0	0	98	429
9:00 AM	0	18	1	0	0	9	11	1	0	0	0	1	1	0	0	1	1	33	0	0	77	384

15-Min Count Period Beginning At	S Stonestreet Ave (Northbound)					S Stonestreet Ave (Southbound)					Business Dwy/Baltimore Rd (Eastbound)					Business Dwy/Baltimore Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	0	16	1	0	0	10	16	0	0	0	0	0	1	0	0	2	0	44	0	0	90	370
9:30 AM	1	17	0	0	0	19	8	1	0	0	1	0	0	0	0	0	0	39	0	0	86	351
9:45 AM	0	16	0	0	0	18	11	2	0	0	2	0	1	0	0	2	0	31	0	0	83	336
10:00 AM	1	25	0	0	0	21	15	2	0	0	2	1	0	0	0	3	2	35	0	0	107	366
10:15 AM	1	20	1	0	0	19	14	1	0	0	1	0	1	0	0	1	1	28	0	0	88	364
10:30 AM	2	16	0	0	0	20	12	2	0	0	0	0	2	0	0	0	1	21	0	0	76	354
10:45 AM	2	13	0	0	0	16	16	2	0	0	1	0	2	0	0	2	3	27	0	0	84	355
11:00 AM	3	17	0	0	0	18	14	3	0	0	8	3	4	0	0	0	4	34	0	0	108	356
11:15 AM	1	24	1	0	0	24	6	0	0	0	3	2	5	0	0	0	0	20	0	0	86	354
11:30 AM	2	16	0	0	0	14	13	0	1	0	2	1	0	0	0	1	0	26	0	0	76	354
11:45 AM	2	14	2	0	0	20	17	3	0	0	1	1	2	0	0	0	0	24	0	0	86	356

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	128	0	0	0	100	80	16	0	0	0	0	4	0	0	16	12	176	0	0	532
Heavy Trucks	0	0	0			4	0	0			0	0	0			0	0	16			20
Buses																					
Pedestrians		24					0					12					4				40
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

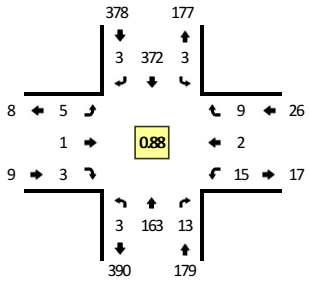
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

LOCATION: Park Rd (W Harners Ln) -- Woodland Rd/McArthur Dr | **QC JOB #:** 17264849

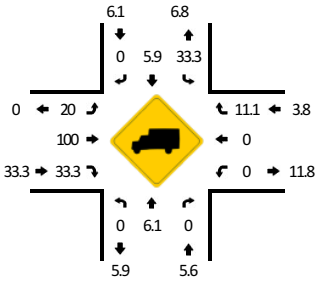
CITY/STATE: Rockville, MD | **DATE:** Wed, Mar 18 2026

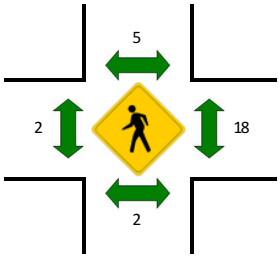
Peak-Hour: 7:30 AM -- 8:30 AM

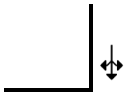
Peak 15-Min: 8:00 AM -- 8:15 AM

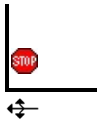


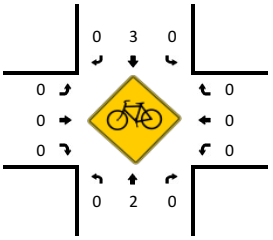


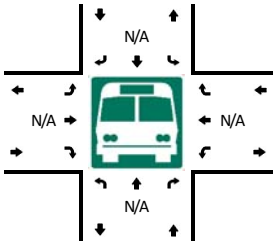


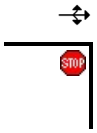


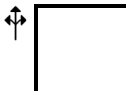


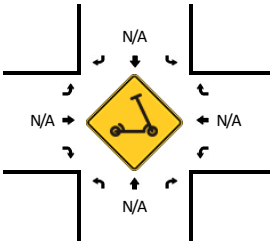












R* = RTOR

15-Min Count Period Beginning At	Park Rd (W Harners Ln) (Northbound)					Park Rd (W Harners Ln) (Southbound)					Woodland Rd/McArthur Dr (Eastbound)					Woodland Rd/McArthur Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	3	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
12:15 AM	0	3	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
12:30 AM	0	3	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	10	
12:45 AM	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	9	43
1:00 AM	0	1	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7	38
1:15 AM	0	2	0	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	8	34
1:30 AM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	0	4	28
1:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	23
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	20
2:15 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15
2:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	12
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	11
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
3:15 AM	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	1	0	0	7	13
3:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13
3:45 AM	0	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	18
4:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	8	24
4:15 AM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	4	21
4:30 AM	0	3	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	8	28
4:45 AM	0	6	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11	31
5:00 AM	0	11	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	21	44
5:15 AM	0	11	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	25	65
5:30 AM	0	20	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	37	94
5:45 AM	0	24	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	41	124
6:00 AM	0	13	1	0	0	0	18	0	0	0	0	0	0	0	0	0	0	1	0	0	33	136
6:15 AM	0	23	0	0	0	0	25	0	0	0	0	0	0	0	0	2	0	1	0	0	51	162
6:30 AM	0	37	2	0	0	0	28	1	0	0	0	0	0	0	0	0	0	1	0	0	69	194
6:45 AM	0	39	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	72	225
7:00 AM	0	18	0	0	0	1	34	1	0	0	0	0	0	0	0	2	0	1	0	0	57	249
7:15 AM	1	30	1	0	0	0	56	0	0	0	0	0	1	0	0	1	0	1	0	0	91	289
7:30 AM	2	37	1	0	0	1	77	1	0	0	1	0	1	0	0	7	0	3	0	0	131	351
7:45 AM	1	45	3	0	0	1	88	0	0	0	1	1	0	0	0	4	0	4	0	0	148	427
8:00 AM	0	46	6	0	0	0	111	0	0	0	0	0	2	0	0	3	1	0	0	0	169	539
8:15 AM	0	35	3	0	0	1	96	2	0	0	3	0	0	0	0	1	1	2	0	0	144	592
8:30 AM	0	32	0	0	0	0	91	1	0	0	0	0	0	0	0	2	1	0	0	0	127	588
8:45 AM	2	57	3	0	0	1	55	1	0	0	1	0	1	0	0	2	0	2	0	0	125	565
9:00 AM	0	46	1	0	0	0	81	2	0	0	0	0	1	0	0	2	0	1	0	0	134	530

15-Min Count Period Beginning At	Park Rd (W Harners Ln) (Northbound)					Park Rd (W Harners Ln) (Southbound)					Woodland Rd/McArthur Dr (Eastbound)					Woodland Rd/McArthur Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	0	36	1	0	0	0	55	0	0	0	0	0	1	0	0	1	0	1	0	0	95	481
9:30 AM	0	40	2	0	0	0	52	1	0	0	2	0	2	0	0	1	0	1	0	0	101	455
9:45 AM	0	44	2	0	0	0	43	1	0	0	0	0	0	0	0	0	0	1	0	0	91	421
10:00 AM	0	50	2	0	0	0	53	0	0	0	1	0	1	0	0	1	0	2	0	0	110	397
10:15 AM	0	54	1	0	0	2	44	0	0	0	0	0	1	0	0	3	0	0	0	0	105	407
10:30 AM	0	36	2	0	0	0	53	0	0	0	3	0	1	0	0	1	0	0	0	0	96	402
10:45 AM	0	34	1	0	0	0	56	0	0	0	0	0	0	0	0	1	0	0	0	0	92	403
11:00 AM	1	50	1	0	0	1	50	0	0	0	1	0	0	0	0	1	1	1	0	0	107	400
11:15 AM	0	48	1	0	0	0	53	1	0	0	0	0	2	0	0	3	0	0	0	0	108	403
11:30 AM	0	50	1	0	0	0	54	0	0	0	1	0	0	0	0	3	1	1	0	0	111	418
11:45 AM	0	63	1	0	0	0	54	3	0	0	1	0	0	0	0	1	0	0	0	0	123	449

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	184	24	0	0	0	444	0	0	0	0	0	8	0	0	12	4	0	0	0	676
Heavy Trucks	0	4	0			0	16	0			0	0	4			0	0	0			24
Buses																					
Pedestrians		4					0					0					28				32
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

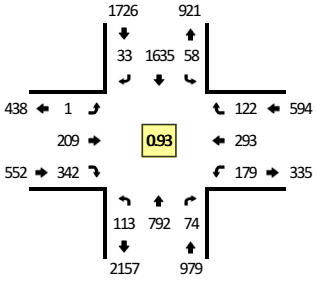
Method for determining peak hour: Total Entering Volume

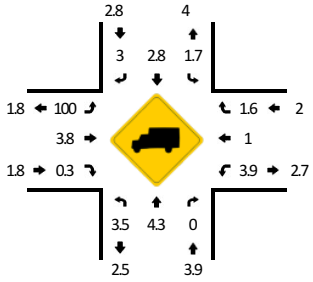
LOCATION: MD 355 -- Edmonston Dr
CITY/STATE: Rockville, MD

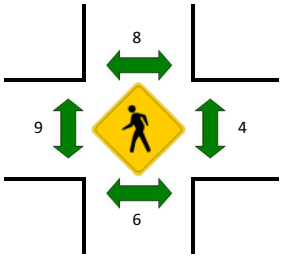
QC JOB #: 17264851
DATE: Thu, Mar 26 2026

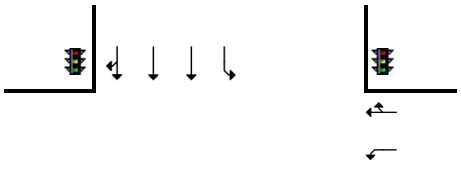
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

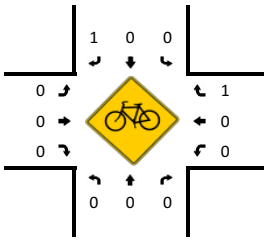
TRUE DATA TO IMPROVE MOBILITY

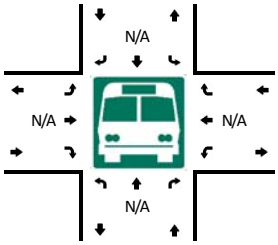


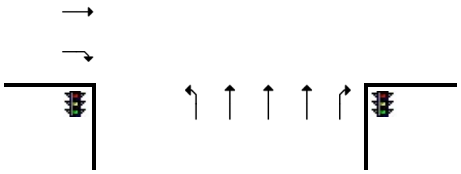


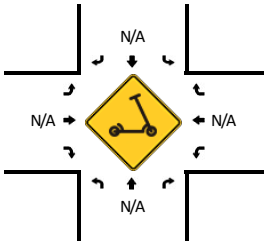












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Edmonston Dr (Eastbound)					Edmonston Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	3	47	7	1	1	2	38	2	1	1	1	9	2	0	9	4	3	1	0	1	133	
12:15 AM	1	33	6	0	0	2	28	3	0	0	0	14	1	0	2	4	3	0	0	2	99	
12:30 AM	4	21	6	0	1	1	22	0	0	0	0	5	2	0	4	7	1	1	0	1	76	
12:45 AM	2	25	3	0	0	2	19	1	0	0	0	7	0	0	3	2	1	0	0	0	65	373
1:00 AM	1	14	5	0	1	0	9	1	0	0	0	2	0	0	3	1	1	1	0	1	40	280
1:15 AM	1	16	2	0	1	1	13	0	0	0	0	6	1	0	1	1	1	1	0	1	46	227
1:30 AM	2	16	0	0	1	0	12	0	0	0	0	1	0	0	2	0	1	0	0	0	35	186
1:45 AM	1	10	2	0	0	0	10	0	0	0	0	3	0	0	2	2	0	2	0	0	32	153
2:00 AM	0	15	2	0	1	1	7	1	0	0	0	2	0	0	0	1	2	0	0	1	33	146
2:15 AM	1	12	2	0	0	2	7	0	0	0	0	1	0	0	2	0	1	0	0	1	29	129
2:30 AM	0	11	3	0	0	0	3	0	0	0	0	5	0	0	0	3	1	2	0	1	29	123
2:45 AM	0	9	0	0	0	0	16	0	0	0	0	1	0	0	0	0	1	0	0	0	27	118
3:00 AM	1	18	2	0	0	0	12	1	0	0	0	3	0	0	0	0	3	0	0	1	41	126
3:15 AM	0	5	0	0	0	0	9	0	0	0	0	1	0	0	2	0	4	0	0	0	21	118
3:30 AM	0	10	0	0	0	1	18	0	0	0	0	0	1	0	0	1	3	0	0	0	34	123
3:45 AM	1	4	2	0	0	2	14	0	0	0	0	1	0	0	2	4	2	0	0	1	33	129
4:00 AM	0	9	1	0	0	0	14	1	0	0	0	3	0	0	2	2	2	1	0	1	36	124
4:15 AM	0	7	0	0	0	0	18	0	0	0	0	1	1	0	1	5	11	0	0	4	48	151
4:30 AM	0	8	2	0	0	2	23	0	0	0	0	3	0	0	0	6	7	0	0	4	55	172
4:45 AM	0	12	4	0	0	1	39	0	0	0	0	2	1	0	4	5	14	1	0	5	88	227
5:00 AM	0	25	4	0	0	1	47	1	0	0	0	4	0	0	4	3	12	2	0	3	106	297
5:15 AM	2	22	2	0	1	2	49	2	1	0	0	2	1	0	8	8	24	3	0	4	131	380
5:30 AM	2	27	2	0	2	1	79	1	0	1	0	3	1	0	9	13	21	2	0	2	166	491
5:45 AM	1	38	2	0	3	3	102	2	0	2	0	10	4	0	9	21	19	3	0	2	221	624
6:00 AM	6	49	5	0	1	4	147	1	0	0	0	10	3	0	8	21	28	1	0	6	290	808
6:15 AM	1	48	6	0	2	2	170	3	0	1	0	6	1	0	19	13	32	6	0	4	314	991
6:30 AM	5	54	4	0	0	5	216	2	0	0	0	16	4	0	16	16	48	6	0	3	395	1220
6:45 AM	7	90	6	2	0	4	278	5	0	0	0	16	7	0	19	35	37	9	0	2	517	1516
7:00 AM	14	89	12	0	6	8	334	4	0	1	0	31	13	0	18	21	53	15	0	3	622	1848
7:15 AM	7	109	6	0	3	17	345	5	0	0	0	44	20	0	15	29	74	41	0	4	719	2253
7:30 AM	14	143	3	0	5	16	471	7	0	1	0	47	35	0	12	29	75	42	0	9	909	2767
7:45 AM	14	164	8	0	7	19	489	9	0	0	0	60	42	0	12	28	100	29	0	4	985	3235
8:00 AM	11	157	5	0	4	21	411	3	0	0	0	64	48	0	33	34	84	23	0	4	902	3515
8:15 AM	19	137	4	0	2	16	430	7	0	1	0	51	49	0	31	46	103	24	0	6	926	3722
8:30 AM	31	212	6	0	7	13	455	6	0	1	1	58	49	0	40	48	77	29	0	2	1035	3848
8:45 AM	26	159	13	0	9	15	400	9	0	0	0	44	54	0	30	51	73	33	0	10	926	3789
9:00 AM	20	213	9	1	12	5	352	6	3	0	0	55	47	0	33	44	75	24	0	1	900	3787

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Edmonston Dr (Eastbound)					Edmonston Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	35	208	9	0	9	19	428	8	3	3	0	52	48	0	41	36	68	23	0	0	990	3851
9:30 AM	15	195	10	0	5	10	394	9	0	2	0	44	54	0	23	37	47	16	0	2	863	3679
9:45 AM	26	192	7	0	7	19	366	9	0	0	0	48	48	0	45	28	56	19	0	6	876	3629
10:00 AM	28	182	6	2	5	13	322	14	1	0	1	29	40	0	33	28	39	10	0	3	756	3485
10:15 AM	33	217	7	3	15	15	314	12	0	0	0	38	51	0	32	32	41	21	0	2	833	3328
10:30 AM	26	221	11	4	9	20	275	17	3	3	0	27	40	0	19	22	35	14	0	3	749	3214
10:45 AM	27	256	11	4	7	17	337	17	3	1	2	45	50	0	24	33	41	13	0	1	889	3227
11:00 AM	31	256	10	1	6	18	329	10	8	1	0	46	49	0	23	18	33	12	0	6	857	3328
11:15 AM	39	286	10	2	9	16	326	7	5	1	3	44	47	0	21	20	39	16	0	3	894	3389
11:30 AM	40	292	21	4	11	12	322	15	2	2	3	36	34	0	41	38	50	11	0	0	934	3574
11:45 AM	41	293	15	2	11	26	351	12	7	0	0	47	56	0	30	34	44	9	0	4	982	3667

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	124	848	52	0	28	52	1820	28	0	4	4	232	356	0	160	192	308	124	0	8	4340
Heavy Trucks	12	40	0			0	36	0			4	8	4			4	4	4			116
Buses																					
Pedestrians		0					4					8					8				20
Bicycles	0	0	0			0	0	4			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

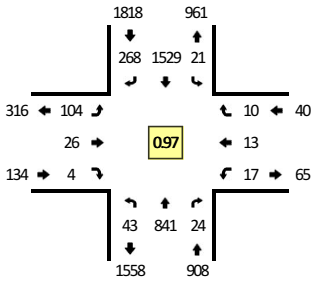
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

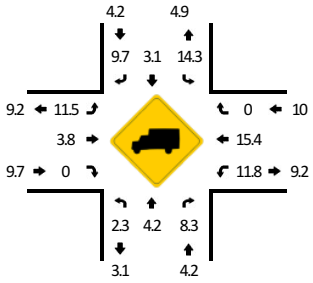
LOCATION: MD 355 -- N Washington St
CITY/STATE: Rockville, MD

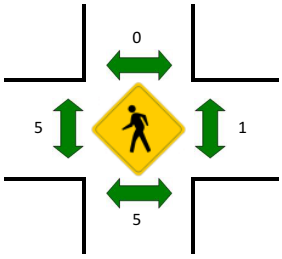
QC JOB #: 17264853
DATE: Thu, Mar 26 2026

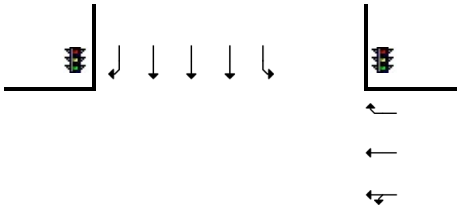
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

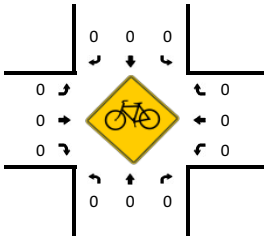


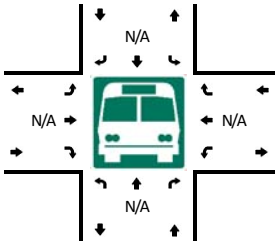


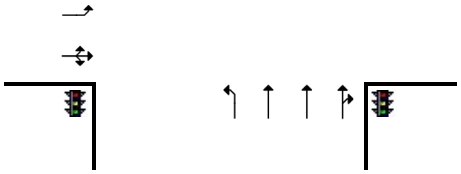


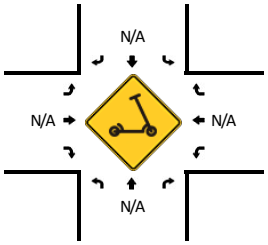












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					N Washington St (Eastbound)					N Washington St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	26	1	1	0	0	23	3	1	0	5	0	0	0	0	2	1	0	0	0	63	
12:15 AM	1	23	1	0	0	1	22	5	0	0	6	0	0	0	0	0	0	2	0	0	61	
12:30 AM	0	17	3	0	0	0	10	7	0	0	2	1	0	0	0	1	1	0	0	0	42	
12:45 AM	0	16	1	0	0	1	21	5	0	0	4	1	0	0	0	2	0	1	0	0	52	218
1:00 AM	0	12	4	0	0	1	7	2	1	0	3	0	0	0	0	0	1	1	0	0	32	187
1:15 AM	0	25	2	0	1	0	14	0	0	0	3	1	0	0	0	1	0	2	0	0	49	175
1:30 AM	0	12	3	0	0	0	15	0	0	0	2	0	0	0	0	1	3	1	0	1	38	171
1:45 AM	0	4	1	0	0	1	6	2	0	0	2	0	0	0	0	2	1	0	0	0	19	138
2:00 AM	0	10	0	0	0	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	22	128
2:15 AM	0	10	0	0	0	0	4	0	0	0	1	0	0	0	0	1	0	1	0	0	17	96
2:30 AM	1	12	1	0	0	0	7	2	0	0	2	0	0	0	0	0	0	1	0	0	26	84
2:45 AM	0	7	1	0	0	0	11	1	0	0	1	1	0	0	0	1	1	0	0	0	24	89
3:00 AM	1	10	0	0	0	0	15	7	0	0	0	0	0	0	0	1	0	0	0	0	34	101
3:15 AM	0	5	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	11	95
3:30 AM	0	8	1	0	0	0	12	3	0	0	0	0	0	0	0	1	0	2	0	0	27	96
3:45 AM	0	6	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	17	89
4:00 AM	1	11	0	0	0	0	14	2	0	0	0	0	1	0	0	0	0	1	0	0	30	85
4:15 AM	0	8	2	0	0	0	20	3	0	0	2	0	0	0	0	0	0	0	0	0	35	109
4:30 AM	0	19	0	0	0	0	21	4	0	0	1	0	0	0	1	0	0	0	0	0	46	128
4:45 AM	0	15	0	0	0	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	44	155
5:00 AM	1	25	0	0	0	1	36	6	0	0	3	0	0	0	0	0	0	0	0	0	72	197
5:15 AM	2	21	2	0	0	1	47	8	0	0	2	0	0	0	1	0	0	0	0	0	84	246
5:30 AM	1	30	0	0	0	1	57	8	0	0	4	1	1	0	0	0	0	0	0	0	103	303
5:45 AM	1	56	3	0	0	4	67	5	0	0	4	2	1	0	1	0	0	0	0	1	145	404
6:00 AM	2	51	1	2	0	0	90	10	0	0	9	1	0	0	0	1	0	1	0	0	168	500
6:15 AM	1	55	1	0	0	3	122	16	0	0	7	0	0	0	0	2	1	0	0	0	208	624
6:30 AM	2	83	1	0	0	3	184	11	0	0	9	2	0	0	0	2	0	0	0	1	298	819
6:45 AM	3	90	1	1	1	4	222	24	0	0	7	1	0	0	1	0	6	0	0	0	361	1035
7:00 AM	3	121	2	1	0	2	277	31	0	0	18	3	1	0	0	3	1	0	0	0	463	1330
7:15 AM	4	123	6	2	0	3	373	59	0	0	14	3	0	0	0	2	2	0	0	1	592	1714
7:30 AM	10	204	1	1	0	4	445	61	0	0	13	3	1	0	0	4	4	0	0	0	751	2167
7:45 AM	8	229	4	0	0	5	361	71	1	0	32	7	2	0	0	3	3	0	0	2	728	2534
8:00 AM	7	210	10	4	0	4	365	67	1	0	35	4	0	0	0	5	3	2	0	1	718	2789
8:15 AM	10	198	7	3	2	2	358	69	4	0	24	12	1	0	0	5	3	3	0	2	703	2900
8:30 AM	9	217	8	1	1	8	360	58	3	0	37	7	1	0	0	4	5	2	0	2	723	2872
8:45 AM	15	250	11	1	0	6	268	53	1	0	34	5	1	0	1	8	8	1	0	2	665	2809
9:00 AM	11	248	3	3	0	12	317	87	3	0	23	6	1	0	1	6	4	3	0	2	730	2821

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					N Washington St (Eastbound)					N Washington St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	15	261	7	3	1	6	331	60	3	0	32	7	1	0	1	2	8	0	0	4	742	2860
9:30 AM	8	244	6	0	1	14	331	73	1	0	24	4	2	0	1	5	4	0	0	3	721	2858
9:45 AM	12	216	5	2	0	12	237	67	4	0	34	9	1	0	1	6	7	2	0	1	616	2809
10:00 AM	5	223	11	1	3	6	248	53	3	0	30	8	2	0	1	10	9	0	0	2	615	2694
10:15 AM	9	188	13	5	2	9	255	42	7	0	46	11	3	0	0	7	2	2	0	3	604	2556
10:30 AM	7	232	22	2	0	13	230	56	14	0	33	8	6	0	0	8	8	0	0	3	642	2477
10:45 AM	7	299	16	2	0	20	265	51	9	0	50	12	4	0	1	14	4	8	0	2	764	2625
11:00 AM	10	204	18	2	3	15	246	67	6	0	45	13	3	0	1	12	11	4	0	8	668	2678
11:15 AM	7	220	13	4	0	15	253	61	7	0	49	9	1	0	0	16	7	4	0	5	671	2745
11:30 AM	10	261	22	3	0	10	252	54	11	0	56	12	7	0	0	20	9	4	0	7	738	2841
11:45 AM	9	242	15	4	4	16	265	67	11	0	58	11	10	0	0	11	7	7	0	6	743	2820

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	40	816	4	4	0	16	1780	244	0	0	52	12	4	0	0	16	16	0	0	0	3004
Heavy Trucks	0	40	4			4	40	12			4	0	0			0	4	0			108
Buses																					
Pedestrians		12					0					4					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

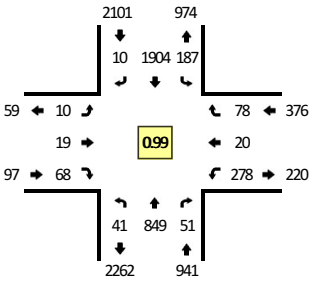
Type of peak hour being reported: Intersection Peak

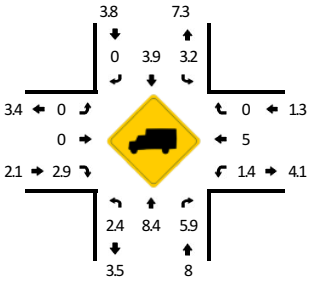
Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Watkins Pond Blvd/Indianola Dr
CITY/STATE: Rockville, MD

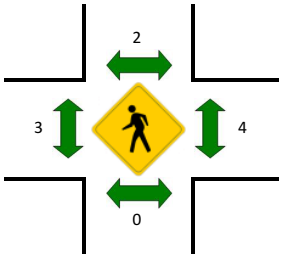
QC JOB #: 17264855
DATE: Thu, Mar 26 2026

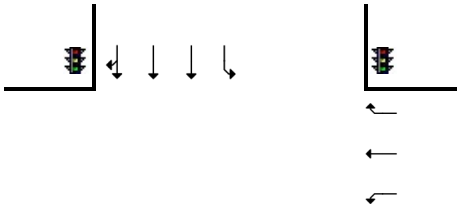
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 9:00 AM -- 9:15 AM

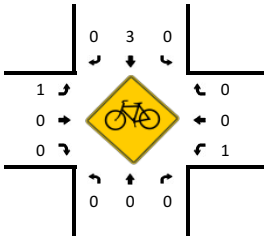


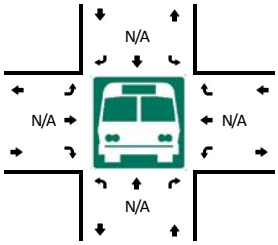


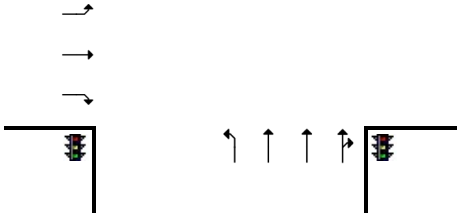
TRUE DATA TO IMPROVE MOBILITY

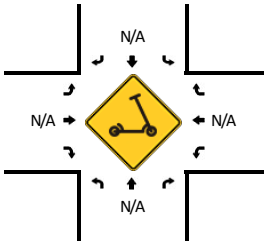












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Watkins Pond Blvd/Indianola Dr (Eastbound)					Watkins Pond Blvd/Indianola Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	47	2	0	0	0	27	0	2	0	1	1	0	0	1	0	0	1	0	0	82	
12:15 AM	1	46	0	0	0	1	20	0	1	0	0	0	0	0	0	1	0	0	0	0	70	
12:30 AM	1	32	0	0	0	1	19	1	4	0	0	0	0	0	0	0	0	2	0	1	61	
12:45 AM	0	36	1	0	0	1	16	0	4	0	0	0	1	0	0	1	0	0	0	1	61	274
1:00 AM	1	20	0	0	0	1	17	0	3	0	0	0	0	0	0	0	0	1	0	0	43	235
1:15 AM	1	26	0	1	0	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	48	213
1:30 AM	1	23	0	0	0	0	11	0	1	0	1	0	0	0	0	1	0	1	0	1	40	192
1:45 AM	0	9	0	0	0	6	11	1	1	0	1	0	0	0	0	0	0	1	0	0	30	161
2:00 AM	2	13	0	0	0	3	10	0	1	0	0	0	0	0	0	0	0	0	0	0	29	147
2:15 AM	0	15	0	0	0	0	7	0	1	0	1	0	1	0	0	2	0	2	0	0	29	128
2:30 AM	1	18	0	0	0	1	16	0	0	0	0	0	0	0	0	1	0	3	0	0	40	128
2:45 AM	0	10	0	0	0	0	12	0	2	0	0	0	0	0	0	1	0	0	1	0	26	124
3:00 AM	1	17	0	0	0	1	6	0	0	0	1	0	1	0	0	0	0	0	0	0	27	122
3:15 AM	0	10	0	0	0	0	6	0	1	0	0	0	0	0	0	0	0	1	0	0	18	111
3:30 AM	0	13	0	0	0	0	19	0	0	0	0	0	0	0	0	1	0	0	0	0	33	104
3:45 AM	1	11	0	0	0	0	15	0	2	0	0	0	0	0	1	0	0	0	0	0	30	108
4:00 AM	0	15	0	0	0	0	26	0	4	0	0	0	0	0	0	0	0	0	0	0	45	126
4:15 AM	0	17	0	0	0	2	35	0	3	0	0	0	1	0	0	1	0	0	0	0	59	167
4:30 AM	0	25	0	0	0	7	43	0	3	0	0	1	1	0	0	6	1	0	0	0	87	221
4:45 AM	0	25	0	1	0	3	59	1	2	0	0	0	1	0	0	6	1	0	0	1	100	291
5:00 AM	1	32	0	0	1	3	61	1	0	0	2	0	1	0	0	6	2	0	0	1	111	357
5:15 AM	1	47	0	0	0	12	98	1	1	0	2	1	3	0	0	8	0	0	0	2	176	474
5:30 AM	0	53	3	0	0	8	129	1	4	0	0	0	0	0	3	2	0	1	0	1	205	592
5:45 AM	0	67	0	0	1	16	150	0	2	0	1	0	0	0	3	5	2	1	0	1	249	741
6:00 AM	1	81	1	0	1	9	185	1	3	0	1	1	0	0	2	11	1	0	0	2	300	930
6:15 AM	1	88	2	0	1	11	188	0	2	0	3	0	1	0	4	6	2	0	0	4	313	1067
6:30 AM	1	83	4	0	0	10	285	1	4	0	4	1	0	0	7	25	0	1	0	4	430	1292
6:45 AM	2	112	4	0	2	13	334	2	6	0	3	0	3	0	14	29	2	0	0	3	529	1572
7:00 AM	4	136	3	2	0	23	372	0	7	0	0	2	6	0	9	33	1	2	0	2	602	1874
7:15 AM	3	158	2	1	1	34	463	2	8	0	8	0	10	0	11	50	1	3	0	7	762	2323
7:30 AM	3	171	7	1	1	21	487	2	5	1	4	5	11	0	15	70	4	5	0	5	818	2711
7:45 AM	6	201	6	0	1	39	487	3	11	0	13	8	8	0	23	68	3	1	0	9	887	3069
8:00 AM	6	194	8	0	4	50	502	6	7	0	4	3	9	0	6	59	2	5	0	11	876	3343
8:15 AM	2	191	5	2	4	36	474	1	5	0	4	3	6	0	14	82	3	3	0	8	843	3424
8:30 AM	8	189	10	1	0	31	508	2	6	1	2	3	5	0	6	71	8	5	0	9	865	3471
8:45 AM	5	214	12	3	0	46	473	4	10	0	2	1	5	0	12	69	4	7	0	15	882	3466

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Watkins Pond Blvd/Indianola Dr (Eastbound)					Watkins Pond Blvd/Indianola Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	7	219	10	4	2	47	462	0	8	0	4	6	9	0	6	78	4	5	0	18	889	3479
9:15 AM	9	227	13	4	4	26	461	3	13	0	2	9	8	0	17	60	4	3	0	16	879	3515
9:30 AM	9	259	8	6	2	33	340	5	11	1	4	1	5	0	8	52	3	7	0	15	769	3419
9:45 AM	10	257	17	3	3	37	355	5	8	0	2	2	5	0	10	44	1	7	0	13	779	3316
10:00 AM	6	228	13	4	2	25	289	1	3	2	6	0	2	0	9	30	5	5	0	12	642	3069
10:15 AM	10	237	13	3	0	19	241	1	14	0	2	1	5	0	7	35	1	12	0	9	610	2800
10:30 AM	7	261	14	6	0	17	292	3	5	0	4	3	2	0	12	28	6	3	0	12	675	2706
10:45 AM	4	293	15	3	1	12	309	0	6	0	3	1	2	0	8	36	3	4	0	7	707	2634
11:00 AM	5	297	18	4	3	24	285	1	7	1	6	3	2	0	6	24	1	1	0	17	705	2697
11:15 AM	5	298	14	5	3	20	267	3	4	0	6	2	1	0	9	29	2	7	0	12	687	2774
11:30 AM	7	281	18	1	1	25	253	2	4	0	5	2	1	0	7	25	1	13	0	20	666	2765
11:45 AM	8	324	26	4	1	31	270	2	13	0	4	2	0	0	7	27	0	6	0	16	741	2799

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	876	48	16	8	188	1848	0	32	0	16	24	60	0	24	312	16	92	0	72	3660
Heavy Trucks	0	68	4			4	88	0			0	0	4			8	0	0			176
Buses																					
Pedestrians		0					0					4					4				8
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

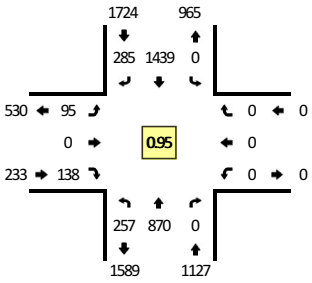
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

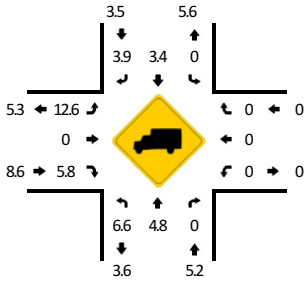
LOCATION: MD 355 -- Mannakee St
CITY/STATE: Rockville, MD

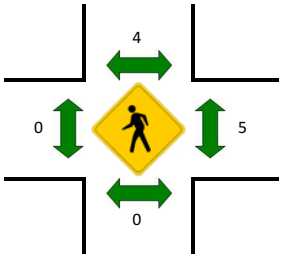
QC JOB #: 17264857
DATE: Thu, Mar 26 2026

Peak-Hour: 8:45 AM -- 9:45 AM
Peak 15-Min: 9:15 AM -- 9:30 AM

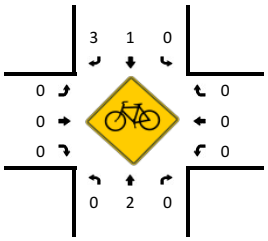


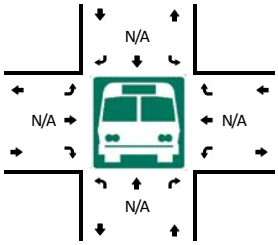
TRUE DATA TO IMPROVE MOBILITY

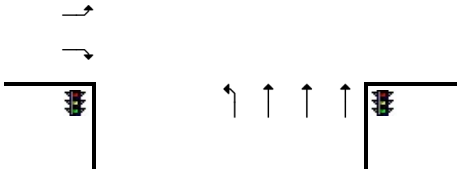


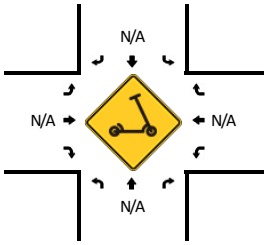












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mannakee St (Eastbound)					Mannakee St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	1	35	0	0	0	0	21	0	0	0	2	0	0	0	2	0	0	0	0	0	61	
12:15 AM	1	29	0	0	0	0	26	1	0	0	1	0	1	0	0	0	0	0	0	0	59	
12:30 AM	0	18	0	0	0	0	14	1	0	0	0	0	4	0	0	0	0	0	0	0	37	
12:45 AM	0	15	0	0	0	0	19	1	0	0	2	0	3	0	0	0	0	0	0	0	40	197
1:00 AM	0	15	0	0	0	0	11	0	0	0	0	0	1	0	0	0	0	0	0	0	27	163
1:15 AM	0	20	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	33	137
1:30 AM	0	16	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	29	129
1:45 AM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	14	103
2:00 AM	0	10	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	21	97
2:15 AM	0	9	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	13	77
2:30 AM	0	14	0	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	25	73
2:45 AM	0	9	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	20	79
3:00 AM	2	9	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	17	75
3:15 AM	1	5	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	10	72
3:30 AM	0	11	0	0	0	0	15	0	0	0	0	0	1	0	0	0	0	0	0	0	27	74
3:45 AM	0	6	0	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	18	72
4:00 AM	1	9	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	23	78
4:15 AM	0	14	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	35	103
4:30 AM	0	17	0	0	0	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	45	121
4:45 AM	2	14	0	0	0	0	26	2	0	0	0	0	2	0	1	0	0	0	0	0	47	150
5:00 AM	1	26	0	0	0	0	43	1	0	0	1	0	0	0	0	0	0	0	0	0	72	199
5:15 AM	1	23	0	0	0	0	56	6	0	0	1	0	2	0	0	0	0	0	0	0	89	253
5:30 AM	2	30	0	0	0	0	67	4	0	0	2	0	0	0	4	0	0	0	0	0	109	317
5:45 AM	0	53	0	1	0	0	72	4	0	0	3	0	0	0	4	0	0	0	0	0	137	407
6:00 AM	5	50	0	0	0	0	103	2	0	0	1	0	0	0	2	0	0	0	0	0	163	498
6:15 AM	5	57	0	1	0	0	135	9	0	1	5	0	2	0	8	0	0	0	0	0	223	632
6:30 AM	8	80	0	0	0	0	191	7	0	1	6	0	2	0	2	0	0	0	0	0	297	820
6:45 AM	8	91	0	1	0	0	243	15	0	2	3	0	3	0	8	0	0	0	0	0	374	1057
7:00 AM	14	122	0	0	0	0	309	16	0	1	8	0	4	0	5	0	0	0	0	0	479	1373
7:15 AM	11	126	0	0	0	0	447	21	0	0	7	0	0	0	8	0	0	0	0	0	620	1770
7:30 AM	20	185	0	1	0	0	474	26	0	3	12	0	6	0	9	0	0	0	0	0	736	2209
7:45 AM	49	212	0	3	0	0	447	61	0	4	12	0	4	0	8	0	0	0	0	0	800	2635
8:00 AM	42	202	0	2	0	0	421	58	0	2	10	0	6	0	15	0	0	0	0	0	758	2914
8:15 AM	32	195	0	3	0	0	410	62	0	5	16	0	5	0	12	0	0	0	0	0	740	3034
8:30 AM	50	206	0	1	0	0	390	61	1	2	20	0	6	0	17	0	0	0	0	0	754	3052
8:45 AM	78	207	0	2	0	0	309	90	0	7	27	0	8	0	19	0	0	0	0	0	747	2999
9:00 AM	65	198	0	2	0	0	368	62	0	2	31	0	15	0	20	0	0	0	0	0	763	3004

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mannakee St (Eastbound)					Mannakee St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	57	228	0	4	0	0	383	74	0	6	22	0	16	0	20	0	0	0	0	0	810	3074
9:30 AM	45	237	0	4	0	0	379	42	0	2	15	0	11	0	29	0	0	0	0	0	764	3084
9:45 AM	40	213	0	4	0	0	282	24	1	5	22	0	11	0	15	0	0	0	0	0	617	2954
10:00 AM	41	195	0	4	0	0	285	22	1	0	20	0	6	0	17	0	0	0	0	0	591	2782
10:15 AM	40	194	0	1	0	0	262	20	2	0	22	0	18	0	17	0	0	0	0	0	576	2548
10:30 AM	45	223	0	7	0	0	266	32	1	5	39	0	13	0	30	0	0	0	0	0	661	2445
10:45 AM	64	289	0	7	0	0	277	53	1	3	40	0	28	0	30	0	0	0	0	0	792	2620
11:00 AM	45	202	0	7	0	0	259	25	1	6	51	0	32	0	25	0	0	0	0	0	653	2682
11:15 AM	40	220	0	10	0	0	286	19	0	2	38	0	30	0	24	0	0	0	0	0	669	2775
11:30 AM	42	264	0	4	0	0	256	22	0	2	32	0	24	0	27	0	0	0	0	0	673	2787
11:45 AM	43	278	0	14	0	0	283	18	2	1	42	0	30	0	23	0	0	0	0	0	734	2729

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	228	912	0	16	0	0	1532	320	0	24	88	0	144	0	80	0	0	0	0	0	3344
Heavy Trucks	8	40	0			0	60	12			4	0	8			0	0	0			132
Buses																					
Pedestrians		0					8					0					4				12
Bicycles	0	4	0			0	4	8			0	0	0			0	0	0			16
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

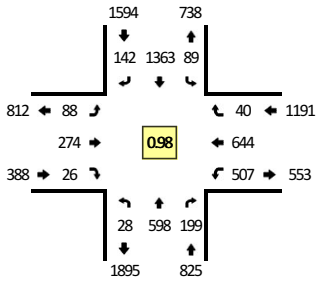
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

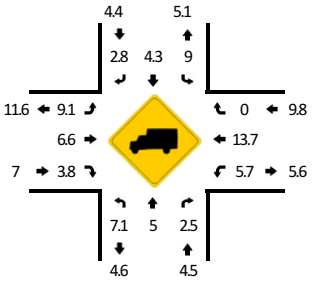
LOCATION: MD 355 -- Wootton Pkwy/First St
CITY/STATE: Rockville, MD

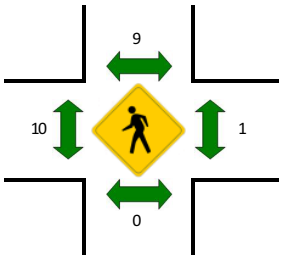
QC JOB #: 17264861
DATE: Tue, Apr 7 2026

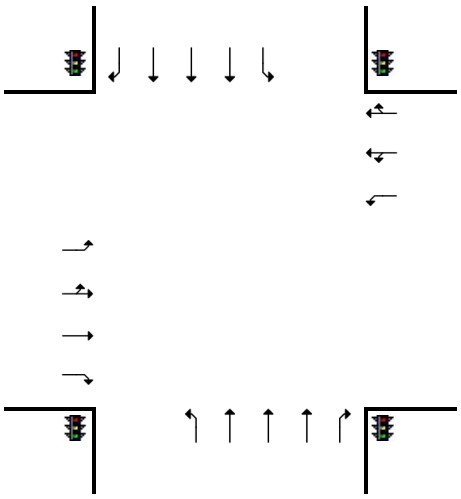
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

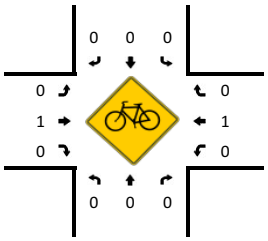


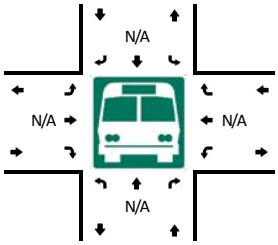


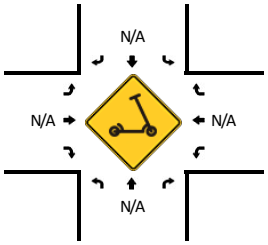












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Wootton Pkwy/First St (Eastbound)					Wootton Pkwy/First St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	2	31	5	0	6	1	16	1	0	0	2	12	1	0	0	6	6	0	0	0	89	
12:15 AM	3	26	7	0	3	0	15	1	1	0	0	11	1	0	0	9	6	1	0	1	85	
12:30 AM	1	17	7	0	2	1	19	2	1	0	2	7	0	0	0	5	1	1	0	1	67	
12:45 AM	2	22	9	0	0	2	18	1	1	0	5	9	0	0	0	4	3	0	0	1	77	318
1:00 AM	0	17	5	0	0	0	19	0	0	0	0	4	1	0	0	4	4	1	0	0	55	284
1:15 AM	3	7	6	0	0	2	11	1	2	0	3	7	0	0	0	2	2	0	0	1	47	246
1:30 AM	0	11	5	0	0	1	10	0	0	0	1	7	0	0	0	5	3	0	0	0	43	222
1:45 AM	2	15	2	0	0	0	14	0	0	0	0	5	0	0	0	1	3	0	0	1	43	188
2:00 AM	1	8	4	0	0	2	5	1	1	0	0	2	1	0	0	0	1	0	0	0	26	159
2:15 AM	0	7	1	0	0	0	6	0	0	0	1	1	0	0	0	3	5	0	0	1	25	137
2:30 AM	1	6	3	0	0	0	9	0	0	0	0	3	1	0	0	3	2	0	0	1	29	123
2:45 AM	1	10	1	0	0	1	8	0	2	0	1	3	0	0	0	0	1	0	0	1	29	109
3:00 AM	0	3	4	0	0	4	9	0	1	0	0	2	0	0	0	2	2	0	0	1	28	111
3:15 AM	0	3	2	0	0	0	8	2	0	0	2	0	0	0	0	4	1	0	0	0	22	108
3:30 AM	0	8	5	0	0	1	4	0	0	0	1	4	0	0	0	2	2	0	0	0	27	106
3:45 AM	0	17	3	0	0	0	8	0	0	0	0	5	0	0	0	6	5	0	1	0	45	122
4:00 AM	1	15	1	0	0	2	11	4	0	0	0	4	0	0	0	4	7	0	0	2	51	145
4:15 AM	2	9	3	0	1	1	18	2	0	0	1	4	2	0	0	3	15	0	0	1	62	185
4:30 AM	1	9	6	0	0	3	26	2	0	0	1	7	0	0	0	10	17	1	0	1	84	242
4:45 AM	2	11	11	0	0	3	27	2	0	0	0	9	3	0	0	4	28	1	1	2	104	301
5:00 AM	2	11	7	0	0	1	34	0	1	0	3	6	1	0	0	13	38	0	1	0	118	368
5:15 AM	0	25	7	0	1	3	26	3	0	0	5	25	0	0	0	27	46	1	0	0	169	475
5:30 AM	2	23	16	0	4	0	72	0	1	0	0	25	2	0	5	26	43	2	1	1	223	614
5:45 AM	4	29	20	0	3	4	77	5	1	1	5	24	2	0	0	49	74	1	0	1	300	810
6:00 AM	0	30	13	0	0	2	92	9	2	2	6	23	1	0	1	45	53	0	2	2	283	975
6:15 AM	2	33	13	0	2	3	128	3	0	0	3	37	3	0	1	71	94	1	0	3	397	1203
6:30 AM	2	42	21	0	2	6	152	6	0	0	8	43	0	0	3	75	104	2	0	0	466	1446
6:45 AM	2	68	12	0	6	11	216	8	0	2	8	44	2	0	5	116	127	5	2	2	636	1782
7:00 AM	6	72	29	0	16	12	271	14	1	1	8	38	0	0	1	109	154	6	1	0	739	2238
7:15 AM	9	118	32	1	8	14	249	23	3	1	17	57	3	0	0	107	158	7	1	0	808	2649
7:30 AM	9	167	31	0	25	25	342	34	4	1	17	46	2	0	1	136	169	11	1	0	1021	3204
7:45 AM	6	137	22	0	29	30	360	33	3	3	22	74	9	0	0	132	154	10	1	0	1025	3593
8:00 AM	4	139	15	1	26	10	328	30	3	1	19	78	5	0	1	118	160	10	0	1	949	3803
8:15 AM	7	155	18	1	33	12	333	30	2	10	30	76	7	0	1	118	161	6	1	2	1003	3998
8:30 AM	5	152	17	0	23	16	323	23	5	3	18	85	7	0	1	131	160	16	2	0	987	3964
8:45 AM	11	159	19	1	21	15	348	27	1	6	27	77	9	0	2	140	148	15	1	0	1027	3966
9:00 AM	6	171	24	2	42	21	281	18	5	2	22	80	7	0	9	111	109	15	1	2	928	3945

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Wootton Pkwy/First St (Eastbound)					Wootton Pkwy/First St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	8	187	23	0	24	17	278	28	4	8	30	87	5	1	6	117	119	14	1	2	959	3901
9:30 AM	10	199	30	0	26	30	269	18	7	7	18	87	8	0	8	91	91	11	2	4	916	3830
9:45 AM	7	181	35	0	29	21	300	17	11	5	27	94	9	0	3	106	110	8	0	0	963	3766
10:00 AM	13	158	34	6	23	30	270	19	5	8	16	76	12	0	4	110	91	17	0	0	892	3730
10:15 AM	18	177	35	0	37	22	232	25	5	2	25	76	10	0	8	96	91	10	0	0	869	3640
10:30 AM	5	183	34	1	33	25	253	26	3	4	23	82	12	0	5	101	80	6	1	0	877	3601
10:45 AM	16	186	31	1	33	23	212	18	11	7	29	83	17	0	13	90	63	13	1	1	848	3486
11:00 AM	14	202	36	0	24	22	274	17	9	12	32	77	2	1	6	81	72	12	0	1	894	3488
11:15 AM	10	211	46	1	29	18	290	20	9	4	36	85	2	0	4	104	60	11	0	1	941	3560
11:30 AM	7	218	29	2	33	18	229	21	15	14	27	77	6	0	12	123	78	9	0	0	918	3601
11:45 AM	15	220	34	3	39	16	278	18	9	14	41	94	6	0	5	109	64	9	0	0	974	3727

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	548	204	0	116	120	1440	144	12	12	88	296	36	0	0	528	616	40	4	0	4228
Heavy Trucks	4	24	0			12	44	0			8	16	4			40	104	0			256
Buses																					
Pedestrians		0					8					20					0				28
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

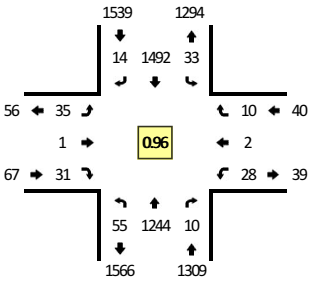
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

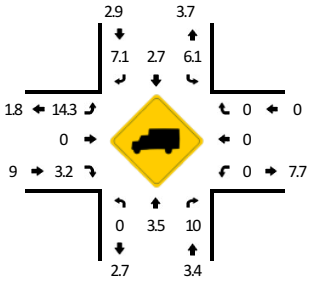
LOCATION: MD 355 -- Templeton Pl/Shopping Center Dwy
CITY/STATE: Rockville, MD

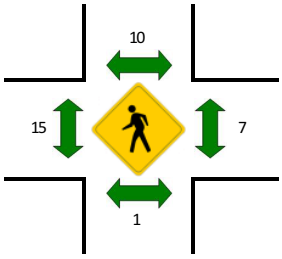
QC JOB #: 17264863
DATE: Thu, Mar 26 2026

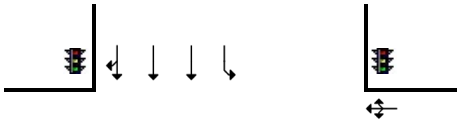
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

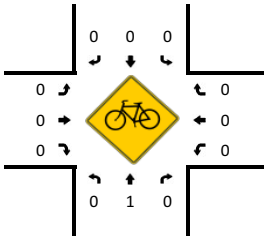


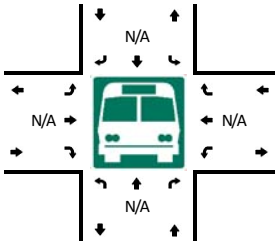
TRUE DATA TO IMPROVE MOBILITY



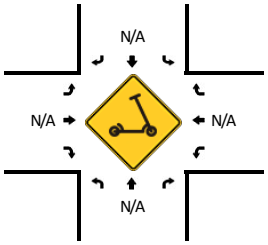












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Templeton Pl/Shopping Center Dwy (Eastbound)					Templeton Pl/Shopping Center Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	43	0	0	0	0	44	0	0	0	1	0	0	0	0	2	0	0	0	1	91	
12:15 AM	0	34	1	0	0	0	33	1	1	0	0	0	0	0	1	0	0	0	0	1	72	
12:30 AM	0	25	0	0	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	51	
12:45 AM	0	27	0	0	0	0	27	0	1	0	0	0	0	0	1	1	0	0	0	0	57	271
1:00 AM	0	16	0	0	0	0	11	0	0	0	1	0	0	0	0	1	0	0	0	0	29	209
1:15 AM	0	15	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	25	162
1:30 AM	0	15	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	1	33	144
1:45 AM	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	26	113
2:00 AM	0	13	0	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	20	104
2:15 AM	0	17	0	0	1	1	7	0	1	0	0	0	0	0	0	0	0	0	0	0	27	106
2:30 AM	0	11	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	19	92
2:45 AM	0	10	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	27	93
3:00 AM	0	13	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	25	98
3:15 AM	0	5	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	16	87
3:30 AM	0	10	0	0	0	0	18	0	1	0	0	0	0	0	0	0	0	0	0	0	29	97
3:45 AM	0	5	0	0	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	26	96
4:00 AM	0	10	1	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	0	0	26	97
4:15 AM	0	6	0	0	0	0	22	0	0	0	0	0	0	0	0	2	0	0	0	0	30	111
4:30 AM	1	11	0	0	0	0	31	0	0	0	1	0	0	0	0	0	0	0	0	0	44	126
4:45 AM	0	17	1	0	0	0	35	2	1	0	0	0	0	0	0	1	1	0	0	0	58	158
5:00 AM	0	29	0	0	0	0	46	0	0	0	0	0	0	0	1	0	0	0	0	0	76	208
5:15 AM	0	29	0	0	0	0	67	0	0	0	0	0	0	0	1	1	0	0	0	0	98	276
5:30 AM	0	31	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	130	362
5:45 AM	0	40	0	0	0	1	131	3	1	0	0	0	0	0	1	1	0	0	0	1	179	483
6:00 AM	0	62	0	0	0	0	140	2	1	0	0	0	0	0	0	0	0	0	0	0	205	612
6:15 AM	1	59	0	0	0	0	190	1	0	0	0	0	0	0	1	2	0	0	0	0	254	768
6:30 AM	1	67	0	1	0	2	240	0	0	0	0	0	0	0	2	2	0	0	0	0	315	953
6:45 AM	2	94	2	2	0	4	315	2	1	0	0	0	2	0	5	2	0	0	0	1	432	1206
7:00 AM	2	96	0	0	0	2	369	1	0	0	0	0	0	0	1	6	0	0	0	0	477	1478
7:15 AM	7	130	0	0	1	3	377	0	0	1	2	0	2	0	3	4	2	0	0	0	532	1756
7:30 AM	7	160	1	2	0	5	497	9	0	1	10	0	1	0	4	6	0	1	0	1	705	2146
7:45 AM	8	167	0	0	0	1	513	9	0	0	1	0	2	0	6	7	1	1	0	0	716	2430
8:00 AM	4	176	3	2	0	4	447	11	0	0	4	1	1	0	5	3	1	0	0	0	662	2615
8:15 AM	8	200	2	2	0	8	443	7	0	0	4	1	3	0	5	9	2	0	0	2	696	2779
8:30 AM	4	203	3	2	1	15	466	7	0	0	1	0	3	0	4	9	0	0	0	1	719	2793
8:45 AM	7	213	1	1	0	7	399	5	0	1	3	0	2	0	2	10	0	1	0	2	654	2731

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Templeton Pl/Shopping Center Dwy (Eastbound)					Templeton Pl/Shopping Center Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	10	225	1	0	1	15	388	5	3	1	5	0	4	0	4	8	0	0	0	0	670	2739
9:15 AM	3	231	0	0	0	12	481	3	1	0	7	0	3	0	4	7	0	2	0	3	757	2800
9:30 AM	13	222	1	0	0	8	427	3	3	1	12	0	4	0	6	22	2	2	0	0	726	2807
9:45 AM	13	230	2	5	0	10	398	5	1	1	3	0	1	0	2	11	0	0	0	3	685	2838
10:00 AM	9	210	1	7	0	8	339	3	2	0	7	0	1	0	2	6	0	3	0	2	600	2768
10:15 AM	14	247	1	5	0	10	346	9	5	1	12	1	2	0	6	8	0	0	0	0	667	2678
10:30 AM	13	264	4	2	0	8	295	3	5	0	7	0	0	0	3	9	1	0	0	1	615	2567
10:45 AM	8	265	1	7	0	9	330	5	4	1	11	0	3	0	4	9	1	0	0	1	659	2541
11:00 AM	9	284	2	4	0	10	351	4	0	0	7	0	2	0	9	9	1	1	0	1	694	2635
11:15 AM	12	321	0	5	0	9	366	1	1	0	9	0	2	0	4	3	0	0	0	1	734	2702
11:30 AM	11	300	3	3	1	4	405	8	2	1	9	0	3	0	3	8	1	3	0	1	766	2853
11:45 AM	8	339	2	3	2	5	370	0	2	0	10	1	4	0	4	8	0	0	0	3	761	2955

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	44	1200	16	12	4	16	1620	36	8	4	36	0	24	0	12	32	4	16	0	4	3088
Heavy Trucks	0	32	4			0	56	0			4	0	4			0	0	0			100
Buses																					
Pedestrians		0					12					20					12				44
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

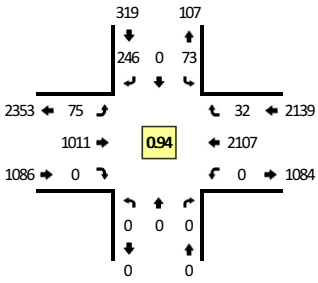
Type of peak hour being reported: Intersection Peak

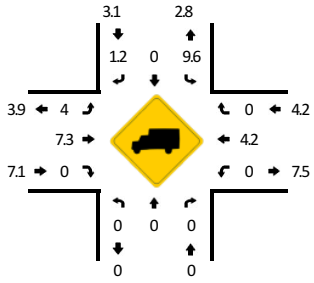
Method for determining peak hour: Total Entering Volume

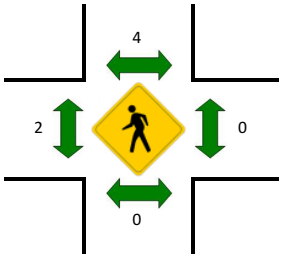
LOCATION: Avery Rd -- Norbeck Rd
CITY/STATE: Rockville, MD

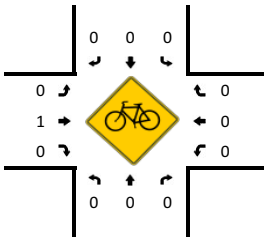
QC JOB #: 17264865
DATE: Tue, Apr 7 2026

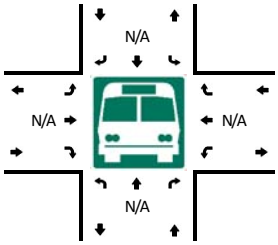
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

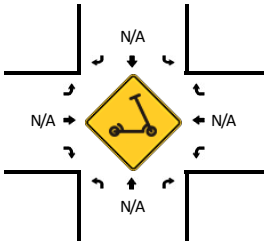












R* = RTOR

15-Min Count Period Beginning At	Avery Rd (Northbound)					Avery Rd (Southbound)					Norbeck Rd (Eastbound)					Norbeck Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	0	0	0	0	3	0	1	0	1	0	44	0	0	0	0	18	1	0	0	68	
12:15 AM	0	0	0	0	0	1	0	2	0	1	5	39	0	0	0	0	18	0	0	0	66	
12:30 AM	0	0	0	0	0	1	0	3	0	1	5	25	0	0	0	0	1	0	0	0	36	
12:45 AM	0	0	0	0	0	1	0	2	0	0	1	21	0	0	0	0	18	0	0	0	43	213
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	17	0	0	0	0	8	0	0	0	26	171
1:15 AM	0	0	0	0	0	0	0	0	0	0	1	20	0	0	0	0	7	0	0	0	28	133
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	4	0	0	0	16	113
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	12	2	1	0	29	99
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	9	1	0	0	24	97
2:15 AM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	0	9	0	0	0	18	87
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	0	0	0	28	99
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	7	0	0	0	21	91
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	5	0	0	0	13	80
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	12	1	0	0	24	86
3:30 AM	0	0	0	0	0	1	0	1	0	0	1	10	0	0	0	0	15	0	0	0	28	86
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	18	1	0	0	35	100
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	12	0	0	0	0	19	0	0	0	32	119
4:15 AM	0	0	0	0	0	0	0	1	0	0	1	11	0	0	0	0	41	1	0	0	55	150
4:30 AM	0	0	0	0	0	0	0	2	0	2	0	23	0	0	0	0	53	0	0	0	80	202
4:45 AM	0	0	0	0	0	0	0	0	0	2	4	31	0	1	0	0	70	0	0	0	108	275
5:00 AM	0	0	0	0	0	0	0	4	0	6	2	24	0	1	0	0	89	2	0	0	128	371
5:15 AM	0	0	0	0	0	1	0	2	0	4	3	36	0	0	0	0	120	3	0	0	169	485
5:30 AM	0	0	0	0	0	2	0	3	0	3	4	46	0	0	0	0	145	1	0	0	204	609
5:45 AM	0	0	0	0	0	4	0	2	0	9	4	64	0	0	0	0	218	4	0	0	305	806
6:00 AM	0	0	0	0	0	3	0	1	0	15	5	80	0	1	0	0	238	4	0	0	347	1025
6:15 AM	0	0	0	0	0	2	0	3	0	14	6	100	0	0	0	0	256	7	0	0	388	1244
6:30 AM	0	0	0	0	0	7	0	1	0	29	6	113	0	0	0	0	329	4	0	0	489	1529
6:45 AM	0	0	0	0	0	8	0	13	0	24	10	144	0	0	0	0	419	9	0	0	627	1851
7:00 AM	0	0	0	0	0	16	0	22	0	26	18	201	0	0	0	0	402	7	0	0	692	2196
7:15 AM	0	0	0	0	0	9	0	32	0	24	29	220	0	0	0	0	470	16	0	0	800	2608
7:30 AM	0	0	0	0	0	16	0	43	0	21	19	277	0	0	0	0	547	4	0	0	927	3046
7:45 AM	0	0	0	0	0	14	0	36	0	32	16	314	0	0	0	0	515	13	0	0	940	3359
8:00 AM	0	0	0	0	0	21	0	28	0	22	20	217	0	0	0	0	485	7	0	0	800	3467
8:15 AM	0	0	0	0	0	22	0	43	0	21	20	203	0	0	0	0	560	8	0	0	877	3544
8:30 AM	0	0	0	0	0	26	0	57	0	21	10	236	0	0	0	0	489	12	0	0	851	3468
8:45 AM	0	0	0	0	0	19	0	43	0	21	23	115	0	0	0	0	484	11	0	0	716	3244
9:00 AM	0	0	0	0	0	16	0	18	0	27	14	160	0	0	0	0	458	7	0	0	700	3144

15-Min Count Period Beginning At	Avery Rd (Northbound)					Avery Rd (Southbound)					Norbeck Rd (Eastbound)					Norbeck Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	0	0	0	0	0	17	0	22	0	38	18	175	0	1	0	0	419	14	0	0	704	2971
9:30 AM	0	0	0	0	0	19	0	29	0	17	27	163	0	2	0	0	385	12	1	0	655	2775
9:45 AM	0	0	0	0	0	14	0	17	0	18	19	173	0	0	0	0	411	10	3	0	665	2724
10:00 AM	0	0	0	0	0	14	0	6	0	26	26	263	0	0	0	0	294	10	0	0	639	2663
10:15 AM	0	0	0	0	0	8	0	6	0	24	17	243	0	0	0	0	322	8	0	0	628	2587
10:30 AM	0	0	0	0	0	12	0	2	0	19	19	244	0	0	0	0	267	8	0	0	571	2503
10:45 AM	0	0	0	0	0	12	0	13	0	30	21	248	0	1	0	0	284	5	0	0	614	2452
11:00 AM	0	0	0	0	0	12	0	10	0	10	15	237	0	1	0	0	266	10	0	0	561	2374
11:15 AM	0	0	0	0	0	6	0	4	0	29	26	251	0	1	0	0	243	8	0	0	568	2314
11:30 AM	0	0	0	0	0	5	0	13	0	18	18	210	0	1	0	0	281	9	0	0	555	2298
11:45 AM	0	0	0	0	0	7	0	4	0	30	20	256	0	1	0	0	302	1	1	0	622	2306

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	56	0	272	0	128	64	1256	0	0	0	0	2060	52	0	0	3888
Heavy Trucks	0	0	0			0	0	0			4	88	0			0	100	0			192
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264867
Site Code : 17264867
Start Date : 4/7/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St					App. Total	Int. Total
12:00 AM	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
12:15 AM	0	31	0	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59
12:30 AM	0	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	36
12:45 AM	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32
Total	0	75	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	92	2	0	94	0	0	0	0	0	0	0	0	0	0	0	1	0	0	171
01:00 AM	0	17	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
01:15 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
01:30 AM	0	5	0	0	0	0	5	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
01:45 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Total	0	34	0	0	0	0	34	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88
02:00 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15 AM	0	15	0	0	0	0	15	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
02:30 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	1	0	1	0	0	0	0	0	0	0	12
02:45 AM	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	32	0	0	0	0	32	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	0	0	0	1	0	1	0	0	0	0	0	0	0	60
03:00 AM	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
03:15 AM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
03:30 AM	0	10	0	0	0	0	10	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
03:45 AM	0	13	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
Total	0	39	0	0	0	0	39	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84
04:00 AM	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
04:15 AM	0	23	0	0	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33
04:30 AM	0	37	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	59
04:45 AM	0	44	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	33	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	79
Total	0	123	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	71	0	0	71	0	0	0	0	0	0	0	0	0	0	0	1	0	0	201
05:00 AM	0	81	0	0	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	108
05:15 AM	0	112	0	0	0	0	112	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	60	0	0	60	0	0	0	0	1	0	1	0	0	0	1	0	0	1	176
05:30 AM	0	93	0	0	0	0	93	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	75	1	0	76	0	0	0	0	0	0	0	0	0	0	0	1	0	0	172
05:45 AM	0	145	0	0	0	0	145	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	89	0	0	89	0	0	0	0	0	0	0	0	0	0	0	1	0	0	236
Total	0	431	0	0	0	0	431	0	0	0	1	0	0	1	0	0	0	0	4	0	4	0	0	0	251	1	0	252	0	0	0	0	1	0	1	0	0	0	3	0	0	3	692
06:00 AM	0	154	0	0	0	0	154	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	74	1	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230
06:15 AM	0	184	0	0	0	0	184	0	0	0	1	0	0	1	0	0	0	0	2	0	2	0	0	0	102	0	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	289

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264867
Site Code : 17264867
Start Date : 4/7/2026
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles

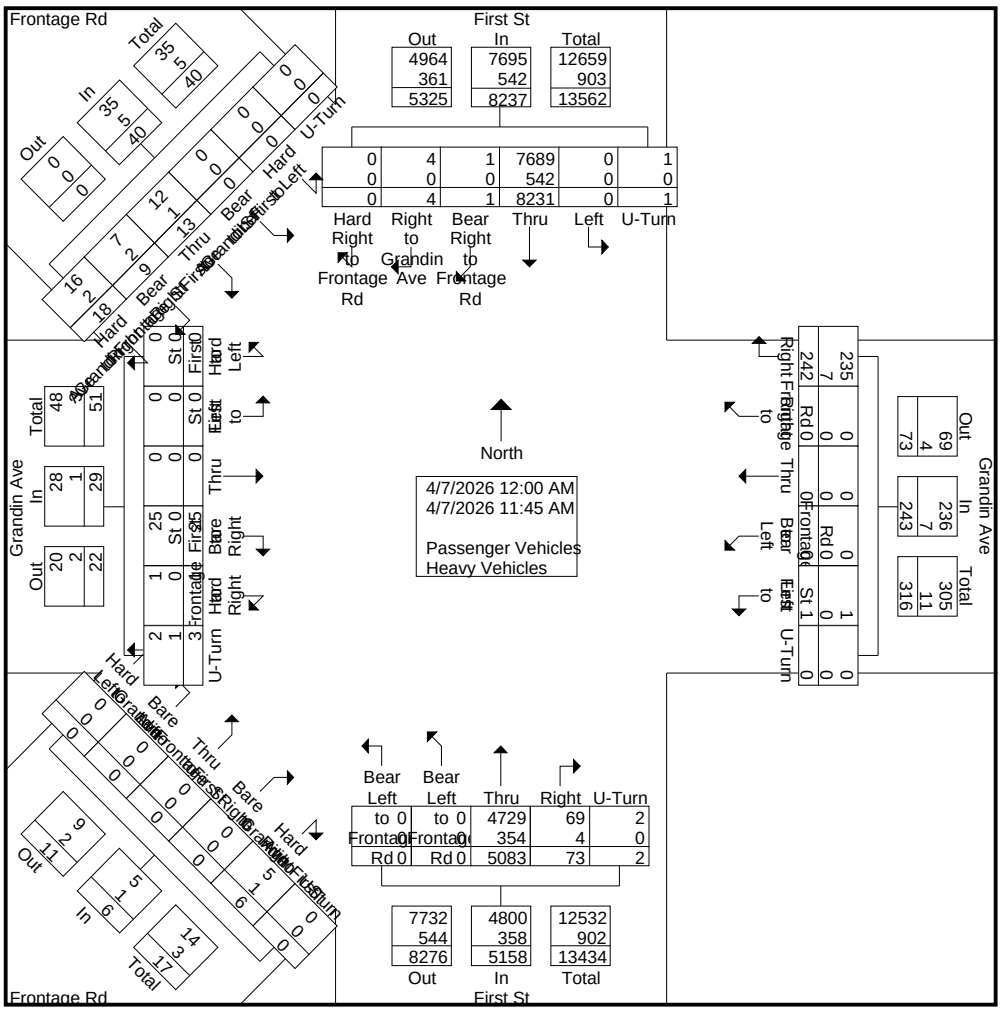
	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St					App. Total	Int. Total
06:30 AM	0	263	1	2	0	0	266	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	112	0	0	0	0	1	0	1	0	0	0	1	0	0	1	382
06:45 AM	0	316	0	0	0	0	316	0	0	4	1	0	0	5	0	0	0	0	7	0	7	0	0	0	148	3	0	151	0	0	0	0	2	0	2	0	0	0	0	0	0	481
Total	0	917	1	2	0	0	920	0	0	5	2	1	0	8	0	0	0	0	10	0	10	0	0	0	436	4	0	440	0	0	0	0	3	0	3	0	0	0	1	0	0	1382
07:00 AM	0	356	0	0	0	0	356	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	151	4	0	155	0	0	0	0	0	0	0	0	0	0	2	0	0	517
07:15 AM	0	373	0	0	0	0	373	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	173	2	0	175	0	0	0	0	0	0	0	0	0	0	3	1	0	559
07:30 AM	0	399	0	0	0	0	399	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	0	0	178	1	0	179	0	0	0	0	1	0	1	0	0	0	1	0	0	602
07:45 AM	0	399	0	0	0	0	399	0	0	1	1	1	0	3	0	0	0	0	50	0	50	0	0	0	194	8	0	202	0	0	0	0	0	0	0	0	0	0	1	0	0	655
Total	0	1527	0	0	0	0	1527	0	0	1	1	3	0	5	0	0	0	0	81	0	81	0	0	0	696	15	0	711	0	0	0	0	1	0	1	0	0	0	7	1	0	2333
08:00 AM	0	377	0	1	0	0	378	0	0	0	1	0	0	1	0	0	0	0	32	0	32	0	0	0	167	6	0	173	0	0	0	0	0	0	0	0	0	0	3	0	0	587
08:15 AM	0	407	0	0	0	0	407	0	0	1	0	0	0	1	0	0	0	0	19	0	19	0	0	0	171	5	0	176	0	0	0	0	0	0	0	0	0	0	1	0	0	604
08:30 AM	0	418	0	0	0	0	418	0	0	1	0	1	0	2	0	0	0	0	15	0	15	0	0	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	620
08:45 AM	0	388	0	1	0	0	389	0	0	1	0	2	0	3	0	0	0	0	22	0	22	0	0	0	163	4	0	167	0	0	0	0	0	0	0	0	0	0	2	0	0	583
Total	0	1590	0	2	0	0	1592	0	0	3	1	3	0	7	0	0	0	0	88	0	88	0	0	0	683	18	0	701	0	0	0	0	0	0	0	0	0	0	6	0	0	2394
09:00 AM	0	376	0	0	0	0	376	0	0	0	0	0	0	0	1	0	0	0	19	0	20	0	0	0	213	6	0	219	0	0	0	0	0	0	0	0	0	0	1	0	0	616
09:15 AM	0	385	0	0	0	0	385	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	219	2	0	221	0	0	0	0	0	0	0	0	0	0	0	0	1	624
09:30 AM	0	325	0	0	0	0	325	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	250	6	0	256	0	0	0	0	0	0	0	0	0	0	1	0	0	586
09:45 AM	0	363	0	0	0	0	363	0	0	1	0	1	0	2	0	0	0	0	3	0	3	0	0	0	258	2	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	628
Total	0	1449	0	0	0	0	1449	0	0	1	0	3	0	4	1	0	0	0	41	0	42	0	0	0	940	16	0	956	0	0	0	0	0	0	0	0	0	0	2	0	1	2454
10:00 AM	0	287	0	0	0	0	287	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	241	3	0	244	0	0	0	0	0	0	0	0	0	0	0	0	0	532
10:15 AM	0	283	0	0	0	0	283	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0	0	0	241	1	0	242	0	0	0	0	0	0	0	0	0	0	0	0	0	530
10:30 AM	0	232	0	0	0	0	232	0	0	1	0	1	0	2	0	0	0	0	3	0	3	0	0	0	222	2	0	224	0	0	0	0	0	0	0	0	0	0	1	0	0	462
10:45 AM	0	249	0	0	0	1	250	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	229	1	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	481
Total	0	1051	0	0	0	1	1052	0	0	1	1	4	0	6	0	0	0	0	6	0	6	0	0	0	933	7	0	940	0	0	0	0	0	0	0	0	0	0	1	0	0	2005
11:00 AM	0	198	0	0	0	0	198	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	198	3	2	203	0	0	0	0	0	0	0	0	0	0	0	0	0	403
11:15 AM	0	250	0	0	0	0	250	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	228	4	0	232	0	0	0	0	0	0	0	0	0	0	0	0	0	485

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264867
Site Code : 17264867
Start Date : 4/7/2026
Page No : 3

Groups Printed- Passenger Vehicles - Heavy Vehicles

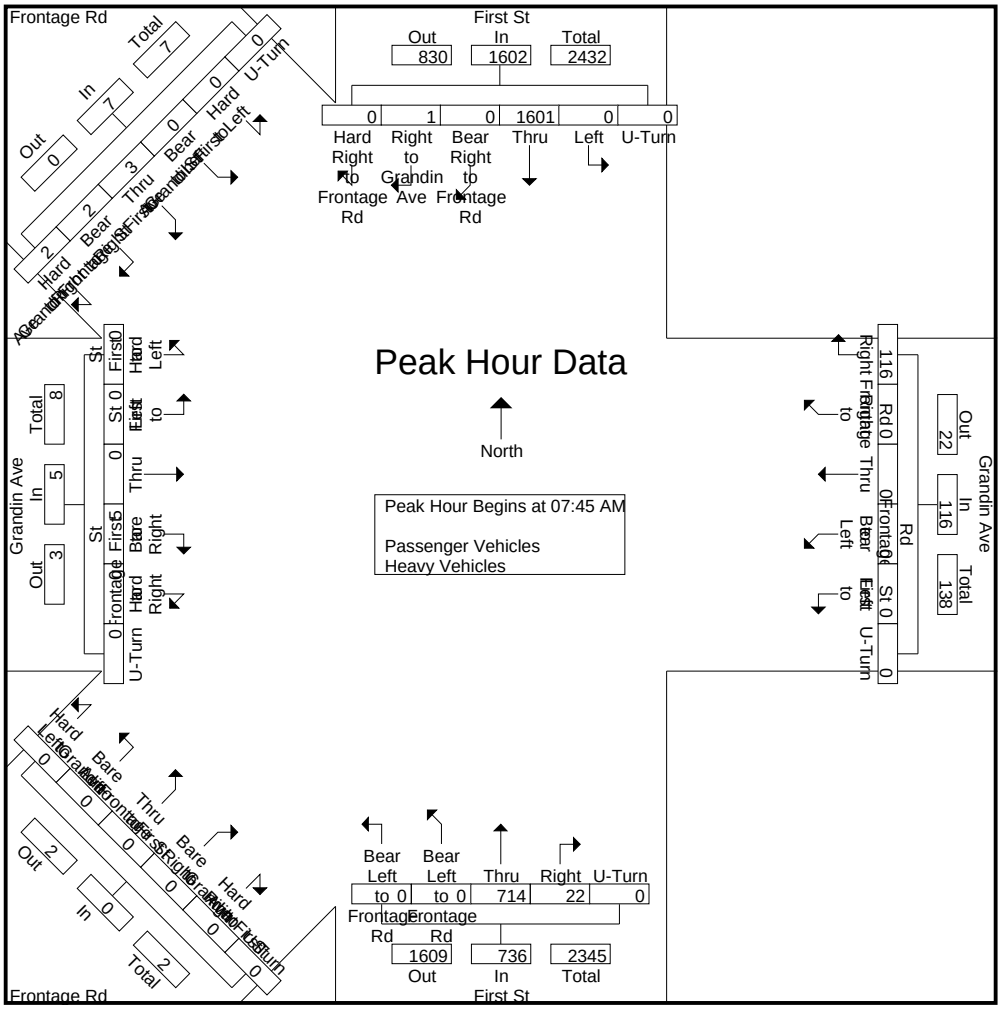
	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St						App. Total	Int. Total
11:30 AM	0	256	0	0	0	0	256	0	0	1	0	1	0	2	0	0	0	0	2	0	2	0	0	0	197	1	0	198	0	0	0	0	0	0	0	0	0	0	3	0	2	5	463
11:45 AM	0	259	0	0	0	0	259	0	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	235	2	0	237	0	0	0	0	0	0	0	0	0	0	0	0	0	0	498
Total	0	963	0	0	0	0	963	0	0	1	1	4	0	6	0	0	0	0	5	0	5	0	0	0	858	10	2	870	0	0	0	0	0	0	0	0	0	0	3	0	2	5	1849
Grand Total	0	8231	1	4	0	1	8237	0	0	13	9	18	0	40	1	0	0	0	242	0	243	0	0	0	5083	73	2	5158	0	0	0	0	6	0	6	0	0	0	25	1	3	29	13713
Apprch %	0	99.9	0	0	0	0		0	0	32.5	22.5	45	0		0.4	0	0	0	99.6	0		0	0	0	98.5	1.4	0		0	0	0	0	100	0		0	0	0	86.2	3.4	10.3		
Total %	0	60	0	0	0	0	60.1	0	0	0.1	0.1	0.1	0	0.3	0	0	0	0	1.8	0	1.8	0	0	0	37.1	0.5	0	37.6	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	
Passenger Vehicles	0	7689	1	4	0	1	7695	0	0	12	7	16	0	35	1	0	0	0	235	0	236	0	0	0	4729	69	2	4800	0	0	0	0	5	0	5	0	0	0	25	1	2	28	12799
% Passenger Vehicles	0	93.4	100	100	0	100	93.4	0	0	92.3	77.8	88.9	0	87.5	100	0	0	0	97.1	0	97.1	0	0	0	93	94.5	100	93.1	0	0	0	0	83.3	0	83.3	0	0	0	100	100	66.7	96.6	93.3
Heavy Vehicles	0	542	0	0	0	0	542	0	0	1	2	2	0	5	0	0	0	0	7	0	7	0	0	0	354	4	0	358	0	0	0	0	1	0	1	0	0	0	0	0	1	1	914
% Heavy Vehicles	0	6.6	0	0	0	0	6.6	0	0	7.7	22.2	11.1	0	12.5	0	0	0	0	2.9	0	2.9	0	0	0	7	5.5	0	6.9	0	0	0	0	16.7	0	16.7	0	0	0	0	0	33.3	3.4	6.7



TRUE DATA TO IMPROVE MOBILITY

File Name : 17264867
Site Code : 17264867
Start Date : 4/7/2026
Page No : 4

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left	Thru	Bear Right to Frontage Rd	Right to Grandin Ave	Hard Right to Frontage Rd	U-Turn	App. Total	Hard Left to First St	Bear Left to Grandin Ave	Thru to First St	Bear Right to Frontage	Hard Right to Grandin Ave	U-Turn	App. Total	Left to First St	Bear Left to Frontage Rd	Thru to Frontage Rd	Right to Frontage Rd	U-Turn	App. Total	Left to Grandin Ave	Bear Left to Frontage Rd	Bear Left to Frontage Rd	Thru	Right	U-Turn	App. Total	Hard Left to Grandin Ave	Bare Left to Frontage	Thru to First St	Bare Right to Grandin Ave	Hard Right to First St	U-Turn	App. Total	Hard Left to First St	Left to First St	Thru	Bare Right to Frontage	Hard Right to Frontage	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1																																										
Peak Hour for Entire Intersection Begins at 07:45 AM																																										
07:45 AM	0	399	0	0	0	0	399	0	0	**1**	**1**	**1**	0	**3**	0	0	0	0	**50**	0	**50**	0	0	0	**194**	**8**	0	**202**	0	0	0	0	0	0	0	0	0	0	1	0	0	1	**655**
08:00 AM	0	377	0	**1**	0	0	378	0	0	0	1	0	0	1	0	0	0	0	32	0	32	0	0	0	167	6	0	173	0	0	0	0	0	0	0	0	0	0	**3**	0	0	**3**	587
08:15 AM	0	407	0	0	0	0	407	0	0	1	0	0	0	1	0	0	0	0	19	0	19	0	0	0	171	5	0	176	0	0	0	0	0	0	0	0	0	0	1	0	0	1	604
08:30 AM	0	**418**	0	0	0	0	**418**	0	0	1	0	1	0	2	0	0	0	0	15	0	15	0	0	0	182	3	0	185	0	0	0	0	0	0	0	0	0	0	0	0	0	0	620
Total	0	1601	0	1	0	0	1602	0	0	3	2	2	0	7	0	0	0	0	116	0	116	0	0	0	714	22	0	736	0	0	0	0	0	0	0	0	0	0	5	0	0	5	2466
Volume																																										
% App.	0	99.9	0	0.1	0	0		0	0	42.9	28.6	28.6	0		0	0	0	0	100	0		0	0	0	97	3	0		0	0	0	0	0	0		0	0	0	100	0	0		
Total																																										
PHF	.000	.958	.000	.250	.000	.000	.958	.000	.000	.750	.500	.500	.000	.583	.000	.000	.000	.000	.580	.000	.580	.000	.000	.000	.920	.688	.000	.911	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.941



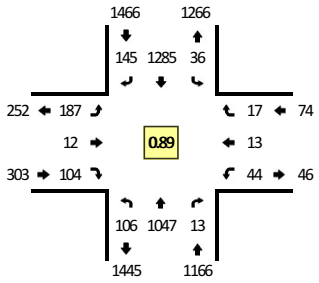
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

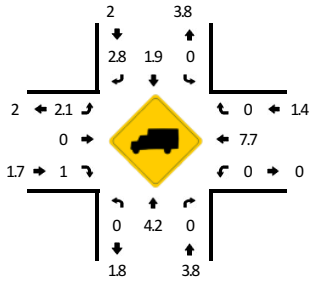
LOCATION: MD 355 -- Congressional Ln/Business Dwy
CITY/STATE: Rockville, MD

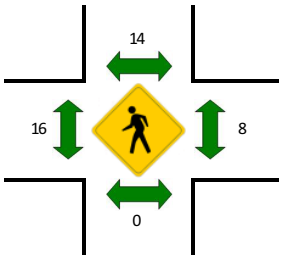
QC JOB #: 17264869
DATE: Tue, Apr 7 2026

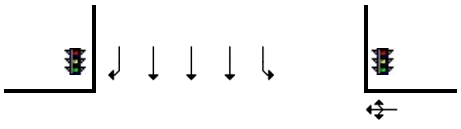
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

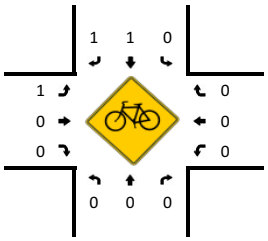


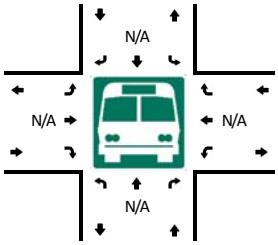


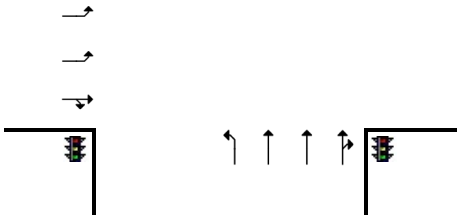


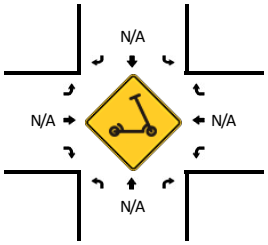












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Congressional Ln/Business Dwy (Eastbound)					Congressional Ln/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	1	48	0	0	0	0	38	4	0	0	3	0	0	0	1	0	0	0	0	0	95	
12:15 AM	1	36	0	0	0	0	26	0	0	0	3	0	0	0	1	0	0	1	0	1	69	
12:30 AM	0	27	0	0	0	0	30	1	0	0	3	0	1	0	1	0	0	0	0	0	63	
12:45 AM	1	26	0	0	0	0	22	3	0	0	3	0	0	0	1	0	0	0	0	0	56	283
1:00 AM	1	17	0	0	0	0	17	4	0	0	2	0	1	0	0	0	0	1	0	0	43	231
1:15 AM	2	24	0	1	0	0	13	1	0	0	2	0	1	0	1	0	0	0	0	0	45	207
1:30 AM	0	12	0	0	0	0	16	2	0	0	4	0	0	0	0	0	0	0	0	0	34	178
1:45 AM	0	12	0	0	0	0	17	1	0	0	1	0	0	0	0	0	0	0	0	0	31	153
2:00 AM	1	11	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	22	132
2:15 AM	2	9	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	22	109
2:30 AM	1	5	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	13	88
2:45 AM	0	11	0	0	0	0	9	1	0	0	1	0	0	0	1	0	0	0	0	0	23	80
3:00 AM	0	8	0	0	0	0	10	2	0	0	1	0	0	0	0	0	0	0	0	0	21	79
3:15 AM	0	7	0	0	0	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	22	79
3:30 AM	1	11	0	0	0	0	8	0	1	0	1	0	0	0	1	0	0	0	0	0	23	89
3:45 AM	0	14	1	0	0	0	14	0	0	0	1	0	1	0	0	0	0	0	0	0	31	97
4:00 AM	1	10	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	29	105
4:15 AM	0	16	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	32	115
4:30 AM	0	15	0	0	0	0	36	0	0	0	0	0	1	0	0	0	0	0	0	0	52	144
4:45 AM	1	24	0	0	0	0	35	1	0	0	1	0	2	0	2	0	0	1	0	0	67	180
5:00 AM	0	24	0	0	0	0	44	0	0	0	2	0	2	0	1	0	0	0	0	0	73	224
5:15 AM	0	35	0	1	0	0	61	5	0	0	1	0	1	0	5	0	0	0	0	0	109	301
5:30 AM	2	24	1	0	0	0	83	2	0	0	2	0	2	0	3	0	0	0	0	0	119	368
5:45 AM	3	43	0	0	0	1	149	8	0	0	5	0	2	0	5	0	0	0	0	0	216	517
6:00 AM	0	52	1	1	0	0	122	5	0	0	5	0	0	0	7	1	0	0	0	0	194	638
6:15 AM	1	45	0	0	0	0	188	10	0	0	5	0	1	0	5	0	0	0	0	0	255	784
6:30 AM	2	56	0	0	0	0	241	17	1	0	8	0	4	0	5	0	0	0	0	0	334	999
6:45 AM	5	96	2	0	0	2	325	22	0	0	9	0	5	0	13	0	0	0	0	0	479	1262
7:00 AM	8	105	1	0	0	1	356	15	0	0	15	0	0	0	8	2	1	0	0	1	513	1581
7:15 AM	9	114	0	0	0	2	335	17	1	0	23	1	6	0	11	2	0	0	0	0	521	1847
7:30 AM	8	160	1	1	0	2	438	33	0	0	39	0	5	0	8	2	0	1	0	0	698	2211
7:45 AM	12	159	0	0	0	2	463	48	0	0	26	0	5	0	8	0	1	0	0	2	726	2458
8:00 AM	8	184	2	0	1	3	434	44	0	0	23	2	16	0	5	4	1	0	0	1	728	2673
8:15 AM	9	156	2	0	0	5	414	33	2	0	26	2	7	0	8	3	1	1	0	1	670	2822
8:30 AM	12	181	0	0	0	5	410	51	1	0	22	1	10	0	16	5	0	0	0	0	714	2838
8:45 AM	18	208	1	1	0	4	430	50	3	0	37	2	6	0	8	1	2	1	0	0	772	2884

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Congressional Ln/Business Dwy (Eastbound)					Congressional Ln/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	20	186	1	4	0	2	356	38	0	0	24	3	16	0	18	1	1	0	0	2	672	2828
9:15 AM	17	206	1	1	2	6	372	43	4	0	52	2	10	0	9	6	3	0	0	1	735	2893
9:30 AM	15	201	0	0	0	10	297	38	4	0	45	3	13	0	9	4	1	0	0	3	643	2822
9:45 AM	25	237	4	0	0	6	346	44	8	0	30	3	9	0	8	11	1	1	0	3	736	2786
10:00 AM	25	215	2	1	0	9	304	41	3	0	24	7	10	0	7	6	4	2	0	1	661	2775
10:15 AM	22	220	2	2	0	3	337	32	2	0	25	4	7	0	11	5	1	2	0	0	675	2715
10:30 AM	16	224	5	0	2	4	284	23	4	0	33	2	12	0	8	9	4	2	0	2	634	2706
10:45 AM	21	237	2	1	1	5	317	30	6	0	44	2	13	0	7	11	3	2	0	0	702	2672
11:00 AM	24	271	1	2	1	8	288	31	2	0	34	1	19	0	9	8	4	2	0	2	707	2718
11:15 AM	17	258	2	5	0	2	317	36	2	0	48	5	20	0	7	13	0	1	0	4	737	2780
11:30 AM	24	241	4	2	2	4	321	30	4	0	44	3	10	0	14	13	6	0	0	2	724	2870
11:45 AM	29	277	1	3	2	7	359	48	7	0	61	3	19	0	6	10	3	2	0	4	841	3009

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	116	1108	12	12	8	28	1436	192	28	0	244	12	100	0	24	40	12	24	0	16	3412
Heavy Trucks	0	44	0			0	24	12			4	0	4			0	0	0			88
Buses																					
Pedestrians		0					12					4					16				32
Bicycles	0	0	0			0	4	4			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Rockville Pkwy -- E Jefferson St/Veirs Mill Rd

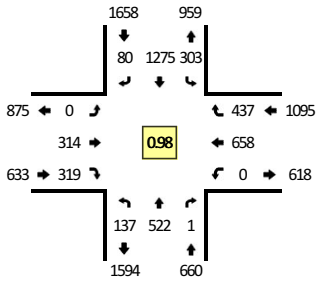
CITY/STATE: Rockville, MD

QC JOB #: 17264871

DATE: Thu, Mar 26 2026

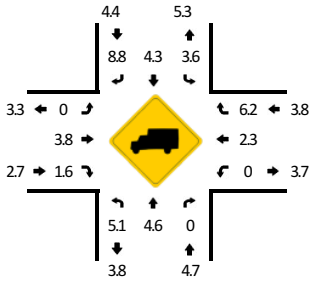
Peak-Hour: 7:30 AM -- 8:30 AM

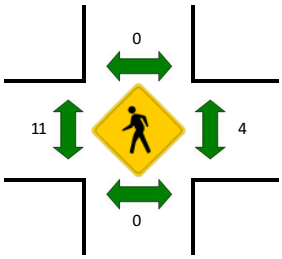
Peak 15-Min: 7:45 AM -- 8:00 AM

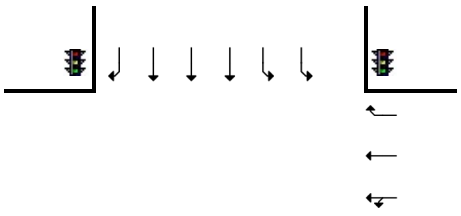


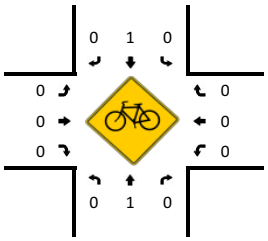


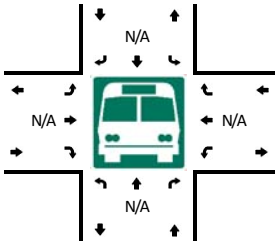
TRUE DATA TO IMPROVE MOBILITY

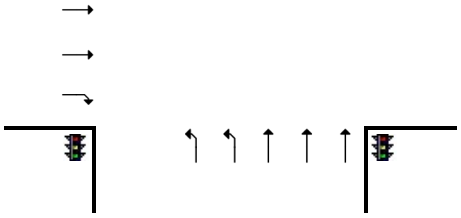


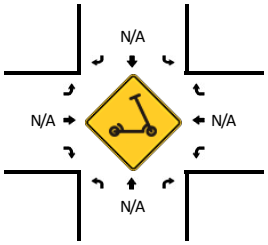












R* = RTOR

15-Min Count Period Beginning At	Rockville Pkwy (Northbound)					Rockville Pkwy (Southbound)					E Jefferson St/Veirs Mill Rd (Eastbound)					E Jefferson St/Veirs Mill Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	7	25	0	0	0	5	26	1	0	0	0	14	11	0	0	0	9	4	0	0	102	
12:15 AM	7	19	0	0	0	11	17	2	0	0	0	12	10	0	0	0	7	10	0	0	95	
12:30 AM	3	13	0	0	0	7	7	2	0	0	0	6	10	0	0	0	7	6	0	0	61	
12:45 AM	5	13	0	0	0	9	15	2	0	0	0	7	3	0	0	0	10	7	0	0	71	329
1:00 AM	1	10	0	0	0	4	6	0	0	0	0	7	2	0	0	1	5	3	0	0	39	266
1:15 AM	4	10	0	0	0	12	7	1	0	0	0	6	4	0	0	0	5	3	0	0	52	223
1:30 AM	3	10	0	0	0	9	10	1	0	0	0	3	4	0	0	0	1	5	0	0	46	208
1:45 AM	5	6	0	0	0	5	9	0	0	0	0	2	1	0	0	0	3	3	0	0	34	171
2:00 AM	1	5	0	0	0	3	5	1	0	0	0	1	3	0	0	0	6	6	0	0	31	163
2:15 AM	5	13	0	0	0	4	4	1	0	0	0	3	1	0	0	0	2	1	0	0	34	145
2:30 AM	2	13	0	0	0	3	1	0	0	0	0	3	2	0	0	0	1	3	0	0	28	127
2:45 AM	3	5	0	0	0	5	12	0	0	0	0	1	3	0	0	0	3	0	0	0	32	125
3:00 AM	4	11	0	0	0	5	10	1	0	0	0	2	3	0	0	0	4	2	0	0	42	136
3:15 AM	1	5	0	0	0	1	6	3	0	0	0	2	3	0	0	0	5	2	0	0	28	130
3:30 AM	2	8	0	0	0	3	8	0	0	0	0	2	2	0	0	0	8	3	0	0	36	138
3:45 AM	0	1	0	0	0	2	10	0	0	0	0	2	4	0	0	0	10	2	0	0	31	137
4:00 AM	1	9	0	0	0	3	11	0	0	0	0	3	3	0	0	0	16	5	0	0	51	146
4:15 AM	1	6	0	0	0	2	12	0	0	0	0	6	1	0	0	0	19	7	0	0	54	172
4:30 AM	1	9	0	0	0	2	17	2	0	0	0	7	3	0	0	0	30	8	0	0	79	215
4:45 AM	2	6	0	0	0	4	23	1	0	0	0	5	6	0	0	0	32	21	0	0	100	284
5:00 AM	8	11	0	0	0	8	26	1	0	0	0	8	5	0	0	0	51	14	0	0	132	365
5:15 AM	6	21	0	0	0	11	36	0	0	0	0	7	9	0	0	0	40	15	0	0	145	456
5:30 AM	6	12	0	0	0	12	35	1	0	0	0	16	15	0	0	0	63	21	0	0	181	558
5:45 AM	6	34	0	0	0	10	57	1	0	0	0	13	22	0	0	0	63	28	0	0	234	692
6:00 AM	11	30	0	0	0	23	83	2	1	0	0	21	27	0	0	0	59	29	0	0	286	846
6:15 AM	7	32	0	0	0	25	97	6	0	0	0	21	36	0	0	0	85	31	0	0	340	1041
6:30 AM	18	37	0	0	0	43	145	5	0	0	0	23	22	0	0	0	90	66	0	0	449	1309
6:45 AM	11	55	0	0	0	28	175	10	0	0	0	42	41	0	0	0	152	59	0	0	573	1648
7:00 AM	19	58	0	0	0	40	255	5	1	0	0	43	54	0	0	0	140	64	0	0	679	2041
7:15 AM	17	102	0	0	0	68	314	18	0	0	0	52	54	0	0	0	147	64	0	0	836	2537
7:30 AM	29	135	0	0	0	79	371	22	0	0	0	60	81	0	0	0	153	92	0	0	1022	3110
7:45 AM	37	157	0	0	0	75	298	20	0	0	0	79	71	0	0	0	181	118	0	0	1036	3573
8:00 AM	31	122	1	0	0	71	277	18	0	0	0	100	72	0	0	0	158	116	0	0	966	3860
8:15 AM	40	108	0	0	0	78	329	20	0	0	0	75	95	0	0	0	166	111	0	0	1022	4046
8:30 AM	38	132	0	0	0	82	248	28	0	0	0	61	85	0	0	0	169	125	0	0	968	3992
8:45 AM	31	154	0	0	0	60	249	16	0	0	0	81	89	0	0	0	166	139	0	0	985	3941
9:00 AM	28	147	0	0	0	87	219	13	0	0	0	59	68	0	0	0	156	116	0	0	893	3868

15-Min Count Period Beginning At	Rockville Pkwy (Northbound)					Rockville Pkwy (Southbound)					E Jefferson St/Veirs Mill Rd (Eastbound)					E Jefferson St/Veirs Mill Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	33	159	0	1	0	75	274	14	1	0	0	56	96	0	0	0	136	115	0	0	960	3806
9:30 AM	43	150	1	0	0	72	217	19	0	0	0	74	93	0	0	0	116	100	0	0	885	3723
9:45 AM	36	133	0	1	0	74	197	15	0	0	0	66	95	0	0	0	112	110	0	0	839	3577
10:00 AM	37	145	0	0	0	68	210	21	0	0	0	62	81	0	0	0	115	107	0	0	846	3530
10:15 AM	30	160	0	0	0	79	199	22	0	0	0	53	73	0	0	0	95	91	1	0	803	3373
10:30 AM	34	161	0	0	0	66	182	15	0	0	0	50	76	0	0	0	99	124	0	0	807	3295
10:45 AM	48	199	0	1	0	83	242	16	0	0	0	45	46	0	0	0	75	122	0	0	877	3333
11:00 AM	53	182	0	0	0	91	210	21	0	0	0	60	61	0	0	0	96	78	0	0	852	3339
11:15 AM	46	174	0	0	0	77	217	16	0	0	0	63	73	0	0	0	71	77	0	0	814	3350
11:30 AM	50	196	0	0	0	85	186	25	0	0	0	68	64	0	0	0	80	93	0	0	847	3390
11:45 AM	47	203	0	0	1	85	242	13	0	0	0	65	91	0	0	0	74	95	0	0	916	3429

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	148	628	0	0	0	300	1192	80	0	0	0	316	284	0	0	0	724	472	0	0	4144
Heavy Trucks	8	24	0			8	44	4			0	8	0			0	20	20			136
Buses																					
Pedestrians		0					0					8					4				12
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264873
Site Code : 17264873
Start Date : 4/7/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Baltimore Rd Westbound							First St Northbound							Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage	Right to Baltimore Rd	RT OR	U-Turn	App. Total	Left to First St	Left to Frontage	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage	U-Turn	App. Total	Int. Total
12:00 AM	1	18	0	1	0	0	20	2	0	0	0	0	0	2	0	0	20	0	0	0	20	0	0	0	0	0	0	0	5	0	0	0	0	0	5	47
12:15 AM	3	27	0	0	0	0	30	4	0	1	0	1	0	6	0	0	27	0	0	0	27	0	0	0	0	0	0	0	3	1	0	0	0	0	4	67
12:30 AM	3	10	0	0	0	0	13	0	0	1	0	0	0	1	0	0	20	3	3	0	26	0	0	0	0	0	0	0	2	1	0	0	0	0	3	43
12:45 AM	0	15	0	0	0	0	15	0	0	1	1	1	1	4	0	1	16	0	0	0	17	0	0	0	0	0	0	0	0	1	1	0	0	0	2	38
Total	7	70	0	1	0	0	78	6	0	3	1	2	1	13	0	1	83	3	3	0	90	0	0	0	0	0	0	0	10	3	1	0	0	0	14	195
01:00 AM	2	14	0	0	0	0	16	1	0	0	0	0	0	1	1	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
01:15 AM	1	5	0	1	0	0	7	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
01:30 AM	0	5	0	0	0	0	5	0	0	1	1	0	1	3	0	1	10	0	0	0	11	0	0	0	0	0	0	0	1	2	0	0	0	0	3	22
01:45 AM	0	7	0	0	0	0	7	0	0	0	1	0	1	2	0	0	12	0	0	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	1	22
Total	3	31	0	1	0	0	35	1	0	1	2	0	2	6	1	1	44	0	0	0	46	0	0	0	0	0	0	0	2	2	0	0	0	0	4	91
02:00 AM	0	6	0	0	0	0	6	0	0	1	0	0	0	1	0	0	8	1	1	0	10	0	0	0	0	0	0	0	0	1	0	0	0	0	1	18
02:15 AM	1	13	0	0	0	0	14	3	0	0	0	0	0	3	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	0	0	1	23
02:30 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
02:45 AM	1	4	0	0	0	0	5	0	0	0	0	0	0	0	1	0	6	0	0	0	7	0	0	0	0	0	0	0	1	1	0	0	0	0	2	14
Total	2	29	0	0	0	0	31	3	0	1	0	0	0	4	1	0	23	1	1	0	26	0	0	0	0	0	0	0	2	2	0	0	0	0	4	65
03:00 AM	1	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
03:15 AM	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
03:30 AM	1	10	0	0	0	0	11	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	1	22
03:45 AM	1	10	0	0	0	0	11	1	0	0	0	0	0	1	0	0	15	1	1	1	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
Total	3	34	0	0	0	0	37	1	0	0	0	0	0	1	0	0	43	1	1	1	46	0	0	0	0	0	0	0	1	0	0	0	0	0	1	85
04:00 AM	0	18	0	0	0	0	18	0	0	0	2	0	2	4	0	1	9	1	1	0	12	0	0	0	0	0	0	0	0	0	1	0	0	0	1	35
04:15 AM	1	23	0	1	0	0	25	2	0	1	2	0	2	7	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42
04:30 AM	0	31	0	2	0	0	33	3	0	0	4	0	4	11	0	0	17	3	3	0	23	0	0	0	0	0	0	0	1	1	1	1	0	0	4	71
04:45 AM	1	43	0	0	0	0	44	0	0	1	0	1	0	2	0	1	33	0	0	0	34	0	0	0	0	0	0	0	3	0	1	1	0	0	5	85
Total	2	115	0	3	0	0	120	5	0	2	8	1	8	24	0	2	69	4	4	0	79	0	0	0	0	0	0	0	4	1	3	2	0	0	10	233
05:00 AM	5	73	0	3	0	0	81	5	0	1	2	6	2	16	0	0	24	1	1	0	26	0	0	0	0	0	0	0	1	1	0	0	0	0	2	125
05:15 AM	3	103	0	4	0	0	110	6	0	3	7	2	7	25	0	1	58	4	4	1	68	0	0	0	0	0	0	0	1	3	1	2	0	0	7	210
05:30 AM	6	83	0	2	0	0	91	2	0	3	5	2	5	17	0	1	66	1	1	0	69	0	0	0	0	0	0	0	2	4	0	2	0	0	8	185
05:45 AM	9	136	0	6	2	0	153	5	1	5	4	4	4	23	0	1	79	2	2	1	85	0	0	0	0	0	0	0	2	3	0	1	0	0	6	267
Total	23	395	0	15	2	0	435	18	1	12	18	14	18	81	0	3	227	8	8	2	248	0	0	0	0	0	0	0	6	11	1	5	0	0	23	787
06:00 AM	13	138	0	12	1	1	165	15	0	7	11	15	11	59	1	0	71	0	3	0	75	0	0	0	0	0	0	0	11	3	0	1	0	0	15	314
06:15 AM	15	164	0	7	0	0	186	19	0	2	18	10	18	67	0	2	82	0	2	0	86	0	0	0	0	0	0	0	5	1	0	5	0	0	11	350
06:30 AM	12	249	0	7	0	0	268	12	0	10	14	7	14	57	0	3	105	0	1	0	109	0	0	0	0	0	0	0	4	4	0	8	0	0	16	450
06:45 AM	15	295	0	20	2	0	332	18	0	7	5	9	5	44	0	0	136	0	2	1	139	0	0	0	0	0	0	0	5	9	0	2	1	0	17	532
Total	55	846	0	46	3	1	951	64	0	26	48	41	48	227	1	5	394	0	8	1	409	0	0	0	0	0	0	0	25	17	0	16	1	0	59	1646
07:00 AM	21	340	1	24	0	0	386	18	0	12	7	12	7	56	0	0	136	0	1	0	137	0	0	0	0	0	0	0	13	9	0	4	0	1	27	606
07:15 AM	37	346	1	35	0	0	419	15	0	20	6	26	6	73	0	2	165	0	1	0	168	0	0	0	0	0	0	0	18	19	0	6	0	0	43	703
07:30 AM	44	363	0	31	2	0	440	22	0	20	13	44	13	112	0	1	174	0	1	0	176	0	0	0	0	0	0	0	21	22	0	10	0	0	53	781
07:45 AM	27	369	0	27	1	0	424	37	0	26	5	41	5	114	0	4	232	0	0	0	236	0	0	0	0	0	0	0	16	15	0	4	0	0	35	809
Total	129	1418	2	117	3	0	1669	92	0	78	31	123	31	355	0	7	707	0	3	0	717	0	0	0	0	0	0	0	68	65	0	24	0	1	158	2899

TRUE DATA TO IMPROVE MOBILITY

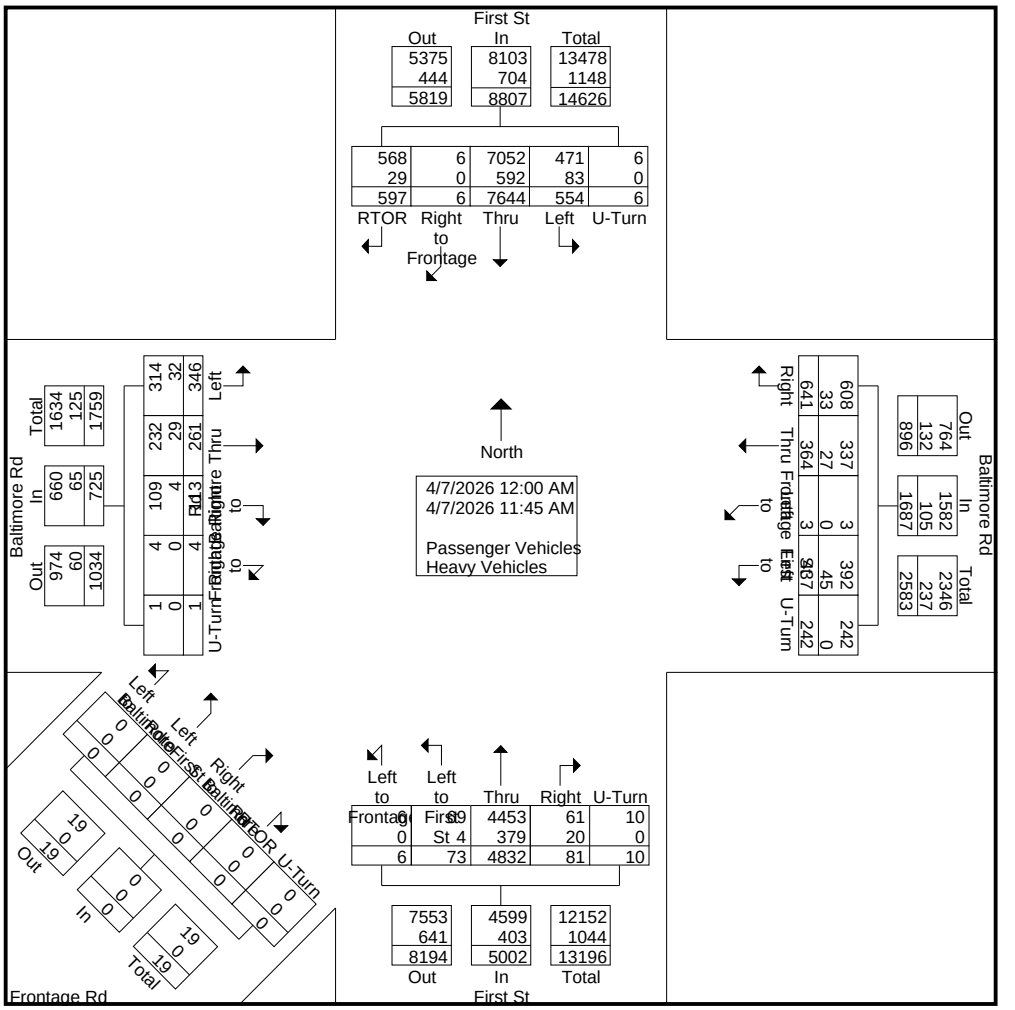
File Name : 17264873
Site Code : 17264873
Start Date : 4/7/2026
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Baltimore Rd Westbound							First St Northbound						Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage	Right to Baltimore Rd	RT OR	U-Turn	App. Total	Left to First St	Left to Frontage	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage	U-Turn	App. Total	Int. Total
08:00 AM	22	348	1	26	0	0	397	18	1	25	6	23	6	79	0	0	183	0	1	0	184	0	0	0	0	0	0	0	20	12	0	4	1	0	37	697
08:15 AM	34	371	0	33	4	0	442	23	0	26	5	16	5	75	0	5	179	0	1	1	186	0	0	0	0	0	0	0	17	16	0	7	0	0	40	743
08:30 AM	30	404	1	27	1	0	463	22	1	25	1	15	1	65	0	3	168	0	1	1	173	0	0	0	0	0	0	0	17	10	0	6	0	0	33	734
08:45 AM	19	352	0	34	2	0	407	26	0	28	8	33	8	103	0	1	172	0	0	1	174	0	0	0	0	0	0	0	12	11	0	7	0	0	30	714
Total	105	1475	2	120	7	0	1709	89	2	104	20	87	20	322	0	9	702	0	3	3	717	0	0	0	0	0	0	0	66	49	0	24	1	0	140	2888
09:00 AM	15	337	0	22	0	0	374	28	0	17	19	10	19	93	0	5	212	0	1	0	218	0	0	0	0	0	0	0	18	9	0	2	0	0	29	714
09:15 AM	15	377	0	33	2	0	427	15	0	15	9	21	9	69	0	11	215	0	1	0	227	0	0	0	0	0	0	0	8	9	1	5	0	0	23	746
09:30 AM	13	304	0	35	0	0	352	16	0	12	4	13	4	49	0	4	227	0	2	0	233	0	0	0	0	0	0	0	14	11	0	2	0	0	27	661
09:45 AM	16	352	1	30	1	0	400	9	0	11	3	8	3	34	0	5	244	0	3	0	252	0	0	0	0	0	0	0	14	5	0	3	1	0	23	709
Total	59	1370	1	120	3	0	1553	68	0	55	35	52	35	245	0	25	898	0	7	0	930	0	0	0	0	0	0	0	54	34	1	12	1	0	102	2830
10:00 AM	23	263	0	18	1	0	305	6	0	10	10	19	10	55	0	0	220	0	7	0	227	0	0	0	0	0	0	0	23	16	0	4	0	0	43	630
10:15 AM	21	271	0	20	0	0	312	11	0	10	7	10	7	45	1	5	226	0	2	0	234	0	0	0	0	0	0	0	13	8	0	2	0	0	23	614
10:30 AM	15	212	0	22	2	0	251	10	0	9	7	10	7	43	1	2	195	0	3	0	201	0	0	0	0	0	0	0	10	5	0	2	0	0	17	512
10:45 AM	23	229	0	14	1	0	267	9	0	17	10	12	10	58	0	3	203	0	5	1	212	0	0	0	0	0	0	0	11	7	1	6	0	0	25	562
Total	82	975	0	74	4	0	1135	36	0	46	34	51	34	201	2	10	844	0	17	1	874	0	0	0	0	0	0	0	57	36	1	14	0	0	108	2318
11:00 AM	13	175	0	13	3	0	204	20	0	8	7	7	7	49	0	1	188	0	1	0	190	0	0	0	0	0	0	0	16	10	0	2	1	0	29	472
11:15 AM	19	236	1	21	0	2	279	13	0	11	16	5	16	61	1	2	205	0	4	0	212	0	0	0	0	0	0	0	8	7	0	3	0	0	18	570
11:30 AM	24	229	0	15	5	2	275	12	0	5	12	7	12	48	0	3	181	0	1	1	186	0	0	0	0	0	0	0	8	12	0	2	0	0	22	531
11:45 AM	28	246	0	20	1	1	296	9	0	12	10	9	10	50	0	4	224	0	3	1	232	0	0	0	0	0	0	0	19	12	0	2	0	0	33	611
Total	84	886	1	69	9	5	1054	54	0	36	45	28	45	208	1	10	798	0	9	2	820	0	0	0	0	0	0	0	51	41	0	9	1	0	102	2184
Grand Total	554	7644	6	566	31	6	8807	437	3	364	242	399	242	1687	6	73	4832	17	64	10	5002	0	0	0	0	0	0	0	346	261	7	106	4	1	725	16221
Apprch %	6.3	86.8	0.1	6.4	0.4	0.1		25.9	0.2	21.6	14.3	23.7	14.3		0.1	1.5	96.6	0.3	1.3	0.2		0	0	0	0	0	0		47.7	36	1	14.6	0.6	0.1		
Total %	3.4	47.1	0	3.5	0.2	0	54.3	2.7	0	2.2	1.5	2.5	1.5	10.4	0	0.5	29.8	0.1	0.4	0.1	30.8	0	0	0	0	0	0	0	2.1	1.6	0	0.7	0	0	4.5	
Passenger Vehicles	471	7052	6	537	31	6	8103	392	3	337	242	366	242	1582	6	69	4453	17	44	10	4599	0	0	0	0	0	0	0	314	232	7	102	4	1	660	14944
% Passenger Vehicles	85	92.3	100	94.9	100	100	92	89.7	100	92.6	100	91.7	100	93.8	100	94.5	92.2	100	68.8	100	91.9	0	0	0	0	0	0	0	90.8	88.9	100	96.2	100	100	91	92.1
Heavy Vehicles	83	592	0	29	0	0	704	45	0	27	0	33	0	105	0	4	379	0	20	0	403	0	0	0	0	0	0	0	32	29	0	4	0	0	65	1277
% Heavy Vehicles	15	7.7	0	5.1	0	0	8	10.3	0	7.4	0	8.3	0	6.2	0	5.5	7.8	0	31.2	0	8.1	0	0	0	0	0	0	0	9.2	11.1	0	3.8	0	0	9	7.9

TRUE DATA TO IMPROVE MOBILITY

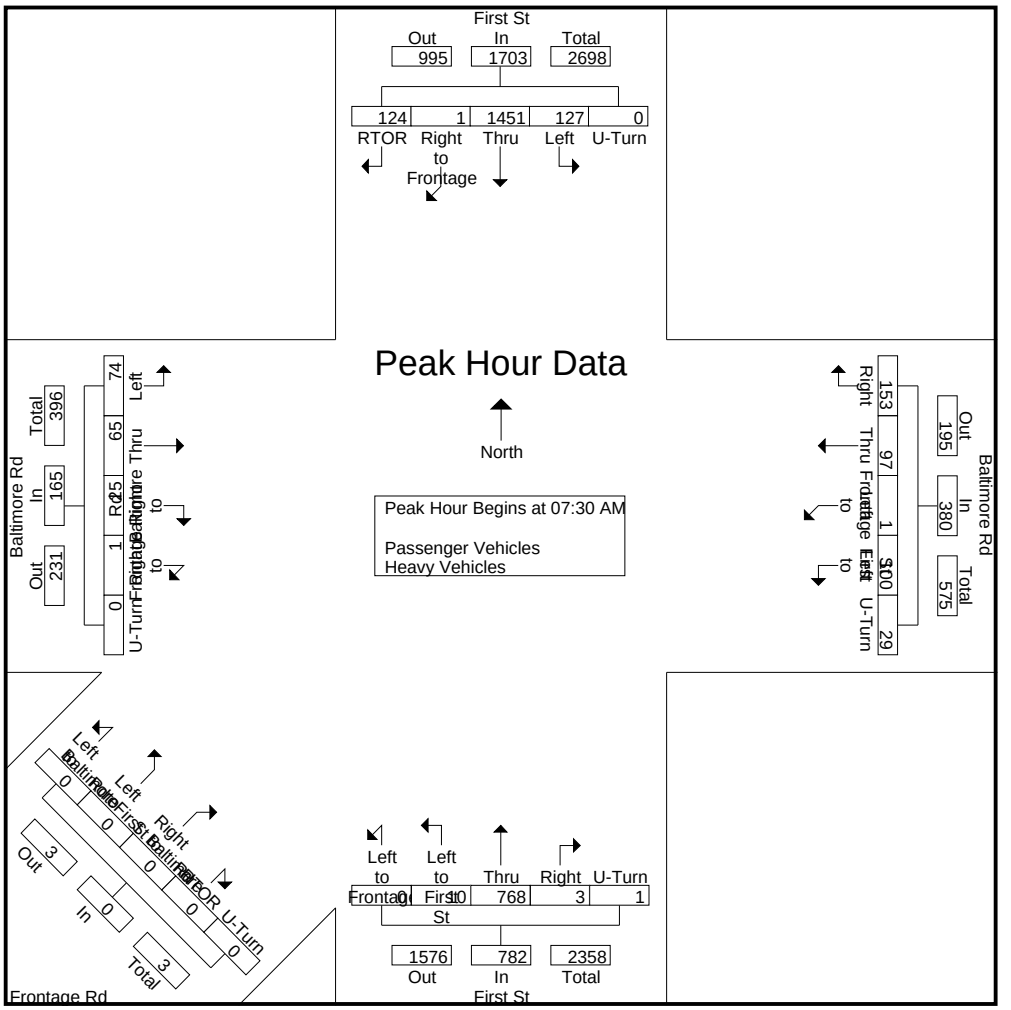
File Name : 17264873
Site Code : 17264873
Start Date : 4/7/2026
Page No : 3



TRUE DATA TO IMPROVE MOBILITY

File Name : 17264873
Site Code : 17264873
Start Date : 4/7/2026
Page No : 4

	First St Southbound							Baltimore Rd Westbound							First St Northbound							Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage Rd	RT OR	U-Turn	App. Total		Left to First St	Left to Frontage	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1																																			
Peak Hour for Entire Intersection Begins at 07:30 AM																																			
07:30 AM	**44**	363	0	31	2	0	440	22	0	20	**13**	**44**	**13**	112	0	1	174	0	**1**	0	176	0	0	0	0	0	0	0	**21**	**22**	0	**10**	0	0	**53**	781
07:45 AM	27	369	0	27	1	0	424	**37**	0	**26**	5	41	5	**114**	0	4	**232**	0	0	0	**236**	0	0	0	0	0	0	0	16	15	0	4	0	0	35	**809**
08:00 AM	22	348	**1**	26	0	0	397	18	**1**	25	6	23	6	79	0	0	183	0	1	0	184	0	0	0	0	0	0	0	20	12	0	4	**1**	0	37	697
08:15 AM	34	**371**	0	**33**	**4**	0	**442**	23	0	26	5	16	5	75	0	**5**	179	0	1	**1**	186	0	0	0	0	0	0	0	17	16	0	7	0	0	40	743
Total Volume	127	1451	1	117	7	0	1703	100	1	97	29	124	29	380	0	10	768	0	3	1	782	0	0	0	0	0	0	0	74	65	0	25	1	0	165	3030
% App. Total	7.5	85.2	0.1	6.9	0.4	0		26.3	0.3	25.5	7.6	32.6	7.6		0	1.3	98.2	0	0.4	0.1		0	0	0	0	0	0		44.8	39.4	0	15.2	0.6	0		
PHF	.722	.978	.250	.886	.438	.000	.963	.676	.250	.933	.558	.705	.558	.833	.000	.500	.828	.000	.750	.250	.828	.000	.000	.000	.000	.000	.000	.000	.881	.739	.000	.625	.250	.000	.778	.936



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Richard Montgomery Dr/Dodge St

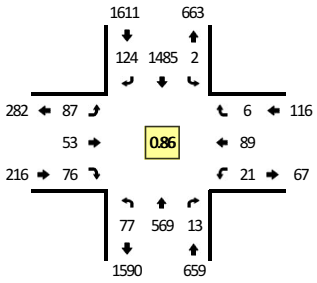
CITY/STATE: Rockville, MD

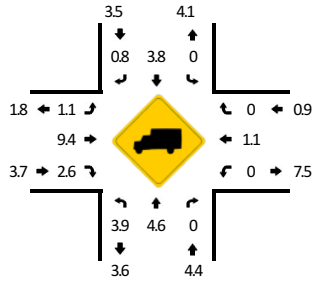
QC JOB #: 17264875

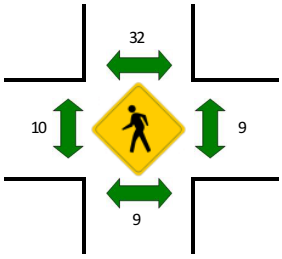
DATE: Thu, Mar 26 2026

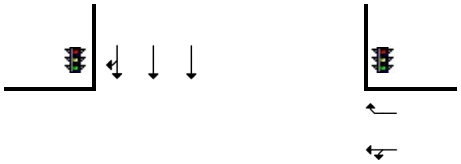
Peak-Hour: 7:30 AM -- 8:30 AM

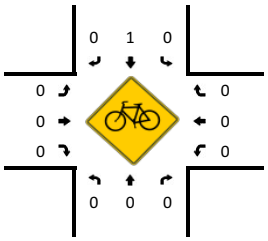
Peak 15-Min: 7:30 AM -- 7:45 AM

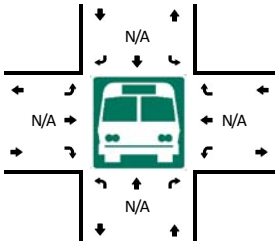


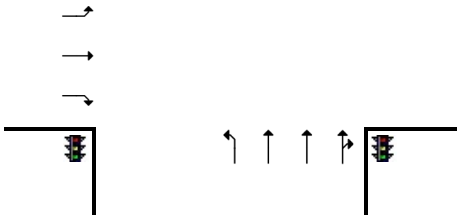


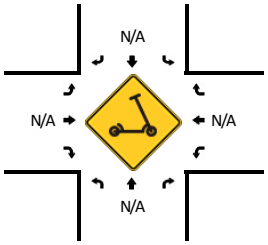












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Richard Montgomery Dr/Dodge St (Eastbound)					Richard Montgomery Dr/Dodge St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	2	39	2	1	0	2	34	0	0	0	2	1	0	0	1	1	0	0	0	0	85	
12:15 AM	3	18	3	0	0	0	27	0	0	0	0	2	0	0	0	1	3	0	0	0	57	
12:30 AM	1	16	0	0	0	0	17	0	0	0	1	1	0	0	0	0	0	0	0	0	36	
12:45 AM	0	17	0	0	0	0	17	1	0	0	0	1	0	0	1	0	0	0	0	0	37	215
1:00 AM	1	14	0	0	0	0	9	0	0	0	0	1	0	0	1	0	0	0	0	0	26	156
1:15 AM	1	11	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24	123
1:30 AM	0	18	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32	119
1:45 AM	0	6	2	0	0	0	10	0	0	0	0	0	0	0	0	0	1	0	0	0	19	101
2:00 AM	0	13	0	1	0	0	8	0	0	0	0	1	0	0	1	0	0	0	0	0	24	99
2:15 AM	0	12	1	0	0	0	5	0	0	0	0	0	1	0	0	0	0	1	0	0	20	95
2:30 AM	0	14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	17	80
2:45 AM	0	8	0	0	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	24	85
3:00 AM	2	15	0	0	0	1	13	0	0	0	0	0	0	0	0	0	1	0	0	0	32	93
3:15 AM	0	4	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	85
3:30 AM	1	10	0	1	0	1	11	1	0	0	1	1	1	0	0	1	0	0	0	0	29	97
3:45 AM	0	0	0	0	0	0	13	1	0	0	1	0	0	0	0	0	0	0	0	0	15	88
4:00 AM	0	11	0	1	0	0	15	0	0	0	0	0	0	0	0	1	0	1	0	0	29	85
4:15 AM	0	6	1	1	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	22	95
4:30 AM	0	11	0	1	0	0	20	0	0	0	0	1	0	0	0	0	0	0	0	0	33	99
4:45 AM	1	7	0	0	0	0	29	0	0	0	0	0	0	0	3	1	0	0	0	0	41	125
5:00 AM	0	20	0	0	0	0	33	0	0	0	0	0	0	0	2	1	1	2	0	0	59	155
5:15 AM	2	25	2	0	0	1	44	1	0	0	0	1	3	0	1	0	2	0	0	0	82	215
5:30 AM	0	20	0	1	0	0	52	0	0	0	0	0	2	0	2	1	1	0	0	0	79	261
5:45 AM	3	41	1	3	0	0	83	0	0	0	0	0	1	0	2	2	1	0	0	0	137	357
6:00 AM	4	38	1	3	0	0	110	2	0	0	0	0	0	0	2	1	1	2	0	0	164	462
6:15 AM	2	42	1	0	0	0	130	1	0	0	1	1	0	0	0	0	4	0	0	0	182	562
6:30 AM	2	53	0	1	0	0	161	4	0	0	1	1	1	0	2	4	6	1	0	0	237	720
6:45 AM	3	57	2	4	0	0	211	3	0	0	7	2	1	0	6	4	7	2	0	0	309	892
7:00 AM	14	71	1	5	0	0	289	23	0	0	7	6	4	0	4	2	16	1	0	0	443	1171
7:15 AM	13	102	2	1	0	0	317	73	0	0	18	24	12	0	8	8	44	1	0	0	623	1612
7:30 AM	24	116	5	1	0	0	389	79	1	0	48	24	17	0	7	2	40	2	0	0	755	2130
7:45 AM	20	164	3	3	0	0	344	21	0	0	26	17	10	0	6	10	23	2	0	0	649	2470
8:00 AM	11	149	3	0	0	1	347	10	0	0	8	9	10	0	4	7	14	1	0	0	574	2601
8:15 AM	14	140	2	4	0	0	405	14	0	0	5	3	9	0	13	2	12	1	0	0	624	2602
8:30 AM	16	161	7	3	0	0	320	7	0	0	8	4	11	0	11	4	18	1	0	0	571	2418
8:45 AM	16	184	5	5	0	0	322	13	0	0	7	5	3	0	10	6	12	0	0	0	588	2357

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Richard Montgomery Dr/Dodge St (Eastbound)					Richard Montgomery Dr/Dodge St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	14	167	3	3	0	0	287	4	0	0	2	9	8	0	6	6	12	1	0	0	522	2305
9:15 AM	21	186	7	5	0	0	354	16	0	0	5	1	6	0	5	4	14	0	0	0	624	2305
9:30 AM	15	185	5	6	0	0	312	6	0	0	12	5	11	0	9	6	10	3	0	0	585	2319
9:45 AM	20	158	2	6	0	0	290	4	1	0	9	10	7	0	15	5	14	2	0	0	543	2274
10:00 AM	10	171	7	7	0	0	281	12	0	0	8	10	8	0	14	3	7	3	0	0	541	2293
10:15 AM	6	184	4	8	0	0	262	7	1	0	7	8	7	0	11	5	8	2	0	0	520	2189
10:30 AM	9	189	3	4	0	0	239	9	1	0	7	12	8	0	11	7	10	1	0	0	510	2114
10:45 AM	14	239	4	5	0	0	293	5	1	0	15	12	17	0	11	5	8	2	0	0	631	2202
11:00 AM	12	211	5	11	0	0	263	9	0	0	14	8	14	0	7	11	11	1	0	0	577	2238
11:15 AM	16	197	7	10	0	0	280	11	0	0	21	9	21	0	13	7	6	2	0	0	600	2318
11:30 AM	12	239	6	10	0	0	251	5	0	0	11	5	15	0	13	6	2	1	0	0	576	2384
11:45 AM	21	230	5	12	0	1	315	10	0	0	13	10	19	0	8	4	8	4	0	0	660	2413

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	96	464	20	4	0	0	1556	316	4	0	192	96	96	0	28	8	160	8	0	0	3048
Heavy Trucks	4	32	0			0	52	0			4	4	4			0	4	0			104
Buses																					
Pedestrians		12					56					0					20				88
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

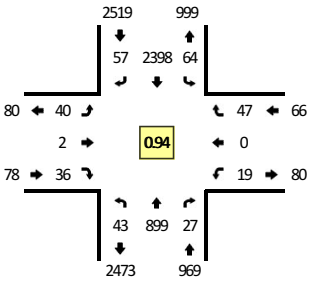
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

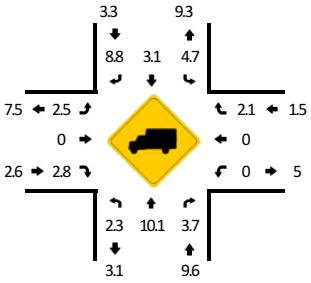
LOCATION: MD 355 -- Ridgemont Ave/Montgomery County Dwy
CITY/STATE: Rockville, MD

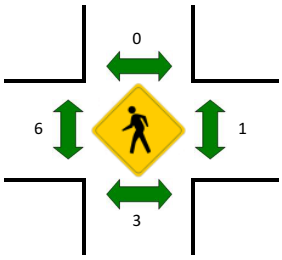
QC JOB #: 17264877
DATE: Tue, Apr 7 2026

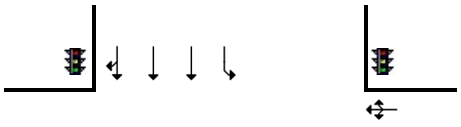
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

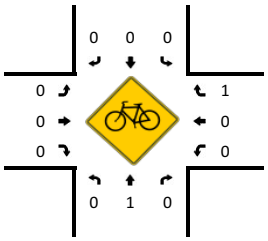


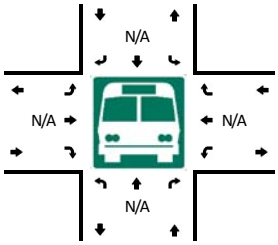
TRUE DATA TO IMPROVE MOBILITY

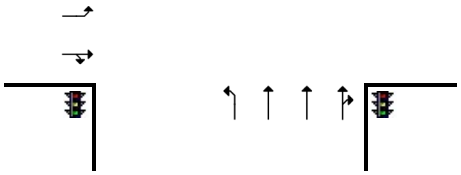


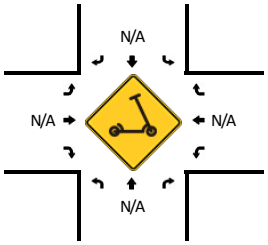












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Ridgemont Ave/Montgomery County Dwy (Eastbound)					Ridgemont Ave/Montgomery County Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	52	0	0	0	0	38	2	0	0	0	0	0	0	0	0	0	0	0	0	92	
12:15 AM	2	48	0	1	0	0	27	1	0	0	0	0	1	0	0	0	0	0	0	0	80	
12:30 AM	0	44	0	2	0	0	26	0	0	0	1	0	1	0	0	0	0	0	0	0	74	
12:45 AM	2	26	0	0	0	0	17	0	0	0	0	0	1	0	0	0	0	0	0	0	46	292
1:00 AM	0	33	0	3	0	0	15	2	0	0	1	0	0	0	0	0	0	0	0	0	54	254
1:15 AM	0	23	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	39	213
1:30 AM	0	24	0	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	37	176
1:45 AM	0	21	0	1	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	37	167
2:00 AM	0	12	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	29	142
2:15 AM	1	16	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	32	135
2:30 AM	1	17	0	1	0	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	33	131
2:45 AM	1	13	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	26	120
3:00 AM	1	14	1	0	0	0	16	0	0	0	0	0	0	0	0	2	0	0	0	0	34	125
3:15 AM	0	8	0	0	0	0	18	0	0	0	1	0	0	0	0	0	0	0	0	2	29	122
3:30 AM	0	10	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	26	115
3:45 AM	0	10	1	0	0	0	24	0	0	0	4	0	0	0	0	0	0	0	0	0	39	128
4:00 AM	0	24	0	0	0	0	27	0	0	0	2	0	0	0	0	0	0	0	0	0	53	147
4:15 AM	0	28	0	1	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	76	194
4:30 AM	0	25	0	1	0	0	70	0	0	0	2	0	0	0	0	0	0	0	0	0	98	266
4:45 AM	0	37	0	0	0	0	104	0	0	0	0	0	0	0	1	0	0	0	0	0	142	369
5:00 AM	2	38	0	2	0	1	107	0	0	0	1	0	0	0	1	1	0	0	0	0	153	469
5:15 AM	1	39	3	1	1	2	128	0	1	0	2	0	0	0	1	0	0	0	0	2	181	574
5:30 AM	1	49	4	1	1	13	190	1	0	0	2	0	0	0	0	2	0	1	0	2	267	743
5:45 AM	1	83	4	1	0	14	244	0	0	0	2	0	0	0	0	1	0	0	0	3	353	954
6:00 AM	0	113	0	1	0	3	218	2	0	0	4	0	0	0	5	0	0	0	0	0	346	1147
6:15 AM	4	114	1	4	1	1	239	5	0	1	6	0	1	0	2	0	0	1	0	2	382	1348
6:30 AM	2	117	4	3	0	5	362	3	0	0	2	0	3	0	4	0	0	0	0	0	505	1586
6:45 AM	2	135	2	4	0	8	464	2	0	0	3	0	2	0	3	1	0	0	0	1	627	1860
7:00 AM	2	173	4	3	0	6	527	6	4	0	11	0	0	0	4	3	0	0	0	4	747	2261
7:15 AM	4	172	4	4	1	7	541	4	1	0	5	0	2	0	7	4	0	3	0	5	764	2643
7:30 AM	2	207	4	4	0	6	580	6	3	0	5	1	1	0	3	1	0	2	0	6	831	2969
7:45 AM	6	228	2	4	1	8	609	19	4	0	7	1	4	0	6	3	2	1	0	7	912	3254
8:00 AM	5	246	7	8	0	15	642	11	0	1	14	0	2	0	4	6	0	3	0	4	968	3475
8:15 AM	9	223	8	4	1	14	548	14	2	0	8	1	2	0	4	3	0	2	0	15	858	3569
8:30 AM	3	227	4	5	0	12	583	8	4	2	5	1	2	0	8	6	0	4	0	8	882	3620
8:45 AM	6	203	7	3	0	10	625	21	7	0	13	0	11	0	3	4	0	0	0	11	924	3632

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Ridgemont Ave/Montgomery County Dwy (Eastbound)					Ridgemont Ave/Montgomery County Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 AM	3	239	8	4	1	10	532	16	8	1	13	0	1	0	3	7	0	4	0	5	855	3519
9:15 AM	4	234	12	4	1	22	387	9	3	0	6	0	3	0	7	8	0	6	0	15	721	3382
9:30 AM	4	229	12	2	1	22	445	7	2	0	5	0	1	0	3	7	0	1	0	15	756	3256
9:45 AM	11	269	15	4	1	21	414	4	3	3	8	1	1	0	2	14	0	1	0	13	785	3117
10:00 AM	11	237	20	5	2	33	314	5	4	0	9	0	2	0	4	6	1	8	0	20	681	2943
10:15 AM	8	262	17	2	3	30	339	5	7	0	5	1	0	0	4	14	0	10	0	30	737	2959
10:30 AM	1	249	13	3	5	22	374	6	2	3	5	1	2	0	1	12	2	3	0	21	725	2928
10:45 AM	2	269	16	4	1	20	362	13	1	0	1	1	0	0	4	8	0	5	0	25	732	2875
11:00 AM	4	312	12	4	2	29	303	11	5	1	4	0	2	0	2	12	1	7	0	22	733	2927
11:15 AM	5	316	18	0	6	28	297	8	4	1	7	0	1	0	5	9	0	5	0	28	738	2928
11:30 AM	6	281	19	10	1	33	307	3	2	2	6	4	0	0	3	14	1	8	0	22	722	2925
11:45 AM	6	290	19	4	1	29	323	5	5	1	4	0	0	0	7	16	3	13	0	28	754	2947

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	984	28	32	0	60	2568	48	0	4	56	0	24	0	16	24	0	28	0	16	3908
Heavy Trucks	0	96	0			0	76	8			0	0	0			0	0	4			184
Buses																					
Pedestrians		4					0					12					4				20
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

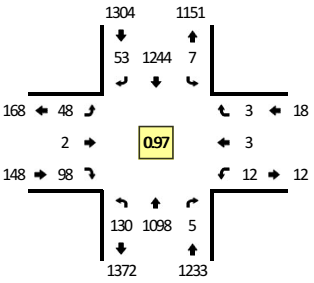
Type of peak hour being reported: Intersection Peak

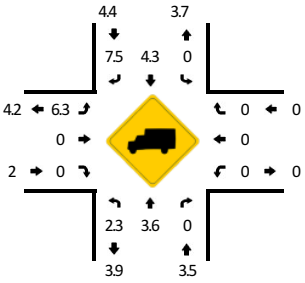
Method for determining peak hour: Total Entering Volume

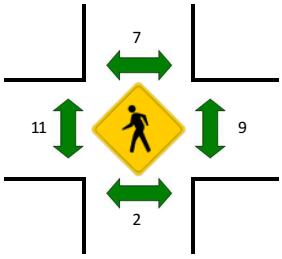
LOCATION: MD 355 -- Beall Ave
CITY/STATE: Rockville, MD

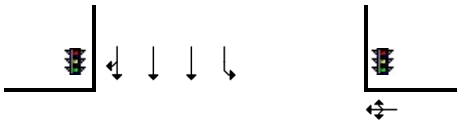
QC JOB #: 17264879
DATE: Thu, Mar 26 2026

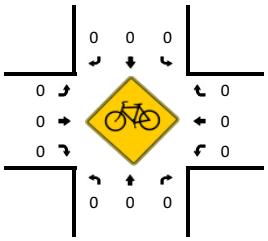
Peak-Hour: 8:30 AM -- 9:30 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

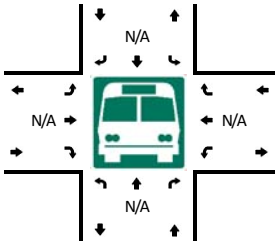


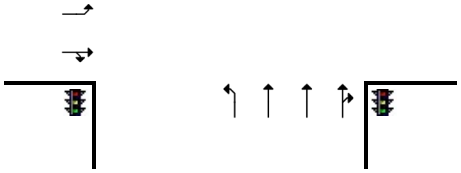


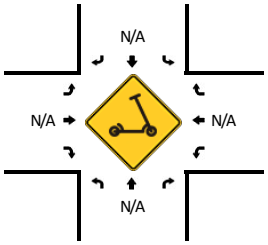












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Beall Ave (Eastbound)					Beall Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	4	28	0	0	0	0	28	0	0	0	2	0	0	0	0	0	0	0	0	0	62	
12:15 AM	3	29	0	0	0	0	19	0	0	0	1	0	3	0	3	0	0	0	0	0	58	
12:30 AM	1	14	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0	31	
12:45 AM	3	18	0	0	0	0	24	1	0	0	2	0	1	0	0	0	0	0	0	0	49	200
1:00 AM	3	12	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	24	162
1:15 AM	3	19	1	0	0	0	13	1	0	0	5	0	1	0	2	0	0	0	0	0	45	149
1:30 AM	1	15	0	0	0	0	11	1	0	0	0	0	5	0	0	0	0	0	0	0	33	151
1:45 AM	2	4	0	0	0	0	11	0	0	0	1	0	2	0	0	0	0	0	0	0	20	122
2:00 AM	0	11	0	0	0	0	9	1	0	0	0	0	2	0	1	0	0	0	0	0	24	122
2:15 AM	0	12	0	0	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	18	95
2:30 AM	0	14	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	20	82
2:45 AM	0	8	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	22	84
3:00 AM	2	11	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	30	90
3:15 AM	0	5	0	1	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	12	84
3:30 AM	1	10	0	0	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	25	89
3:45 AM	0	5	1	0	0	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	18	85
4:00 AM	0	13	0	0	0	0	13	1	0	0	0	0	2	0	0	0	0	0	0	0	29	84
4:15 AM	1	7	1	0	0	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	29	101
4:30 AM	0	18	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	39	115
4:45 AM	4	16	0	1	0	0	26	1	0	0	1	0	1	0	0	0	0	0	0	0	50	147
5:00 AM	1	25	0	1	0	0	36	0	0	0	1	0	0	0	1	0	0	0	0	0	65	183
5:15 AM	8	27	0	1	0	0	49	3	0	0	1	0	3	0	0	0	0	0	0	0	92	246
5:30 AM	6	34	1	0	0	0	56	1	0	0	0	0	0	0	4	1	0	1	0	0	104	311
5:45 AM	7	57	0	1	0	0	66	1	0	0	1	0	5	0	2	0	0	0	0	0	140	401
6:00 AM	7	57	0	1	0	0	98	3	0	0	1	0	3	0	3	0	0	0	0	0	173	509
6:15 AM	10	59	0	1	0	0	124	4	0	0	0	0	2	0	6	0	0	0	0	0	206	623
6:30 AM	12	89	0	2	0	0	179	3	0	0	0	1	2	0	7	0	0	0	0	0	295	814
6:45 AM	10	112	0	0	0	0	229	3	0	0	3	0	2	0	10	1	0	0	0	0	370	1044
7:00 AM	11	119	0	3	0	0	277	8	2	0	2	0	2	0	11	1	1	0	0	0	437	1308
7:15 AM	18	142	0	3	0	0	372	12	0	0	6	1	3	0	15	1	0	0	0	1	574	1676
7:30 AM	19	206	3	8	0	1	440	14	0	0	9	1	6	0	17	1	0	0	0	0	725	2106
7:45 AM	23	256	1	2	1	0	354	6	0	0	9	0	2	0	18	6	0	0	0	0	678	2414
8:00 AM	22	222	0	3	0	1	358	7	0	0	18	2	10	0	13	2	2	0	0	1	661	2638
8:15 AM	37	201	0	4	0	0	356	8	2	0	12	1	6	0	7	3	0	0	0	0	637	2701
8:30 AM	28	259	1	6	0	0	349	19	1	0	12	0	11	0	11	2	0	0	0	1	700	2676
8:45 AM	31	289	1	4	1	0	264	12	1	0	11	1	9	0	31	1	1	0	0	2	659	2657
9:00 AM	25	276	1	5	0	1	306	9	0	0	11	0	8	0	8	2	2	0	0	0	654	2650

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Beall Ave (Eastbound)					Beall Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	28	274	1	3	0	4	325	13	0	0	14	1	7	0	13	7	0	0	0	0	690	2703
9:30 AM	31	241	3	7	2	3	297	12	1	0	12	0	3	0	19	2	2	0	0	0	635	2638
9:45 AM	27	228	1	5	0	1	255	10	0	0	13	0	5	0	15	5	0	0	0	0	565	2544
10:00 AM	42	238	2	1	0	1	239	7	0	0	11	1	6	0	13	3	1	0	0	1	566	2456
10:15 AM	24	215	3	2	0	1	263	8	0	0	14	0	5	0	27	6	1	1	0	0	570	2336
10:30 AM	27	260	2	3	0	1	243	8	1	0	19	0	8	0	18	4	0	0	0	2	596	2297
10:45 AM	30	327	2	2	0	3	282	8	0	0	15	0	9	0	22	4	2	2	0	0	708	2440
11:00 AM	28	225	2	7	0	0	269	20	0	0	17	0	9	0	22	5	2	0	0	0	606	2480
11:15 AM	32	226	1	5	0	3	284	11	0	1	18	2	4	0	12	13	1	2	0	0	615	2525
11:30 AM	29	281	5	6	1	0	275	18	1	0	24	0	6	0	17	6	1	0	0	1	671	2600
11:45 AM	29	269	1	4	1	2	282	10	0	0	18	0	11	0	13	4	4	1	0	0	649	2541

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	112	1036	4	24	0	0	1396	76	4	0	48	0	88	0	44	8	0	4	0	4	2848
Heavy Trucks	8	36	0			0	68	8			0	0	0			0	0	0			120
Buses																					
Pedestrians		4					4					8					24				40
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

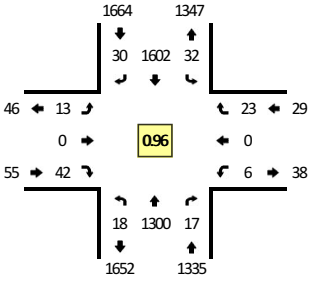
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

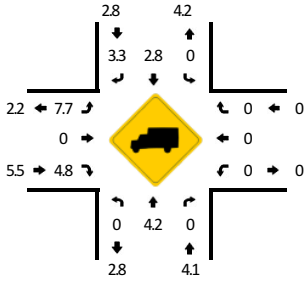
LOCATION: MD 355 -- Talbott St/Business Dwy
CITY/STATE: Rockville, MD

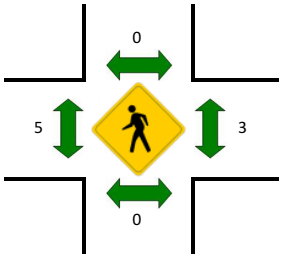
QC JOB #: 17264881
DATE: Thu, Mar 26 2026

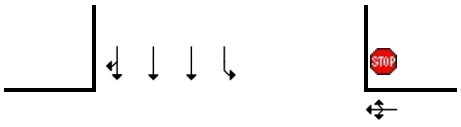
Peak-Hour: 11:00 AM -- 12:00 PM
Peak 15-Min: 11:30 AM -- 11:45 AM

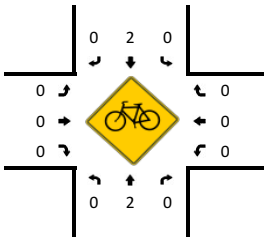


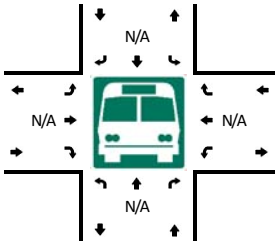


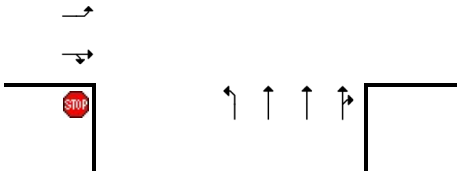


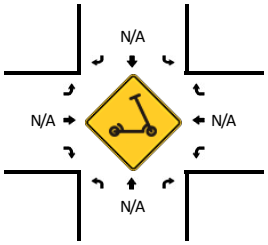












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Talbott St/Business Dwy (Eastbound)					Talbott St/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	39	1	0	0	2	41	1	0	0	3	0	3	0	0	0	0	1	0	0	91	
12:15 AM	3	32	0	0	0	2	31	0	0	0	2	0	1	0	0	2	0	0	0	0	73	
12:30 AM	2	26	1	0	0	0	26	1	1	0	5	1	2	0	0	0	0	3	0	0	68	
12:45 AM	2	22	1	0	0	0	21	1	0	0	3	0	3	0	0	1	0	0	0	0	54	286
1:00 AM	0	16	2	0	0	1	11	0	1	0	2	0	0	0	0	0	0	0	0	0	33	228
1:15 AM	0	15	0	0	0	2	13	0	0	0	0	0	0	0	0	0	0	0	0	0	30	185
1:30 AM	0	15	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	31	148
1:45 AM	0	14	1	0	0	1	12	0	0	0	1	0	0	0	0	1	0	0	0	0	30	124
2:00 AM	0	12	2	0	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	23	114
2:15 AM	0	15	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	25	109
2:30 AM	0	10	1	0	0	3	8	0	0	0	0	0	0	0	0	1	0	0	0	0	23	101
2:45 AM	0	9	0	0	0	0	17	0	0	0	0	0	0	0	0	1	0	0	0	0	27	98
3:00 AM	0	18	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	29	104
3:15 AM	0	5	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	16	95
3:30 AM	0	9	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	28	100
3:45 AM	0	7	0	0	0	0	22	0	0	0	0	0	1	0	0	0	0	0	0	0	30	103
4:00 AM	0	9	0	0	0	0	18	0	0	0	1	0	0	0	0	0	0	0	0	0	28	102
4:15 AM	0	6	0	0	0	2	21	1	0	0	0	0	0	0	0	0	0	0	0	0	30	116
4:30 AM	1	10	0	0	0	1	30	0	0	0	1	0	1	0	0	0	0	0	0	0	44	132
4:45 AM	0	14	0	0	0	10	42	0	0	0	0	0	1	0	0	0	0	1	0	0	68	170
5:00 AM	0	26	0	0	0	3	50	0	0	0	1	0	1	0	0	0	0	0	0	0	81	223
5:15 AM	0	29	0	0	0	0	69	1	0	0	0	0	2	0	0	0	0	0	0	0	101	294
5:30 AM	0	27	0	0	0	1	101	0	1	0	0	0	0	0	0	0	0	0	0	0	130	380
5:45 AM	0	35	0	0	0	1	144	1	0	0	1	0	1	0	0	2	0	11	0	0	196	508
6:00 AM	1	51	0	0	0	21	156	0	0	0	2	0	1	0	0	0	0	1	0	0	233	660
6:15 AM	0	50	0	0	0	7	199	1	0	0	1	0	2	0	0	0	0	0	0	0	260	819
6:30 AM	2	60	1	0	0	3	244	1	0	0	1	0	3	0	0	1	0	2	0	0	318	1007
6:45 AM	0	100	1	0	0	1	346	2	0	0	3	0	6	0	0	1	0	0	0	0	460	1271
7:00 AM	1	100	1	1	0	5	396	0	0	0	0	0	2	0	0	1	0	23	0	0	530	1568
7:15 AM	1	130	1	1	0	2	418	1	1	0	3	0	4	0	0	0	0	0	0	0	562	1870
7:30 AM	0	166	1	1	0	2	531	0	0	0	2	0	2	0	0	0	0	7	0	0	712	2264
7:45 AM	0	190	0	0	0	3	558	4	0	0	2	0	6	0	0	0	0	1	0	0	764	2568
8:00 AM	0	179	0	0	0	11	518	2	0	0	1	0	5	0	0	0	0	0	0	0	716	2754
8:15 AM	2	199	0	0	0	16	536	2	1	0	3	0	0	0	0	0	0	0	0	0	759	2951
8:30 AM	0	201	1	0	0	7	579	5	0	0	4	0	4	0	0	0	0	0	0	0	801	3040
8:45 AM	2	219	1	0	0	6	503	9	2	0	5	0	7	0	0	0	0	2	0	0	756	3032
9:00 AM	2	227	0	0	0	7	444	6	0	0	3	0	6	0	0	0	0	3	0	0	698	3014

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Talbott St/Business Dwy (Eastbound)					Talbott St/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	3	237	0	1	0	13	524	5	3	0	1	0	10	0	0	0	0	7	0	0	804	3059
9:30 AM	5	231	0	1	0	8	492	4	2	0	1	0	11	0	0	0	0	4	0	0	759	3017
9:45 AM	3	218	2	1	0	4	455	8	1	0	1	0	7	0	0	0	0	2	0	0	702	2963
10:00 AM	5	214	0	1	0	4	403	2	4	0	3	0	12	0	0	1	0	1	0	0	650	2915
10:15 AM	3	252	1	3	0	15	402	7	3	0	1	0	7	0	0	3	0	9	0	0	706	2817
10:30 AM	8	251	1	2	0	4	347	1	1	0	5	0	2	0	0	3	0	1	0	0	626	2684
10:45 AM	3	286	2	0	0	4	393	10	2	0	8	0	4	0	0	1	1	3	0	0	717	2699
11:00 AM	2	302	3	0	0	5	394	9	3	0	4	0	8	0	0	1	0	4	0	0	735	2784
11:15 AM	4	315	6	0	0	5	386	7	2	0	2	0	10	0	0	1	0	9	0	0	747	2825
11:30 AM	5	346	1	1	0	5	413	6	4	0	3	0	13	0	0	1	0	6	0	0	804	3003
11:45 AM	5	337	7	1	0	6	409	8	2	0	4	0	11	0	0	3	0	4	0	0	797	3083

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	1384	4	4	0	20	1652	24	16	0	12	0	52	0	0	4	0	24	0	0	3216
Heavy Trucks	0	48	0			0	44	0			0	0	4			0	0	0			96
Buses																					
Pedestrians		0					0					4					8				12
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

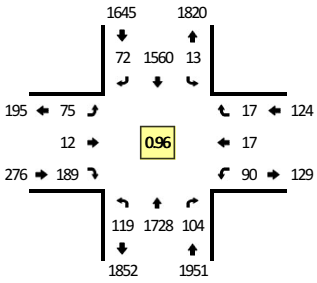
Type of peak hour being reported: Intersection Peak

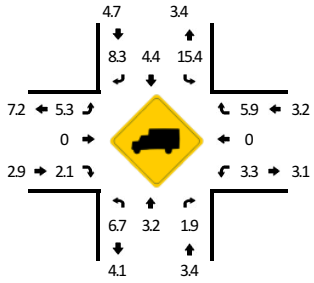
Method for determining peak hour: Total Entering Volume

LOCATION: MD 28 -- Hurley Ave
CITY/STATE: Rockville, MD

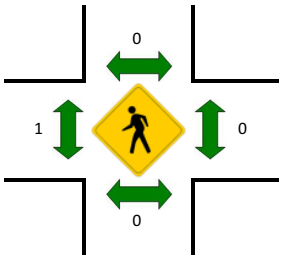
QC JOB #: 17264883
DATE: Tue, Apr 7 2026

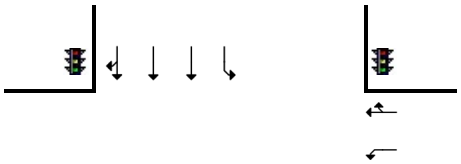
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

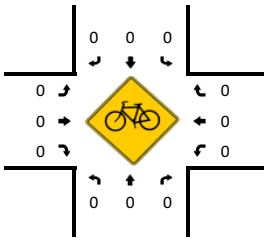


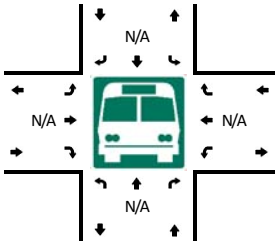


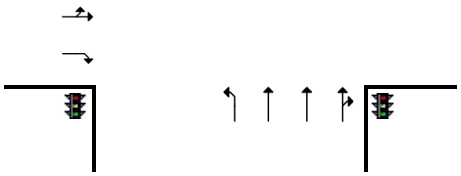
TRUE DATA TO IMPROVE MOBILITY

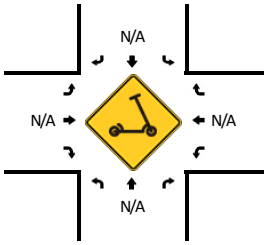












R* = RTOR

15-Min Count Period Beginning At	MD 28 (Northbound)					MD 28 (Southbound)					Hurley Ave (Eastbound)					Hurley Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	2	27	0	1	0	0	24	1	0	0	1	0	4	0	0	2	0	0	0	0	62	
12:15 AM	4	36	1	0	0	0	22	1	0	0	0	0	3	0	0	0	0	0	0	0	67	
12:30 AM	3	20	1	1	0	0	7	0	0	1	1	0	0	0	0	0	0	0	0	0	34	
12:45 AM	0	17	1	0	0	0	16	0	0	0	0	0	3	0	0	1	0	0	0	0	38	201
1:00 AM	3	24	0	1	0	0	20	0	0	0	0	0	0	0	0	1	0	0	0	0	49	188
1:15 AM	0	9	0	0	0	0	12	0	0	0	1	0	0	0	0	0	1	1	0	0	24	145
1:30 AM	0	9	0	3	0	0	15	0	0	0	1	1	0	0	0	0	0	0	0	0	29	140
1:45 AM	2	10	0	0	0	0	10	0	0	0	0	0	2	0	0	0	0	0	0	0	24	126
2:00 AM	0	7	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	15	92
2:15 AM	1	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	7	75
2:30 AM	1	10	1	1	0	0	7	0	0	0	0	0	2	0	0	1	0	0	0	0	23	69
2:45 AM	0	5	1	0	0	0	10	0	0	0	1	0	1	0	0	0	0	0	0	0	18	63
3:00 AM	1	11	1	0	0	0	11	0	0	0	1	0	0	0	0	0	0	0	0	0	25	73
3:15 AM	1	6	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	25	91
3:30 AM	0	7	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	14	82
3:45 AM	0	13	1	0	0	0	10	0	0	0	0	0	1	0	0	1	0	0	0	0	26	90
4:00 AM	0	21	0	0	0	0	17	0	0	0	0	0	1	0	0	1	0	0	0	0	40	105
4:15 AM	2	18	6	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	62	142
4:30 AM	2	35	6	0	0	1	54	0	0	0	0	0	2	0	0	0	0	0	0	0	100	228
4:45 AM	2	48	19	0	1	1	57	0	0	0	0	1	4	0	0	1	1	0	0	0	135	337
5:00 AM	1	67	22	0	2	2	73	3	0	0	1	1	4	0	0	0	0	0	0	0	176	473
5:15 AM	4	70	15	1	0	3	83	0	0	0	1	1	5	0	0	0	0	0	0	0	183	594
5:30 AM	4	100	20	0	2	4	101	1	0	0	3	1	2	0	0	3	0	0	0	2	243	737
5:45 AM	5	144	29	3	5	5	119	2	0	0	1	4	3	0	5	11	2	1	0	1	340	942
6:00 AM	7	107	20	2	0	4	192	2	0	0	2	3	1	0	5	9	2	0	0	1	357	1123
6:15 AM	8	144	17	5	0	4	199	1	0	1	4	5	3	0	11	16	1	0	0	0	419	1359
6:30 AM	14	198	14	0	3	2	272	2	0	1	2	3	16	0	15	20	2	1	0	2	567	1683
6:45 AM	26	222	18	2	4	2	319	6	0	0	7	2	20	0	9	21	5	2	0	3	668	2011
7:00 AM	14	240	21	3	1	2	347	14	1	0	11	3	32	0	6	30	6	0	0	1	732	2386
7:15 AM	28	272	17	2	2	2	439	22	0	0	9	4	38	0	6	23	1	1	0	2	868	2835
7:30 AM	26	308	20	3	2	3	446	22	0	4	23	1	44	0	5	21	3	1	0	1	933	3201
7:45 AM	24	385	25	0	6	3	396	14	0	0	26	7	37	0	3	37	2	0	0	6	971	3504
8:00 AM	21	426	26	3	0	2	435	13	0	0	9	3	32	0	6	15	7	3	0	3	1004	3776
8:15 AM	20	399	16	6	7	2	387	11	0	0	19	1	42	0	6	31	6	3	0	0	956	3864
8:30 AM	31	450	23	2	2	3	423	23	0	2	12	3	36	0	4	18	2	0	0	3	1037	3968
8:45 AM	34	453	26	2	4	6	315	22	0	1	35	5	45	0	18	26	2	2	0	3	999	3996
9:00 AM	31	450	32	4	2	3	358	22	0	1	21	3	24	0	14	25	2	1	0	1	994	3986

15-Min Count Period Beginning At	MD 28 (Northbound)					MD 28 (Southbound)					Hurley Ave (Eastbound)					Hurley Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	25	415	39	9	1	3	333	10	0	1	17	7	19	0	11	20	1	1	0	0	912	3942
9:30 AM	28	397	32	4	3	4	303	10	0	1	16	4	23	0	14	22	3	4	0	3	871	3776
9:45 AM	20	386	34	3	2	3	350	6	0	1	11	3	20	0	25	22	2	3	0	4	895	3672
10:00 AM	25	321	32	1	1	4	294	9	0	2	6	3	27	0	6	26	0	2	0	2	761	3439
10:15 AM	13	268	25	1	5	2	275	6	0	0	15	3	23	0	14	22	3	0	0	6	681	3208
10:30 AM	27	262	24	2	4	4	263	14	0	1	15	5	11	0	11	33	1	0	0	4	681	3018
10:45 AM	24	303	35	3	3	1	257	5	0	2	11	5	8	0	10	19	1	3	0	1	691	2814
11:00 AM	26	217	37	7	5	2	235	8	0	3	8	8	15	0	7	44	3	0	0	1	626	2679
11:15 AM	22	249	26	4	4	1	287	9	0	1	17	5	23	0	7	28	6	3	0	2	694	2692
11:30 AM	22	272	30	4	3	2	264	11	0	0	12	5	9	1	14	33	2	5	0	1	690	2701
11:45 AM	25	270	26	3	5	1	260	9	0	1	11	12	17	0	8	38	3	2	0	2	693	2703

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	124	1800	100	8	8	12	1692	100	0	8	48	12	160	0	16	72	8	12	0	12	4192
Heavy Trucks	20	56	4			4	72	16			0	0	4			4	0	0			180
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

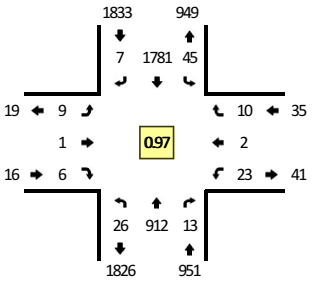
Method for determining peak hour: Total Entering Volume

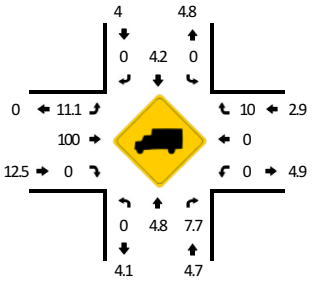
LOCATION: MD 355 -- Business Dwy/Frederick Ave
CITY/STATE: Rockville, MD

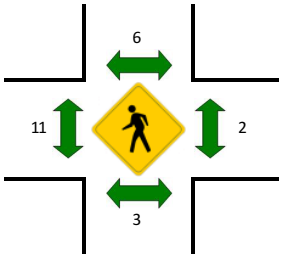
QC JOB #: 17264885
DATE: Thu, Mar 26 2026

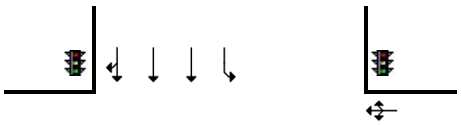
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

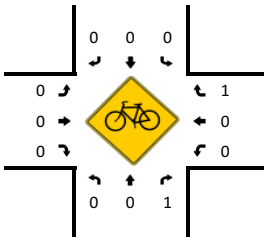
TRUE DATA TO IMPROVE MOBILITY

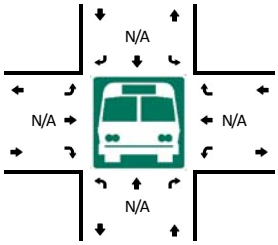




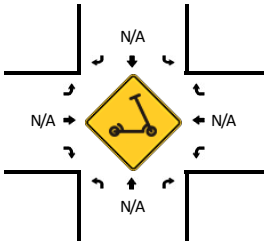












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Business Dwy/Frederick Ave (Eastbound)					Business Dwy/Frederick Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	0	33	2	2	0	1	23	0	5	0	0	0	0	0	0	1	0	0	0	0	67	
12:15 AM	0	28	0	0	0	1	25	0	0	0	0	0	0	0	0	2	0	0	0	0	56	
12:30 AM	0	19	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	35	
12:45 AM	0	15	5	2	0	0	21	0	0	0	0	0	0	0	0	1	0	0	0	0	44	202
1:00 AM	1	15	0	1	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	30	165
1:15 AM	0	20	9	0	1	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	43	152
1:30 AM	0	16	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	30	147
1:45 AM	0	6	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	15	118
2:00 AM	0	10	0	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	22	110
2:15 AM	0	12	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	83
2:30 AM	0	13	0	0	0	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	23	76
2:45 AM	0	9	0	2	0	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	21	82
3:00 AM	0	9	1	1	0	0	7	0	0	0	0	0	0	0	0	13	0	3	0	0	34	94
3:15 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	1	0	0	10	88
3:30 AM	0	11	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	27	92
3:45 AM	0	5	0	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	16	87
4:00 AM	0	10	0	0	0	1	14	0	0	0	0	0	0	0	0	1	0	0	0	0	26	79
4:15 AM	0	14	1	0	0	1	21	0	0	0	0	0	0	0	0	2	0	0	0	0	39	108
4:30 AM	0	18	0	1	0	0	24	0	0	0	0	0	0	0	0	0	0	1	0	0	44	125
4:45 AM	0	13	0	0	0	0	28	0	1	0	0	0	0	0	0	1	0	0	0	0	43	152
5:00 AM	0	26	0	1	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	1	70	196
5:15 AM	0	24	0	1	0	3	57	0	0	0	0	0	0	0	0	0	0	0	0	1	86	243
5:30 AM	1	34	0	0	0	0	65	0	1	0	0	0	0	0	0	1	0	0	0	0	102	301
5:45 AM	1	54	1	0	0	1	75	0	2	0	0	0	0	0	0	1	0	1	0	1	137	395
6:00 AM	1	56	0	2	0	3	98	0	0	0	0	0	0	0	0	0	1	0	0	1	162	487
6:15 AM	2	58	0	3	1	2	126	0	0	0	0	0	0	0	0	2	0	1	0	1	196	597
6:30 AM	0	85	0	1	0	1	194	1	1	0	0	0	0	0	1	1	0	0	0	0	285	780
6:45 AM	0	101	2	2	1	4	241	2	2	0	0	0	0	0	0	6	0	0	0	2	363	1006
7:00 AM	0	133	2	1	0	5	311	1	1	0	1	0	0	0	0	3	0	0	0	1	459	1303
7:15 AM	2	145	1	1	0	5	432	1	3	0	1	0	0	0	1	7	0	0	0	1	600	1707
7:30 AM	2	202	0	1	0	3	496	3	0	0	1	0	1	0	0	2	0	0	0	2	713	2135
7:45 AM	2	256	4	7	0	5	443	4	6	0	0	1	0	0	0	3	0	0	0	2	733	2505
8:00 AM	4	241	3	1	0	10	420	0	5	0	3	0	0	0	3	8	1	1	0	1	701	2747
8:15 AM	2	213	6	7	0	9	422	0	7	0	5	0	1	0	1	10	1	2	0	2	688	2835
8:30 AM	5	253	9	2	2	3	408	0	5	0	1	0	2	0	4	8	0	2	0	4	708	2830
8:45 AM	5	277	4	6	0	6	315	1	4	0	6	0	0	0	0	11	0	1	0	2	638	2735
9:00 AM	5	255	11	6	1	5	404	1	6	0	1	1	0	0	3	9	0	0	0	1	709	2743

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Business Dwy/Frederick Ave (Eastbound)					Business Dwy/Frederick Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	4	290	6	2	1	9	398	1	10	0	2	0	0	0	1	9	0	1	0	1	735	2790
9:30 AM	4	258	6	2	1	10	411	0	11	0	5	0	0	0	1	12	1	5	0	3	730	2812
9:45 AM	5	232	9	14	0	12	293	0	7	0	4	0	1	0	2	11	1	2	0	1	594	2768
10:00 AM	2	240	6	10	2	10	301	0	3	0	4	0	1	0	1	13	0	2	0	4	599	2658
10:15 AM	6	217	5	12	1	6	291	1	11	0	3	1	0	0	2	14	0	1	0	6	577	2500
10:30 AM	4	256	8	14	2	12	283	0	9	0	3	0	0	0	2	9	0	2	0	3	607	2377
10:45 AM	3	335	14	17	1	7	321	1	9	0	1	0	0	0	2	11	0	7	0	3	732	2515
11:00 AM	6	243	9	17	1	11	295	1	15	0	1	1	0	0	3	13	1	2	0	3	622	2538
11:15 AM	6	266	9	10	0	12	327	0	12	1	3	0	1	0	1	16	0	1	0	2	667	2628
11:30 AM	6	295	11	18	4	12	288	1	5	0	4	0	1	0	1	15	0	1	0	4	666	2687
11:45 AM	6	305	7	12	2	13	315	1	10	1	7	0	4	0	2	16	0	4	0	9	714	2669

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	8	1024	16	28	0	20	1772	16	24	0	0	4	0	0	0	12	0	8	0	8	2940
Heavy Trucks	0	60	0			0	96	0			0	4	0			0	0	0			160
Buses																					
Pedestrians		8					12					8					8				36
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Mt Vernon Pl/Business Dwy

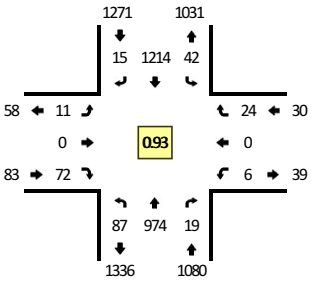
CITY/STATE: Rockville, MD

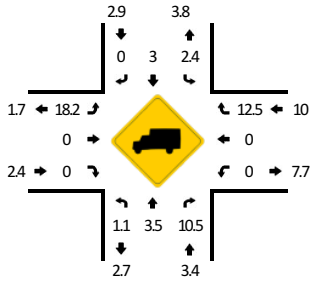
QC JOB #: 17264889

DATE: Thu, Mar 26 2026

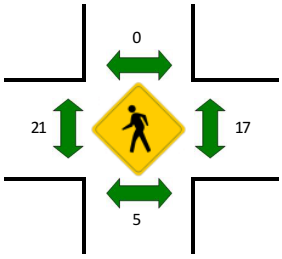
Peak-Hour: 11:00 AM -- 12:00 PM

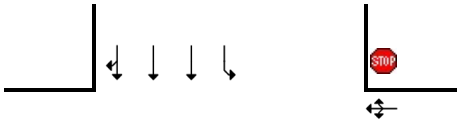
Peak 15-Min: 11:45 AM -- 12:00 PM

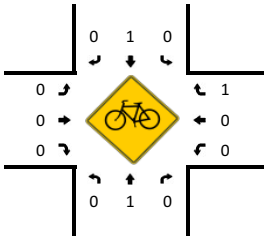


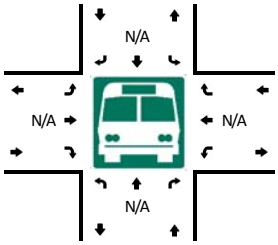


TRUE DATA TO IMPROVE MOBILITY

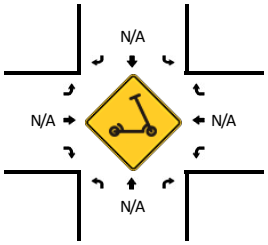












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mt Vernon Pl/Business Dwy (Eastbound)					Mt Vernon Pl/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 AM	2	41	0	2	0	0	36	1	0	0	2	0	1	0	0	0	0	0	0	0	85	
12:15 AM	0	23	0	2	0	0	27	0	1	0	0	0	1	0	0	0	0	0	0	0	54	
12:30 AM	1	16	0	1	0	1	16	0	1	0	0	0	0	0	0	1	0	0	0	0	37	
12:45 AM	1	18	0	0	0	0	16	0	0	0	0	0	1	0	0	0	0	0	0	0	36	212
1:00 AM	2	14	0	0	0	1	10	0	0	0	1	0	1	0	0	0	0	0	0	0	29	156
1:15 AM	0	13	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24	126
1:30 AM	1	17	0	1	0	0	13	0	1	0	0	0	3	0	0	0	0	0	0	0	36	125
1:45 AM	1	8	0	1	0	0	10	0	0	0	0	0	1	0	0	0	0	0	0	0	21	110
2:00 AM	1	12	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	25	106
2:15 AM	0	13	0	1	0	0	6	0	1	0	1	0	0	0	0	0	0	0	0	0	22	104
2:30 AM	1	13	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	19	87
2:45 AM	0	7	0	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	24	90
3:00 AM	0	15	0	0	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	28	93
3:15 AM	0	4	0	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	14	85
3:30 AM	1	10	0	1	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	26	92
3:45 AM	1	1	0	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17	85
4:00 AM	0	11	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	27	84
4:15 AM	0	6	0	0	0	0	15	0	0	0	0	0	2	0	0	0	0	0	0	0	23	93
4:30 AM	1	11	0	2	0	0	22	0	0	0	0	0	3	0	0	0	0	0	0	0	39	106
4:45 AM	1	7	0	0	0	0	30	0	1	0	0	0	0	0	0	0	0	0	0	0	39	128
5:00 AM	1	19	0	0	0	0	38	0	0	0	0	0	2	0	0	0	0	0	0	0	60	161
5:15 AM	1	26	0	1	0	0	47	0	0	0	1	0	1	0	0	0	0	0	0	0	77	215
5:30 AM	1	17	0	0	0	0	58	0	0	0	2	0	0	0	0	0	0	0	0	0	78	254
5:45 AM	1	39	0	2	0	1	86	1	1	0	2	0	3	0	0	0	0	0	0	0	136	351
6:00 AM	2	47	0	0	0	0	112	0	1	0	0	0	6	0	0	0	0	0	0	0	168	459
6:15 AM	0	44	0	1	0	0	133	1	1	0	1	0	3	0	0	0	0	0	0	0	184	566
6:30 AM	0	49	0	0	0	0	159	0	3	0	1	0	7	0	0	0	0	0	0	0	219	707
6:45 AM	6	60	0	2	0	2	223	2	1	0	7	0	15	0	0	1	0	1	0	0	320	891
7:00 AM	3	93	1	2	0	0	289	6	0	0	0	0	13	1	0	0	0	1	0	0	409	1132
7:15 AM	21	112	2	0	0	1	318	14	6	0	2	0	28	0	0	0	0	0	0	0	504	1452
7:30 AM	43	136	3	5	0	7	398	16	3	0	2	0	53	0	0	0	0	0	0	0	666	1899
7:45 AM	7	184	1	2	0	4	351	7	1	0	1	1	38	0	0	0	0	2	0	0	599	2178
8:00 AM	7	164	2	6	0	3	350	3	1	0	2	0	14	0	0	0	0	0	0	0	552	2321
8:15 AM	4	157	3	4	0	6	418	6	0	0	2	0	10	0	0	1	0	1	0	0	612	2429
8:30 AM	8	190	4	3	0	2	343	4	0	0	2	0	13	0	0	0	0	3	0	0	572	2335
8:45 AM	6	203	2	5	0	4	330	8	3	0	3	0	11	0	0	4	0	2	0	0	581	2317
9:00 AM	6	182	5	2	0	5	297	3	2	0	2	0	6	0	0	1	0	2	0	0	513	2278

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mt Vernon Pl/Business Dwy (Eastbound)					Mt Vernon Pl/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 AM	11	208	4	2	0	5	348	8	6	0	4	0	10	0	0	3	0	5	0	0	614	2280
9:30 AM	8	202	2	7	0	5	328	7	4	0	2	0	27	0	0	0	0	5	0	0	597	2305
9:45 AM	4	173	6	4	0	2	308	6	6	0	2	0	12	0	0	1	0	2	0	0	526	2250
10:00 AM	2	195	6	5	0	8	283	8	5	0	0	0	8	0	0	1	0	3	0	0	524	2261
10:15 AM	8	191	3	9	0	5	270	3	4	0	2	0	16	0	0	6	0	3	0	0	520	2167
10:30 AM	6	198	3	6	0	6	248	8	7	0	6	0	15	0	0	2	1	2	0	0	508	2078
10:45 AM	8	243	1	10	0	6	306	8	6	0	6	0	12	0	0	1	0	3	0	0	610	2162
11:00 AM	10	229	1	12	0	6	293	5	7	0	2	0	8	0	0	2	0	4	0	0	579	2217
11:15 AM	5	241	7	11	0	4	313	6	6	0	2	0	40	0	0	2	0	3	0	0	640	2337
11:30 AM	11	248	4	11	0	5	273	1	3	0	6	0	14	0	0	2	0	8	0	0	586	2415
11:45 AM	17	256	7	10	0	5	335	3	6	0	1	0	10	0	0	0	0	9	0	0	659	2464

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	68	1024	28	40	0	20	1340	12	24	0	4	0	40	0	0	0	0	36	0	0	2636
Heavy Trucks	4	28	8			0	52	0			0	0	0			0	0	4			96
Buses																					
Pedestrians		0					0					16					24				40
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

PM Counts

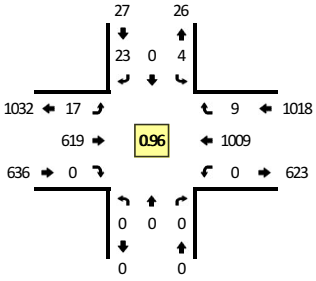
Type of peak hour being reported: Intersection Peak

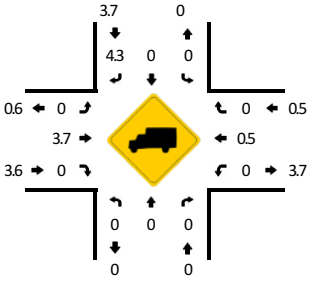
Method for determining peak hour: Total Entering Volume

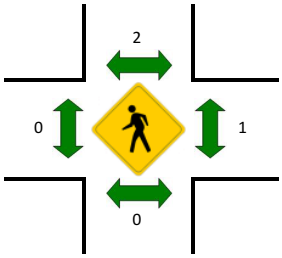
LOCATION: Pasture Brook Way -- Wootton Pkwy
CITY/STATE: Rockville, MD

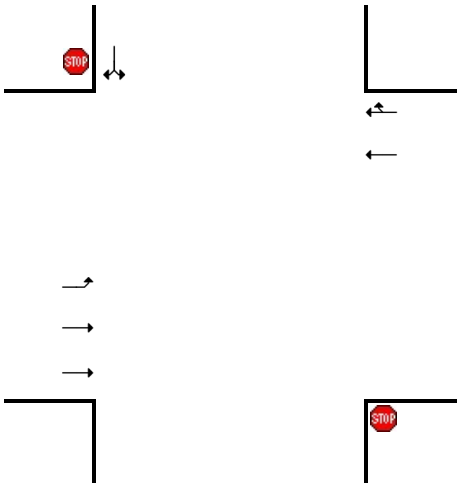
QC JOB #: 17264832
DATE: Wed, Mar 18 2026

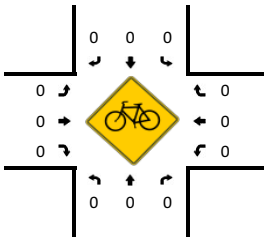
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

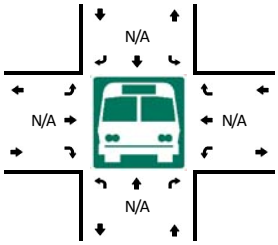


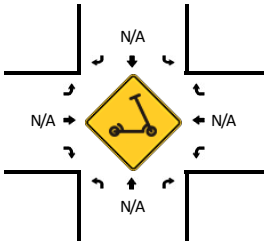












R* = RTOR

15-Min Count Period Beginning At	Pasture Brook Way (Northbound)					Pasture Brook Way (Southbound)					Wootton Pkwy (Eastbound)					Wootton Pkwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	0	0	0	0	0	0	0	3	0	0	2	125	0	0	0	0	104	2	0	0	236	
12:15 PM	0	0	0	0	0	2	0	2	0	0	4	143	0	0	0	0	122	3	0	0	276	
12:30 PM	0	0	0	0	0	0	0	3	0	0	3	114	0	0	0	0	102	5	0	0	227	
12:45 PM	0	0	0	0	0	2	0	7	0	0	10	108	0	0	0	0	95	6	0	0	228	967
1:00 PM	0	0	0	0	0	2	0	8	0	0	3	101	0	0	0	0	100	3	0	0	217	948
1:15 PM	0	0	0	0	0	1	0	3	0	0	2	114	0	1	0	0	112	2	1	0	236	908
1:30 PM	0	0	0	0	0	3	0	6	0	0	8	105	0	0	0	0	118	3	0	0	243	924
1:45 PM	0	0	0	0	0	2	0	3	0	0	3	112	0	0	0	0	95	0	0	0	215	911
2:00 PM	0	0	0	0	0	1	0	6	0	0	4	103	0	0	0	0	128	3	0	0	245	939
2:15 PM	0	0	0	0	0	0	0	3	0	0	0	127	0	0	0	0	111	1	0	0	242	945
2:30 PM	0	0	0	0	0	2	0	3	0	0	2	119	0	0	0	0	151	2	0	0	279	981
2:45 PM	0	0	0	0	0	2	0	1	0	0	2	132	0	0	0	0	150	3	0	0	290	1056
3:00 PM	0	0	0	0	0	2	0	6	0	0	5	124	0	0	0	0	160	6	0	0	303	1114
3:15 PM	0	0	0	0	0	2	0	3	0	0	8	141	0	0	0	0	138	4	0	0	296	1168
3:30 PM	0	0	0	0	0	1	0	2	0	0	7	130	0	0	0	0	203	1	0	0	344	1233
3:45 PM	0	0	0	0	0	0	0	6	0	0	5	115	0	0	0	0	191	5	0	0	322	1265
4:00 PM	0	0	0	0	0	0	0	8	0	0	5	117	0	0	0	0	228	4	0	0	362	1324
4:15 PM	0	0	0	0	0	0	0	1	0	0	9	137	0	0	0	0	194	2	0	0	343	1371
4:30 PM	0	0	0	0	0	1	0	5	0	0	3	114	0	0	0	0	231	4	0	0	358	1385
4:45 PM	0	0	0	0	0	0	0	5	0	0	2	163	0	0	0	0	238	2	0	0	410	1473
5:00 PM	0	0	0	0	0	0	0	6	0	0	3	137	0	0	0	0	253	3	0	0	402	1513
5:15 PM	0	0	0	0	0	1	0	3	0	0	5	161	0	0	0	0	260	2	0	0	432	1602
5:30 PM	0	0	0	0	0	3	0	9	0	0	7	158	0	0	0	0	258	2	0	0	437	1681
5:45 PM	0	0	0	0	0	2	0	5	0	0	4	138	0	0	0	0	202	3	0	0	354	1625
6:00 PM	0	0	0	0	0	2	0	4	0	0	8	117	0	1	0	0	168	6	0	0	306	1529
6:15 PM	0	0	0	0	0	4	0	7	0	0	5	158	0	0	0	0	146	4	0	0	324	1421
6:30 PM	0	0	0	0	0	3	0	6	0	0	2	126	0	0	0	0	144	2	0	0	283	1267
6:45 PM	0	0	0	0	0	0	0	2	0	0	6	110	0	0	0	0	123	3	0	0	244	1157
7:00 PM	0	0	0	0	0	1	0	4	0	0	4	92	0	0	0	0	122	4	0	0	227	1078
7:15 PM	0	0	0	0	0	2	0	2	0	0	4	76	0	0	0	0	106	6	0	0	196	950
7:30 PM	0	0	0	0	0	0	0	3	0	0	4	71	0	2	0	0	97	6	0	0	183	850
7:45 PM	0	0	0	0	0	0	0	7	0	0	3	61	0	1	0	0	104	2	0	0	178	784
8:00 PM	0	0	0	0	0	0	0	0	0	0	3	64	0	0	0	0	91	2	1	0	161	718
8:15 PM	0	0	0	0	0	0	0	3	0	0	2	69	0	0	0	0	75	2	0	0	151	673
8:30 PM	0	0	0	0	0	0	0	1	0	0	4	63	0	1	0	0	76	2	0	0	147	637
8:45 PM	0	0	0	0	0	0	0	2	0	0	3	43	0	0	0	0	81	0	0	0	129	588
9:00 PM	0	0	0	0	0	0	0	0	0	0	9	42	0	0	0	0	58	0	0	0	109	536

15-Min Count Period Beginning At	Pasture Brook Way (Northbound)					Pasture Brook Way (Southbound)					Wootton Pkwy (Eastbound)					Wootton Pkwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	0	0	0	0	2	0	2	0	0	3	37	0	0	0	0	58	0	0	0	102	487
9:30 PM	0	0	0	0	0	1	0	2	0	0	3	41	0	0	0	0	37	0	0	0	84	424
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	37	0	0	0	0	48	1	0	0	87	382
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	25	0	0	0	66	339
10:15 PM	0	0	0	0	0	1	0	0	0	0	0	24	0	0	0	0	16	1	0	0	42	279
10:30 PM	0	0	0	0	0	1	0	0	0	0	2	25	0	0	0	0	24	1	0	0	53	248
10:45 PM	0	0	0	0	0	0	0	1	0	0	0	22	0	0	0	0	24	0	0	0	47	208
11:00 PM	0	0	0	0	0	0	0	4	0	0	1	17	0	0	0	0	14	0	0	0	36	178
11:15 PM	0	0	0	0	0	0	0	6	0	0	0	18	0	1	0	0	20	0	0	0	45	181
11:30 PM	0	0	0	0	0	0	0	0	0	0	1	13	0	0	0	0	13	1	0	0	28	156
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	13	0	0	0	20	129

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	12	0	36	0	0	28	632	0	0	0	0	1032	8	0	0	1748
Heavy Trucks	0	0	0			0	0	4			0	8	0			0	4	0			16
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

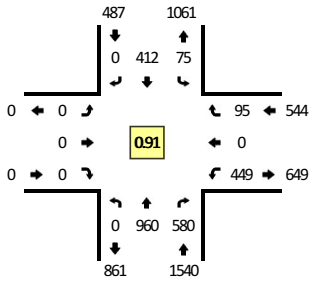
Type of peak hour being reported: Intersection Peak

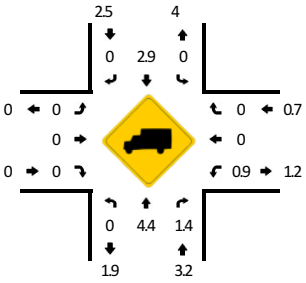
Method for determining peak hour: Total Entering Volume

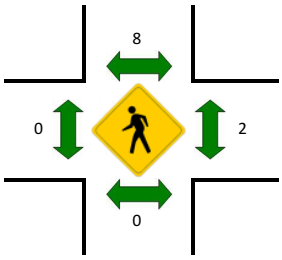
LOCATION: Wootton Pkwy -- W Edmonston Dr (North)
CITY/STATE: Rockville, MD

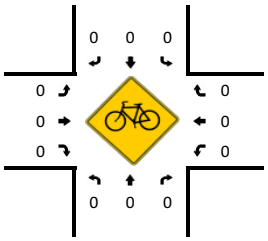
QC JOB #: 17264834
DATE: Wed, Mar 18 2026

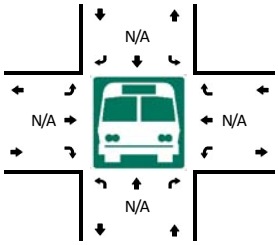
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

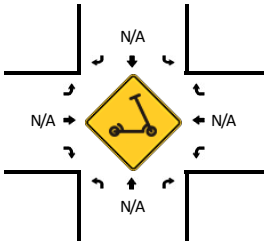












R* = RTOR

15-Min Count Period Beginning At	Wootton Pkwy (Northbound)					Wootton Pkwy (Southbound)					W Edmonston Dr (North) (Eastbound)					W Edmonston Dr (North) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	0	139	136	0	0	11	93	0	1	0	0	0	0	0	0	76	0	3	0	13	472	
12:15 PM	0	142	153	0	0	14	108	0	0	0	0	0	0	0	0	87	0	7	0	15	526	
12:30 PM	0	130	120	0	0	14	117	0	0	0	0	0	0	0	0	97	0	5	0	11	494	
12:45 PM	0	139	143	0	0	16	89	0	0	0	0	0	0	0	0	82	0	11	0	12	492	1984
1:00 PM	0	146	94	0	0	16	102	0	0	0	0	0	0	0	0	70	0	9	0	21	458	1970
1:15 PM	0	124	144	0	0	21	96	0	0	0	0	0	0	0	0	82	0	5	0	13	485	1929
1:30 PM	0	139	143	0	0	20	93	0	0	0	0	0	0	0	0	89	0	17	0	14	515	1950
1:45 PM	0	134	111	0	0	10	115	0	0	0	0	0	0	0	0	76	0	7	0	17	470	1928
2:00 PM	0	135	132	0	0	17	107	0	1	0	0	0	0	0	0	82	0	7	0	13	494	1964
2:15 PM	0	155	136	0	0	11	112	0	0	0	0	0	0	0	0	87	0	10	0	11	522	2001
2:30 PM	0	141	125	0	0	26	141	0	0	0	0	0	0	0	0	76	0	6	0	15	530	2016
2:45 PM	0	184	168	0	0	19	141	0	0	0	0	0	0	0	0	96	0	12	0	15	635	2181
3:00 PM	0	162	170	0	0	14	109	0	0	0	0	0	0	0	0	102	0	9	0	9	575	2262
3:15 PM	0	181	138	0	0	10	101	0	0	0	0	0	0	0	0	116	0	8	0	16	570	2310
3:30 PM	0	198	138	0	0	10	87	0	0	0	0	0	0	0	0	107	0	10	0	11	561	2341
3:45 PM	0	206	172	0	0	11	110	0	0	0	0	0	0	0	0	102	0	6	0	11	618	2324
4:00 PM	0	213	129	0	0	15	110	0	1	0	0	0	0	0	0	90	0	13	0	13	584	2333
4:15 PM	0	199	158	0	0	10	87	0	0	0	0	0	0	0	0	92	0	10	0	18	574	2337
4:30 PM	0	229	133	0	0	22	96	0	0	0	0	0	0	0	0	110	0	5	0	13	608	2384
4:45 PM	0	243	185	0	0	14	123	0	0	0	0	0	0	0	0	106	0	11	0	21	703	2469
5:00 PM	0	242	133	0	0	12	94	0	4	0	0	0	0	0	0	117	0	7	0	14	623	2508
5:15 PM	0	246	129	0	0	21	99	0	2	0	0	0	0	0	0	116	0	7	0	17	637	2571
5:30 PM	0	192	140	0	0	14	96	0	3	0	0	0	0	0	0	120	0	15	0	15	595	2558
5:45 PM	0	209	152	0	0	9	93	0	4	0	0	0	0	0	0	98	0	18	0	9	592	2447
6:00 PM	0	203	148	0	0	11	100	0	5	0	0	0	0	0	0	104	0	16	0	18	605	2429
6:15 PM	0	202	161	0	0	20	78	0	1	0	0	0	0	0	0	114	0	10	0	14	600	2392
6:30 PM	0	195	163	0	0	17	105	0	3	0	0	0	0	0	0	75	0	8	0	21	587	2384
6:45 PM	0	198	152	0	0	13	71	0	0	0	0	0	0	0	0	96	0	8	0	16	554	2346
7:00 PM	0	155	139	0	0	8	70	0	1	0	0	0	0	0	0	96	0	4	0	5	478	2219
7:15 PM	0	149	128	1	0	17	65	0	1	0	0	0	0	0	0	81	0	8	0	9	459	2078
7:30 PM	0	160	119	0	0	10	71	0	0	0	0	0	0	0	0	72	0	3	0	5	440	1931
7:45 PM	0	124	97	0	0	8	67	0	2	0	0	0	0	0	0	62	0	3	0	4	367	1744
8:00 PM	0	96	88	0	0	11	66	0	1	0	0	0	0	0	0	76	0	4	0	10	352	1618
8:15 PM	0	93	104	0	0	8	60	0	2	0	0	0	0	0	0	78	0	4	0	11	360	1519
8:30 PM	0	83	67	0	0	13	40	0	1	0	0	0	0	0	0	83	0	7	0	13	307	1386
8:45 PM	0	98	71	0	0	14	41	0	1	0	0	0	0	0	0	42	0	2	0	3	272	1291
9:00 PM	0	86	85	0	0	7	49	0	0	0	0	0	0	0	0	69	0	3	0	10	309	1248

15-Min Count Period Beginning At	Wootton Pkwy (Northbound)					Wootton Pkwy (Southbound)					W Edmonston Dr (North) (Eastbound)					W Edmonston Dr (North) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	80	64	0	0	8	46	0	0	0	0	0	0	0	0	38	0	1	0	5	242	1130
9:30 PM	0	82	72	0	0	6	44	0	0	0	0	0	0	0	0	39	0	0	0	3	246	1069
9:45 PM	0	61	62	0	0	2	30	0	0	0	0	0	0	0	0	36	0	2	0	6	199	996
10:00 PM	0	44	78	0	0	7	45	0	0	0	0	0	0	0	0	25	0	1	0	5	205	892
10:15 PM	0	60	45	0	0	2	32	0	0	0	0	0	0	0	0	27	0	2	0	1	169	819
10:30 PM	0	53	42	0	0	4	19	0	1	0	0	0	0	0	0	21	0	0	0	2	142	715
10:45 PM	0	44	46	0	0	7	14	0	0	0	0	0	0	0	0	9	0	0	0	3	123	639
11:00 PM	0	34	35	0	0	4	15	0	0	0	0	0	0	0	0	15	0	0	0	2	105	539
11:15 PM	0	36	34	0	0	4	14	0	0	0	0	0	0	0	0	14	0	0	0	1	103	473
11:30 PM	0	36	29	0	0	3	14	0	0	0	0	0	0	0	0	7	0	0	0	1	90	421
11:45 PM	0	35	13	0	0	0	7	0	2	0	0	0	0	0	0	7	0	0	0	0	64	362

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	972	740	0	0	56	492	0	0	0	0	0	0	0	0	424	0	128	0	84	2896
Heavy Trucks	0	44	20			0	8	0			0	0	0			4	0	0			76
Buses																					
Pedestrians		0					8					0					0				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:20 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

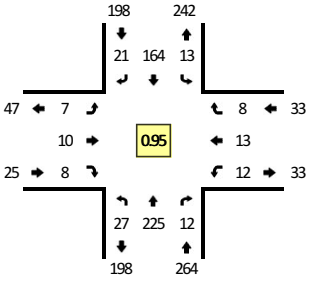
Type of peak hour being reported: Intersection Peak

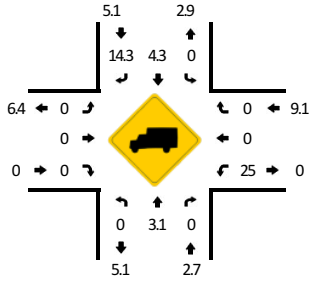
Method for determining peak hour: Total Entering Volume

LOCATION: King Farm Blvd -- Grand Champion Dr
CITY/STATE: Rockville, MD

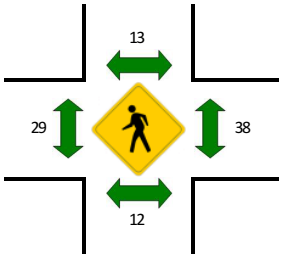
QC JOB #: 17264836
DATE: Wed, Mar 18 2026

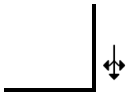
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

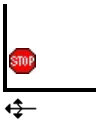


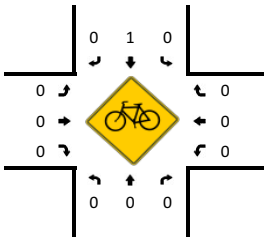


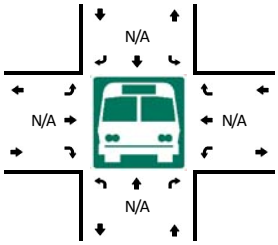
TRUE DATA TO IMPROVE MOBILITY

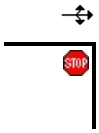


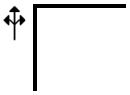


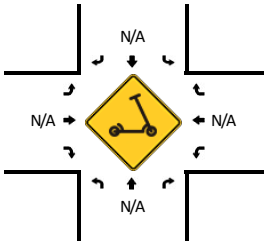












R* = RTOR

15-Min Count Period Beginning At	King Farm Blvd (Northbound)					King Farm Blvd (Southbound)					Grand Champion Dr (Eastbound)					Grand Champion Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	2	31	1	5	0	2	19	3	0	0	4	1	3	0	0	2	3	2	0	0	78	
12:15 PM	2	31	1	1	0	1	28	1	1	0	0	1	0	0	0	3	2	4	0	0	76	
12:30 PM	2	28	3	0	0	2	25	2	0	0	2	1	1	0	0	0	1	2	0	0	69	
12:45 PM	2	30	5	4	0	2	32	5	1	0	4	0	2	0	0	3	1	0	0	0	91	314
1:00 PM	1	37	7	2	0	0	28	3	0	0	3	0	4	0	0	4	0	0	0	0	89	325
1:15 PM	2	30	2	5	0	2	20	0	1	0	0	0	1	0	0	0	4	1	0	0	68	317
1:30 PM	0	43	0	3	0	1	32	1	0	0	2	1	0	0	0	3	4	3	0	0	93	341
1:45 PM	0	29	2	1	0	1	21	1	0	0	3	1	1	0	0	2	2	2	0	0	66	316
2:00 PM	1	34	3	3	0	0	26	1	1	0	0	1	3	0	0	2	0	2	0	0	77	304
2:15 PM	1	35	2	0	0	0	20	2	0	0	2	1	1	0	0	1	1	0	0	0	66	302
2:30 PM	5	34	3	3	0	0	20	2	1	0	3	4	2	0	0	1	1	2	0	0	81	290
2:45 PM	1	23	5	4	0	2	25	3	0	0	0	0	3	0	0	1	4	2	0	0	73	297
3:00 PM	2	43	3	1	0	2	22	4	0	0	0	0	2	0	0	4	1	2	0	0	86	306
3:15 PM	6	22	1	1	0	0	29	2	0	0	0	0	4	0	0	2	1	1	0	0	69	309
3:30 PM	1	29	2	7	0	1	26	0	1	0	0	2	4	0	0	3	3	2	0	0	81	309
3:45 PM	2	31	3	2	0	2	28	2	0	0	2	0	2	0	0	3	1	3	0	0	81	317
4:00 PM	4	37	5	0	0	3	36	3	1	0	1	1	2	0	0	3	0	1	0	0	97	328
4:15 PM	1	40	3	0	0	2	28	2	2	0	2	0	1	0	0	3	2	0	0	0	86	345
4:30 PM	0	47	4	3	0	3	39	2	0	0	2	3	3	0	0	1	1	2	0	0	110	374
4:45 PM	12	45	2	1	0	2	36	3	0	0	1	3	0	0	0	2	5	4	0	0	116	409
5:00 PM	6	54	4	3	0	3	34	3	0	0	1	5	3	0	0	3	4	1	0	0	124	436
5:15 PM	1	61	2	3	0	2	48	7	1	0	1	2	1	0	0	3	4	1	0	0	137	487
5:30 PM	4	57	3	3	0	3	40	6	0	0	1	1	3	0	0	2	2	1	0	0	126	503
5:45 PM	2	53	3	5	0	3	42	5	1	0	4	2	1	0	0	4	3	5	0	0	133	520
6:00 PM	6	38	3	4	0	6	37	3	1	0	2	2	2	0	0	2	1	2	0	0	109	505
6:15 PM	3	47	6	2	0	2	19	3	0	0	3	5	0	0	0	1	1	5	0	0	97	465
6:30 PM	3	42	2	2	0	2	34	4	1	0	5	0	0	0	0	2	3	3	0	0	103	442
6:45 PM	3	24	3	3	0	1	33	5	1	0	0	0	4	0	0	3	1	2	0	0	83	392
7:00 PM	5	38	8	1	0	0	16	2	0	0	3	0	1	0	0	3	2	0	0	0	79	362
7:15 PM	4	29	1	2	0	1	28	1	0	0	2	4	1	0	0	1	0	2	0	0	76	341
7:30 PM	3	35	0	4	0	2	17	3	1	0	3	0	0	0	0	0	0	2	0	0	70	308
7:45 PM	3	34	2	2	0	1	26	1	1	0	2	0	2	0	0	2	1	1	0	0	78	303
8:00 PM	3	28	1	3	0	1	18	1	1	0	0	2	4	0	0	1	4	1	0	0	68	292
8:15 PM	1	25	0	3	0	3	19	3	0	0	1	1	1	0	0	0	2	0	0	0	59	275
8:30 PM	1	30	4	2	0	0	17	0	0	0	0	0	1	0	0	2	2	0	0	0	59	264
8:45 PM	1	22	1	5	0	0	5	2	0	0	2	3	0	0	0	2	1	1	0	0	45	231
9:00 PM	1	22	1	1	0	1	9	5	0	0	0	3	4	0	0	0	0	1	0	0	48	211

15-Min Count Period Beginning At	King Farm Blvd (Northbound)					King Farm Blvd (Southbound)					Grand Champion Dr (Eastbound)					Grand Champion Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	1	20	0	0	0	0	9	2	0	0	2	1	0	0	0	0	1	0	0	0	36	188
9:30 PM	4	14	0	4	0	1	6	1	2	0	0	0	0	0	0	0	0	3	0	0	35	164
9:45 PM	0	8	0	0	0	0	11	1	0	0	0	2	0	0	0	0	0	0	0	0	22	141
10:00 PM	5	12	0	1	0	1	6	3	1	0	0	0	1	0	0	0	0	1	0	0	31	124
10:15 PM	0	9	1	0	0	0	5	0	1	0	2	0	0	0	0	0	0	0	0	0	18	106
10:30 PM	2	4	1	0	0	3	4	0	0	0	1	0	0	0	0	1	0	0	0	0	16	87
10:45 PM	0	3	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	8	73
11:00 PM	0	1	0	0	0	1	6	1	0	0	0	0	0	0	0	0	0	1	0	0	10	52
11:15 PM	0	3	0	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	9	43
11:30 PM	0	2	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	1	0	0	8	35
11:45 PM	0	3	0	0	0	1	3	0	0	0	1	0	0	0	0	1	0	0	0	0	9	36

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	244	8	12	0	8	192	28	4	0	4	8	4	0	0	12	16	4	0	0	548
Heavy Trucks	0	0	0			0	8	4			0	0	0			0	0	0			12
Buses																					
Pedestrians		8					8					16					24				56
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

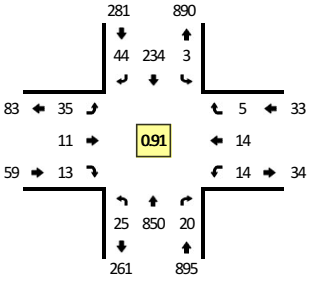
Type of peak hour being reported: Intersection Peak

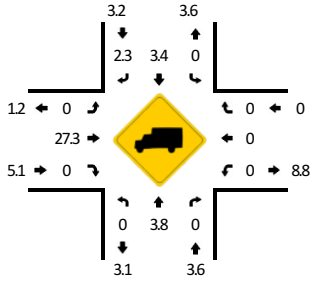
Method for determining peak hour: Total Entering Volume

LOCATION: Redland Blvd -- Pleasant Dr
CITY/STATE: Rockville, MD

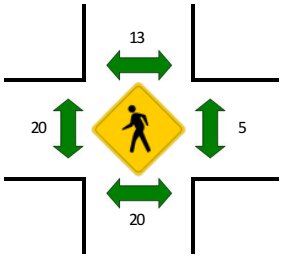
QC JOB #: 17264838
DATE: Wed, Mar 18 2026

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

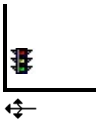


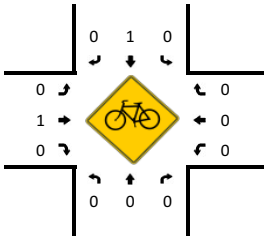


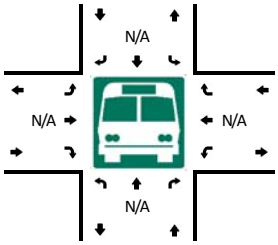
TRUE DATA TO IMPROVE MOBILITY

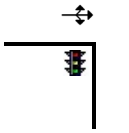


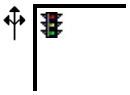


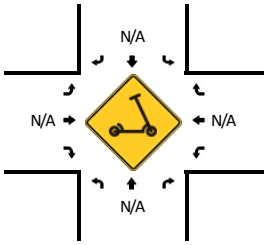












R* = RTOR

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Pleasant Dr (Eastbound)					Pleasant Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	4	89	3	0	0	0	45	8	0	1	3	3	2	0	1	1	1	0	0	0	161	
12:15 PM	8	112	0	0	0	1	43	9	0	1	7	1	3	0	0	3	1	0	0	0	189	
12:30 PM	1	85	3	0	0	0	68	7	0	2	5	3	0	0	1	2	1	0	0	0	178	
12:45 PM	4	101	0	0	0	1	51	9	0	0	2	3	6	0	3	1	1	0	0	1	183	711
1:00 PM	5	89	3	0	0	2	56	9	0	4	10	1	1	0	1	1	2	0	0	0	184	734
1:15 PM	5	83	4	0	0	1	53	6	0	0	6	1	3	0	0	0	2	0	0	0	164	709
1:30 PM	2	99	0	0	0	0	47	8	0	0	8	3	1	0	2	1	2	1	0	2	176	707
1:45 PM	4	80	1	0	1	2	56	3	0	3	10	3	1	0	0	1	1	2	0	0	168	692
2:00 PM	3	100	1	0	1	0	42	6	1	0	1	1	3	0	2	1	3	1	0	0	166	674
2:15 PM	3	108	0	0	0	0	41	5	0	1	2	3	2	0	1	0	1	1	0	1	169	679
2:30 PM	2	128	2	0	1	1	49	5	0	1	6	0	1	1	1	2	4	0	0	1	205	708
2:45 PM	4	136	2	0	1	0	59	7	0	1	3	5	3	0	3	1	1	0	0	0	226	766
3:00 PM	7	138	0	0	1	0	43	7	0	1	5	2	4	0	1	0	2	0	0	0	211	811
3:15 PM	1	135	2	0	0	2	43	2	0	0	5	3	1	0	1	3	0	1	0	3	202	844
3:30 PM	5	147	2	0	1	3	59	7	0	0	1	1	1	0	3	3	1	0	0	0	234	873
3:45 PM	3	133	3	0	0	0	54	13	0	1	5	3	1	0	2	1	2	0	0	2	223	870
4:00 PM	6	174	2	0	0	0	51	8	0	2	3	3	2	0	3	0	5	1	0	0	260	919
4:15 PM	7	186	6	1	1	1	52	5	0	0	2	1	3	0	4	2	1	1	0	0	273	990
4:30 PM	3	189	5	0	0	0	70	6	0	1	8	2	2	0	1	6	5	2	0	1	301	1057
4:45 PM	7	187	4	0	1	0	49	12	0	2	8	3	0	0	0	4	2	0	0	0	279	1113
5:00 PM	8	237	4	0	0	1	52	10	0	0	11	3	5	0	0	2	5	0	0	1	339	1192
5:15 PM	7	237	5	0	1	2	63	10	0	3	8	3	4	0	1	2	2	0	0	1	349	1268
5:30 PM	9	190	3	0	1	0	56	13	0	1	10	2	4	0	1	0	6	2	0	1	299	1266
5:45 PM	7	167	1	0	0	1	40	11	0	2	6	6	4	0	1	1	5	0	0	0	252	1239
6:00 PM	10	169	2	0	0	1	55	13	0	0	9	3	2	0	5	2	1	1	0	1	274	1174
6:15 PM	3	144	2	0	1	1	44	5	0	0	5	2	3	1	1	2	1	1	0	0	216	1041
6:30 PM	7	129	2	0	1	3	45	7	0	0	7	3	4	0	1	1	0	0	0	1	211	953
6:45 PM	7	109	1	0	0	0	38	10	0	0	5	2	1	0	3	1	0	0	0	1	178	879
7:00 PM	3	95	2	0	0	1	41	2	0	3	11	1	3	1	0	1	0	0	0	0	164	769
7:15 PM	5	81	1	0	0	0	32	8	0	1	2	1	3	0	2	2	2	0	0	0	140	693
7:30 PM	2	72	4	0	1	1	28	8	0	2	3	2	2	0	1	1	1	0	0	0	128	610
7:45 PM	4	57	1	0	0	3	24	7	0	0	7	1	1	0	2	2	4	0	0	0	113	545
8:00 PM	0	74	2	0	0	0	26	4	0	1	6	1	5	0	2	1	0	2	0	0	124	505
8:15 PM	3	61	3	0	0	1	31	4	0	1	5	2	0	0	0	1	1	1	0	0	114	479
8:30 PM	1	45	0	0	0	0	33	3	0	1	7	1	1	0	1	1	0	0	0	1	95	446
8:45 PM	1	57	1	0	0	0	15	1	0	0	3	0	4	0	1	1	0	1	0	0	85	418
9:00 PM	1	44	2	0	0	0	13	3	0	0	4	2	0	0	1	0	1	0	0	0	71	365

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Pleasant Dr (Eastbound)					Pleasant Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	2	36	3	0	0	1	7	0	0	0	5	1	5	0	2	1	0	1	0	0	64	315
9:30 PM	0	33	1	0	0	0	11	1	0	0	1	1	0	0	0	0	0	0	0	0	48	268
9:45 PM	0	39	0	0	0	0	11	1	0	0	0	1	1	0	0	0	0	1	0	0	54	237
10:00 PM	2	45	0	0	0	0	11	1	0	0	1	0	2	0	0	0	0	0	0	0	62	228
10:15 PM	0	29	0	0	0	0	10	1	0	0	1	0	1	0	0	0	2	0	0	0	44	208
10:30 PM	1	25	0	0	0	0	12	2	0	0	0	1	0	0	0	0	0	0	0	0	41	201
10:45 PM	0	21	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	30	177
11:00 PM	0	24	1	0	0	1	7	0	0	0	2	1	0	0	0	1	0	0	0	0	37	152
11:15 PM	0	15	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	21	129
11:30 PM	0	19	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	23	111
11:45 PM	1	15	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	19	100

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	948	24	0	4	8	252	52	0	12	32	12	20	0	4	8	8	4	0	4	1420
Heavy Trucks	0	32	0			0	12	0			0	0	0			0	0	0			44
Buses																					
Pedestrians		20					12					36					16				84
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

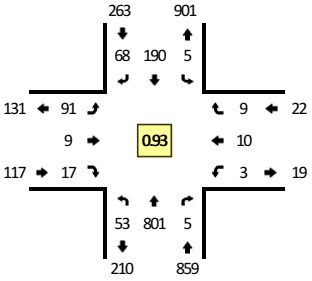
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Redland Blvd -- Parking Lot/Thompson Dairy Way
CITY/STATE: Rockville, MD

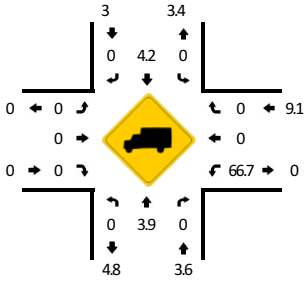
QC JOB #: 17264840
DATE: Wed, Mar 18 2026

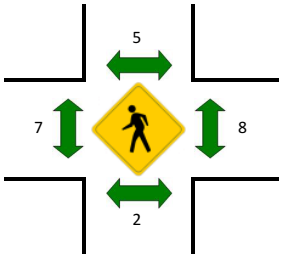
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



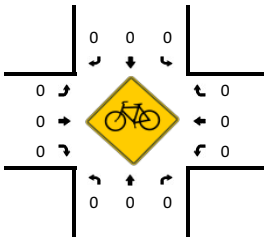


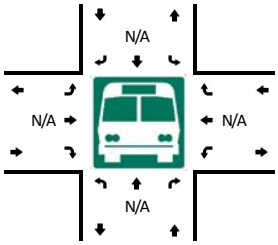
TRUE DATA TO IMPROVE MOBILITY

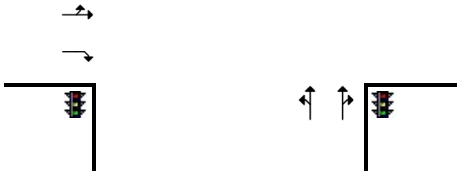


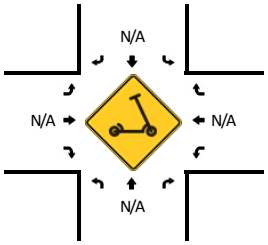












R* = RTOR

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Parking Lot/Thompson Dairy Way (Eastbound)					Parking Lot/Thompson Dairy Way (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	18	83	0	0	0	0	36	12	0	1	8	2	1	0	3	0	3	4	0	0	171	
12:15 PM	15	100	1	0	0	1	38	8	0	2	16	3	2	0	2	1	3	2	0	0	194	
12:30 PM	10	77	0	0	0	1	55	15	0	1	15	1	1	0	1	1	5	0	0	0	183	
12:45 PM	17	86	1	0	0	4	41	12	0	1	15	4	2	0	4	0	1	0	0	0	188	736
1:00 PM	14	83	0	0	0	3	44	12	0	2	13	2	3	0	0	0	4	0	0	1	181	746
1:15 PM	10	86	0	0	0	1	44	10	0	0	9	1	3	0	4	1	0	1	0	0	170	722
1:30 PM	14	85	1	0	0	3	36	12	0	0	13	0	0	0	0	2	2	1	0	0	169	708
1:45 PM	13	71	0	0	0	2	37	17	0	1	12	2	1	0	1	1	0	0	0	1	159	679
2:00 PM	14	88	2	0	0	1	35	13	0	0	17	1	3	0	1	1	3	0	0	0	179	677
2:15 PM	11	93	0	0	0	0	27	13	0	1	17	5	2	0	4	0	2	0	0	0	175	682
2:30 PM	11	114	0	0	0	1	33	18	0	1	20	4	3	0	2	0	1	2	0	0	210	723
2:45 PM	12	127	2	0	0	0	49	16	0	0	11	0	1	0	2	0	4	1	0	2	227	791
3:00 PM	9	129	3	0	0	0	31	11	0	3	17	2	2	0	1	1	0	1	0	0	210	822
3:15 PM	8	126	3	0	0	0	39	10	0	1	16	2	1	0	1	1	1	1	0	0	210	857
3:30 PM	12	131	0	0	0	1	49	15	0	1	17	1	3	0	0	2	3	0	0	1	236	883
3:45 PM	13	115	1	0	0	2	36	15	0	2	27	1	2	0	2	1	0	0	0	1	218	874
4:00 PM	11	173	0	0	0	1	46	11	0	1	11	3	1	0	2	1	1	2	0	1	265	929
4:15 PM	13	172	0	0	0	2	40	19	0	0	19	1	3	0	0	1	4	0	0	0	274	993
4:30 PM	14	180	1	0	0	2	57	20	0	1	24	5	1	0	1	1	3	2	0	0	312	1069
4:45 PM	12	174	2	0	0	0	39	14	0	1	22	3	0	0	4	1	1	1	0	0	274	1125
5:00 PM	12	233	1	0	0	1	44	14	0	1	19	1	4	0	5	0	1	2	0	2	340	1200
5:15 PM	15	214	1	0	0	2	50	16	0	1	26	0	2	0	0	1	5	1	0	1	335	1261
5:30 PM	23	176	0	0	0	1	50	6	0	4	22	0	0	0	2	1	2	1	0	0	288	1237
5:45 PM	15	165	3	0	0	1	30	14	0	1	17	2	0	0	3	1	1	0	0	0	253	1216
6:00 PM	13	150	0	0	0	1	41	19	0	3	25	2	2	0	2	2	2	1	0	1	264	1140
6:15 PM	17	128	1	0	0	3	28	16	0	0	20	4	0	0	3	0	3	3	0	1	227	1032
6:30 PM	12	118	0	0	0	1	36	14	0	1	25	3	2	0	1	1	4	0	0	0	218	962
6:45 PM	10	94	0	0	0	2	24	16	0	1	18	1	3	0	4	1	2	0	0	1	177	886
7:00 PM	7	86	2	0	0	1	31	9	0	1	14	3	2	0	1	1	3	0	0	0	161	783
7:15 PM	7	76	0	0	0	0	31	8	0	3	14	2	4	0	1	0	1	0	0	0	147	703
7:30 PM	13	60	0	0	0	0	24	9	0	0	16	0	1	0	1	0	1	0	0	2	127	612
7:45 PM	3	52	0	0	0	3	19	7	0	1	14	2	4	0	0	1	1	0	0	0	107	542
8:00 PM	7	61	0	0	0	1	25	6	0	1	17	2	0	0	3	0	0	0	0	0	123	504
8:15 PM	3	49	1	0	0	3	12	13	0	3	16	1	2	0	2	2	2	0	0	1	110	467
8:30 PM	5	47	1	0	0	1	23	13	0	0	4	1	3	0	1	1	0	1	0	0	101	441
8:45 PM	4	43	0	0	0	1	12	8	0	0	15	2	1	0	0	0	0	0	0	0	86	420

15-Min Count Period Beginning At	Redland Blvd (Northbound)					Redland Blvd (Southbound)					Parking Lot/Thompson Dairy Way (Eastbound)					Parking Lot/Thompson Dairy Way (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	8	36	1	0	0	1	8	5	0	0	10	0	0	0	1	0	2	1	0	0	73	370
9:15 PM	4	31	1	0	0	0	14	2	0	0	9	1	1	0	0	0	1	0	0	0	64	324
9:30 PM	3	29	0	0	0	0	7	2	0	1	7	1	2	0	0	0	1	0	0	0	53	276
9:45 PM	2	33	0	0	0	1	10	2	0	0	5	0	1	0	0	0	1	0	0	0	55	245
10:00 PM	3	44	0	0	0	1	8	3	0	0	5	1	0	0	0	0	0	0	0	0	65	237
10:15 PM	2	24	0	0	0	0	9	2	0	0	3	0	0	0	1	0	0	0	0	0	41	214
10:30 PM	1	23	0	0	0	0	8	4	0	0	4	0	0	0	0	0	1	0	0	0	41	202
10:45 PM	0	21	0	0	0	0	5	1	0	1	5	1	1	0	0	0	1	0	0	0	36	183
11:00 PM	0	22	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	30	148
11:15 PM	0	13	0	0	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	1	20	127
11:30 PM	0	19	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	22	108
11:45 PM	0	17	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	21	93

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	48	932	4	0	0	4	176	60	0	4	76	4	36	0	20	0	4	16	0	8	1392
Heavy Trucks	0	28	0			0	4	0			0	0	0			0	0	0			32
Buses																					
Pedestrians		0					0					12					4				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

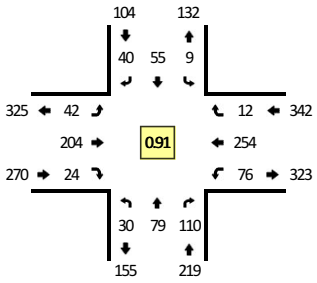
Type of peak hour being reported: Intersection Peak

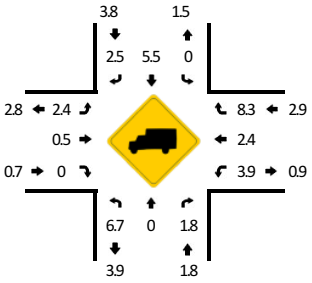
Method for determining peak hour: Total Entering Volume

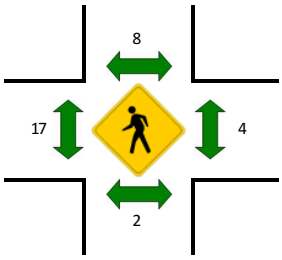
LOCATION: Piccard Dr -- Gaither Rd
CITY/STATE: Rockville, MD

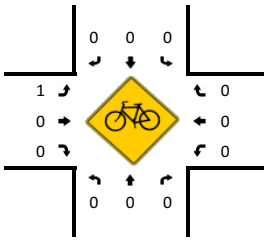
QC JOB #: 17264842
DATE: Wed, Mar 18 2026

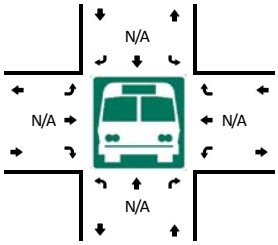
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

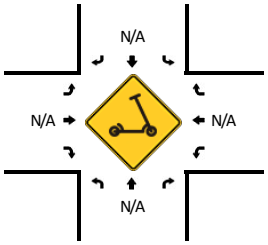












R* = RTOR

15-Min Count Period Beginning At	Piccard Dr (Northbound)					Piccard Dr (Southbound)					Gaither Rd (Eastbound)					Gaither Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	4	8	8	0	11	0	7	3	0	2	5	42	2	0	1	15	51	2	0	0	161	
12:15 PM	3	9	8	0	7	0	12	8	0	6	5	31	2	0	2	19	52	3	0	0	167	
12:30 PM	2	11	4	0	6	1	15	5	0	5	1	37	5	0	1	23	49	1	0	0	166	
12:45 PM	4	6	7	0	8	1	14	7	0	1	8	38	6	0	1	28	37	4	1	0	171	665
1:00 PM	3	2	4	0	13	0	9	4	0	4	3	42	4	0	1	24	52	1	0	0	166	670
1:15 PM	4	10	7	1	8	1	5	7	0	2	3	38	7	0	2	12	47	1	0	1	156	659
1:30 PM	6	9	9	0	11	3	18	7	0	3	5	32	0	0	1	19	44	3	0	2	172	665
1:45 PM	3	10	6	0	7	1	9	3	0	6	5	30	5	0	0	14	39	1	0	1	140	634
2:00 PM	3	7	7	0	8	1	7	3	0	5	8	29	5	0	4	15	47	2	0	0	151	619
2:15 PM	4	12	10	0	9	1	7	8	0	4	3	38	1	0	1	9	31	4	0	0	142	605
2:30 PM	2	9	7	0	10	2	14	8	0	4	5	45	6	0	2	14	36	0	0	0	164	597
2:45 PM	1	5	11	0	7	0	12	6	0	1	6	34	6	0	1	13	44	2	1	0	150	607
3:00 PM	6	4	8	1	7	0	9	3	0	2	4	37	1	0	1	7	33	2	0	0	125	581
3:15 PM	8	10	7	0	7	2	8	3	0	5	3	39	3	0	0	11	35	0	0	0	141	580
3:30 PM	11	14	6	0	6	1	14	4	0	1	5	45	4	0	3	12	52	1	0	1	180	596
3:45 PM	9	13	4	0	7	0	11	5	0	5	7	44	3	0	2	15	43	3	0	0	171	617
4:00 PM	9	16	6	0	9	1	10	3	0	3	4	51	3	0	1	14	48	2	0	0	180	672
4:15 PM	3	18	14	0	8	1	6	5	0	8	5	41	4	1	1	9	38	2	0	0	164	695
4:30 PM	2	18	13	0	13	0	13	5	0	2	6	53	3	0	0	19	51	3	0	1	202	717
4:45 PM	5	23	9	0	12	1	14	5	0	5	8	42	8	1	0	19	51	2	0	1	206	752
5:00 PM	9	26	8	0	16	2	14	7	0	4	11	61	8	0	0	18	67	6	0	1	258	830
5:15 PM	10	18	14	0	23	3	10	5	0	3	9	57	3	0	2	15	63	1	0	0	236	902
5:30 PM	6	12	12	0	16	3	17	9	0	2	13	44	2	0	1	24	73	1	0	0	235	935
5:45 PM	3	18	6	0	18	0	11	8	0	3	7	36	7	0	1	24	55	1	0	0	198	927
6:00 PM	2	14	6	0	13	1	11	5	0	4	10	36	3	0	1	15	44	3	0	0	168	837
6:15 PM	0	8	13	0	12	0	10	7	0	2	6	20	6	0	1	19	32	1	0	0	137	738
6:30 PM	3	18	13	0	5	0	4	8	0	6	7	17	3	0	1	13	37	0	0	0	135	638
6:45 PM	4	11	13	0	6	2	14	10	0	1	4	26	5	0	2	12	34	2	0	1	147	587
7:00 PM	0	10	7	0	7	1	11	2	0	4	3	26	3	0	0	10	27	2	0	0	113	532
7:15 PM	2	14	6	0	4	3	7	8	0	2	15	15	2	0	0	9	26	1	0	0	114	509
7:30 PM	3	8	5	0	2	1	5	5	0	1	5	16	3	0	1	5	23	2	0	0	85	459
7:45 PM	1	6	6	0	6	1	5	7	0	1	5	6	3	0	1	9	26	2	0	0	85	397
8:00 PM	3	10	9	0	4	2	5	2	0	2	4	19	1	0	0	9	23	3	0	0	96	380
8:15 PM	0	5	12	0	2	0	3	1	0	0	4	12	1	0	1	5	20	0	0	0	66	332
8:30 PM	7	3	6	0	4	0	5	2	0	3	10	9	0	0	0	9	18	4	0	0	80	327
8:45 PM	0	9	7	0	2	0	4	3	0	2	6	11	1	0	0	6	14	0	0	0	65	307
9:00 PM	2	5	8	0	2	0	1	1	0	1	4	14	2	0	1	8	12	1	0	1	63	274

15-Min Count Period Beginning At	Piccard Dr (Northbound)					Piccard Dr (Southbound)					Gaither Rd (Eastbound)					Gaither Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	3	11	6	0	1	1	2	1	0	0	1	9	2	0	0	3	13	0	0	0	53	261
9:30 PM	2	2	2	0	0	0	6	2	0	0	1	12	2	0	0	3	9	1	0	0	42	223
9:45 PM	5	2	4	0	0	0	1	0	0	0	4	3	2	0	0	1	6	0	0	0	28	186
10:00 PM	3	4	0	0	0	1	3	2	0	0	0	3	0	0	0	3	4	0	0	0	23	146
10:15 PM	1	3	5	0	0	0	0	3	0	0	4	6	1	0	0	1	8	1	0	0	33	126
10:30 PM	1	2	1	0	0	0	1	0	0	0	0	6	1	0	0	2	6	0	0	0	20	104
10:45 PM	0	2	0	0	0	0	0	1	0	0	1	3	0	0	0	0	4	1	0	0	12	88
11:00 PM	3	2	4	0	0	0	2	1	0	0	0	1	0	0	0	0	2	0	0	0	15	80
11:15 PM	1	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0	2	1	0	0	9	56
11:30 PM	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	7	43
11:45 PM	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	7	38

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	36	104	96	0	64	8	56	44	0	16	44	244	32	0	0	72	268	28	0	4	1116
Heavy Trucks	0	0	4			0	4	0			0	0	0			0	8	4			20
Buses																					
Pedestrians		4					4					8					0				16
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

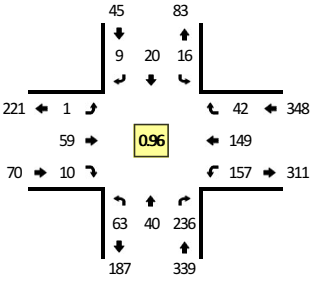
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: E Jefferson St -- Congressional Ln
CITY/STATE: Rockville, MD

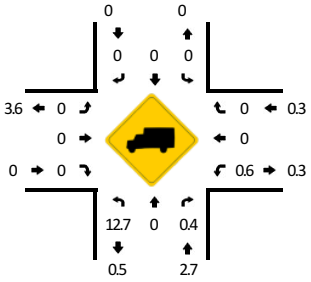
QC JOB #: 17264844
DATE: Wed, Mar 18 2026

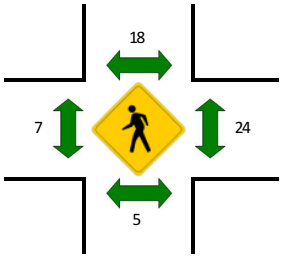
Peak-Hour: 5:15 PM -- 6:15 PM
Peak 15-Min: 5:45 PM -- 6:00 PM

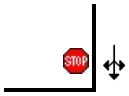


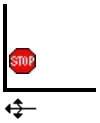


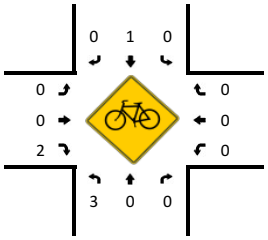
TRUE DATA TO IMPROVE MOBILITY

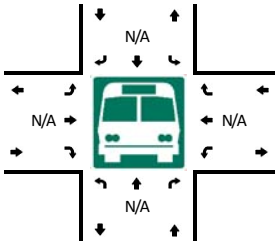


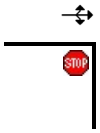


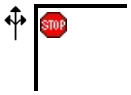


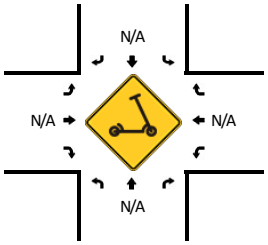












R* = RTOR

15-Min Count Period Beginning At	E Jefferson St (Northbound)					E Jefferson St (Southbound)					Congressional Ln (Eastbound)					Congressional Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	4	6	48	0	0	5	3	1	0	0	0	5	1	0	0	44	22	7	0	0	146	
12:15 PM	8	2	45	0	0	2	0	1	0	0	0	7	2	0	0	37	19	3	0	0	126	
12:30 PM	6	4	59	0	0	6	1	0	0	0	0	10	1	0	0	36	29	4	0	0	156	
12:45 PM	8	1	49	0	0	1	3	1	0	0	0	11	3	0	0	32	33	5	0	0	147	575
1:00 PM	2	3	62	0	0	7	1	1	0	0	0	7	1	0	0	44	35	6	0	0	169	598
1:15 PM	9	2	60	1	0	0	3	2	0	0	1	9	1	0	0	32	31	0	0	0	151	623
1:30 PM	7	4	45	0	0	2	3	1	0	0	0	8	5	0	0	33	32	0	0	0	140	607
1:45 PM	5	3	53	0	0	5	1	0	0	0	0	10	1	0	0	35	25	5	0	0	143	603
2:00 PM	4	6	46	0	0	8	1	0	0	0	0	11	3	0	0	41	34	7	0	0	161	595
2:15 PM	4	4	60	0	0	5	3	1	0	0	0	7	1	0	0	29	19	2	0	0	135	579
2:30 PM	7	5	38	0	0	4	3	0	0	0	0	5	0	0	0	35	34	5	0	0	136	575
2:45 PM	10	4	53	0	0	2	2	0	0	0	0	6	5	0	0	31	27	3	0	0	143	575
3:00 PM	8	5	53	0	0	6	5	2	0	0	1	7	3	0	0	34	31	5	0	0	160	574
3:15 PM	8	7	39	0	0	5	1	3	0	0	0	12	1	0	0	38	47	4	0	0	165	604
3:30 PM	7	6	44	0	0	4	1	2	0	0	1	6	4	0	0	44	29	4	0	0	152	620
3:45 PM	10	4	56	0	0	8	2	0	0	0	0	13	2	0	0	35	31	9	0	0	170	647
4:00 PM	16	9	54	0	0	3	2	0	0	0	0	14	3	0	0	34	32	12	0	0	179	666
4:15 PM	7	7	56	0	0	5	2	0	0	0	1	11	2	0	0	41	36	8	0	0	176	677
4:30 PM	15	8	49	0	0	6	0	1	0	0	0	13	3	0	0	40	28	12	0	0	175	700
4:45 PM	14	11	59	0	0	10	1	2	0	0	0	12	3	0	0	40	29	13	0	0	194	724
5:00 PM	12	5	56	0	0	8	2	1	0	0	0	14	1	0	0	33	49	10	0	0	191	736
5:15 PM	15	5	61	0	0	5	4	1	0	0	1	16	0	0	0	37	31	8	0	0	184	744
5:30 PM	15	11	61	0	0	3	5	3	0	0	0	17	4	0	0	37	40	12	0	0	208	777
5:45 PM	13	11	66	0	0	2	4	1	0	0	0	12	5	0	0	41	43	11	0	0	209	792
6:00 PM	20	13	48	0	0	6	7	4	0	0	0	14	1	0	0	42	35	11	0	0	201	802
6:15 PM	15	7	55	0	0	5	5	4	0	0	0	8	0	0	0	30	42	11	0	0	182	800
6:30 PM	12	11	46	0	0	7	2	1	0	0	0	15	1	0	0	28	26	10	1	0	160	752
6:45 PM	8	8	50	0	0	4	5	1	0	0	0	7	3	0	0	28	31	10	0	0	155	698
7:00 PM	10	7	38	0	0	6	1	2	0	0	0	13	0	0	0	32	49	6	0	0	164	661
7:15 PM	10	7	40	0	0	5	1	2	0	0	0	12	2	0	0	31	35	7	0	0	152	631
7:30 PM	11	4	41	0	0	2	3	1	0	0	0	10	2	0	0	27	26	4	0	0	131	602
7:45 PM	8	4	23	0	0	2	2	1	0	0	0	11	4	0	0	19	25	8	0	0	107	554
8:00 PM	9	3	24	0	0	2	1	1	0	0	1	11	1	0	0	32	17	5	0	0	107	497
8:15 PM	10	2	18	0	0	3	1	1	0	0	2	3	2	0	0	16	20	6	0	0	84	429
8:30 PM	3	4	21	0	0	4	1	0	0	0	0	3	3	0	0	28	20	5	0	0	92	390
8:45 PM	8	5	8	0	0	1	4	0	0	0	0	1	4	0	0	30	12	4	0	0	77	360
9:00 PM	5	5	12	0	0	1	0	1	0	0	1	4	3	0	0	14	19	2	0	0	67	320

15-Min Count Period Beginning At	E Jefferson St (Northbound)					E Jefferson St (Southbound)					Congressional Ln (Eastbound)					Congressional Ln (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	2	4	14	0	0	3	0	0	0	0	0	6	0	0	0	12	16	2	0	0	59	295
9:30 PM	2	1	5	0	0	2	1	0	0	0	0	10	2	0	0	1	7	6	0	0	37	240
9:45 PM	4	2	1	0	0	0	1	0	0	0	0	5	0	0	0	8	9	2	0	0	32	195
10:00 PM	5	3	5	0	0	2	2	0	0	0	0	3	0	0	0	10	7	2	0	0	39	167
10:15 PM	3	5	4	0	0	2	0	0	0	0	0	2	1	0	0	2	6	1	0	0	26	134
10:30 PM	1	1	6	0	0	2	0	0	0	0	0	1	0	0	0	5	5	0	0	0	21	118
10:45 PM	3	2	3	0	0	0	0	0	0	0	0	2	0	0	0	2	7	2	0	0	21	107
11:00 PM	5	2	4	0	0	0	0	0	0	0	0	4	0	0	0	3	6	1	0	0	25	93
11:15 PM	3	1	2	0	0	1	0	0	0	0	0	0	1	0	0	3	4	0	0	0	15	82
11:30 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	8	69
11:45 PM	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	6	54

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	52	44	264	0	0	8	16	4	0	0	0	48	20	0	0	164	172	44	0	0	836
Heavy Trucks	4	0	0			0	0	0			0	0	0			0	0	0			4
Buses																					
Pedestrians		4					28					8					20				60
Bicycles	0	0	0			0	0	0			0	0	4			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

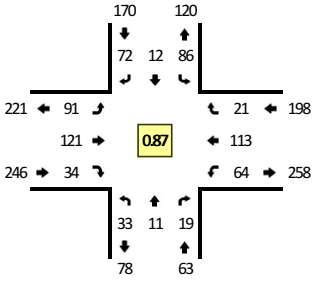
Type of peak hour being reported: Intersection Peak

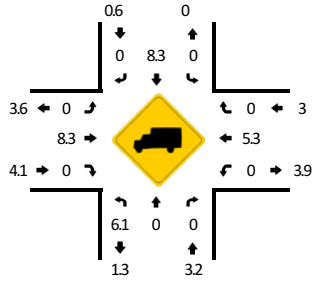
Method for determining peak hour: Total Entering Volume

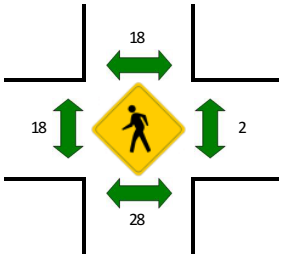
LOCATION: Shopping Center Dwy -- Halpine Rd
CITY/STATE: Rockville, MD

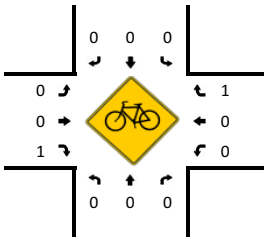
QC JOB #: 17264846
DATE: Wed, Mar 18 2026

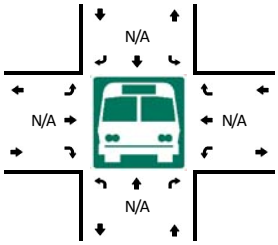
Peak-Hour: 12:45 PM -- 1:45 PM
Peak 15-Min: 1:15 PM -- 1:30 PM

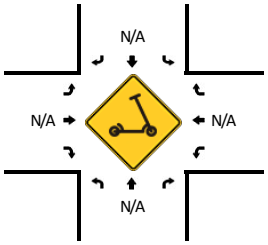












R* = RTOR

15-Min Count Period Beginning At	Shopping Center Dwy (Northbound)					Shopping Center Dwy (Southbound)					Halpine Rd (Eastbound)					Halpine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	5	2	4	0	2	18	3	10	0	5	38	27	10	0	0	11	24	3	9	2	173	
12:15 PM	4	4	4	0	2	24	1	8	0	9	26	32	9	1	1	6	23	2	2	2	160	
12:30 PM	5	2	6	0	2	15	1	13	0	2	18	31	6	1	1	9	26	9	4	0	151	
12:45 PM	8	3	1	0	2	25	2	9	0	6	25	37	6	1	4	8	23	2	8	4	174	658
1:00 PM	7	2	3	0	0	22	2	12	0	6	16	34	8	1	2	6	24	1	6	0	152	637
1:15 PM	8	5	4	0	4	20	4	14	0	6	28	28	7	1	0	8	34	6	12	5	194	671
1:30 PM	10	1	4	0	1	19	4	11	0	8	19	22	7	0	0	10	32	3	6	0	157	677
1:45 PM	6	0	2	0	0	24	1	18	0	5	18	21	7	2	2	6	26	2	10	1	151	654
2:00 PM	4	1	2	0	0	19	0	9	0	5	23	18	7	1	1	13	22	5	4	0	134	636
2:15 PM	17	6	6	0	1	18	1	14	0	5	21	23	5	2	3	14	28	4	2	1	171	613
2:30 PM	6	1	6	0	1	19	1	11	0	4	16	24	7	0	2	5	18	4	8	3	136	592
2:45 PM	2	2	2	0	1	13	3	8	0	10	31	25	13	0	1	13	45	3	7	0	179	620
3:00 PM	10	6	5	0	2	23	0	13	0	11	19	22	2	1	2	10	22	0	3	1	152	638
3:15 PM	7	3	3	0	2	20	1	8	0	7	15	25	5	0	0	7	24	2	9	1	139	606
3:30 PM	2	0	2	0	1	15	2	4	0	6	20	18	11	1	1	8	38	6	6	2	143	613
3:45 PM	9	2	4	0	1	15	1	8	0	8	19	25	11	1	2	9	23	4	5	2	149	583
4:00 PM	7	3	8	0	2	13	1	11	0	9	24	29	8	0	0	12	32	2	9	3	173	604
4:15 PM	5	3	2	0	1	12	0	8	0	7	10	22	7	1	3	11	25	2	7	0	126	591
4:30 PM	7	2	2	0	2	19	0	9	0	8	17	43	7	0	1	10	25	2	4	3	161	609
4:45 PM	10	2	3	0	0	15	2	8	0	6	22	22	12	1	2	11	35	3	5	0	159	619
5:00 PM	10	1	4	0	4	18	1	5	0	10	24	29	3	0	1	8	21	6	6	7	158	604
5:15 PM	12	4	3	0	1	14	2	19	0	4	20	31	9	0	0	13	26	3	8	1	170	648
5:30 PM	8	1	2	0	2	12	3	11	0	3	19	32	7	0	2	10	48	4	7	1	172	659
5:45 PM	7	4	3	0	3	17	4	6	0	3	13	33	21	0	3	9	29	3	7	1	166	666
6:00 PM	13	3	3	0	1	20	0	11	0	5	21	29	6	0	4	7	29	6	7	2	167	675
6:15 PM	6	1	5	0	1	14	0	12	0	6	19	26	7	1	3	9	24	4	9	3	150	655
6:30 PM	9	1	7	0	1	18	2	11	0	8	12	20	6	1	2	14	23	1	8	2	146	629
6:45 PM	7	3	0	0	1	18	4	8	0	6	18	23	6	1	2	18	28	3	7	3	156	619
7:00 PM	8	3	6	0	0	15	1	16	0	4	15	28	9	0	1	9	27	2	3	1	148	600
7:15 PM	7	0	6	0	1	8	0	9	0	8	24	18	4	0	1	9	22	2	4	0	123	573
7:30 PM	8	3	5	0	2	11	1	10	0	8	10	24	7	0	3	4	31	3	8	1	139	566
7:45 PM	11	0	3	0	0	7	0	9	0	0	11	19	11	1	3	7	24	3	8	1	118	528
8:00 PM	7	1	4	0	1	15	0	9	0	1	5	17	6	0	0	2	24	3	2	1	98	478
8:15 PM	7	1	2	0	0	14	1	5	0	3	8	21	5	0	1	7	23	2	4	1	105	460
8:30 PM	6	0	4	0	2	3	0	2	0	2	9	16	3	0	2	11	22	1	5	0	88	409
8:45 PM	3	1	3	0	1	6	0	2	0	3	4	14	5	1	1	5	23	1	3	0	76	367
9:00 PM	3	1	1	0	1	4	0	5	0	1	3	8	10	0	0	12	14	0	4	0	67	336

15-Min Count Period Beginning At	Shopping Center Dwy (Northbound)					Shopping Center Dwy (Southbound)					Halpine Rd (Eastbound)					Halpine Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	2	1	3	0	1	1	2	0	0	1	2	11	4	0	0	7	15	1	9	0	60	291
9:30 PM	2	0	4	0	1	6	0	7	0	1	3	8	2	0	0	12	5	1	5	0	57	260
9:45 PM	3	2	1	0	1	3	1	1	0	1	2	12	5	0	0	9	5	0	3	0	49	233
10:00 PM	2	0	2	0	0	2	0	0	0	0	1	9	1	0	0	1	8	1	0	0	27	193
10:15 PM	1	0	2	0	0	0	0	0	0	0	0	9	1	0	0	0	6	0	1	0	20	153
10:30 PM	1	0	1	0	0	1	0	0	0	0	0	2	4	0	0	1	9	0	1	0	20	116
10:45 PM	3	0	3	0	0	0	0	0	0	0	0	3	0	0	0	4	5	0	3	0	21	88
11:00 PM	2	0	4	0	0	0	0	0	0	0	0	6	2	0	0	3	8	0	1	0	26	87
11:15 PM	0	0	0	0	0	1	0	2	0	0	1	2	0	0	0	1	5	0	0	0	12	79
11:30 PM	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	4	0	1	0	13	72
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	3	2	0	1	0	10	61

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	32	20	32	0	16	80	16	80	0	24	112	112	28	4	0	32	136	44	48	20	836
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	8	0			16
Buses																					
Pedestrians		40					28					48					0				116
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Stonestreet Ave -- Business Dwy/Baltimore Rd

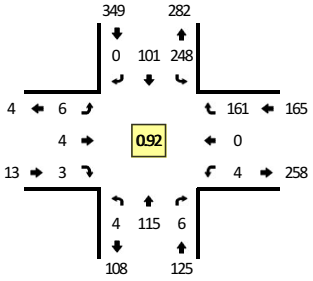
CITY/STATE: Rockville, MD

QC JOB #: 17264848

DATE: Wed, Mar 18 2026

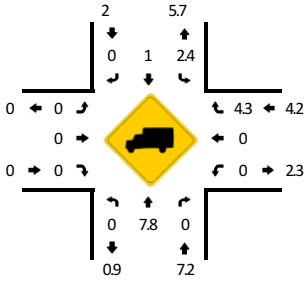
Peak-Hour: 4:30 PM -- 5:30 PM

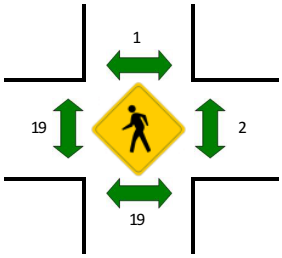
Peak 15-Min: 5:00 PM -- 5:15 PM



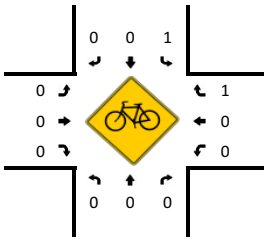


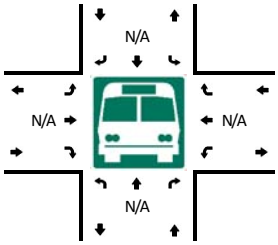
TRUE DATA TO IMPROVE MOBILITY



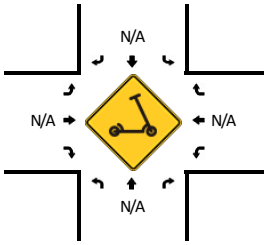












R* = RTOR

15-Min Count Period Beginning At	S Stonestreet Ave (Northbound)					S Stonestreet Ave (Southbound)					Business Dwy/Baltimore Rd (Eastbound)					Business Dwy/Baltimore Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	1	27	0	0	0	22	15	0	0	0	2	2	0	0	0	0	1	22	0	0	92	
12:15 PM	0	21	1	0	0	23	24	0	1	0	0	0	1	0	0	0	0	33	0	0	104	
12:30 PM	1	19	1	0	0	27	10	2	0	0	2	1	1	0	0	3	0	20	0	0	87	
12:45 PM	3	18	1	0	0	18	10	0	0	0	1	0	3	0	0	0	2	25	0	0	81	364
1:00 PM	0	16	0	0	0	28	12	2	0	0	6	1	2	0	0	1	0	20	0	0	88	360
1:15 PM	0	27	1	0	0	24	14	4	0	0	1	0	0	0	0	1	1	33	0	0	106	362
1:30 PM	2	23	2	0	0	29	13	2	0	0	3	2	1	0	0	2	0	19	0	0	98	373
1:45 PM	2	22	1	0	0	23	9	0	0	0	4	0	0	0	0	0	0	29	0	0	90	382
2:00 PM	2	18	1	0	0	28	20	4	0	0	2	1	2	0	0	1	0	18	0	0	97	391
2:15 PM	4	15	0	0	0	32	20	4	0	0	5	2	4	0	0	1	2	13	0	0	102	387
2:30 PM	1	21	2	0	0	32	25	5	1	0	2	1	1	0	0	1	0	31	0	0	123	412
2:45 PM	1	21	3	0	0	29	15	3	0	0	4	2	0	0	0	1	2	21	0	0	102	424
3:00 PM	1	22	1	0	0	18	14	2	1	0	2	2	2	0	0	1	1	22	0	0	89	416
3:15 PM	1	23	2	0	0	36	25	4	0	0	2	1	1	0	0	0	0	20	0	0	115	429
3:30 PM	0	27	3	0	0	43	27	0	0	0	4	1	1	0	0	1	1	28	0	0	136	442
3:45 PM	3	23	3	0	0	42	17	1	0	0	0	1	1	0	0	2	1	27	0	0	121	461
4:00 PM	2	25	1	0	0	44	24	0	0	0	2	1	1	0	0	1	0	27	0	0	128	500
4:15 PM	0	32	1	0	0	41	16	0	0	0	1	1	1	0	0	0	2	27	0	0	122	507
4:30 PM	1	20	1	0	0	72	23	0	0	0	2	1	1	0	0	1	0	45	0	0	167	538
4:45 PM	0	33	2	0	0	44	24	0	0	0	2	2	1	0	0	0	0	33	0	0	141	558
5:00 PM	3	32	1	0	0	74	24	0	0	0	0	1	0	0	0	0	0	43	0	0	178	608
5:15 PM	0	30	2	0	0	58	30	0	0	0	2	0	1	0	0	3	0	40	0	0	166	652
5:30 PM	0	27	1	0	0	54	26	0	0	0	0	0	0	0	0	1	0	36	0	0	145	630
5:45 PM	0	35	1	0	0	51	35	0	0	0	1	0	0	0	0	1	0	23	0	0	147	636
6:00 PM	0	22	0	0	0	43	32	0	0	0	0	1	2	0	0	0	1	26	0	0	127	585
6:15 PM	1	34	2	0	0	35	25	0	0	0	0	0	0	0	0	1	0	43	0	0	141	560
6:30 PM	0	13	2	0	0	44	28	0	0	0	0	0	1	0	0	2	0	27	0	0	117	532
6:45 PM	1	21	0	0	0	32	21	1	0	0	0	0	0	0	0	1	0	30	0	0	107	492
7:00 PM	0	15	0	0	0	27	19	1	0	0	0	0	0	0	0	3	0	21	0	0	86	451
7:15 PM	1	22	2	0	0	33	18	0	0	0	0	0	1	0	0	1	0	24	0	0	102	412
7:30 PM	0	17	1	0	0	29	19	1	0	0	0	0	0	0	0	1	0	16	0	0	84	379
7:45 PM	0	12	0	0	0	29	10	1	0	0	0	0	0	0	0	2	0	12	0	0	66	338
8:00 PM	0	12	4	0	0	21	21	0	0	0	0	0	0	0	0	1	0	18	0	0	77	329
8:15 PM	0	18	0	0	0	17	12	0	0	0	0	0	0	0	0	0	0	10	0	0	57	284
8:30 PM	0	9	0	0	0	19	10	0	0	0	0	0	0	0	0	0	0	7	0	0	45	245
8:45 PM	0	10	0	0	0	21	13	0	0	0	0	0	0	0	0	1	0	11	0	0	56	235
9:00 PM	0	15	1	0	0	21	9	0	0	0	0	0	1	0	0	0	0	13	0	0	60	218

15-Min Count Period Beginning At	S Stonestreet Ave (Northbound)					S Stonestreet Ave (Southbound)					Business Dwy/Baltimore Rd (Eastbound)					Business Dwy/Baltimore Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	9	5	0	0	8	17	0	0	0	1	0	0	0	0	1	0	5	0	0	46	207
9:30 PM	0	8	2	0	0	20	3	0	0	0	0	0	0	0	0	0	0	7	0	0	40	202
9:45 PM	0	8	0	0	0	12	4	0	0	0	1	0	0	0	0	0	0	7	0	0	32	178
10:00 PM	0	18	0	0	0	13	9	0	0	0	0	0	0	0	0	1	0	7	0	0	48	166
10:15 PM	1	11	0	0	0	10	7	0	0	0	0	0	1	0	0	0	0	3	0	0	33	153
10:30 PM	0	12	0	0	0	8	4	0	0	0	0	0	0	0	0	0	0	3	0	0	27	140
10:45 PM	0	6	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	2	0	0	20	128
11:00 PM	0	1	0	0	0	10	6	0	0	0	0	0	0	0	0	1	0	1	0	0	19	99
11:15 PM	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0	7	73
11:30 PM	0	4	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	5	0	0	13	59
11:45 PM	0	1	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	5	0	0	13	52

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	12	128	4	0	0	296	96	0	0	0	0	4	0	0	0	0	0	172	0	0	712
Heavy Trucks	0	4	0			8	4	0			0	0	0			0	0	4			20
Buses																					
Pedestrians		8					0					4					0				12
Bicycles	0	0	0			4	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Park Rd (W Harners Ln) -- Woodland Rd/McArthur Dr

QC JOB #: 17264850

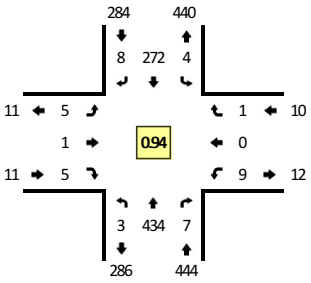
CITY/STATE: Rockville, MD

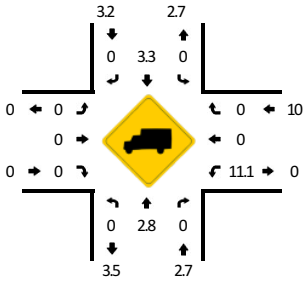
DATE: Wed, Mar 18 2026

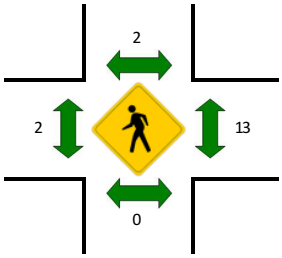
Peak-Hour: 5:00 PM -- 6:00 PM

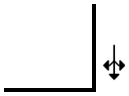
Peak 15-Min: 5:00 PM -- 5:15 PM

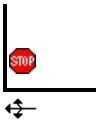
TRUE DATA TO IMPROVE MOBILITY

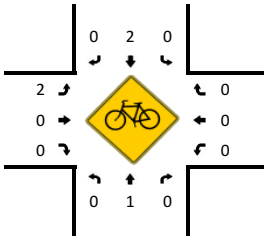


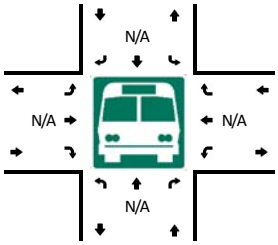


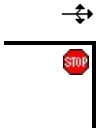


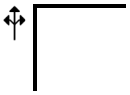


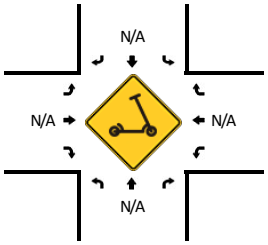












R* = RTOR

15-Min Count Period Beginning At	Park Rd (W Harners Ln) (Northbound)					Park Rd (W Harners Ln) (Southbound)					Woodland Rd/McArthur Dr (Eastbound)					Woodland Rd/McArthur Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	0	48	2	0	0	2	69	0	0	0	1	0	0	0	0	2	0	0	0	0	124	
12:15 PM	0	46	2	0	0	1	75	1	0	0	1	0	1	0	0	2	0	1	0	0	130	
12:30 PM	0	60	0	0	0	0	60	1	0	0	0	0	0	0	0	1	0	1	0	0	123	
12:45 PM	1	69	1	0	0	1	58	1	0	0	2	0	1	0	0	1	0	1	0	0	136	513
1:00 PM	0	56	1	0	0	0	52	0	0	0	2	1	0	0	0	2	0	2	0	0	116	505
1:15 PM	0	56	0	0	0	0	66	0	0	0	1	0	1	0	0	3	0	1	0	0	128	503
1:30 PM	0	56	2	0	0	0	55	2	0	0	0	1	2	0	0	2	0	1	0	0	121	501
1:45 PM	0	57	2	0	0	0	60	1	0	0	0	0	2	0	0	3	0	0	0	0	125	490
2:00 PM	0	59	0	0	0	2	59	1	0	0	1	0	0	0	0	1	1	0	0	0	124	498
2:15 PM	0	58	2	0	0	2	63	0	0	0	0	0	0	0	0	1	0	0	0	0	126	496
2:30 PM	1	57	3	0	0	1	63	0	0	0	0	0	0	0	0	1	0	1	0	0	127	502
2:45 PM	0	46	3	0	0	0	54	1	0	0	0	0	0	0	0	1	0	2	0	0	107	484
3:00 PM	3	46	3	0	0	1	56	1	0	0	1	0	1	0	0	2	0	0	0	0	114	474
3:15 PM	1	52	5	0	0	2	63	0	0	0	0	0	0	0	0	5	0	1	0	0	129	477
3:30 PM	0	79	4	0	0	3	57	0	0	0	2	0	1	0	0	2	0	3	0	0	151	501
3:45 PM	0	52	2	0	0	0	52	0	0	0	0	0	0	0	0	0	0	1	0	0	107	501
4:00 PM	1	69	4	0	0	2	60	0	0	0	1	0	1	0	0	3	0	2	0	0	143	530
4:15 PM	1	85	3	0	0	0	58	0	0	0	1	0	0	0	0	1	0	0	0	0	149	550
4:30 PM	1	64	1	0	0	1	56	0	0	0	1	0	1	0	0	2	0	1	0	0	128	527
4:45 PM	0	95	1	0	0	3	65	0	0	0	1	0	1	0	0	2	0	0	0	0	168	588
5:00 PM	1	108	0	0	0	2	76	5	0	0	3	1	1	0	0	3	0	0	0	0	200	645
5:15 PM	1	107	1	0	0	1	62	1	0	0	1	0	3	0	0	1	0	0	0	0	178	674
5:30 PM	0	106	3	0	0	1	63	0	0	0	1	0	0	0	0	3	0	1	0	0	178	724
5:45 PM	1	113	3	0	0	0	71	2	0	0	0	0	1	0	0	2	0	0	0	0	193	749
6:00 PM	1	56	2	0	0	1	85	1	0	0	0	2	0	0	0	5	0	0	0	0	153	702
6:15 PM	0	68	2	0	0	0	74	1	0	0	0	1	0	0	0	3	0	1	0	0	150	674
6:30 PM	0	46	2	0	0	2	60	0	0	0	0	0	3	0	0	1	0	0	0	0	114	610
6:45 PM	0	39	4	0	0	1	37	2	0	0	2	0	0	0	0	1	1	1	0	0	88	505
7:00 PM	1	43	2	0	0	2	43	1	0	0	0	1	0	0	0	7	0	1	0	0	101	453
7:15 PM	0	56	2	0	0	3	50	1	0	0	1	0	0	0	0	2	0	2	0	0	117	420
7:30 PM	1	39	1	0	0	0	73	0	0	0	1	0	2	0	0	3	0	2	0	0	122	428
7:45 PM	1	34	2	0	0	3	48	0	0	0	0	0	0	0	0	0	0	0	0	0	88	428
8:00 PM	0	34	4	0	0	0	37	1	0	0	1	0	1	0	0	2	0	0	0	0	80	407
8:15 PM	0	38	0	0	0	1	41	0	0	0	0	0	0	0	0	1	0	1	0	0	82	372
8:30 PM	0	19	1	0	0	1	31	0	1	0	0	0	0	0	0	0	0	0	0	0	53	303
8:45 PM	0	22	2	0	0	0	27	0	0	0	0	0	0	0	0	2	0	1	0	0	54	269
9:00 PM	0	23	2	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	52	241

15-Min Count Period Beginning At	Park Rd (W Harners Ln) (Northbound)					Park Rd (W Harners Ln) (Southbound)					Woodland Rd/McArthur Dr (Eastbound)					Woodland Rd/McArthur Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	28	2	0	0	0	22	0	0	0	0	0	0	0	0	2	0	0	0	0	54	213
9:30 PM	0	21	5	0	0	1	15	0	0	0	0	0	0	0	0	1	0	0	0	0	43	203
9:45 PM	0	24	1	0	0	0	15	0	0	0	0	0	0	0	0	2	0	0	0	0	42	191
10:00 PM	0	21	2	0	0	0	24	0	0	0	0	0	0	0	0	0	0	1	0	0	48	187
10:15 PM	0	19	0	0	0	0	25	0	0	0	0	0	1	0	0	0	0	0	0	0	45	178
10:30 PM	0	18	1	0	0	0	13	0	0	0	0	0	1	0	0	0	0	0	0	0	33	168
10:45 PM	1	14	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	31	157
11:00 PM	0	12	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	21	130
11:15 PM	0	9	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	17	102
11:30 PM	0	3	1	0	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0	11	80
11:45 PM	0	5	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	15	64

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	432	0	0	0	8	304	20	0	0	12	4	4	0	0	12	0	0	0	0	800
Heavy Trucks	0	16	0			0	12	0			0	0	0			0	0	0			28
Buses																					
Pedestrians		0					4					0					16				20
Bicycles	0	0	0			0	4	0			8	0	0			0	0	0			12
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

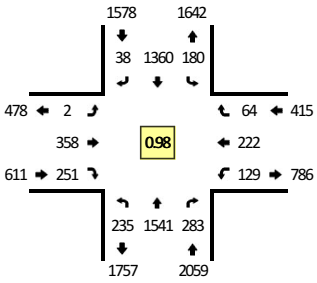
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

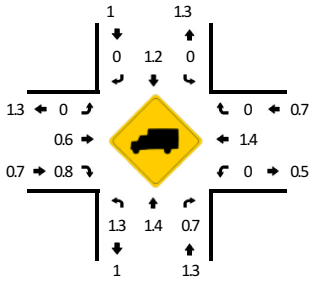
LOCATION: MD 355 -- Edmonston Dr
CITY/STATE: Rockville, MD

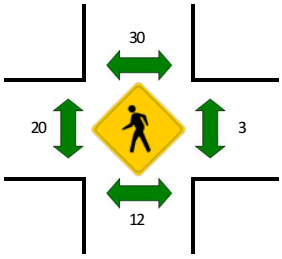
QC JOB #: 17264852
DATE: Thu, Mar 26 2026

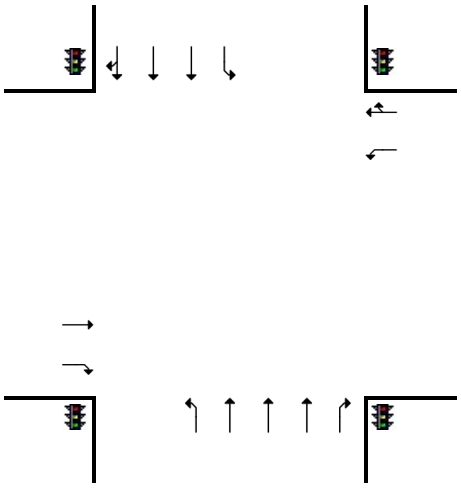
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

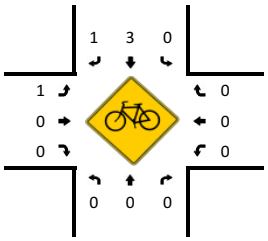


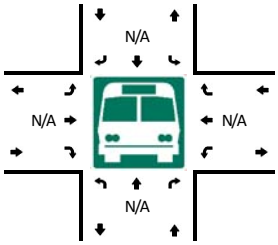
TRUE DATA TO IMPROVE MOBILITY

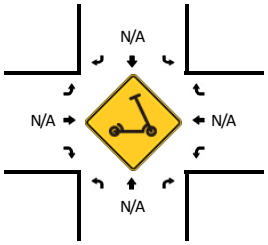












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Edmonston Dr (Eastbound)					Edmonston Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	52	325	18	8	11	23	335	10	8	1	2	60	56	0	26	26	34	11	0	4	1010	
12:15 PM	59	306	15	6	10	14	368	17	9	0	3	41	49	0	33	25	40	12	0	3	1010	
12:30 PM	55	321	12	5	8	14	367	13	8	2	0	56	45	0	38	22	40	17	0	1	1024	
12:45 PM	60	302	25	5	10	17	368	16	11	0	0	44	48	0	34	31	40	11	0	4	1026	4070
1:00 PM	44	321	19	7	14	19	289	11	5	0	2	47	42	0	37	17	30	8	0	2	914	3974
1:15 PM	44	274	16	3	8	17	319	12	6	1	1	52	46	0	22	15	35	15	0	1	887	3851
1:30 PM	51	286	10	7	23	27	306	10	7	1	0	66	47	0	22	26	30	15	0	2	936	3763
1:45 PM	47	296	16	3	13	14	325	11	6	0	1	57	38	0	31	34	39	15	0	2	948	3685
2:00 PM	44	308	14	8	11	15	343	10	8	1	1	68	43	0	13	17	36	13	0	1	954	3725
2:15 PM	36	333	13	10	14	19	369	5	13	0	0	68	43	0	30	18	46	24	0	1	1042	3880
2:30 PM	40	321	11	2	20	38	306	7	8	0	0	71	26	0	17	28	44	16	0	3	958	3902
2:45 PM	57	337	20	4	13	25	337	15	8	0	1	83	42	0	27	22	51	17	0	3	1062	4016
3:00 PM	46	390	34	8	12	23	309	13	5	2	0	72	31	0	20	21	52	14	0	0	1052	4114
3:15 PM	58	380	25	3	19	29	313	8	13	1	1	80	34	0	23	23	60	11	0	2	1083	4155
3:30 PM	51	332	30	5	23	27	299	7	9	0	2	84	25	0	35	33	48	20	0	2	1032	4229
3:45 PM	52	347	36	5	23	24	314	13	7	0	1	94	42	0	33	24	46	13	0	1	1075	4242
4:00 PM	59	362	25	6	23	34	308	6	9	1	0	81	38	0	25	25	54	10	0	1	1067	4257
4:15 PM	44	373	31	5	20	43	328	9	12	0	0	94	50	0	30	29	33	10	0	4	1115	4289
4:30 PM	56	382	38	0	26	38	331	8	10	2	1	94	31	0	26	32	60	28	0	1	1164	4421
4:45 PM	45	389	41	6	26	38	331	7	8	0	1	82	31	0	17	36	57	12	0	2	1129	4475
5:00 PM	57	378	46	4	29	34	339	14	8	0	0	93	60	0	19	27	53	13	0	2	1176	4584
5:15 PM	60	392	49	7	28	35	359	7	9	0	0	89	36	0	31	34	52	5	0	1	1194	4663
5:30 PM	58	381	38	5	26	36	349	9	10	0	1	76	37	0	26	31	34	20	0	6	1143	4642
5:45 PM	55	377	42	4	22	28	343	10	8	0	0	86	38	0	26	27	54	17	0	2	1139	4652
6:00 PM	54	382	43	4	30	38	315	12	11	0	0	85	40	0	22	48	53	11	0	7	1155	4631
6:15 PM	54	349	43	5	28	28	336	10	13	0	2	86	35	0	16	39	41	14	0	2	1101	4538
6:30 PM	54	344	22	3	23	33	314	11	11	0	1	77	36	0	19	30	55	16	0	0	1049	4444
6:45 PM	55	335	28	1	12	32	286	13	8	0	0	89	29	0	24	21	43	10	0	0	986	4291
7:00 PM	38	271	22	2	17	26	256	8	8	1	0	68	35	0	25	23	46	9	0	4	859	3995
7:15 PM	43	414	30	7	19	16	234	6	7	1	1	86	31	0	30	28	28	14	0	2	997	3891
7:30 PM	39	431	14	1	21	28	265	8	8	1	0	63	26	0	22	18	30	15	0	1	991	3833
7:45 PM	34	305	22	3	16	19	245	3	9	2	0	72	23	0	23	27	32	14	0	2	851	3698
8:00 PM	42	259	13	0	23	21	218	5	10	0	0	67	24	0	16	15	36	7	0	7	763	3602
8:15 PM	54	230	12	2	12	18	215	6	16	1	1	57	25	0	15	20	25	9	0	1	719	3324
8:30 PM	39	200	25	2	15	11	178	8	7	1	0	67	15	0	14	23	26	8	0	2	641	2974
8:45 PM	37	182	14	0	12	14	170	3	3	0	3	56	18	0	5	10	22	13	0	2	564	2687
9:00 PM	22	217	25	4	13	21	182	4	2	0	1	45	13	0	21	12	33	2	0	5	622	2546

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Edmonston Dr (Eastbound)					Edmonston Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	12	181	15	0	12	8	154	7	2	0	1	56	7	0	17	18	23	3	0	2	518	2345
9:30 PM	18	175	12	0	7	24	124	2	2	2	0	44	5	0	20	10	20	2	0	1	468	2172
9:45 PM	20	152	18	0	11	15	115	4	1	0	0	44	7	0	10	13	14	4	0	0	428	2036
10:00 PM	14	160	16	0	8	15	106	3	2	1	1	38	8	0	8	10	20	3	0	1	414	1828
10:15 PM	6	130	7	0	9	13	79	1	2	2	0	51	10	0	14	4	18	3	0	3	352	1662
10:30 PM	9	130	10	0	7	7	80	0	1	2	1	34	5	0	11	11	7	2	0	3	320	1514
10:45 PM	10	86	13	0	5	7	68	2	1	0	1	34	8	0	10	10	12	1	0	1	269	1355
11:00 PM	5	66	12	0	6	2	57	2	1	0	1	30	0	0	15	7	10	0	0	3	217	1158
11:15 PM	4	78	10	1	1	7	44	4	1	0	0	20	3	0	8	6	3	2	0	2	194	1000
11:30 PM	4	59	10	0	0	2	40	0	1	0	0	17	3	0	12	8	4	3	0	2	165	845
11:45 PM	8	51	7	1	4	3	37	0	0	0	0	13	1	0	3	2	4	2	0	1	137	713

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	240	1568	308	28	112	140	1436	28	36	0	0	356	268	0	124	136	208	24	0	4	5016
Heavy Trucks	4	20	0			0	20	0			0	4	0			0	4	0			52
Buses																					
Pedestrians		0					28					8					0				36
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

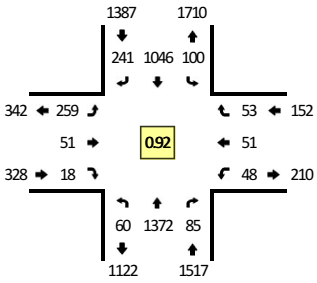
Type of peak hour being reported: Intersection Peak

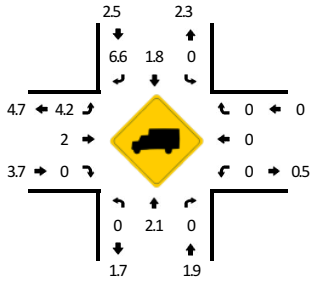
Method for determining peak hour: Total Entering Volume

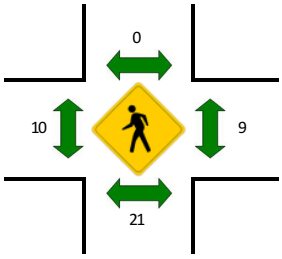
LOCATION: MD 355 -- N Washington St
CITY/STATE: Rockville, MD

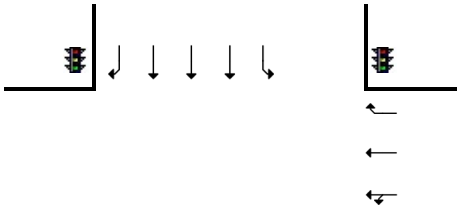
QC JOB #: 17264854
DATE: Thu, Mar 26 2026

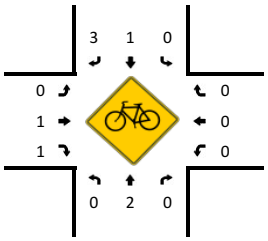
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

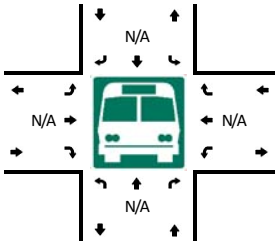


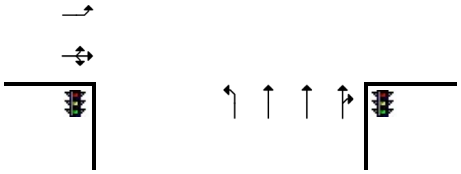


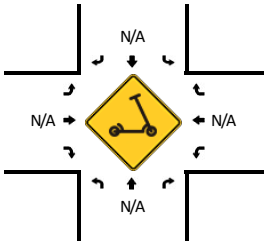












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					N Washington St (Eastbound)					N Washington St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	16	258	29	8	0	11	274	78	11	0	43	10	1	0	1	16	9	7	0	6	778	
12:15 PM	20	269	21	0	1	19	267	74	5	0	39	16	4	0	4	21	6	10	0	5	781	
12:30 PM	9	254	17	2	1	12	257	72	21	0	55	8	3	0	3	21	8	6	0	4	753	
12:45 PM	13	284	11	6	3	16	256	79	12	0	59	13	5	0	1	20	11	0	0	13	802	3114
1:00 PM	13	278	26	2	0	13	246	85	13	0	46	13	4	0	3	14	16	4	0	11	787	3123
1:15 PM	12	260	17	4	1	16	290	76	5	0	52	11	2	0	1	20	11	4	0	8	790	3132
1:30 PM	7	265	15	7	1	13	255	58	13	0	57	5	2	0	0	8	4	2	0	6	718	3097
1:45 PM	21	252	24	2	1	13	258	55	5	0	61	14	6	0	1	17	7	4	0	11	752	3047
2:00 PM	12	251	20	1	1	10	291	53	8	0	46	10	4	0	2	15	6	4	0	6	740	3000
2:15 PM	14	275	7	3	0	23	309	66	10	0	46	9	2	0	2	16	12	6	0	7	807	3017
2:30 PM	16	271	18	2	1	11	286	60	10	0	40	11	3	0	3	12	5	4	0	7	760	3059
2:45 PM	12	302	27	2	0	15	267	64	10	0	54	11	5	0	1	16	12	6	0	3	807	3114
3:00 PM	9	257	15	6	0	16	215	71	7	0	47	6	3	0	0	20	9	7	0	7	695	3069
3:15 PM	12	311	19	4	1	13	290	56	7	0	59	18	7	0	4	15	11	8	0	8	843	3105
3:30 PM	8	335	16	3	2	16	249	62	6	0	63	15	5	0	2	9	18	3	0	6	818	3163
3:45 PM	10	310	23	1	0	23	232	55	3	0	53	10	2	0	0	16	13	3	0	10	764	3120
4:00 PM	10	322	10	0	2	14	244	65	3	0	58	11	1	0	1	9	13	2	0	7	772	3197
4:15 PM	11	320	16	3	8	18	262	63	9	0	54	10	8	0	1	9	12	3	0	9	816	3170
4:30 PM	12	338	15	3	2	20	237	50	12	0	71	13	5	0	0	13	13	6	0	9	819	3171
4:45 PM	12	342	25	1	3	23	239	57	6	0	65	10	4	0	1	14	13	4	0	5	824	3231
5:00 PM	15	354	13	1	2	14	316	73	3	0	71	16	2	0	0	13	17	1	0	13	924	3383
5:15 PM	11	338	24	5	1	17	254	61	5	0	52	12	4	0	2	8	8	10	0	5	817	3384
5:30 PM	9	312	19	5	1	16	216	66	7	0	48	13	0	0	0	18	16	5	0	14	765	3330
5:45 PM	26	314	13	2	1	18	219	58	2	0	45	10	6	0	3	15	12	7	0	9	760	3266
6:00 PM	15	313	18	3	5	17	192	50	7	0	51	12	5	0	2	15	12	5	0	4	726	3068
6:15 PM	17	292	15	3	2	13	250	57	10	0	39	10	5	0	0	11	17	2	0	6	749	3000
6:30 PM	11	247	24	3	1	17	180	53	4	0	45	12	1	0	0	14	7	2	0	7	628	2863
6:45 PM	13	286	21	1	0	12	199	60	9	0	40	13	1	0	0	13	11	2	0	7	688	2791
7:00 PM	13	231	16	5	4	14	199	49	4	0	46	13	2	0	0	7	14	5	0	8	630	2695
7:15 PM	15	191	16	2	2	19	167	43	4	0	33	9	1	0	0	16	6	3	0	11	538	2484
7:30 PM	13	186	14	3	1	18	143	31	8	0	38	7	0	0	1	15	10	2	0	3	493	2349
7:45 PM	7	194	15	2	5	9	142	43	4	0	31	7	4	0	0	15	11	4	0	6	499	2160
8:00 PM	15	160	14	3	4	16	144	51	2	0	34	6	0	0	0	18	6	12	0	9	494	2024
8:15 PM	4	169	18	6	0	6	133	43	4	0	37	8	2	0	0	14	8	4	0	5	461	1947
8:30 PM	5	163	12	1	1	13	107	23	3	0	30	9	2	0	1	14	5	1	0	7	397	1851
8:45 PM	11	135	10	2	1	9	144	37	2	0	22	7	4	0	1	12	4	2	0	8	411	1763
9:00 PM	4	130	9	0	3	9	140	38	4	0	20	11	0	0	1	12	3	3	0	3	390	1659

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					N Washington St (Eastbound)					N Washington St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	4	157	10	2	0	11	112	22	0	0	14	4	4	0	0	13	8	0	0	5	366	1564
9:30 PM	2	127	10	1	0	8	92	17	0	0	13	3	3	0	1	9	2	1	0	2	291	1458
9:45 PM	2	100	9	1	2	6	99	12	1	0	23	6	0	0	0	12	2	8	0	1	284	1331
10:00 PM	4	95	3	0	0	5	55	17	1	0	11	1	0	0	0	9	5	2	0	1	209	1150
10:15 PM	1	79	4	0	0	1	59	11	0	0	15	0	2	0	0	2	0	2	0	1	177	961
10:30 PM	4	85	3	2	0	3	46	12	1	0	10	0	2	0	0	8	1	1	0	2	180	850
10:45 PM	3	66	3	0	0	3	36	12	0	0	10	2	3	0	0	3	0	3	0	3	147	713
11:00 PM	2	45	3	0	0	1	33	10	1	0	9	0	0	0	0	0	0	2	0	1	107	611
11:15 PM	0	57	3	0	0	2	29	7	1	0	14	1	0	0	0	0	2	1	0	3	120	554
11:30 PM	1	55	0	0	0	3	27	7	0	0	9	1	0	0	0	3	1	1	0	0	108	482
11:45 PM	2	27	1	1	0	1	30	4	1	0	4	0	0	0	0	1	1	1	0	1	75	410

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	60	1416	60	4	8	56	1264	292	12	0	284	64	8	0	0	52	68	56	0	52	3756
Heavy Trucks	0	20	0			0	16	20			16	0	0			0	0	0			72
Buses																					
Pedestrians		12					0					4					8				24
Bicycles	0	0	0			0	4	0			0	4	0			0	0	0			8
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

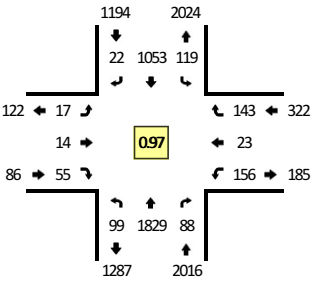
Type of peak hour being reported: Intersection Peak

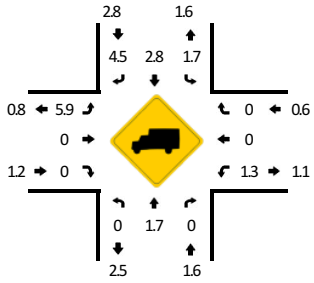
Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Watkins Pond Blvd/Indianola Dr
CITY/STATE: Rockville, MD

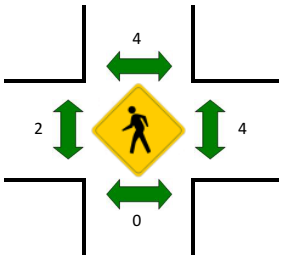
QC JOB #: 17264856
DATE: Thu, Mar 26 2026

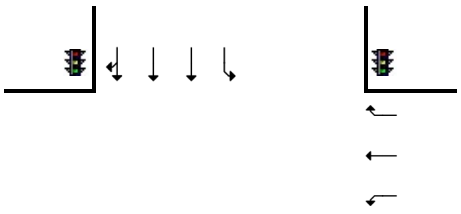
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

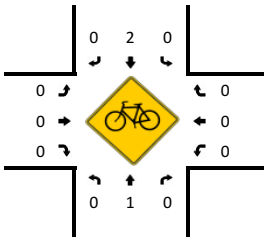


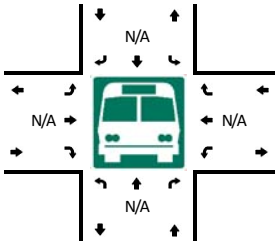


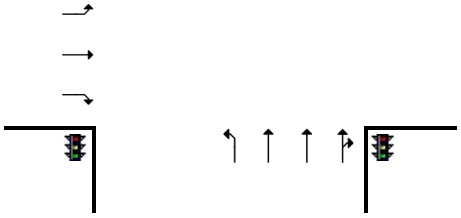
TRUE DATA TO IMPROVE MOBILITY

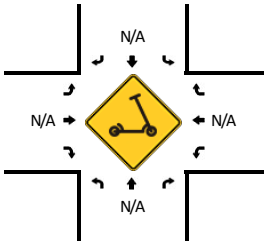












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Watkins Pond Blvd/Indianola Dr (Eastbound)					Watkins Pond Blvd/Indianola Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	11	341	18	8	1	27	298	0	8	0	2	4	2	0	7	35	1	13	0	22	798	
12:15 PM	5	337	14	7	2	28	284	4	13	0	5	3	5	0	6	41	2	6	0	22	784	
12:30 PM	7	321	15	6	2	23	286	2	10	0	6	1	3	0	6	43	5	17	0	17	770	
12:45 PM	6	346	10	9	3	34	287	4	9	1	5	1	3	0	10	34	5	9	0	14	790	3142
1:00 PM	13	350	24	5	1	33	285	4	10	1	5	8	1	0	11	23	1	27	0	17	819	3163
1:15 PM	11	361	21	2	2	28	278	6	7	0	9	3	4	0	1	37	3	9	0	14	796	3175
1:30 PM	10	343	9	4	3	25	271	3	10	1	2	2	2	0	8	35	5	7	0	18	758	3163
1:45 PM	5	369	20	5	3	34	288	4	11	0	5	3	3	0	7	26	5	12	0	16	816	3189
2:00 PM	9	368	18	8	2	25	276	3	7	0	1	2	5	0	5	33	4	5	0	10	781	3151
2:15 PM	11	376	10	5	2	17	304	5	10	0	4	5	3	0	9	38	4	18	0	15	836	3191
2:30 PM	11	380	12	4	5	27	268	2	8	0	5	4	3	0	5	29	6	8	0	18	795	3228
2:45 PM	8	416	8	3	0	36	266	4	8	2	2	3	1	0	4	24	5	16	0	9	815	3227
3:00 PM	14	383	19	1	0	22	293	4	19	0	4	5	1	0	8	13	4	17	0	10	817	3263
3:15 PM	11	426	15	3	1	33	245	6	8	0	3	7	2	0	9	24	1	12	0	17	823	3250
3:30 PM	16	458	17	5	1	22	236	1	8	0	4	5	7	0	14	39	4	22	0	14	873	3328
3:45 PM	9	411	19	4	2	30	285	4	8	1	4	3	4	0	10	34	4	15	0	13	860	3373
4:00 PM	19	453	10	5	4	31	254	6	7	0	5	3	3	0	10	37	0	22	0	19	888	3444
4:15 PM	11	454	14	7	3	22	255	0	3	0	5	4	5	0	7	35	3	16	0	17	861	3482
4:30 PM	16	463	17	4	0	16	277	5	11	0	7	5	0	0	10	43	5	9	0	16	904	3513
4:45 PM	27	455	20	4	1	23	281	8	11	0	5	3	2	0	21	30	4	19	0	16	930	3583
5:00 PM	19	452	14	8	7	15	262	5	12	0	2	2	4	0	4	36	6	19	0	24	891	3586
5:15 PM	14	472	24	5	1	17	230	5	8	1	5	6	4	1	5	49	8	14	0	17	886	3611
5:30 PM	16	450	18	6	3	28	280	3	5	0	4	3	5	0	10	41	5	16	0	18	911	3618
5:45 PM	16	383	7	7	2	25	235	1	5	1	5	2	2	0	7	34	4	18	0	7	761	3449
6:00 PM	15	405	9	3	0	15	272	3	8	1	1	4	7	1	12	47	2	17	0	8	830	3388
6:15 PM	18	371	8	10	1	15	245	4	5	1	4	1	3	0	6	25	2	14	0	14	747	3249
6:30 PM	11	398	9	5	0	14	238	5	7	0	3	3	1	0	7	25	3	9	0	16	754	3092
6:45 PM	16	340	5	1	0	16	215	4	10	2	5	2	2	0	10	21	1	2	0	16	668	2999
7:00 PM	19	351	6	2	1	19	170	3	6	0	3	2	2	0	6	27	0	7	0	14	638	2807
7:15 PM	11	299	5	3	0	18	183	3	5	1	6	3	5	0	14	13	4	5	0	11	589	2649
7:30 PM	4	282	5	2	1	8	160	2	6	0	4	1	1	0	3	15	1	7	0	11	513	2408
7:45 PM	9	280	5	1	1	9	188	2	2	0	3	2	1	0	6	7	2	8	0	7	533	2273
8:00 PM	15	252	2	0	1	10	153	1	10	1	4	0	1	0	4	17	1	1	0	7	480	2115
8:15 PM	9	267	7	1	0	9	138	1	5	1	6	0	1	0	7	14	3	2	0	6	477	2003
8:30 PM	8	239	7	4	1	7	136	3	7	0	1	0	0	0	5	14	1	3	0	5	441	1931
8:45 PM	14	200	3	1	1	9	160	4	5	1	3	2	2	0	4	11	0	1	0	5	426	1824

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Watkins Pond Blvd/Indianola Dr (Eastbound)					Watkins Pond Blvd/Indianola Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	13	238	3	2	0	7	112	4	3	0	2	1	0	0	4	13	1	3	0	10	416	1760
9:15 PM	8	236	5	0	1	12	127	3	7	0	0	0	0	0	4	6	0	1	0	9	419	1702
9:30 PM	10	177	3	2	1	10	121	3	8	0	2	0	2	0	3	6	0	0	0	3	351	1612
9:45 PM	7	147	2	0	0	6	98	3	2	2	1	3	0	0	3	6	2	3	0	5	290	1476
10:00 PM	5	142	4	1	0	4	87	3	4	1	1	0	0	0	1	2	0	2	0	4	261	1321
10:15 PM	4	126	0	1	0	1	60	1	5	0	3	0	1	0	2	2	0	0	0	2	208	1110
10:30 PM	1	126	0	0	0	5	75	1	8	0	0	0	1	0	0	0	0	2	0	0	219	978
10:45 PM	1	92	1	0	1	3	51	3	2	1	2	2	1	0	2	2	1	0	0	2	167	855
11:00 PM	0	104	2	1	0	4	46	1	6	0	0	0	0	0	0	3	0	1	0	0	168	762
11:15 PM	3	91	0	0	1	1	49	1	8	0	2	0	1	0	0	3	0	2	0	2	164	718
11:30 PM	4	83	2	0	0	0	38	0	1	0	2	1	0	0	2	4	1	0	0	2	140	639
11:45 PM	0	54	0	1	0	0	40	1	5	0	0	1	0	0	4	2	0	0	0	0	108	580

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	108	1820	84	16	4	92	1124	32	44	0	20	12	92	0	84	120	16	140	0	64	3872
Heavy Trucks	0	56	0			0	24	4			4	0	0			0	0	0			88
Buses																					
Pedestrians		0					0					0					8				8
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

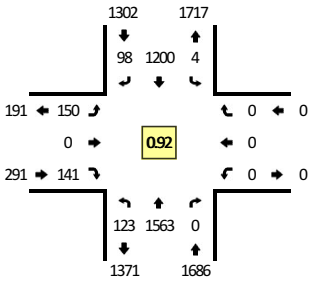
Type of peak hour being reported: Intersection Peak

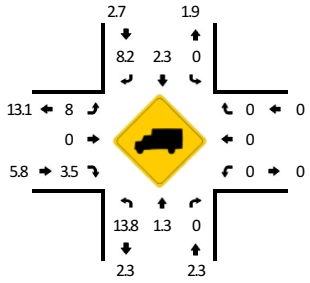
Method for determining peak hour: Total Entering Volume

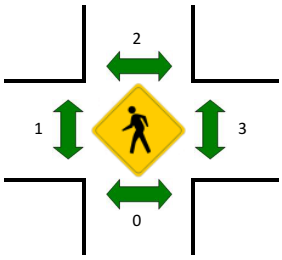
LOCATION: MD 355 -- Mannakee St
CITY/STATE: Rockville, MD

QC JOB #: 17264858
DATE: Thu, Mar 26 2026

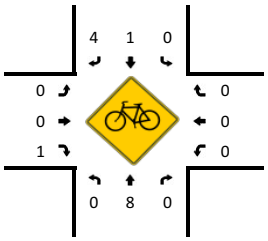
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

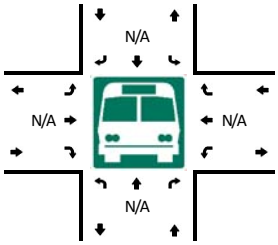


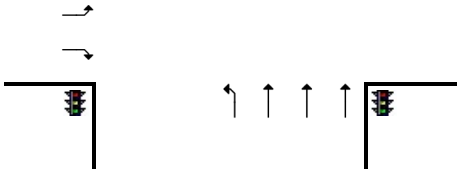


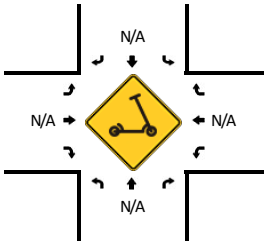












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mannakee St (Eastbound)					Mannakee St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	59	252	0	12	0	0	307	39	3	1	37	0	16	0	32	0	0	0	0	0	758	
12:15 PM	58	258	0	6	0	0	310	45	2	7	44	0	22	0	21	0	0	0	0	0	773	
12:30 PM	43	278	0	12	0	0	284	30	1	3	32	0	24	0	25	0	0	0	0	0	732	
12:45 PM	56	314	0	10	0	0	297	37	1	0	43	0	25	0	30	0	0	0	0	0	813	3076
1:00 PM	35	292	0	11	0	0	291	26	0	2	41	0	18	0	29	0	0	0	0	0	745	3063
1:15 PM	40	281	0	13	0	0	318	30	0	2	42	0	45	0	19	0	0	0	0	0	790	3080
1:30 PM	46	282	0	6	0	0	275	21	2	5	32	0	13	0	20	0	0	0	0	0	702	3050
1:45 PM	61	310	0	9	0	0	267	28	1	2	36	0	20	0	27	0	0	0	0	0	761	2998
2:00 PM	23	306	0	14	0	0	300	30	0	1	47	0	23	0	28	0	0	0	0	0	772	3025
2:15 PM	25	315	0	6	0	0	325	24	1	1	23	0	37	0	29	0	0	0	0	0	786	3021
2:30 PM	21	292	0	7	0	0	293	19	0	0	45	0	22	0	29	0	0	0	0	0	728	3047
2:45 PM	25	351	0	10	0	0	283	26	2	1	40	0	25	0	28	0	0	0	0	0	791	3077
3:00 PM	30	301	0	11	0	0	273	30	0	1	48	0	14	0	33	0	0	0	0	0	741	3046
3:15 PM	24	361	0	6	0	0	267	25	2	5	63	0	32	0	17	0	0	0	0	0	802	3062
3:30 PM	23	381	0	4	0	0	270	21	2	1	46	0	23	0	21	0	0	0	0	0	792	3126
3:45 PM	32	342	0	4	0	0	250	21	1	2	44	0	26	0	22	0	0	0	0	0	744	3079
4:00 PM	25	367	0	6	0	0	271	20	1	5	47	0	23	0	23	0	0	0	0	0	788	3126
4:15 PM	21	372	0	4	0	0	300	17	1	5	37	0	9	0	25	0	0	0	0	0	791	3115
4:30 PM	29	386	0	6	0	0	271	13	0	1	33	0	20	0	23	0	0	0	0	0	782	3105
4:45 PM	22	392	0	10	0	0	286	27	0	3	39	0	12	0	22	0	0	0	0	0	813	3174
5:00 PM	21	413	0	10	0	0	343	30	3	2	41	0	14	0	16	0	0	0	0	0	893	3279
5:15 PM	25	372	0	7	0	0	279	23	1	2	30	0	10	0	20	0	0	0	0	0	769	3257
5:30 PM	32	371	0	11	0	0	253	16	2	3	16	0	5	0	23	0	0	0	0	0	732	3207
5:45 PM	41	316	0	7	0	0	262	33	4	6	29	0	5	0	12	0	0	0	0	0	715	3109
6:00 PM	36	336	0	7	0	0	233	28	0	11	24	0	5	0	28	0	0	0	0	0	708	2924
6:15 PM	40	310	0	9	0	0	264	29	2	8	14	0	11	0	15	0	0	0	0	0	702	2857
6:30 PM	21	302	0	9	0	0	233	12	0	4	28	0	5	0	13	0	0	0	0	0	627	2752
6:45 PM	25	309	0	4	0	0	220	13	2	0	13	0	4	0	16	0	0	0	0	0	606	2643
7:00 PM	15	268	0	7	0	0	223	17	1	3	23	0	11	0	20	0	0	0	0	0	588	2523
7:15 PM	7	242	0	5	0	0	182	11	0	0	16	0	7	0	18	0	0	0	0	0	488	2309
7:30 PM	12	221	0	8	0	0	164	8	2	0	16	0	8	0	11	0	0	0	0	0	450	2132
7:45 PM	17	236	0	8	0	0	167	5	1	4	22	0	10	0	13	0	0	0	0	0	483	2009
8:00 PM	12	204	0	10	0	0	164	10	0	1	26	0	8	0	23	0	0	0	0	0	458	1879
8:15 PM	11	215	0	16	0	0	123	8	2	3	16	0	11	0	9	0	0	0	0	0	414	1805
8:30 PM	9	196	0	6	0	0	128	5	0	2	16	0	3	0	11	0	0	0	0	0	376	1731
8:45 PM	6	171	0	10	0	0	151	9	1	1	24	0	12	0	24	0	0	0	0	0	409	1657
9:00 PM	8	172	0	3	0	0	124	5	0	3	36	0	30	0	19	0	0	0	0	0	400	1599

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mannakee St (Eastbound)					Mannakee St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	10	176	0	8	0	0	114	3	3	1	28	0	8	0	18	0	0	0	0	0	369	1554
9:30 PM	7	142	0	5	0	0	101	5	0	1	15	0	3	0	8	0	0	0	0	0	287	1465
9:45 PM	3	121	0	2	0	0	100	1	0	1	9	0	3	0	4	0	0	0	0	0	244	1300
10:00 PM	4	108	0	5	0	0	67	2	0	1	7	0	1	0	3	0	0	0	0	0	198	1098
10:15 PM	1	96	0	2	0	0	64	1	0	1	4	0	3	0	2	0	0	0	0	0	174	903
10:30 PM	0	102	0	0	0	0	54	1	0	0	2	0	2	0	0	0	0	0	0	0	161	777
10:45 PM	1	83	0	0	0	0	41	1	0	0	5	0	1	0	1	0	0	0	0	0	133	666
11:00 PM	1	53	0	1	0	0	39	1	0	1	3	0	0	0	1	0	0	0	0	0	100	568
11:15 PM	2	70	0	1	0	0	38	2	0	0	5	0	0	0	0	0	0	0	0	0	118	512
11:30 PM	3	63	0	2	0	0	30	2	0	0	4	0	1	0	2	0	0	0	0	0	107	458
11:45 PM	1	33	0	1	0	0	36	2	0	0	0	0	2	0	0	0	0	0	0	0	75	400

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	84	1652	0	40	0	0	1372	128	12	8	164	0	120	0	64	0	0	0	0	0	3644
Heavy Trucks	12	12	0			0	72	8			20	0	8			0	0	0			132
Buses																					
Pedestrians		0					4					0					0				4
Bicycles	0	8	0			0	4	0			0	0	0			0	0	0			12
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

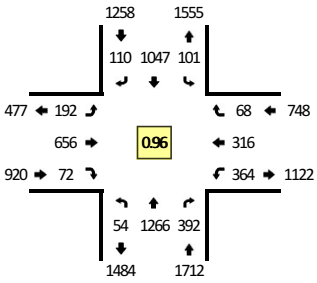
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Wootton Pkwy/First St
CITY/STATE: Rockville, MD

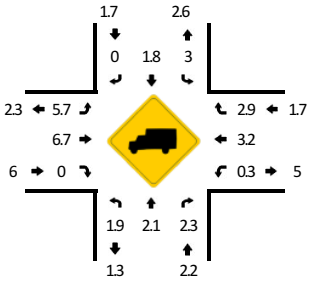
QC JOB #: 17264862
DATE: Tue, Apr 7 2026

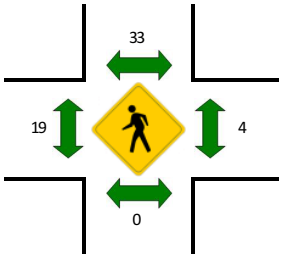
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

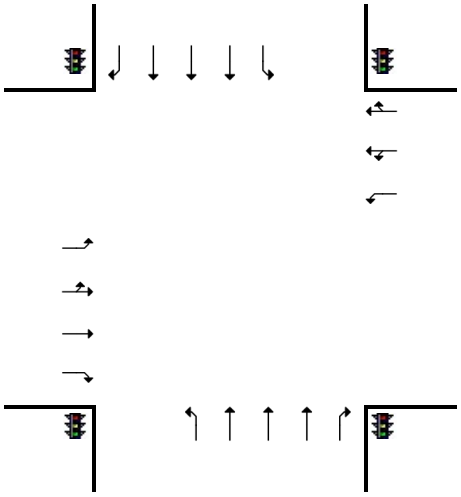


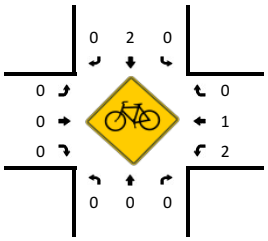


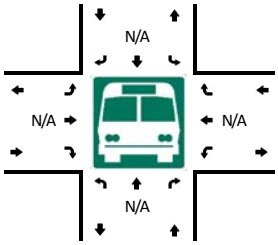
TRUE DATA TO IMPROVE MOBILITY

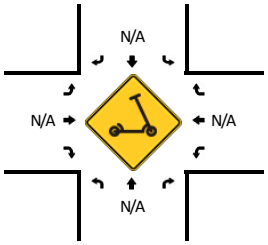












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Wootton Pkwy/First St (Eastbound)					Wootton Pkwy/First St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	20	232	35	2	32	16	282	19	14	9	29	87	4	0	8	107	79	14	0	1	990	
12:15 PM	18	232	36	2	46	19	283	23	10	13	34	82	10	0	8	99	83	25	1	0	1024	
12:30 PM	23	226	44	3	36	21	251	26	15	9	35	101	3	0	11	94	75	20	1	2	996	
12:45 PM	18	246	42	2	43	14	296	26	9	11	39	98	3	1	10	105	75	15	1	1	1055	4065
1:00 PM	14	230	46	1	52	22	293	17	16	15	38	89	6	0	7	79	84	15	1	0	1025	4100
1:15 PM	15	262	38	3	53	17	294	16	6	11	41	114	12	0	7	81	67	25	1	1	1064	4140
1:30 PM	20	240	44	3	39	20	253	23	8	7	33	111	4	0	3	93	79	17	1	3	1001	4145
1:45 PM	19	242	48	1	48	20	260	22	9	13	45	109	12	0	3	98	89	15	0	1	1054	4144
2:00 PM	13	226	42	0	44	25	278	17	5	4	42	97	9	0	7	71	65	11	0	1	957	4076
2:15 PM	19	250	54	2	50	19	286	21	16	9	28	109	2	0	8	90	72	11	0	0	1046	4058
2:30 PM	13	251	34	2	58	26	277	19	11	14	36	123	1	0	12	80	78	13	2	1	1051	4108
2:45 PM	23	275	34	3	54	28	285	31	15	8	29	122	0	0	7	97	92	23	2	0	1128	4182
3:00 PM	11	221	46	3	49	17	250	24	9	8	38	152	16	0	0	69	98	9	1	1	1022	4247
3:15 PM	8	264	38	0	68	16	275	23	9	10	43	151	18	0	0	72	58	17	2	2	1074	4275
3:30 PM	20	265	41	2	61	20	254	17	10	23	40	126	8	0	2	98	64	17	0	3	1071	4295
3:45 PM	16	267	39	1	49	13	251	13	10	17	56	167	10	0	0	99	55	19	0	1	1083	4250
4:00 PM	14	280	33	1	63	15	255	12	7	11	36	150	3	0	3	89	72	9	0	2	1055	4283
4:15 PM	15	309	28	0	60	24	264	8	6	11	44	166	8	1	4	101	67	13	0	0	1129	4338
4:30 PM	19	334	34	2	60	11	275	15	9	19	62	171	7	0	6	88	62	17	0	2	1193	4460
4:45 PM	11	312	40	1	60	22	244	8	7	16	46	165	5	0	9	94	85	10	1	3	1139	4516
5:00 PM	11	315	32	0	55	17	257	9	5	13	47	149	14	0	1	78	82	17	0	1	1103	4564
5:15 PM	10	305	49	0	62	22	271	12	8	18	37	171	27	0	3	102	87	18	1	0	1203	4638
5:30 PM	23	290	20	2	69	13	295	14	9	7	56	151	10	0	2	94	62	15	0	3	1135	4580
5:45 PM	14	308	25	2	45	15	252	14	10	12	37	190	17	0	0	90	61	14	0	2	1108	4549
6:00 PM	18	279	40	1	45	32	218	12	7	18	43	155	7	0	2	94	61	23	0	4	1059	4505
6:15 PM	10	299	40	0	52	21	251	10	8	15	38	154	5	0	3	85	71	14	1	1	1078	4380
6:30 PM	27	291	37	0	75	16	243	16	11	8	36	157	9	0	1	83	53	14	1	0	1078	4323
6:45 PM	14	260	39	1	38	19	228	10	14	12	41	180	12	0	1	79	54	10	1	3	1016	4231
7:00 PM	18	240	56	0	20	20	207	9	10	21	21	133	12	0	1	67	44	7	0	1	887	4059
7:15 PM	10	241	59	0	25	24	214	14	7	11	25	124	12	0	0	51	41	9	2	6	875	3856
7:30 PM	16	185	60	0	28	24	178	8	4	12	29	85	4	0	0	53	43	8	0	7	744	3522
7:45 PM	12	190	65	1	16	20	184	6	13	17	23	88	7	0	0	59	45	15	1	0	762	3268
8:00 PM	21	179	58	1	10	21	171	8	9	16	14	85	1	0	2	45	45	11	3	1	701	3082
8:15 PM	10	163	52	2	12	15	162	5	6	9	14	91	3	0	6	73	49	8	1	1	682	2889
8:30 PM	7	160	66	0	22	13	149	3	6	11	18	76	1	0	2	31	40	4	1	0	610	2755
8:45 PM	10	157	54	3	8	8	142	2	3	15	15	72	0	0	2	30	23	6	3	2	555	2548
9:00 PM	10	174	47	1	6	17	132	5	5	5	10	72	4	0	1	47	45	9	1	2	593	2440

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Wootton Pkwy/First St (Eastbound)					Wootton Pkwy/First St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	11	124	40	0	20	14	134	3	2	4	11	63	0	0	1	36	19	8	2	4	496	2254
9:30 PM	8	129	29	0	10	12	107	4	5	5	10	78	1	0	1	25	25	6	0	1	456	2100
9:45 PM	7	100	36	1	8	7	92	2	4	1	12	51	2	0	1	24	24	4	0	0	376	1921
10:00 PM	6	78	28	0	4	9	60	6	4	1	2	43	0	0	1	23	24	0	1	6	296	1624
10:15 PM	10	79	21	1	10	7	61	6	4	3	5	38	1	0	1	18	23	2	1	2	293	1421
10:30 PM	4	58	15	0	8	7	61	7	5	0	8	44	3	0	0	15	15	1	1	0	252	1217
10:45 PM	2	49	14	0	5	4	51	0	2	1	3	30	1	0	0	19	12	0	0	2	195	1036
11:00 PM	6	49	6	0	3	4	41	4	3	0	7	26	0	0	0	14	4	0	0	3	170	910
11:15 PM	4	45	6	0	5	4	48	2	1	0	5	20	2	0	1	11	6	3	0	2	165	782
11:30 PM	3	53	16	0	0	2	20	3	1	0	0	28	1	0	0	11	5	1	0	0	144	674
11:45 PM	3	26	8	0	0	3	23	1	0	0	1	18	0	0	1	18	10	1	0	1	114	593

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	40	1220	444	0	248	88	1084	120	32	72	148	684	120	0	12	408	348	72	4	0	5144
Heavy Trucks	0	12	8			4	20	0			4	56	0			0	8	0			112
Buses																					
Pedestrians		0					20					8					0				28
Bicycles	0	0	0			0	4	0			0	0	0			4	0	0			8
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

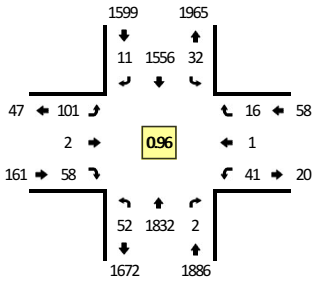
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

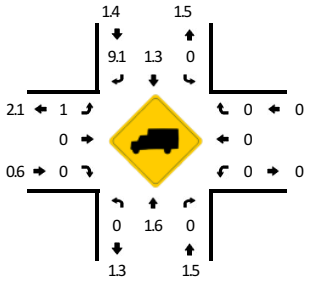
LOCATION: MD 355 -- Templeton Pl/Shopping Center Dwy
CITY/STATE: Rockville, MD

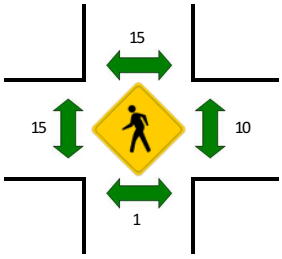
QC JOB #: 17264864
DATE: Thu, Mar 26 2026

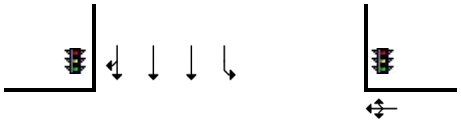
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

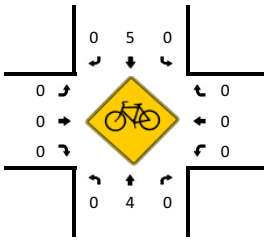


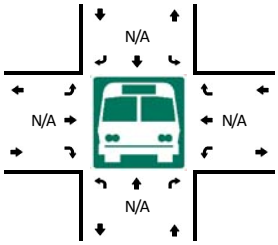
TRUE DATA TO IMPROVE MOBILITY



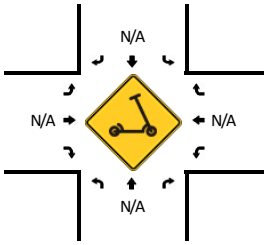












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Templeton Pl/Shopping Center Dwy (Eastbound)					Templeton Pl/Shopping Center Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	9	338	1	5	0	5	396	3	5	1	5	0	8	0	11	8	0	1	0	4	800	
12:15 PM	13	369	1	5	1	7	414	3	10	1	10	1	4	0	11	7	1	2	0	1	861	
12:30 PM	12	348	0	3	1	7	423	2	8	1	23	0	3	0	7	10	0	0	0	0	848	
12:45 PM	8	356	2	6	0	4	437	3	3	0	14	0	3	0	5	12	0	1	0	1	855	3364
1:00 PM	18	374	1	6	0	9	382	2	7	1	16	0	6	0	8	12	0	3	0	2	847	3411
1:15 PM	15	325	4	4	2	2	392	5	6	1	8	2	4	0	10	9	1	0	0	4	794	3344
1:30 PM	7	354	1	3	0	7	410	0	4	0	7	1	3	0	5	7	1	2	0	3	815	3311
1:45 PM	9	322	2	7	0	12	371	4	4	1	5	0	6	0	5	9	0	0	0	2	759	3215
2:00 PM	10	356	2	5	0	9	391	1	3	0	9	1	2	0	10	14	0	1	0	1	815	3183
2:15 PM	7	343	1	5	0	9	458	1	6	0	9	0	4	0	5	12	2	0	0	3	865	3254
2:30 PM	11	371	2	4	0	7	390	5	4	1	9	1	3	0	6	12	0	1	0	3	830	3269
2:45 PM	9	371	2	3	3	8	383	3	6	2	13	0	9	0	6	12	1	1	0	0	832	3342
3:00 PM	10	407	3	5	0	3	341	2	1	0	14	0	3	0	9	14	1	5	0	2	820	3347
3:15 PM	7	388	4	2	0	5	391	4	3	0	18	0	5	0	5	15	0	1	0	0	848	3330
3:30 PM	6	391	1	6	0	3	343	2	1	0	10	2	1	0	1	5	1	2	0	2	777	3277
3:45 PM	5	425	1	8	0	10	387	1	1	1	11	0	0	0	7	11	1	3	0	0	872	3317
4:00 PM	8	407	1	7	1	8	388	1	4	0	15	0	4	0	6	8	2	2	0	3	865	3362
4:15 PM	6	415	2	6	0	5	383	7	6	1	19	1	7	0	10	12	2	5	0	0	887	3401
4:30 PM	13	456	0	4	0	4	384	0	5	0	25	0	7	0	7	9	0	4	0	1	919	3543
4:45 PM	9	437	1	8	1	6	377	0	3	0	22	1	7	0	8	9	0	2	0	2	893	3564
5:00 PM	6	470	0	2	0	4	410	2	3	1	32	0	11	0	7	14	0	0	0	3	965	3664
5:15 PM	7	469	0	3	0	2	385	8	5	0	22	1	6	0	5	9	1	3	0	1	927	3704
5:30 PM	5	459	2	1	0	2	401	5	2	0	15	0	3	0	6	10	0	1	0	2	914	3699
5:45 PM	5	445	0	6	0	6	362	0	6	0	13	0	1	0	8	9	1	2	0	2	866	3672
6:00 PM	7	453	2	4	0	4	394	3	3	0	7	0	2	0	2	10	0	1	0	1	893	3600
6:15 PM	6	432	5	2	0	2	380	2	8	0	11	0	3	0	6	5	1	4	0	3	870	3543
6:30 PM	9	386	1	4	0	3	382	4	3	0	11	0	1	0	7	11	1	1	0	1	825	3454
6:45 PM	5	387	4	4	1	2	368	2	3	0	6	0	2	0	3	7	0	0	0	0	794	3382
7:00 PM	2	341	1	4	1	5	343	4	6	1	6	0	5	0	1	9	0	2	0	0	731	3220
7:15 PM	6	386	1	5	0	0	311	0	2	0	5	0	3	0	3	7	0	0	0	1	730	3080
7:30 PM	4	325	3	2	0	0	299	1	6	0	2	0	1	0	1	3	0	0	0	1	648	2903
7:45 PM	7	264	1	1	0	2	289	2	3	0	3	0	1	0	2	10	1	1	0	0	587	2696
8:00 PM	9	318	0	3	1	2	279	5	5	1	7	0	0	0	1	9	0	1	0	0	641	2606
8:15 PM	3	267	0	4	1	1	279	2	1	0	4	0	2	0	2	5	0	0	0	2	573	2449
8:30 PM	2	237	0	0	0	1	221	2	2	0	4	0	0	0	2	4	0	1	0	0	476	2277
8:45 PM	3	224	2	1	0	1	192	1	2	0	3	0	0	0	3	2	0	0	0	1	435	2125

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Templeton Pl/Shopping Center Dwy (Eastbound)					Templeton Pl/Shopping Center Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	3	239	1	2	1	1	230	1	2	0	1	0	2	0	5	4	0	1	0	0	493	1977
9:15 PM	1	177	0	0	0	1	183	1	2	0	8	0	0	0	1	0	0	0	0	1	375	1779
9:30 PM	0	190	3	0	1	0	177	0	1	2	7	0	0	0	1	2	0	0	0	0	384	1687
9:45 PM	0	174	0	1	0	1	127	0	2	1	0	0	0	0	0	2	0	0	0	0	308	1560
10:00 PM	1	165	1	0	0	1	112	1	2	0	1	0	0	0	0	2	0	0	0	3	289	1356
10:15 PM	1	147	2	0	0	0	96	0	0	0	2	0	0	0	2	2	0	0	0	1	253	1234
10:30 PM	0	145	0	2	0	0	100	1	0	0	0	0	0	0	0	1	0	0	0	0	249	1099
10:45 PM	1	104	0	0	0	0	90	1	2	0	0	0	0	0	0	1	0	0	0	1	200	991
11:00 PM	2	73	0	0	0	0	72	0	2	0	1	0	0	0	1	1	0	0	0	0	152	854
11:15 PM	1	94	1	0	0	1	60	2	2	0	0	0	0	0	1	2	0	0	0	0	164	765
11:30 PM	0	62	0	1	0	0	49	1	0	0	0	0	0	0	0	1	0	0	0	1	115	631
11:45 PM	0	56	0	0	0	0	47	0	0	0	0	0	0	0	0	3	0	1	0	0	107	538

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	24	1880	0	8	0	16	1640	12	12	4	128	0	72	0	28	56	0	12	0	12	3904
Heavy Trucks	0	36	0			0	32	0			0	0	0			0	0	0			68
Buses																					
Pedestrians		0					20					12					12				44
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

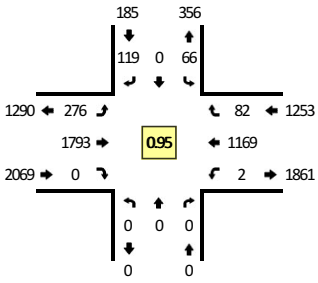
Type of peak hour being reported: Intersection Peak

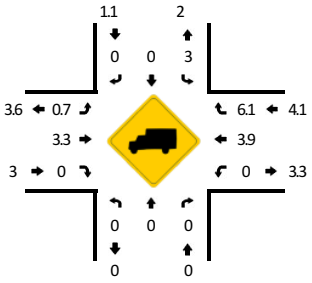
Method for determining peak hour: Total Entering Volume

LOCATION: Avery Rd -- Norbeck Rd
CITY/STATE: Rockville, MD

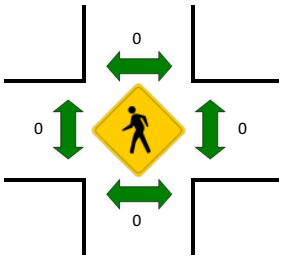
QC JOB #: 17264866
DATE: Tue, Apr 7 2026

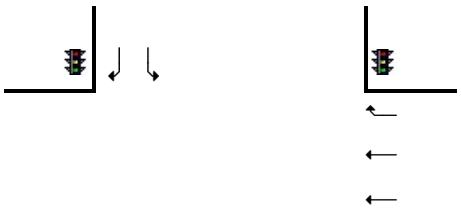
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

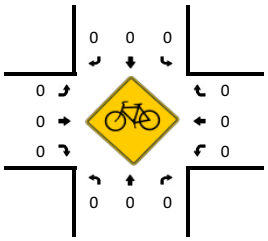


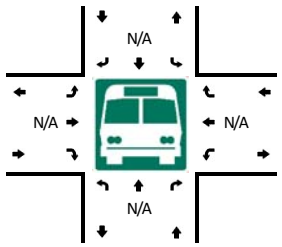


TRUE DATA TO IMPROVE MOBILITY

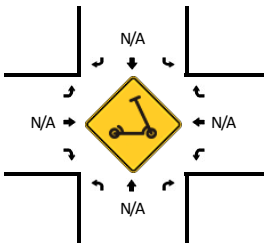












R* = RTOR

15-Min Count Period Beginning At	Avery Rd (Northbound)					Avery Rd (Southbound)					Norbeck Rd (Eastbound)					Norbeck Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	0	0	0	0	0	15	0	5	0	22	21	257	0	0	0	0	274	5	0	0	599	
12:15 PM	0	0	0	0	0	11	0	7	0	25	27	261	0	0	0	0	275	7	0	0	613	
12:30 PM	0	0	0	0	0	8	0	11	0	19	25	302	0	0	0	0	293	11	0	0	669	
12:45 PM	0	0	0	0	0	8	0	6	0	22	34	295	0	0	0	0	270	9	0	0	644	2525
1:00 PM	0	0	0	0	0	8	0	3	0	19	26	320	0	1	0	0	256	15	0	0	648	2574
1:15 PM	0	0	0	0	0	11	0	2	0	23	39	335	0	1	0	0	253	20	0	0	684	2645
1:30 PM	0	0	0	0	0	7	0	4	0	24	34	323	0	0	0	0	278	8	1	0	679	2655
1:45 PM	0	0	0	0	0	9	0	2	0	25	33	277	0	1	0	0	275	12	0	0	634	2645
2:00 PM	0	0	0	0	0	11	0	4	0	18	31	323	0	0	0	0	227	10	0	0	624	2621
2:15 PM	0	0	0	0	0	10	0	3	0	26	36	363	0	0	0	0	247	12	0	0	697	2634
2:30 PM	0	0	0	0	0	22	0	10	0	31	36	396	0	0	0	0	263	9	0	0	767	2722
2:45 PM	0	0	0	0	0	20	0	7	0	23	33	419	0	0	0	0	321	15	0	0	838	2926
3:00 PM	0	0	0	0	0	13	0	0	0	23	45	420	0	0	0	0	267	18	0	0	786	3088
3:15 PM	0	0	0	0	0	13	0	5	0	23	50	463	0	1	0	0	273	21	0	0	849	3240
3:30 PM	0	0	0	0	0	10	0	1	0	28	43	451	0	0	0	0	291	28	0	0	852	3325
3:45 PM	0	0	0	0	0	12	0	8	0	26	55	402	0	0	0	0	286	30	0	0	819	3306
4:00 PM	0	0	0	0	0	9	0	3	0	18	56	412	0	1	0	0	278	17	1	0	795	3315
4:15 PM	0	0	0	0	0	20	0	7	0	24	71	475	0	0	0	0	298	31	0	0	926	3392
4:30 PM	0	0	0	0	0	22	0	6	0	24	63	418	0	0	0	0	277	20	1	0	831	3371
4:45 PM	0	0	0	0	0	11	0	1	0	26	67	454	0	1	0	0	313	16	0	0	889	3441
5:00 PM	0	0	0	0	0	13	0	3	0	28	73	446	0	1	0	0	281	15	1	0	861	3507
5:15 PM	0	0	0	0	0	4	0	7	0	19	67	432	0	0	0	0	289	31	0	0	849	3430
5:30 PM	0	0	0	0	0	11	0	6	0	20	56	443	0	1	0	0	263	25	0	0	825	3424
5:45 PM	0	0	0	0	0	15	0	15	0	25	79	411	0	1	0	0	319	17	0	0	882	3417
6:00 PM	0	0	0	0	0	24	0	13	0	14	63	439	0	2	0	0	282	21	1	0	859	3415
6:15 PM	0	0	0	0	0	11	0	6	0	27	51	412	0	0	0	0	299	21	1	0	828	3394
6:30 PM	0	0	0	0	0	9	0	4	0	16	46	369	0	1	0	0	239	15	0	0	699	3268
6:45 PM	0	0	0	0	0	14	0	4	0	18	41	361	0	1	0	0	208	14	0	0	661	3047
7:00 PM	0	0	0	0	0	10	0	4	0	15	24	326	0	0	0	0	207	14	0	0	600	2788
7:15 PM	0	0	0	0	0	11	0	2	0	16	33	339	0	0	0	0	205	12	1	0	619	2579
7:30 PM	0	0	0	0	0	10	0	4	0	9	20	319	0	0	0	0	186	11	0	0	559	2439
7:45 PM	0	0	0	0	0	7	0	7	0	23	27	299	0	0	0	0	165	4	0	0	532	2310
8:00 PM	0	0	0	0	0	14	0	6	0	19	16	262	0	0	0	0	138	10	0	0	465	2175
8:15 PM	0	0	0	0	0	5	0	0	0	14	13	285	0	0	0	0	151	3	0	0	471	2027
8:30 PM	0	0	0	0	0	3	0	4	0	8	15	238	0	0	0	0	110	5	0	0	383	1851
8:45 PM	0	0	0	0	0	4	0	0	0	5	15	216	0	0	0	0	120	6	1	0	367	1686
9:00 PM	0	0	0	0	0	6	0	0	0	5	13	223	0	0	0	0	136	5	0	0	388	1609

15-Min Count Period Beginning At	Avery Rd (Northbound)					Avery Rd (Southbound)					Norbeck Rd (Eastbound)					Norbeck Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	0	0	0	0	4	0	3	0	5	13	197	0	0	0	0	93	2	0	0	317	1455
9:30 PM	0	0	0	0	0	6	0	1	0	2	8	190	0	0	0	0	117	2	0	0	326	1398
9:45 PM	0	0	0	0	0	3	0	2	0	1	11	154	0	0	0	0	78	2	0	0	251	1282
10:00 PM	0	0	0	0	0	6	0	0	0	2	12	115	0	0	0	0	79	1	0	0	215	1109
10:15 PM	0	0	0	0	0	1	0	3	0	5	7	128	0	0	0	0	62	2	0	0	208	1000
10:30 PM	0	0	0	0	0	4	0	3	0	4	9	122	0	0	0	0	47	2	0	0	191	865
10:45 PM	0	0	0	0	0	1	0	1	0	2	7	84	0	0	0	0	54	0	0	0	149	763
11:00 PM	0	0	0	0	0	1	0	2	0	2	5	84	0	0	0	0	58	5	0	0	157	705
11:15 PM	0	0	0	0	0	0	0	4	0	0	1	82	0	0	0	0	39	0	0	0	126	623
11:30 PM	0	0	0	0	0	0	0	0	0	0	6	65	0	0	0	0	34	2	0	0	107	539
11:45 PM	0	0	0	0	0	0	0	1	0	0	1	53	0	0	0	0	33	2	0	0	90	480

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	0	0	0	0	80	0	124	0	96	284	1900	0	0	0	0	1192	124	0	0	3800
Heavy Trucks	0	0	0			4	0	0			0	76	0			0	76	12			168
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264868
Site Code : 17264868
Start Date : 4/7/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St					App. Total	Int. Total
12:00 PM	0	272	0	0	0	0	272	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	222	0	0	222	0	0	222	0	0	0	0	0	0	0	0	0	0	0	494
12:15 PM	0	261	0	0	0	0	261	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	244	1	0	244	0	0	0	0	0	0	0	0	0	0	0	2	0	0	511
12:30 PM	0	237	1	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	253	5	0	258	0	0	0	0	1	0	1	0	0	0	1	0	0	1	500
12:45 PM	0	274	0	2	0	0	276	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	277	2	0	279	0	0	0	0	0	0	0	0	0	0	1	0	0	1	560
Total	0	1044	1	2	0	0	1047	0	0	0	0	1	0	1	0	0	0	0	9	0	9	0	0	0	995	8	0	1003	0	0	0	0	1	0	1	0	0	0	4	0	0	4	2065
01:00 PM	0	217	0	0	0	0	217	0	0	1	0	0	0	1	0	0	0	0	2	0	2	0	0	0	262	3	0	265	0	0	0	0	0	0	0	0	0	0	2	0	0	2	487
01:15 PM	0	265	0	1	0	0	266	0	0	0	1	1	0	2	0	0	0	0	2	0	2	0	0	0	280	0	0	280	0	0	0	0	0	0	0	0	0	0	1	0	0	1	551
01:30 PM	0	254	0	0	0	1	255	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	285	1	0	286	0	0	0	0	1	0	1	0	0	0	1	0	0	1	545
01:45 PM	0	255	0	0	0	0	255	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	279	3	0	282	0	0	0	0	0	0	0	0	0	0	2	0	0	2	540
Total	0	991	0	1	0	1	993	0	0	1	1	1	0	3	0	0	0	0	7	0	7	0	0	0	1106	7	0	1113	0	0	0	0	1	0	1	0	0	0	6	0	0	6	2123
02:00 PM	0	211	0	1	0	0	212	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	278	3	0	281	0	0	0	0	0	0	0	0	0	0	1	0	0	1	499
02:15 PM	0	238	0	0	0	0	238	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0	0	0	292	3	0	295	0	0	0	0	0	0	0	0	0	0	0	0	0	0	536
02:30 PM	0	241	0	1	0	0	242	0	0	1	0	1	0	2	0	0	0	0	2	0	2	0	0	0	312	7	0	319	0	0	0	0	0	0	0	0	0	0	2	0	0	2	567
02:45 PM	0	313	0	1	0	0	314	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0	0	0	297	5	0	302	0	0	0	0	1	0	1	0	0	0	0	0	0	0	621
Total	0	1003	0	3	0	0	1006	0	0	1	0	4	0	5	0	0	0	0	11	0	11	0	0	0	1179	18	0	1197	0	0	0	0	1	0	1	0	0	0	3	0	0	3	2223
03:00 PM	0	244	0	0	0	0	244	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	349	1	0	350	0	0	0	0	1	0	1	0	0	0	1	0	0	1	598
03:15 PM	0	220	0	0	0	0	220	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	397	5	0	402	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626
03:30 PM	0	250	0	0	0	0	250	0	0	0	1	1	0	2	0	0	0	0	6	0	6	0	0	0	366	2	0	368	0	0	0	0	0	0	0	0	0	0	0	0	0	0	626
03:45 PM	0	270	0	1	0	0	271	0	0	1	0	1	0	2	0	0	0	0	3	0	3	0	0	0	370	5	0	375	0	0	0	0	2	0	2	0	0	0	1	0	0	1	654
Total	0	984	0	1	0	0	985	0	0	1	1	2	0	4	0	0	0	0	15	0	15	0	0	0	1482	13	0	1495	0	0	0	0	3	0	3	0	0	0	2	0	0	2	2504
04:00 PM	0	258	0	0	0	0	258	0	0	0	1	0	0	1	0	0	0	0	10	0	10	0	0	0	345	4	0	349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	618
04:15 PM	0	288	0	0	0	0	288	0	0	1	0	2	0	3	0	0	0	0	3	0	3	0	0	0	387	7	0	394	1	0	0	0	0	0	1	0	0	0	1	0	0	1	690
04:30 PM	0	266	0	0	0	0	266	0	0	1	1	0	0	2	0	0	0	0	11	0	11	0	0	0	366	9	0	375	1	0	0	0	0	0	1	0	0	0	1	0	0	1	656
04:45 PM	0	259	0	0	0	0	259	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	370	9	0	379	0	0	0	0	0	0	0	0	0	0	1	0	0	1	641
Total	0	1071	0	0	0	0	1071	0	0	2	2	2	0	6	0	0	0	0	26	0	26	0	0	0	1468	29	0	1497	2	0	0	0	0	0	2	0	0	0	3	0	0	3	2605

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264868
Site Code : 17264868
Start Date : 4/7/2026
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St					App. Total	Int. Total
05:00 PM	0	245	1	0	0	0	246	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	373	10	0	383	0	0	0	0	0	0	0	0	0	0	1	0	0	1	631
05:15 PM	0	283	0	0	0	0	283	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	364	9	0	373	0	0	0	0	0	0	0	0	0	0	1	0	0	1	662
05:30 PM	0	232	0	0	0	0	232	0	0	2	0	1	0	3	0	0	0	0	5	0	5	0	0	0	379	11	0	390	0	0	0	0	0	0	0	0	0	0	1	0	0	1	631
05:45 PM	0	232	0	1	0	0	233	0	0	0	0	2	0	2	0	0	0	0	4	0	4	0	0	0	394	10	0	404	1	0	0	0	0	0	1	0	0	0	1	0	0	1	645
Total	0	992	1	1	0	0	994	0	0	2	1	4	0	7	0	0	0	0	13	0	13	0	0	0	1510	40	0	1550	1	0	0	0	0	0	1	0	0	0	4	0	0	4	2569
06:00 PM	0	261	0	2	0	0	263	0	0	0	0	1	0	1	0	0	0	0	6	0	6	0	0	0	373	6	0	379	0	0	0	0	0	0	0	0	0	0	0	0	0	0	649
06:15 PM	0	268	1	2	0	0	271	0	0	0	1	3	0	4	0	0	0	0	3	0	3	0	0	0	348	4	0	352	0	0	0	0	0	0	0	0	0	0	2	0	0	2	632
06:30 PM	0	219	0	0	0	0	219	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	349	5	0	354	0	0	0	0	0	0	0	0	0	0	3	1	0	4	579
06:45 PM	0	209	0	1	0	0	210	0	0	1	0	0	0	1	0	0	0	0	4	0	4	0	0	0	330	7	0	337	0	0	0	0	0	0	0	0	0	0	1	0	0	1	553
Total	0	957	1	5	0	0	963	0	0	1	1	4	0	6	0	0	0	0	15	0	15	0	0	0	1400	22	0	1422	0	0	0	0	0	0	0	0	0	0	6	1	0	7	2413
07:00 PM	0	194	0	0	0	0	194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	284	3	0	287	0	0	0	0	0	0	0	0	0	0	1	0	0	1	482
07:15 PM	0	188	0	0	0	0	188	0	0	0	0	1	0	1	0	0	0	0	4	0	4	0	0	0	304	5	0	309	0	0	0	0	0	0	0	0	0	0	1	0	0	1	503
07:30 PM	0	153	0	1	0	0	154	0	0	1	0	0	0	1	0	0	0	0	4	0	4	0	0	0	275	8	0	283	0	0	0	0	0	0	0	0	0	0	0	0	0	0	442
07:45 PM	0	165	0	0	0	0	165	0	0	0	2	2	0	4	0	0	0	0	5	0	5	0	0	0	261	3	0	264	0	0	0	0	0	0	0	0	0	0	1	0	0	1	439
Total	0	700	0	1	0	0	701	0	0	1	2	3	0	6	0	0	0	0	13	0	13	0	0	0	1124	19	0	1143	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1866
08:00 PM	0	154	0	2	0	0	156	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	203	2	0	205	0	0	0	0	1	0	1	0	0	0	2	0	0	2	365
08:15 PM	0	159	0	0	0	0	159	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	225	4	0	229	0	0	0	0	0	0	0	0	0	0	1	1	0	2	391
08:30 PM	0	106	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201	6	0	207	0	0	0	0	0	0	0	0	0	0	0	0	0	0	313
08:45 PM	0	85	0	0	0	0	85	0	0	0	0	2	0	2	0	0	0	0	1	0	1	0	0	0	172	1	0	173	0	0	0	0	0	0	0	0	0	0	1	0	0	1	262
Total	0	504	0	2	0	0	506	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0	0	0	801	13	0	814	0	0	0	0	1	0	1	0	0	0	4	1	0	5	1331
09:00 PM	0	149	0	0	0	0	149	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0	0	0	201	2	0	203	0	0	0	0	0	0	0	0	0	0	1	0	0	1	355
09:15 PM	0	96	0	2	0	0	98	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0	0	0	166	1	0	167	0	0	0	0	0	0	0	0	0	0	1	0	0	1	270
09:30 PM	0	88	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	2	0	167	0	0	0	0	0	0	0	0	0	0	1	0	0	1	256
09:45 PM	0	64	0	0	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	135	1	0	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	201
Total	0	397	0	2	0	0	399	0	0	0	0	3	0	3	0	0	0	0	3	0	3	1	0	0	667	6	0	674	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1082

TRUE DATA TO IMPROVE MOBILITY

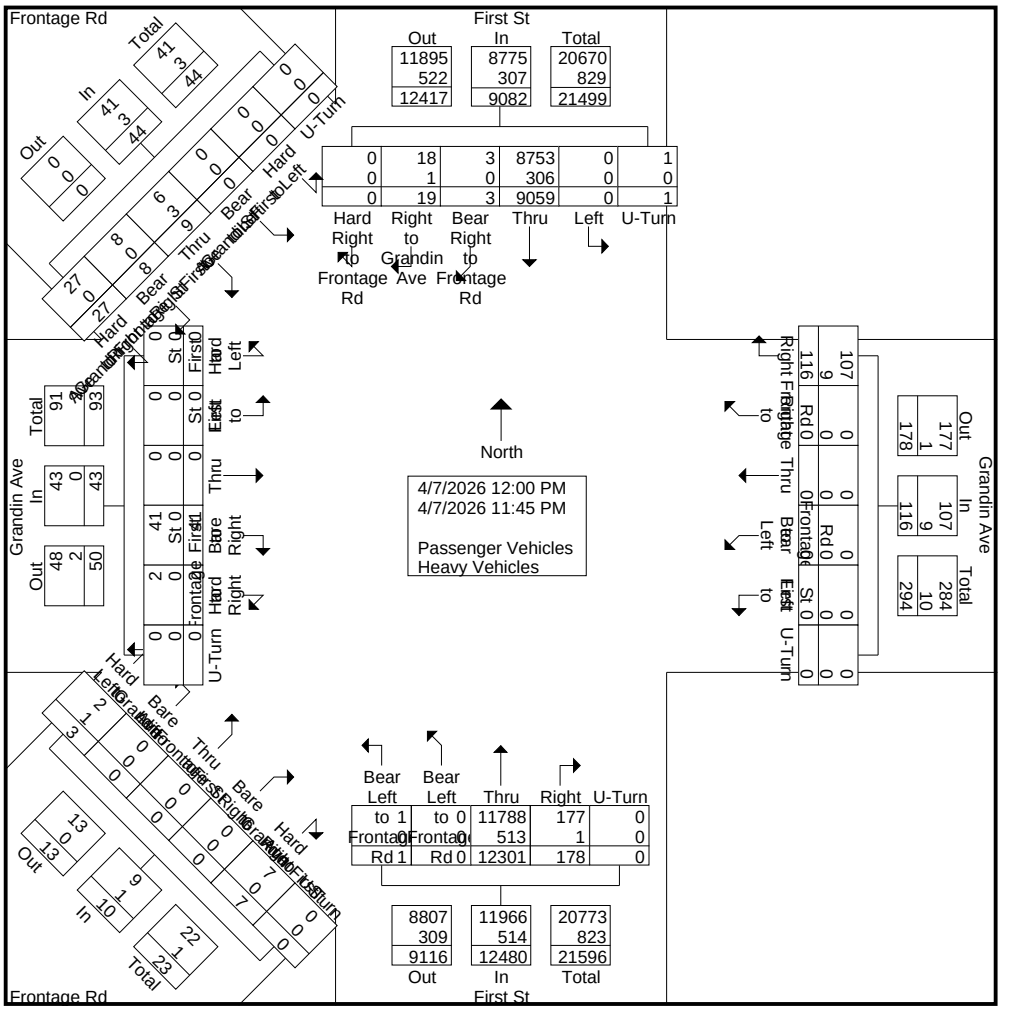
File Name : 17264868
Site Code : 17264868
Start Date : 4/7/2026
Page No : 3

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St						App. Total	Int. Total
10:00 PM	0	93	0	0	0	0	93	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199
10:15 PM	0	83	0	0	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	182
10:30 PM	0	53	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	151
10:45 PM	0	50	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
Total	0	279	0	0	0	0	279	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	375	2	0	377	0	0	0	0	0	0	0	0	0	1	0	0	1	658	
11:00 PM	0	43	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95
11:15 PM	0	38	0	1	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93
11:30 PM	0	20	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	56	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
11:45 PM	0	36	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71
Total	0	137	0	1	0	0	138	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	194	1	0	195	0	0	0	0	0	0	0	0	0	2	0	0	2	336	
Grand Total	0	9059	3	19	0	1	9082	0	0	9	8	27	0	44	0	0	0	0	116	0	116	1	0	0	12301	178	0	12480	3	0	0	0	7	0	10	0	0	0	41	2	0	43	21775
Apprch %	0	99.7	0	0.2	0	0		0	0	20.5	18.2	61.4	0		0	0	0	0	100	0		0	0	0	98.6	1.4	0		30	0	0	0	70	0		0	0	0	95.3	4.7	0		
Total %	0	41.6	0	0.1	0	0	41.7	0	0	0	0	0.1	0	0.2	0	0	0	0	0.5	0	0.5	0	0	0	56.5	0.8	0	57.3	0	0	0	0	0	0	0	0	0	0	0.2	0	0	0.2	
Passenger Vehicles	0	8753	3	18	0	1	8775	0	0	6	8	27	0	41	0	0	0	0	107	0	107	1	0	0	11788	177	0	11966	2	0	0	0	7	0	9	0	0	0	41	2	0	43	20941
% Passenger Vehicles	0	96.6	100	94.7	0	100	96.6	0	0	66.7	100	100	0	93.2	0	0	0	0	92.2	0	92.2	100	0	0	95.8	99.4	0	95.9	66.7	0	0	0	100	0	90	0	0	0	100	100	0	100	96.2
Heavy Vehicles	0	306	0	1	0	0	307	0	0	3	0	0	0	3	0	0	0	0	9	0	9	0	0	0	513	1	0	514	1	0	0	0	0	0	1	0	0	0	0	0	0	0	834
% Heavy Vehicles	0	3.4	0	5.3	0	0	3.4	0	0	33.3	0	0	0	6.8	0	0	0	0	7.8	0	7.8	0	0	0	4.2	0.6	0	4.1	33.3	0	0	0	0	0	10	0	0	0	0	0	0	0	3.8

TRUE DATA TO IMPROVE MOBILITY

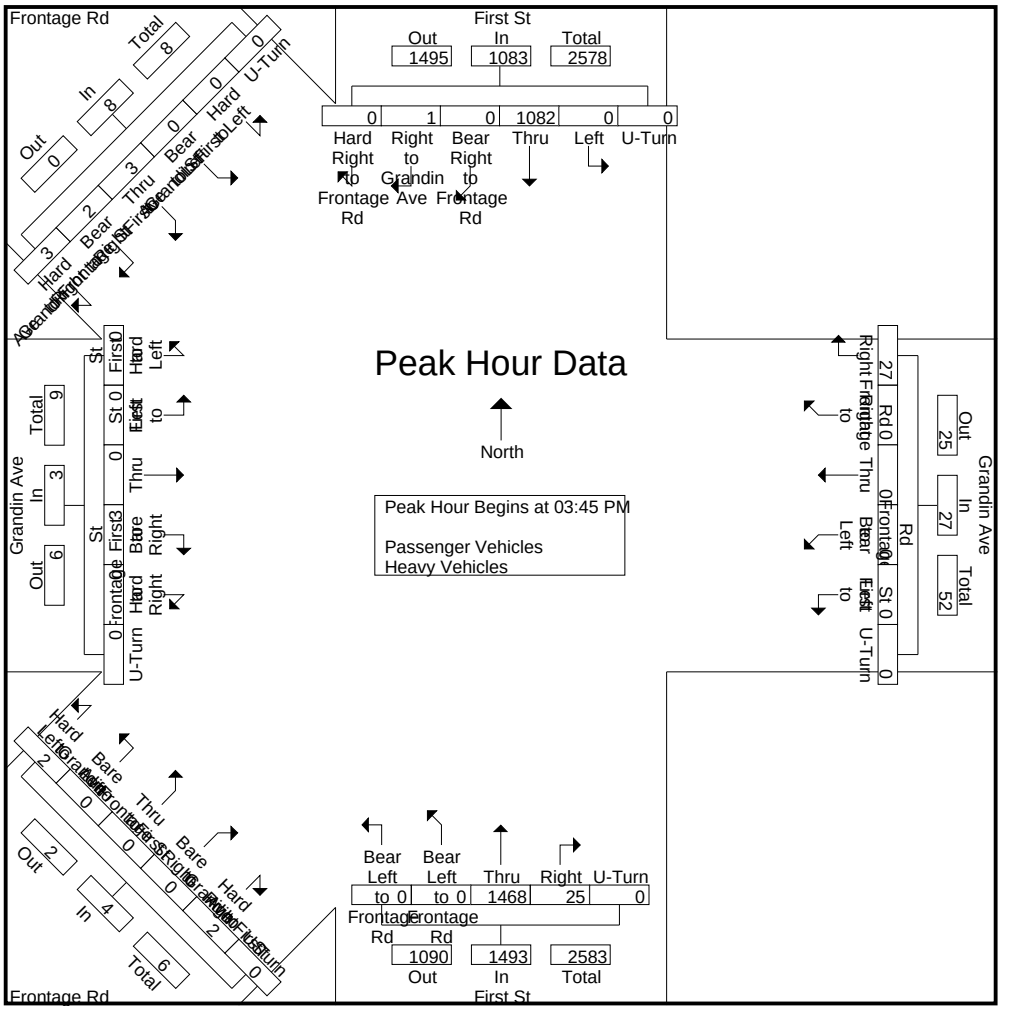
File Name : 17264868
Site Code : 17264868
Start Date : 4/7/2026
Page No : 4



TRUE DATA TO IMPROVE MOBILITY

File Name : 17264868
Site Code : 17264868
Start Date : 4/7/2026
Page No : 5

	First St Southbound							Frontage Rd Southeastbound							Grandin Ave Westbound							First St Northbound							Frontage Rd Northeastbound							Grandin Ave Eastbound							
Start Time	Left						App. Total							App. Total	Left to First St						App. Total	Left to Grandin Ave						App. Total							App. Total		Left to First St						App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1																																										
Peak Hour for Entire Intersection Begins at 03:45 PM																																										
03:45 PM	0	270	0	**1**	0	0	271	0	0	**1**	0	1	0	2	0	0	0	0	3	0	3	0	0	0	370	5	0	375	0	0	0	0	**2**	0	**2**	0	0	0	**1**	0	0	**1**	654
04:00 PM	0	258	0	0	0	0	258	0	0	0	**1**	0	0	1	0	0	0	0	10	0	10	0	0	0	345	4	0	349	0	0	0	0	0	0	0	0	0	0	0	0	0	0	618
04:15 PM	0	**288**	0	0	0	0	**288**	0	0	1	0	**2**	0	**3**	0	0	0	0	3	0	3	0	0	0	**387**	7	0	**394**	**1**	0	0	0	0	0	1	0	0	0	1	0	0	1	**690**
04:30 PM	0	266	0	0	0	0	266	0	0	1	1	0	0	2	0	0	0	0	**11**	0	**11**	0	0	0	366	**9**	0	375	1	0	0	0	0	0	1	0	0	0	1	0	0	1	656
Total Volume	0	1082	0	1	0	0	1083	0	0	3	2	3	0	8	0	0	0	0	27	0	27	0	0	0	1468	25	0	1493	2	0	0	0	2	0	4	0	0	0	3	0	0	3	2618
% App. Total	0	99.9	0	0.1	0	0		0	0	37.5	25	37.5	0		0	0	0	0	100	0		0	0	0	98.3	1.7	0		50	0	0	0	50	0		0	0	0	100	0	0		
PHF	.000	.939	.000	.250	.000	.000	.940	.000	.000	.750	.500	.375	.000	.667	.000	.000	.000	.000	.614	.000	.000	.000	.000	.000	.948	.694	.000	.947	.500	.000	.000	.000	.250	.000	.500	.000	.000	.000	.750	.000	.000	.750	.949



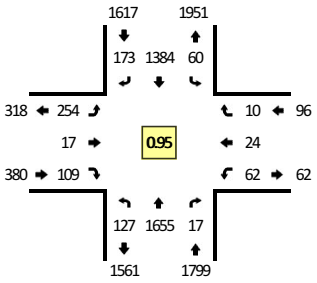
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

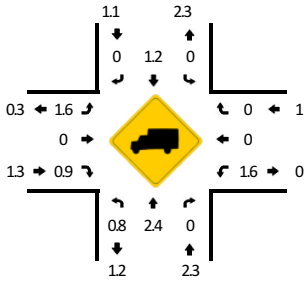
LOCATION: MD 355 -- Congressional Ln/Business Dwy
CITY/STATE: Rockville, MD

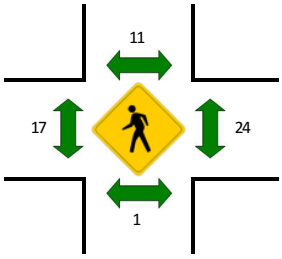
QC JOB #: 17264870
DATE: Tue, Apr 7 2026

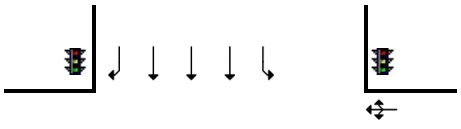
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

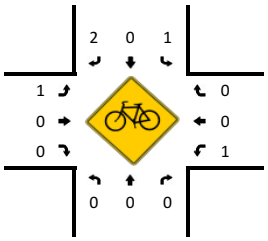


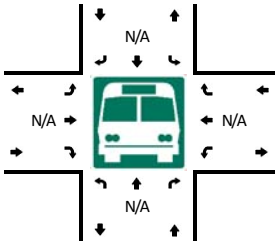
TRUE DATA TO IMPROVE MOBILITY

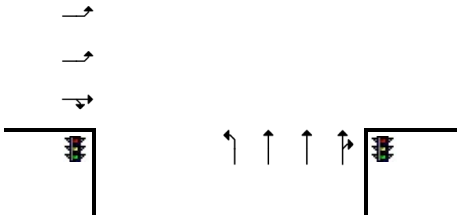


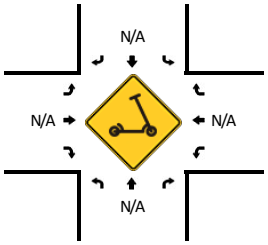












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Congressional Ln/Business Dwy (Eastbound)					Congressional Ln/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	28	275	4	1	1	9	336	39	11	0	51	5	16	0	7	7	5	2	0	1	798	
12:15 PM	24	303	4	1	3	9	348	40	10	0	43	4	12	0	8	12	3	1	0	3	828	
12:30 PM	24	298	3	3	0	5	344	37	7	0	55	4	23	0	6	26	4	6	0	0	845	
12:45 PM	22	313	3	1	0	7	368	46	12	0	48	3	10	0	11	14	4	1	0	0	863	3334
1:00 PM	30	303	2	0	0	6	374	39	10	0	44	4	12	0	11	7	6	1	0	2	851	3387
1:15 PM	20	299	3	1	0	11	368	42	8	0	43	5	17	0	6	19	4	0	0	2	848	3407
1:30 PM	20	293	5	2	2	7	341	40	9	0	53	3	11	0	10	18	6	2	0	2	824	3386
1:45 PM	18	287	2	2	2	8	313	50	11	0	59	5	19	0	1	9	3	3	0	5	797	3320
2:00 PM	24	289	2	2	2	7	388	41	7	0	42	2	11	0	7	11	6	1	0	0	842	3311
2:15 PM	18	306	2	2	0	7	323	33	13	0	49	4	14	0	6	15	6	2	0	2	802	3265
2:30 PM	29	316	4	5	0	7	310	36	11	0	50	7	17	0	7	15	5	4	0	3	826	3267
2:45 PM	14	342	6	3	0	4	331	52	8	0	51	3	11	0	8	16	3	1	0	1	854	3324
3:00 PM	32	301	4	3	0	2	315	51	12	0	60	5	12	0	10	10	4	4	0	3	828	3310
3:15 PM	36	354	2	0	1	10	310	48	4	0	46	5	9	0	13	9	4	2	0	2	855	3363
3:30 PM	26	317	2	2	2	5	327	49	10	0	50	4	11	0	6	11	8	2	0	2	834	3371
3:45 PM	36	335	4	0	0	10	340	48	7	0	43	2	16	0	10	11	7	3	0	2	874	3391
4:00 PM	32	386	2	0	1	7	309	49	5	0	67	6	15	0	12	16	5	3	0	2	917	3480
4:15 PM	26	441	1	2	0	8	361	42	12	0	68	7	9	0	7	15	0	4	0	1	1004	3629
4:30 PM	32	429	6	1	2	8	357	49	8	0	60	3	16	0	12	19	10	0	0	1	1013	3808
4:45 PM	25	422	2	1	2	10	321	35	13	0	61	6	11	0	6	12	4	2	0	0	933	3867
5:00 PM	30	375	1	3	0	6	337	36	8	0	68	5	17	0	18	15	5	1	0	1	926	3876
5:15 PM	34	429	4	1	0	4	369	53	3	0	65	3	20	0	9	16	5	5	0	0	1020	3892
5:30 PM	31	361	2	1	0	6	339	58	6	0	74	5	16	0	8	14	7	3	0	1	932	3811
5:45 PM	30	394	2	2	0	5	356	62	13	0	65	3	20	0	9	13	3	3	0	1	981	3859
6:00 PM	39	366	4	2	2	3	299	46	12	0	55	3	15	0	12	8	5	1	0	1	873	3806
6:15 PM	27	392	0	2	2	4	297	49	11	0	81	3	16	0	9	15	3	3	0	4	918	3704
6:30 PM	31	337	1	2	1	4	299	56	10	0	59	4	12	0	11	14	4	2	0	3	850	3622
6:45 PM	32	270	1	3	0	5	317	46	6	0	51	5	13	0	8	15	4	3	0	1	780	3421
7:00 PM	31	339	3	2	0	4	311	44	5	0	42	1	19	0	5	14	3	0	0	1	824	3372
7:15 PM	19	257	2	2	0	3	304	25	12	0	39	0	11	0	8	7	3	2	0	3	697	3151
7:30 PM	22	263	0	1	1	4	236	33	7	0	29	3	8	0	10	12	3	0	0	2	634	2935
7:45 PM	22	241	2	1	0	5	253	39	3	0	46	0	7	0	5	9	5	3	0	2	643	2798
8:00 PM	18	234	1	0	0	4	255	39	2	0	34	3	6	0	10	6	1	2	0	2	617	2591
8:15 PM	17	217	1	1	1	3	230	41	11	0	30	2	9	0	11	7	5	1	0	0	587	2481
8:30 PM	11	206	0	0	2	3	193	19	2	0	45	1	10	0	8	7	1	0	0	4	512	2359
8:45 PM	10	183	0	3	0	1	184	31	5	0	28	1	9	0	6	6	3	0	0	1	471	2187

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Congressional Ln/Business Dwy (Eastbound)					Congressional Ln/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	7	207	1	3	0	2	196	22	5	0	25	0	3	0	4	7	2	2	0	0	486	2056
9:15 PM	8	153	0	1	1	1	182	17	2	0	20	2	4	0	9	5	3	0	0	0	408	1877
9:30 PM	3	162	0	2	0	0	145	17	1	0	17	1	1	0	4	5	1	1	0	1	361	1726
9:45 PM	3	134	1	0	0	1	120	13	1	0	10	0	2	0	0	3	0	0	0	1	289	1544
10:00 PM	6	115	0	1	0	0	91	11	1	0	10	3	0	0	0	6	0	0	0	2	246	1304
10:15 PM	4	109	0	1	0	2	97	5	2	0	6	0	0	0	5	3	0	0	0	0	234	1130
10:30 PM	3	82	0	1	0	0	70	5	1	0	5	0	2	0	2	1	3	0	0	1	176	945
10:45 PM	4	61	0	1	0	1	77	7	0	0	3	0	2	0	0	2	0	0	0	0	158	814
11:00 PM	2	69	1	0	0	0	54	6	0	0	3	0	1	0	1	3	0	0	0	0	140	708
11:15 PM	3	55	1	4	0	1	58	3	0	0	7	0	0	0	1	2	0	1	0	1	137	611
11:30 PM	1	57	0	0	0	0	30	6	0	0	8	0	1	0	1	4	0	0	0	0	108	543
11:45 PM	2	38	0	1	0	0	35	5	0	0	1	0	2	0	3	0	1	0	0	0	88	473

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	136	1716	16	4	0	16	1476	212	12	0	260	12	116	0	36	64	20	20	0	0	4116
Heavy Trucks	4	28	0			0	16	0			0	0	0			0	0	0			48
Buses																					
Pedestrians		0					12					16					32				60
Bicycles	0	0	0			0	0	4			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Rockville Pkwy -- E Jefferson St/Veirs Mill Rd

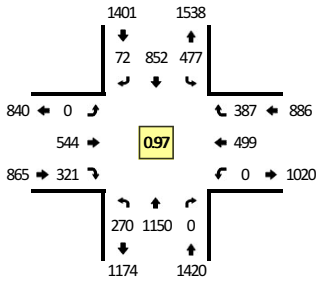
CITY/STATE: Rockville, MD

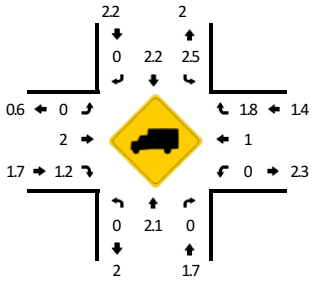
QC JOB #: 17264872

DATE: Thu, Mar 26 2026

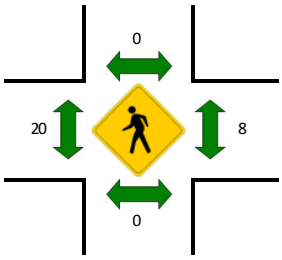
Peak-Hour: 4:45 PM -- 5:45 PM

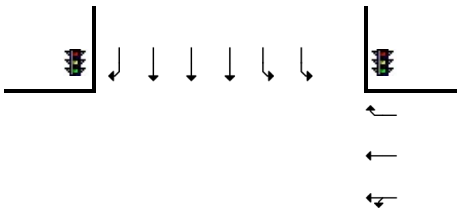
Peak 15-Min: 4:45 PM -- 5:00 PM

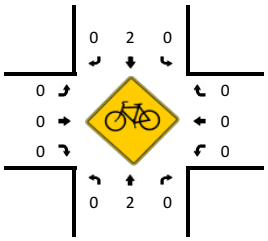


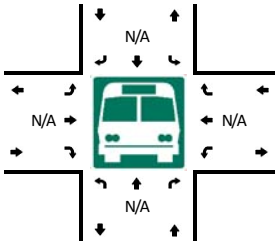


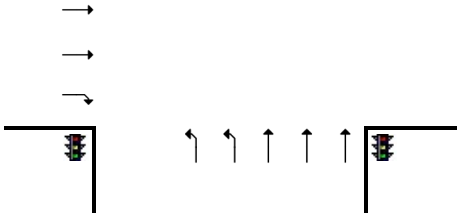
TRUE DATA TO IMPROVE MOBILITY

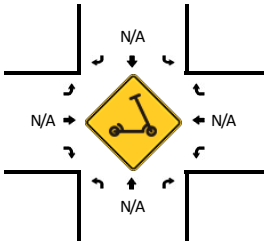












R* = RTOR

15-Min Count Period Beginning At	Rockville Pkwy (Northbound)					Rockville Pkwy (Southbound)					E Jefferson St/Veirs Mill Rd (Eastbound)					E Jefferson St/Veirs Mill Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	45	218	0	1	0	97	219	30	0	0	0	66	72	0	0	0	66	97	0	0	911	
12:15 PM	72	216	0	1	0	92	226	17	0	0	0	53	89	0	0	0	72	104	0	0	942	
12:30 PM	60	218	0	0	0	97	246	20	0	0	0	77	82	0	0	0	86	90	0	0	976	
12:45 PM	73	216	0	0	0	102	212	31	0	0	0	61	65	0	0	0	89	106	0	0	955	3784
1:00 PM	62	209	0	0	0	92	209	14	0	0	0	79	70	0	0	0	90	95	0	0	920	3793
1:15 PM	67	228	0	0	0	101	200	20	0	0	0	74	81	0	0	0	77	73	0	0	921	3772
1:30 PM	66	215	1	0	0	101	194	17	0	0	0	64	81	0	0	0	85	88	0	0	912	3708
1:45 PM	52	212	0	0	0	87	212	23	0	0	0	70	69	0	0	0	75	91	0	0	891	3644
2:00 PM	46	233	0	1	0	104	234	19	0	0	0	72	87	0	0	0	88	78	0	0	962	3686
2:15 PM	55	239	0	0	0	117	248	19	0	0	0	105	79	0	0	0	95	80	0	0	1037	3802
2:30 PM	63	254	0	0	0	129	231	18	0	0	0	90	71	0	0	0	97	71	0	0	1024	3914
2:45 PM	69	268	0	1	0	124	169	18	0	0	0	102	66	0	0	0	126	103	0	0	1046	4069
3:00 PM	64	211	0	1	0	110	185	19	0	0	0	123	75	0	0	0	105	96	0	0	989	4096
3:15 PM	72	269	1	0	0	117	210	14	0	0	0	137	72	0	0	0	132	104	0	0	1128	4187
3:30 PM	57	280	0	0	0	115	216	16	0	0	0	116	62	0	0	0	137	96	0	0	1095	4258
3:45 PM	52	261	0	0	0	96	189	11	0	0	0	133	77	0	0	0	123	122	0	0	1064	4276
4:00 PM	66	254	0	0	0	97	171	19	0	0	0	122	77	0	0	0	121	88	0	0	1015	4302
4:15 PM	68	247	0	2	0	119	210	14	0	0	0	150	74	0	0	0	126	91	0	0	1101	4275
4:30 PM	63	268	0	1	0	128	209	15	0	0	0	134	59	0	0	0	89	114	0	0	1080	4260
4:45 PM	69	313	0	0	0	116	220	14	0	0	0	154	78	0	0	0	112	100	0	0	1176	4372
5:00 PM	68	302	0	0	0	124	222	29	0	0	0	119	80	0	0	0	127	85	0	0	1156	4513
5:15 PM	63	265	0	0	0	127	215	14	0	0	0	144	84	0	0	0	135	108	0	0	1155	4567
5:30 PM	69	270	0	1	0	109	195	15	1	0	0	127	79	0	0	0	125	94	0	0	1085	4572
5:45 PM	67	276	0	2	0	98	207	8	0	0	0	108	88	0	0	0	95	97	0	0	1046	4442
6:00 PM	67	265	0	0	0	91	171	22	0	0	0	117	82	0	0	0	111	105	0	0	1031	4317
6:15 PM	71	234	0	2	0	96	175	20	0	0	0	107	74	0	0	0	103	110	0	0	992	4154
6:30 PM	66	223	0	0	0	71	196	11	0	0	0	98	50	0	0	0	90	70	0	0	875	3944
6:45 PM	47	236	0	0	0	76	143	19	0	0	0	95	72	0	0	0	108	78	0	0	874	3772
7:00 PM	66	187	0	1	0	103	185	13	0	0	0	76	61	0	0	0	85	74	0	0	851	3592
7:15 PM	66	197	0	1	0	75	156	15	0	0	0	92	51	0	0	0	90	64	0	0	807	3407
7:30 PM	70	189	0	1	1	72	147	13	0	0	0	76	41	0	0	0	95	69	0	0	774	3306
7:45 PM	58	178	0	0	0	64	148	19	0	0	0	67	52	0	0	0	91	68	0	0	745	3177
8:00 PM	62	171	0	0	0	73	123	16	0	0	0	73	46	0	0	0	66	60	0	0	690	3016
8:15 PM	68	174	0	0	0	75	125	9	0	0	0	57	35	0	0	0	60	62	0	0	665	2874
8:30 PM	43	148	0	0	0	68	112	19	0	0	0	59	38	0	0	0	61	70	0	0	618	2718
8:45 PM	45	127	0	0	0	72	115	8	0	0	0	47	32	0	0	0	61	51	0	0	558	2531
9:00 PM	45	133	0	0	0	65	110	17	0	0	0	53	27	0	0	0	55	45	0	0	550	2391

15-Min Count Period Beginning At	Rockville Pkwy (Northbound)					Rockville Pkwy (Southbound)					E Jefferson St/Veirs Mill Rd (Eastbound)					E Jefferson St/Veirs Mill Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	49	124	0	0	0	68	81	5	0	0	0	49	23	0	0	0	56	44	0	0	499	2225
9:30 PM	30	122	0	0	0	75	73	6	0	0	0	49	26	0	0	0	51	38	0	0	470	2077
9:45 PM	35	75	0	0	0	49	80	18	0	0	0	45	24	0	0	0	44	35	0	0	405	1924
10:00 PM	35	96	0	0	0	38	56	12	0	0	0	60	19	0	0	0	45	33	0	0	394	1768
10:15 PM	22	79	0	0	0	38	47	8	0	0	0	39	21	0	0	0	34	33	0	0	321	1590
10:30 PM	23	76	0	0	0	32	44	8	0	0	0	36	16	0	0	0	49	21	0	0	305	1425
10:45 PM	18	67	0	0	0	30	36	5	0	0	0	29	21	0	0	0	24	26	0	0	256	1276
11:00 PM	21	45	0	1	0	23	14	2	0	0	0	52	15	0	0	0	27	17	0	0	217	1099
11:15 PM	10	64	0	0	0	21	33	3	0	0	0	19	12	0	0	1	15	20	0	0	198	976
11:30 PM	9	38	0	0	0	20	20	3	0	0	0	19	9	0	0	0	15	16	0	0	149	820
11:45 PM	12	34	0	0	0	9	26	3	0	0	0	11	6	0	0	0	7	17	0	0	125	689

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	276	1252	0	0	0	464	880	56	0	0	0	616	312	0	0	0	448	400	0	0	4704
Heavy Trucks	0	16	0			20	16	0			0	8	4			0	4	0			68
Buses																					
Pedestrians		0					0					36					12				48
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TRUE DATA TO IMPROVE MOBILITY

File Name : 17264874
Site Code : 17264874
Start Date : 4/7/2026
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Baltimore Rd Westbound							First St Northbound							Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage	Right to Baltimore Rd	RT OR	U-Turn	App. Total	Left to First St	Left to Frontage	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage	U-Turn	App. Total	Int. Total
12:00 PM	19	241	0	16	1	1	278	18	0	7	11	16	11	63	0	1	188	0	3	1	193	0	0	0	0	0	0	0	15	9	1	4	0	0	29	563
12:15 PM	20	240	0	23	0	1	284	13	0	11	3	13	3	43	0	7	221	0	2	1	231	0	0	0	0	0	0	0	8	6	0	5	1	0	20	578
12:30 PM	17	219	0	16	0	0	252	15	0	5	9	10	9	48	0	4	230	0	1	0	235	0	0	0	0	0	0	0	23	9	0	2	0	0	34	569
12:45 PM	18	248	1	15	0	0	282	17	0	7	6	9	6	45	0	2	246	0	6	1	255	0	0	0	0	0	0	0	26	12	0	6	1	0	45	627
Total	74	948	1	70	1	2	1096	63	0	30	29	48	29	199	0	14	885	0	12	3	914	0	0	0	0	0	0	0	72	36	1	17	2	0	128	2337
01:00 PM	19	207	0	19	0	0	245	14	0	8	5	10	5	42	0	4	243	0	4	0	251	0	0	0	0	0	0	0	18	9	0	2	0	0	29	567
01:15 PM	19	243	0	14	0	0	276	9	0	11	6	12	6	44	0	8	257	0	1	0	266	0	0	0	0	0	0	0	26	4	0	2	0	0	32	618
01:30 PM	23	233	1	20	1	0	278	14	0	6	3	10	3	36	0	6	258	0	0	0	264	0	0	0	0	0	0	0	29	13	0	7	0	0	49	627
01:45 PM	21	224	0	16	0	0	261	17	0	4	9	11	9	50	2	7	251	0	3	0	263	0	0	0	0	0	0	0	13	9	0	6	0	0	28	602
Total	82	907	1	69	1	0	1060	54	0	29	23	43	23	172	2	25	1009	0	8	0	1044	0	0	0	0	0	0	0	86	35	0	17	0	0	138	2414
02:00 PM	10	185	0	13	0	0	208	14	1	8	7	17	7	54	0	2	260	0	2	0	264	0	1	0	0	0	0	1	25	11	0	3	0	0	39	566
02:15 PM	22	219	0	7	2	0	250	14	0	8	13	9	13	57	0	4	258	0	2	0	264	0	0	0	0	0	0	0	23	16	0	2	0	0	41	612
02:30 PM	21	223	0	15	0	0	259	23	0	16	8	28	8	83	1	5	275	0	1	0	282	0	0	0	0	0	0	0	17	14	0	5	1	0	37	661
02:45 PM	27	277	3	12	1	2	322	21	2	19	6	23	6	77	0	3	284	0	0	0	287	0	0	0	0	0	0	0	24	12	0	6	0	0	42	728
Total	80	904	3	47	3	2	1039	72	3	51	34	77	34	271	1	14	1077	0	5	0	1097	0	1	0	0	0	0	1	89	53	0	16	1	0	159	2567
03:00 PM	28	243	0	15	1	1	288	14	0	6	9	11	9	49	1	4	319	0	4	0	328	0	0	0	0	0	0	0	30	10	0	2	0	0	42	707
03:15 PM	23	222	0	10	0	0	255	11	0	6	8	13	8	46	0	6	351	0	2	1	360	0	0	0	0	0	0	0	27	22	1	1	0	0	51	712
03:30 PM	30	224	0	19	0	0	273	17	0	10	9	20	9	65	0	1	334	0	1	0	336	0	0	0	0	0	0	0	33	22	0	5	0	0	60	734
03:45 PM	25	247	1	23	1	0	297	20	1	10	5	19	5	60	0	8	331	0	2	0	341	0	0	0	0	0	0	0	21	16	0	2	1	0	40	738
Total	106	936	1	67	2	1	1113	62	1	32	31	63	31	220	1	19	1335	0	9	1	1365	0	0	0	0	0	0	0	111	70	1	10	1	0	193	2891
04:00 PM	53	242	1	25	0	0	321	13	0	19	4	30	4	70	0	3	315	0	1	0	319	0	0	0	0	0	0	0	32	27	0	5	1	0	65	775
04:15 PM	40	271	0	16	0	0	327	17	0	14	16	15	16	78	0	1	355	0	1	0	357	0	0	0	0	0	0	0	42	18	0	2	0	0	62	824
04:30 PM	35	254	0	23	0	3	315	13	1	8	5	27	5	59	0	8	335	0	2	0	345	0	0	0	0	0	0	0	41	17	0	8	0	0	66	785
04:45 PM	35	249	1	22	0	0	307	10	0	17	7	25	7	66	0	1	352	0	2	0	355	0	0	0	0	0	0	0	30	29	0	4	0	0	63	791
Total	163	1016	2	86	0	3	1270	53	1	58	32	97	32	273	0	13	1357	0	6	0	1376	0	0	0	0	0	0	0	145	91	0	19	1	0	256	3175
05:00 PM	37	247	0	11	1	0	296	7	0	11	10	19	10	57	0	3	333	0	2	0	338	0	0	0	0	0	0	0	39	35	0	0	0	0	74	765
05:15 PM	52	274	0	22	1	0	349	6	0	15	6	25	6	58	0	3	311	0	3	0	317	0	0	0	0	0	0	0	31	30	0	6	0	0	67	791
05:30 PM	51	210	0	18	0	0	279	20	1	14	10	18	10	73	0	3	333	0	1	1	338	0	0	0	0	0	0	0	38	24	0	3	0	0	65	755
05:45 PM	32	218	0	17	0	1	268	14	1	9	7	26	7	64	0	6	370	0	2	0	378	0	0	0	0	0	0	0	34	19	0	3	1	0	57	767
Total	172	949	0	68	2	1	1192	47	2	49	33	88	33	252	0	15	1347	0	8	1	1371	0	0	0	0	0	0	0	142	108	0	12	1	0	263	3078
06:00 PM	45	237	0	27	0	1	310	13	0	11	4	23	4	55	0	8	341	0	3	0	352	0	0	0	0	0	0	0	31	22	2	4	0	0	59	776
06:15 PM	33	251	0	25	0	2	311	16	0	12	3	22	3	56	0	6	303	0	1	0	310	0	0	0	0	0	0	0	23	10	0	5	2	0	40	717
06:30 PM	33	207	0	10	0	1	251	6	0	8	2	24	2	42	0	10	316	0	0	1	327	0	0	0	0	0	0	0	27	19	0	9	0	0	55	675
06:45 PM	20	195	0	18	0	0	233	14	0	12	5	11	5	47	0	5	313	0	2	0	320	0	0	0	0	0	0	0	22	12	0	3	1	0	38	638
Total	131	890	0	80	0	4	1105	49	0	43	14	80	14	200	0	29	1273	0	6	1	1309	0	0	0	0	0	0	0	103	63	2	21	3	0	192	2806
07:00 PM	23	163	1	7	1	2	197	18	0	10	1	18	1	48	0	4	260	0	2	0	266	0	0	0	0	0	0	0	16	15	0	1	0	0	32	543

TRUE DATA TO IMPROVE MOBILITY

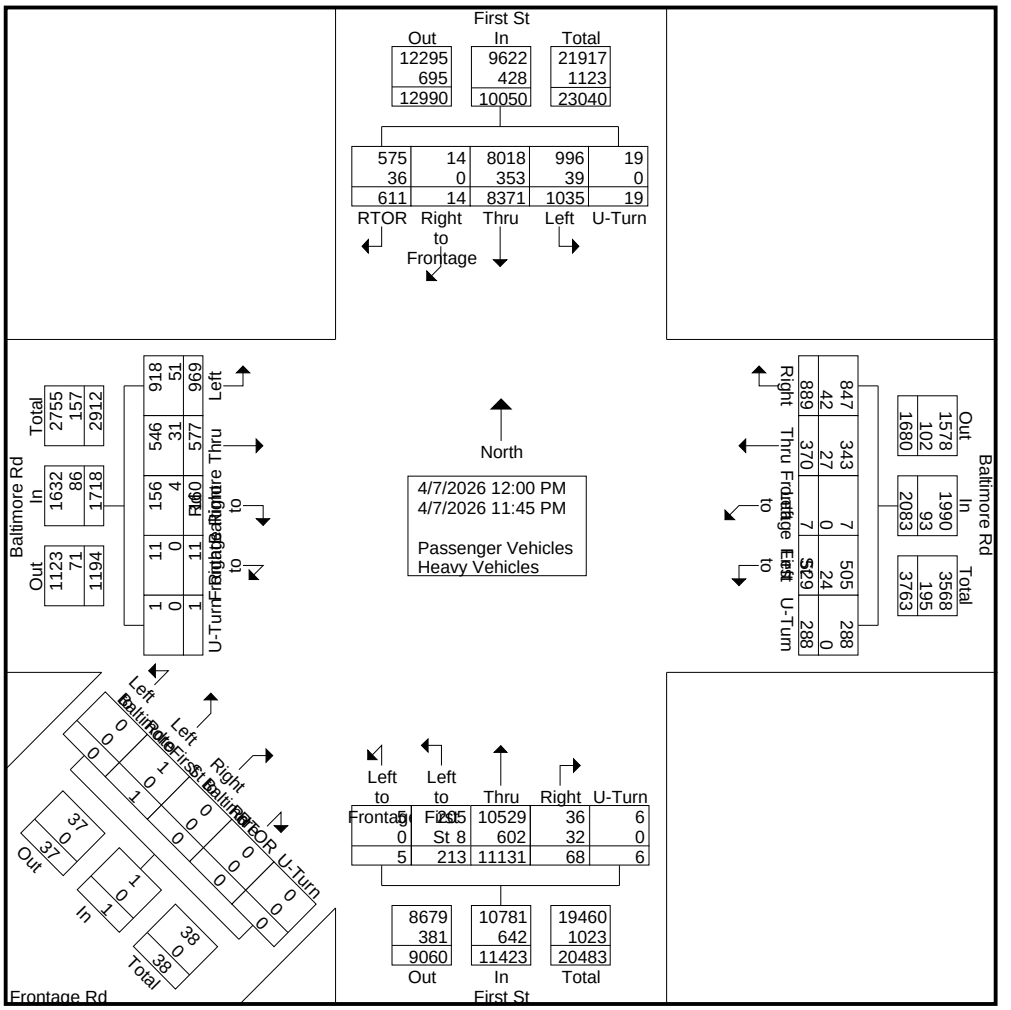
File Name : 17264874
Site Code : 17264874
Start Date : 4/7/2026
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles

	First St Southbound							Baltimore Rd Westbound							First St Northbound						Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage	Right to Baltimore Rd	RT OR	U-Turn	App. Total	Left to First St	Left to Frontage	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage	U-Turn	App. Total	Int. Total
07:15 PM	15	164	1	9	1	1	191	11	0	11	5	12	5	44	0	6	272	0	0	0	278	0	0	0	0	0	0	0	22	14	1	7	0	0	44	557
07:30 PM	19	139	0	6	0	1	165	8	0	7	7	14	7	43	0	6	240	0	2	0	248	0	0	0	0	0	0	0	15	5	0	4	0	0	24	480
07:45 PM	27	156	0	9	0	1	193	4	0	7	3	18	3	35	0	2	238	0	4	0	244	0	0	0	0	0	0	0	23	17	1	3	0	0	44	516
Total	84	622	2	31	2	5	746	41	0	35	16	62	16	170	0	18	1010	0	8	0	1036	0	0	0	0	0	0	0	76	51	2	15	0	0	144	2096
08:00 PM	16	130	0	7	0	0	153	16	0	9	10	8	10	53	1	4	188	0	1	0	194	0	0	0	0	0	0	0	17	9	0	7	0	0	33	433
08:15 PM	21	157	0	6	1	0	185	5	0	3	11	8	11	38	0	7	210	0	0	0	217	0	0	0	0	0	0	0	8	7	0	1	1	0	17	457
08:30 PM	12	92	1	6	1	0	112	5	0	5	6	3	6	25	0	6	181	0	0	0	187	0	0	0	0	0	0	0	14	6	0	4	0	0	24	348
08:45 PM	12	83	0	9	0	0	104	5	0	5	5	4	5	24	0	8	155	0	0	0	163	0	0	0	0	0	0	0	11	7	0	0	0	0	18	309
Total	61	462	1	28	2	0	554	31	0	22	32	23	32	140	1	25	734	0	1	0	761	0	0	0	0	0	0	0	50	29	0	12	1	0	92	1547
09:00 PM	13	144	0	9	1	0	167	10	0	1	5	2	5	23	0	7	172	0	0	0	179	0	0	0	0	0	0	0	13	5	0	2	0	1	21	390
09:15 PM	14	85	1	5	0	1	106	6	0	2	4	2	4	18	0	3	146	0	1	0	150	0	0	0	0	0	0	0	11	7	0	3	0	0	21	295
09:30 PM	9	81	0	8	1	0	99	4	0	0	2	4	2	12	0	6	151	0	0	0	157	0	0	0	0	0	0	0	12	3	0	0	0	0	15	283
09:45 PM	6	55	1	4	1	0	67	6	0	4	2	2	2	16	0	9	124	0	1	0	134	0	0	0	0	0	0	0	11	5	1	4	0	0	21	238
Total	42	365	2	26	3	1	439	26	0	7	13	10	13	69	0	25	593	0	2	0	620	0	0	0	0	0	0	0	47	20	1	9	0	1	78	1206
10:00 PM	10	85	0	5	0	0	100	11	0	6	12	4	12	45	0	4	88	0	2	0	94	0	0	0	0	0	0	0	9	7	0	1	0	0	17	256
10:15 PM	7	66	1	4	0	0	78	8	0	3	5	3	5	24	0	3	85	0	0	0	88	0	0	0	0	0	0	0	7	5	1	0	0	0	13	203
10:30 PM	3	53	0	4	0	0	60	2	0	0	5	1	5	13	0	2	89	0	0	0	91	0	0	0	0	0	0	0	5	1	2	0	0	0	8	172
10:45 PM	2	46	0	3	0	0	51	2	0	1	2	0	2	7	0	3	67	0	0	0	70	0	0	0	0	0	0	0	1	1	0	0	0	0	2	130
Total	22	250	1	16	0	0	289	23	0	10	24	8	24	89	0	12	329	0	2	0	343	0	0	0	0	0	0	0	22	14	3	1	0	0	40	761
11:00 PM	9	35	0	1	0	0	45	2	0	0	3	0	3	8	0	1	47	0	0	0	48	0	0	0	0	0	0	0	10	1	0	1	0	0	12	113
11:15 PM	5	35	0	2	1	0	43	3	0	1	2	0	2	8	0	1	52	0	0	0	53	0	0	0	0	0	0	0	7	3	0	0	0	0	10	114
11:30 PM	2	18	0	1	0	0	21	2	0	2	0	1	0	5	0	0	49	0	1	0	50	0	0	0	0	0	0	0	4	0	0	0	0	0	4	80
11:45 PM	2	34	0	1	1	0	38	1	0	1	2	1	2	7	0	2	34	0	0	0	36	0	0	0	0	0	0	0	5	3	0	0	1	0	9	90
Total	18	122	0	5	2	0	147	8	0	4	7	2	7	28	0	4	182	0	1	0	187	0	0	0	0	0	0	0	26	7	0	1	1	0	35	397
Grand Total	1035	8371	14	593	18	19	10050	529	7	370	288	601	288	2083	5	213	11131	0	68	6	11423	0	1	0	0	0	0	1	969	577	10	150	11	1	1718	25275
Apprch %	10.3	83.3	0.1	5.9	0.2	0.2		25.4	0.3	17.8	13.8	28.9	13.8		0	1.9	97.4	0	0.6	0.1		0	100	0	0	0	0		56.4	33.6	0.6	8.7	0.6	0.1		
Total %	4.1	33.1	0.1	2.3	0.1	0.1	39.8	2.1	0	1.5	1.1	2.4	1.1	8.2	0	0.8	44	0	0.3	0	45.2	0	0	0	0	0	0	0	3.8	2.3	0	0.6	0	0	6.8	
Passenger Vehicles	996	8018	14	557	18	19	9622	505	7	343	288	559	288	1990	5	205	10529	0	36	6	10781	0	1	0	0	0	0	1	918	546	10	146	11	1	1632	24026
% Passenger Vehicles	96.2	95.8	100	93.9	100	100	95.7	95.5	100	92.7	100	93	100	95.5	100	96.2	94.6	0	52.9	100	94.4	0	100	0	0	0	0	100	94.7	94.6	100	97.3	100	100	95	95.1
Heavy Vehicles	39	353	0	36	0	0	428	24	0	27	0	42	0	93	0	8	602	0	32	0	642	0	0	0	0	0	0	0	51	31	0	4	0	0	86	1249
% Heavy Vehicles	3.8	4.2	0	6.1	0	0	4.3	4.5	0	7.3	0	7	0	4.5	0	3.8	5.4	0	47.1	0	5.6	0	0	0	0	0	0	0	5.3	5.4	0	2.7	0	0	5	4.9

TRUE DATA TO IMPROVE MOBILITY

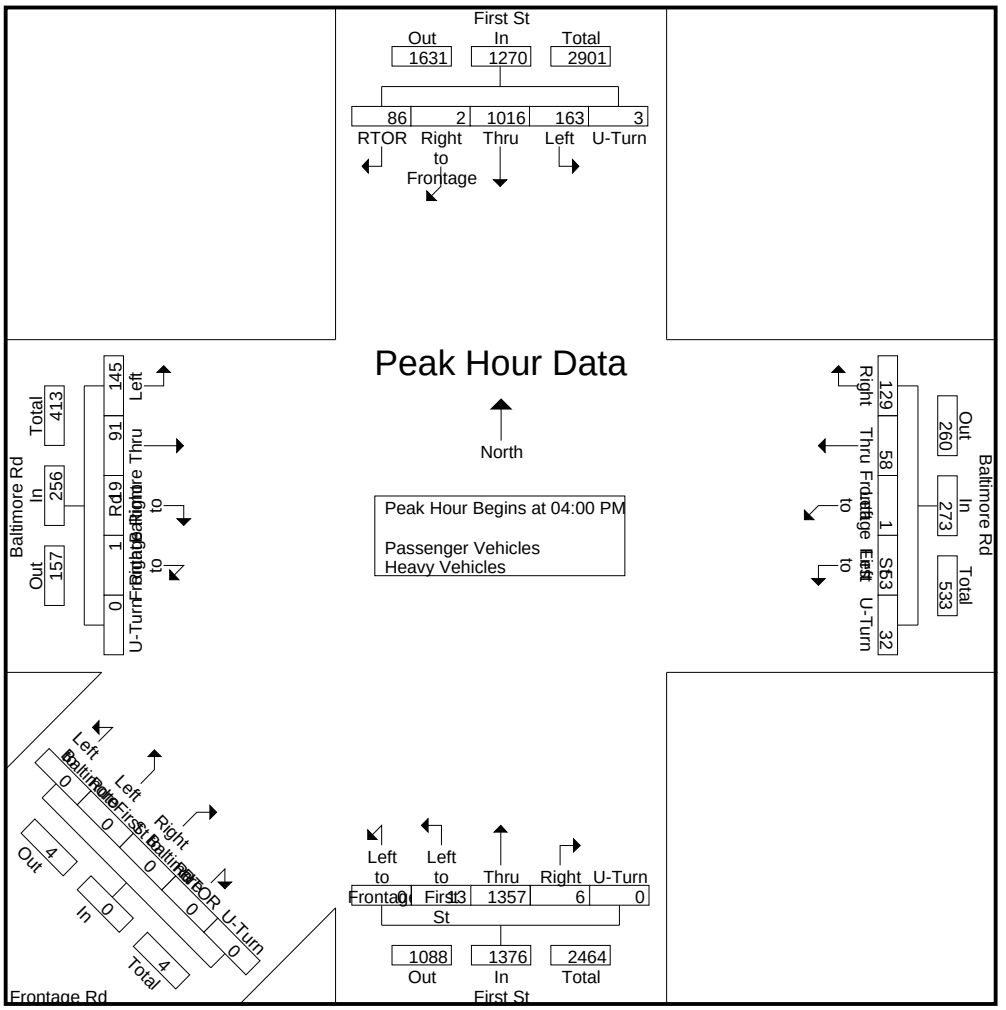
File Name : 17264874
Site Code : 17264874
Start Date : 4/7/2026
Page No : 3



TRUE DATA TO IMPROVE MOBILITY

File Name : 17264874
Site Code : 17264874
Start Date : 4/7/2026
Page No : 4

	First St Southbound							Baltimore Rd Westbound							First St Northbound							Frontage Rd Northeastbound							Baltimore Rd Eastbound							
Start Time	Left	Thru	Right to Frontage Rd	Right to Baltimore Rd	RT OR	U-Turn	App. Total	Left to First St	Left to Frontage Rd	Thru	RT OR	Right	U-Turn	App. Total	Left to Frontage Rd	Left to First St	Thru	RT OR	Right	U-Turn	App. Total	Left to Baltimore Rd	Left to First St	Right to Baltimore Rd	Right to First St	RT OR	U-Turn	App. Total	Left	Thru	RT OR	Right to Baltimore Rd	Right to Frontage Rd	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1																																			
Peak Hour for Entire Intersection Begins at 04:00 PM																																			
04:00 PM	**53**	242	**1**	**25**	0	0	321	13	0	**19**	4	**30**	4	70	0	3	315	0	1	0	319	0	0	0	0	0	0	0	32	27	0	5	**1**	0	65	775
04:15 PM	40	**271**	0	16	0	0	**327**	**17**	0	14	**16**	15	**16**	**78**	0	1	**355**	0	1	0	**357**	0	0	0	0	0	0	0	**42**	18	0	2	0	0	62	**824**
04:30 PM	35	254	0	23	0	**3**	315	13	**1**	8	5	27	5	59	0	**8**	335	0	**2**	0	345	0	0	0	0	0	0	0	41	17	0	**8**	0	0	**66**	785
04:45 PM	35	249	1	22	0	0	307	10	0	17	7	25	7	66	0	1	352	0	2	0	355	0	0	0	0	0	0	0	30	**29**	0	4	0	0	63	791
Total Volume	163	1016	2	86	0	3	1270	53	1	58	32	97	32	273	0	13	1357	0	6	0	1376	0	0	0	0	0	0	0	145	91	0	19	1	0	256	3175
% App. Total	12.8	80	0.2	6.8	0	0.2		19.4	0.4	21.2	11.7	35.5	11.7		0	0.9	98.6	0	0.4	0		0	0	0	0	0	0		56.6	35.5	0	7.4	0.4	0		
PHF	.769	.937	.500	.860	.000	.250	.971	.779	.250	.763	.500	.808	.500	.875	.000	.406	.956	.000	.750	.000	.964	.000	.000	.000	.000	.000	.000	.000	.863	.784	.000	.594	.250	.000	.970	.963



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Richard Montgomery Dr/Dodge St

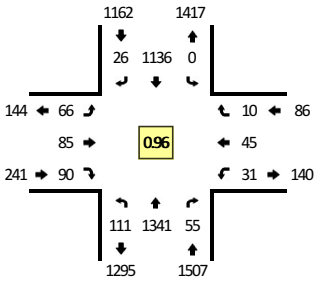
CITY/STATE: Rockville, MD

QC JOB #: 17264876

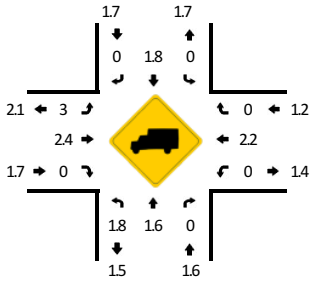
DATE: Thu, Mar 26 2026

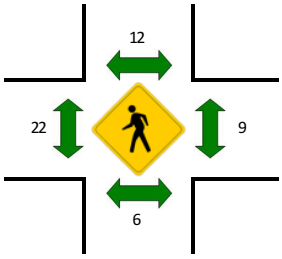
Peak-Hour: 4:45 PM -- 5:45 PM

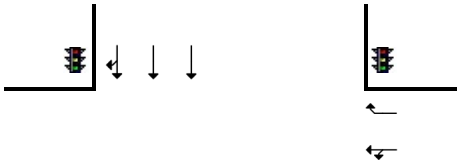
Peak 15-Min: 5:00 PM -- 5:15 PM

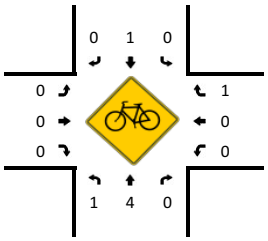


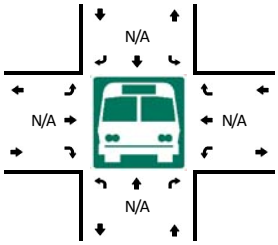
TRUE DATA TO IMPROVE MOBILITY

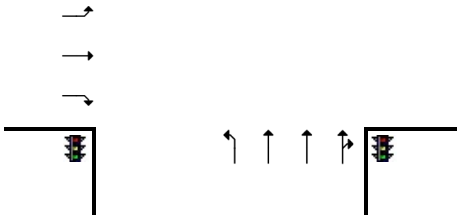


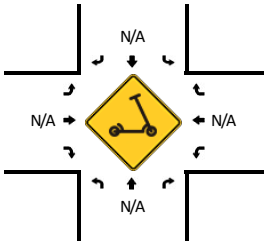












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Richard Montgomery Dr/Dodge St (Eastbound)					Richard Montgomery Dr/Dodge St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	14	243	7	9	0	0	293	5	0	0	13	9	19	0	11	8	6	1	0	0	638	
12:15 PM	15	282	10	8	0	0	312	8	0	0	8	7	14	0	10	6	7	7	0	0	694	
12:30 PM	19	266	13	10	0	0	319	5	0	0	11	9	13	0	8	8	7	2	0	0	690	
12:45 PM	16	272	9	12	0	0	277	8	0	0	10	10	11	0	12	15	9	1	0	0	662	2684
1:00 PM	21	256	6	11	0	0	271	9	0	0	19	12	8	0	9	10	6	0	0	0	638	2684
1:15 PM	10	264	7	9	0	0	270	8	0	0	18	7	12	0	15	5	9	1	0	0	635	2625
1:30 PM	15	281	9	13	0	0	266	10	0	0	14	8	17	0	7	10	7	4	0	0	661	2596
1:45 PM	15	253	10	8	0	0	275	8	0	0	12	17	4	0	16	7	8	1	0	0	634	2568
2:00 PM	15	236	10	12	0	1	311	10	0	0	16	12	14	0	10	8	11	4	0	0	670	2600
2:15 PM	19	292	7	6	0	0	313	17	0	0	13	9	9	0	4	16	17	2	0	0	724	2689
2:30 PM	17	256	12	18	0	0	291	12	0	0	65	28	18	0	5	5	13	5	0	0	745	2773
2:45 PM	10	293	18	10	0	0	237	6	0	0	33	17	21	0	6	16	10	0	0	0	677	2816
3:00 PM	15	255	16	11	0	0	255	10	1	0	18	18	13	0	13	13	8	3	0	0	649	2795
3:15 PM	20	325	18	8	0	0	265	10	0	0	13	29	7	0	19	12	9	4	0	0	739	2810
3:30 PM	23	322	12	7	0	0	266	11	0	0	12	21	12	0	13	8	6	2	0	0	715	2780
3:45 PM	20	289	11	10	0	0	260	9	0	0	18	11	9	0	11	8	10	1	0	0	667	2770
4:00 PM	12	301	8	4	0	0	248	8	1	0	18	13	9	0	15	6	13	3	0	0	659	2780
4:15 PM	9	293	12	13	0	1	276	11	0	0	14	24	9	0	11	8	18	5	0	0	704	2745
4:30 PM	13	314	12	8	0	0	255	10	0	0	24	28	7	0	16	7	4	1	0	0	699	2729
4:45 PM	17	357	12	8	0	0	295	6	0	0	18	19	15	0	12	6	11	2	0	0	778	2840
5:00 PM	19	356	14	8	0	0	293	5	0	0	13	22	13	0	14	8	11	3	0	0	779	2960
5:15 PM	19	302	13	8	0	0	286	11	0	0	21	27	2	0	13	6	14	1	0	0	723	2979
5:30 PM	18	326	16	14	0	0	262	4	0	0	14	17	1	0	20	11	9	4	0	0	716	2996
5:45 PM	13	317	9	9	0	0	294	12	0	0	16	14	10	0	30	5	18	0	0	0	747	2965
6:00 PM	8	328	15	9	0	0	252	6	0	0	12	12	8	0	15	11	4	3	0	0	683	2869
6:15 PM	13	290	15	5	0	0	252	3	0	0	9	10	1	0	11	4	7	3	0	0	623	2769
6:30 PM	13	289	7	7	0	0	235	8	0	0	6	11	9	0	16	5	11	0	0	0	617	2670
6:45 PM	20	271	8	1	0	0	215	6	1	0	14	12	3	0	5	4	9	2	0	0	571	2494
7:00 PM	20	265	11	3	0	1	255	3	0	0	11	13	8	0	14	6	8	2	0	0	620	2431
7:15 PM	15	247	11	8	0	0	205	2	0	0	13	14	4	0	10	5	9	2	0	0	545	2353
7:30 PM	12	249	12	5	0	0	188	5	0	0	8	9	9	0	16	6	10	1	0	0	530	2266
7:45 PM	22	222	9	3	0	0	189	11	0	0	6	12	8	0	2	5	14	1	0	0	504	2199
8:00 PM	13	242	8	4	0	0	164	2	0	0	8	10	1	0	10	2	9	4	0	0	477	2056
8:15 PM	8	217	8	2	0	0	160	6	0	0	6	19	4	0	6	7	7	3	0	0	453	1964
8:30 PM	6	179	8	1	0	0	150	2	0	0	5	4	2	0	4	6	8	3	0	0	378	1812
8:45 PM	7	169	3	4	0	0	145	3	0	0	1	2	3	0	11	4	0	2	0	0	354	1662

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Richard Montgomery Dr/Dodge St (Eastbound)					Richard Montgomery Dr/Dodge St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	6	184	4	4	0	1	136	0	0	0	5	11	2	0	8	1	4	0	0	0	366	1551
9:15 PM	4	164	3	3	0	1	103	2	0	0	2	5	1	0	3	2	1	1	0	0	295	1393
9:30 PM	6	135	4	2	0	1	96	4	0	0	3	4	2	0	6	3	3	3	0	0	272	1287
9:45 PM	7	108	4	3	0	0	104	1	1	0	3	10	4	0	6	1	1	1	0	0	254	1187
10:00 PM	1	123	5	2	0	0	71	3	1	0	10	13	6	0	9	3	2	2	0	0	251	1072
10:15 PM	3	86	3	3	0	0	71	0	0	0	1	3	1	0	5	1	0	0	0	0	177	954
10:30 PM	3	100	2	3	0	1	61	0	0	0	4	7	1	0	4	0	0	2	0	0	188	870
10:45 PM	1	77	2	1	0	0	54	2	0	0	1	2	0	0	5	1	0	2	0	0	148	764
11:00 PM	3	68	1	1	0	1	30	0	0	0	3	5	3	0	4	2	0	1	0	0	122	635
11:15 PM	3	67	2	3	0	0	46	0	0	0	0	2	0	0	0	1	0	1	0	0	125	583
11:30 PM	0	52	2	0	0	0	29	0	0	0	0	2	0	0	1	0	2	2	0	0	90	485
11:45 PM	0	38	2	0	0	0	33	0	0	0	0	0	0	0	2	0	0	1	0	0	76	413

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	1424	56	32	0	0	1172	20	0	0	52	88	108	0	56	32	44	12	0	0	3172
Heavy Trucks	4	36	0			0	20	0			4	0	0			0	0	0			64
Buses																					
Pedestrians		4					12					16					12				44
Bicycles	4	4	0			0	0	0			0	0	0			0	0	0			8
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

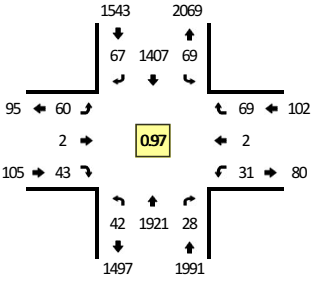
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Ridgemont Ave/Montgomery County Dwy
CITY/STATE: Rockville, MD

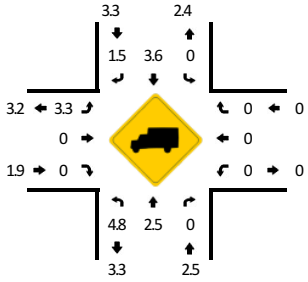
QC JOB #: 17264878
DATE: Tue, Apr 7 2026

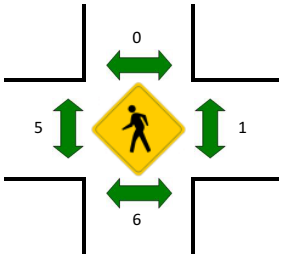
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

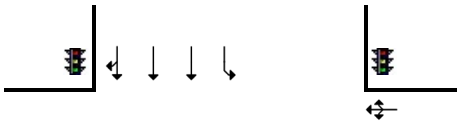


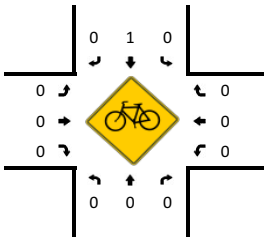


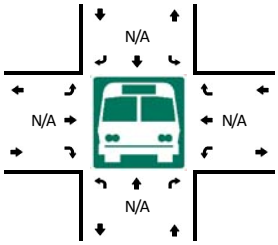
TRUE DATA TO IMPROVE MOBILITY

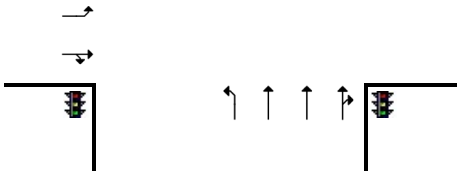


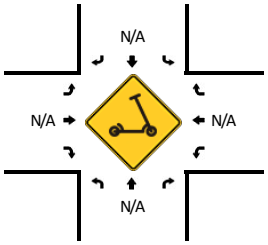












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Ridgemont Ave/Montgomery County Dwy (Eastbound)					Ridgemont Ave/Montgomery County Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	5	325	21	6	0	36	317	5	1	0	4	0	0	0	3	13	2	12	0	23	773	
12:15 PM	2	344	21	0	1	28	320	9	4	1	7	1	2	0	6	13	2	7	0	19	787	
12:30 PM	7	312	23	7	1	26	361	7	5	1	6	1	4	0	2	14	2	15	0	25	819	
12:45 PM	7	348	13	2	2	21	328	9	3	2	13	1	2	0	2	14	3	15	0	16	801	3180
1:00 PM	4	331	12	8	2	26	299	6	2	0	7	2	0	0	5	14	1	6	0	9	734	3141
1:15 PM	6	299	15	9	2	22	301	14	4	2	7	1	1	0	3	13	2	12	0	16	729	3083
1:30 PM	4	321	10	6	1	31	312	10	2	1	7	1	2	0	7	14	0	10	0	16	755	3019
1:45 PM	1	321	26	7	3	35	361	6	4	3	6	1	1	0	4	17	1	12	0	18	827	3045
2:00 PM	5	356	13	2	1	30	302	15	2	0	14	2	2	0	3	16	1	12	0	21	797	3108
2:15 PM	9	372	26	5	4	15	307	1	4	1	6	2	0	0	2	21	1	11	0	24	811	3190
2:30 PM	5	378	16	8	2	38	316	9	1	0	4	0	2	0	4	21	0	9	0	35	848	3283
2:45 PM	8	399	18	8	0	21	317	10	8	3	6	0	1	0	7	9	2	11	0	21	849	3305
3:00 PM	3	375	12	4	5	20	307	5	7	1	14	1	2	0	6	20	1	13	0	13	809	3317
3:15 PM	8	383	11	5	3	25	337	7	2	4	6	1	5	0	3	8	1	6	0	16	831	3337
3:30 PM	3	404	12	7	1	17	339	11	9	0	7	4	2	0	4	8	2	4	0	18	852	3341
3:45 PM	4	398	9	3	1	23	320	9	1	1	9	2	1	0	8	14	2	5	0	12	822	3314
4:00 PM	1	399	5	4	0	20	325	12	5	0	8	1	2	0	4	10	1	8	1	11	817	3322
4:15 PM	12	455	16	3	3	26	344	11	3	0	12	0	1	0	7	8	2	3	0	20	926	3417
4:30 PM	8	446	19	4	0	29	318	7	6	0	18	1	2	0	8	16	0	15	0	23	920	3485
4:45 PM	7	488	8	4	0	17	367	12	3	4	8	1	4	0	5	8	1	2	0	22	961	3624
5:00 PM	5	505	1	4	0	3	340	14	6	1	19	0	4	0	7	5	0	1	0	3	918	3725
5:15 PM	6	482	0	4	0	1	382	26	4	3	15	0	7	0	6	2	1	0	0	3	942	3741
5:30 PM	9	474	0	7	0	0	349	19	5	1	17	0	2	0	9	1	0	0	0	0	893	3714
5:45 PM	9	472	1	6	0	0	316	19	1	3	20	0	2	0	12	1	0	0	0	2	864	3617
6:00 PM	8	489	1	7	0	1	323	24	3	1	13	0	1	0	13	0	0	0	0	2	886	3585
6:15 PM	6	416	0	3	0	0	298	15	1	0	8	0	0	0	6	0	0	0	0	0	753	3396
6:30 PM	11	402	0	8	0	0	272	13	1	1	6	0	1	0	6	0	0	0	0	0	721	3224
6:45 PM	7	391	0	2	0	0	279	15	3	0	8	0	3	0	4	0	0	0	0	0	712	3072
7:00 PM	6	391	0	3	0	0	256	10	2	3	11	0	0	0	5	0	0	0	0	0	687	2873
7:15 PM	10	264	1	5	0	0	247	14	0	0	6	0	2	0	6	1	0	0	0	0	556	2676
7:30 PM	6	298	0	4	0	1	209	12	1	2	14	0	1	0	8	0	0	0	0	0	556	2511
7:45 PM	7	268	0	3	0	0	181	10	0	5	15	0	1	0	15	0	0	0	0	0	505	2304
8:00 PM	5	233	0	13	0	0	182	5	1	2	10	0	1	0	14	0	0	0	0	0	466	2083
8:15 PM	11	232	0	5	0	0	163	12	2	3	7	0	0	0	7	0	0	0	0	0	442	1969
8:30 PM	4	215	0	3	0	0	181	6	1	1	8	0	0	0	6	0	0	0	0	0	425	1838
8:45 PM	3	203	1	3	0	0	184	2	0	1	4	0	0	0	8	1	0	0	0	0	410	1743

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Ridgemont Ave/Montgomery County Dwy (Eastbound)					Ridgemont Ave/Montgomery County Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:00 PM	4	224	0	0	0	0	163	1	1	1	7	0	1	0	7	0	0	0	0	0	409	1686
9:15 PM	7	206	0	4	0	0	129	3	0	0	2	0	1	0	4	0	0	0	0	0	356	1600
9:30 PM	5	178	0	3	0	0	151	2	0	0	12	0	1	0	10	0	0	0	0	0	362	1537
9:45 PM	0	141	0	2	0	0	118	5	0	0	3	0	0	0	0	0	0	0	0	0	269	1396
10:00 PM	1	125	0	3	0	0	86	1	0	1	0	0	0	0	3	0	0	0	0	0	220	1207
10:15 PM	0	128	0	2	0	0	85	2	0	0	1	0	0	0	1	0	0	0	0	0	219	1070
10:30 PM	2	121	0	2	0	0	83	4	0	0	0	0	0	0	0	1	0	0	0	0	213	921
10:45 PM	2	97	0	2	0	0	82	6	0	0	0	0	0	0	2	0	0	0	0	0	191	843
11:00 PM	0	89	0	0	0	0	52	3	0	1	4	0	1	0	0	0	0	0	0	0	150	773
11:15 PM	2	106	0	1	0	0	47	2	0	0	0	0	0	0	1	0	0	0	0	0	159	713
11:30 PM	0	70	0	0	0	0	40	0	0	0	1	0	0	0	0	0	0	0	0	0	111	611
11:45 PM	0	65	0	2	0	0	50	0	1	0	0	0	0	0	2	0	0	0	0	0	120	540

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	1952	32	16	0	68	1468	64	12	16	32	4	36	0	20	32	4	96	0	88	3968
Heavy Trucks	4	32	0			0	64	0			0	0	0			0	0	0			100
Buses																					
Pedestrians		12					0					8					0				20
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

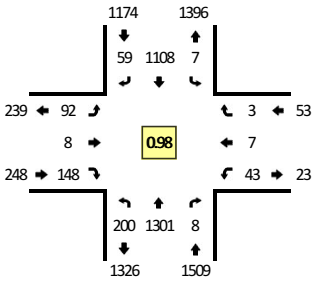
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Beall Ave
CITY/STATE: Rockville, MD

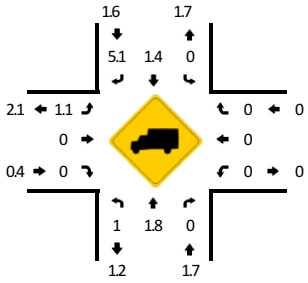
QC JOB #: 17264880
DATE: Thu, Mar 26 2026

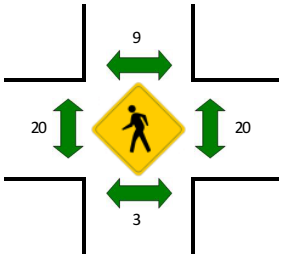
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

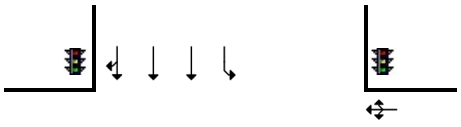


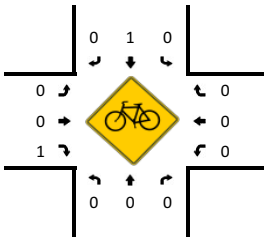


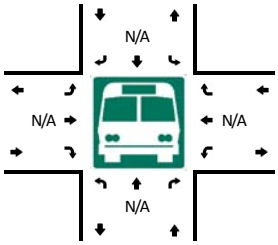
TRUE DATA TO IMPROVE MOBILITY

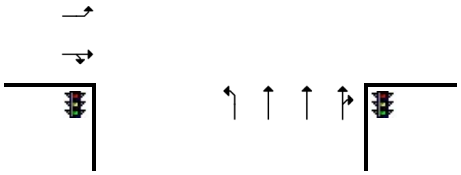


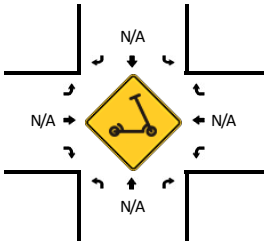












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Beall Ave (Eastbound)					Beall Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	38	281	0	0	0	1	309	11	1	0	24	1	10	0	20	4	0	0	0	2	702	
12:15 PM	37	291	1	0	0	1	255	15	0	0	11	3	13	0	12	10	1	0	0	0	650	
12:30 PM	31	279	5	0	1	1	296	15	0	0	16	2	12	0	28	5	4	0	0	1	696	
12:45 PM	37	268	5	0	0	1	281	11	0	0	19	0	8	0	16	6	3	0	0	1	656	2704
1:00 PM	33	285	2	5	0	4	258	12	0	0	15	1	4	0	29	7	1	0	0	3	659	2661
1:15 PM	21	251	3	2	0	3	292	8	0	0	19	0	7	0	21	3	5	0	0	0	635	2646
1:30 PM	31	251	1	3	1	1	243	9	0	0	21	2	12	0	12	13	2	0	0	0	602	2552
1:45 PM	35	289	2	6	0	0	288	14	0	0	13	1	13	0	21	4	2	0	0	0	688	2584
2:00 PM	25	252	3	3	0	1	287	15	0	0	21	1	13	0	21	5	0	0	0	1	648	2573
2:15 PM	32	277	3	3	0	6	317	15	0	0	13	2	11	0	14	6	3	1	0	1	704	2642
2:30 PM	44	262	1	5	0	3	289	12	0	0	14	1	6	0	27	10	2	1	0	0	677	2717
2:45 PM	31	313	0	3	2	3	283	12	0	0	12	0	5	0	26	6	1	1	0	0	698	2727
3:00 PM	26	274	3	5	0	1	260	13	0	0	18	6	8	0	24	5	2	0	0	0	645	2724
3:15 PM	28	314	3	4	1	6	319	14	0	0	23	6	13	0	11	13	1	0	0	1	757	2777
3:30 PM	28	295	3	6	0	2	282	9	0	0	20	1	21	0	19	3	1	0	0	0	690	2790
3:45 PM	35	324	5	9	0	4	255	9	0	1	12	3	10	0	17	3	3	0	0	0	690	2782
4:00 PM	30	326	2	2	0	4	242	15	0	0	12	2	14	0	9	9	6	0	0	0	673	2810
4:15 PM	37	299	3	3	0	6	303	13	0	0	20	1	18	0	16	5	5	1	0	0	730	2783
4:30 PM	43	320	2	3	0	3	261	20	0	0	28	0	15	0	22	10	1	0	0	1	729	2822
4:45 PM	48	336	4	9	0	3	264	8	0	0	20	2	18	0	25	8	2	1	0	0	748	2880
5:00 PM	31	326	0	4	0	1	306	20	0	0	22	3	23	0	16	12	0	1	0	0	765	2972
5:15 PM	51	319	2	11	0	0	277	11	0	0	22	3	17	0	12	13	4	0	0	0	742	2984
5:30 PM	54	324	1	5	0	2	257	13	0	0	17	1	14	0	28	4	0	0	0	0	720	2975
5:45 PM	38	346	2	4	0	0	254	11	0	0	16	0	11	0	19	8	2	0	0	0	711	2938
6:00 PM	45	330	1	6	1	0	219	10	0	0	24	0	14	0	14	7	5	0	0	1	677	2850
6:15 PM	33	320	1	2	0	2	281	13	0	0	14	0	15	0	22	2	3	0	0	0	708	2816
6:30 PM	37	289	1	9	0	1	202	12	0	0	26	0	10	0	24	4	2	0	0	0	617	2713
6:45 PM	39	277	0	3	0	0	209	8	0	0	15	0	16	0	23	2	2	0	0	1	595	2597
7:00 PM	37	256	0	5	1	2	221	15	0	0	14	0	15	0	23	4	1	0	0	0	594	2514
7:15 PM	27	197	1	4	1	0	185	4	0	0	8	2	3	1	23	2	0	0	0	1	459	2265
7:30 PM	31	196	1	2	1	0	164	5	0	1	7	0	9	0	21	5	0	0	0	1	444	2092
7:45 PM	41	235	1	3	0	0	181	7	0	0	15	3	17	0	14	6	1	0	0	1	525	2022
8:00 PM	30	194	0	4	0	0	175	7	0	0	9	0	6	0	30	1	0	0	0	0	456	1884
8:15 PM	38	180	0	3	0	0	161	7	0	1	10	0	15	0	17	4	0	0	0	0	436	1861
8:30 PM	30	169	0	3	1	0	132	8	0	0	11	2	2	0	26	1	0	0	0	0	385	1802
8:45 PM	25	160	1	4	1	2	180	5	0	0	4	0	8	0	12	5	2	0	0	1	410	1687
9:00 PM	23	148	0	1	0	0	154	6	0	0	12	0	4	0	13	1	0	0	0	0	362	1593

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Beall Ave (Eastbound)					Beall Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	19	146	1	3	0	0	126	3	0	0	9	0	5	0	19	0	0	0	0	1	332	1489
9:30 PM	14	139	1	0	0	1	112	2	0	0	8	0	2	0	21	0	0	0	0	0	300	1404
9:45 PM	13	92	0	1	0	0	104	5	0	0	7	0	15	0	18	0	0	0	0	0	255	1249
10:00 PM	22	94	0	2	0	1	76	3	0	0	3	0	0	0	12	0	0	0	0	0	213	1100
10:15 PM	24	79	0	5	0	0	64	4	0	0	7	0	2	0	6	0	1	0	0	0	192	960
10:30 PM	7	93	0	2	0	0	58	1	0	0	3	1	1	0	10	0	1	0	0	0	177	837
10:45 PM	8	69	0	0	0	0	49	5	0	0	7	1	2	0	4	1	0	0	0	0	146	728
11:00 PM	21	45	0	3	0	0	26	5	0	0	7	0	1	0	9	1	0	0	0	0	118	633
11:15 PM	8	62	0	1	0	0	29	1	0	0	2	0	4	0	6	1	0	0	0	0	114	555
11:30 PM	9	52	0	0	0	0	33	0	0	0	3	0	2	0	5	0	0	0	0	0	104	482
11:45 PM	15	27	0	1	0	0	28	4	0	0	2	0	0	1	6	0	0	0	0	0	84	420

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	124	1304	0	16	0	4	1224	80	0	0	88	12	156	0	64	48	0	4	0	0	3124
Heavy Trucks	0	20	0			0	12	0			0	0	0			0	0	0			32
Buses																					
Pedestrians		8					8					8					36				60
Bicycles	0	0	0			0	4	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

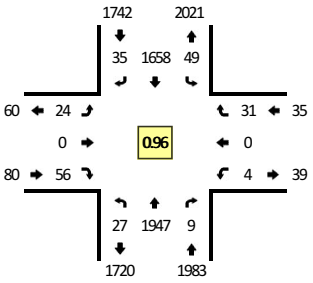
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Talbott St/Business Dwy
CITY/STATE: Rockville, MD

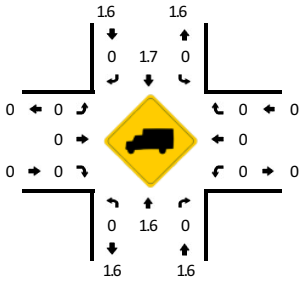
QC JOB #: 17264882
DATE: Thu, Mar 26 2026

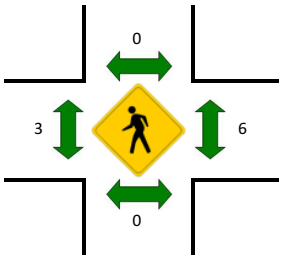
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

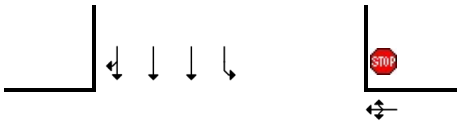


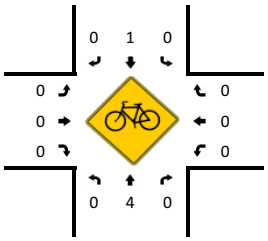


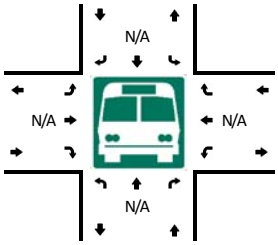
TRUE DATA TO IMPROVE MOBILITY

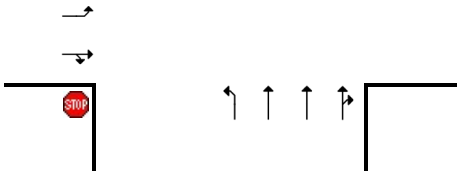


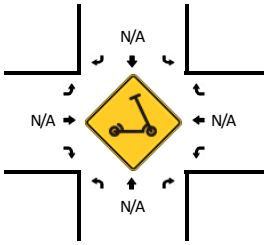












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Talbott St/Business Dwy (Eastbound)					Talbott St/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	6	369	8	1	0	10	404	11	4	0	5	0	14	0	0	0	0	5	0	0	837	
12:15 PM	11	362	3	1	0	7	454	7	5	0	6	0	17	0	0	4	0	2	0	0	879	
12:30 PM	11	381	4	0	0	4	435	6	2	0	6	0	11	0	0	1	0	4	0	0	865	
12:45 PM	8	367	4	1	0	6	465	5	4	0	3	0	16	0	0	1	0	1	0	0	881	3462
1:00 PM	8	392	1	0	0	2	386	9	4	0	5	0	14	0	0	1	0	1	0	0	823	3448
1:15 PM	10	323	3	2	0	3	392	2	6	0	4	0	19	0	0	2	0	4	0	0	770	3339
1:30 PM	7	373	3	1	0	0	404	3	3	0	8	0	13	0	0	0	0	5	0	0	820	3294
1:45 PM	7	348	5	0	0	6	406	8	4	0	3	0	17	0	0	2	0	3	0	0	809	3222
2:00 PM	6	372	8	1	0	6	395	5	4	0	2	0	6	0	0	0	0	3	0	0	808	3207
2:15 PM	6	376	4	0	0	2	446	2	2	0	5	0	12	0	0	1	0	1	0	0	857	3294
2:30 PM	2	376	4	0	0	1	377	3	3	0	7	0	7	0	0	3	0	3	0	0	786	3260
2:45 PM	3	407	3	0	0	6	422	6	3	0	4	0	13	0	0	0	0	4	0	0	871	3322
3:00 PM	6	449	3	1	0	5	370	5	5	0	3	0	17	0	0	0	0	5	0	0	869	3383
3:15 PM	5	454	2	1	0	3	371	6	4	0	6	0	16	0	0	0	0	8	0	0	876	3402
3:30 PM	6	432	2	2	0	10	354	4	3	0	2	0	12	0	0	0	0	5	0	0	832	3448
3:45 PM	6	435	5	1	0	8	385	10	2	0	2	0	5	0	0	0	0	4	0	0	863	3440
4:00 PM	6	449	6	1	0	13	368	4	4	0	7	0	15	0	0	0	0	5	0	0	878	3449
4:15 PM	5	449	1	1	0	12	406	6	4	0	3	0	9	0	0	0	0	3	0	0	899	3472
4:30 PM	10	498	1	1	0	4	387	10	4	0	1	0	17	0	0	2	0	3	0	0	938	3578
4:45 PM	9	482	3	2	0	2	383	7	9	0	4	0	12	0	0	1	0	2	0	0	916	3631
5:00 PM	4	517	2	1	0	6	422	10	7	0	6	0	16	0	0	2	0	4	0	0	997	3750
5:15 PM	5	486	4	0	0	9	414	3	5	0	8	0	10	0	0	1	0	13	0	0	958	3809
5:30 PM	6	470	2	0	0	11	420	9	3	0	5	0	13	0	0	1	0	10	0	0	950	3821
5:45 PM	10	474	1	1	0	4	402	13	4	0	5	0	17	0	0	0	0	4	0	0	935	3840
6:00 PM	4	486	5	0	0	3	386	10	3	0	3	0	19	0	0	0	1	4	0	0	924	3767
6:15 PM	9	456	3	1	0	11	369	5	4	0	6	0	9	0	0	2	0	13	0	0	888	3697
6:30 PM	5	414	3	2	0	7	377	9	3	0	9	0	14	0	0	0	0	6	0	0	849	3596
6:45 PM	5	423	2	1	0	6	347	7	5	0	2	0	16	0	0	1	0	4	2	0	821	3482
7:00 PM	6	356	6	1	0	5	321	11	3	0	2	0	16	0	0	1	0	4	0	0	732	3290
7:15 PM	4	390	3	0	0	8	283	4	3	0	4	0	7	0	0	0	0	13	0	0	719	3121
7:30 PM	3	329	4	0	0	1	307	4	4	0	6	0	9	0	0	1	0	2	0	0	670	2942
7:45 PM	4	288	4	2	0	5	301	4	4	0	6	0	10	0	0	0	0	5	0	0	633	2754
8:00 PM	10	330	4	4	0	4	257	6	4	0	6	0	3	0	0	2	0	2	0	0	632	2654
8:15 PM	4	287	4	2	0	5	261	3	6	0	4	0	8	0	0	2	0	2	0	0	588	2523
8:30 PM	5	268	3	0	0	5	207	4	7	0	8	0	11	0	0	0	0	2	0	0	520	2373
8:45 PM	3	243	2	0	0	7	191	4	6	0	3	0	5	0	0	2	0	1	0	0	467	2207
9:00 PM	1	240	9	0	0	3	214	1	6	0	0	0	3	0	0	2	0	0	0	0	479	2054

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Talbott St/Business Dwy (Eastbound)					Talbott St/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	3	193	4	1	0	6	167	3	4	0	4	0	8	0	0	0	0	0	0	0	393	1859
9:30 PM	4	208	2	1	0	5	159	2	1	0	4	0	7	0	0	3	0	1	0	0	397	1736
9:45 PM	1	177	1	0	0	3	143	1	3	0	7	0	2	0	0	1	0	0	0	0	339	1608
10:00 PM	4	196	4	1	0	2	109	2	1	0	4	2	3	0	0	2	0	1	0	0	331	1460
10:15 PM	6	148	4	1	0	5	84	2	0	0	4	0	6	0	0	2	0	1	0	0	263	1330
10:30 PM	7	136	3	0	0	2	97	0	3	0	11	0	1	0	0	0	0	3	0	0	263	1196
10:45 PM	4	99	4	0	0	1	91	2	2	0	7	0	1	0	0	0	0	0	0	0	211	1068
11:00 PM	4	82	1	1	0	3	73	2	3	0	7	0	5	0	0	2	0	0	0	0	183	920
11:15 PM	5	86	1	1	0	0	62	0	1	0	5	0	2	0	0	0	0	1	0	0	164	821
11:30 PM	2	64	2	0	0	6	47	4	4	0	6	0	2	0	0	1	0	0	0	0	138	696
11:45 PM	3	55	2	1	0	2	43	1	2	0	2	0	3	0	0	4	0	0	0	0	118	603

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	16	2068	8	4	0	24	1688	40	28	0	24	0	64	0	0	8	0	16	0	0	3988
Heavy Trucks	0	44	0			0	40	0			0	0	0			0	0	0			84
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

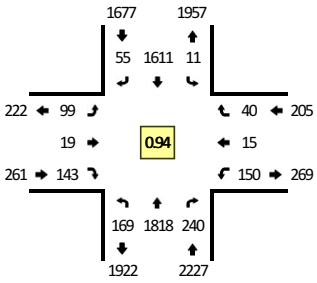
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

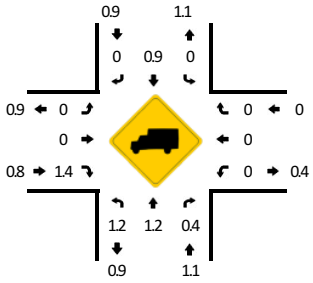
LOCATION: MD 28 -- Hurley Ave
CITY/STATE: Rockville, MD

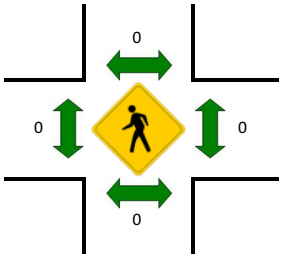
QC JOB #: 17264884
DATE: Tue, Apr 7 2026

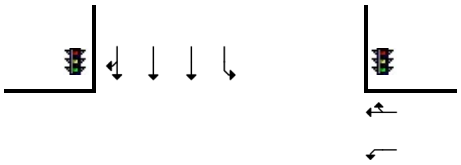
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

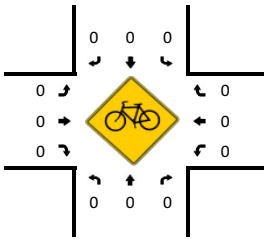


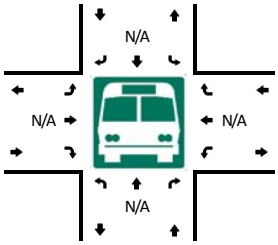


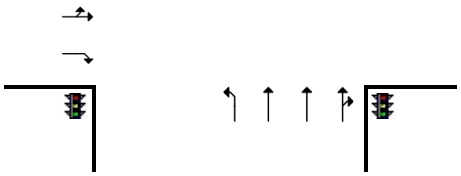


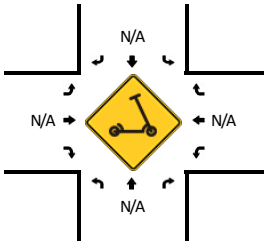












R* = RTOR

15-Min Count Period Beginning At	MD 28 (Northbound)					MD 28 (Southbound)					Hurley Ave (Eastbound)					Hurley Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	27	244	25	3	4	4	280	9	0	1	8	2	22	0	8	34	5	3	0	6	685	
12:15 PM	21	303	39	6	3	4	307	10	0	1	9	7	15	0	3	25	5	9	0	4	771	
12:30 PM	31	310	17	5	3	6	274	5	0	3	15	6	17	0	6	38	4	3	0	5	748	
12:45 PM	26	293	28	5	6	4	305	6	0	2	23	5	25	0	8	48	8	4	0	2	798	3002
1:00 PM	23	293	29	3	7	2	287	5	0	1	15	3	17	0	9	33	4	5	0	1	737	3054
1:15 PM	23	306	25	1	1	4	240	9	0	3	5	4	16	0	5	32	6	3	0	5	688	2971
1:30 PM	27	287	35	3	0	3	271	15	0	0	13	1	23	0	9	28	2	3	0	4	724	2947
1:45 PM	26	314	23	3	4	2	274	9	0	1	23	2	14	0	7	31	4	1	0	2	740	2889
2:00 PM	22	324	17	3	4	6	300	14	0	2	17	4	21	0	9	34	3	3	0	2	785	2937
2:15 PM	30	333	21	6	4	1	281	12	0	0	12	7	20	0	2	25	5	0	0	2	761	3010
2:30 PM	30	315	20	6	3	4	284	7	0	3	16	5	30	0	3	38	8	1	0	3	776	3062
2:45 PM	33	382	33	2	5	1	316	7	0	1	25	4	38	0	1	34	3	3	0	0	888	3210
3:00 PM	58	362	28	6	6	3	320	17	0	1	16	7	31	0	17	30	2	1	0	3	908	3333
3:15 PM	42	403	38	8	2	1	340	14	0	1	23	5	33	0	5	32	7	1	0	4	959	3531
3:30 PM	34	379	37	6	6	2	333	16	0	2	39	3	34	0	2	33	3	4	0	1	934	3689
3:45 PM	33	398	37	4	10	4	300	11	0	0	31	4	19	0	3	30	2	3	0	3	892	3693
4:00 PM	35	367	36	6	3	2	368	20	0	1	20	8	31	0	6	29	1	3	0	3	939	3724
4:15 PM	37	373	50	5	4	1	390	20	0	0	23	10	32	0	3	38	9	6	0	2	1003	3768
4:30 PM	26	384	35	7	4	4	389	20	0	2	28	11	32	0	1	22	8	4	0	3	980	3814
4:45 PM	60	385	57	5	5	1	364	14	0	1	36	7	32	0	2	25	5	5	0	1	1005	3927
5:00 PM	44	407	57	7	6	4	410	12	0	0	35	6	33	0	0	29	3	6	0	4	1063	4051
5:15 PM	38	466	69	7	8	2	435	17	0	0	24	5	32	0	4	46	4	5	0	6	1168	4216
5:30 PM	34	474	43	2	3	4	397	17	0	1	21	4	34	1	1	35	3	9	0	3	1086	4322
5:45 PM	35	471	49	2	5	0	369	8	1	0	18	4	33	0	6	40	5	4	0	3	1053	4370
6:00 PM	37	442	51	5	8	1	336	12	1	0	19	4	22	0	4	40	1	3	0	3	989	4296
6:15 PM	43	398	44	5	4	3	292	15	0	1	16	17	25	1	5	46	8	7	0	3	933	4061
6:30 PM	31	468	38	5	9	3	269	9	0	1	20	8	15	0	9	42	4	4	0	3	938	3913
6:45 PM	42	383	42	6	5	6	235	10	0	1	17	2	22	0	5	30	3	1	0	4	814	3674
7:00 PM	33	276	48	4	4	0	239	17	0	1	10	4	18	0	18	34	6	6	0	2	720	3405
7:15 PM	45	285	38	2	5	1	223	12	0	3	16	3	18	0	4	39	3	3	0	3	703	3175
7:30 PM	28	254	28	1	8	2	196	14	0	4	11	4	6	0	7	45	9	5	0	3	625	2862
7:45 PM	41	234	35	2	5	2	159	9	1	4	3	8	13	0	6	36	7	3	0	2	570	2618
8:00 PM	29	221	28	1	1	4	146	6	0	1	7	4	12	1	4	42	10	2	0	4	523	2421
8:15 PM	34	185	22	2	5	1	162	9	0	2	8	6	9	0	5	32	0	5	0	1	488	2206
8:30 PM	11	203	23	5	3	1	108	4	0	0	9	2	8	0	5	48	4	3	0	4	441	2022
8:45 PM	17	190	18	4	3	5	125	2	0	5	2	1	3	0	4	39	3	1	0	3	425	1877
9:00 PM	19	189	18	1	2	4	131	3	0	0	6	1	4	0	5	46	3	2	0	7	441	1795

15-Min Count Period Beginning At	MD 28 (Northbound)					MD 28 (Southbound)					Hurley Ave (Eastbound)					Hurley Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	13	177	19	3	4	2	103	6	0	1	3	4	8	0	8	45	6	4	0	4	410	1717
9:30 PM	12	140	9	3	1	4	100	1	0	3	5	0	18	0	11	38	6	2	0	0	353	1629
9:45 PM	14	117	10	3	3	2	73	2	0	3	4	2	4	0	5	31	2	0	0	4	279	1483
10:00 PM	2	118	13	0	0	1	78	3	0	1	1	1	4	0	3	24	1	1	0	3	254	1296
10:15 PM	12	118	5	2	0	0	67	1	0	1	3	1	2	0	1	25	1	1	0	0	240	1126
10:30 PM	15	92	7	2	0	2	60	1	0	1	1	0	1	0	4	34	1	3	0	2	226	999
10:45 PM	11	79	2	1	0	2	41	3	0	2	2	0	2	0	5	21	3	3	0	2	179	899
11:00 PM	10	50	0	1	0	1	60	1	0	0	2	1	3	0	4	23	0	3	0	4	163	808
11:15 PM	4	52	0	3	0	0	49	0	0	0	5	0	0	0	3	15	0	0	0	0	131	699
11:30 PM	6	43	1	1	0	0	41	1	0	0	1	1	2	0	3	5	1	0	0	0	106	579
11:45 PM	1	39	0	1	0	0	18	0	0	0	1	0	0	0	3	0	0	0	0	0	63	463

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	152	1864	308	28	32	8	1740	68	0	0	96	20	144	0	16	184	16	44	0	24	4744
Heavy Trucks	4	24	0			0	16	0			0	0	4			0	0	0			48
Buses																					
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

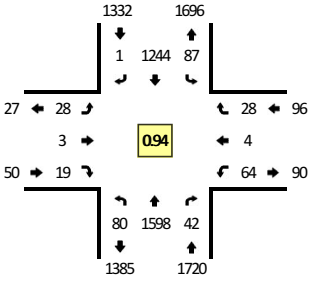
Type of peak hour being reported: Intersection Peak

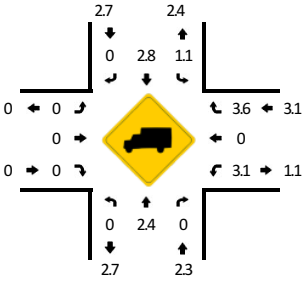
Method for determining peak hour: Total Entering Volume

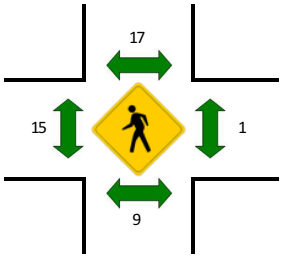
LOCATION: MD 355 -- Business Dwy/Frederick Ave
CITY/STATE: Rockville, MD

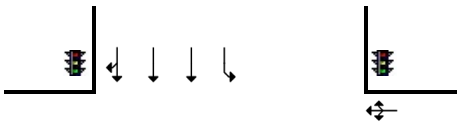
QC JOB #: 17264886
DATE: Thu, Mar 26 2026

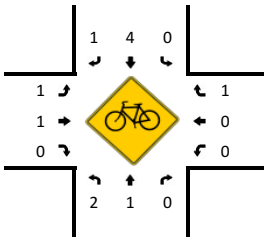
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

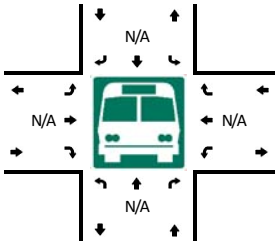




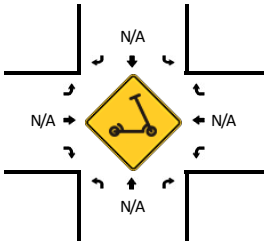












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Business Dwy/Frederick Ave (Eastbound)					Business Dwy/Frederick Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	3	301	13	6	0	13	335	3	14	0	6	0	1	0	4	15	0	3	0	4	721	
12:15 PM	5	296	9	15	4	13	329	2	13	0	4	1	1	0	2	18	2	3	0	4	721	
12:30 PM	9	304	8	15	2	19	313	2	8	0	6	1	1	0	3	11	1	5	0	8	716	
12:45 PM	5	343	12	12	3	11	328	0	14	0	2	0	1	0	3	15	0	4	0	10	763	2921
1:00 PM	6	308	11	13	3	29	306	0	12	0	7	1	1	0	0	23	0	3	0	6	729	2929
1:15 PM	6	296	14	14	1	11	353	1	21	0	1	1	3	0	4	21	1	14	0	5	767	2975
1:30 PM	10	318	11	21	0	10	282	1	12	0	6	1	3	0	3	15	0	2	0	6	701	2960
1:45 PM	5	315	11	15	1	17	306	1	11	0	7	2	2	0	3	11	3	6	0	5	721	2918
2:00 PM	3	303	10	14	2	13	332	1	13	0	7	0	0	0	0	13	0	2	0	10	723	2912
2:15 PM	6	315	12	12	4	9	373	0	11	0	7	0	0	0	2	16	1	1	0	5	774	2919
2:30 PM	2	309	8	12	0	9	328	1	4	1	7	0	0	0	2	17	0	5	0	6	711	2929
2:45 PM	7	357	7	12	3	8	320	1	14	0	3	0	2	0	1	16	0	1	0	1	753	2961
3:00 PM	5	306	8	12	2	12	304	2	6	2	9	1	2	0	2	21	0	2	0	2	698	2936
3:15 PM	3	368	8	11	2	10	308	0	9	0	8	0	2	0	3	13	0	3	0	6	754	2916
3:30 PM	4	389	8	12	1	9	296	1	7	0	0	0	1	0	3	16	0	4	0	9	760	2965
3:45 PM	5	356	10	12	0	7	282	0	12	0	3	0	1	0	1	9	1	4	0	5	708	2920
4:00 PM	4	369	10	8	1	12	294	3	10	0	5	0	4	0	3	15	1	3	0	7	749	2971
4:15 PM	6	363	9	13	2	13	316	1	14	0	6	0	2	0	5	15	0	4	0	2	771	2988
4:30 PM	2	409	8	13	0	11	287	0	14	0	10	0	2	0	1	14	1	5	0	5	782	3010
4:45 PM	3	395	14	11	3	7	313	0	8	0	6	0	4	0	3	11	0	5	0	1	784	3086
5:00 PM	11	416	7	10	0	18	344	1	9	0	9	1	2	0	2	21	2	0	0	1	854	3191
5:15 PM	6	378	9	24	1	9	300	0	11	0	3	2	1	0	4	18	1	5	0	6	778	3198
5:30 PM	5	377	8	11	0	15	255	0	9	0	6	0	2	0	3	15	0	1	0	9	716	3132
5:45 PM	8	345	11	9	1	11	264	0	9	0	5	0	2	0	4	12	1	2	0	5	689	3037
6:00 PM	11	351	10	16	2	13	249	0	14	0	5	1	2	0	0	10	0	2	0	7	693	2876
6:15 PM	4	330	8	7	0	4	280	1	12	0	7	0	3	0	1	14	1	2	0	1	675	2773
6:30 PM	4	300	5	13	1	13	227	0	11	0	13	0	3	0	1	8	1	1	0	6	607	2664
6:45 PM	3	321	5	16	0	11	231	0	7	0	4	1	3	0	1	18	0	2	0	0	623	2598
7:00 PM	4	277	9	13	1	8	238	0	11	0	5	1	2	0	2	18	0	2	0	2	593	2498
7:15 PM	8	236	3	5	0	7	188	1	12	0	4	0	0	0	4	13	0	4	0	3	488	2311
7:30 PM	4	217	5	8	0	4	169	1	6	0	9	2	2	0	3	10	0	3	0	2	445	2149
7:45 PM	4	242	1	6	3	5	193	0	8	0	3	0	4	0	2	9	0	3	0	2	485	2011
8:00 PM	2	207	3	5	1	5	183	0	3	0	1	0	1	0	0	8	0	0	0	0	419	1837
8:15 PM	0	217	4	6	0	5	159	0	5	0	0	0	0	0	1	6	0	1	0	5	409	1758
8:30 PM	0	192	2	1	0	7	125	0	13	0	2	0	0	0	0	6	0	1	0	3	352	1665
8:45 PM	0	176	3	0	0	6	179	0	6	0	0	0	0	0	2	6	0	0	0	1	379	1559
9:00 PM	0	164	5	2	0	5	165	0	12	0	0	0	1	0	0	7	0	1	0	1	363	1503

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Business Dwy/Frederick Ave (Eastbound)					Business Dwy/Frederick Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	0	179	0	0	0	4	129	0	4	0	1	0	1	0	0	8	0	0	0	0	326	1420
9:30 PM	0	148	1	3	0	4	113	0	3	0	0	0	0	0	0	1	0	0	0	3	276	1344
9:45 PM	0	121	3	3	0	4	102	0	1	0	0	0	0	0	0	2	0	0	0	0	236	1201
10:00 PM	0	112	2	3	0	1	70	0	2	0	0	0	0	0	0	6	0	0	0	2	198	1036
10:15 PM	0	96	4	3	1	2	65	0	0	0	0	0	0	0	0	2	0	1	0	1	175	885
10:30 PM	0	97	2	3	0	4	51	0	3	0	0	0	0	0	0	6	0	0	0	0	166	775
10:45 PM	0	78	2	1	0	2	43	0	2	0	0	0	0	0	0	2	0	0	0	2	132	671
11:00 PM	0	56	0	1	1	1	38	0	1	0	0	0	0	0	0	7	0	0	0	0	105	578
11:15 PM	0	72	2	0	0	1	36	0	1	0	0	0	0	0	0	1	0	1	0	0	114	517
11:30 PM	0	62	1	2	0	1	34	0	0	0	0	0	0	0	0	3	0	3	0	0	106	457
11:45 PM	0	31	0	0	0	1	36	0	0	0	0	0	0	0	0	0	0	0	0	1	69	394

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	44	1664	28	40	0	72	1376	4	36	0	36	4	16	0	8	84	8	4	0	4	3428
Heavy Trucks	0	28	0			4	24	0			0	0	0			4	0	0			60
Buses																					
Pedestrians		8					20					12					0				40
Bicycles	4	4	0			0	0	4			0	0	0			0	0	4			16
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: MD 355 -- Mt Vernon Pl/Business Dwy

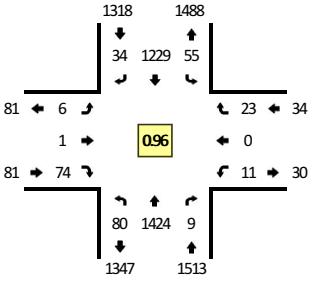
CITY/STATE: Rockville, MD

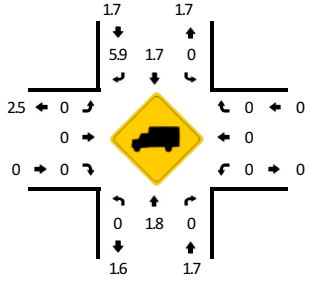
QC JOB #: 17264890

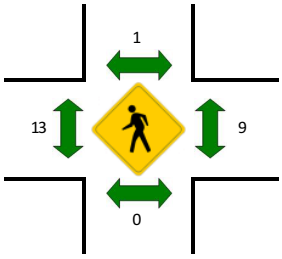
DATE: Thu, Mar 26 2026

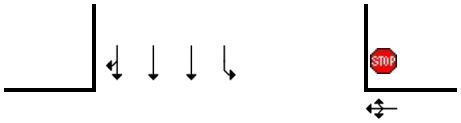
Peak-Hour: 4:45 PM -- 5:45 PM

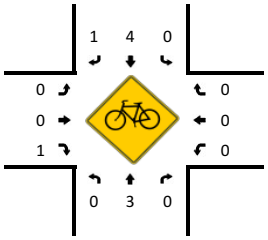
Peak 15-Min: 5:00 PM -- 5:15 PM

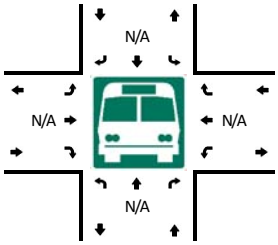




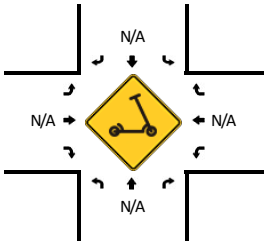












R* = RTOR

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mt Vernon Pl/Business Dwy (Eastbound)					Mt Vernon Pl/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
12:00 PM	13	269	10	7	0	5	318	10	5	0	0	0	7	0	0	2	0	7	0	0	653	
12:15 PM	10	284	4	7	0	8	329	4	8	0	3	1	13	0	0	7	1	9	0	0	688	
12:30 PM	14	321	1	12	0	10	351	6	7	0	3	0	14	0	0	2	0	9	0	0	750	
12:45 PM	12	274	7	9	0	7	307	1	9	0	1	0	16	0	0	2	0	5	0	0	650	2741
1:00 PM	7	269	3	12	0	10	295	5	5	0	1	0	13	0	0	4	0	4	0	0	628	2716
1:15 PM	12	289	3	7	0	6	288	10	8	0	1	0	12	0	0	3	1	9	0	0	649	2677
1:30 PM	10	296	4	14	0	7	289	5	9	0	1	0	20	0	0	2	0	7	0	0	664	2591
1:45 PM	15	268	5	17	0	8	292	5	2	0	4	0	15	0	0	3	0	2	0	0	636	2577
2:00 PM	10	277	8	14	0	6	329	5	10	0	1	0	11	0	0	2	1	7	0	0	681	2630
2:15 PM	14	297	4	4	0	6	320	11	12	0	1	0	13	0	0	3	1	5	0	0	691	2672
2:30 PM	7	285	1	14	0	5	322	6	9	0	3	1	47	0	0	0	0	7	0	0	707	2715
2:45 PM	17	314	5	7	0	3	285	1	3	0	1	0	25	0	0	5	1	7	0	0	674	2753
3:00 PM	6	280	5	6	0	5	286	2	5	0	4	0	15	0	0	4	0	3	0	0	621	2693
3:15 PM	12	345	4	8	0	8	292	3	8	0	6	1	19	0	0	2	2	6	0	0	716	2718
3:30 PM	6	350	3	11	0	4	294	7	4	0	3	0	13	1	0	5	0	9	0	0	710	2721
3:45 PM	11	313	3	7	0	6	284	6	8	0	3	1	14	0	0	2	0	4	0	0	662	2709
4:00 PM	20	314	6	7	0	1	272	4	5	0	3	0	26	0	0	1	1	4	0	0	664	2752
4:15 PM	20	313	7	7	0	9	289	3	7	0	1	0	12	0	0	3	0	8	0	0	679	2715
4:30 PM	19	336	5	3	0	5	264	10	5	0	2	1	17	0	0	3	0	5	0	0	675	2680
4:45 PM	11	379	1	6	0	10	312	12	10	0	1	1	12	0	0	2	0	5	0	0	762	2780
5:00 PM	14	370	2	9	0	2	321	8	6	0	3	0	19	0	0	5	0	7	0	0	766	2882
5:15 PM	10	324	3	11	0	3	295	8	6	0	1	0	22	0	0	3	0	4	0	0	690	2893
5:30 PM	12	351	3	7	0	5	301	6	13	0	1	0	21	0	0	1	0	7	0	0	728	2946
5:45 PM	16	331	4	12	0	8	328	5	4	0	4	0	20	0	0	1	0	6	0	0	739	2923
6:00 PM	17	349	0	11	0	8	282	6	8	0	4	0	24	0	0	3	2	11	0	0	725	2882
6:15 PM	21	293	2	9	0	4	261	3	6	0	1	0	14	0	0	4	0	6	0	0	624	2816
6:30 PM	21	318	0	8	0	4	265	5	4	0	1	0	25	0	0	3	0	4	0	0	658	2746
6:45 PM	15	281	0	7	0	7	222	2	1	0	1	0	11	0	0	1	0	7	0	0	555	2562
7:00 PM	10	279	1	11	0	6	260	5	1	0	3	1	17	0	0	3	0	6	0	0	603	2440
7:15 PM	15	268	4	6	0	4	223	5	3	0	3	0	10	0	0	0	0	4	0	0	545	2361
7:30 PM	15	268	2	12	0	4	220	5	2	0	1	1	8	0	0	2	0	7	0	0	547	2250
7:45 PM	8	235	0	8	0	4	206	1	7	0	2	0	14	0	0	4	1	5	0	0	495	2190
8:00 PM	9	262	4	12	0	3	180	4	5	0	3	0	11	0	0	3	0	3	0	0	499	2086
8:15 PM	11	217	2	10	0	5	169	1	3	0	1	0	19	0	0	4	0	6	0	0	448	1989
8:30 PM	9	190	1	7	0	2	158	1	2	0	4	0	9	0	0	5	0	3	0	0	391	1833
8:45 PM	7	177	1	4	0	1	158	1	1	0	0	0	7	0	0	0	0	1	0	0	358	1696
9:00 PM	8	187	1	5	0	3	155	4	1	0	0	0	4	0	0	1	1	2	0	0	372	1569

15-Min Count Period Beginning At	MD 355 (Northbound)					MD 355 (Southbound)					Mt Vernon Pl/Business Dwy (Eastbound)					Mt Vernon Pl/Business Dwy (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
9:15 PM	8	168	0	8	0	1	107	3	3	0	3	0	13	0	0	1	0	1	0	0	316	1437
9:30 PM	4	143	1	1	0	0	106	1	2	0	0	0	7	0	0	1	0	1	0	0	267	1313
9:45 PM	6	122	1	6	0	3	109	2	1	0	3	0	3	0	0	3	0	0	0	0	259	1214
10:00 PM	4	133	1	8	0	0	88	3	2	0	1	0	10	0	0	0	0	0	0	0	250	1092
10:15 PM	7	83	1	6	0	1	73	5	0	0	1	0	7	0	0	0	0	0	0	0	184	960
10:30 PM	4	111	1	3	0	0	63	1	2	0	1	0	7	0	0	0	0	0	0	0	193	886
10:45 PM	3	76	0	4	0	0	55	0	1	0	0	1	2	0	0	0	1	0	0	0	143	770
11:00 PM	4	73	0	5	0	0	36	2	1	0	0	0	2	0	0	0	0	0	0	0	123	643
11:15 PM	1	62	0	4	0	0	46	0	2	0	2	0	4	0	0	0	0	0	0	0	121	580
11:30 PM	2	54	0	4	0	0	30	0	1	0	1	0	2	0	0	0	0	0	0	0	94	481
11:45 PM	4	42	0	1	0	0	34	0	0	0	0	0	1	0	0	2	0	0	0	0	84	422

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	56	1480	8	36	0	8	1284	32	24	0	12	0	76	0	0	20	0	28	0	0	3064
Heavy Trucks	0	32	0			0	24	0			0	0	0			0	0	0			56
Buses																					
Pedestrians		0					0					12					20				32
Bicycles	0	8	0			0	4	0			0	0	4			0	0	0			16
Scooters																					

Comments:

Report generated on 4/17/2026 12:21 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

This appendix contains Synchro analysis tables for the existing conditions Analysis for the AM and PM peak periods.

AM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	39	414	13	19	850
Future Volume (vph)	7	39	414	13	19	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	205	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.886		0.996			
Flt Protected	0.992				0.950	
Satd. Flow (prot)	1629	0	3359	0	1719	3539
Flt Permitted	0.992				0.950	
Satd. Flow (perm)	1629	0	3359	0	1719	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	427		463			428
Travel Time (s)	9.7		10.5			9.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	3%	7%	8%	5%	2%
Adj. Flow (vph)	8	43	460	14	21	944
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	0	474	0	21	944
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		15			17
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	7	39	414	13	19	850
Future Volume (Veh/h)	7	39	414	13	19	850
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	43	460	14	21	944
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	981	237			474	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	981	237			474	
tC, single (s)	6.8	7.0			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	94			98	
cM capacity (veh/h)	245	761			1063	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	51	307	167	21	472	472
Volume Left	8	0	0	21	0	0
Volume Right	43	0	14	0	0	0
cSH	572	1700	1700	1063	1700	1700
Volume to Capacity	0.09	0.18	0.10	0.02	0.28	0.28
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s/veh)	11.9	0.0	0.0	8.5	0.0	0.0
Lane LOS	B			A		
Approach Delay (s/veh)	11.9	0.0		0.2		
Approach LOS	B					

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	33.5%	ICU Level of Service	A
Analysis Period (min)	15		

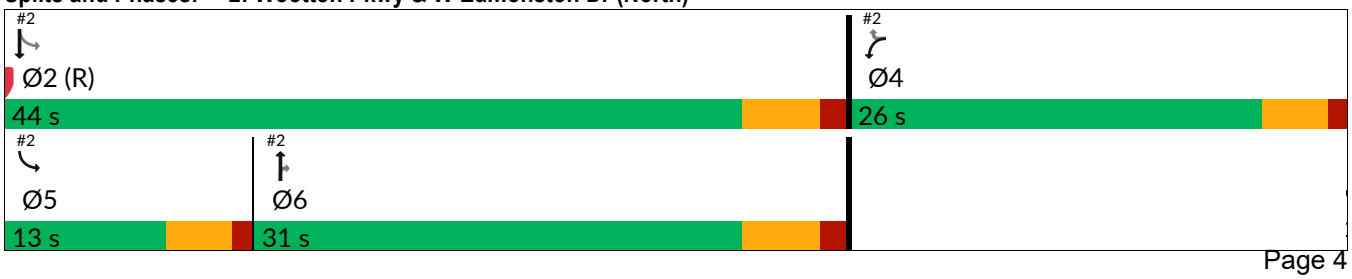


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	403	42	456	625	31	694
Future Volume (vph)	403	42	456	625	31	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0		200	430	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		1.00				
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3400	1538	3312	1599	1597	3343
Flt Permitted	0.950				0.428	
Satd. Flow (perm)	3400	1535	3312	1599	720	3343
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		44		658		
Link Speed (mph)	30		30			30
Link Distance (ft)	495		674			744
Travel Time (s)	11.3		15.3			16.9
Confl. Peds. (#/hr)		2				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	5%	9%	1%	13%	8%
Adj. Flow (vph)	424	44	480	658	33	731
Shared Lane Traffic (%)						
Lane Group Flow (vph)	424	44	480	658	33	731
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		30			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	25.5	25.5	30.5	30.5	9.5	30.5
Total Split (s)	26.0	26.0	31.0	31.0	13.0	44.0
Total Split (%)	37.1%	37.1%	44.3%	44.3%	18.6%	62.9%
Maximum Green (s)	21.5	21.5	25.5	25.5	8.5	38.5
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	3.0
Recall Mode	None	None	Max	Max	None	C-Max
Walk Time (s)	7.0	7.0				
Flash Don't Walk (s)	14.0	14.0				
Pedestrian Calls (#/hr)	2	2				
Act Effct Green (s)	14.6	14.6	41.3	41.3	46.4	45.4
Actuated g/C Ratio	0.21	0.21	0.59	0.59	0.66	0.65
v/c Ratio	0.60	0.12	0.25	0.54	0.06	0.34
Control Delay (s/veh)	28.1	7.6	9.2	3.2	5.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	7.6	9.2	3.2	5.6	6.7
LOS	C	A	A	A	A	A
Approach Delay (s/veh)	26.1		5.8			6.6
Approach LOS	C		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Wootton Pkwy & W Edmonston Dr (North)





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	424	44	480	658	33	731
v/c Ratio	0.60	0.12	0.25	0.54	0.06	0.34
Control Delay (s/veh)	28.1	7.6	9.2	3.2	5.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	7.6	9.2	3.2	5.6	6.7
Queue Length 50th (ft)	88	0	39	0	4	65
Queue Length 95th (ft)	114	21	116	60	18	128
Internal Link Dist (ft)	415		594			664
Turn Bay Length (ft)	125			200	430	
Base Capacity (vph)	1044	501	1953	1212	583	2167
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.09	0.25	0.54	0.06	0.34

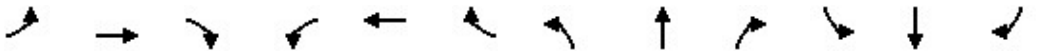
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	403	42	456	625	31	694
Future Volume (vph)	403	42	456	625	31	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	1535	3312	1599	1597	3343
Flt Permitted	0.95	1.00	1.00	1.00	0.43	1.00
Satd. Flow (perm)	3400	1535	3312	1599	720	3343
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	424	44	480	658	33	731
RTOR Reduction (vph)	0	35	0	295	0	0
Lane Group Flow (vph)	424	9	480	363	33	731
Confl. Peds. (#/hr)		2				
Heavy Vehicles (%)	3%	5%	9%	1%	13%	8%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	14.6	14.6	38.6	38.6	45.4	45.4
Effective Green, g (s)	14.6	14.6	38.6	38.6	45.4	45.4
Actuated g/C Ratio	0.21	0.21	0.55	0.55	0.65	0.65
Clearance Time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	3.0
Lane Grp Cap (vph)	709	320	1826	881	495	2168
v/s Ratio Prot	c0.12		0.14		0.00	c0.22
v/s Ratio Perm		0.01		c0.23	0.04	
v/c Ratio	0.60	0.03	0.26	0.41	0.07	0.34
Uniform Delay, d1	25.0	22.1	8.2	9.1	4.6	5.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.0	0.4	1.4	0.0	0.4
Delay (s)	26.4	22.1	8.6	10.5	4.6	6.0
Level of Service	C	C	A	B	A	A
Approach Delay (s/veh)	26.0		9.7			5.9
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	4	20	13	17	19	11	80	4	15	151	5
Future Volume (vph)	9	4	20	13	17	19	11	80	4	15	151	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.919			0.948			0.995			0.996	
Flt Protected		0.986			0.987			0.994			0.996	
Satd. Flow (prot)	0	1441	0	0	1526	0	0	1727	0	0	1775	0
Flt Permitted		0.986			0.987			0.994			0.996	
Satd. Flow (perm)	0	1441	0	0	1526	0	0	1727	0	0	1775	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		165			223			220			257	
Travel Time (s)		3.8			5.1			5.0			5.8	
Confl. Peds. (#/hr)	6		3	3		6	14		8	8		14
Confl. Bikes (#/hr)									1			
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 (%)	22%	0%	22%	23%	12%	16%	9%	8%	25%	0%	7%	0%
Adj. Flow (vph)	10	4	21	14	18	20	12	85	4	16	161	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	52	0	0	101	0	0	182	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	4	20	13	17	19	11	80	4	15	151	5
Future Volume (Veh/h)	9	4	20	13	17	19	11	80	4	15	151	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	10	4	21	14	18	20	12	85	4	16	161	5
Pedestrians		14			8			3			6	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			1			0			1	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	356	331	181	341	331	101	180			97		
vC1, stage 1 conf vol	210	210		119	119							
vC2, stage 2 conf vol	146	121		222	212							
vCu, unblocked vol	356	331	181	341	331	101	180			97		
tC, single (s)	7.3	6.5	6.4	7.3	6.6	6.4	4.2			4.1		
tC, 2 stage (s)	6.3	5.5		6.3	5.6							
tF (s)	3.7	4.0	3.5	3.7	4.1	3.4	2.3			2.2		
p0 queue free %	98	99	97	98	97	98	99			99		
cM capacity (veh/h)	648	665	800	650	640	905	1336			1498		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	35	52	101	182
Volume Left	10	14	12	16
Volume Right	21	20	4	5
cSH	734	725	1336	1498
Volume to Capacity	0.05	0.07	0.00*	0.01
Queue Length 95th (ft)	4	6	1	1
Control Delay (s/veh)	10.2	10.4	1.0	0.7
Lane LOS	B	B	A	A
Approach Delay (s/veh)	10.2	10.4	1.0	0.7
Approach LOS	B	B		

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

* Value less than 0.01.

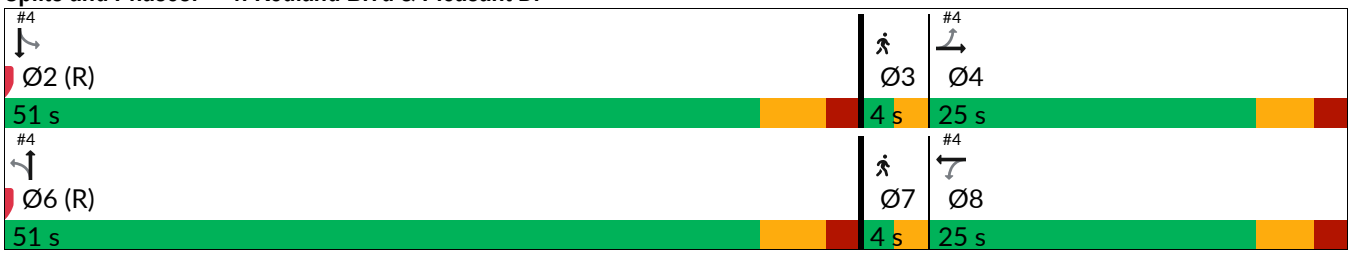
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	10	8	6	5	4	8	306	5	0	474	25
Future Volume (vph)	14	10	8	6	5	4	8	306	5	0	474	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.965			0.966			0.998			0.993	
Flt Protected		0.979			0.979			0.999				
Satd. Flow (prot)	0	1638	0	0	1796	0	0	3323	0	0	3472	0
Flt Permitted		0.908			0.926			0.941				
Satd. Flow (perm)	0	1518	0	0	1695	0	0	3130	0	0	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			3			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		192			217			193			169	
Travel Time (s)		4.4			4.9			4.4			3.8	
Confl. Peds. (#/hr)	2		5	5		2	1		2	2		1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	30%	0%	0%	0%	0%	13%	8%	20%	0%	3%	8%
Adj. Flow (vph)	15	11	9	7	5	4	9	336	5	0	521	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	35	0	0	16	0	0	350	0	0	548	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		0.0			0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	7
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.5	27.5		27.5	27.5		36.0	36.0		36.0	36.0	
Total Split (s)	25.0	25.0		25.0	25.0		51.0	51.0		51.0	51.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		63.8%	63.8%		63.8%	63.8%	
Maximum Green (s)	19.5	19.5		19.5	19.5		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		19.5			23.5			45.0			45.0	
Actuated g/C Ratio		0.24			0.29			0.56			0.56	
v/c Ratio		0.09			0.03			0.20			0.28	
Control Delay (s/veh)		19.8			17.5			8.5			9.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		19.8			17.5			8.5			9.4	
LOS		B			B			A			A	
Approach Delay (s/veh)		19.8			17.5			8.5			9.4	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.28			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: Redland Blvd & Pleasant Dr

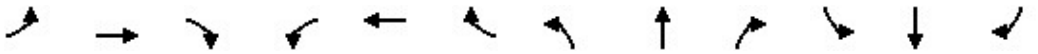


Lane Group	Ø3	Ø7
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	3.0	3.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	35	16	350	548
v/c Ratio	0.09	0.03	0.20	0.28
Control Delay (s/veh)	19.8	17.5	8.5	9.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	17.5	8.5	9.4
Queue Length 50th (ft)	12	4	52	68
Queue Length 95th (ft)	40	18	78	97
Internal Link Dist (ft)	112	137	113	89
Turn Bay Length (ft)				
Base Capacity (vph)	376	500	1761	1957
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.09	0.03	0.20	0.28

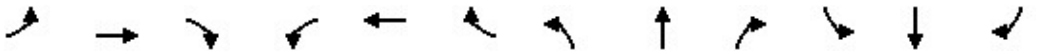
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	10	8	6	5	4	8	306	5	0	474	25
Future Volume (vph)	14	10	8	6	5	4	8	306	5	0	474	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.97			1.00			0.99	
Flt Protected		0.98			0.98			1.00			1.00	
Satd. Flow (prot)		1637			1792			3322			3470	
Flt Permitted		0.91			0.93			0.94			1.00	
Satd. Flow (perm)		1518			1696			3129			3470	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	15	11	9	7	5	4	9	336	5	0	521	27
RTOR Reduction (vph)	0	7	0	0	3	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	28	0	0	13	0	0	349	0	0	543	0
Confl. Peds. (#/hr)	2		5	5		2	1		2	2		1
Heavy Vehicles (%)	0%	30%	0%	0%	0%	0%	13%	8%	20%	0%	3%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		19.5			23.5			45.0			45.0	
Effective Green, g (s)		19.5			23.5			45.0			45.0	
Actuated g/C Ratio		0.24			0.29			0.56			0.56	
Clearance Time (s)		5.5			5.5			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		370			498			1760			1951	
v/s Ratio Prot											c0.16	
v/s Ratio Perm		c0.02			c0.01			0.11				
v/c Ratio		0.08			0.03			0.20			0.28	
Uniform Delay, d1		23.3			20.1			8.6			9.1	
Progression Factor		1.00			1.00			0.95			1.00	
Incremental Delay, d2		0.4			0.1			0.3			0.4	
Delay (s)		23.7			20.2			8.4			9.4	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		23.7			20.2			8.4			9.4	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



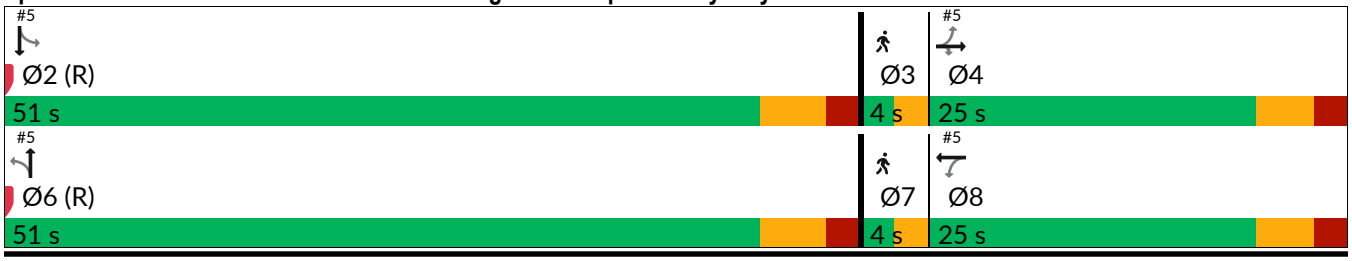
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	4	13	3	5	4	33	275	3	2	456	24
Future Volume (vph)	36	4	13	3	5	4	33	275	3	2	456	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00		0.99			1.00			1.00	
Frt			0.850		0.955			0.999			0.992	
Flt Protected		0.957			0.988			0.995				
Satd. Flow (prot)	0	1770	1568	0	1260	0	0	3269	0	0	3467	0
Flt Permitted		0.737			0.901			0.874			0.954	
Satd. Flow (perm)	0	1362	1562	0	1148	0	0	2869	0	0	3307	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		4			2			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			207			160			160	
Travel Time (s)		3.7			4.7			3.6			3.6	
Confl. Peds. (#/hr)	1		4	4		1	6		4	4		6
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	3%	100%	40%	0%	3%	10%	67%	0%	3%	8%
Adj. Flow (vph)	39	4	14	3	5	4	35	296	3	2	490	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	14	0	12	0	0	334	0	0	518	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2			2	
Detector Template		Thru	Right		Thru			Thru			Thru	
Leading Detector (ft)		100	20		100			100			100	
Trailing Detector (ft)		0	0		0			0			0	
Detector 1 Position(ft)		0	0		0			0			0	
Detector 1 Size(ft)		6	20		6			6			6	
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Detector 1 Queue (s)		0.0	0.0		0.0			0.0			0.0	
Detector 1 Delay (s)		0.0	0.0		0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.5	10.5	10.5	10.5	10.5		36.0	36.0		36.0	36.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		51.0	51.0		51.0	51.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		63.8%	63.8%		63.8%	63.8%	
Maximum Green (s)	19.5	19.5	19.5	19.5	19.5		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.5	5.5		5.5			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	17.0	17.0	17.0	17.0	17.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)		7.9	7.9		7.7			67.6			67.6	
Actuated g/C Ratio		0.10	0.10		0.10			0.85			0.85	
v/c Ratio		0.32	0.07		0.11			0.14			0.19	
Control Delay (s/veh)		39.1	0.6		28.5			2.5			1.4	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)		39.1	0.6		28.5			2.5			1.4	
LOS		D	A		C			A			A	
Approach Delay (s/veh)		29.7			28.5			2.5			1.4	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.32			
Intersection Signal Delay (s/veh): 3.9		Intersection LOS: A	
Intersection Capacity Utilization 51.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Redland Blvd & Parking Lot/Thompson Dairy Way



Lane Group	Ø3	Ø7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

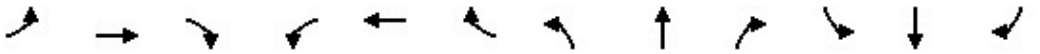
Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	43	14	12	334	518
v/c Ratio	0.32	0.07	0.11	0.14	0.19
Control Delay (s/veh)	39.1	0.6	28.5	2.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.1	0.6	28.5	2.5	1.4
Queue Length 50th (ft)	20	0	5	20	16
Queue Length 95th (ft)	49	0	25	36	22
Internal Link Dist (ft)	81		127	80	80
Turn Bay Length (ft)					
Base Capacity (vph)	331	432	282	2424	2795
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.03	0.04	0.14	0.19

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	4	13	3	5	4	33	275	3	2	456	24
Future Volume (vph)	36	4	13	3	5	4	33	275	3	2	456	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5		5.5			6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.96			1.00			0.99	
Flt Protected		0.96	1.00		0.99			0.99			1.00	
Satd. Flow (prot)		1768	1562		1258			3265			3468	
Flt Permitted		0.74	1.00		0.90			0.87			0.95	
Satd. Flow (perm)		1362	1562		1148			2869			3310	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	39	4	14	3	5	4	35	296	3	2	490	26
RTOR Reduction (vph)	0	0	13	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	43	1	0	8	0	0	334	0	0	516	0
Confl. Peds. (#/hr)	1		4	4		1	6		4	4		6
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	3%	0%	3%	100%	40%	0%	3%	10%	67%	0%	3%	8%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)		5.5	5.5		5.5			63.0			63.0	
Effective Green, g (s)		5.5	5.5		5.5			63.0			63.0	
Actuated g/C Ratio		0.07	0.07		0.07			0.79			0.79	
Clearance Time (s)		5.5	5.5		5.5			6.0			6.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		93	107		78			2259			2606	
v/s Ratio Prot												
v/s Ratio Perm		c0.03	0.00		0.01			0.12			c0.16	
v/c Ratio		0.46	0.01		0.11			0.15			0.20	
Uniform Delay, d1		35.8	34.7		34.9			2.0			2.1	
Progression Factor		1.00	1.00		1.00			1.00			0.54	
Incremental Delay, d2		3.6	0.0		0.6			0.1			0.2	
Delay (s)		39.4	34.7		35.5			2.2			1.3	
Level of Service		D	C		D			A			A	
Approach Delay (s/veh)		38.3			35.5			2.2			1.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

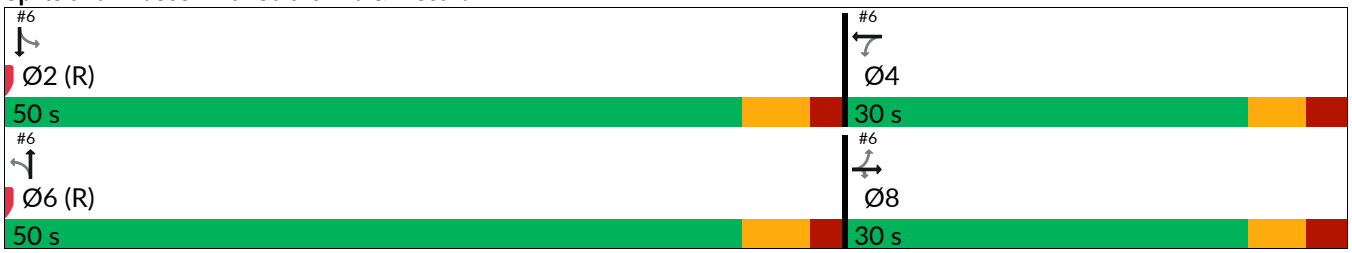


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	17	23	3	71	32	53	200	3	11	168	26
Future Volume (vph)	8	17	23	3	71	32	53	200	3	11	168	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt			0.850		0.959			0.998			0.981	
Flt Protected		0.984			0.999			0.990			0.997	
Satd. Flow (prot)	0	1870	1615	0	1804	0	0	3567	0	0	3531	0
Flt Permitted		0.921			0.996			0.849			0.936	
Satd. Flow (perm)	0	1750	1615	0	1799	0	0	3059	0	0	3315	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			41		28			2			29	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			246			284			219	
Travel Time (s)		4.4			5.6			6.5			5.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	19	25	3	78	35	58	220	3	12	185	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	25	0	116	0	0	281	0	0	226	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0		29.0	29.0		29.0	29.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	17.0	17.0	17.0	17.0	17.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)		24.0	24.0		24.0			44.0			44.0	
Actuated g/C Ratio		0.30	0.30		0.30			0.55			0.55	
v/c Ratio		0.05	0.05		0.21			0.17			0.12	
Control Delay (s/veh)		20.4	4.2		17.1			9.2			7.7	
Queue Delay		0.0	0.0		0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay (s/veh)		20.4	4.2		17.1			9.2			7.7	
LOS		C	A		B			A			A	
Approach Delay (s/veh)		12.8			17.1			9.2			7.7	
Approach LOS		B			B			A			A	

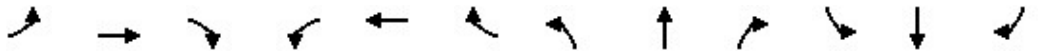
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.21			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 36.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: Gaither Rd & Piccard Dr



Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	28	25	116	281	226
v/c Ratio	0.05	0.05	0.21	0.17	0.12
Control Delay (s/veh)	20.4	4.2	17.1	9.2	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.4	4.2	17.1	9.2	7.7
Queue Length 50th (ft)	10	0	32	33	23
Queue Length 95th (ft)	28	11	71	53	39
Internal Link Dist (ft)	114		166	204	139
Turn Bay Length (ft)					
Base Capacity (vph)	525	513	559	1683	1836
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.05	0.21	0.17	0.12

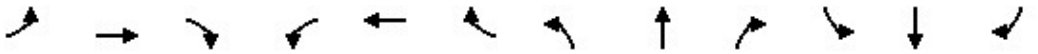
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	17	23	3	71	32	53	200	3	11	168	26
Future Volume (vph)	8	17	23	3	71	32	53	200	3	11	168	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frt		1.00	0.85		0.96			1.00			0.98	
Flt Protected		0.98	1.00		1.00			0.99			1.00	
Satd. Flow (prot)		1870	1615		1804			3567			3531	
Flt Permitted		0.92	1.00		1.00			0.85			0.94	
Satd. Flow (perm)		1751	1615		1799			3060			3314	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	9	19	25	3	78	35	58	220	3	12	185	29
RTOR Reduction (vph)	0	0	18	0	20	0	0	1	0	0	13	0
Lane Group Flow (vph)	0	28	8	0	96	0	0	280	0	0	213	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		24.0	24.0		24.0			44.0			44.0	
Effective Green, g (s)		24.0	24.0		24.0			44.0			44.0	
Actuated g/C Ratio		0.30	0.30		0.30			0.55			0.55	
Clearance Time (s)		6.0	6.0		6.0			6.0			6.0	
Lane Grp Cap (vph)		525	484		539			1683			1822	
v/s Ratio Prot												
v/s Ratio Perm		0.02	0.00		c0.05			c0.09			0.06	
v/c Ratio		0.05	0.02		0.18			0.17			0.12	
Uniform Delay, d1		19.9	19.7		20.7			8.9			8.7	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		0.2	0.1		0.7			0.2			0.1	
Delay (s)		20.1	19.8		21.4			9.1			8.8	
Level of Service		C	B		C			A			A	
Approach Delay (s/veh)		19.9			21.4			9.1			8.8	
Approach LOS		B			C			A			A	

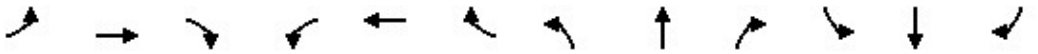
Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	36.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	60	18	124	93	23	38	17	90	42	17	6
Future Volume (vph)	0	60	18	124	93	23	38	17	90	42	17	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.969			0.987			0.916			0.988	
Flt Protected					0.975			0.987			0.968	
Satd. Flow (prot)	0	1799	0	0	1788	0	0	1562	0	0	1766	0
Flt Permitted					0.975			0.987			0.968	
Satd. Flow (perm)	0	1799	0	0	1788	0	0	1562	0	0	1766	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			330			328			348	
Travel Time (s)		6.6			7.5			7.5			7.9	
Confl. Peds. (#/hr)	8		3	3		8	5		2	2		5
Confl. Bikes (#/hr)			1									
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%	3%	0%	2%	1%	9%	26%	6%	4%	2%	6%	0%
Adj. Flow (vph)	0	64	19	132	99	24	40	18	96	45	18	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	255	0	0	154	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

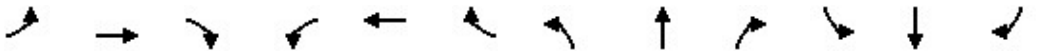
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	60	18	124	93	23	38	17	90	42	17	6
Future Volume (vph)	0	60	18	124	93	23	38	17	90	42	17	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
Hourly flow rate (vph)	0	64	19	132	99	24	40	18	96	45	18	6

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	83	255	154	69
Volume Left (vph)	0	132	40	45
Volume Right (vph)	19	24	96	6
Hadj (s)	-0.10	0.09	-0.15	0.13
Departure Headway (s)	4.7	4.6	4.7	5.1
Degree Utilization, x	0.11	0.33	0.20	0.10
Capacity (veh/h)	711	736	719	651
Control Delay (s/veh)	8.2	9.9	8.8	8.6
Approach Delay (s/veh)	8.2	9.9	8.8	8.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.2			
Level of Service	A			
Intersection Capacity Utilization	35.5%	ICU Level of Service	A	
Analysis Period (min)	15			

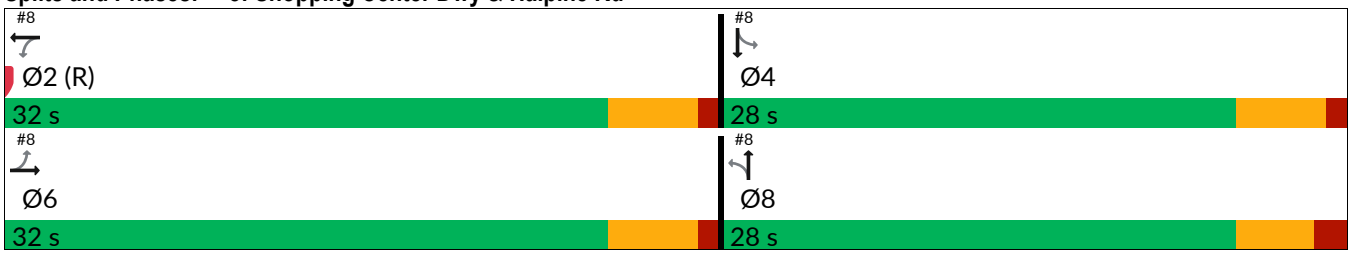


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	107	30	52	76	23	19	8	8	56	7	72
Future Volume (vph)	110	107	30	52	76	23	19	8	8	56	7	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.982			0.977			0.969			0.927	
Flt Protected		0.978			0.983			0.974			0.980	
Satd. Flow (prot)	0	3331	0	0	3343	0	0	1792	0	0	1701	0
Flt Permitted		0.753			0.792			0.850			0.874	
Satd. Flow (perm)	0	2553	0	0	2690	0	0	1562	0	0	1515	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			28			10			87	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			351			386			353	
Travel Time (s)		7.6			8.0			8.8			8.0	
Confl. Peds. (#/hr)	11		4	4		11	3		4	4		3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	8%	1%	0%	7%	0%	0%	0%	0%	2%	0%	1%
Adj. Flow (vph)	133	129	36	63	92	28	23	10	10	67	8	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	298	0	0	183	0	0	43	0	0	162	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		0.0			0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		28.0	28.0		28.0	28.0	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		28.0	28.0	
Total Split (%)	53.3%	53.3%		53.3%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	27.0	27.0		27.0	27.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			23.0			23.0	
Actuated g/C Ratio		0.45			0.45			0.38			0.38	
v/c Ratio		0.26			0.15			0.07			0.26	
Control Delay (s/veh)		9.8			8.6			10.2			7.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.8			8.6			10.2			7.7	
LOS		A			A			B			A	
Approach Delay (s/veh)		9.8			8.6			10.2			7.7	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.26			
Intersection Signal Delay (s/veh): 9.0		Intersection LOS: A	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: Shopping Center Dwy & Halpine Rd



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	298	183	43	162
v/c Ratio	0.26	0.15	0.07	0.26
Control Delay (s/veh)	9.8	8.6	10.2	7.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	8.6	10.2	7.7
Queue Length 50th (ft)	31	17	7	17
Queue Length 95th (ft)	49	31	22	45
Internal Link Dist (ft)	253	271	306	273
Turn Bay Length (ft)				
Base Capacity (vph)	1166	1225	604	634
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.15	0.07	0.26

Intersection Summary

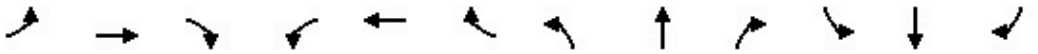
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	107	30	52	76	23	19	8	8	56	7	72
Future Volume (vph)	110	107	30	52	76	23	19	8	8	56	7	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.98			0.97			0.93	
Flt Protected		0.98			0.98			0.97			0.98	
Satd. Flow (prot)		3316			3340			1789			1699	
Flt Permitted		0.75			0.79			0.85			0.87	
Satd. Flow (perm)		2553			2691			1562			1515	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	133	129	36	63	92	28	23	10	10	67	8	87
RTOR Reduction (vph)	0	18	0	0	15	0	0	6	0	0	54	0
Lane Group Flow (vph)	0	280	0	0	168	0	0	37	0	0	108	0
Confl. Peds. (#/hr)	11		4	4		11	3		4	4		3
Heavy Vehicles (%)	1%	8%	1%	0%	7%	0%	0%	0%	0%	2%	0%	1%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		27.0			27.0			23.0			23.0	
Effective Green, g (s)		27.0			27.0			23.0			23.0	
Actuated g/C Ratio		0.45			0.45			0.38			0.38	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		1148			1210			598			580	
v/s Ratio Prot												
v/s Ratio Perm		c0.11			0.06			0.02			c0.07	
v/c Ratio		0.24			0.14			0.06			0.19	
Uniform Delay, d1		10.2			9.7			11.7			12.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.5			0.2			0.2			0.7	
Delay (s)		10.7			9.9			11.9			13.0	
Level of Service		B			A			B			B	
Approach Delay (s/veh)		10.7			9.9			11.9			13.0	
Approach LOS		B			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	1	8	4	214	2	87	1	90	68	8
Future Volume (vph)	4	1	1	8	4	214	2	87	1	90	68	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.977			0.872			0.999			0.984	
Flt Protected		0.968			0.998			0.999		0.950		
Satd. Flow (prot)	0	1797	0	0	1565	0	0	1878	0	1671	1821	0
Flt Permitted		0.968			0.998			0.999		0.950		
Satd. Flow (perm)	0	1797	0	0	1565	0	0	1878	0	1671	1821	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		144			350			320			320	
Travel Time (s)		3.3			8.0			7.3			7.3	
Confl. Peds. (#/hr)	1		14	14		1	1		20	20		1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	1%	0%	8%	3%	0%
Adj. Flow (vph)	4	1	1	9	4	233	2	95	1	98	74	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	246	0	0	98	0	98	83	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.2%		ICU Level of Service A	
Analysis Period (min) 15			

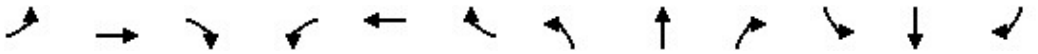


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1	1	8	4	214	2	87	1	90	68	8
Future Volume (Veh/h)	4	1	1	8	4	214	2	87	1	90	68	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	1	1	9	4	233	2	95	1	98	74	9
Pedestrians		1			20			14			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	611	396	94	405	400	117	84			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	611	396	94	405	400	117	84			116		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.3	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.3		
p0 queue free %	99	100	100	98	99	74	100			93		
cM capacity (veh/h)	281	496	955	503	493	906	1524			1409		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	6	246	98	98	83
Volume Left	4	9	2	98	0
Volume Right	1	233	1	0	9
cSH	347	869	1524	1409	1700
Volume to Capacity	0.02	0.28	0.00*	0.07	0.05
Queue Length 95th (ft)	1	29	0	6	0
Control Delay (s/veh)	15.6	10.8	0.2	7.7	0.0
Lane LOS	C	B	A	A	
Approach Delay (s/veh)	15.6	10.8	0.2	4.2	
Approach LOS	C	B			

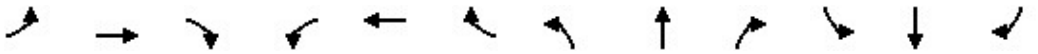
Intersection Summary				
Average Delay	6.6			
Intersection Capacity Utilization	32.2%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	3	15	2	9	3	163	13	3	372	3
Future Volume (vph)	5	1	3	15	2	9	3	163	13	3	372	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.959			0.953			0.990			0.999	
Flt Protected		0.971			0.972			0.999				
Satd. Flow (prot)	0	1382	0	0	1696	0	0	1782	0	0	1788	0
Flt Permitted		0.971			0.972			0.999				
Satd. Flow (perm)	0	1382	0	0	1696	0	0	1782	0	0	1788	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			343			336			317	
Travel Time (s)		7.8			7.8			7.6			7.2	
Confl. Peds. (#/hr)	5		2	2		5	18		2	2		18
Confl. Bikes (#/hr)									2			3
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	20%	100%	20%	0%	0%	11%	0%	6%	0%	33%	6%	0%
Adj. Flow (vph)	6	1	3	17	2	10	3	185	15	3	423	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	0	0	29	0	0	203	0	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	32.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	3	15	2	9	3	163	13	3	372	3
Future Volume (Veh/h)	5	1	3	15	2	9	3	163	13	3	372	3
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	1	3	17	2	10	3	185	15	3	423	3
Pedestrians		18			2			2			5	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	663	657	445	637	651	200	444			202		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	663	657	445	637	651	200	444			202		
tC, single (s)	7.3	7.5	6.4	7.1	6.5	6.3	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.7	4.9	3.5	3.5	4.0	3.4	2.2			2.5		
p0 queue free %	98	100	99	96	99	99	100			100		
cM capacity (veh/h)	332	276	566	381	381	814	1108			1203		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	10	29	203	429
Volume Left	6	17	3	3
Volume Right	3	10	15	3
cSH	370	467	1108	1203
Volume to Capacity	0.03	0.06	0.00*	0.00*
Queue Length 95th (ft)	2	5	0	0
Control Delay (s/veh)	15.0	13.2	0.1	0.1
Lane LOS	B	B	A	A
Approach Delay (s/veh)	15.0	13.2	0.1	0.1
Approach LOS	B	B		

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	32.9%	ICU Level of Service	A	
Analysis Period (min)	15			

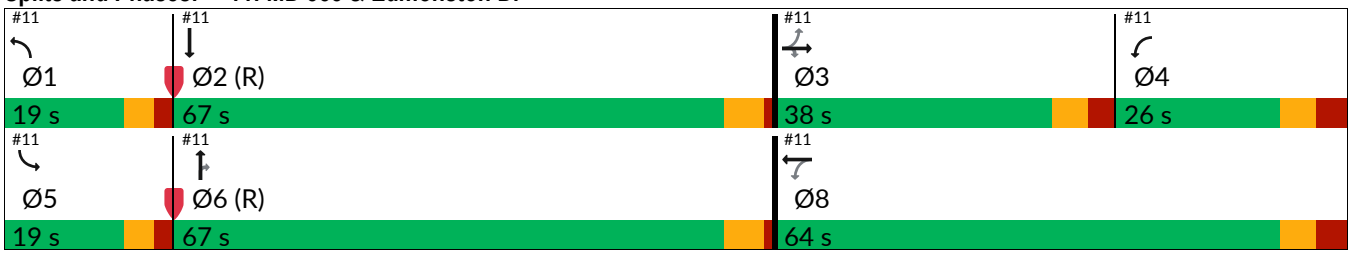
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	209	342	179	293	122	113	792	74	58	1635	33
Future Volume (vph)	1	209	342	179	293	122	113	792	74	58	1635	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	265		175	225		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor		1.00	0.99	0.99	1.00		1.00		0.96	0.99	1.00	
Frt			0.850		0.956				0.850		0.997	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1819	808	1736	1787	0	1736	4988	1615	1770	5019	0
Flt Permitted		0.805		0.454			0.950			0.950		
Satd. Flow (perm)	0	1465	800	825	1787	0	1733	4988	1558	1750	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196		16				124		2	
Link Speed (mph)		30			30			40			45	
Link Distance (ft)		439			373			567			610	
Travel Time (s)		10.0			8.5			9.7			9.2	
Confl. Peds. (#/hr)	8		6	6		8	4		9	9		4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	4%	100%	4%	1%	2%	4%	4%	0%	2%	3%	3%
Adj. Flow (vph)	1	225	368	192	315	131	122	852	80	62	1758	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	226	368	192	446	0	122	852	80	62	1793	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1	1	1		1	0	0	1	0	
Detector Template		Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		30	30	30	30		30	0	0	30	0	
Trailing Detector (ft)		0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)		0	0	0	0		0			0		
Detector 1 Size(ft)		30	30	30	30		30			30		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		3		4	8		1	6		5	2	
Permitted Phases	3		3	8					6			
Detector Phase	3	3	3	4	8		1	6	6	5	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	8.0	8.0	8.0	5.0	8.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	38.0	38.0	38.0	12.5	38.5		10.5	24.5	24.5	10.5	24.5	
Total Split (s)	38.0	38.0	38.0	26.0	64.0		19.0	67.0	67.0	19.0	67.0	
Total Split (%)	25.3%	25.3%	25.3%	17.3%	42.7%		12.7%	44.7%	44.7%	12.7%	44.7%	
Maximum Green (s)	31.0	31.0	31.0	18.5	56.5		13.5	61.5	61.5	13.5	61.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	3.5	3.5		2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead	Lead	Lag			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0	7.0		7.0	
Flash Don't Walk (s)	24.0	24.0	24.0		24.0			12.0	12.0		12.0	
Pedestrian Calls (#/hr)	0	0	0		0			0	0		0	
Act Effct Green (s)		31.0	31.0	46.4	46.4		15.3	76.9	76.9	10.6	69.8	
Actuated g/C Ratio		0.21	0.21	0.31	0.31		0.10	0.51	0.51	0.07	0.47	
v/c Ratio		0.75	1.15	0.63	0.79		0.69	0.33	0.09	0.50	0.77	
Control Delay (s/veh)		72.1	121.4	56.4	56.4		85.0	23.4	1.0	79.8	37.0	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		72.1	121.4	56.4	56.4		85.0	23.4	1.0	79.8	37.0	
LOS		E	F	E	E		F	C	A	E	D	
Approach Delay (s/veh)		102.7			56.4			28.8			38.4	
Approach LOS		F			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 144 (96%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 48.0		Intersection LOS: D	
Intersection Capacity Utilization 97.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 11: MD 355 & Edmonston Dr





Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	226	368	192	446	122	852	80	62	1793
v/c Ratio	0.75	1.15	0.63	0.79	0.69	0.33	0.09	0.50	0.77
Control Delay (s/veh)	72.1	121.4	56.4	56.4	85.0	23.4	1.0	79.8	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.1	121.4	56.4	56.4	85.0	23.4	1.0	79.8	37.0
Queue Length 50th (ft)	216	~469	156	402	120	179	0	60	527
Queue Length 95th (ft)	#336	#850	209	489	#206	260	7	110	668
Internal Link Dist (ft)	359			293		487			530
Turn Bay Length (ft)		250			265		175	225	
Base Capacity (vph)	302	320	423	683	182	2556	858	162	2337
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	1.15	0.45	0.65	0.67	0.33	0.09	0.38	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	209	342	179	293	122	113	792	74	58	1635	33
Future Volume (vph)	1	209	342	179	293	122	113	792	74	58	1635	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1819	800	1732	1787		1736	4988	1558	1770	5020	
Flt Permitted		0.80	1.00	0.45	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1464	800	827	1787		1736	4988	1558	1770	5020	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	225	368	192	315	131	122	852	80	62	1758	35
RTOR Reduction (vph)	0	0	155	0	11	0	0	0	40	0	1	0
Lane Group Flow (vph)	0	226	213	192	435	0	122	852	40	62	1792	0
Confl. Peds. (#/hr)	8		6	6		8	4		9	9		4
Heavy Vehicles (%)	100%	4%	100%	4%	1%	2%	4%	4%	0%	2%	3%	3%
Turn Type	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		3		4	8		1	6		5	2	
Permitted Phases	3		3	8					6			
Actuated Green, G (s)		31.0	31.0	46.4	46.4		15.3	75.8	75.8	9.3	69.8	
Effective Green, g (s)		31.0	31.0	46.4	46.4		15.3	75.8	75.8	9.3	69.8	
Actuated g/C Ratio		0.21	0.21	0.31	0.31		0.10	0.51	0.51	0.06	0.47	
Clearance Time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)		4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		302	165	306	552		177	2520	787	109	2335	
v/s Ratio Prot				0.04	c0.24		c0.07	0.17		0.04	c0.36	
v/s Ratio Perm		0.15	c0.27	0.16					0.03			
v/c Ratio		0.75	1.29	0.63	0.79		0.69	0.34	0.05	0.57	0.77	
Uniform Delay, d1		55.8	59.5	51.9	47.3		65.1	22.1	18.8	68.4	33.3	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		10.3	167.3	4.0	7.8		10.6	0.4	0.1	6.7	2.5	
Delay (s)		66.2	226.8	55.9	55.1		75.7	22.5	19.0	75.1	35.8	
Level of Service		E	F	E	E		E	C	B	E	D	
Approach Delay (s/veh)		165.7			55.3			28.4			37.1	
Approach LOS		F			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	56.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

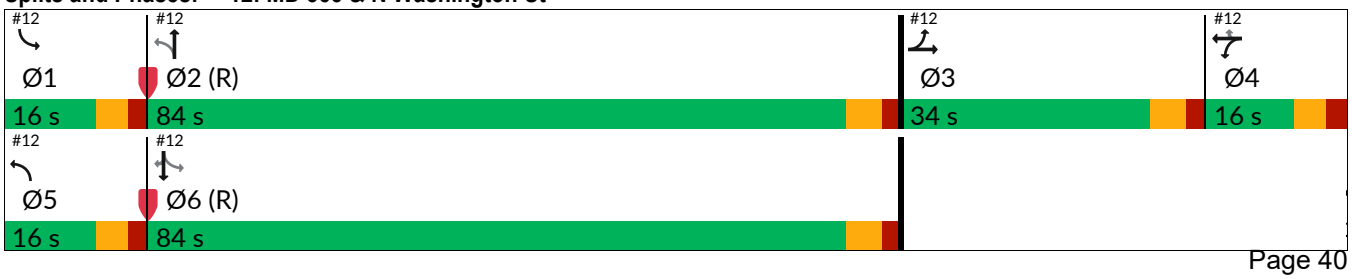
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	26	4	17	13	10	43	841	24	21	1529	268
Future Volume (vph)	104	26	4	17	13	10	43	841	24	21	1529	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	300		0	165		75
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		1.00		0.99				1.00		1.00		1.00
Frt		0.991				0.850		0.996				0.850
Flt Protected	0.950	0.973		0.950			0.950			0.950		
Satd. Flow (prot)	1531	1597	0	1612	1652	1615	1770	4960	0	1583	5036	1468
Flt Permitted	0.950	0.973		0.950			0.123			0.293		
Satd. Flow (perm)	1531	1597	0	1599	1652	1615	229	4960	0	487	5036	1465
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)						105						105
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		463			538			825			524	
Travel Time (s)		9.0			10.5			14.1			8.9	
Confl. Peds. (#/hr)			5	5			1		5	5		1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	12%	4%	12%	12%	15%	0%	2%	4%	8%	14%	3%	10%
Adj. Flow (vph)	107	27	4	18	13	10	44	867	25	22	1576	276
Shared Lane Traffic (%)	36%											
Lane Group Flow (vph)	68	70	0	18	13	10	44	892	0	22	1576	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30		30	30	30	30	30		30	30	30
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	30	30		30	30	30	30	30		30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2			6		6
Detector Phase	3	3		4	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	33.0	33.0		9.0	9.0	9.0	11.0	31.0		10.5	29.0	29.0
Total Split (s)	34.0	34.0		16.0	16.0	16.0	16.0	84.0		16.0	84.0	84.0
Total Split (%)	22.7%	22.7%		10.7%	10.7%	10.7%	10.7%	56.0%		10.7%	56.0%	56.0%
Maximum Green (s)	28.0	28.0		10.0	10.0	10.0	10.5	78.0		10.5	78.0	78.0
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Max		Min	C-Max	C-Max
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Don't Walk (s)	20.0	20.0						18.0			15.0	15.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	12.0	12.0		7.3	7.3	7.3	108.1	101.1		107.3	100.7	100.7
Actuated g/C Ratio	0.08	0.08		0.05	0.05	0.05	0.72	0.67		0.72	0.67	0.67
v/c Ratio	0.56	0.55		0.23	0.16	0.06	0.19	0.27		0.06	0.47	0.27
Control Delay (s/veh)	82.4	81.3		74.9	72.1	0.6	7.5	10.5		6.0	12.9	7.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	82.4	81.3		74.9	72.1	0.6	7.5	10.5		6.0	12.9	7.3
LOS	F	F		E	E	A	A	B		A	B	A
Approach Delay (s/veh)		81.8			55.9			10.3			12.0	
Approach LOS		F			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 32 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay (s/veh): 15.3		Intersection LOS: B	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 12: MD 355 & N Washington St





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	68	70	18	13	10	44	892	22	1576	276
v/c Ratio	0.56	0.55	0.23	0.16	0.06	0.19	0.27	0.06	0.47	0.27
Control Delay (s/veh)	82.4	81.3	74.9	72.1	0.6	7.5	10.5	6.0	12.9	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.4	81.3	74.9	72.1	0.6	7.5	10.5	6.0	12.9	7.3
Queue Length 50th (ft)	75	72	19	14	0	10	121	5	257	63
Queue Length 95th (ft)	133	127	50	41	0	25	172	17	348	131
Internal Link Dist (ft)		383		458			745		444	
Turn Bay Length (ft)			200		200	300		165		75
Base Capacity (vph)	285	298	107	110	205	279	3342	439	3380	1017
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.17	0.12	0.05	0.16	0.27	0.05	0.47	0.27

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	26	4	17	13	10	43	841	24	21	1529	268
Future Volume (vph)	104	26	4	17	13	10	43	841	24	21	1529	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Lane Util. Factor	0.95	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1531	1598		1612	1652	1615	1770	4959		1582	5036	1465
Flt Permitted	0.95	0.97		0.95	1.00	1.00	0.12	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1531	1598		1612	1652	1615	230	4959		488	5036	1465
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	107	27	4	18	13	10	44	867	25	22	1576	276
RTOR Reduction (vph)	0	0	0	0	0	10	0	0	0	0	0	35
Lane Group Flow (vph)	68	70	0	18	13	0	44	892	0	22	1576	241
Confl. Peds. (#/hr)			5	5			1		5	5		1
Heavy Vehicles (%)	12%	4%	12%	12%	15%	0%	2%	4%	8%	14%	3%	10%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2			6		6
Actuated Green, G (s)	12.0	12.0		7.3	7.3	7.3	107.6	101.1		106.8	100.7	100.7
Effective Green, g (s)	12.0	12.0		7.3	7.3	7.3	107.6	101.1		106.8	100.7	100.7
Actuated g/C Ratio	0.08	0.08		0.05	0.05	0.05	0.72	0.67		0.71	0.67	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	122	127		78	80	78	231	3342		391	3380	983
v/s Ratio Prot	c0.04	0.04		c0.01	0.01		c0.01	0.18		0.00	c0.31	
v/s Ratio Perm						0.00	0.13			0.04		0.16
v/c Ratio	0.56	0.55		0.23	0.16	0.01	0.19	0.27		0.06	0.47	0.25
Uniform Delay, d1	66.4	66.4		68.6	68.4	67.9	7.4	9.7		6.4	11.8	9.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.4	5.1		1.5	1.0	0.0	0.4	0.2		0.1	0.5	0.6
Delay (s)	71.9	71.5		70.2	69.4	67.9	7.8	9.9		6.4	12.3	10.3
Level of Service	E	E		E	E	E	A	A		A	B	B
Approach Delay (s/veh)		71.7			69.4			9.8			11.9	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

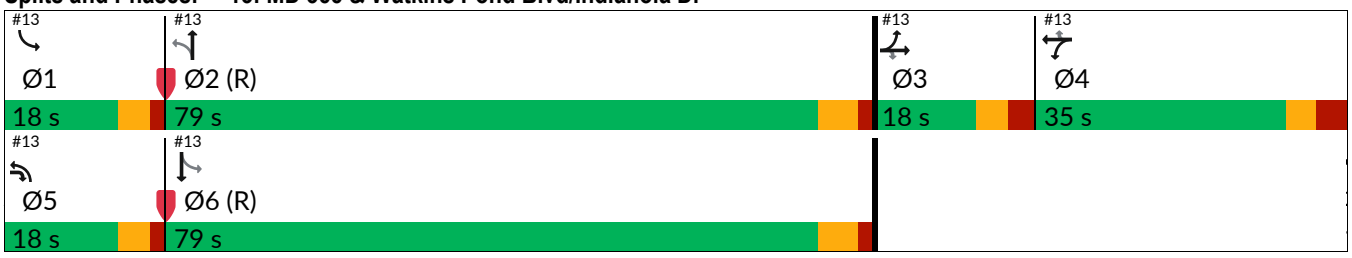
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	19	68	278	20	78	41	849	51	187	1904	10
Future Volume (vph)	10	19	68	278	20	78	41	849	51	187	1904	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	340		340	150		0	335		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00					1.00		1.00		1.00	1.00	
Frt			0.850			0.850		0.991			0.999	
Flt Protected	0.950			0.950	0.958		0.950			0.950		
Satd. Flow (prot)	1805	1900	1615	1698	1703	1615	1770	4762	0	1752	4983	0
Flt Permitted	0.950			0.950	0.958		0.074			0.265		
Satd. Flow (perm)	1800	1900	1615	1698	1703	1610	138	4762	0	488	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			105		9			1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		226			328			355			470	
Travel Time (s)		5.1			7.5			6.1			8.0	
Confl. Peds. (#/hr)	2					2	4		3	3		4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	2%	8%	6%	3%	4%	0%
Adj. Flow (vph)	10	19	69	281	20	79	41	858	52	189	1923	10
Shared Lane Traffic (%)				47%								
Lane Group Flow (vph)	10	19	69	149	152	79	41	910	0	189	1933	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30	30	30	30	30	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

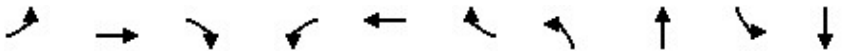
Lanes, Volumes, Timings
13: MD 355 & Watkins Pond Blvd/Indianola Dr 06/03/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	3	5	4	4		5	2		1	6	
Permitted Phases			3			4	2			6		
Detector Phase	3	3	5	4	4	4	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	
Minimum Split (s)	14.0	14.0	10.0	34.0	34.0	34.0	10.0	32.0		10.0	32.0	
Total Split (s)	18.0	18.0	18.0	35.0	35.0	35.0	18.0	79.0		18.0	79.0	
Total Split (%)	12.0%	12.0%	12.0%	23.3%	23.3%	23.3%	12.0%	52.7%		12.0%	52.7%	
Maximum Green (s)	11.5	11.5	13.0	28.0	28.0	28.0	13.0	73.0		13.0	73.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.0	1.5	3.5	3.5	3.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Don't Walk (s)				20.0	20.0	20.0		19.0			19.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)	7.1	7.1	12.2	18.7	18.7	18.7	101.6	94.0		109.3	98.1	
Actuated g/C Ratio	0.05	0.05	0.08	0.12	0.12	0.12	0.68	0.63		0.73	0.65	
v/c Ratio	0.12	0.21	0.35	0.71	0.72	0.27	0.25	0.30		0.42	0.59	
Control Delay (s/veh)	70.7	73.7	11.5	80.4	81.3	6.3	12.0	15.0		10.4	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	70.7	73.7	11.5	80.4	81.3	6.3	12.0	15.0		10.4	17.4	
LOS	E	E	B	F	F	A	B	B		B	B	
Approach Delay (s/veh)		29.6			65.3			14.9			16.8	
Approach LOS		C			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 27 (18%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 21.8		Intersection LOS: C	
Intersection Capacity Utilization 70.7%		ICU Level of Service C	
Analysis Period (min) 15			

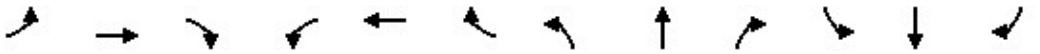
Splits and Phases: 13: MD 355 & Watkins Pond Blvd/Indianola Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	19	69	149	152	79	41	910	189	1933
v/c Ratio	0.12	0.21	0.35	0.71	0.72	0.27	0.25	0.30	0.42	0.59
Control Delay (s/veh)	70.7	73.7	11.5	80.4	81.3	6.3	12.0	15.0	10.4	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.7	73.7	11.5	80.4	81.3	6.3	12.0	15.0	10.4	17.4
Queue Length 50th (ft)	10	18	0	150	158	0	11	165	57	419
Queue Length 95th (ft)	31	47	31	223	234	26	29	242	106	559
Internal Link Dist (ft)		146			248			275		390
Turn Bay Length (ft)	275		275	340		340	150		335	
Base Capacity (vph)	138	145	264	316	317	385	240	2987	473	3260
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.13	0.26	0.47	0.48	0.21	0.17	0.30	0.40	0.59

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	19	68	278	20	78	41	849	51	187	1904	10
Future Volume (vph)	10	19	68	278	20	78	41	849	51	187	1904	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1805	1900	1615	1698	1704	1610	1770	4764		1752	4984	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.07	1.00		0.27	1.00	
Satd. Flow (perm)	1805	1900	1615	1698	1704	1610	137	4764		489	4984	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	10	19	69	281	20	79	41	858	52	189	1923	10
RTOR Reduction (vph)	0	0	64	0	0	69	0	4	0	0	0	0
Lane Group Flow (vph)	10	19	5	149	152	10	41	906	0	189	1933	0
Confl. Peds. (#/hr)	2					2	4		3	3		4
Confl. Bikes (#/hr)												3
Heavy Vehicles (%)	0%	0%	0%	1%	5%	0%	2%	8%	6%	3%	4%	0%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	3	5	4	4		5	2		1	6	
Permitted Phases			3			4	2			6		
Actuated Green, G (s)	4.7	4.7	11.3	18.7	18.7	18.7	98.0	91.4		106.2	95.5	
Effective Green, g (s)	4.7	4.7	11.3	18.7	18.7	18.7	98.0	91.4		106.2	95.5	
Actuated g/C Ratio	0.03	0.03	0.08	0.12	0.12	0.12	0.65	0.61		0.71	0.64	
Clearance Time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	56	59	121	211	212	200	161	2902		436	3173	
v/s Ratio Prot	0.01	c0.01	0.00	0.09	c0.09		0.01	0.19		c0.03	c0.39	
v/s Ratio Perm			0.00			0.01	0.15			0.28		
v/c Ratio	0.18	0.32	0.04	0.71	0.72	0.05	0.25	0.31		0.43	0.61	
Uniform Delay, d1	70.8	71.1	64.3	63.0	63.1	57.8	11.9	14.1		7.8	16.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	3.2	0.1	10.3	11.0	0.1	0.8	0.3		0.7	0.9	
Delay (s)	72.3	74.2	64.5	73.3	74.1	57.9	12.8	14.4		8.5	17.1	
Level of Service	E	E	E	E	E	E	B	B		A	B	
Approach Delay (s/veh)		67.2			70.4			14.3			16.3	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

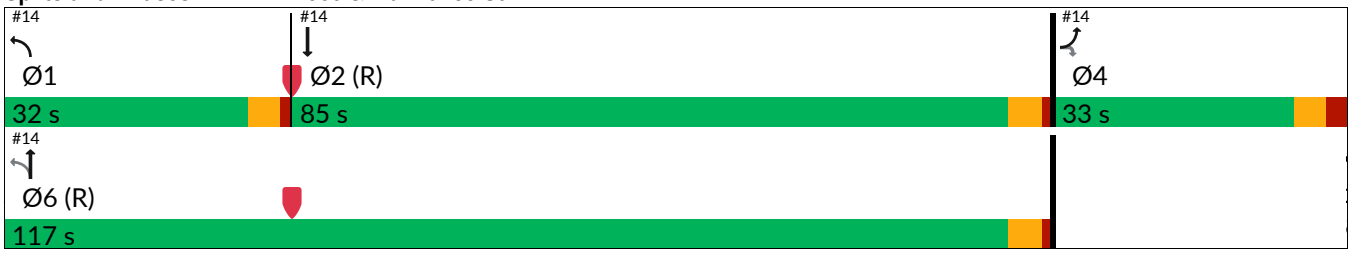


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	138	257	870	1439	285
Future Volume (vph)	95	138	257	870	1439	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	210	275			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor	0.99				0.99	
Frt		0.850			0.975	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1597	1429	1687	4940	4867	0
Flt Permitted	0.950		0.081			
Satd. Flow (perm)	1587	1429	144	4940	4867	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		145			42	
Link Speed (mph)	30			40	40	
Link Distance (ft)	343			414	332	
Travel Time (s)	7.8			7.1	5.7	
Confl. Peds. (#/hr)	4		5			5
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	13%	13%	7%	5%	3%	4%
Adj. Flow (vph)	100	145	271	916	1515	300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	145	271	916	1815	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20	15	20			15
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	30	30	30	30	30	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				0	0	
Detector 2 Size(ft)				0	0	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	7.0	7.0	
Minimum Split (s)	33.0	33.0	8.0	23.0	23.0	
Total Split (s)	33.0	33.0	32.0	117.0	85.0	
Total Split (%)	22.0%	22.0%	21.3%	78.0%	56.7%	
Maximum Green (s)	27.0	27.0	27.5	112.0	80.0	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	2.5	2.5	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	Min	C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	20.0	20.0			9.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	14.7	14.7	124.8	124.3	97.2	
Actuated g/C Ratio	0.10	0.10	0.83	0.83	0.65	
v/c Ratio	0.64	0.54	0.77	0.22	0.57	
Control Delay (s/veh)	82.7	16.2	44.1	3.0	16.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	82.7	16.2	44.1	3.0	16.8	
LOS	F	B	D	A	B	
Approach Delay (s/veh)	43.4			12.4	16.8	
Approach LOS	D			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 42 (28%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: MD 355 & Mannakee St





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	100	145	271	916	1815
v/c Ratio	0.64	0.54	0.77	0.22	0.57
Control Delay (s/veh)	82.7	16.2	44.1	3.0	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.7	16.2	44.1	3.0	16.8
Queue Length 50th (ft)	106	0	159	58	343
Queue Length 95th (ft)	172	74	264	89	511
Internal Link Dist (ft)	263			334	252
Turn Bay Length (ft)		210	275		
Base Capacity (vph)	287	376	412	4093	3167
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.35	0.39	0.66	0.22	0.57

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	95	138	257	870	1439	285
Future Volume (vph)	95	138	257	870	1439	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.5	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1597	1429	1687	4940	4868	
Flt Permitted	0.95	1.00	0.08	1.00	1.00	
Satd. Flow (perm)	1597	1429	144	4940	4868	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	145	271	916	1515	300
RTOR Reduction (vph)	0	131	0	0	15	0
Lane Group Flow (vph)	100	14	271	916	1800	0
Confl. Peds. (#/hr)	4		5			5
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	13%	13%	7%	5%	3%	4%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Actuated Green, G (s)	14.7	14.7	124.3	124.3	97.2	
Effective Green, g (s)	14.7	14.7	124.3	124.3	97.2	
Actuated g/C Ratio	0.10	0.10	0.83	0.83	0.65	
Clearance Time (s)	6.0	6.0	4.5	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	156	140	351	4093	3154	
v/s Ratio Prot	c0.06		c0.12	0.19	0.37	
v/s Ratio Perm		0.01	c0.52			
v/c Ratio	0.64	0.10	0.77	0.22	0.57	
Uniform Delay, d1	65.1	61.6	35.4	2.7	14.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.7	0.3	10.1	0.1	0.8	
Delay (s)	73.8	62.0	45.5	2.8	15.5	
Level of Service	E	E	D	A	B	
Approach Delay (s/veh)	66.8			12.6	15.5	
Approach LOS	E			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

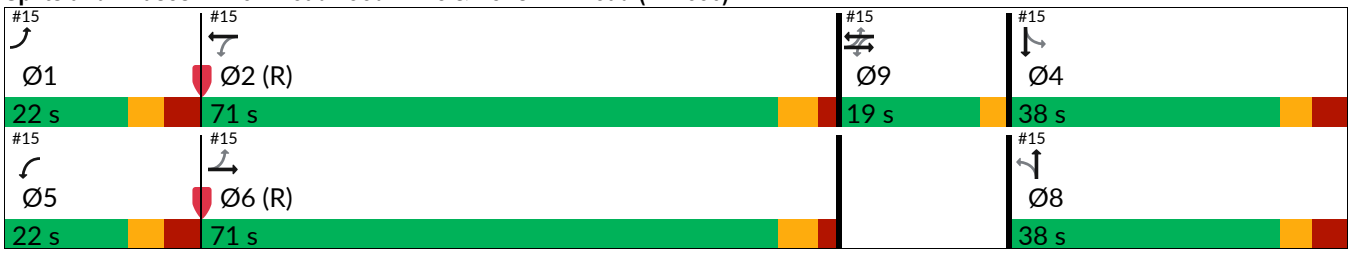
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	905	13	13	1305	26	18	29	18	54	21	75
Future Volume (vph)	35	905	13	13	1305	26	18	29	18	54	21	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	210		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75		75	75		75	75		75	75		75
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.997			0.963			0.932	
Flt Protected	0.950			0.950				0.986			0.982	
Satd. Flow (prot)	1805	3466	0	1671	3527	0	0	1780	0	0	1705	0
Flt Permitted	0.139			0.272				0.816			0.868	
Satd. Flow (perm)	264	3466	0	479	3527	0	0	1473	0	0	1507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2			11			31	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		366			423			406			348	
Travel Time (s)		7.1			8.2			11.1			9.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	0%	8%	2%	4%	0%	3%	0%	0%	0%	4%
Adj. Flow (vph)	37	963	14	14	1388	28	19	31	19	57	22	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	37	977	0	14	1416	0	0	69	0	0	159	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	0		1	0			1			1	
Detector Template	Left	Thru		Left	Thru			Thru			Thru	
Leading Detector (ft)	30	0		30	0			30			30	
Trailing Detector (ft)	0	0		0	0			0			0	
Detector 1 Position(ft)	0			0				0			0	
Detector 1 Size(ft)	30			30				30			30	
Detector 1 Type	Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0				0.0			0.0	
Detector 1 Queue (s)	0.0			0.0				0.0			0.0	
Detector 1 Delay (s)	0.0			0.0				0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6 9		5	2 9			8			4	
Permitted Phases	6 9			2 9			8			4		
Detector Phase	1	6 9		5	2 9		8	8		4	4	
Switch Phase												
Minimum Initial (s)	3.0			3.0			4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0			11.0			25.5	25.5		28.5	28.5	

Lane Group	Ø2	Ø6	Ø9
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	6	9
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	24.5	24.5	13.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	22.0			22.0			38.0	38.0		38.0	38.0	
Total Split (%)	14.7%			14.7%			25.3%	25.3%		25.3%	25.3%	
Maximum Green (s)	14.0			14.0			30.5	30.5		30.5	30.5	
Yellow Time (s)	4.0			4.0			3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	8.0			8.0				7.5			7.5	
Lead/Lag	Lead			Lead								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0			3.0			5.0	5.0		5.0	5.0	
Recall Mode	None			None			None	None		None	None	
Walk Time (s)										7.0	7.0	
Flash Don't Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										0	0	
Act Effct Green (s)	111.5	110.2		107.5	104.3			20.1			20.1	
Actuated g/C Ratio	0.74	0.73		0.72	0.70			0.13			0.13	
v/c Ratio	0.14	0.38		0.04	0.58			0.33			0.69	
Control Delay (s/veh)	6.7	9.3		5.9	14.3			51.8			64.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	6.7	9.3		5.9	14.3			51.8			64.7	
LOS	A	A		A	B			D			E	
Approach Delay (s/veh)		9.2			14.2			51.8			64.7	
Approach LOS		A			B			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 39 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 16.3		Intersection LOS: B	
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: Broadwood Drive & Veirs Mill Road (MD 586)



Lane Group	Ø2	Ø6	Ø9
Total Split (s)	71.0	71.0	19.0
Total Split (%)	47%	47%	13%
Maximum Green (s)	64.5	64.5	16.0
Yellow Time (s)	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max
Walk Time (s)			
Flash Don't Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

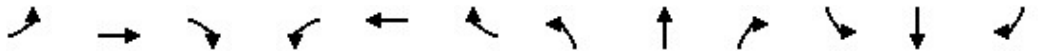
Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	37	977	14	1416	69	159
v/c Ratio	0.14	0.38	0.04	0.58	0.33	0.69
Control Delay (s/veh)	6.7	9.3	5.9	14.3	51.8	64.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	9.3	5.9	14.3	51.8	64.7
Queue Length 50th (ft)	8	144	3	372	53	122
Queue Length 95th (ft)	21	307	11	523	100	193
Internal Link Dist (ft)		286		343	326	268
Turn Bay Length (ft)	210		210			
Base Capacity (vph)	344	2546	475	2452	308	331
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.38	0.03	0.58	0.22	0.48

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	905	13	13	1305	26	18	29	18	54	21	75
Future Volume (vph)	35	905	13	13	1305	26	18	29	18	54	21	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	6.5		8.0	6.5			7.5			7.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.96			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1805	3466		1671	3527			1781			1705	
Flt Permitted	0.14	1.00		0.27	1.00			0.82			0.87	
Satd. Flow (perm)	264	3466		478	3527			1473			1506	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	37	963	14	14	1388	28	19	31	19	57	22	80
RTOR Reduction (vph)	0	1	0	0	1	0	0	10	0	0	27	0
Lane Group Flow (vph)	37	976	0	14	1415	0	0	59	0	0	132	0
Heavy Vehicles (%)	0%	4%	0%	8%	2%	4%	0%	3%	0%	0%	0%	4%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6 9		5	2 9			8			4	
Permitted Phases	6 9			2 9			8			4		
Actuated Green, G (s)	114.1	108.9		108.7	106.2			20.1			20.1	
Effective Green, g (s)	107.6	108.9		102.2	106.2			20.1			20.1	
Actuated g/C Ratio	0.72	0.73		0.68	0.71			0.13			0.13	
Clearance Time (s)	8.0			8.0				7.5			7.5	
Vehicle Extension (s)	3.0			3.0				5.0			5.0	
Lane Grp Cap (vph)	242	2516		345	2497			197			201	
v/s Ratio Prot	c0.01	c0.28		0.00	c0.40							
v/s Ratio Perm	0.10			0.03				0.04			c0.09	
v/c Ratio	0.15	0.39		0.04	0.57			0.30			0.66	
Uniform Delay, d1	8.9	7.8		7.9	10.7			58.6			61.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.5		0.0	0.9			1.8			10.0	
Delay (s)	9.2	8.3		7.9	11.6			60.4			71.7	
Level of Service	A	A		A	B			E			E	
Approach Delay (s/veh)		8.3			11.6			60.4			71.7	
Approach LOS		A			B			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

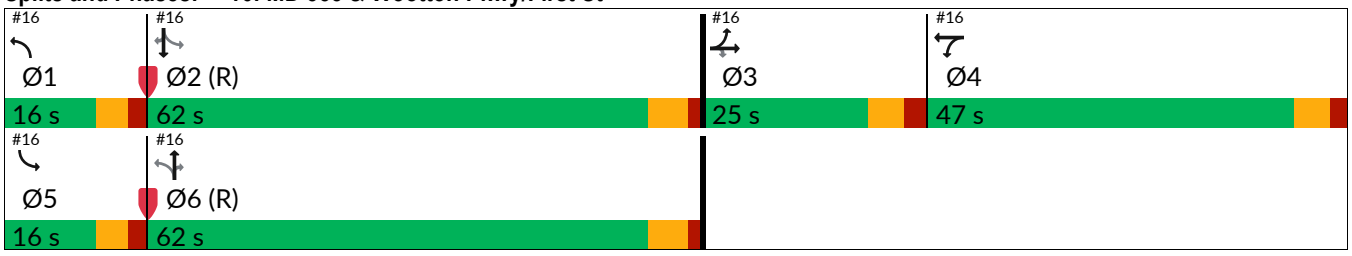


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	274	26	507	644	40	28	598	199	89	1363	142
Future Volume (vph)	88	274	26	507	644	40	28	598	199	89	1363	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2100	1900
Storage Length (ft)	265		265	425		0	120		545	365		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1.00	1.00	0.99		1.00				0.98	0.99		1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950	0.998		0.950	0.993		0.950			0.950		
Satd. Flow (prot)	1507	3223	1482	1550	3034	0	1687	4940	1568	1656	5512	1568
Flt Permitted	0.950	0.998		0.950	0.993		0.104			0.331		
Satd. Flow (perm)	1501	3223	1464	1550	3034	0	185	4940	1544	574	5512	1566
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105		3				203			142
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		539			606			664			578	
Travel Time (s)		10.5			11.8			10.1			8.8	
Confl. Peds. (#/hr)	9					9	1		10	10		1
Confl. Bikes (#/hr)			1			1						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	9%	7%	9%	6%	14%	0%	7%	5%	3%	9%	4%	3%
Adj. Flow (vph)	90	280	27	517	657	41	29	610	203	91	1391	145
Shared Lane Traffic (%)	10%			23%								
Lane Group Flow (vph)	81	289	27	398	817	0	29	610	203	91	1391	145
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	1	1	1	1		1	0	0	1	0	0
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30		30	0	0	30	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0			0		
Detector 1 Size(ft)	30	30	30	30	30		30			30		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3				6		6	2		2
Detector Phase	3	3	3	4	4		1	6	6	5	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	12.0	12.0	39.0	39.0		12.5	35.0	35.0	12.5	35.0	35.0
Total Split (s)	25.0	25.0	25.0	47.0	47.0		16.0	62.0	62.0	16.0	62.0	62.0
Total Split (%)	16.7%	16.7%	16.7%	31.3%	31.3%		10.7%	41.3%	41.3%	10.7%	41.3%	41.3%
Maximum Green (s)	18.5	18.5	18.5	41.0	41.0		10.5	56.0	56.0	10.5	56.0	56.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.0	2.0		2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0		4.0	3.0	3.0	4.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)				26.0	26.0			22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)				0	0			0	0		0	0
Act Effct Green (s)	17.9	17.9	17.9	41.6	41.6		65.1	56.7	56.7	70.3	63.5	63.5
Actuated g/C Ratio	0.12	0.12	0.12	0.28	0.28		0.43	0.38	0.38	0.47	0.42	0.42
v/c Ratio	0.45	0.75	0.10	0.93	0.97		0.18	0.33	0.29	0.27	0.60	0.19
Control Delay (s/veh)	69.9	76.8	0.8	81.4	77.4		23.3	33.9	4.9	23.4	35.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	76.8	0.8	81.4	77.4		23.3	33.9	4.9	23.4	35.6	5.4
LOS	E	E	A	F	E		C	C	A	C	D	A
Approach Delay (s/veh)		70.2			78.7			26.5			32.2	
Approach LOS		E			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 136 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 48.6		Intersection LOS: D	
Intersection Capacity Utilization 80.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 16: MD 355 & Wootton Pkwy/First St

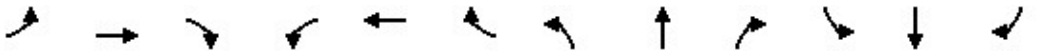




Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	81	289	27	398	817	29	610	203	91	1391	145
v/c Ratio	0.45	0.75	0.10	0.93	0.97	0.18	0.33	0.29	0.27	0.60	0.19
Control Delay (s/veh)	69.9	76.8	0.8	81.4	77.4	23.3	33.9	4.9	23.4	35.6	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.9	76.8	0.8	81.4	77.4	23.3	33.9	4.9	23.4	35.6	5.4
Queue Length 50th (ft)	87	160	0	440	486	16	162	0	51	416	2
Queue Length 95th (ft)	157	219	0	#680	#652	36	198	55	88	480	49
Internal Link Dist (ft)		459			526		584			498	
Turn Bay Length (ft)	265		265	425		120		545	365		300
Base Capacity (vph)	185	397	272	429	843	188	1866	709	344	2334	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.73	0.10	0.93	0.97	0.15	0.33	0.29	0.26	0.60	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	274	26	507	644	40	28	598	199	89	1363	142
Future Volume (vph)	88	274	26	507	644	40	28	598	199	89	1363	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2100	1900
Total Lost time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91		1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1507	3225	1464	1550	3035		1687	4940	1544	1653	5513	1566
Flt Permitted	0.95	1.00	1.00	0.95	0.99		0.10	1.00	1.00	0.33	1.00	1.00
Satd. Flow (perm)	1507	3225	1464	1550	3035		184	4940	1544	576	5513	1566
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	90	280	27	517	657	41	29	610	203	91	1391	145
RTOR Reduction (vph)	0	0	24	0	2	0	0	0	126	0	0	84
Lane Group Flow (vph)	81	289	3	398	815	0	29	610	77	91	1391	61
Confl. Peds. (#/hr)	9					9	1		10	10		1
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	9%	7%	9%	6%	14%	0%	7%	5%	3%	9%	4%	3%
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3				6		6	2		2
Actuated Green, G (s)	17.9	17.9	17.9	41.6	41.6		61.9	56.7	56.7	71.1	61.3	61.3
Effective Green, g (s)	17.9	17.9	17.9	41.6	41.6		61.9	56.7	56.7	71.1	61.3	61.3
Actuated g/C Ratio	0.12	0.12	0.12	0.28	0.28		0.41	0.38	0.38	0.47	0.41	0.41
Clearance Time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0		4.0	3.0	3.0	4.0	3.0	3.0
Lane Grp Cap (vph)	179	384	174	429	841		128	1867	583	343	2252	639
v/s Ratio Prot	0.05	c0.09		0.26	c0.27		0.01	0.12		c0.02	c0.25	
v/s Ratio Perm			0.00				0.09		0.05	0.11		0.04
v/c Ratio	0.45	0.75	0.02	0.93	0.97		0.23	0.33	0.13	0.27	0.62	0.10
Uniform Delay, d1	61.5	63.9	58.3	52.7	53.6		28.5	33.1	30.5	22.5	35.1	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.8	9.6	0.1	27.1	23.7		1.2	0.5	0.5	0.6	1.3	0.3
Delay (s)	65.3	73.5	58.4	79.8	77.3		29.7	33.6	31.0	23.1	36.4	27.6
Level of Service	E	E	E	E	E		C	C	C	C	D	C
Approach Delay (s/veh)		70.8			78.1			32.8			34.8	
Approach LOS		E			E			C			C	

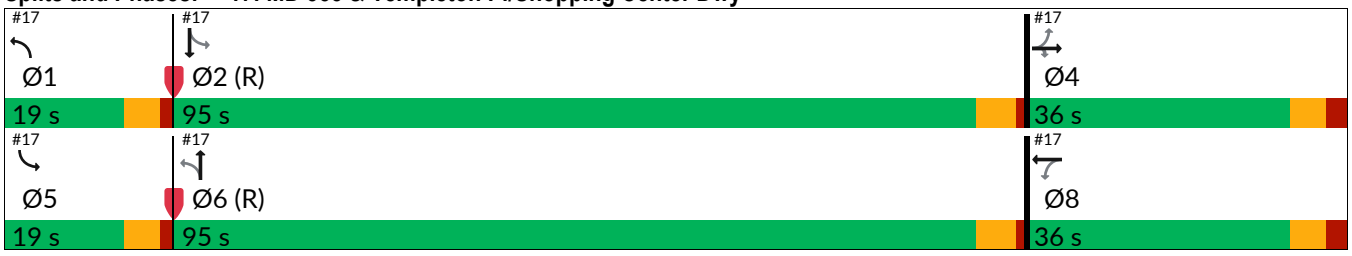
Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1	31	28	2	10	55	1244	10	33	1492	14
Future Volume (vph)	35	1	31	28	2	10	55	1244	10	33	1492	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	230		0	380		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt			0.850		0.967			0.999			0.999	
Flt Protected		0.954			0.966		0.950			0.950		
Satd. Flow (prot)	0	1595	1417	0	1768	0	1805	4979	0	1703	5028	0
Flt Permitted		0.807			0.766		0.104			0.199		
Satd. Flow (perm)	0	1330	1414	0	1401	0	197	4979	0	355	5028	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58		10			1			2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		356			367			466			453	
Travel Time (s)		9.7			10.0			9.1			8.8	
Confl. Peds. (#/hr)	10		1	1		10	7		15	15		7
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	14%	0%	14%	0%	0%	0%	0%	4%	10%	6%	3%	7%
Adj. Flow (vph)	36	1	32	29	2	10	57	1296	10	34	1554	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	32	0	41	0	57	1306	0	34	1569	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1		1		1	0		1	0	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30		30	0		30	0	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Detector 1 Position(ft)		0	0		0		0			0		
Detector 1 Size(ft)		30	30		30		30			30		
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Detector 1 Queue (s)		0.0	0.0		0.0		0.0			0.0		
Detector 1 Delay (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	26.5	26.5		13.0	25.0		12.5	30.5	
Total Split (s)	36.0	36.0	36.0	36.0	36.0		19.0	95.0		19.0	95.0	
Total Split (%)	24.0%	24.0%	24.0%	24.0%	24.0%		12.7%	63.3%		12.7%	63.3%	
Maximum Green (s)	29.5	29.5	29.5	29.5	29.5		13.5	89.5		13.5	89.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5		4.0	4.5	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Max	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0								7.0	
Flash Don't Walk (s)	22.0	22.0	22.0								18.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)		10.0	10.0		10.0		130.4	122.2		95.5	89.5	
Actuated g/C Ratio		0.07	0.07		0.07		0.87	0.81		0.64	0.60	
v/c Ratio		0.42	0.22		0.40		0.10	0.32		0.12	0.52	
Control Delay (s/veh)		80.1	7.1		63.7		2.3	5.0		6.5	18.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		80.1	7.1		63.7		2.3	5.0		6.5	18.5	
LOS		F	A		E		A	A		A	B	
Approach Delay (s/veh)		46.2			63.7			4.9			18.2	
Approach LOS		D			E			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 54 (36%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: MD 355 & Templeton Pl/Shopping Center Dwy



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	37	32	41	57	1306	34	1569
v/c Ratio	0.42	0.22	0.40	0.10	0.32	0.12	0.52
Control Delay (s/veh)	80.1	7.1	63.7	2.3	5.0	6.5	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.1	7.1	63.7	2.3	5.0	6.5	18.5
Queue Length 50th (ft)	35	0	29	7	127	7	323
Queue Length 95th (ft)	74	12	70	16	173	12	364
Internal Link Dist (ft)	276		287		386		373
Turn Bay Length (ft)		75		230		380	
Base Capacity (vph)	261	324	283	550	4057	365	3000
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.10	0.14	0.10	0.32	0.09	0.52

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	1	31	28	2	10	55	1244	10	33	1492	14
Future Volume (vph)	35	1	31	28	2	10	55	1244	10	33	1492	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1572	1414		1751		1805	4978		1701	5026	
Flt Permitted		0.81	1.00		0.77		0.10	1.00		0.20	1.00	
Satd. Flow (perm)		1330	1414		1390		198	4978		356	5026	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	36	1	32	29	2	10	57	1296	10	34	1554	15
RTOR Reduction (vph)	0	0	30	0	9	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	37	2	0	32	0	57	1306	0	34	1568	0
Confl. Peds. (#/hr)	10		1	1		10	7		15	15		7
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	14%	0%	14%	0%	0%	0%	0%	4%	10%	6%	3%	7%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)		8.9	8.9		8.9		129.1	118.7		93.1	88.2	
Effective Green, g (s)		8.9	8.9		8.9		129.1	118.7		93.1	88.2	
Actuated g/C Ratio		0.06	0.06		0.06		0.86	0.79		0.62	0.59	
Clearance Time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		78	83		82		549	3939		264	2955	
v/s Ratio Prot							c0.02	c0.26		0.00	c0.31	
v/s Ratio Perm		c0.03	0.00		0.02		0.06			0.08		
v/c Ratio		0.47	0.02		0.39		0.10	0.33		0.13	0.53	
Uniform Delay, d1		68.3	66.5		67.9		5.0	4.4		11.9	18.5	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.5	0.1		3.0		0.4	0.2		0.2	0.7	
Delay (s)		72.8	66.6		70.9		5.4	4.7		12.2	19.2	
Level of Service		E	E		E		A	A		B	B	
Approach Delay (s/veh)		69.9			70.9			4.7			19.0	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

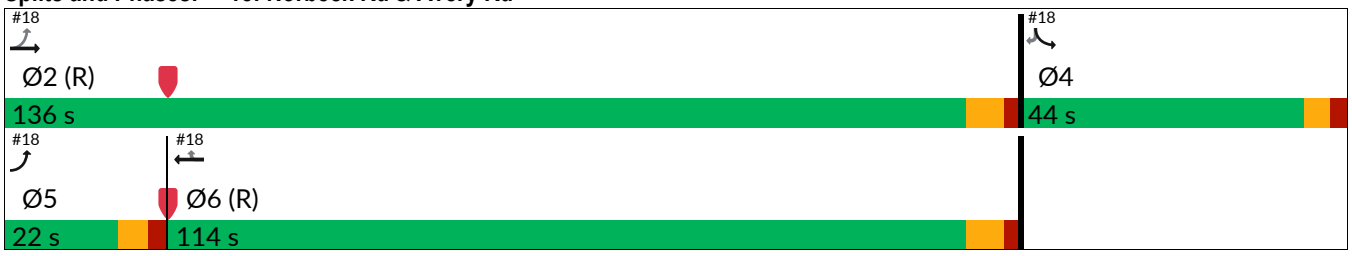


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	1011	2107	32	73	246
Future Volume (vph)	75	1011	2107	32	73	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			250	0	300
Storage Lanes	1			1	1	1
Taper Length (ft)	75			75	75	75
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor				0.98	1.00	
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1736	3374	3471	1615	1641	1599
Flt Permitted	0.029				0.950	
Satd. Flow (perm)	53	3374	3471	1576	1636	1599
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				16		143
Link Speed (mph)		40	40		30	
Link Distance (ft)		394	587		524	
Travel Time (s)		6.7	10.0		11.9	
Confl. Peds. (#/hr)	4			4	2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	7%	4%	0%	10%	1%
Adj. Flow (vph)	80	1076	2241	34	78	262
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	1076	2241	34	78	262
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20			12	20	12
Number of Detectors	1	0	0	0	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	30	0	0	0	30	30
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0				0	0
Detector 1 Size(ft)	30				30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0				0.0	0.0
Detector 1 Queue (s)	0.0				0.0	0.0
Detector 1 Delay (s)	0.0				0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	3.0	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	9.5	14.0	22.0	22.0	44.0	44.0
Total Split (s)	22.0	136.0	114.0	114.0	44.0	44.0
Total Split (%)	12.2%	75.6%	63.3%	63.3%	24.4%	24.4%
Maximum Green (s)	15.5	129.0	107.0	107.0	38.0	38.0
Yellow Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
All-Red Time (s)	2.5	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	0.2	0.2	0.2	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Don't Walk (s)			8.0	8.0	31.0	31.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	147.5	147.0	131.3	131.3	20.0	20.0
Actuated g/C Ratio	0.82	0.82	0.73	0.73	0.11	0.11
v/c Ratio	0.63	0.39	0.89	0.03	0.43	0.86
Control Delay (s/veh)	55.6	5.5	25.7	6.1	79.3	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	5.5	25.7	6.1	79.3	60.1
LOS	E	A	C	A	E	E
Approach Delay (s/veh)		9.0	25.4		64.5	
Approach LOS		A	C		E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 99 (55%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 23.9		Intersection LOS: C	
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: Norbeck Rd & Avery Rd





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	80	1076	2241	34	78	262
v/c Ratio	0.63	0.39	0.89	0.03	0.43	0.86
Control Delay (s/veh)	55.6	5.5	25.7	6.1	79.3	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.6	5.5	25.7	6.1	79.3	60.1
Queue Length 50th (ft)	44	165	1003	5	95	146
Queue Length 95th (ft)	112	271	#1623	23	150	247
Internal Link Dist (ft)		314	507		444	
Turn Bay Length (ft)				250		300
Base Capacity (vph)	188	2754	2532	1154	346	450
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.39	0.89	0.03	0.23	0.58

Intersection Summary

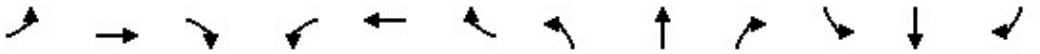
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	1011	2107	32	73	246
Future Volume (vph)	75	1011	2107	32	73	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1736	3374	3471	1576	1641	1599
Flt Permitted	0.03	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	53	3374	3471	1576	1641	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	80	1076	2241	34	78	262
RTOR Reduction (vph)	0	0	0	4	0	127
Lane Group Flow (vph)	80	1076	2241	30	78	135
Confl. Peds. (#/hr)	4			4	2	
Heavy Vehicles (%)	4%	7%	4%	0%	10%	1%
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	147.0	147.0	131.4	131.4	20.0	20.0
Effective Green, g (s)	147.0	147.0	131.4	131.4	20.0	20.0
Actuated g/C Ratio	0.82	0.82	0.73	0.73	0.11	0.11
Clearance Time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	0.2	0.2	0.2	3.0	3.0
Lane Grp Cap (vph)	128	2755	2533	1150	182	177
v/s Ratio Prot	c0.03	0.32	c0.65		0.05	
v/s Ratio Perm	0.48			0.02		c0.08
v/c Ratio	0.63	0.39	0.88	0.03	0.43	0.76
Uniform Delay, d1	53.6	4.4	18.5	6.7	74.7	77.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.2	0.4	5.0	0.0	1.6	17.5
Delay (s)	62.7	4.9	23.5	6.7	76.3	95.2
Level of Service	E	A	C	A	E	F
Approach Delay (s/veh)		8.9	23.3		90.8	
Approach LOS		A	C		F	

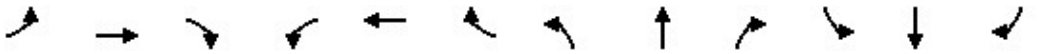
Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	84.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	5	0	0	116	0	714	22	0	1601	1
Future Volume (vph)	0	0	5	0	0	116	0	714	22	0	1601	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	0.91
Ped Bike Factor												
Frt			0.865			0.865		0.996				
Flt Protected												
Satd. Flow (prot)	0	0	1644	0	0	1627	0	3393	0	0	4848	0
Flt Permitted												
Satd. Flow (perm)	0	0	1644	0	0	1627	0	3393	0	0	4848	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			177			196			266	
Travel Time (s)		3.7			4.0			4.5			6.0	
Confl. Peds. (#/hr)	10		1	1		10	1		2	2		1
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%	0%	0%	0%	0%	1%	0%	6%	5%	0%	7%	0%
Adj. Flow (vph)	0	0	5	0	0	123	0	760	23	0	1703	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	5	0	0	123	0	783	0	0	1704	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

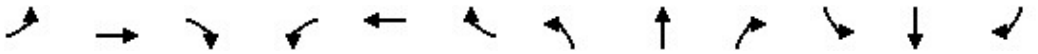
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	5	0	0	116	0	714	22	0	1601	1
Future Volume (Veh/h)	0	0	5	0	0	116	0	714	22	0	1601	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	5	0	0	123	0	760	23	0	1703	1
Pedestrians		1			2			1			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2218	2490	570	1347	2479	404	1705			785		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2218	2490	570	1347	2479	404	1705			785		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	99	100	100	79	100			100		
cM capacity (veh/h)	19	30	469	110	30	593	378			841		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	5	123	507	276	681	681	342
Volume Left	0	0	0	0	0	0	0
Volume Right	5	123	0	23	0	0	1
cSH	469	593	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.21	0.30	0.16	0.40	0.40	0.20
Queue Length 95th (ft)	1	19	0	0	0	0	0
Control Delay (s/veh)	12.8	12.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	B					
Approach Delay (s/veh)	12.8	12.7	0.0		0.0		
Approach LOS	B	B					

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	41.3%	ICU Level of Service		A
Analysis Period (min)	15			

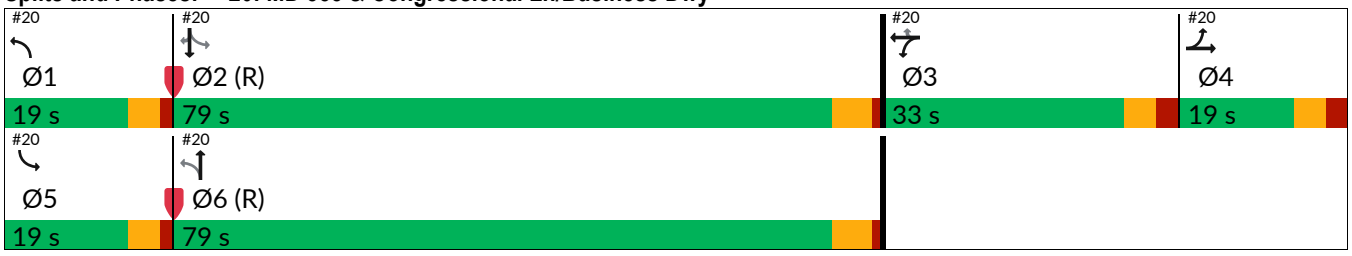


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	12	104	44	13	17	106	1047	13	36	1285	145
Future Volume (vph)	187	12	104	44	13	17	106	1047	13	36	1285	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		50	185		0	160		480
Storage Lanes	2		0	0		1	1		0	1		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor	0.98					0.98		1.00		0.99		0.95
Frt		0.865				0.850		0.998				0.850
Flt Protected	0.950				0.963		0.950			0.950		
Satd. Flow (prot)	3433	1614	0	0	1796	1615	1805	4976	0	1805	5085	1568
Flt Permitted	0.950				0.963		0.136			0.206		
Satd. Flow (perm)	3360	1614	0	0	1796	1577	258	4976	0	389	5085	1493
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		117				98		2				163
Link Speed (mph)		30			25			35			35	
Link Distance (ft)		221			229			319			333	
Travel Time (s)		5.0			6.2			6.2			6.5	
Confl. Peds. (#/hr)	14					14	8		16	16		8
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	0%	2%	0%	8%	0%	0%	4%	0%	0%	2%	3%
Adj. Flow (vph)	210	13	117	49	15	19	119	1176	15	40	1444	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	130	0	0	64	19	119	1191	0	40	1444	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	1			1	1	1	0		1	0	0
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30			30	30	30	0		30	0	0
Trailing Detector (ft)	0	0			0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0			0	0	0			0		
Detector 1 Size(ft)	30	30			30	30	30			30		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Detector Phase	4	4		3	3	3	1	6		5	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		33.0	33.0	33.0	10.0	26.5		10.0	26.5	26.5
Total Split (s)	19.0	19.0		33.0	33.0	33.0	19.0	79.0		19.0	79.0	79.0
Total Split (%)	12.7%	12.7%		22.0%	22.0%	22.0%	12.7%	52.7%		12.7%	52.7%	52.7%
Maximum Green (s)	13.0	13.0		27.0	27.0	27.0	14.0	73.5		14.0	73.5	73.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	1.5	1.0		1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				20.0	20.0	20.0		14.0			14.0	14.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)	14.5	14.5			10.7	10.7	108.4	100.4		103.1	96.1	96.1
Actuated g/C Ratio	0.10	0.10			0.07	0.07	0.72	0.67		0.69	0.64	0.64
v/c Ratio	0.63	0.50			0.50	0.09	0.43	0.36		0.12	0.44	0.16
Control Delay (s/veh)	73.8	19.9			79.6	0.9	11.9	12.8		8.3	15.5	2.4
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	73.8	19.9			79.6	0.9	11.9	12.8		8.3	15.5	2.4
LOS	E	B			E	A	B	B		A	B	A
Approach Delay (s/veh)		53.2			61.6			12.7			14.1	
Approach LOS		D			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 81 (54%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 18.6		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

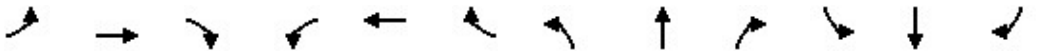
Splits and Phases: 20: MD 355 & Congressional Ln/Business Dwy





Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	210	130	64	19	119	1191	40	1444	163
v/c Ratio	0.63	0.50	0.50	0.09	0.43	0.36	0.12	0.44	0.16
Control Delay (s/veh)	73.8	19.9	79.6	0.9	11.9	12.8	8.3	15.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.8	19.9	79.6	0.9	11.9	12.8	8.3	15.5	2.4
Queue Length 50th (ft)	105	12	65	0	32	197	10	261	0
Queue Length 95th (ft)	145	75	116	0	63	266	26	358	34
Internal Link Dist (ft)		141	149			239		253	
Turn Bay Length (ft)	250			50	185		160		480
Base Capacity (vph)	342	266	323	364	334	3332	416	3257	1014
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.49	0.20	0.05	0.36	0.36	0.10	0.44	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	12	104	44	13	17	106	1047	13	36	1285	145
Future Volume (vph)	187	12	104	44	13	17	106	1047	13	36	1285	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1614			1796	1577	1805	4977		1802	5085	1493
Flt Permitted	0.95	1.00			0.96	1.00	0.14	1.00		0.21	1.00	1.00
Satd. Flow (perm)	3433	1614			1796	1577	258	4977		391	5085	1493
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	210	13	117	49	15	19	119	1176	15	40	1444	163
RTOR Reduction (vph)	0	106	0	0	0	18	0	1	0	0	0	60
Lane Group Flow (vph)	210	24	0	0	64	1	119	1190	0	40	1444	103
Confl. Peds. (#/hr)	14					14	8		16	16		8
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	0%	2%	0%	8%	0%	0%	4%	0%	0%	2%	3%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Actuated Green, G (s)	14.5	14.5			9.4	9.4	106.9	98.2		100.3	94.9	94.9
Effective Green, g (s)	14.5	14.5			9.4	9.4	106.9	98.2		100.3	94.9	94.9
Actuated g/C Ratio	0.10	0.10			0.06	0.06	0.71	0.65		0.67	0.63	0.63
Clearance Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	331	156			112	98	273	3258		312	3217	944
v/s Ratio Prot	c0.06	0.02			c0.04		c0.03	0.24		0.00	c0.28	
v/s Ratio Perm						0.00	0.28			0.08		0.07
v/c Ratio	0.63	0.16			0.57	0.01	0.44	0.37		0.13	0.45	0.11
Uniform Delay, d1	65.2	62.1			68.3	65.9	8.9	11.8		8.6	14.1	10.9
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.9	0.5			6.9	0.0	1.1	0.3		0.2	0.5	0.2
Delay (s)	69.1	62.6			75.2	66.0	10.0	12.1		8.8	14.6	11.1
Level of Service	E	E			E	E	A	B		A	B	B
Approach Delay (s/veh)		66.6			73.1			11.9			14.1	
Approach LOS		E			E			B			B	

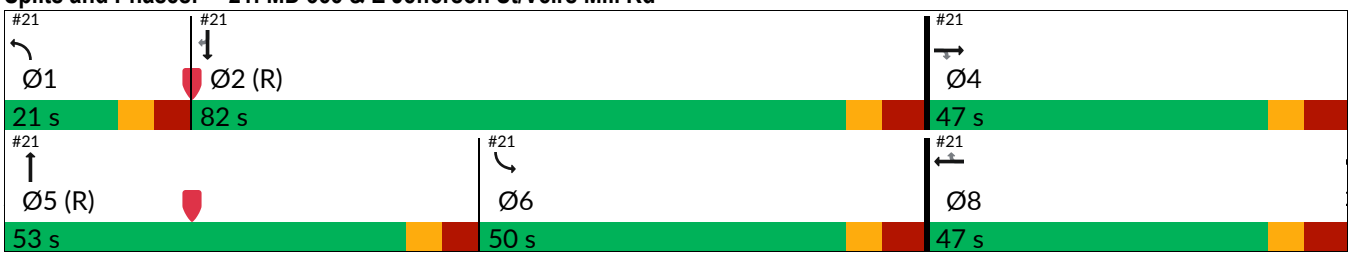
Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	314	319	0	658	437	137	522	1	303	1275	80
Future Volume (vph)	0	314	319	0	658	437	137	522	1	303	1275	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	400		120
Storage Lanes	0		1	0		1	2		0	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor							1.00	1.00		0.99		0.98
Frt			0.850			0.850						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3471	1615	0	3539	1524	3335	4940	0	3367	4988	1482
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	3471	1615	0	3539	1524	3327	4940	0	3338	4988	1451
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			206			446						102
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		718			576			632			560	
Travel Time (s)		14.0			11.2			10.8			9.5	
Confl. Peds. (#/hr)							4		11	11		4
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	0%	0%	2%	6%	5%	5%	0%	4%	4%	9%
Adj. Flow (vph)	0	320	326	0	671	446	140	533	1	309	1301	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	320	326	0	671	446	140	534	0	309	1301	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors		2	1		2	1	1	2		1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)		30	30		30	30	30	30		30	30	30
Trailing Detector (ft)		0	0		0	0	0	0		0	0	0
Detector 1 Position(ft)		0	0		0	0	0	0		0	0	0
Detector 1 Size(ft)		30	30		30	30	30	30		30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA	Perm		NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			8		1	5		6	2	
Permitted Phases			4			8						2
Detector Phase		4	4		8	8	1	5		6	2	2
Switch Phase												
Minimum Initial (s)		6.0	6.0		6.0	6.0	3.0	7.0		5.0	7.0	7.0
Minimum Split (s)		15.0	15.0		15.0	15.0	11.0	53.0		14.0	29.0	29.0
Total Split (s)		47.0	47.0		47.0	47.0	21.0	53.0		50.0	82.0	82.0
Total Split (%)		31.3%	31.3%		31.3%	31.3%	14.0%	35.3%		33.3%	54.7%	54.7%
Maximum Green (s)		38.0	38.0		38.0	38.0	13.0	45.0		41.0	73.0	73.0
Yellow Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		5.0	5.0		5.0	5.0	4.0	4.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode		Min	Min		Min	Min	Min	C-Max		Min	C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								38.0			13.0	13.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)		34.3	34.3		34.3	34.3	11.2	48.7		41.0	78.5	78.5
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.07	0.32		0.27	0.52	0.52
v/c Ratio		0.40	0.62		0.83	0.64	0.56	0.33		0.34	0.50	0.10
Control Delay (s/veh)		50.2	23.3		64.6	8.5	94.5	33.0		44.9	24.6	2.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		50.2	23.3		64.6	8.5	94.5	33.0		44.9	24.6	2.2
LOS		D	C		E	A	F	C		D	C	A
Approach Delay (s/veh)		36.7			42.2			45.8			27.2	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 85 (57%), Referenced to phase 2:SBT and 5:NBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 35.8		Intersection LOS: D	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

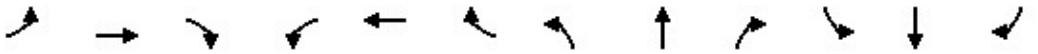
Splits and Phases: 21: MD 355 & E Jefferson St/Veirs Mill Rd





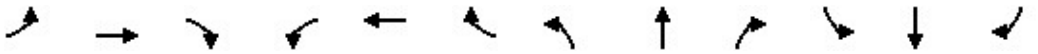
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	320	326	671	446	140	534	309	1301	82
v/c Ratio	0.40	0.62	0.83	0.64	0.56	0.33	0.34	0.50	0.10
Control Delay (s/veh)	50.2	23.3	64.6	8.5	94.5	33.0	44.9	24.6	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	23.3	64.6	8.5	94.5	33.0	44.9	24.6	2.2
Queue Length 50th (ft)	144	103	334	0	77	118	129	308	0
Queue Length 95th (ft)	190	207	401	100	117	145	175	374	21
Internal Link Dist (ft)	638		496			552		480	
Turn Bay Length (ft)					175		400		120
Base Capacity (vph)	879	562	896	719	289	1605	920	2610	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	5	0	0	0	0	0	137	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.59	0.75	0.62	0.48	0.33	0.34	0.53	0.10

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	314	319	0	658	437	137	522	1	303	1275	80
Future Volume (vph)	0	314	319	0	658	437	137	522	1	303	1275	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Lane Util. Factor		0.95	1.00		0.95	1.00	0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3471	1615		3539	1524	3335	4939		3367	4988	1451
Flt Permitted		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3471	1615		3539	1524	3335	4939		3367	4988	1451
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	320	326	0	671	446	140	533	1	309	1301	82
RTOR Reduction (vph)	0	0	159	0	0	344	0	0	0	0	0	39
Lane Group Flow (vph)	0	320	167	0	671	102	140	534	0	309	1301	43
Confl. Peds. (#/hr)							4		11	11		4
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	4%	0%	0%	2%	6%	5%	5%	0%	4%	4%	9%
Turn Type		NA	Perm		NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			8		1	5		6	2	
Permitted Phases			4			8						2
Actuated Green, G (s)		34.3	34.3		34.3	34.3	11.2	48.7		41.0	78.5	78.5
Effective Green, g (s)		34.3	34.3		34.3	34.3	11.2	48.7		41.0	78.5	78.5
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.07	0.32		0.27	0.52	0.52
Clearance Time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		793	369		809	348	249	1603		920	2610	759
v/s Ratio Prot		0.09			c0.19		c0.04	0.11		0.09	c0.26	
v/s Ratio Perm			0.10			0.07						0.03
v/c Ratio		0.40	0.45		0.83	0.29	0.56	0.33		0.34	0.50	0.06
Uniform Delay, d1		49.2	49.8		55.1	47.8	67.0	38.4		43.6	23.1	17.6
Progression Factor		1.00	1.00		1.00	1.00	1.28	0.83		1.00	1.00	1.00
Incremental Delay, d2		0.3	0.9		7.1	0.5	2.9	0.6		0.2	0.7	0.1
Delay (s)		49.5	50.7		62.1	48.3	88.9	32.4		43.8	23.7	17.7
Level of Service		D	D		E	D	F	C		D	C	B
Approach Delay (s/veh)		50.1			56.6			44.1			27.1	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

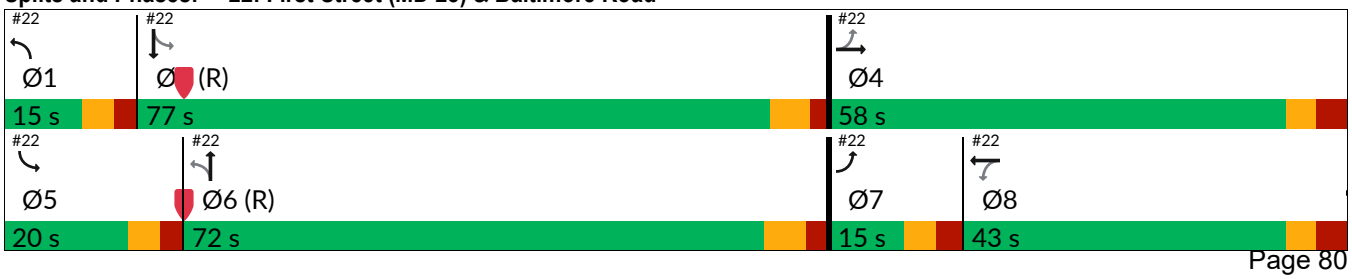


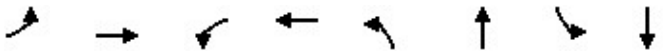
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	65	25	100	97	124	10	768	3	127	1451	117
Future Volume (vph)	74	65	25	100	97	124	10	768	3	127	1451	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	110		0	130		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75		75	75		75	75		75	75		75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor								1.00				
Frt		0.958			0.916			0.999			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	1629	0	1583	1584	0	1504	3395	0	1543	3287	0
Flt Permitted	0.272			0.695			0.074			0.219		
Satd. Flow (perm)	466	1629	0	1158	1584	0	117	3395	0	356	3287	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					40						7	
Link Speed (mph)		30			30			40			50	
Link Distance (ft)		246			306			194			241	
Travel Time (s)		5.6			7.0			3.3			3.3	
Confl. Peds. (#/hr)									5	5		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	11%	12%	11%	14%	11%	9%	20%	6%	67%	17%	9%	4%
Adj. Flow (vph)	79	69	27	106	103	132	11	817	3	135	1544	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	96	0	106	235	0	11	820	0	135	1668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		12	20		12	20		12	20		12
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0		5.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	9.5	43.0		43.0	43.0		9.0	29.0		9.0	28.5	
Total Split (s)	15.0	58.0		43.0	43.0		15.0	72.0		20.0	77.0	
Total Split (%)	10.0%	38.7%		28.7%	28.7%		10.0%	48.0%		13.3%	51.3%	
Maximum Green (s)	8.5	51.0		36.0	36.0		9.0	65.0		14.0	70.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.5		3.5	3.5		2.5	2.5		2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		5.0	5.0		3.0	0.2		3.0	0.2	
Recall Mode	None	None		None	None		None	C-Max		Max	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)		29.0		29.0	29.0			15.0			15.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	41.4	40.9		26.1	26.1		72.0	65.0		96.1	90.6	
Actuated g/C Ratio	0.28	0.27		0.17	0.17		0.48	0.43		0.64	0.60	
v/c Ratio	0.41	0.22		0.53	0.76		0.10	0.56		0.32	0.84	
Control Delay (s/veh)	45.8	41.6		64.5	64.1		15.3	33.6		14.0	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.8	41.6		64.5	64.1		15.3	33.6		14.0	30.6	
LOS	D	D		E	E		B	C		B	C	
Approach Delay (s/veh)		43.5			64.3			33.3			29.3	
Approach LOS		D			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 24 (16%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay (s/veh): 35.0		Intersection LOS: C	
Intersection Capacity Utilization 85.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 22: First Street (MD 28) & Baltimore Road

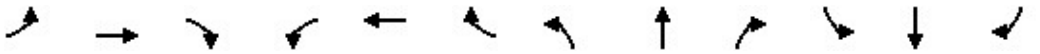




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	96	106	235	11	820	135	1668
v/c Ratio	0.41	0.22	0.53	0.76	0.10	0.56	0.32	0.84
Control Delay (s/veh)	45.8	41.6	64.5	64.1	15.3	33.6	14.0	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.8	41.6	64.5	64.1	15.3	33.6	14.0	30.6
Queue Length 50th (ft)	64	80	106	202	4	327	56	641
Queue Length 95th (ft)	104	124	167	289	16	396	108	#1138
Internal Link Dist (ft)		166		226		114		161
Turn Bay Length (ft)	150		110		130		140	
Base Capacity (vph)	194	553	277	410	141	1471	419	1989
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.17	0.38	0.57	0.08	0.56	0.32	0.84

Intersection Summary

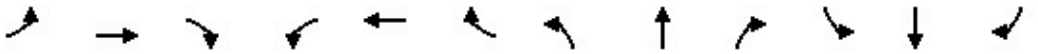
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	65	25	100	97	124	10	768	3	127	1451	117
Future Volume (vph)	74	65	25	100	97	124	10	768	3	127	1451	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.92		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	1629		1583	1584		1504	3396		1543	3286	
Flt Permitted	0.27	1.00		0.69	1.00		0.07	1.00		0.22	1.00	
Satd. Flow (perm)	466	1629		1158	1584		118	3396		355	3286	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	69	27	106	103	132	11	817	3	135	1544	124
RTOR Reduction (vph)	0	0	0	0	33	0	0	0	0	0	3	0
Lane Group Flow (vph)	79	96	0	106	202	0	11	820	0	135	1665	0
Confl. Peds. (#/hr)									5	5		
Heavy Vehicles (%)	11%	12%	11%	14%	11%	9%	20%	6%	67%	17%	9%	4%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	40.9	40.9		26.1	26.1		67.6	65.0		95.6	87.0	
Effective Green, g (s)	40.9	40.9		26.1	26.1		67.6	65.0		95.6	87.0	
Actuated g/C Ratio	0.27	0.27		0.17	0.17		0.45	0.43		0.64	0.58	
Clearance Time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Vehicle Extension (s)	3.0	3.0		5.0	5.0		3.0	0.2		3.0	0.2	
Lane Grp Cap (vph)	191	444		201	275		77	1471		417	1905	
v/s Ratio Prot	c0.02	0.06			c0.13		0.00	0.24		c0.05	c0.51	
v/s Ratio Perm	0.09			0.09			0.06			0.15		
v/c Ratio	0.41	0.22		0.53	0.73		0.14	0.56		0.32	0.87	
Uniform Delay, d1	42.9	42.2		56.3	58.7		26.4	31.8		13.7	26.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.2		4.7	11.7		0.9	1.5		2.1	5.9	
Delay (s)	44.3	42.4		61.0	70.4		27.2	33.3		15.8	32.8	
Level of Service	D	D		E	E		C	C		B	C	
Approach Delay (s/veh)		43.3			67.5			33.2			31.5	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	36.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

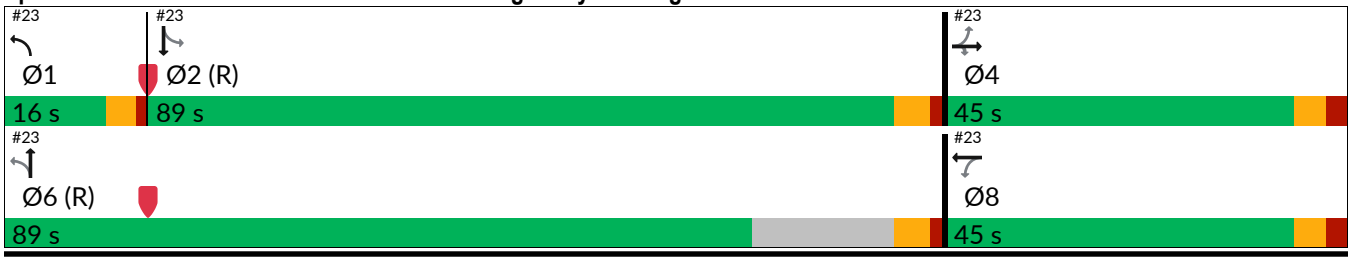


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	53	76	21	89	6	77	569	13	2	1485	124
Future Volume (vph)	87	53	76	21	89	6	77	569	13	2	1485	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor	0.95		0.98	0.99	1.00			1.00			1.00	
Frt			0.850		0.990			0.997			0.988	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1787	1743	1599	1805	1857	0	1736	4926	0	0	4916	0
Flt Permitted	0.665			0.717			0.063				0.940	
Satd. Flow (perm)	1191	1743	1573	1342	1857	0	115	4926	0	0	4621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		2			5			14	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		391			173			442			632	
Travel Time (s)		8.9			3.9			7.5			10.8	
Confl. Peds. (#/hr)	32		9	9		32	9		10	10		9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	1%	9%	1%	0%	1%	0%	4%	5%	0%	0%	4%	1%
Adj. Flow (vph)	101	62	88	24	103	7	90	662	15	2	1727	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	62	88	24	110	0	90	677	0	0	1873	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2	1	1	2		1	0			0	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	30	30	30	30	30		30	0			0	
Trailing Detector (ft)	0	0	0	0	0		0	0			0	
Detector 1 Position(ft)	0	0	0	0	0		0					
Detector 1 Size(ft)	30	30	30	30	30		30					
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 2 Position(ft)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	7.0		7.0	7.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		10.0	23.0		23.0	23.0	
Total Split (s)	45.0	45.0	45.0	45.0	45.0		16.0	89.0		89.0	89.0	
Total Split (%)	30.0%	30.0%	30.0%	30.0%	30.0%		10.7%	59.3%		59.3%	59.3%	
Maximum Green (s)	39.0	39.0	39.0	39.0	39.0		11.5	83.5		83.5	83.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.0	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	Max	Max		None	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0		7.0	7.0	
Flash Don't Walk (s)	18.0	18.0	18.0	18.0	18.0			10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0		0	0	
Act Effct Green (s)	39.0	39.0	39.0	39.0	39.0		100.5	99.5			86.5	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.67	0.66			0.58	
v/c Ratio	0.33	0.14	0.19	0.07	0.23		0.53	0.21			0.70	
Control Delay (s/veh)	48.5	43.7	8.9	42.7	44.4		24.8	10.0			13.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.1	
Total Delay (s/veh)	48.5	43.7	8.9	42.7	44.4		24.8	10.0			13.7	
LOS	D	D	A	D	D		C	A			B	
Approach Delay (s/veh)		33.4			44.1			11.7			13.7	
Approach LOS		C			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 90 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 16.2		Intersection LOS: B	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 23: MD 355 & Richard Montgomery Dr/Dodge St



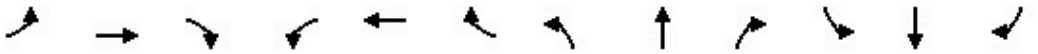


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	101	62	88	24	110	90	677	1873
v/c Ratio	0.33	0.14	0.19	0.07	0.23	0.53	0.21	0.70
Control Delay (s/veh)	48.5	43.7	8.9	42.7	44.4	24.8	10.0	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (s/veh)	48.5	43.7	8.9	42.7	44.4	24.8	10.0	13.7
Queue Length 50th (ft)	81	50	0	18	84	30	91	523
Queue Length 95th (ft)	133	90	40	41	134	68	105	575
Internal Link Dist (ft)		311			93		362	552
Turn Bay Length (ft)								
Base Capacity (vph)	309	453	474	348	484	201	3269	2669
Starvation Cap Reductn	0	0	0	0	0	0	0	131
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.14	0.19	0.07	0.23	0.45	0.21	0.74

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	53	76	21	89	6	77	569	13	2	1485	124
Future Volume (vph)	87	53	76	21	89	6	77	569	13	2	1485	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91			0.91	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes	0.95	1.00	1.00	0.99	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1701	1743	1573	1778	1858		1736	4924			4918	
Flt Permitted	0.66	1.00	1.00	0.72	1.00		0.06	1.00			0.94	
Satd. Flow (perm)	1190	1743	1573	1341	1858		115	4924			4621	
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	101	62	88	24	103	7	90	662	15	2	1727	144
RTOR Reduction (vph)	0	0	65	0	1	0	0	2	0	0	6	0
Lane Group Flow (vph)	101	62	23	24	109	0	90	675	0	0	1867	0
Confl. Peds. (#/hr)	32		9	9		32	9		10	10		9
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	9%	1%	0%	1%	0%	4%	5%	0%	0%	4%	1%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)	39.0	39.0	39.0	39.0	39.0		99.5	99.5			86.5	
Effective Green, g (s)	39.0	39.0	39.0	39.0	39.0		99.5	99.5			86.5	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.66	0.66			0.58	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	309	453	408	348	483		168	3266			2664	
v/s Ratio Prot		0.04			0.06		c0.03	0.14				
v/s Ratio Perm	c0.08		0.01	0.02			0.32				c0.40	
v/c Ratio	0.33	0.14	0.06	0.07	0.22		0.54	0.21			0.70	
Uniform Delay, d1	44.9	42.6	41.7	41.8	43.6		17.8	9.9			22.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.53	
Incremental Delay, d2	2.8	0.6	0.3	0.4	1.1		3.3	0.1			1.4	
Delay (s)	47.7	43.2	41.9	42.2	44.7		21.1	10.0			13.4	
Level of Service	D	D	D	D	D		C	A			B	
Approach Delay (s/veh)		44.6			44.2			11.3			13.4	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

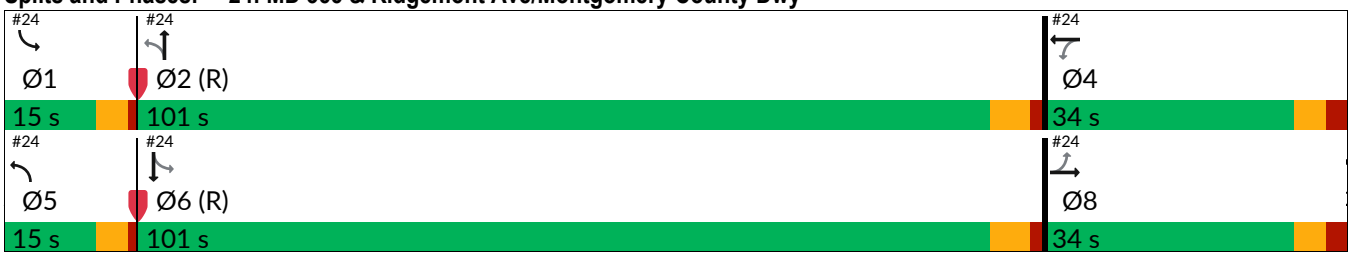


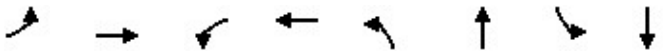
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	2	36	19	0	47	43	899	27	64	2398	57
Future Volume (vph)	40	2	36	19	0	47	43	899	27	64	2398	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	310		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00		1.00				1.00		1.00	1.00	
Frt		0.857			0.850			0.996			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1576	0	1805	1583	0	1770	4699	0	1719	5009	0
Flt Permitted	0.724			0.731			0.035			0.273		
Satd. Flow (perm)	1336	1576	0	1383	1583	0	65	4699	0	492	5009	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			240			6			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		246			181			767			771	
Travel Time (s)		5.6			4.1			13.1			13.1	
Confl. Peds. (#/hr)			3	3			1		6	6		1
Confl. Bikes (#/hr)									1			
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 (%)	3%	0%	3%	0%	0%	2%	2%	10%	4%	5%	3%	9%
Adj. Flow (vph)	43	2	38	20	0	50	46	956	29	68	2551	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	40	0	20	50	0	46	985	0	68	2612	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	34.0	34.0		11.0	11.0		10.0	29.5		10.0	29.5	
Total Split (s)	34.0	34.0		34.0	34.0		15.0	101.0		15.0	101.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		10.0%	67.3%		10.0%	67.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0		10.5	95.0		10.5	95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Don't Walk (s)	21.0	21.0						16.0			16.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	10.2	10.2		10.2	10.2		124.7	116.9		124.9	117.0	
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.83	0.78		0.83	0.78	
v/c Ratio	0.48	0.28		0.21	0.15		0.37	0.27		0.15	0.67	
Control Delay (s/veh)	83.2	24.4		69.6	1.0		18.8	5.0		2.5	9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	83.2	24.4		69.6	1.0		18.8	5.0		2.5	9.0	
LOS	F	C		E	A		B	A		A	A	
Approach Delay (s/veh)		54.9			20.6			5.6			8.9	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 22 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 73.4%		ICU Level of Service D	
Analysis Period (min) 15			

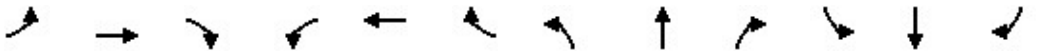
Splits and Phases: 24: MD 355 & Ridgemont Ave/Montgomery County Dwy





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	43	40	20	50	46	985	68	2612
v/c Ratio	0.48	0.28	0.21	0.15	0.37	0.27	0.15	0.67
Control Delay (s/veh)	83.2	24.4	69.6	1.0	18.8	5.0	2.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.2	24.4	69.6	1.0	18.8	5.0	2.5	9.0
Queue Length 50th (ft)	42	2	19	0	5	91	8	379
Queue Length 95th (ft)	85	41	47	0	38	130	18	513
Internal Link Dist (ft)		166		101		687		691
Turn Bay Length (ft)					310		250	
Base Capacity (vph)	249	325	258	490	175	3663	508	3907
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.12	0.08	0.10	0.26	0.27	0.13	0.67

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	2	36	19	0	47	43	899	27	64	2398	57
Future Volume (vph)	40	2	36	19	0	47	43	899	27	64	2398	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1577		1797	1583		1770	4697		1717	5011	
Flt Permitted	0.72	1.00		0.73	1.00		0.04	1.00		0.27	1.00	
Satd. Flow (perm)	1336	1577		1383	1583		66	4697		493	5011	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	43	2	38	20	0	50	46	956	29	68	2551	61
RTOR Reduction (vph)	0	35	0	0	47	0	0	1	0	0	1	0
Lane Group Flow (vph)	43	5	0	20	3	0	46	984	0	68	2611	0
Confl. Peds. (#/hr)			3	3			1		6	6		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	3%	0%	3%	0%	0%	2%	2%	10%	4%	5%	3%	9%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	10.2	10.2		10.2	10.2		123.2	116.9		123.4	117.0	
Effective Green, g (s)	10.2	10.2		10.2	10.2		123.2	116.9		123.4	117.0	
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.82	0.78		0.82	0.78	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	90	107		94	107		125	3660		457	3908	
v/s Ratio Prot		0.00			0.00		c0.02	0.21		0.01	c0.52	
v/s Ratio Perm	c0.03			0.01			0.29			0.12		
v/c Ratio	0.48	0.04		0.21	0.03		0.37	0.27		0.15	0.67	
Uniform Delay, d1	67.3	65.3		66.1	65.3		9.1	4.6		2.5	7.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	0.2		1.1	0.1		1.8	0.2		0.2	0.9	
Delay (s)	71.3	65.5		67.2	65.4		11.0	4.8		2.6	8.5	
Level of Service	E	E		E	E		B	A		A	A	
Approach Delay (s/veh)		68.5			65.9			5.1			8.4	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

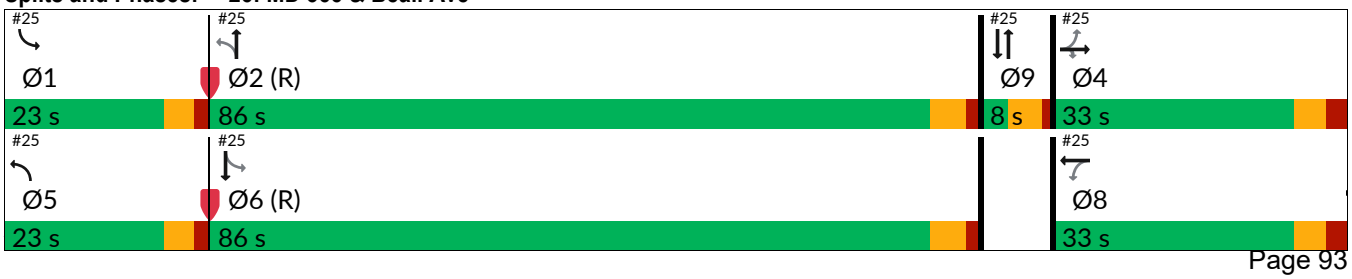
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	98	12	3	3	130	1098	5	7	1244	53
Future Volume (vph)	48	2	98	12	3	3	130	1098	5	7	1244	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	1.00		1.00			1.00		0.99	1.00	
Frt			0.850		0.977			0.999			0.994	
Flt Protected		0.954			0.968		0.950			0.950		
Satd. Flow (prot)	0	1714	1524	0	1793	0	1770	4982	0	1805	4941	0
Flt Permitted		0.721			0.777		0.175			0.233		
Satd. Flow (perm)	0	1279	1518	0	1436	0	326	4982	0	440	4941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			101		3			1			7	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		198			227			263			283	
Travel Time (s)		4.5			5.2			4.5			4.8	
Confl. Peds. (#/hr)	7		2	2		7	9		11	11		9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	6%	0%	0%	0%	2%	4%	0%	0%	4%	8%
Adj. Flow (vph)	49	2	101	12	3	3	134	1132	5	7	1282	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	51	101	0	18	0	134	1137	0	7	1337	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30		30	30		30	30	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Detector 1 Position(ft)		0	0		0		0	0		0	0	
Detector 1 Size(ft)		30	30		30		30	30		30	30	
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	Ø2	Ø6	Ø9
Lane Configurations	[redacted]	[redacted]	[redacted]
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	Perm	NA		custom	NA		custom	NA	
Protected Phases		4			8		5	2 9		1	6 9	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2 9		1	6 9	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0		
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0		8.0			8.0		
Total Split (s)	33.0	33.0	33.0	33.0	33.0		23.0			23.0		
Total Split (%)	22.0%	22.0%	22.0%	22.0%	22.0%		15.3%			15.3%		
Maximum Green (s)	27.0	27.0	27.0	27.0	27.0		18.0			18.0		
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5			3.5		
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.5			1.5		
Lost Time Adjust (s)		0.0	0.0		0.0		0.0			0.0		
Total Lost Time (s)		6.0	6.0		6.0		5.0			5.0		
Lead/Lag							Lead			Lead		
Lead-Lag Optimize?							Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0		
Recall Mode	Min	Min	Min	Min	Min		Min			Min		
Walk Time (s)	7.0	7.0	7.0	7.0	7.0							
Flash Don't Walk (s)	17.0	17.0	17.0	17.0	17.0							
Pedestrian Calls (#/hr)	0	0	0	0	0							
Act Effct Green (s)		11.2	11.2		11.2		117.2	116.6		112.4	114.2	
Actuated g/C Ratio		0.07	0.07		0.07		0.78	0.78		0.75	0.76	
v/c Ratio		0.54	0.49		0.16		0.40	0.29		0.02	0.36	
Control Delay (s/veh)		85.6	19.1		58.4		7.4	5.3		4.1	6.5	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		85.6	19.1		58.4		7.4	5.3		4.1	6.5	
LOS		F	B		E		A	A		A	A	
Approach Delay (s/veh)		41.4			58.4			5.5			6.5	
Approach LOS		D			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 60 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 8.3		Intersection LOS: A	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 25: MD 355 & Beall Ave



Lane Group	Ø2	Ø6	Ø9
Turn Type			
Protected Phases	2	6	9
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	20.0	3.0
Minimum Split (s)	25.5	25.5	8.0
Total Split (s)	86.0	86.0	8.0
Total Split (%)	57%	57%	5%
Maximum Green (s)	80.5	80.5	3.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max
Walk Time (s)	7.0	7.0	
Flash Don't Walk (s)	9.0	9.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

Intersection Summary



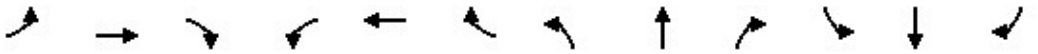
Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	101	18	134	1137	7	1337
v/c Ratio	0.54	0.49	0.16	0.40	0.29	0.02	0.36
Control Delay (s/veh)	85.6	19.1	58.4	7.4	5.3	4.1	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.6	19.1	58.4	7.4	5.3	4.1	6.5
Queue Length 50th (ft)	49	0	14	25	105	1	141
Queue Length 95th (ft)	94	61	40	48	146	5	202
Internal Link Dist (ft)	118		147		183		203
Turn Bay Length (ft)				225		150	
Base Capacity (vph)	230	356	260	433	3873	515	3763
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.28	0.07	0.31	0.29	0.01	0.36

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2	98	12	3	3	130	1098	5	7	1244	53
Future Volume (vph)	48	2	98	12	3	3	130	1098	5	7	1244	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		5.0	5.5		5.0	5.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.98		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1693	1518		1789		1769	4984		1802	4940	
Flt Permitted		0.72	1.00		0.78		0.17	1.00		0.23	1.00	
Satd. Flow (perm)		1280	1518		1437		326	4984		443	4940	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	49	2	101	12	3	3	134	1132	5	7	1282	55
RTOR Reduction (vph)	0	0	93	0	3	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	51	8	0	15	0	134	1137	0	7	1335	0
Confl. Peds. (#/hr)	7		2	2		7	9		11	11		9
Heavy Vehicles (%)	6%	0%	6%	0%	0%	0%	2%	4%	0%	0%	4%	8%
Turn Type	Perm	NA	Perm	Perm	NA		custom	NA		custom	NA	
Protected Phases		4			8		5	2 9		1	6 9	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		11.2	11.2		11.2		116.7	117.2		111.9	114.8	
Effective Green, g (s)		11.2	11.2		11.2		116.7	117.2		111.9	114.8	
Actuated g/C Ratio		0.07	0.07		0.07		0.78	0.78		0.75	0.77	
Clearance Time (s)		6.0	6.0		6.0		5.0			5.0		
Vehicle Extension (s)		3.0	3.0		3.0		3.0			3.0		
Lane Grp Cap (vph)		95	113		107		330	3894		381	3780	
v/s Ratio Prot							c0.02	0.23		0.00	c0.27	
v/s Ratio Perm		c0.04	0.00		0.01		c0.29			0.01		
v/c Ratio		0.54	0.07		0.14		0.41	0.29		0.02	0.35	
Uniform Delay, d1		66.9	64.5		64.9		4.5	4.6		4.9	5.7	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.7	0.3		0.6		0.8	0.2		0.0	0.3	
Delay (s)		72.6	64.8		65.5		5.4	4.8		4.9	5.9	
Level of Service		E	E		E		A	A		A	A	
Approach Delay (s/veh)		67.4			65.5			4.9			5.9	
Approach LOS		E			E			A			A	

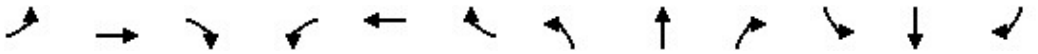
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	42	6	0	23	18	1300	17	32	1602	30
Future Volume (vph)	13	0	42	6	0	23	18	1300	17	32	1602	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.898			0.892			0.998			0.997	
Flt Protected		0.988			0.990			0.999			0.999	
Satd. Flow (prot)	0	1561	0	0	1678	0	0	3464	0	0	3493	0
Flt Permitted		0.988			0.990			0.999			0.999	
Satd. Flow (perm)	0	1561	0	0	1678	0	0	3464	0	0	3493	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		241			197			246			217	
Travel Time (s)		5.5			4.5			5.6			4.9	
Confl. Peds. (#/hr)							3		5	5		3
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	0%	8%	0%	0%	0%	0%	4%	0%	0%	3%	3%
Adj. Flow (vph)	14	0	44	6	0	24	19	1354	18	33	1669	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	30	0	0	1391	0	0	1733	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	42	6	0	23	18	1300	17	32	1602	30
Future Volume (Veh/h)	13	0	42	6	0	23	18	1300	17	32	1602	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	14	0	44	6	0	24	19	1354	18	33	1669	31
Pedestrians		3			5							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2493	3169	853	2351	3175	691	1703			1377		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2493	3169	853	2351	3175	691	1703			1377		
tC, single (s)	7.7	6.5	7.1	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.4	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	85	60	100	94	95			93		
cM capacity (veh/h)	12	9	290	15	9	390	377			502		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	58	30	696	695	868	866
Volume Left	14	6	19	0	33	0
Volume Right	44	24	0	18	0	31
cSH	42	65	377	1700	502	1700
Volume to Capacity	1.37	0.46	0.05	0.41	0.07	0.51
Queue Length 95th (ft)	144	45	4	0	5	0
Control Delay (s/veh)	416.3	101.1	1.6	0.0	2.1	0.0
Lane LOS	F	F	A		A	
Approach Delay (s/veh)	416.3	101.1	0.8		1.0	
Approach LOS	F	F				

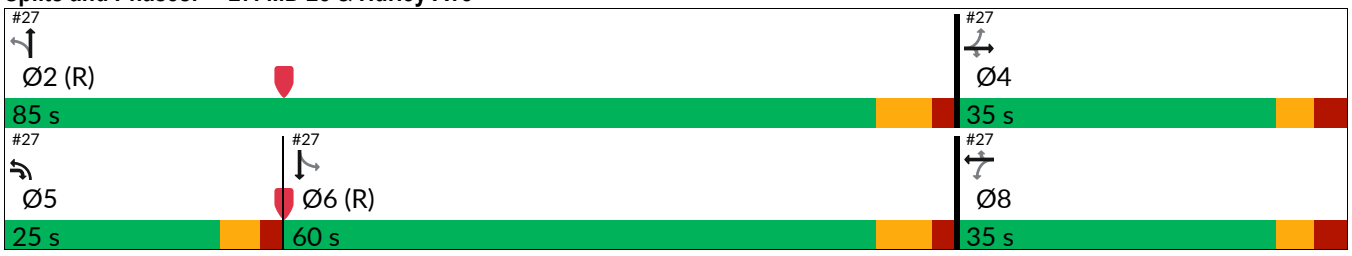
Intersection Summary				
Average Delay	9.4			
Intersection Capacity Utilization	79.4%	ICU Level of Service	D	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	12	189	90	17	17	119	1728	104	13	1560	72
Future Volume (vph)	75	12	189	90	17	17	119	1728	104	13	1560	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		25	400		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	75		75	75		75	25		75	75		75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor								1.00		1.00		
Frt			0.850			0.850		0.992			0.993	
Flt Protected		0.959			0.960		0.950			0.950		
Satd. Flow (prot)	0	1747	1538	0	1779	1524	1687	4998	0	1570	4944	0
Flt Permitted		0.665			0.698		0.092			0.105		
Satd. Flow (perm)	0	1212	1538	0	1294	1524	163	4998	0	173	4944	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			86		16			7	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		275			249			257			329	
Travel Time (s)		6.3			5.7			3.9			5.0	
Confl. Peds. (#/hr)									1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	0%	5%	3%	0%	6%	7%	3%	2%	15%	4%	8%
Adj. Flow (vph)	78	13	197	94	18	18	124	1800	108	14	1625	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	91	197	0	112	18	124	1908	0	14	1700	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1		1	1	1	0		1	0	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30	30	30	0		30	0	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Detector 1 Position(ft)		0	0		0	0	0			0		
Detector 1 Size(ft)		30	30		30	30	30			30		
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Detector 1 Queue (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Detector 1 Delay (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	5	8	8	8	5	2		6	6	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0		7.0	7.0	
Minimum Split (s)	11.5	11.5	10.5	34.5	34.5	34.5	10.5	14.0		28.0	28.0	
Total Split (s)	35.0	35.0	25.0	35.0	35.0	35.0	25.0	85.0		60.0	60.0	
Total Split (%)	29.2%	29.2%	20.8%	29.2%	29.2%	29.2%	20.8%	70.8%		50.0%	50.0%	
Maximum Green (s)	28.5	28.5	19.5	28.5	28.5	28.5	19.5	78.0		53.0	53.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	5.0	4.0	4.0	4.0	5.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0	7.0				7.0	7.0	
Flash Don't Walk (s)				21.0	21.0	21.0				14.0	14.0	
Pedestrian Calls (#/hr)				0	0	0				0	0	
Act Effct Green (s)		16.6	34.4		16.6	16.6	91.4	89.9		73.1	73.1	
Actuated g/C Ratio		0.14	0.29		0.14	0.14	0.76	0.75		0.61	0.61	
v/c Ratio		0.54	0.42		0.63	0.06	0.46	0.51		0.13	0.56	
Control Delay (s/veh)		59.2	29.3		63.3	0.4	12.7	7.1		17.6	16.0	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		59.2	29.3		63.3	0.4	12.7	7.1		17.6	16.0	
LOS		E	C		E	A	B	A		B	B	
Approach Delay (s/veh)		38.7			54.6			7.4			16.0	
Approach LOS		D			D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 12 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 14.6		Intersection LOS: B	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 27: MD 28 & Hurley Ave





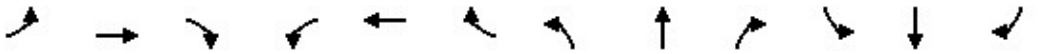
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	91	197	112	18	124	1908	14	1700
v/c Ratio	0.54	0.42	0.63	0.06	0.46	0.51	0.13	0.56
Control Delay (s/veh)	59.2	29.3	63.3	0.4	12.7	7.1	17.6	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.2	29.3	63.3	0.4	12.7	7.1	17.6	16.0
Queue Length 50th (ft)	67	106	83	0	22	191	5	267
Queue Length 95th (ft)	115	151	137	0	71	281	24	417
Internal Link Dist (ft)	195		169			177		249
Turn Bay Length (ft)		160		25	400		215	
Base Capacity (vph)	287	569	307	427	371	3748	105	3015
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.35	0.36	0.04	0.33	0.51	0.13	0.56

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	12	189	90	17	17	119	1728	104	13	1560	72
Future Volume (vph)	75	12	189	90	17	17	119	1728	104	13	1560	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1747	1538		1779	1524	1687	4996		1569	4946	
Flt Permitted		0.67	1.00		0.70	1.00	0.09	1.00		0.10	1.00	
Satd. Flow (perm)		1212	1538		1294	1524	164	4996		173	4946	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	78	12	197	94	18	18	124	1800	108	14	1625	75
RTOR Reduction (vph)	0	0	28	0	0	16	0	4	0	0	3	0
Lane Group Flow (vph)	0	91	169	0	112	2	124	1904	0	14	1697	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	5%	0%	5%	3%	0%	6%	7%	3%	2%	15%	4%	8%
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		16.6	27.9		16.6	16.6	89.9	89.9		73.1	73.1	
Effective Green, g (s)		16.6	27.9		16.6	16.6	89.9	89.9		73.1	73.1	
Actuated g/C Ratio		0.14	0.23		0.14	0.14	0.75	0.75		0.61	0.61	
Clearance Time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Vehicle Extension (s)		4.0	5.0		4.0	4.0	5.0	0.2		0.2	0.2	
Lane Grp Cap (vph)		167	357		179	210	266	3742		105	3012	
v/s Ratio Prot			0.04				0.04	c0.38			c0.34	
v/s Ratio Perm		0.08	0.07		c0.09	0.00	0.31			0.08		
v/c Ratio		0.54	0.47		0.63	0.01	0.47	0.51		0.13	0.56	
Uniform Delay, d1		48.2	39.7		48.8	44.6	8.9	6.1		10.0	14.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.5	2.1		7.5	0.0	2.7	0.5		2.6	0.8	
Delay (s)		52.7	41.8		56.3	44.7	11.6	6.6		12.6	14.7	
Level of Service		D	D		E	D	B	A		B	B	
Approach Delay (s/veh)		45.2			54.7			6.9			14.7	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

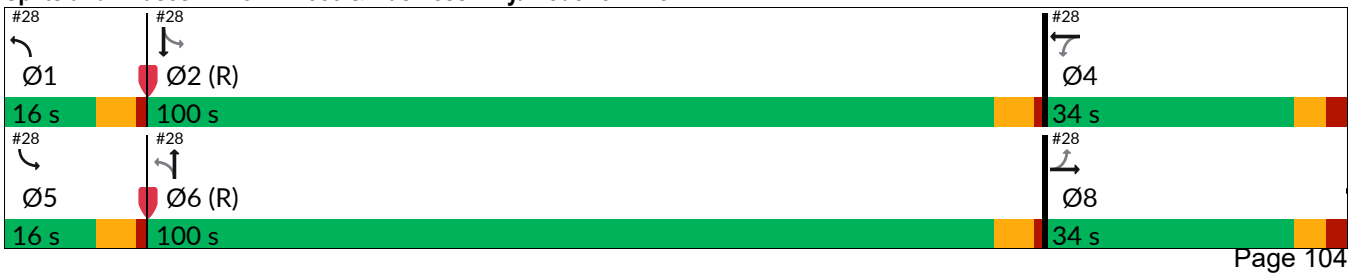


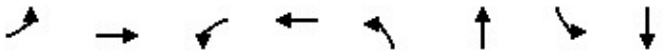
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1	6	23	2	10	26	912	13	45	1781	7
Future Volume (vph)	9	1	6	23	2	10	26	912	13	45	1781	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	425		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99	1.00		1.00	0.99			1.00		0.99	1.00	
Frt		0.871			0.875			0.998			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1626	1332	0	1805	1522	0	1805	4925	0	1805	4983	0
Flt Permitted	0.750			0.753			0.100			0.283		
Satd. Flow (perm)	1272	1332	0	1424	1522	0	190	4925	0	532	4983	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			10			3			1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		114			238			170			259	
Travel Time (s)		2.6			5.4			2.9			4.4	
Confl. Peds. (#/hr)	6		3	3		6	2		11	11		2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	11%	100%	11%	0%	0%	10%	0%	5%	8%	0%	4%	0%
Adj. Flow (vph)	9	1	6	24	2	10	27	940	13	46	1836	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	7	0	24	12	0	27	953	0	46	1843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	10.0	10.0		34.0	34.0		8.5	23.0		8.5	23.0	
Total Split (s)	34.0	34.0		34.0	34.0		16.0	100.0		16.0	100.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		10.7%	66.7%		10.7%	66.7%	
Maximum Green (s)	28.0	28.0		28.0	28.0		10.5	94.5		10.5	94.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	C-Max		Min	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Don't Walk (s)				21.0	21.0			10.0			10.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	8.1	8.1		8.1	8.1		124.7	118.9		125.1	119.1	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.83	0.79		0.83	0.79	
v/c Ratio	0.13	0.09		0.32	0.13		0.12	0.24		0.09	0.47	
Control Delay (s/veh)	70.4	41.7		78.0	37.8		2.8	4.3		2.0	5.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	70.4	41.7		78.0	37.8		2.8	4.3		2.0	5.6	
LOS	E	D		E	D		A	A		A	A	
Approach Delay (s/veh)		57.9			64.6			4.2			5.5	
Approach LOS		E			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 26 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 6.1		Intersection LOS: A	
Intersection Capacity Utilization 57.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 28: MD 355 & Business Dwy/Frederick Ave





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	7	24	12	27	953	46	1843
v/c Ratio	0.13	0.09	0.32	0.13	0.12	0.24	0.09	0.47
Control Delay (s/veh)	70.4	41.7	78.0	37.8	2.8	4.3	2.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	41.7	78.0	37.8	2.8	4.3	2.0	5.6
Queue Length 50th (ft)	9	2	23	2	3	77	4	189
Queue Length 95th (ft)	31	32	55	24	7	105	11	242
Internal Link Dist (ft)		34		158		90		179
Turn Bay Length (ft)					175		425	
Base Capacity (vph)	237	253	265	292	277	3904	548	3957
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.03	0.09	0.04	0.10	0.24	0.08	0.47

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1	6	23	2	10	26	912	13	45	1781	7
Future Volume (vph)	9	1	6	23	2	10	26	912	13	45	1781	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.88		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1611	1319		1796	1522		1805	4925		1800	4985	
Flt Permitted	0.75	1.00		0.75	1.00		0.10	1.00		0.28	1.00	
Satd. Flow (perm)	1271	1319		1424	1522		190	4925		536	4985	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	9	1	6	24	2	10	27	940	13	46	1836	7
RTOR Reduction (vph)	0	6	0	0	9	0	0	1	0	0	0	0
Lane Group Flow (vph)	9	1	0	24	3	0	27	952	0	46	1843	0
Confl. Peds. (#/hr)	6		3	3		6	2		11	11		2
Heavy Vehicles (%)	11%	100%	11%	0%	0%	10%	0%	5%	8%	0%	4%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	8.1	8.1		8.1	8.1		124.7	118.9		125.1	119.1	
Effective Green, g (s)	8.1	8.1		8.1	8.1		124.7	118.9		125.1	119.1	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.83	0.79		0.83	0.79	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	68	71		76	82		220	3903		497	3958	
v/s Ratio Prot		0.00			0.00		c0.00	0.19		0.00	c0.37	
v/s Ratio Perm	0.01			c0.02			0.10			0.07		
v/c Ratio	0.13	0.02		0.32	0.03		0.12	0.24		0.09	0.47	
Uniform Delay, d1	67.6	67.2		68.3	67.2		2.8	4.0		2.1	5.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.1		2.4	0.2		0.3	0.1		0.1	0.4	
Delay (s)	68.5	67.3		70.7	67.4		3.0	4.1		2.2	5.4	
Level of Service	E	E		E	E		A	A		A	A	
Approach Delay (s/veh)		68.0			69.6			4.1			5.4	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	772	1035	32	1	22
Future Volume (vph)	7	772	1035	32	1	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.995		0.871	
Flt Protected					0.998	
Satd. Flow (prot)	0	3407	3458	0	1652	0
Flt Permitted					0.998	
Satd. Flow (perm)	0	3407	3458	0	1652	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		229	220		319	
Travel Time (s)		5.2	5.0		7.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	6%	4%	0%	0%	0%
Adj. Flow (vph)	7	788	1056	33	1	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	795	1089	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	772	1035	32	1	22
Future Volume (Veh/h)	7	772	1035	32	1	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	7	788	1056	33	1	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1089				1481	545
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089				1481	545
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	95
cM capacity (veh/h)	648				117	488

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	270	525	704	385	23
Volume Left	7	0	0	0	1
Volume Right	0	0	0	33	22
cSH	648	1700	1700	1700	429
Volume to Capacity	0.01	0.31	0.41	0.23	0.05
Queue Length 95th (ft)	1	0	0	0	4
Control Delay (s/veh)	0.4	0.0	0.0	0.0	13.9
Lane LOS	A				B
Approach Delay (s/veh)	0.1		0.0		13.9
Approach LOS					B

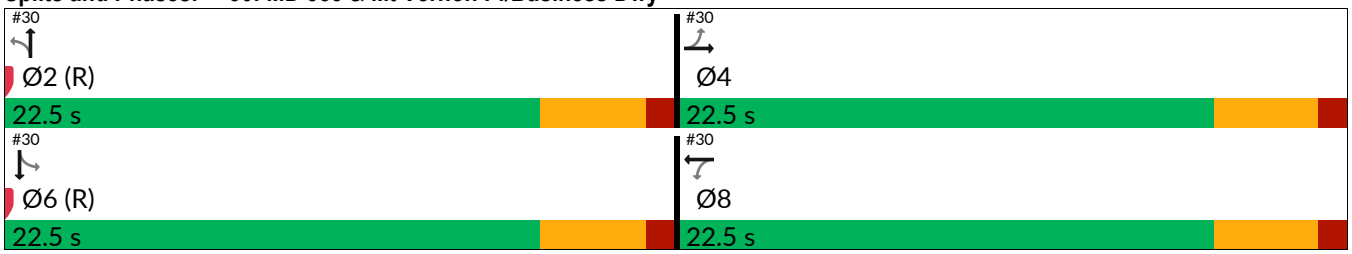
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		

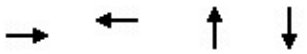
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	72	6	0	24	87	974	19	42	1214	15
Future Volume (vph)	11	0	72	6	0	24	87	974	19	42	1214	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.883			0.890			0.997			0.998	
Flt Protected		0.993			0.991			0.996			0.998	
Satd. Flow (prot)	0	1407	0	0	1516	0	0	4955	0	0	5017	0
Flt Permitted		0.974			0.965			0.719			0.863	
Satd. Flow (perm)	0	1380	0	0	1475	0	0	3576	0	0	4337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			36			7			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			239			345			374	
Travel Time (s)		9.5			5.4			7.8			8.5	
Confl. Peds. (#/hr)			5	5			17		21	21		17
Confl. Bikes (#/hr)									1			1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	18%	0%	18%	0%	0%	13%	1%	4%	11%	2%	3%	0%
Adj. Flow (vph)	12	0	77	6	0	26	94	1047	20	45	1305	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	32	0	0	1161	0	0	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.0			18.0			18.0			18.0	
Actuated g/C Ratio		0.40			0.40			0.40			0.40	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.16			0.05			0.81			0.79	
Control Delay (s/veh)		6.7			3.8			18.1			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		6.7			3.8			18.1			16.1	
LOS		A			A			B			B	
Approach Delay (s/veh)		6.7			3.8			18.1			16.1	
Approach LOS		A			A			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 50			
Control Type: Pretimed			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 16.5		Intersection LOS: B	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 30: MD 355 & Mt Vernon Pl/Business Dwy





Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	89	32	1161	1366
v/c Ratio	0.16	0.05	0.81	0.79
Control Delay (s/veh)	6.7	3.8	18.1	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	3.8	18.1	16.1
Queue Length 50th (ft)	8	0	94	108
Queue Length 95th (ft)	28	10	#153	155
Internal Link Dist (ft)	340	159	265	294
Turn Bay Length (ft)				
Base Capacity (vph)	573	611	1434	1737
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.05	0.81	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	72	6	0	24	87	974	19	42	1214	15
Future Volume (vph)	11	0	72	6	0	24	87	974	19	42	1214	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			4.5			4.5	
Lane Util. Factor		1.00			1.00			0.91			0.91	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.88			0.89			1.00			1.00	
Flt Protected		0.99			0.99			1.00			1.00	
Satd. Flow (prot)		1408			1515			4955			5019	
Flt Permitted		0.97			0.96			0.72			0.86	
Satd. Flow (perm)		1381			1475			3576			4341	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	12	0	77	6	0	26	94	1047	20	45	1305	16
RTOR Reduction (vph)	0	22	0	0	19	0	0	4	0	0	2	0
Lane Group Flow (vph)	0	67	0	0	13	0	0	1157	0	0	1364	0
Confl. Peds. (#/hr)			5	5			17		21	21		17
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	18%	0%	18%	0%	0%	13%	1%	4%	11%	2%	3%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0			18.0			18.0	
Effective Green, g (s)		18.0			18.0			18.0			18.0	
Actuated g/C Ratio		0.40			0.40			0.40			0.40	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Lane Grp Cap (vph)		552			590			1430			1736	
v/s Ratio Prot												
v/s Ratio Perm		c0.05			0.01			c0.32			0.31	
v/c Ratio		0.12			0.02			0.81			0.79	
Uniform Delay, d1		8.5			8.2			12.0			11.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.5			0.1			5.0			3.7	
Delay (s)		9.0			8.2			17.0			15.5	
Level of Service		A			A			B			B	
Approach Delay (s/veh)		9.0			8.2			17.0			15.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

PM Peak



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	23	1009	9	17	619
Future Volume (vph)	4	23	1009	9	17	619
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	205	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.884		0.999			
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1613	0	3571	0	1805	3471
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1613	0	3571	0	1805	3471
Link Speed (mph)	30		30			30
Link Distance (ft)	427		463			428
Travel Time (s)	9.7		10.5			9.7
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	1%	0%	0%	4%
Adj. Flow (vph)	4	24	1051	9	18	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	1060	0	18	645
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		15			17
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	23	1009	9	17	619
Future Volume (Veh/h)	4	23	1009	9	17	619
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	4	24	1051	9	18	645
Pedestrians			1			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1415	530			1060	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1415	530			1060	
tC, single (s)	6.8	7.0			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	95			97	
cM capacity (veh/h)	127	488			665	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	28	701	359	18	323	323
Volume Left	4	0	0	18	0	0
Volume Right	24	0	9	0	0	0
cSH	347	1700	1700	665	1700	1700
Volume to Capacity	0.08	0.41	0.21	0.03	0.19	0.19
Queue Length 95th (ft)	7	0	0	2	0	0
Control Delay (s/veh)	16.3	0.0	0.0	10.6	0.0	0.0
Lane LOS	C			B		
Approach Delay (s/veh)	16.3	0.0		0.3		
Approach LOS	C					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	38.2%	ICU Level of Service	A
Analysis Period (min)	15		

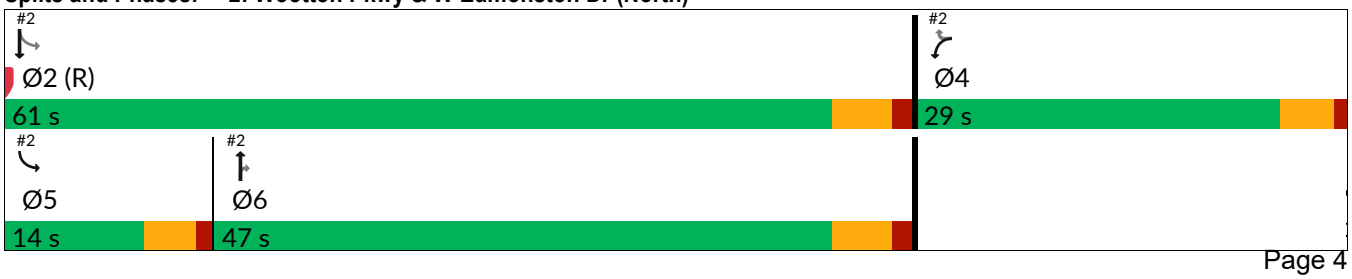


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	449	95	960	580	75	412
Future Volume (vph)	449	95	960	580	75	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125	0		200	430	
Storage Lanes	2	1		1	1	
Taper Length (ft)	25	25		25	25	
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor		0.99				
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3467	1615	3471	1599	1805	3505
Flt Permitted	0.950				0.196	
Satd. Flow (perm)	3467	1598	3471	1599	372	3505
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104		637		
Link Speed (mph)	30		30			30
Link Distance (ft)	495		674			744
Travel Time (s)	11.3		15.3			16.9
Confl. Peds. (#/hr)		8				
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	1%	0%	4%	1%	0%	3%
Adj. Flow (vph)	493	104	1055	637	82	453
Shared Lane Traffic (%)						
Lane Group Flow (vph)	493	104	1055	637	82	453
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		30			18
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Detector Phase	4	4	6	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	25.5	25.5	30.5	30.5	9.5	30.5
Total Split (s)	29.0	29.0	47.0	47.0	14.0	61.0
Total Split (%)	32.2%	32.2%	52.2%	52.2%	15.6%	67.8%
Maximum Green (s)	24.5	24.5	41.5	41.5	9.5	55.5
Yellow Time (s)	3.5	3.5	4.0	4.0	3.5	4.0
All-Red Time (s)	1.0	1.0	1.5	1.5	1.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Lead/Lag			Lag	Lag	Lead	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	3.0
Recall Mode	None	None	Max	Max	None	C-Max
Walk Time (s)	7.0	7.0				
Flash Don't Walk (s)	14.0	14.0				
Pedestrian Calls (#/hr)	2	2				
Act Effct Green (s)	18.1	18.1	53.3	53.3	62.9	61.9
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.70	0.69
v/c Ratio	0.71	0.26	0.51	0.53	0.23	0.19
Control Delay (s/veh)	39.0	7.5	13.2	2.9	6.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	7.5	13.2	2.9	6.6	5.7
LOS	D	A	B	A	A	A
Approach Delay (s/veh)	33.5		9.3			5.8
Approach LOS	C		A			A

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 0 (0%), Referenced to phase 2:SBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay (s/veh): 13.8	Intersection LOS: B
Intersection Capacity Utilization 56.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Wootton Pkwy & W Edmonston Dr (North)





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	493	104	1055	637	82	453
v/c Ratio	0.71	0.26	0.51	0.53	0.23	0.19
Control Delay (s/veh)	39.0	7.5	13.2	2.9	6.6	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	7.5	13.2	2.9	6.6	5.7
Queue Length 50th (ft)	137	0	184	0	13	42
Queue Length 95th (ft)	176	38	290	53	31	74
Internal Link Dist (ft)	415		594			664
Turn Bay Length (ft)	125			200	430	
Base Capacity (vph)	943	510	2056	1206	411	2409
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.20	0.51	0.53	0.20	0.19

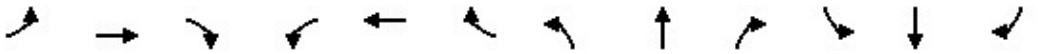
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	449	95	960	580	75	412
Future Volume (vph)	449	95	960	580	75	412
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.95
Frpb, ped/bikes	1.00	0.99	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3467	1598	3471	1599	1805	3505
Flt Permitted	0.95	1.00	1.00	1.00	0.20	1.00
Satd. Flow (perm)	3467	1598	3471	1599	373	3505
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	493	104	1055	637	82	453
RTOR Reduction (vph)	0	83	0	266	0	0
Lane Group Flow (vph)	493	21	1055	371	82	453
Confl. Peds. (#/hr)		8				
Heavy Vehicles (%)	1%	0%	4%	1%	0%	3%
Turn Type	Prot	Perm	NA	Perm	pm+pt	NA
Protected Phases	4		6		5	2
Permitted Phases		4		6	2	
Actuated Green, G (s)	18.1	18.1	52.4	52.4	61.9	61.9
Effective Green, g (s)	18.1	18.1	52.4	52.4	61.9	61.9
Actuated g/C Ratio	0.20	0.20	0.58	0.58	0.69	0.69
Clearance Time (s)	4.5	4.5	5.5	5.5	4.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.0	3.0
Lane Grp Cap (vph)	697	321	2020	930	336	2410
v/s Ratio Prot	c0.14		c0.30		c0.01	0.13
v/s Ratio Perm		0.01		0.23	0.15	
v/c Ratio	0.71	0.07	0.52	0.40	0.24	0.19
Uniform Delay, d1	33.5	29.1	11.3	10.2	6.2	5.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	0.1	1.0	1.3	0.1	0.2
Delay (s)	36.8	29.2	12.3	11.5	6.4	5.2
Level of Service	D	C	B	B	A	A
Approach Delay (s/veh)	35.4		12.0			5.4
Approach LOS	D		B			A

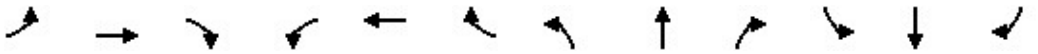
Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	10	8	12	13	8	27	225	12	13	164	21
Future Volume (vph)	7	10	8	12	13	8	27	225	12	13	164	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.958			0.969			0.994			0.986	
Flt Protected		0.987			0.982			0.995			0.997	
Satd. Flow (prot)	0	1797	0	0	1654	0	0	1832	0	0	1782	0
Flt Permitted		0.987			0.982			0.995			0.997	
Satd. Flow (perm)	0	1797	0	0	1654	0	0	1832	0	0	1782	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		165			223			220			257	
Travel Time (s)		3.8			5.1			5.0			5.8	
Confl. Peds. (#/hr)	13		12	12		13	38		29	29		38
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	0%	3%	0%	0%	4%	14%
Adj. Flow (vph)	7	11	8	13	14	8	28	237	13	14	173	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	35	0	0	278	0	0	209	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			50			50	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

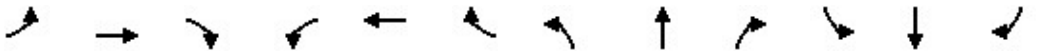
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	10	8	12	13	8	27	225	12	13	164	21
Future Volume (Veh/h)	7	10	8	12	13	8	27	225	12	13	164	21
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	7	11	8	13	14	8	28	237	13	14	173	22
Pedestrians		38			29			12			13	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		4			3			1			1	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	578	585	234	566	590	286	233			279		
vC1, stage 1 conf vol	250	250		329	329							
vC2, stage 2 conf vol	328	335		238	261							
vCu, unblocked vol	578	585	234	566	590	286	233			279		
tC, single (s)	7.1	6.5	6.2	7.4	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5		6.4	5.5							
tF (s)	3.5	4.0	3.3	3.7	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	99	98	97	99	98			99		
cM capacity (veh/h)	554	535	772	523	533	728	1298			1260		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	26	35	278	209
Volume Left	7	13	28	14
Volume Right	8	8	13	22
cSH	597	563	1298	1260
Volume to Capacity	0.04	0.06	0.02	0.01
Queue Length 95th (ft)	3	5	2	1
Control Delay (s/veh)	11.3	11.8	1.0	0.6
Lane LOS	B	B	A	A
Approach Delay (s/veh)	11.3	11.8	1.0	0.6
Approach LOS	B	B		

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	34.4%	ICU Level of Service	A	
Analysis Period (min)	15			



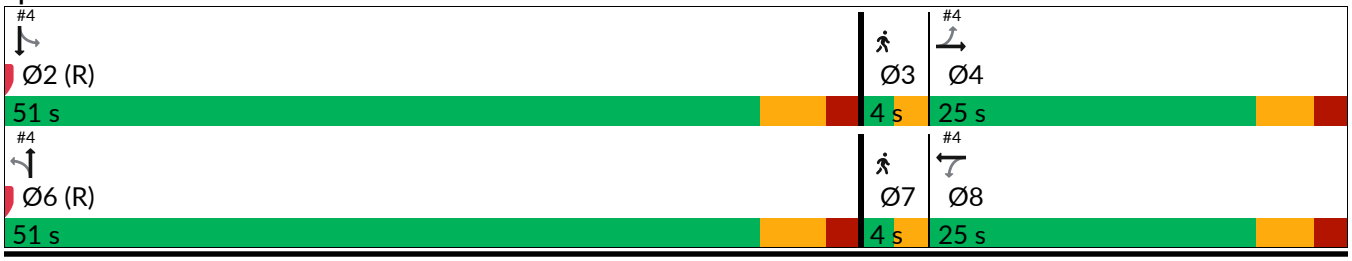
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	11	13	14	14	5	25	850	20	3	234	44
Future Volume (vph)	35	11	13	14	14	5	25	850	20	3	234	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.98			0.99			1.00			1.00	
Frt		0.970			0.981			0.997			0.977	
Flt Protected		0.971			0.979			0.999				
Satd. Flow (prot)	0	1691	0	0	1821	0	0	3461	0	0	3415	0
Flt Permitted		0.834			0.902			0.939			0.948	
Satd. Flow (perm)	0	1441	0	0	1663	0	0	3253	0	0	3237	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			5			5			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		192			217			193			169	
Travel Time (s)		4.4			4.9			4.4			3.8	
Confl. Peds. (#/hr)	13		20	20		13	5		20	20		5
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	27%	0%	0%	0%	0%	0%	4%	0%	0%	3%	2%
Adj. Flow (vph)	38	12	14	15	15	5	27	934	22	3	257	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	35	0	0	983	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		0.0			0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	7

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.5	27.5		27.5	27.5		36.0	36.0		36.0	36.0	
Total Split (s)	25.0	25.0		25.0	25.0		51.0	51.0		51.0	51.0	
Total Split (%)	31.3%	31.3%		31.3%	31.3%		63.8%	63.8%		63.8%	63.8%	
Maximum Green (s)	19.5	19.5		19.5	19.5		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			6.0			6.0	
Lead/Lag	Lag	Lag		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		19.5			23.5			45.0			45.0	
Actuated g/C Ratio		0.24			0.29			0.56			0.56	
v/c Ratio		0.18			0.07			0.54			0.17	
Control Delay (s/veh)		21.2			18.8			9.8			7.5	
Queue Delay		0.0			0.0			0.2			0.0	
Total Delay (s/veh)		21.2			18.8			9.9			7.5	
LOS		C			B			A			A	
Approach Delay (s/veh)		21.2			18.8			9.9			7.5	
Approach LOS		C			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 4: Redland Blvd & Pleasant Dr



Lane Group	Ø3	Ø7
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	3.0	3.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

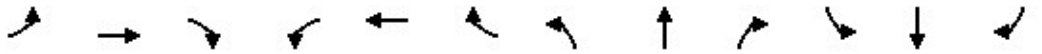
Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	64	35	983	308
v/c Ratio	0.18	0.07	0.54	0.17
Control Delay (s/veh)	21.2	18.8	9.8	7.5
Queue Delay	0.0	0.0	0.2	0.0
Total Delay (s/veh)	21.2	18.8	9.9	7.5
Queue Length 50th (ft)	24	11	173	31
Queue Length 95th (ft)	62	31	72	51
Internal Link Dist (ft)	112	137	113	89
Turn Bay Length (ft)				
Base Capacity (vph)	361	492	1832	1839
Starvation Cap Reductn	0	0	201	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.07	0.60	0.17

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	11	13	14	14	5	25	850	20	3	234	44
Future Volume (vph)	35	11	13	14	14	5	25	850	20	3	234	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5			6.0			6.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			1.00			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			1.00	
Frt		0.97			0.98			1.00			0.98	
Flt Protected		0.97			0.98			1.00			1.00	
Satd. Flow (prot)		1678			1806			3458			3412	
Flt Permitted		0.83			0.90			0.94			0.95	
Satd. Flow (perm)		1441			1664			3252			3236	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	38	12	14	15	15	5	27	934	22	3	257	48
RTOR Reduction (vph)	0	11	0	0	4	0	0	2	0	0	19	0
Lane Group Flow (vph)	0	53	0	0	31	0	0	981	0	0	289	0
Confl. Peds. (#/hr)	13		20	20		13	5		20	20		5
Confl. Bikes (#/hr)			1									1
Heavy Vehicles (%)	0%	27%	0%	0%	0%	0%	0%	4%	0%	0%	3%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)		19.5			23.5			45.0			45.0	
Effective Green, g (s)		19.5			23.5			45.0			45.0	
Actuated g/C Ratio		0.24			0.29			0.56			0.56	
Clearance Time (s)		5.5			5.5			6.0			6.0	
Vehicle Extension (s)		2.0			2.0			3.0			3.0	
Lane Grp Cap (vph)		351			488			1829			1820	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			c0.02			c0.30			0.09	
v/c Ratio		0.15			0.06			0.54			0.16	
Uniform Delay, d1		23.8			20.3			11.0			8.4	
Progression Factor		1.00			1.00			0.78			1.00	
Incremental Delay, d2		0.9			0.3			1.1			0.2	
Delay (s)		24.7			20.6			9.6			8.6	
Level of Service		C			C			A			A	
Approach Delay (s/veh)		24.7			20.6			9.6			8.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



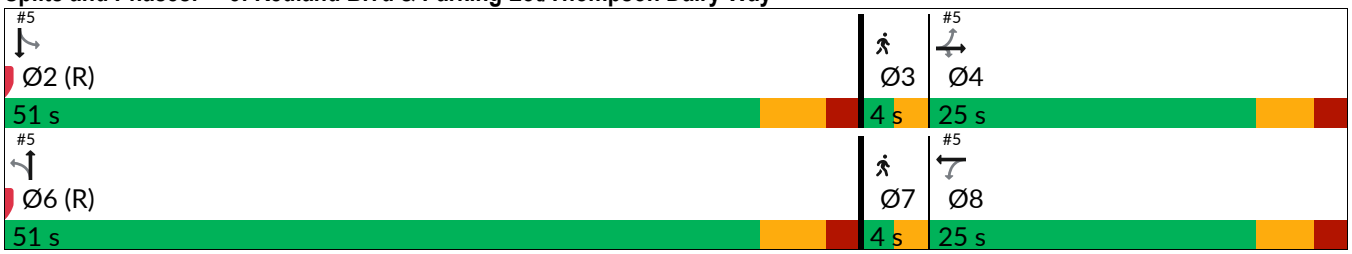
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	9	17	3	10	9	53	801	5	5	190	68
Future Volume (vph)	91	9	17	3	10	9	53	801	5	5	190	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00		1.00			1.00			1.00	
Frt			0.850		0.944			0.999			0.961	
Flt Protected		0.957			0.994			0.997			0.999	
Satd. Flow (prot)	0	1818	1615	0	1642	0	0	3466	0	0	3356	0
Flt Permitted		0.728			0.957			0.912			0.943	
Satd. Flow (perm)	0	1377	1612	0	1580	0	0	3169	0	0	3167	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			68		10			1			73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			207			160			160	
Travel Time (s)		3.7			4.7			3.6			3.6	
Confl. Peds. (#/hr)	5		2	2		5	8		7	7		8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	67%	0%	0%	0%	4%	0%	0%	4%	0%
Adj. Flow (vph)	98	10	18	3	11	10	57	861	5	5	204	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	18	0	24	0	0	923	0	0	282	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2			2	
Detector Template		Thru	Right		Thru			Thru			Thru	
Leading Detector (ft)		100	20		100			100			100	
Trailing Detector (ft)		0	0		0			0			0	
Detector 1 Position(ft)		0	0		0			0			0	
Detector 1 Size(ft)		6	20		6			6			6	
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0			0.0			0.0	
Detector 1 Queue (s)		0.0	0.0		0.0			0.0			0.0	
Detector 1 Delay (s)		0.0	0.0		0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8			6			2		

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	7
Permitted Phases		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	10.5	10.5	10.5	10.5	10.5		36.0	36.0		36.0	36.0	
Total Split (s)	25.0	25.0	25.0	25.0	25.0		51.0	51.0		51.0	51.0	
Total Split (%)	31.3%	31.3%	31.3%	31.3%	31.3%		63.8%	63.8%		63.8%	63.8%	
Maximum Green (s)	19.5	19.5	19.5	19.5	19.5		45.0	45.0		45.0	45.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		5.5	5.5		5.5			6.0			6.0	
Lead/Lag	Lag	Lag	Lag	Lag	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	17.0	17.0	17.0	17.0	17.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)		11.6	11.6		11.4			60.5			60.5	
Actuated g/C Ratio		0.15	0.15		0.14			0.76			0.76	
v/c Ratio		0.55	0.06		0.10			0.38			0.12	
Control Delay (s/veh)		41.1	0.4		20.8			5.4			1.8	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)		41.1	0.4		20.8			5.4			1.8	
LOS		D	A		C			A			A	
Approach Delay (s/veh)		35.3			20.8			5.4			1.8	
Approach LOS		D			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 7.7		Intersection LOS: A	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Redland Blvd & Parking Lot/Thompson Dairy Way

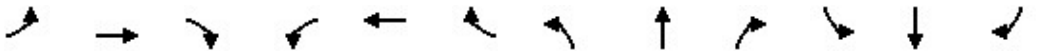


Lane Group	Ø3	Ø7
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	1.0
Minimum Split (s)	4.0	4.0
Total Split (s)	4.0	4.0
Total Split (%)	5%	5%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	0.0	0.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		
Approach Delay (s/veh)		
Approach LOS		

Intersection Summary

Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	108	18	24	923	282
v/c Ratio	0.55	0.06	0.10	0.38	0.12
Control Delay (s/veh)	41.1	0.4	20.8	5.4	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.1	0.4	20.8	5.4	1.8
Queue Length 50th (ft)	51	0	6	84	1
Queue Length 95th (ft)	94	0	25	146	17
Internal Link Dist (ft)	81		127	80	80
Turn Bay Length (ft)					
Base Capacity (vph)	335	444	392	2398	2414
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.04	0.06	0.38	0.12

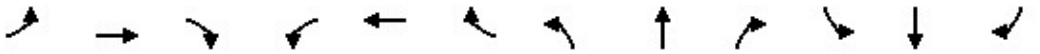
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	9	17	3	10	9	53	801	5	5	190	68
Future Volume (vph)	91	9	17	3	10	9	53	801	5	5	190	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	5.5		5.5			6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.94			1.00			0.96	
Flt Protected		0.96	1.00		0.99			1.00			1.00	
Satd. Flow (prot)		1810	1612		1641			3464			3356	
Flt Permitted		0.73	1.00		0.96			0.91			0.94	
Satd. Flow (perm)		1378	1612		1580			3169			3167	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	98	10	18	3	11	10	57	861	5	5	204	73
RTOR Reduction (vph)	0	0	16	0	9	0	0	0	0	0	20	0
Lane Group Flow (vph)	0	108	2	0	15	0	0	923	0	0	262	0
Confl. Peds. (#/hr)	5		2	2		5	8		7	7		8
Heavy Vehicles (%)	0%	0%	0%	67%	0%	0%	0%	4%	0%	0%	4%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			6			2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)		10.3	10.3		10.3			58.2			58.2	
Effective Green, g (s)		10.3	10.3		10.3			58.2			58.2	
Actuated g/C Ratio		0.13	0.13		0.13			0.73			0.73	
Clearance Time (s)		5.5	5.5		5.5			6.0			6.0	
Vehicle Extension (s)		3.0	3.0		3.0			3.0			3.0	
Lane Grp Cap (vph)		177	207		203			2305			2303	
v/s Ratio Prot												
v/s Ratio Perm		c0.08	0.00		0.01			c0.29			0.08	
v/c Ratio		0.61	0.01		0.08			0.40			0.11	
Uniform Delay, d1		33.0	30.4		30.7			4.2			3.2	
Progression Factor		1.00	1.00		1.00			1.00			0.56	
Incremental Delay, d2		6.1	0.0		0.2			0.5			0.1	
Delay (s)		39.0	30.4		30.8			4.7			1.9	
Level of Service		D	C		C			A			A	
Approach Delay (s/veh)		37.8			30.8			4.7			1.9	
Approach LOS		D			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

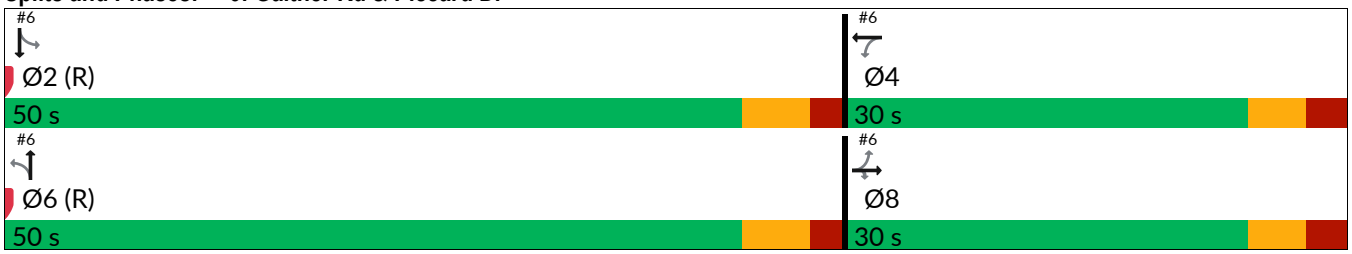


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	79	110	9	55	40	76	254	12	42	204	24
Future Volume (vph)	30	79	110	9	55	40	76	254	12	42	204	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00	1.00		0.99			1.00			1.00	
Frt			0.850		0.948			0.995			0.987	
Flt Protected		0.986			0.996			0.989			0.992	
Satd. Flow (prot)	0	1838	1509	0	1708	0	0	3460	0	0	3495	0
Flt Permitted		0.900			0.975			0.807			0.851	
Satd. Flow (perm)	0	1671	1503	0	1672	0	0	2820	0	0	2997	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		40			7			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		194			246			284			219	
Travel Time (s)		4.4			5.6			6.5			5.0	
Confl. Peds. (#/hr)	17		4	4		17	8		2	2		8
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	7%	0%	7%	0%	6%	3%	4%	2%	8%	2%	1%	0%
Adj. Flow (vph)	33	87	121	10	60	44	84	279	13	46	224	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	121	0	114	0	0	376	0	0	296	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			0			5			5	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0		29.0	29.0		29.0	29.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		50.0	50.0		50.0	50.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Maximum Green (s)	24.0	24.0	24.0	24.0	24.0		44.0	44.0		44.0	44.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0			0.0			0.0	
Total Lost Time (s)		6.0	6.0		6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	17.0	17.0	17.0	17.0	17.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0	0	0	0		0	0		0	0	
Act Effct Green (s)		24.0	24.0		24.0			44.0			44.0	
Actuated g/C Ratio		0.30	0.30		0.30			0.55			0.55	
v/c Ratio		0.24	0.23		0.22			0.24			0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)		22.7	5.6		15.3			9.7			8.7	
Queue Delay		0.0	0.0		0.0			0.0			0.0	
Total Delay (s/veh)		22.7	5.6		15.3			9.7			8.7	
LOS		C	A		B			A			A	
Approach Delay (s/veh)		14.1			15.3			9.7			8.7	
Approach LOS		B			B			A			A	

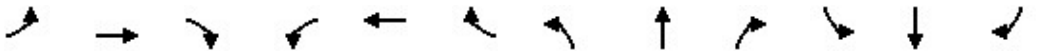
Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.24			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 6: Gaither Rd & Piccard Dr



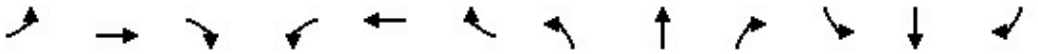
Lane Group	EBT	EBR	WBT	NBT	SBT
Lane Group Flow (vph)	120	121	114	376	296
v/c Ratio	0.24	0.23	0.22	0.24	0.18
Control Delay (s/veh)	22.7	5.6	15.3	9.7	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.7	5.6	15.3	9.7	8.7
Queue Length 50th (ft)	45	0	28	47	33
Queue Length 95th (ft)	87	38	68	71	53
Internal Link Dist (ft)	114		166	204	139
Turn Bay Length (ft)					
Base Capacity (vph)	501	535	529	1554	1657
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.22	0.24	0.18

Intersection Summary



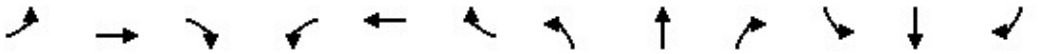
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	79	110	9	55	40	76	254	12	42	204	24
Future Volume (vph)	30	79	110	9	55	40	76	254	12	42	204	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0			6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95			0.95	
Frpb, ped/bikes		1.00	1.00		0.99			1.00			1.00	
Flpb, ped/bikes		1.00	1.00		1.00			1.00			1.00	
Frt		1.00	0.85		0.95			0.99			0.99	
Flt Protected		0.99	1.00		1.00			0.99			0.99	
Satd. Flow (prot)		1832	1503		1707			3455			3494	
Flt Permitted		0.90	1.00		0.97			0.81			0.85	
Satd. Flow (perm)		1671	1503		1672			2821			2997	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	33	87	121	10	60	44	84	279	13	46	224	26
RTOR Reduction (vph)	0	0	85	0	28	0	0	3	0	0	9	0
Lane Group Flow (vph)	0	120	36	0	86	0	0	373	0	0	287	0
Confl. Peds. (#/hr)	17		4	4		17	8		2	2		8
Heavy Vehicles (%)	7%	0%	7%	0%	6%	3%	4%	2%	8%	2%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8		8	4			6			2		
Actuated Green, G (s)		24.0	24.0		24.0			44.0			44.0	
Effective Green, g (s)		24.0	24.0		24.0			44.0			44.0	
Actuated g/C Ratio		0.30	0.30		0.30			0.55			0.55	
Clearance Time (s)		6.0	6.0		6.0			6.0			6.0	
Lane Grp Cap (vph)		501	450		501			1551			1648	
v/s Ratio Prot												
v/s Ratio Perm		c0.07	0.02		0.05			c0.13			0.10	
v/c Ratio		0.24	0.08		0.17			0.24			0.17	
Uniform Delay, d1		21.1	20.1		20.7			9.3			9.0	
Progression Factor		1.00	1.00		1.00			1.00			1.00	
Incremental Delay, d2		1.1	0.4		0.7			0.4			0.2	
Delay (s)		22.2	20.4		21.4			9.7			9.2	
Level of Service		C	C		C			A			A	
Approach Delay (s/veh)		21.3			21.4			9.7			9.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	59	10	157	149	42	63	40	236	16	20	9
Future Volume (vph)	1	59	10	157	149	42	63	40	236	16	20	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.984			0.906			0.974	
Flt Protected		0.999			0.978			0.991			0.982	
Satd. Flow (prot)	0	1862	0	0	1820	0	0	1666	0	0	1817	0
Flt Permitted		0.999			0.978			0.991			0.982	
Satd. Flow (perm)	0	1862	0	0	1820	0	0	1666	0	0	1817	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		290			330			328			348	
Travel Time (s)		6.6			7.5			7.5			7.9	
Confl. Peds. (#/hr)	18		5	5		18	24		7	7		24
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	13%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	61	10	164	155	44	66	42	246	17	21	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	363	0	0	354	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

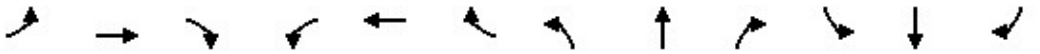
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.6%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	59	10	157	149	42	63	40	236	16	20	9
Future Volume (vph)	1	59	10	157	149	42	63	40	236	16	20	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	61	10	164	155	44	66	42	246	17	21	9

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	72	363	354	47
Volume Left (vph)	1	164	66	17
Volume Right (vph)	10	44	246	9
Hadj (s)	-0.08	0.03	-0.34	-0.04
Departure Headway (s)	5.4	5.1	4.8	5.6
Degree Utilization, x	0.11	0.51	0.47	0.07
Capacity (veh/h)	592	675	702	569
Control Delay (s/veh)	9.1	13.3	12.0	9.0
Approach Delay (s/veh)	9.1	13.3	12.0	9.0
Approach LOS	A	B	B	A

Intersection Summary				
Delay	12.1			
Level of Service	B			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B	
Analysis Period (min)	15			

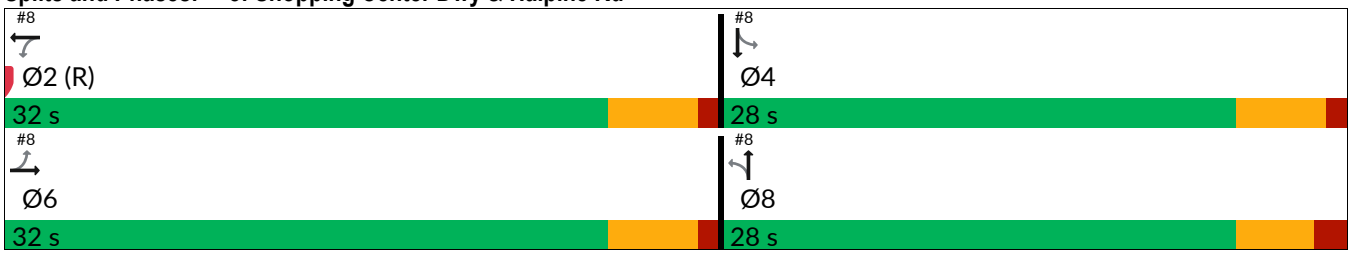


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	121	34	64	113	21	33	11	19	86	12	72
Future Volume (vph)	91	121	34	64	113	21	33	11	19	86	12	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			0.99	
Frt		0.979			0.984			0.959			0.943	
Flt Protected		0.982			0.984			0.975			0.975	
Satd. Flow (prot)	0	3324	0	0	3391	0	0	1715	0	0	1736	0
Flt Permitted		0.772			0.792			0.817			0.820	
Satd. Flow (perm)	0	2599	0	0	2710	0	0	1437	0	0	1450	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			24			22			71	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		333			351			386			353	
Travel Time (s)		7.6			8.0			8.8			8.0	
Confl. Peds. (#/hr)	18		28	28		18	2		18	18		2
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	8%	0%	0%	5%	0%	6%	0%	0%	0%	8%	0%
Adj. Flow (vph)	105	139	39	74	130	24	38	13	22	99	14	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	283	0	0	228	0	0	73	0	0	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		15			15			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2			2	
Detector Template		Thru			Thru			Thru			Thru	
Leading Detector (ft)		100			100			100			100	
Trailing Detector (ft)		0			0			0			0	
Detector 1 Position(ft)		0			0			0			0	
Detector 1 Size(ft)		6			6			6			6	
Detector 1 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0			0.0			0.0	
Detector 1 Queue (s)		0.0			0.0			0.0			0.0	
Detector 1 Delay (s)		0.0			0.0			0.0			0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		28.0	28.0		28.0	28.0	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		28.0	28.0	
Total Split (%)	53.3%	53.3%		53.3%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	27.0	27.0		27.0	27.0		23.0	23.0		23.0	23.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		3.5	3.5		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.5	1.5		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		C-Max	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0		10.0	10.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	16.0	16.0		16.0	16.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		27.0			27.0			23.0			23.0	
Actuated g/C Ratio		0.45			0.45			0.38			0.38	
v/c Ratio		0.24			0.19			0.13			0.33	
Control Delay (s/veh)		9.3			9.3			9.9			10.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		9.3			9.3			9.9			10.1	
LOS		A			A			A			B	
Approach Delay (s/veh)		9.3			9.3			9.9			10.1	
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 9.6		Intersection LOS: A	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: Shopping Center Dwy & Halpine Rd



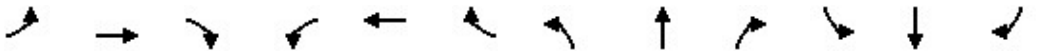
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	283	228	73	196
v/c Ratio	0.24	0.19	0.13	0.33
Control Delay (s/veh)	9.3	9.3	9.9	10.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	9.3	9.9	10.1
Queue Length 50th (ft)	28	22	11	31
Queue Length 95th (ft)	48	40	32	71
Internal Link Dist (ft)	253	271	306	273
Turn Bay Length (ft)				
Base Capacity (vph)	1191	1232	564	599
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.19	0.13	0.33

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	121	34	64	113	21	33	11	19	86	12	72
Future Volume (vph)	91	121	34	64	113	21	33	11	19	86	12	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			5.0			5.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		0.99			0.99			1.00			0.99	
Frt		0.98			0.98			0.96			0.94	
Flt Protected		0.98			0.98			0.97			0.98	
Satd. Flow (prot)		3306			3368			1714			1725	
Flt Permitted		0.77			0.79			0.82			0.82	
Satd. Flow (perm)		2601			2709			1436			1451	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	105	139	39	74	130	24	38	13	22	99	14	83
RTOR Reduction (vph)	0	21	0	0	13	0	0	14	0	0	44	0
Lane Group Flow (vph)	0	262	0	0	215	0	0	59	0	0	152	0
Confl. Peds. (#/hr)	18		28	28		18	2		18	18		2
Heavy Vehicles (%)	0%	8%	0%	0%	5%	0%	6%	0%	0%	0%	8%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)		27.0			27.0			23.0			23.0	
Effective Green, g (s)		27.0			27.0			23.0			23.0	
Actuated g/C Ratio		0.45			0.45			0.38			0.38	
Clearance Time (s)		5.0			5.0			5.0			5.0	
Vehicle Extension (s)		3.0			3.0			2.0			2.0	
Lane Grp Cap (vph)		1170			1219			550			556	
v/s Ratio Prot												
v/s Ratio Perm		c0.10			0.08			0.04			c0.10	
v/c Ratio		0.22			0.18			0.11			0.27	
Uniform Delay, d1		10.1			9.9			11.9			12.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.3			0.4			1.2	
Delay (s)		10.5			10.2			12.3			14.0	
Level of Service		B			B			B			B	
Approach Delay (s/veh)		10.5			10.2			12.3			14.0	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	4	3	4	0	161	4	115	6	248	101	0
Future Volume (vph)	6	4	3	4	0	161	4	115	6	248	101	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.971			0.868			0.993				
Flt Protected		0.976			0.999			0.999		0.950		
Satd. Flow (prot)	0	1801	0	0	1586	0	0	1756	0	1770	1881	0
Flt Permitted		0.976			0.999			0.999		0.950		
Satd. Flow (perm)	0	1801	0	0	1586	0	0	1756	0	1770	1881	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		144			350			320			320	
Travel Time (s)		3.3			8.0			7.3			7.3	
Confl. Peds. (#/hr)	1		19	19		1	2		19	19		2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	0%	8%	0%	2%	1%	0%
Adj. Flow (vph)	7	4	3	4	0	175	4	125	7	270	110	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	179	0	0	136	0	270	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			15			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

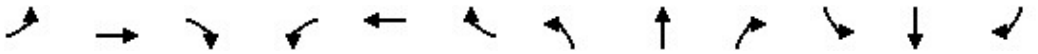
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	4	3	4	0	161	4	115	6	248	101	0
Future Volume (Veh/h)	6	4	3	4	0	161	4	115	6	248	101	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	4	3	4	0	175	4	125	7	270	110	0
Pedestrians		2			19			19			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		0			2			2			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	965	811	131	830	808	149	112			151		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	965	811	131	830	808	149	112			151		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	98	100	98	100	80	100			81		
cM capacity (veh/h)	158	249	905	232	250	876	1487			1404		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	14	179	136	270	110
Volume Left	7	4	4	270	0
Volume Right	3	175	7	0	0
cSH	220	825	1487	1404	1700
Volume to Capacity	0.06	0.22	0.00*	0.19	0.06
Queue Length 95th (ft)	5	21	0	18	0
Control Delay (s/veh)	22.5	10.6	0.2	8.2	0.0
Lane LOS	C	B	A	A	
Approach Delay (s/veh)	22.5	10.6	0.2	5.8	
Approach LOS	C	B			

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	44.0%	ICU Level of Service	A	
Analysis Period (min)	15			

* Value less than 0.01.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	5	9	0	1	3	434	7	4	272	8
Future Volume (vph)	5	1	5	9	0	1	3	434	7	4	272	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.939			0.988			0.998			0.996	
Flt Protected		0.978			0.957						0.999	
Satd. Flow (prot)	0	1745	0	0	1633	0	0	1842	0	0	1838	0
Flt Permitted		0.978			0.957						0.999	
Satd. Flow (perm)	0	1745	0	0	1633	0	0	1842	0	0	1838	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		343			343			336			317	
Travel Time (s)		7.8			7.8			7.6			7.2	
Confl. Peds. (#/hr)	2					2	13		2	2		13
Confl. Bikes (#/hr)									1			2
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%	0%	0%	11%	0%	0%	0%	3%	0%	0%	3%	0%
Adj. Flow (vph)	5	1	5	10	0	1	3	462	7	4	289	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	11	0	0	472	0	0	302	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1	5	9	0	1	3	434	7	4	272	8
Future Volume (Veh/h)	5	1	5	9	0	1	3	434	7	4	272	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	5	1	5	10	0	1	3	462	7	4	289	9
Pedestrians		13			2						2	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	789	792	307	781	793	470	311			471		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	789	792	307	781	793	470	311			471		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	99	97	100	100	100			100		
cM capacity (veh/h)	301	318	729	294	317	596	1245			1099		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	11	11	472	302
Volume Left	5	10	3	4
Volume Right	5	1	7	9
cSH	413	308	1245	1099
Volume to Capacity	0.03	0.04	0.00*	0.00*
Queue Length 95th (ft)	2	3	0	0
Control Delay (s/veh)	13.9	17.1	0.1	0.1
Lane LOS	B	C	A	A
Approach Delay (s/veh)	13.9	17.1	0.1	0.1
Approach LOS	B	C		

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	35.6%	ICU Level of Service	A	
Analysis Period (min)	15			

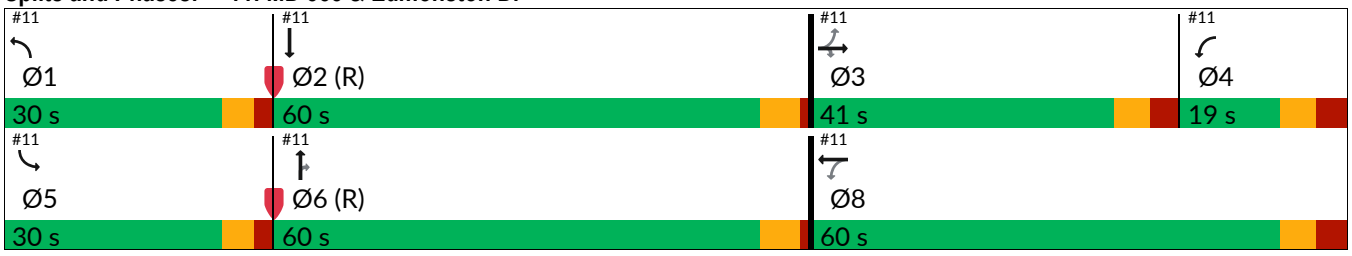
* Value less than 0.01.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	358	251	129	222	64	235	1541	283	180	1360	38
Future Volume (vph)	2	358	251	129	222	64	235	1541	283	180	1360	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	265		175	225		0
Storage Lanes	0		1	1		0	1		1	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor		1.00	0.98	0.99	0.99		1.00		0.92	0.99	1.00	
Frt			0.850		0.967				0.850		0.996	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	1881	1615	1805	1805	0	1787	5136	1599	1805	5112	0
Flt Permitted		0.998		0.225			0.950			0.950		
Satd. Flow (perm)	0	1877	1587	425	1805	0	1784	5136	1473	1789	5112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			238		11				151		3	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		439			373			567			610	
Travel Time (s)		10.0			8.5			8.6			9.2	
Confl. Peds. (#/hr)	30		12	12		30	3		20	20		3
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	1%	1%	0%	1%	0%
Adj. Flow (vph)	2	365	256	132	227	65	240	1572	289	184	1388	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	367	256	132	292	0	240	1572	289	184	1427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1	1	1		1	0	0	1	0	
Detector Template		Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)		30	30	30	30		30	0	0	30	0	
Trailing Detector (ft)		0	0	0	0		0	0	0	0	0	
Detector 1 Position(ft)		0	0	0	0		0			0		
Detector 1 Size(ft)		30	30	30	30		30			30		
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Queue (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Delay (s)		0.0	0.0	0.0	0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		3		4	8		1	6		5	2	
Permitted Phases	3		3	8					6			
Detector Phase	3	3	3	4	8		1	6	6	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	5.0	8.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	38.5	38.5	38.5	12.5	38.5		11.5	25.0	25.0	11.5	25.0	
Total Split (s)	41.0	41.0	41.0	19.0	60.0		30.0	60.0	60.0	30.0	60.0	
Total Split (%)	27.3%	27.3%	27.3%	12.7%	40.0%		20.0%	40.0%	40.0%	20.0%	40.0%	
Maximum Green (s)	34.0	34.0	34.0	11.5	52.5		24.5	54.5	54.5	24.5	54.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	3.0	3.0	3.0	3.5	3.5		2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lead	Lead	Lag			Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	4.0	4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0	7.0		7.0			7.0	7.0		7.0	
Flash Don't Walk (s)	24.0	24.0	24.0		24.0			12.0	12.0		12.0	
Pedestrian Calls (#/hr)	0	0	0		0			0	0		0	
Act Effct Green (s)		32.5	32.5	46.8	46.8		23.9	64.8	64.8	19.9	60.8	
Actuated g/C Ratio		0.22	0.22	0.31	0.31		0.16	0.43	0.43	0.13	0.41	
v/c Ratio		0.90	0.48	0.66	0.51		0.84	0.71	0.40	0.77	0.69	
Control Delay (s/veh)		82.6	10.5	67.6	43.5		85.8	38.4	16.6	83.2	39.9	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		82.6	10.5	67.6	43.5		85.8	38.4	16.6	83.2	39.9	
LOS		F	B	E	D		F	D	B	F	D	
Approach Delay (s/veh)		53.0			51.0			40.8			44.8	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 44.7		Intersection LOS: D	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 11: MD 355 & Edmonston Dr





Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	367	256	132	292	240	1572	289	184	1427
v/c Ratio	0.90	0.48	0.66	0.51	0.84	0.71	0.40	0.77	0.69
Control Delay (s/veh)	82.6	10.5	67.6	43.5	85.8	38.4	16.6	83.2	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	82.6	10.5	67.6	43.5	85.8	38.4	16.6	83.2	39.9
Queue Length 50th (ft)	351	14	96	228	229	463	88	176	431
Queue Length 95th (ft)	#524	94	146	306	#373	584	188	256	513
Internal Link Dist (ft)	359			293		487			530
Turn Bay Length (ft)		250			265		175	225	
Base Capacity (vph)	425	543	250	638	303	2218	722	294	2073
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.53	0.46	0.79	0.71	0.40	0.63	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	358	251	129	222	64	235	1541	283	180	1360	38
Future Volume (vph)	2	358	251	129	222	64	235	1541	283	180	1360	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes		1.00	0.98	1.00	0.99		1.00	1.00	0.92	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1881	1587	1803	1805		1787	5136	1473	1805	5112	
Flt Permitted		1.00	1.00	0.23	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1878	1587	428	1805		1787	5136	1473	1805	5112	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2	365	256	132	227	65	240	1572	289	184	1388	39
RTOR Reduction (vph)	0	0	186	0	8	0	0	0	86	0	2	0
Lane Group Flow (vph)	0	367	70	132	284	0	240	1572	203	184	1425	0
Confl. Peds. (#/hr)	30		12	12		30	3		20	20		3
Confl. Bikes (#/hr)												3
Heavy Vehicles (%)	0%	1%	0%	0%	1%	0%	1%	1%	1%	0%	1%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		3		4	8		1	6		5	2	
Permitted Phases	3		3	8					6			
Actuated Green, G (s)		32.5	32.5	46.8	46.8		23.9	64.8	64.8	19.9	60.8	
Effective Green, g (s)		32.5	32.5	46.8	46.8		23.9	64.8	64.8	19.9	60.8	
Actuated g/C Ratio		0.22	0.22	0.31	0.31		0.16	0.43	0.43	0.13	0.41	
Clearance Time (s)		7.0	7.0	7.5	7.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)		4.0	4.0	3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		406	343	200	563		284	2218	636	239	2072	
v/s Ratio Prot				c0.03	0.16		c0.13	c0.31		0.10	0.28	
v/s Ratio Perm		c0.20	0.04	0.17					0.14			
v/c Ratio		0.90	0.20	0.66	0.51		0.85	0.71	0.32	0.77	0.69	
Uniform Delay, d1		57.2	48.1	60.2	42.1		61.3	34.9	28.1	62.8	36.8	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		23.3	0.4	7.9	1.0		20.0	1.9	1.3	13.9	1.9	
Delay (s)		80.5	48.5	68.1	43.1		81.2	36.8	29.4	76.7	38.7	
Level of Service		F	D	E	D		F	D	C	E	D	
Approach Delay (s/veh)		67.4			50.9			40.9			43.0	
Approach LOS		E			D			D			D	

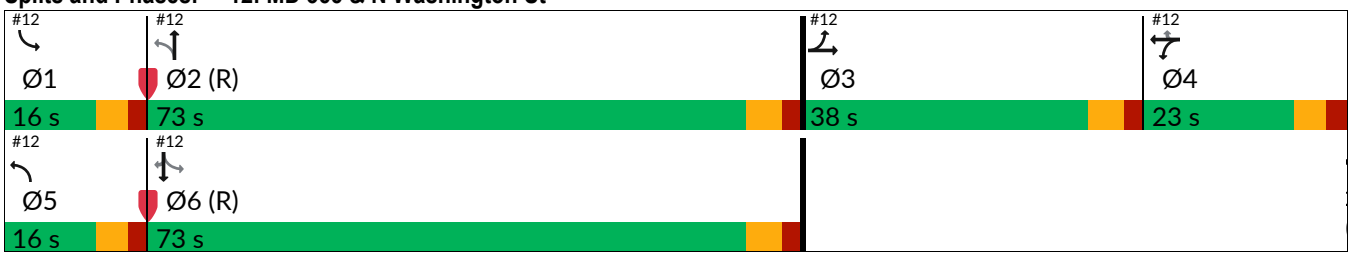
Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.5
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	51	18	48	51	53	60	1372	85	100	1046	241
Future Volume (vph)	259	51	18	48	51	53	60	1372	85	100	1046	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	300		0	165		75
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor		0.99		0.97			1.00	1.00				0.97
Frt		0.983				0.850		0.991				0.850
Flt Protected	0.950	0.972		0.950			0.950			0.950		
Satd. Flow (prot)	1649	1660	0	1805	1900	1615	1805	5031	0	1805	5085	1509
Flt Permitted	0.950	0.972		0.950			0.209			0.103		
Satd. Flow (perm)	1649	1660	0	1756	1900	1615	396	5031	0	196	5085	1467
Right Turn on Red			No			Yes			No			Yes
Satd. Flow (RTOR)						105						109
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		463			538			825			325	
Travel Time (s)		9.0			10.5			14.1			5.5	
Confl. Peds. (#/hr)			21	21			9		10	10		9
Confl. Bikes (#/hr)			1						2			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	0%	0%	2%	7%
Adj. Flow (vph)	282	55	20	52	55	58	65	1491	92	109	1137	262
Shared Lane Traffic (%)	37%											
Lane Group Flow (vph)	178	179	0	52	55	58	65	1583	0	109	1137	262
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30		30	30	30	30	30		30	30	30
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	30	30		30	30	30	30	30		30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2			6		6
Detector Phase	3	3		4	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	33.5	33.5		9.0	9.0	9.0	11.0	32.0		10.5	32.0	32.0
Total Split (s)	38.0	38.0		23.0	23.0	23.0	16.0	73.0		16.0	73.0	73.0
Total Split (%)	25.3%	25.3%		15.3%	15.3%	15.3%	10.7%	48.7%		10.7%	48.7%	48.7%
Maximum Green (s)	32.0	32.0		17.0	17.0	17.0	10.5	67.0		10.5	67.0	67.0
Yellow Time (s)	4.0	4.0		3.5	3.5	3.5	3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	Min		Min	Min	Min	Min	C-Max		Min	C-Max	C-Max
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Don't Walk (s)	20.0	20.0						18.0			18.0	18.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	21.4	21.4		9.7	9.7	9.7	93.6	85.6		98.1	87.9	87.9
Actuated g/C Ratio	0.14	0.14		0.06	0.06	0.06	0.62	0.57		0.65	0.59	0.59
v/c Ratio	0.76	0.76		0.45	0.45	0.29	0.21	0.55		0.47	0.38	0.29
Control Delay (s/veh)	81.0	80.9		78.7	78.3	3.8	11.7	22.7		16.6	18.2	11.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	81.0	80.9		78.7	78.3	3.8	11.7	22.7		16.6	18.2	11.0
LOS	F	F		E	E	A	B	C		B	B	B
Approach Delay (s/veh)		81.0			52.2			22.2			16.8	
Approach LOS		F			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 24 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

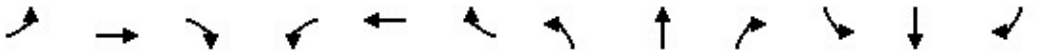
Splits and Phases: 12: MD 355 & N Washington St





Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	178	179	52	55	58	65	1583	109	1137	262
v/c Ratio	0.76	0.76	0.45	0.45	0.29	0.21	0.55	0.47	0.38	0.29
Control Delay (s/veh)	81.0	80.9	78.7	78.3	3.8	11.7	22.7	16.6	18.2	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.0	80.9	78.7	78.3	3.8	11.7	22.7	16.6	18.2	11.0
Queue Length 50th (ft)	184	182	50	53	0	20	345	34	212	71
Queue Length 95th (ft)	264	261	95	100	2	47	498	72	302	157
Internal Link Dist (ft)		383		458			745		245	
Turn Bay Length (ft)			200		200	300		165		75
Base Capacity (vph)	351	354	204	215	276	353	2871	252	2979	904
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	0.25	0.26	0.21	0.18	0.55	0.43	0.38	0.29

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	51	18	48	51	53	60	1372	85	100	1046	241
Future Volume (vph)	259	51	18	48	51	53	60	1372	85	100	1046	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Lane Util. Factor	0.95	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	0.97		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1649	1660		1805	1900	1615	1804	5032		1805	5085	1467
Flt Permitted	0.95	0.97		0.95	1.00	1.00	0.21	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1649	1660		1805	1900	1615	396	5032		196	5085	1467
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	55	20	52	55	58	65	1491	92	109	1137	262
RTOR Reduction (vph)	0	0	0	0	0	54	0	0	0	0	0	45
Lane Group Flow (vph)	178	179	0	52	55	4	65	1583	0	109	1137	217
Confl. Peds. (#/hr)			21	21			9		10	10		9
Confl. Bikes (#/hr)			1						2			1
Heavy Vehicles (%)	4%	2%	4%	0%	0%	0%	0%	2%	0%	0%	2%	7%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4		5	2		1	6	
Permitted Phases						4	2			6		6
Actuated Green, G (s)	21.4	21.4		9.7	9.7	9.7	93.2	85.7		97.6	87.9	87.9
Effective Green, g (s)	21.4	21.4		9.7	9.7	9.7	93.2	85.7		97.6	87.9	87.9
Actuated g/C Ratio	0.14	0.14		0.06	0.06	0.06	0.62	0.57		0.65	0.59	0.59
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.5	6.0		5.5	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	235	236		116	122	104	316	2874		231	2979	859
v/s Ratio Prot	c0.11	0.11		0.03	c0.03		0.01	c0.31		c0.03	0.22	
v/s Ratio Perm						0.00	0.12			0.28		0.15
v/c Ratio	0.76	0.76		0.45	0.45	0.04	0.21	0.55		0.47	0.38	0.25
Uniform Delay, d1	61.8	61.8		67.6	67.6	65.8	11.6	20.1		13.6	16.6	15.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.0	13.0		2.7	2.6	0.1	0.3	0.8		1.5	0.4	0.7
Delay (s)	74.8	74.9		70.3	70.2	65.9	11.9	20.9		15.2	16.9	15.8
Level of Service	E	E		E	E	E	B	C		B	B	B
Approach Delay (s/veh)		74.9			68.7			20.5			16.6	
Approach LOS		E			E			C			B	

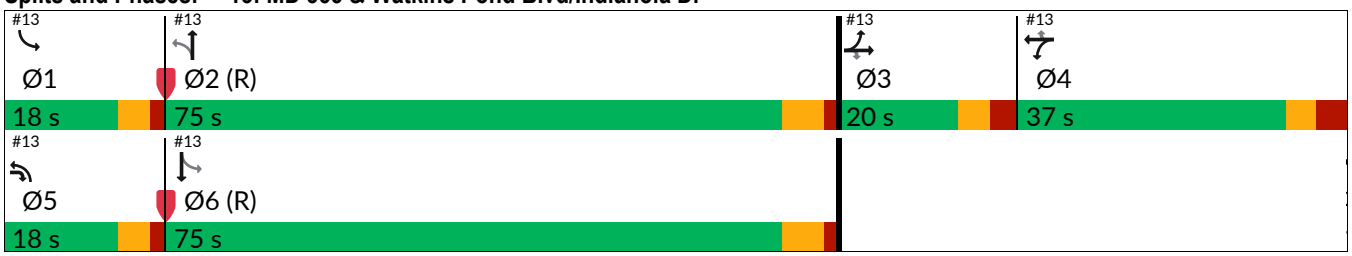
Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.5
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

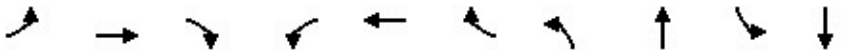
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	14	55	156	23	143	99	1829	88	119	1053	22
Future Volume (vph)	17	14	55	156	23	143	99	1829	88	119	1053	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		275	340		340	150		0	335		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.99					0.99	1.00	1.00			1.00	
Frt			0.850			0.850		0.993			0.997	
Flt Protected	0.950			0.950	0.964		0.950			0.950		
Satd. Flow (prot)	1703	1900	1524	1698	1727	1615	1805	5048	0	1770	5016	0
Flt Permitted	0.950			0.950	0.964		0.229			0.061		
Satd. Flow (perm)	1693	1900	1524	1698	1727	1604	434	5048	0	114	5016	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73			147		6			3	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		226			328			355			470	
Travel Time (s)		5.1			7.5			6.1			8.0	
Confl. Peds. (#/hr)	4					4	4		2	2		4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	0%	6%	1%	0%	0%	0%	2%	0%	2%	3%	5%
Adj. Flow (vph)	18	14	57	161	24	147	102	1886	91	123	1086	23
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	18	14	57	92	93	147	102	1977	0	123	1109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30	30	30	30	30	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	3	5	4	4		5	2		1	6	
Permitted Phases			3			4	2			6		
Detector Phase	3	3	5	4	4	4	5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	7.0		3.0	7.0	
Minimum Split (s)	14.0	14.0	10.0	34.5	34.5	34.5	10.0	33.0		10.0	33.0	
Total Split (s)	20.0	20.0	18.0	37.0	37.0	37.0	18.0	75.0		18.0	75.0	
Total Split (%)	13.3%	13.3%	12.0%	24.7%	24.7%	24.7%	12.0%	50.0%		12.0%	50.0%	
Maximum Green (s)	13.5	13.5	13.0	30.0	30.0	30.0	13.0	69.0		13.0	69.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.0	1.5	3.5	3.5	3.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Min	Min	Min	Min	Min	Min	Min	C-Max		Min	C-Max	
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	
Flash Don't Walk (s)				20.0	20.0	20.0		19.0			19.0	
Pedestrian Calls (#/hr)				0	0	0		0			0	
Act Effct Green (s)	7.2	7.2	16.6	13.5	13.5	13.5	102.2	93.3		109.0	96.9	
Actuated g/C Ratio	0.05	0.05	0.11	0.09	0.09	0.09	0.68	0.62		0.73	0.65	
v/c Ratio	0.22	0.16	0.24	0.61	0.60	0.53	0.28	0.63		0.59	0.34	
Control Delay (s/veh)	74.5	71.4	6.8	81.6	80.9	15.9	8.5	20.0		29.7	13.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.5	71.4	6.8	81.6	80.9	15.9	8.5	20.0		29.7	13.0	
LOS	E	E	A	F	F	B	A	B		C	B	
Approach Delay (s/veh)		30.7			52.3			19.4			14.7	
Approach LOS		C			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 6 (4%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 21.0		Intersection LOS: C	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

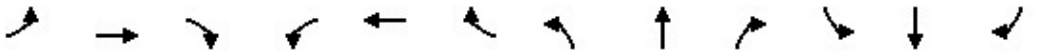
Splits and Phases: 13: MD 355 & Watkins Pond Blvd/Indianola Dr





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	14	57	92	93	147	102	1977	123	1109
v/c Ratio	0.22	0.16	0.24	0.61	0.60	0.53	0.28	0.63	0.59	0.34
Control Delay (s/veh)	74.5	71.4	6.8	81.6	80.9	15.9	8.5	20.0	29.7	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.5	71.4	6.8	81.6	80.9	15.9	8.5	20.0	29.7	13.0
Queue Length 50th (ft)	18	13	0	93	93	0	25	421	39	172
Queue Length 95th (ft)	47	38	23	153	154	68	51	591	114	242
Internal Link Dist (ft)		146			248			275		390
Turn Bay Length (ft)	275		275	340		340	150		335	
Base Capacity (vph)	153	171	282	339	345	438	428	3141	238	3240
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.08	0.20	0.27	0.27	0.34	0.24	0.63	0.52	0.34

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	14	55	156	23	143	99	1829	88	119	1053	22
Future Volume (vph)	17	14	55	156	23	143	99	1829	88	119	1053	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1703	1900	1524	1698	1728	1604	1804	5049		1770	5015	
Flt Permitted	0.95	1.00	1.00	0.95	0.96	1.00	0.23	1.00		0.06	1.00	
Satd. Flow (perm)	1703	1900	1524	1698	1728	1604	436	5049		114	5015	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	18	14	57	161	24	147	102	1886	91	123	1086	23
RTOR Reduction (vph)	0	0	51	0	0	134	0	2	0	0	1	0
Lane Group Flow (vph)	18	14	6	92	93	13	102	1975	0	123	1108	0
Confl. Peds. (#/hr)	4					4	4		2	2		4
Confl. Bikes (#/hr)									1			2
Heavy Vehicles (%)	6%	0%	6%	1%	0%	0%	0%	2%	0%	2%	3%	5%
Turn Type	Split	NA	pm+ov	Split	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	3	3	5	4	4		5	2		1	6	
Permitted Phases			3			4	2			6		
Actuated Green, G (s)	7.2	7.2	15.2	13.5	13.5	13.5	101.2	93.2		108.4	96.8	
Effective Green, g (s)	7.2	7.2	15.2	13.5	13.5	13.5	101.2	93.2		108.4	96.8	
Actuated g/C Ratio	0.05	0.05	0.10	0.09	0.09	0.09	0.67	0.62		0.72	0.65	
Clearance Time (s)	6.5	6.5	5.0	7.0	7.0	7.0	5.0	6.0		5.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	81	91	154	152	155	144	367	3137		210	3236	
v/s Ratio Prot	c0.01	0.01	0.00	c0.05	0.05		0.01	c0.39		c0.05	0.22	
v/s Ratio Perm			0.00			0.01	0.17			0.38		
v/c Ratio	0.22	0.15	0.04	0.61	0.60	0.09	0.28	0.63		0.59	0.34	
Uniform Delay, d1	68.7	68.5	60.8	65.7	65.7	62.6	8.6	17.7		21.3	12.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.8	0.1	6.7	6.4	0.3	0.4	1.0		4.1	0.3	
Delay (s)	70.1	69.3	60.9	72.3	72.0	62.9	9.0	18.6		25.5	12.4	
Level of Service	E	E	E	E	E	E	A	B		C	B	
Approach Delay (s/veh)		64.1			68.1			18.2			13.7	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.5
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

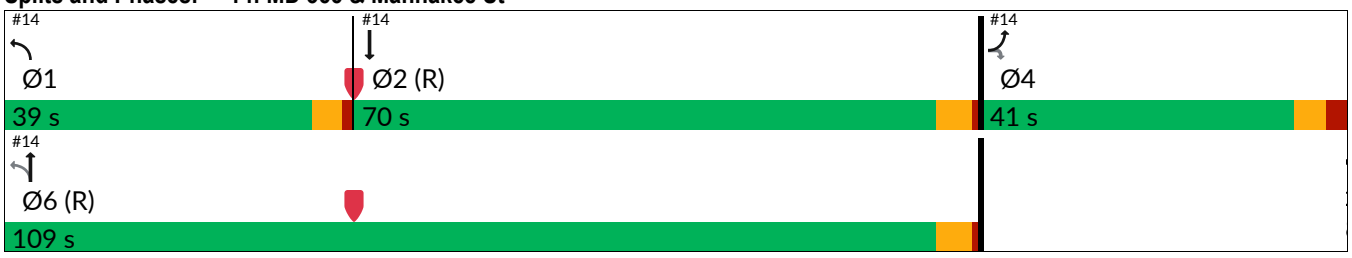


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	150	141	123	1563	1200	98
Future Volume (vph)	150	141	123	1563	1200	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	210	275			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor	1.00				1.00	
Frt		0.850			0.989	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1671	1495	1583	5136	4994	0
Flt Permitted	0.950		0.149			
Satd. Flow (perm)	1666	1495	248	5136	4994	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		153			11	
Link Speed (mph)	30			40	40	
Link Distance (ft)	802			390	356	
Travel Time (s)	18.2			6.6	6.1	
Confl. Peds. (#/hr)	2		3			3
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	8%	8%	14%	1%	2%	8%
Adj. Flow (vph)	163	153	134	1699	1304	107
Shared Lane Traffic (%)						
Lane Group Flow (vph)	163	153	134	1699	1411	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20	15	20			15
Number of Detectors	1	1	1	2	2	
Detector Template	Left	Right	Left	Thru	Thru	
Leading Detector (ft)	30	30	30	30	30	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	30	30	30	30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)				0	0	
Detector 2 Size(ft)				0	0	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Detector Phase	4	4	1	6	2	
Switch Phase						
Minimum Initial (s)	3.0	3.0	3.0	7.0	7.0	
Minimum Split (s)	33.0	33.0	8.0	23.0	23.0	
Total Split (s)	41.0	41.0	39.0	109.0	70.0	
Total Split (%)	27.3%	27.3%	26.0%	72.7%	46.7%	
Maximum Green (s)	35.0	35.0	34.5	104.0	65.0	
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	
All-Red Time (s)	2.5	2.5	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.5	5.0	5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	Min	Min	Min	C-Max	C-Max	
Walk Time (s)	7.0	7.0			7.0	
Flash Don't Walk (s)	20.0	20.0			9.0	
Pedestrian Calls (#/hr)	0	0			0	
Act Effct Green (s)	20.0	20.0	119.5	119.0	105.0	
Actuated g/C Ratio	0.13	0.13	0.80	0.79	0.70	
v/c Ratio	0.73	0.46	0.47	0.42	0.40	
Control Delay (s/veh)	81.0	12.3	9.6	5.5	10.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	81.0	12.3	9.6	5.5	10.6	
LOS	F	B	A	A	B	
Approach Delay (s/veh)	47.7			5.8	10.6	
Approach LOS	D			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 90 (60%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 11.4		Intersection LOS: B	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 14: MD 355 & Mannakee St





Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	163	153	134	1699	1411
v/c Ratio	0.73	0.46	0.47	0.42	0.40
Control Delay (s/veh)	81.0	12.3	9.6	5.5	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.0	12.3	9.6	5.5	10.6
Queue Length 50th (ft)	166	0	28	162	190
Queue Length 95th (ft)	241	68	57	233	296
Internal Link Dist (ft)	722			310	276
Turn Bay Length (ft)		210	275		
Base Capacity (vph)	389	466	504	4076	3497
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.33	0.27	0.42	0.40

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	150	141	123	1563	1200	98
Future Volume (vph)	150	141	123	1563	1200	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.5	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1671	1495	1583	5136	4992	
Flt Permitted	0.95	1.00	0.15	1.00	1.00	
Satd. Flow (perm)	1671	1495	249	5136	4992	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	153	134	1699	1304	107
RTOR Reduction (vph)	0	133	0	0	3	0
Lane Group Flow (vph)	163	20	134	1699	1408	0
Confl. Peds. (#/hr)	2		3			3
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	8%	8%	14%	1%	2%	8%
Turn Type	Prot	Perm	pm+pt	NA	NA	
Protected Phases	4		1	6	2	
Permitted Phases		4	6			
Actuated Green, G (s)	20.0	20.0	119.0	119.0	104.9	
Effective Green, g (s)	20.0	20.0	119.0	119.0	104.9	
Actuated g/C Ratio	0.13	0.13	0.79	0.79	0.70	
Clearance Time (s)	6.0	6.0	4.5	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	222	199	282	4074	3491	
v/s Ratio Prot	c0.10		0.03	c0.33	0.28	
v/s Ratio Perm		0.01	c0.35			
v/c Ratio	0.73	0.10	0.48	0.42	0.40	
Uniform Delay, d1	62.4	57.1	5.4	4.8	9.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	11.9	0.2	1.3	0.3	0.3	
Delay (s)	74.3	57.3	6.7	5.1	9.8	
Level of Service	E	E	A	A	A	
Approach Delay (s/veh)	66.1			5.2	9.8	
Approach LOS	E			A	A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.5
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

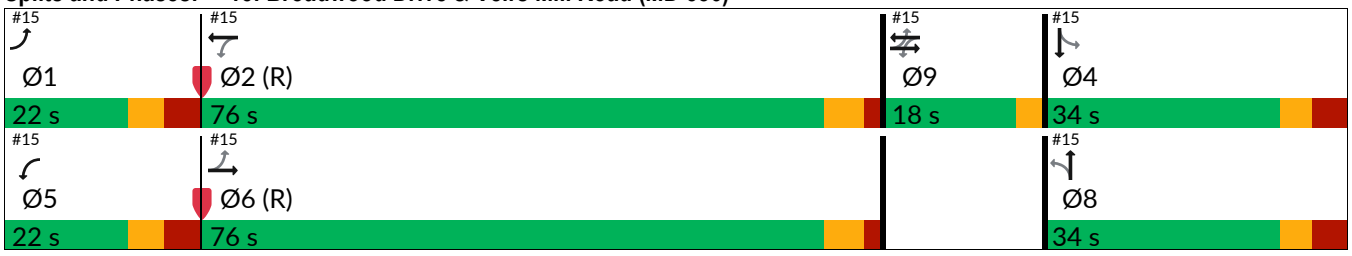
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	1531	26	21	1164	57	41	48	23	32	29	50
Future Volume (vph)	152	1531	26	21	1164	57	41	48	23	32	29	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	210		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75		75	75		75	75		75	75		75
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00			0.99	
Frt		0.998			0.993			0.972			0.939	
Flt Protected	0.950			0.950				0.982			0.986	
Satd. Flow (prot)	1787	3567	0	1805	3518	0	0	1781	0	0	1749	0
Flt Permitted	0.167			0.117				0.760			0.813	
Satd. Flow (perm)	314	3567	0	222	3518	0	0	1373	0	0	1442	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			8			24	
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		366			423			406			348	
Travel Time (s)		7.1			8.2			11.1			9.5	
Confl. Peds. (#/hr)							6					6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	0%	2%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	158	1595	27	22	1213	59	43	50	24	33	30	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	1622	0	22	1272	0	0	117	0	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	0		1	0			1			1	
Detector Template	Left	Thru		Left	Thru			Thru			Thru	
Leading Detector (ft)	30	0		30	0			30			30	
Trailing Detector (ft)	0	0		0	0			0			0	
Detector 1 Position(ft)	0			0				0			0	
Detector 1 Size(ft)	30			30				30			30	
Detector 1 Type	Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0			0.0				0.0			0.0	
Detector 1 Queue (s)	0.0			0.0				0.0			0.0	
Detector 1 Delay (s)	0.0			0.0				0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6 9		5	2 9			8			4	
Permitted Phases	6 9			2 9			8			4		
Detector Phase	1	6 9		5	2 9		8	8		4	4	
Switch Phase												

Lane Group	Ø2	Ø6	Ø9
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	6	9
Permitted Phases			
Detector Phase			
Switch Phase			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	3.0			3.0			4.0	4.0		4.0	4.0	
Minimum Split (s)	11.0			11.0			25.5	25.5		28.5	28.5	
Total Split (s)	22.0			22.0			34.0	34.0		34.0	34.0	
Total Split (%)	14.7%			14.7%			22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)	14.0			14.0			26.5	26.5		26.5	26.5	
Yellow Time (s)	4.0			4.0			3.5	3.5		3.5	3.5	
All-Red Time (s)	4.0			4.0			4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0			0.0				0.0			0.0	
Total Lost Time (s)	8.0			8.0				7.5			7.5	
Lead/Lag	Lead			Lead								
Lead-Lag Optimize?	Yes			Yes								
Vehicle Extension (s)	3.0			3.0			3.0	3.0		3.0	3.0	
Recall Mode	None			None			None	None		None	None	
Walk Time (s)										7.0	7.0	
Flash Don't Walk (s)										14.0	14.0	
Pedestrian Calls (#/hr)										0	0	
Act Effct Green (s)	115.4	110.9		107.0	102.5			16.6			16.6	
Actuated g/C Ratio	0.77	0.74		0.71	0.68			0.11			0.11	
v/c Ratio	0.48	0.61		0.10	0.53			0.74			0.64	
Control Delay (s/veh)	9.4	12.3		5.9	13.5			85.4			65.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	9.4	12.3		5.9	13.5			85.4			65.3	
LOS	A	B		A	B			F			E	
Approach Delay (s/veh)		12.1			13.4			85.4			65.3	
Approach LOS		B			B			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 17.0		Intersection LOS: B	
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: Broadwood Drive & Veirs Mill Road (MD 586)



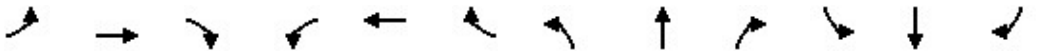
Lane Group	Ø2	Ø6	Ø9
Minimum Initial (s)	7.0	7.0	10.0
Minimum Split (s)	24.5	24.5	13.0
Total Split (s)	76.0	76.0	18.0
Total Split (%)	51%	51%	12%
Maximum Green (s)	69.5	69.5	15.0
Yellow Time (s)	4.5	4.5	3.0
All-Red Time (s)	2.0	2.0	0.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max
Walk Time (s)			
Flash Don't Walk (s)			
Pedestrian Calls (#/hr)			
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	158	1622	22	1272	117	115
v/c Ratio	0.48	0.61	0.10	0.53	0.74	0.64
Control Delay (s/veh)	9.4	12.3	5.9	13.5	85.4	65.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.4	12.3	5.9	13.5	85.4	65.3
Queue Length 50th (ft)	32	420	4	303	105	86
Queue Length 95th (ft)	62	584	13	443	170	149
Internal Link Dist (ft)		286		343	326	268
Turn Bay Length (ft)	210		210			
Base Capacity (vph)	384	2638	318	2406	249	274
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.61	0.07	0.53	0.47	0.42

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	1531	26	21	1164	57	41	48	23	32	29	50
Future Volume (vph)	152	1531	26	21	1164	57	41	48	23	32	29	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.0	6.5		8.0	6.5			7.5			7.5	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.97			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1787	3565		1805	3518			1775			1749	
Flt Permitted	0.17	1.00		0.12	1.00			0.76			0.81	
Satd. Flow (perm)	314	3565		223	3518			1374			1441	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	158	1595	27	22	1212	59	43	50	24	33	30	52
RTOR Reduction (vph)	0	1	0	0	2	0	0	7	0	0	21	0
Lane Group Flow (vph)	158	1621	0	22	1270	0	0	110	0	0	94	0
Confl. Peds. (#/hr)							6					6
Heavy Vehicles (%)	1%	1%	1%	0%	2%	0%	5%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6 9		5	2 9			8			4	
Permitted Phases	6 9			2 9			8			4		
Actuated Green, G (s)	120.1	111.2		109.7	106.0			16.6			16.6	
Effective Green, g (s)	113.6	111.2		103.2	106.0			16.6			16.6	
Actuated g/C Ratio	0.76	0.74		0.69	0.71			0.11			0.11	
Clearance Time (s)	8.0			8.0				7.5			7.5	
Vehicle Extension (s)	3.0			3.0				3.0			3.0	
Lane Grp Cap (vph)	325	2642		192	2486			152			159	
v/s Ratio Prot	c0.03	c0.45		0.00	0.36							
v/s Ratio Perm	0.34			0.08				c0.08			0.06	
v/c Ratio	0.49	0.61		0.11	0.51			0.72			0.59	
Uniform Delay, d1	8.2	9.2		9.3	10.1			64.5			63.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.1	1.1		0.3	0.8			15.6			5.5	
Delay (s)	9.3	10.3		9.6	10.9			80.1			68.9	
Level of Service	A	B		A	B			F			E	
Approach Delay (s/veh)		10.2			10.8			80.1			68.9	
Approach LOS		B			B			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

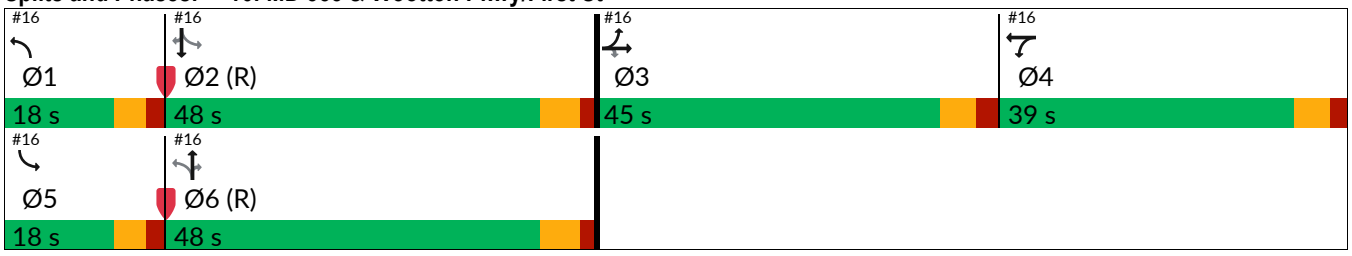
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	656	72	364	316	68	54	1266	392	101	1047	110
Future Volume (vph)	192	656	72	364	316	68	54	1266	392	101	1047	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2100	1900
Storage Length (ft)	265		265	425		0	120		545	365		300
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	0.95	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	0.98	1.00			0.99		1.00		0.97			0.98
Frt			0.850		0.980				0.850			0.850
Flt Protected	0.950	0.999		0.950	0.989		0.950			0.950		
Satd. Flow (prot)	1550	3229	1524	1643	3251	0	1770	5085	1583	1752	5621	1615
Flt Permitted	0.950	0.999		0.950	0.989		0.145			0.080		
Satd. Flow (perm)	1516	3227	1524	1643	3251	0	270	5085	1537	148	5621	1586
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			105		10				408			115
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		539			606			664			578	
Travel Time (s)		10.5			11.8			10.1			8.8	
Confl. Peds. (#/hr)	33					33	4		19	19		4
Confl. Bikes (#/hr)						1						2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	6%	7%	6%	0%	3%	3%	2%	2%	2%	3%	2%	0%
Adj. Flow (vph)	200	683	75	379	329	71	56	1319	408	105	1091	115
Shared Lane Traffic (%)	10%			32%								
Lane Group Flow (vph)	180	703	75	258	521	0	56	1319	408	105	1091	115
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	1	1	1	1		1	0	0	1	0	0
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30		30	0	0	30	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0			0		
Detector 1 Size(ft)	30	30	30	30	30		30			30		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0			0.0		
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3				6		6	2		2
Detector Phase	3	3	3	4	4		1	6	6	5	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	12.0	12.0	39.0	39.0		12.5	35.0	35.0	12.5	35.0	35.0
Total Split (s)	45.0	45.0	45.0	39.0	39.0		18.0	48.0	48.0	18.0	48.0	48.0
Total Split (%)	30.0%	30.0%	30.0%	26.0%	26.0%		12.0%	32.0%	32.0%	12.0%	32.0%	32.0%
Maximum Green (s)	38.5	38.5	38.5	33.0	33.0		12.5	42.0	42.0	12.5	42.0	42.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.5	4.5	3.5	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.0	2.0		2.0	1.5	1.5	2.0	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0		4.0	3.0	3.0	4.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)				7.0	7.0			7.0	7.0		7.0	7.0
Flash Don't Walk (s)				26.0	26.0			22.0	22.0		22.0	22.0
Pedestrian Calls (#/hr)				0	0			0	0		0	0
Act Effct Green (s)	37.6	37.6	37.6	30.7	30.7		56.5	46.6	46.6	60.9	50.8	50.8
Actuated g/C Ratio	0.25	0.25	0.25	0.20	0.20		0.38	0.31	0.31	0.41	0.34	0.34
v/c Ratio	0.46	0.87	0.16	0.77	0.78		0.29	0.84	0.54	0.59	0.57	0.19
Control Delay (s/veh)	51.9	66.2	3.5	72.0	63.7		31.3	54.5	6.5	44.1	43.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	66.2	3.5	72.0	63.7		31.3	54.5	6.5	44.1	43.8	7.2
LOS	D	E	A	E	E		C	D	A	D	D	A
Approach Delay (s/veh)		58.6			66.4			42.8			40.6	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 106 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 49.1		Intersection LOS: D	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 16: MD 355 & Wootton Pkwy/First St





Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	180	703	75	258	521	56	1319	408	105	1091	115
v/c Ratio	0.46	0.87	0.16	0.77	0.78	0.29	0.84	0.54	0.59	0.57	0.19
Control Delay (s/veh)	51.9	66.2	3.5	72.0	63.7	31.3	54.5	6.5	44.1	43.8	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	66.2	3.5	72.0	63.7	31.3	54.5	6.5	44.1	43.8	7.2
Queue Length 50th (ft)	171	381	0	259	264	34	467	0	66	345	0
Queue Length 95th (ft)	262	471	20	373	336	65	#557	89	125	409	49
Internal Link Dist (ft)		459			526		584			498	
Turn Bay Length (ft)	265		265	425		120		545	365		300
Base Capacity (vph)	397	828	469	361	723	232	1578	758	194	1905	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.85	0.16	0.71	0.72	0.24	0.84	0.54	0.54	0.57	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	656	72	364	316	68	54	1266	392	101	1047	110
Future Volume (vph)	192	656	72	364	316	68	54	1266	392	101	1047	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2100	1900
Total Lost time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91		1.00	0.91	1.00	1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1550	3228	1524	1643	3248		1769	5085	1537	1752	5621	1586
Flt Permitted	0.95	1.00	1.00	0.95	0.99		0.15	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1550	3228	1524	1643	3248		271	5085	1537	148	5621	1586
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	200	683	75	379	329	71	56	1319	408	105	1091	115
RTOR Reduction (vph)	0	0	56	0	8	0	0	0	282	0	0	77
Lane Group Flow (vph)	180	703	19	258	513	0	56	1319	126	105	1091	38
Confl. Peds. (#/hr)	33					33	4		19	19		4
Confl. Bikes (#/hr)						1						2
Heavy Vehicles (%)	6%	7%	6%	0%	3%	3%	2%	2%	2%	3%	2%	0%
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3				6		6	2		2
Actuated Green, G (s)	37.6	37.6	37.6	30.7	30.7		54.5	46.5	46.5	60.9	49.7	49.7
Effective Green, g (s)	37.6	37.6	37.6	30.7	30.7		54.5	46.5	46.5	60.9	49.7	49.7
Actuated g/C Ratio	0.25	0.25	0.25	0.20	0.20		0.36	0.31	0.31	0.41	0.33	0.33
Clearance Time (s)	6.5	6.5	6.5	6.0	6.0		5.5	6.0	6.0	5.5	6.0	6.0
Vehicle Extension (s)	5.0	5.0	5.0	5.0	5.0		4.0	3.0	3.0	4.0	3.0	3.0
Lane Grp Cap (vph)	388	809	382	336	664		178	1576	476	179	1862	525
v/s Ratio Prot	0.12	c0.22		0.16	c0.16		0.02	c0.26		c0.04	c0.19	
v/s Ratio Perm			0.01				0.10		0.08	0.19		0.02
v/c Ratio	0.46	0.87	0.05	0.77	0.77		0.31	0.84	0.27	0.59	0.59	0.07
Uniform Delay, d1	47.7	53.8	42.6	56.3	56.4		32.8	48.2	38.9	33.3	41.6	34.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	10.6	0.1	11.8	6.5		1.4	5.5	1.4	5.7	1.4	0.3
Delay (s)	49.5	64.5	42.8	68.1	62.9		34.2	53.7	40.3	39.1	43.0	34.6
Level of Service	D	E	D	E	E		C	D	D	D	D	C
Approach Delay (s/veh)		60.0			64.6			50.0			41.9	
Approach LOS		E			E			D			D	

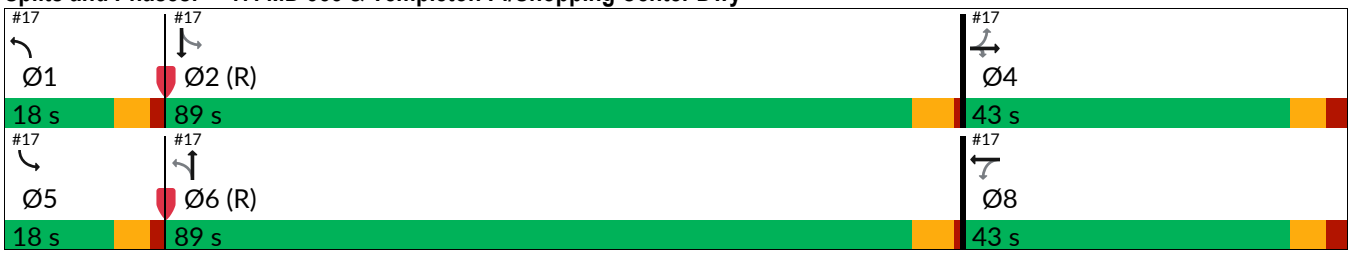
Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	2	58	41	1	16	52	1832	2	32	1556	11
Future Volume (vph)	101	2	58	41	1	16	52	1832	2	32	1556	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		75	0		0	230		0	380		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.98	1.00		0.99			1.00			1.00	
Frt			0.850		0.962						0.999	
Flt Protected		0.953			0.966		0.950			0.950		
Satd. Flow (prot)	0	1793	1599	0	1757	0	1805	5085	0	1805	5126	0
Flt Permitted		0.718			0.647		0.089			0.104		
Satd. Flow (perm)	0	1323	1597	0	1175	0	169	5085	0	198	5126	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60		12						1	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		356			367			466			453	
Travel Time (s)		9.7			10.0			7.9			7.7	
Confl. Peds. (#/hr)	15		1	1		15	10		15	15		10
Confl. Bikes (#/hr)									4			5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	2%	0%	0%	1%	9%
Adj. Flow (vph)	105	2	60	43	1	17	54	1908	2	33	1621	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	60	0	61	0	54	1910	0	33	1632	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1		1		1	0		1	0	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30		30	0		30	0	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Detector 1 Position(ft)		0	0		0		0			0		
Detector 1 Size(ft)		30	30		30		30			30		
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0		0.0			0.0		
Detector 1 Queue (s)		0.0	0.0		0.0		0.0			0.0		
Detector 1 Delay (s)		0.0	0.0		0.0		0.0			0.0		
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	26.5	26.5		13.0	25.0		12.5	30.5	
Total Split (s)	43.0	43.0	43.0	43.0	43.0		18.0	89.0		18.0	89.0	
Total Split (%)	28.7%	28.7%	28.7%	28.7%	28.7%		12.0%	59.3%		12.0%	59.3%	
Maximum Green (s)	36.5	36.5	36.5	36.5	36.5		12.5	83.5		12.5	83.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.5		4.0	4.5	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.5	1.0		1.5	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		Max	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0	7.0								7.0	
Flash Don't Walk (s)	22.0	22.0	22.0								18.0	
Pedestrian Calls (#/hr)	0	0	0								0	
Act Effct Green (s)		17.6	17.6		17.6		120.4	111.0		89.6	83.5	
Actuated g/C Ratio		0.12	0.12		0.12		0.80	0.74		0.60	0.56	
v/c Ratio		0.69	0.25		0.41		0.11	0.51		0.18	0.57	
Control Delay (s/veh)		84.8	15.0		55.6		4.3	9.7		9.2	22.6	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		84.8	15.0		55.6		4.3	9.7		9.2	22.6	
LOS		F	B		E		A	A		A	C	
Approach Delay (s/veh)		59.7			55.6			9.5			22.3	
Approach LOS		E			E			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 2 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 18.0		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 17: MD 355 & Templeton Pl/Shopping Center Dwy



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	107	60	61	54	1910	33	1632
v/c Ratio	0.69	0.25	0.41	0.11	0.51	0.18	0.57
Control Delay (s/veh)	84.8	15.0	55.6	4.3	9.7	9.2	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.8	15.0	55.6	4.3	9.7	9.2	22.6
Queue Length 50th (ft)	102	0	45	9	277	6	371
Queue Length 95th (ft)	162	43	91	23	381	16	416
Internal Link Dist (ft)	276		287		386		373
Turn Bay Length (ft)		75		230		380	
Base Capacity (vph)	321	434	294	477	3762	260	2853
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.14	0.21	0.11	0.51	0.13	0.57

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	2	58	41	1	16	52	1832	2	32	1556	11
Future Volume (vph)	101	2	58	41	1	16	52	1832	2	32	1556	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.98	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1757	1597		1746		1805	5084		1805	5126	
Flt Permitted		0.72	1.00		0.65		0.09	1.00		0.10	1.00	
Satd. Flow (perm)		1324	1597		1169		168	5084		198	5126	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	105	2	60	43	1	17	54	1908	2	33	1621	11
RTOR Reduction (vph)	0	0	53	0	11	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	107	7	0	50	0	54	1910	0	33	1632	0
Confl. Peds. (#/hr)	15		1	1		15	10		15	15		10
Confl. Bikes (#/hr)									4			5
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	0%	2%	0%	0%	1%	9%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Actuated Green, G (s)		17.6	17.6		17.6		120.4	109.9		88.5	83.5	
Effective Green, g (s)		17.6	17.6		17.6		120.4	109.9		88.5	83.5	
Actuated g/C Ratio		0.12	0.12		0.12		0.80	0.73		0.59	0.56	
Clearance Time (s)		6.5	6.5		6.5		5.5	5.5		5.5	5.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		155	187		137		477	3724		170	2853	
v/s Ratio Prot							0.02	c0.38		c0.01	c0.32	
v/s Ratio Perm		c0.08	0.00		0.04		0.07			0.11		
v/c Ratio		0.69	0.04		0.37		0.11	0.51		0.19	0.57	
Uniform Delay, d1		63.6	58.7		61.1		7.6	8.6		15.1	21.6	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.5	0.1		1.7		0.5	0.5		0.6	0.8	
Delay (s)		76.0	58.8		62.7		8.1	9.1		15.7	22.5	
Level of Service		E	E		E		A	A		B	C	
Approach Delay (s/veh)		69.8			62.7			9.1			22.3	
Approach LOS		E			E			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

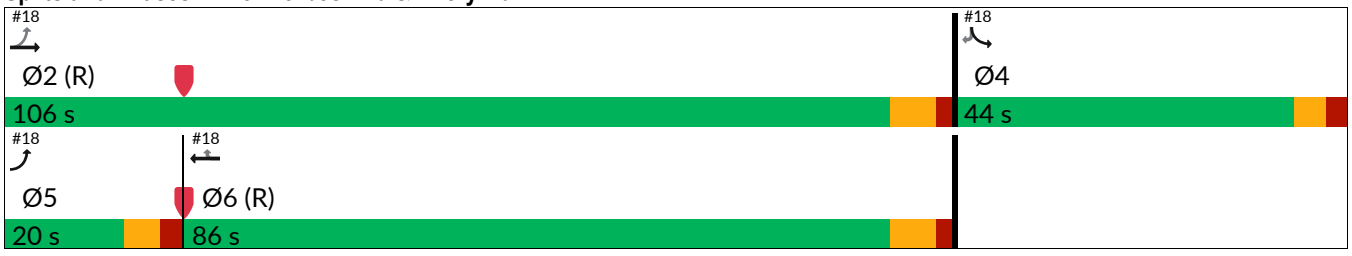


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	276	1793	1169	82	66	119
Future Volume (vph)	276	1793	1169	82	66	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			250	0	300
Storage Lanes	1			1	1	1
Taper Length (ft)	75			75	75	75
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1787	3505	3471	1524	1752	1615
Flt Permitted	0.167				0.950	
Satd. Flow (perm)	314	3505	3471	1524	1752	1615
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				74		125
Link Speed (mph)		40	40		30	
Link Distance (ft)		394	587		524	
Travel Time (s)		6.7	10.0		11.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	3%	4%	6%	3%	0%
Adj. Flow (vph)	291	1887	1231	86	69	125
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	1887	1231	86	69	125
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	0	0	0	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	30	0	0	0	30	30
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0				0	0
Detector 1 Size(ft)	30				30	30
Detector 1 Type	Cl+Ex				Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0				0.0	0.0
Detector 1 Queue (s)	0.0				0.0	0.0
Detector 1 Delay (s)	0.0				0.0	0.0
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	3.0	7.0	7.0	7.0	5.0	5.0
Minimum Split (s)	9.5	20.0	22.0	22.0	44.0	44.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	20.0	106.0	86.0	86.0	44.0	44.0
Total Split (%)	13.3%	70.7%	57.3%	57.3%	29.3%	29.3%
Maximum Green (s)	13.5	99.0	79.0	79.0	38.0	38.0
Yellow Time (s)	4.0	5.0	5.0	5.0	3.5	3.5
All-Red Time (s)	2.5	2.0	2.0	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	0.2	0.2	0.2	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Walk Time (s)			7.0	7.0	7.0	7.0
Flash Don't Walk (s)			8.0	8.0	31.0	31.0
Pedestrian Calls (#/hr)			0	0	0	0
Act Effct Green (s)	126.2	125.7	99.2	99.2	11.3	11.3
Actuated g/C Ratio	0.84	0.84	0.66	0.66	0.08	0.08
v/c Ratio	0.63	0.64	0.54	0.08	0.53	0.53
Control Delay (s/veh)	13.1	5.8	15.2	3.3	80.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	5.8	15.2	3.3	80.2	18.2
LOS	B	A	B	A	F	B
Approach Delay (s/veh)		6.7	14.4		40.2	
Approach LOS		A	B		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 57 (38%), Referenced to phase 2:EBTL and 6:WBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 68.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: Norbeck Rd & Avery Rd





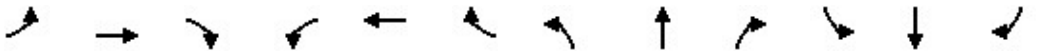
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	291	1887	1231	86	69	125
v/c Ratio	0.63	0.64	0.54	0.08	0.53	0.53
Control Delay (s/veh)	13.1	5.8	15.2	3.3	80.2	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	5.8	15.2	3.3	80.2	18.2
Queue Length 50th (ft)	43	280	317	4	68	0
Queue Length 95th (ft)	138	402	458	29	120	64
Internal Link Dist (ft)		314	507		444	
Turn Bay Length (ft)				250		300
Base Capacity (vph)	460	2937	2296	1033	443	502
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.64	0.54	0.08	0.16	0.25

Intersection Summary



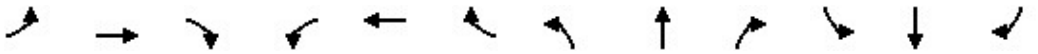
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	276	1793	1169	82	66	119
Future Volume (vph)	276	1793	1169	82	66	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	3505	3471	1524	1752	1615
Flt Permitted	0.17	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	314	3505	3471	1524	1752	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	291	1887	1231	86	69	125
RTOR Reduction (vph)	0	0	0	25	0	116
Lane Group Flow (vph)	291	1887	1231	61	69	9
Heavy Vehicles (%)	1%	3%	4%	6%	3%	0%
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	125.7	125.7	99.2	99.2	11.3	11.3
Effective Green, g (s)	125.7	125.7	99.2	99.2	11.3	11.3
Actuated g/C Ratio	0.84	0.84	0.66	0.66	0.08	0.08
Clearance Time (s)	6.5	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	0.2	0.2	0.2	3.0	3.0
Lane Grp Cap (vph)	459	2937	2295	1007	131	121
v/s Ratio Prot	0.08	c0.54	0.35		c0.04	
v/s Ratio Perm	0.45			0.04		0.01
v/c Ratio	0.63	0.64	0.54	0.06	0.53	0.08
Uniform Delay, d1	10.6	4.3	13.3	9.0	66.8	64.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.9	1.1	0.9	0.1	3.8	0.3
Delay (s)	13.4	5.4	14.2	9.1	70.6	64.8
Level of Service	B	A	B	A	E	E
Approach Delay (s/veh)		6.4	13.9		66.8	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	4	0	0	16	0	1496	35	0	1058	0
Future Volume (vph)	0	0	4	0	0	16	0	1496	35	0	1058	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865		0.997				
Flt Protected												
Satd. Flow (prot)	0	0	1644	0	0	1454	0	3432	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	0	1644	0	0	1454	0	3432	0	0	5085	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		161			177			196			266	
Travel Time (s)		3.7			4.0			4.5			6.0	
Confl. Peds. (#/hr)	5		2	2		5			3	3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	0%	0%	13%	0%	5%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	4	0	0	17	0	1575	37	0	1114	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	4	0	0	17	0	1612	0	0	1114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

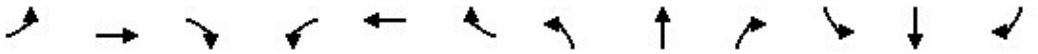


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	4	0	0	16	0	1496	35	0	1058	0
Future Volume (Veh/h)	0	0	4	0	0	16	0	1496	35	0	1058	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	4	0	0	17	0	1575	37	0	1114	0
Pedestrians					3			2			5	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					3.5			3.5			3.5	
Percent Blockage					0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1924	2729	373	1974	2711	814	1114			1615		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1924	2729	373	1974	2711	814	1114			1615		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	7.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.4	2.2			2.2		
p0 queue free %	100	100	99	100	100	94	100			100		
cM capacity (veh/h)	39	21	629	37	21	297	634			408		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	4	17	1050	562	371	371	371
Volume Left	0	0	0	0	0	0	0
Volume Right	4	17	0	37	0	0	0
cSH	629	297	1700	1700	1700	1700	1700
Volume to Capacity	0.00*	0.06	0.62	0.33	0.22	0.22	0.22
Queue Length 95th (ft)	0	5	0	0	0	0	0
Control Delay (s/veh)	10.8	17.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	C					
Approach Delay (s/veh)	10.8	17.9	0.0		0.0		
Approach LOS	B	C					

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	54.0%	ICU Level of Service		A
Analysis Period (min)	15			

* Value less than 0.01.

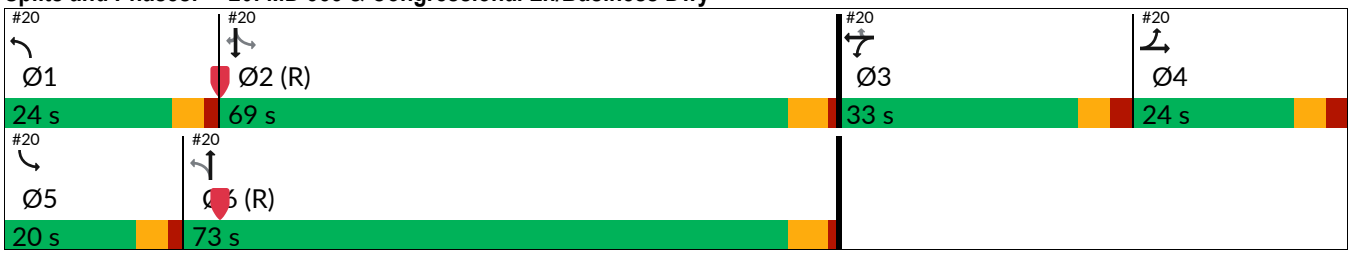


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	17	109	62	24	10	127	1655	17	60	1384	173
Future Volume (vph)	254	17	109	62	24	10	127	1655	17	60	1384	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		50	185		0	160		480
Storage Lanes	2		0	0		1	1		0	1		1
Taper Length (ft)	50		50	50		50	50		50	50		50
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor	0.98	1.00			1.00	0.98		1.00				0.91
Frt		0.870				0.850		0.998				0.850
Flt Protected	0.950				0.965		0.950			0.950		
Satd. Flow (prot)	3433	1621	0	0	1807	1615	1787	5073	0	1805	5136	1615
Flt Permitted	0.950				0.965		0.122			0.091		
Satd. Flow (perm)	3377	1621	0	0	1806	1585	230	5073	0	173	5136	1477
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		115				98		1				182
Link Speed (mph)		30			25			35			40	
Link Distance (ft)		221			229			319			333	
Travel Time (s)		5.0			6.2			6.2			5.7	
Confl. Peds. (#/hr)	11		1	1		11	24		17	17		24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	0%
Adj. Flow (vph)	267	18	115	65	25	11	134	1742	18	63	1457	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	267	133	0	0	90	11	134	1760	0	63	1457	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors	1	1			1	1	1	0		1	0	0
Detector Template	Left	Thru			Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30			30	30	30	0		30	0	0
Trailing Detector (ft)	0	0			0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0			0	0	0			0		
Detector 1 Size(ft)	30	30			30	30	30			30		
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0			0.0		
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Detector Phase	4	4		3	3	3	1	6		5	2	2
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	11.0		33.0	33.0	33.0	10.0	26.5		10.0	26.5	26.5
Total Split (s)	24.0	24.0		33.0	33.0	33.0	24.0	73.0		20.0	69.0	69.0
Total Split (%)	16.0%	16.0%		22.0%	22.0%	22.0%	16.0%	48.7%		13.3%	46.0%	46.0%
Maximum Green (s)	18.0	18.0		27.0	27.0	27.0	19.0	67.5		15.0	63.5	63.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	4.5		3.5	4.5	4.5
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	1.5	1.0		1.5	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)				20.0	20.0	20.0		14.0			14.0	14.0
Pedestrian Calls (#/hr)				0	0	0		0			0	0
Act Effct Green (s)	16.9	16.9			12.8	12.8	102.4	92.5		94.6	86.7	86.7
Actuated g/C Ratio	0.11	0.11			0.09	0.09	0.68	0.62		0.63	0.58	0.58
v/c Ratio	0.69	0.47			0.58	0.05	0.49	0.56		0.33	0.49	0.20
Control Delay (s/veh)	73.4	19.3			80.5	0.4	15.2	19.3		14.4	20.7	3.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	73.4	19.3			80.5	0.4	15.2	19.3		14.4	20.7	3.1
LOS	E	B			F	A	B	B		B	C	A
Approach Delay (s/veh)		55.4			71.7			19.0			18.6	
Approach LOS		E			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 22 (15%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 23.7		Intersection LOS: C	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			

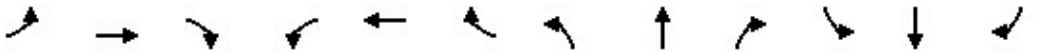
Splits and Phases: 20: MD 355 & Congressional Ln/Business Dwy





Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	267	133	90	11	134	1760	63	1457	182
v/c Ratio	0.69	0.47	0.58	0.05	0.49	0.56	0.33	0.49	0.20
Control Delay (s/veh)	73.4	19.3	80.5	0.4	15.2	19.3	14.4	20.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.4	19.3	80.5	0.4	15.2	19.3	14.4	20.7	3.1
Queue Length 50th (ft)	134	16	86	0	41	371	18	297	0
Queue Length 95th (ft)	178	80	142	0	81	507	42	426	42
Internal Link Dist (ft)		141	149			239		253	
Turn Bay Length (ft)	250			50	185		160		480
Base Capacity (vph)	429	303	325	365	355	3130	279	2968	930
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.44	0.28	0.03	0.38	0.56	0.23	0.49	0.20

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	17	109	62	24	10	127	1655	17	60	1384	173
Future Volume (vph)	254	17	109	62	24	10	127	1655	17	60	1384	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Lane Util. Factor	0.97	1.00			1.00	1.00	1.00	0.91		1.00	0.91	1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.98	1.00	1.00		1.00	1.00	0.91
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.87			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	1622			1808	1585	1787	5075		1805	5136	1477
Flt Permitted	0.95	1.00			0.97	1.00	0.12	1.00		0.09	1.00	1.00
Satd. Flow (perm)	3433	1622			1808	1585	229	5075		173	5136	1477
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	267	18	115	65	25	11	134	1742	18	63	1457	182
RTOR Reduction (vph)	0	102	0	0	0	10	0	0	0	0	0	77
Lane Group Flow (vph)	267	31	0	0	90	1	134	1760	0	63	1457	105
Confl. Peds. (#/hr)	11		1	1		11	24		17	17		24
Heavy Vehicles (%)	2%	0%	2%	2%	0%	0%	1%	2%	0%	0%	1%	0%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	4	4		3	3		1	6		5	2	
Permitted Phases						3	6			2		2
Actuated Green, G (s)	16.9	16.9			12.8	12.8	102.6	91.5		93.0	86.7	86.7
Effective Green, g (s)	16.9	16.9			12.8	12.8	102.6	91.5		93.0	86.7	86.7
Actuated g/C Ratio	0.11	0.11			0.09	0.09	0.68	0.61		0.62	0.58	0.58
Clearance Time (s)	6.0	6.0			6.0	6.0	5.0	5.5		5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	386	182			154	135	271	3095		175	2968	853
v/s Ratio Prot	c0.08	0.02			c0.05		c0.04	c0.35		0.02	0.28	
v/s Ratio Perm						0.00	0.30			0.21		0.07
v/c Ratio	0.69	0.17			0.58	0.01	0.49	0.57		0.36	0.49	0.12
Uniform Delay, d1	64.0	60.2			66.0	62.8	12.0	17.5		13.5	18.6	14.4
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.3	0.4			5.6	0.0	1.4	0.8		1.3	0.6	0.3
Delay (s)	69.3	60.7			71.6	62.8	13.4	18.2		14.8	19.2	14.7
Level of Service	E	E			E	E	B	B		B	B	B
Approach Delay (s/veh)		66.4			70.6			17.9			18.6	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.5
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

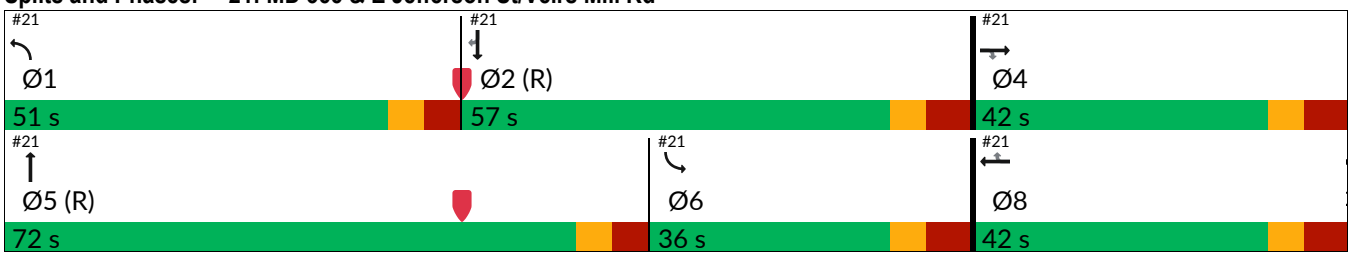
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	544	321	0	499	387	270	1150	0	477	852	72
Future Volume (vph)	0	544	321	0	499	387	270	1150	0	477	852	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	400		120
Storage Lanes	0		1	0		1	2		0	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor							0.99			0.99		0.97
Frt			0.850			0.850						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	3539	1615	0	3574	1583	3502	5085	0	3400	5085	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	3539	1615	0	3574	1583	3471	5085	0	3378	5085	1567
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			331			370						102
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		730			582			632			462	
Travel Time (s)		14.2			11.3			10.8			7.9	
Confl. Peds. (#/hr)							8		20	20		8
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	0	561	331	0	514	399	278	1186	0	492	878	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	561	331	0	514	399	278	1186	0	492	878	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors		2	1		2	1	1	2		1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)		30	30		30	30	30	30		30	30	30
Trailing Detector (ft)		0	0		0	0	0	0		0	0	0
Detector 1 Position(ft)		0	0		0	0	0	0		0	0	0
Detector 1 Size(ft)		30	30		30	30	30	30		30	30	30
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
21: MD 355 & E Jefferson St/Veirs Mill Rd 06/03/2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA	Perm		NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			8		1	5		6	2	
Permitted Phases			4			8						2
Detector Phase		4	4		8	8	1	5		6	2	2
Switch Phase												
Minimum Initial (s)		6.0	6.0		6.0	6.0	3.0	7.0		5.0	7.0	7.0
Minimum Split (s)		15.0	15.0		15.0	15.0	11.0	53.0		14.0	29.0	29.0
Total Split (s)		42.0	42.0		42.0	42.0	51.0	72.0		36.0	57.0	57.0
Total Split (%)		28.0%	28.0%		28.0%	28.0%	34.0%	48.0%		24.0%	38.0%	38.0%
Maximum Green (s)		33.0	33.0		33.0	33.0	43.0	64.0		27.0	48.0	48.0
Yellow Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		5.0	5.0		5.0	5.0	4.0	4.0		5.0	5.0	5.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Lead/Lag							Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode		Min	Min		Min	Min	Min	C-Max		Min	C-Max	C-Max
Walk Time (s)								7.0			7.0	7.0
Flash Don't Walk (s)								38.0			13.0	13.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)		29.1	29.1		29.1	29.1	17.3	67.9		27.0	77.5	77.5
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.12	0.45		0.18	0.52	0.52
v/c Ratio		0.82	0.57		0.74	0.66	0.69	0.52		0.80	0.33	0.09
Control Delay (s/veh)		68.0	8.8		63.6	12.3	80.6	23.3		70.0	22.5	1.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		68.0	8.8		63.6	12.3	80.6	23.3		70.0	22.5	1.8
LOS		E	A		E	B	F	C		E	C	A
Approach Delay (s/veh)		46.0			41.2			34.2			37.6	
Approach LOS		D			D			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 12 (8%), Referenced to phase 2:SBT and 5:NBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay (s/veh): 38.8		Intersection LOS: D	
Intersection Capacity Utilization 87.8%		ICU Level of Service E	
Analysis Period (min) 15			

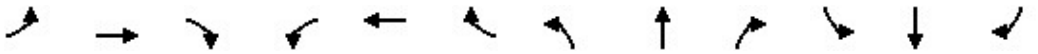
Splits and Phases: 21: MD 355 & E Jefferson St/Veirs Mill Rd





Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	561	331	514	399	278	1186	492	878	74
v/c Ratio	0.82	0.57	0.74	0.66	0.69	0.52	0.80	0.33	0.09
Control Delay (s/veh)	68.0	8.8	63.6	12.3	80.6	23.3	70.0	22.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.0	8.8	63.6	12.3	80.6	23.3	70.0	22.5	1.8
Queue Length 50th (ft)	283	0	253	24	119	161	246	183	0
Queue Length 95th (ft)	345	85	311	131	135	284	314	242	14
Internal Link Dist (ft)	650		502			552		382	
Turn Bay Length (ft)					175		400		120
Base Capacity (vph)	778	613	786	636	1003	2301	612	2628	859
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.54	0.65	0.63	0.28	0.52	0.80	0.33	0.09

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	544	321	0	499	387	270	1150	0	477	852	72
Future Volume (vph)	0	544	321	0	499	387	270	1150	0	477	852	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Lane Util. Factor		0.95	1.00		0.95	1.00	0.97	0.91		0.97	0.91	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		3539	1615		3574	1583	3502	5085		3400	5085	1567
Flt Permitted		1.00	1.00		1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		3539	1615		3574	1583	3502	5085		3400	5085	1567
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	561	331	0	514	399	278	1186	0	492	878	74
RTOR Reduction (vph)	0	0	267	0	0	298	0	0	0	0	0	36
Lane Group Flow (vph)	0	561	64	0	514	101	278	1186	0	492	878	38
Confl. Peds. (#/hr)							8		20	20		8
Confl. Bikes (#/hr)									2			2
Heavy Vehicles (%)	0%	2%	0%	0%	1%	2%	0%	2%	0%	3%	2%	0%
Turn Type		NA	Perm		NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases		4			8		1	5		6	2	
Permitted Phases			4			8						2
Actuated Green, G (s)		29.1	29.1		29.1	29.1	17.3	67.9		27.0	77.6	77.6
Effective Green, g (s)		29.1	29.1		29.1	29.1	17.3	67.9		27.0	77.6	77.6
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.12	0.45		0.18	0.52	0.52
Clearance Time (s)		9.0	9.0		9.0	9.0	8.0	8.0		9.0	9.0	9.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		686	313		693	307	403	2301		612	2630	810
v/s Ratio Prot		c0.16			0.14		c0.08	c0.23		c0.14	0.17	
v/s Ratio Perm			0.04			0.06						0.02
v/c Ratio		0.82	0.21		0.74	0.33	0.69	0.52		0.80	0.33	0.05
Uniform Delay, d1		57.9	50.7		56.9	52.0	63.8	29.3		59.0	21.1	17.9
Progression Factor		1.00	1.00		1.00	1.00	1.14	0.75		1.00	1.00	1.00
Incremental Delay, d2		7.5	0.3		4.3	0.6	4.6	0.8		7.6	0.3	0.1
Delay (s)		65.4	51.1		61.2	52.7	77.1	22.8		66.5	21.5	18.0
Level of Service		E	D		E	D	E	C		E	C	B
Approach Delay (s/veh)		60.1			57.5			33.1			36.6	
Approach LOS		E			E			C			D	

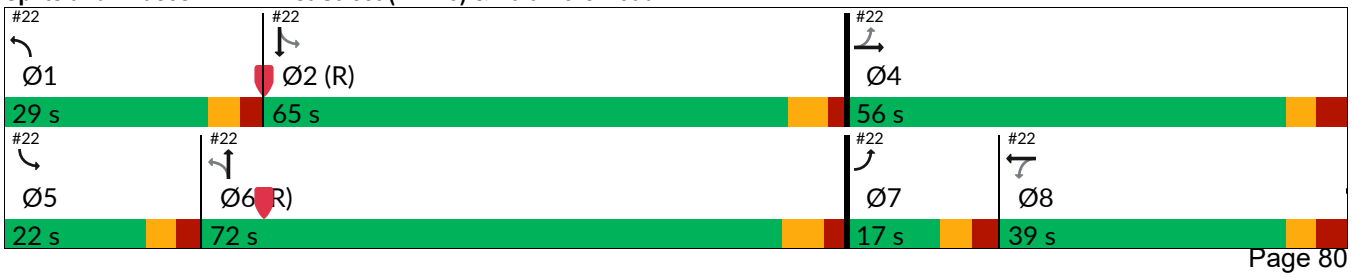
Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

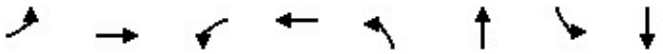
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	91	19	53	58	97	13	1357	6	163	1016	86
Future Volume (vph)	145	91	19	53	58	97	13	1357	6	163	1016	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	110		0	130		0	140		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	75		75	75		75	75		75	75		75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	0.99	1.00		1.00	0.99			1.00			1.00	
Frt		0.974			0.906			0.999			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1778	0	1770	1583	0	1805	3396	0	1736	3449	0
Flt Permitted	0.320			0.683			0.247			0.056		
Satd. Flow (perm)	581	1778	0	1268	1583	0	469	3396	0	102	3449	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					51						7	
Link Speed (mph)		30			30			40			50	
Link Distance (ft)		246			306			194			241	
Travel Time (s)		5.6			7.0			3.3			3.3	
Confl. Peds. (#/hr)	7		3	3		7	6		13	13		6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	2%	10%	7%	0%	6%	50%	4%	3%	6%
Adj. Flow (vph)	151	95	20	55	60	101	14	1414	6	170	1058	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	151	115	0	55	161	0	14	1420	0	170	1148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	5.0		5.0	5.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	9.5	43.0		43.0	43.0		9.0	29.0		9.0	28.5	
Total Split (s)	17.0	56.0		39.0	39.0		29.0	72.0		22.0	65.0	
Total Split (%)	11.3%	37.3%		26.0%	26.0%		19.3%	48.0%		14.7%	43.3%	
Maximum Green (s)	10.5	49.0		32.0	32.0		23.0	65.0		16.0	58.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	3.0	3.5		3.5	3.5		2.5	2.5		2.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		5.0	5.0		3.0	0.2		3.0	0.2	
Recall Mode	None	None		None	None		None	C-Max		Max	C-Max	
Walk Time (s)		7.0		7.0	7.0			7.0			7.0	
Flash Don't Walk (s)		29.0		29.0	29.0			15.0			15.0	
Pedestrian Calls (#/hr)		0		0	0			0			0	
Act Effct Green (s)	35.4	34.9		17.9	17.9		71.9	65.0		102.1	96.6	
Actuated g/C Ratio	0.24	0.23		0.12	0.12		0.48	0.43		0.68	0.64	
v/c Ratio	0.70	0.28		0.36	0.69		0.05	0.97		0.43	0.52	
Control Delay (s/veh)	64.6	47.7		65.5	57.3		12.0	57.9		32.3	16.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	64.6	47.7		65.5	57.3		12.0	57.9		32.3	16.8	
LOS	E	D		E	E		B	E		C	B	
Approach Delay (s/veh)		57.3			59.4			57.4			18.8	
Approach LOS		E			E			E			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 134 (89%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay (s/veh): 41.8		Intersection LOS: D	
Intersection Capacity Utilization 90.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 22: First Street (MD 28) & Baltimore Road

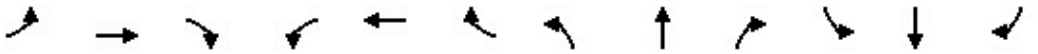




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	151	115	55	161	14	1420	170	1148
v/c Ratio	0.70	0.28	0.36	0.69	0.05	0.97	0.43	0.52
Control Delay (s/veh)	64.6	47.7	65.5	57.3	12.0	57.9	32.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.6	47.7	65.5	57.3	12.0	57.9	32.3	16.8
Queue Length 50th (ft)	129	96	51	113	4	738	96	271
Queue Length 95th (ft)	187	146	95	192	14	#913	191	474
Internal Link Dist (ft)		166		226		114		161
Turn Bay Length (ft)	150		110		130		140	
Base Capacity (vph)	217	580	270	377	483	1471	397	2224
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.20	0.20	0.43	0.03	0.97	0.43	0.52

Intersection Summary

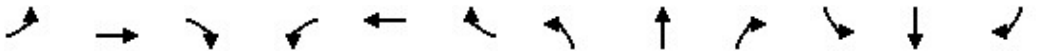
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	91	19	53	58	97	13	1357	6	163	1016	86
Future Volume (vph)	145	91	19	53	58	97	13	1357	6	163	1016	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.91		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1733	1778		1764	1583		1803	3397		1736	3450	
Flt Permitted	0.32	1.00		0.68	1.00		0.25	1.00		0.06	1.00	
Satd. Flow (perm)	584	1778		1268	1583		469	3397		102	3450	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	151	95	20	55	60	101	14	1414	6	170	1058	90
RTOR Reduction (vph)	0	0	0	0	45	0	0	0	0	0	3	0
Lane Group Flow (vph)	151	115	0	55	116	0	14	1420	0	170	1145	0
Confl. Peds. (#/hr)	7		3	3		7	6		13	13		6
Heavy Vehicles (%)	4%	4%	4%	2%	10%	7%	0%	6%	50%	4%	3%	6%
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4			8		1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	34.9	34.9		17.9	17.9		67.5	65.0		101.6	93.1	
Effective Green, g (s)	34.9	34.9		17.9	17.9		67.5	65.0		101.6	93.1	
Actuated g/C Ratio	0.23	0.23		0.12	0.12		0.45	0.43		0.68	0.62	
Clearance Time (s)	6.5	7.0		7.0	7.0		6.0	7.0		6.0	6.5	
Vehicle Extension (s)	3.0	3.0		5.0	5.0		3.0	0.2		3.0	0.2	
Lane Grp Cap (vph)	216	413		151	188		233	1472		396	2141	
v/s Ratio Prot	c0.05	0.06			0.07		0.00	c0.42		c0.09	c0.33	
v/s Ratio Perm	c0.11			0.04			0.03			0.20		
v/c Ratio	0.70	0.28		0.36	0.62		0.06	0.96		0.43	0.53	
Uniform Delay, d1	49.5	47.2		60.8	62.8		22.9	41.4		34.5	16.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.5	0.4		3.1	8.4		0.1	16.4		3.4	1.0	
Delay (s)	58.9	47.6		63.9	71.2		23.0	57.8		37.8	17.1	
Level of Service	E	D		E	E		C	E		D	B	
Approach Delay (s/veh)		54.0			69.4			57.5			19.8	
Approach LOS		D			E			E			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.5
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

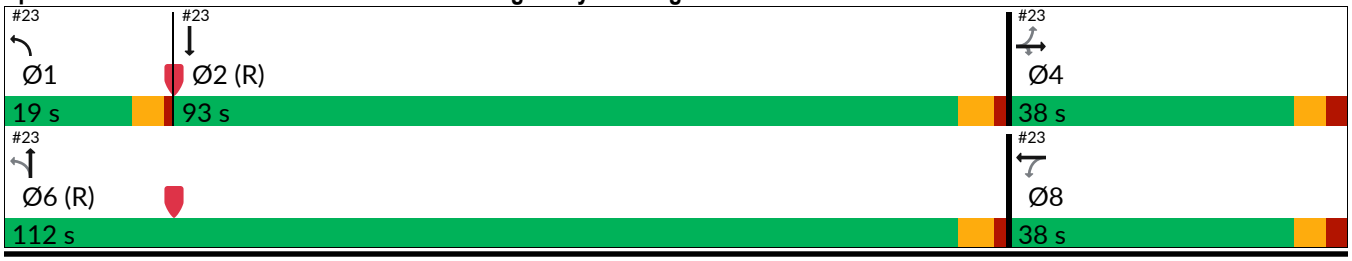


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	85	90	31	45	10	111	1341	55	0	1136	26
Future Volume (vph)	66	85	90	31	45	10	111	1341	55	0	1136	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.98		0.99	0.99	1.00			1.00			1.00	
Frt			0.850		0.974			0.994			0.997	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1752	1863	1568	1805	1814	0	1770	5036	0	0	5066	0
Flt Permitted	0.720			0.696			0.181					
Satd. Flow (perm)	1302	1863	1551	1310	1814	0	337	5036	0	0	5066	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		6			10			4	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		391			173			442			632	
Travel Time (s)		8.9			3.9			7.5			10.8	
Confl. Peds. (#/hr)	12		6	6		12	9		22	22		9
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	2%	3%	0%	2%	0%	2%	2%	0%	0%	2%	0%
Adj. Flow (vph)	69	89	94	32	47	10	116	1397	57	0	1183	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	89	94	32	57	0	116	1454	0	0	1210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2	1	1	2		1	0			0	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru			Thru	
Leading Detector (ft)	30	30	30	30	30		30	0			0	
Trailing Detector (ft)	0	0	0	0	0		0	0			0	
Detector 1 Position(ft)	0	0	0	0	0		0					
Detector 1 Size(ft)	30	30	30	30	30		30					
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex					
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0					
Detector 2 Position(ft)		0			0							
Detector 2 Size(ft)		0			0							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8			6					
Detector Phase	4	4	4	8	8		1	6			2	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		3.0	7.0			7.0	
Minimum Split (s)	31.0	31.0	31.0	31.0	31.0		10.0	23.0			23.0	
Total Split (s)	38.0	38.0	38.0	38.0	38.0		19.0	112.0			93.0	
Total Split (%)	25.3%	25.3%	25.3%	25.3%	25.3%		12.7%	74.7%			62.0%	
Maximum Green (s)	32.0	32.0	32.0	32.0	32.0		14.5	106.5			87.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	4.0			4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.0	1.5			1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Lead/Lag							Lead				Lag	
Lead-Lag Optimize?							Yes				Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Recall Mode	Max	Max	Max	Max	Max		None	C-Max			C-Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Don't Walk (s)	18.0	18.0	18.0	18.0	18.0			10.0			10.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	32.0	32.0	32.0	32.0	32.0		107.5	106.5			93.5	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.72	0.71			0.62	
v/c Ratio	0.25	0.22	0.23	0.11	0.15		0.36	0.41			0.38	
Control Delay (s/veh)	51.9	50.6	10.1	49.1	44.0		9.6	9.2			6.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay (s/veh)	51.9	50.6	10.1	49.1	44.0		9.6	9.2			6.8	
LOS	D	D	B	D	D		A	A			A	
Approach Delay (s/veh)		35.8			45.8			9.2			6.8	
Approach LOS		D			D			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 124 (83%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 23: MD 355 & Richard Montgomery Dr/Dodge St



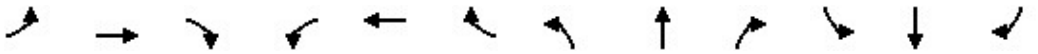


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	69	89	94	32	57	116	1454	1210
v/c Ratio	0.25	0.22	0.23	0.11	0.15	0.36	0.41	0.38
Control Delay (s/veh)	51.9	50.6	10.1	49.1	44.0	9.6	9.2	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.9	50.6	10.1	49.1	44.0	9.6	9.2	6.8
Queue Length 50th (ft)	58	74	0	26	41	32	196	68
Queue Length 95th (ft)	107	128	51	58	84	53	222	101
Internal Link Dist (ft)		311			93		362	552
Turn Bay Length (ft)								
Base Capacity (vph)	277	397	404	279	391	380	3578	3160
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.23	0.11	0.15	0.31	0.41	0.38

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	85	90	31	45	10	111	1341	55	0	1136	26
Future Volume (vph)	66	85	90	31	45	10	111	1341	55	0	1136	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.91			0.91	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	1.00			1.00	
Flpb, ped/bikes	0.98	1.00	1.00	0.99	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99			1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1717	1863	1551	1788	1813		1770	5036			5064	
Flt Permitted	0.72	1.00	1.00	0.70	1.00		0.18	1.00			1.00	
Satd. Flow (perm)	1301	1863	1551	1310	1813		337	5036			5064	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	69	89	94	32	47	10	116	1397	57	0	1183	27
RTOR Reduction (vph)	0	0	74	0	5	0	0	3	0	0	2	0
Lane Group Flow (vph)	69	89	20	32	52	0	116	1451	0	0	1208	0
Confl. Peds. (#/hr)	12		6	6		12	9		22	22		9
Confl. Bikes (#/hr)									4			1
Heavy Vehicles (%)	3%	2%	3%	0%	2%	0%	2%	2%	0%	0%	2%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA			NA	
Protected Phases		4			8		1	6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	32.0	32.0	32.0	32.0	32.0		106.5	106.5			93.5	
Effective Green, g (s)	32.0	32.0	32.0	32.0	32.0		106.5	106.5			93.5	
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21		0.71	0.71			0.62	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		4.5	5.5			5.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	277	397	330	279	386		320	3575			3156	
v/s Ratio Prot		0.05			0.03		0.02	c0.29			0.24	
v/s Ratio Perm	c0.05		0.01	0.02			0.24					
v/c Ratio	0.25	0.22	0.06	0.11	0.14		0.36	0.41			0.38	
Uniform Delay, d1	49.0	48.7	47.0	47.6	47.8		8.2	8.9			14.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			0.46	
Incremental Delay, d2	2.1	1.3	0.4	0.8	0.7		0.7	0.3			0.3	
Delay (s)	51.2	50.0	47.4	48.4	48.5		8.9	9.2			6.8	
Level of Service	D	D	D	D	D		A	A			A	
Approach Delay (s/veh)		49.4			48.5			9.2			6.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

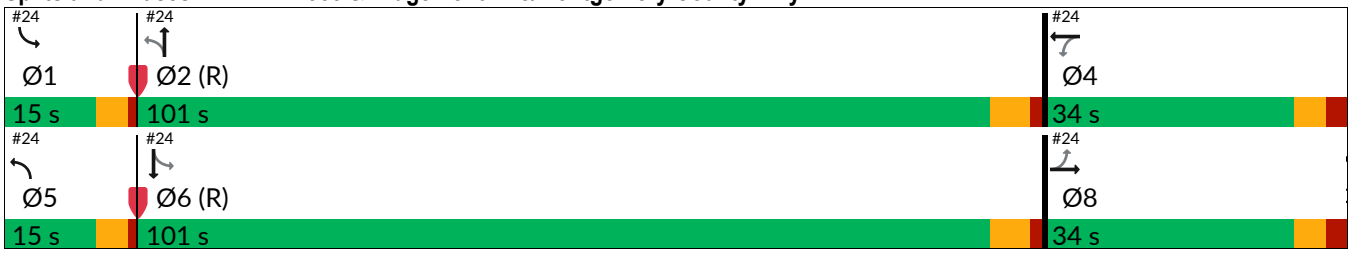


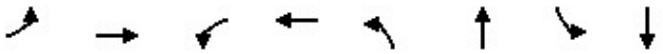
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2	43	31	2	69	42	1921	28	69	1407	67
Future Volume (vph)	60	2	43	31	2	69	42	1921	28	69	1407	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	310		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		0.99			1.00	1.00			1.00	
Frt		0.857			0.854			0.998			0.993	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1568	0	1805	1623	0	1719	5027	0	1805	4952	0
Flt Permitted	0.709			0.727			0.146			0.078		
Satd. Flow (perm)	1308	1568	0	1369	1623	0	264	5027	0	148	4952	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		44			71			3			9	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		246			181			767			771	
Travel Time (s)		5.6			4.1			13.1			13.1	
Confl. Peds. (#/hr)			6	6			1		5	5		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	5%	3%	0%	0%	4%	2%
Adj. Flow (vph)	62	2	44	32	2	71	43	1980	29	71	1451	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	46	0	32	73	0	43	2009	0	71	1520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	34.0	34.0		11.0	11.0		10.0	29.5		10.0	29.5	
Total Split (s)	34.0	34.0		34.0	34.0		15.0	101.0		15.0	101.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		10.0%	67.3%		10.0%	67.3%	
Maximum Green (s)	28.0	28.0		28.0	28.0		10.5	95.0		10.5	95.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	C-Max		Min	C-Max	
Walk Time (s)	7.0	7.0						7.0			7.0	
Flash Don't Walk (s)	21.0	21.0						16.0			16.0	
Pedestrian Calls (#/hr)	0	0						0			0	
Act Effct Green (s)	12.5	12.5		12.5	12.5		121.9	114.2		123.2	114.9	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.81	0.76		0.82	0.77	
v/c Ratio	0.57	0.27		0.28	0.37		0.16	0.52		0.36	0.40	
Control Delay (s/veh)	85.4	21.2		69.0	18.8		3.6	8.1		7.4	6.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	85.4	21.2		69.0	18.8		3.6	8.1		7.4	6.5	
LOS	F	C		E	B		A	A		A	A	
Approach Delay (s/veh)		58.0			34.1			8.0			6.6	
Approach LOS		E			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 10 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.57			
Intersection Signal Delay (s/veh): 9.5		Intersection LOS: A	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

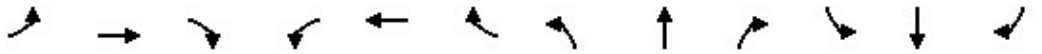
Splits and Phases: 24: MD 355 & Ridgemont Ave/Montgomery County Dwy





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	62	46	32	73	43	2009	71	1520
v/c Ratio	0.57	0.27	0.28	0.37	0.16	0.52	0.36	0.40
Control Delay (s/veh)	85.4	21.2	69.0	18.8	3.6	8.1	7.4	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	85.4	21.2	69.0	18.8	3.6	8.1	7.4	6.5
Queue Length 50th (ft)	61	2	30	2	5	256	9	166
Queue Length 95th (ft)	111	42	65	52	15	363	21	228
Internal Link Dist (ft)		166		101		687		691
Turn Bay Length (ft)					310		250	
Base Capacity (vph)	244	328	255	360	324	3829	240	3795
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.14	0.13	0.20	0.13	0.52	0.30	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	2	43	31	2	69	42	1921	28	69	1407	67
Future Volume (vph)	60	2	43	31	2	69	42	1921	28	69	1407	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.86		1.00	0.85		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1567		1789	1623		1719	5026		1805	4953	
Flt Permitted	0.71	1.00		0.73	1.00		0.15	1.00		0.08	1.00	
Satd. Flow (perm)	1309	1567		1369	1623		265	5026		148	4953	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	62	2	44	32	2	71	43	1980	29	71	1451	69
RTOR Reduction (vph)	0	40	0	0	65	0	0	1	0	0	2	0
Lane Group Flow (vph)	62	6	0	32	8	0	43	2008	0	71	1518	0
Confl. Peds. (#/hr)			6	6			1		5	5		1
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	3%	0%	3%	0%	0%	0%	5%	3%	0%	0%	4%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	12.5	12.5		12.5	12.5		120.3	114.2		121.7	114.9	
Effective Green, g (s)	12.5	12.5		12.5	12.5		120.3	114.2		121.7	114.9	
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.80	0.76		0.81	0.77	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.5	6.0		4.5	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	109	130		114	135		271	3826		195	3793	
v/s Ratio Prot		0.00			0.00		0.01	c0.40		c0.02	0.31	
v/s Ratio Perm	c0.05			0.02			0.12			0.28		
v/c Ratio	0.57	0.04		0.28	0.06		0.16	0.52		0.36	0.40	
Uniform Delay, d1	66.2	63.3		64.5	63.3		3.3	7.1		4.9	5.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.7	0.1		1.3	0.2		0.3	0.5		1.2	0.3	
Delay (s)	72.8	63.4		65.9	63.5		3.6	7.6		6.0	6.2	
Level of Service	E	E		E	E		A	A		A	A	
Approach Delay (s/veh)		68.8			64.2			7.6			6.2	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

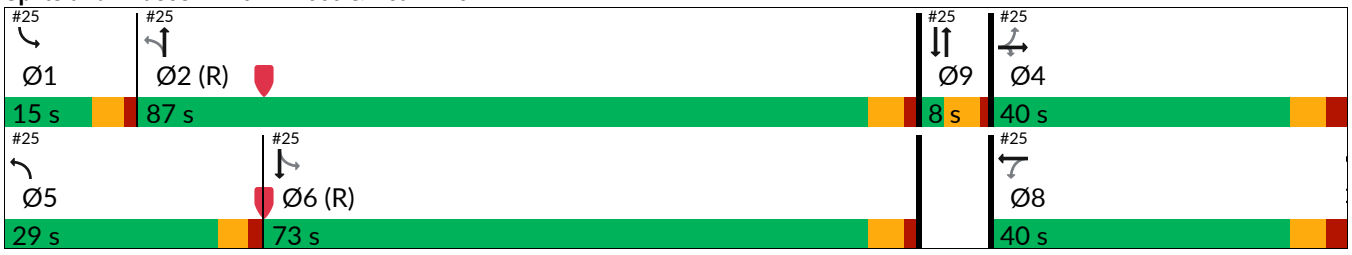
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	8	148	43	7	3	200	1301	8	7	1108	59
Future Volume (vph)	92	8	148	43	7	3	200	1301	8	7	1108	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	225		0	150		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	1.00		1.00			1.00		0.99	1.00	
Frt			0.850		0.992			0.999			0.992	
Flt Protected		0.956			0.961		0.950			0.950		
Satd. Flow (prot)	0	1800	1599	0	1810	0	1787	5078	0	1805	5059	0
Flt Permitted		0.741			0.634		0.196			0.184		
Satd. Flow (perm)	0	1377	1591	0	1190	0	369	5078	0	346	5059	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		2			1			8	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		198			227			263			283	
Travel Time (s)		4.5			5.2			4.5			4.8	
Confl. Peds. (#/hr)	9		3	3		9	20		20	20		20
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	2%	0%	0%	1%	5%
Adj. Flow (vph)	94	8	151	44	7	3	204	1328	8	7	1131	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	151	0	54	0	204	1336	0	7	1191	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors		2	1		2		1	2		1	2	
Detector Template		Thru	Right		Thru		Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30		30	30		30	30	
Trailing Detector (ft)		0	0		0		0	0		0	0	
Detector 1 Position(ft)		0	0		0		0	0		0	0	
Detector 1 Size(ft)		30	30		30		30	30		30	30	
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	Ø2	Ø6	Ø9
Lane Configurations	[redacted]	[redacted]	[redacted]
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Ped Bike Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		custom	NA		custom	NA	
Protected Phases		4			8		5	2 9		1	6 9	
Permitted Phases	4		4	8			2			6		
Detector Phase	4	4	4	8	8		5	2 9		1	6 9	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0		
Minimum Split (s)	33.5	33.5	33.5	33.5	33.5		8.0			8.0		
Total Split (s)	40.0	40.0	40.0	40.0	40.0		29.0			15.0		
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%		19.3%			10.0%		
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5		24.0			10.0		
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5			3.5		
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		1.5			1.5		
Lost Time Adjust (s)		0.0	0.0		0.0		0.0			0.0		
Total Lost Time (s)		6.5	6.5		6.5		5.0			5.0		
Lead/Lag							Lead			Lead		
Lead-Lag Optimize?							Yes			Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0			3.0		
Recall Mode	Min	Min	Min	Min	Min		Min			Min		
Walk Time (s)	7.0	7.0	7.0	7.0	7.0							
Flash Don't Walk (s)	20.0	20.0	20.0	20.0	20.0							
Pedestrian Calls (#/hr)	0	0	0	0	0							
Act Effct Green (s)		16.7	16.7		16.7		112.8	110.6		104.0	105.9	
Actuated g/C Ratio		0.11	0.11		0.11		0.75	0.74		0.69	0.71	
v/c Ratio		0.67	0.49		0.40		0.54	0.36		0.02	0.33	
Control Delay (s/veh)		83.7	13.5		66.8		11.1	7.7		6.3	9.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		83.7	13.5		66.8		11.1	7.7		6.3	9.4	
LOS		F	B		E		B	A		A	A	
Approach Delay (s/veh)		41.8			66.8			8.2			9.4	
Approach LOS		D			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 24 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 25: MD 355 & Beall Ave



Lane Group	Ø2	Ø6	Ø9
Detector 2 Extend (s)			
Turn Type			
Protected Phases	2	6	9
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	20.0	20.0	3.0
Minimum Split (s)	25.5	25.5	8.0
Total Split (s)	87.0	73.0	8.0
Total Split (%)	58%	49%	5%
Maximum Green (s)	81.5	67.5	3.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	Max
Walk Time (s)	7.0	7.0	
Flash Don't Walk (s)	12.0	12.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

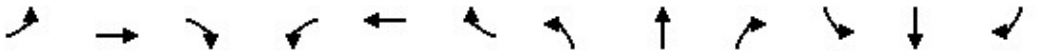
Intersection Summary

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	151	54	204	1336	7	1191
v/c Ratio	0.67	0.49	0.40	0.54	0.36	0.02	0.33
Control Delay (s/veh)	83.7	13.5	66.8	11.1	7.7	6.3	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.7	13.5	66.8	11.1	7.7	6.3	9.4
Queue Length 50th (ft)	97	0	48	49	156	1	149
Queue Length 95th (ft)	157	65	91	89	217	7	223
Internal Link Dist (ft)	118		147		183		203
Turn Bay Length (ft)				225		150	
Base Capacity (vph)	307	472	267	506	3745	347	3572
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.32	0.20	0.40	0.36	0.02	0.33

Intersection Summary

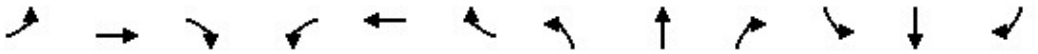
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	8	148	43	7	3	200	1301	8	7	1108	59
Future Volume (vph)	92	8	148	43	7	3	200	1301	8	7	1108	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	6.5		6.5		5.0	5.5		5.0	5.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	1.00		1.00	0.99	
Flt Protected		0.96	1.00		0.96		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1591		1804		1784	5079		1802	5062	
Flt Permitted		0.74	1.00		0.63		0.20	1.00		0.18	1.00	
Satd. Flow (perm)		1377	1591		1191		368	5079		350	5062	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	94	8	151	44	7	3	204	1328	8	7	1131	60
RTOR Reduction (vph)	0	0	134	0	2	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	102	17	0	52	0	204	1336	0	7	1189	0
Confl. Peds. (#/hr)	9		3	3		9	20		20	20		20
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%	1%	2%	0%	0%	1%	5%
Turn Type	Perm	NA	Perm	Perm	NA		custom	NA		custom	NA	
Protected Phases		4			8		5	2 9		1	6 9	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		16.7	16.7		16.7		113.0	111.1		103.6	106.4	
Effective Green, g (s)		16.7	16.7		16.7		113.0	111.1		103.6	106.4	
Actuated g/C Ratio		0.11	0.11		0.11		0.75	0.74		0.69	0.71	
Clearance Time (s)		6.5	6.5		6.5		5.0			5.0		
Vehicle Extension (s)		3.0	3.0		3.0		3.0			3.0		
Lane Grp Cap (vph)		153	177		132		375	3761		296	3590	
v/s Ratio Prot							c0.04	c0.26		0.00	0.23	
v/s Ratio Perm		c0.07	0.01		0.04		c0.37			0.02		
v/c Ratio		0.67	0.09		0.40		0.54	0.36		0.02	0.33	
Uniform Delay, d1		64.0	59.9		62.0		6.3	6.8		7.3	8.3	
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		10.5	0.2		1.9		1.6	0.3		0.0	0.2	
Delay (s)		74.4	60.1		63.9		7.9	7.1		7.3	8.5	
Level of Service		E	E		E		A	A		A	A	
Approach Delay (s/veh)		65.9			63.9			7.2			8.5	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	56	4	0	31	27	1947	9	49	1658	35
Future Volume (vph)	24	0	56	4	0	31	27	1947	9	49	1658	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	0.91	0.91	0.91
Ped Bike Factor												
Frt		0.906			0.880			0.999			0.997	
Flt Protected		0.985			0.994			0.999			0.999	
Satd. Flow (prot)	0	1696	0	0	1662	0	0	5077	0	0	5070	0
Flt Permitted		0.985			0.994			0.999			0.999	
Satd. Flow (perm)	0	1696	0	0	1662	0	0	5077	0	0	5070	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		241			207			246			217	
Travel Time (s)		5.5			4.7			5.6			4.9	
Confl. Peds. (#/hr)							6		3	3		6
Confl. Bikes (#/hr)									4			1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	25	0	58	4	0	32	28	2028	9	51	1727	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	0	0	36	0	0	2065	0	0	1814	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

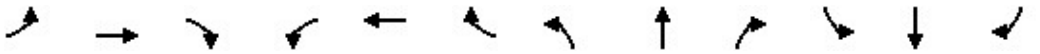
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	56	4	0	31	27	1947	9	49	1658	35
Future Volume (Veh/h)	24	0	56	4	0	31	27	1947	9	49	1658	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	25	0	58	4	0	32	28	2028	9	51	1727	36
Pedestrians		6			3							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2617	3949	600	2827	3963	684	1769			2040		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2617	3949	600	2827	3963	684	1769			2040		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	87	31	100	92	92			82		
cM capacity (veh/h)	9	2	447	6	2	395	355			280		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	83	36	535	1014	516	483	864	468
Volume Left	25	4	28	0	0	51	0	0
Volume Right	58	32	0	0	9	0	0	36
cSH	28	47	355	1700	1700	280	1700	1700
Volume to Capacity	2.92	0.77	0.08	0.60	0.30	0.18	0.51	0.28
Queue Length 95th (ft)	249	76	6	0	0	16	0	0
Control Delay (s/veh)	1159.3	200.0	2.5	0.0	0.0	6.7	0.0	0.0
Lane LOS	F	F	A			A		
Approach Delay (s/veh)	1159.3	200.0	0.7			1.8		
Approach LOS	F	F						

Intersection Summary				
Average Delay	27.0			
Intersection Capacity Utilization	84.9%	ICU Level of Service		E
Analysis Period (min)	15			

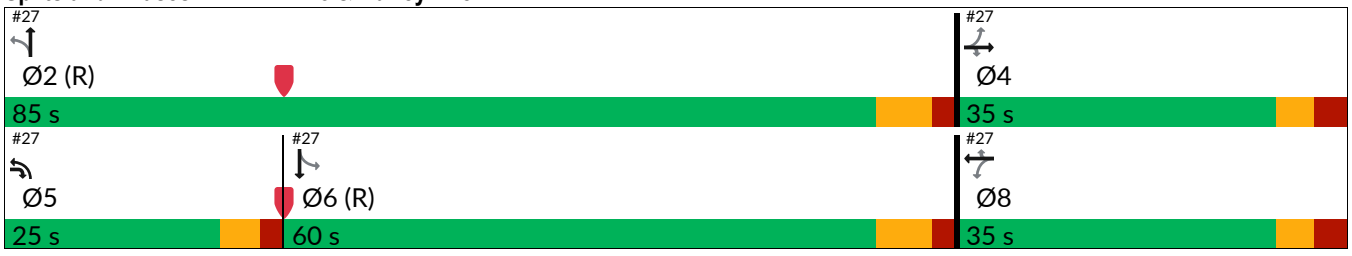


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	19	143	150	15	40	169	1818	240	11	1611	55
Future Volume (vph)	99	19	143	150	15	40	169	1818	240	11	1611	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		160	0		25	400		0	215		0
Storage Lanes	0		1	0		1	1		0	1		0
Taper Length (ft)	75		75	75		75	25		75	75		75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Frt			0.850			0.850		0.983			0.995	
Flt Protected		0.960			0.957		0.950			0.950		
Satd. Flow (prot)	0	1824	1615	0	1818	1615	1787	5054	0	1805	5112	0
Flt Permitted		0.527			0.635		0.070			0.074		
Satd. Flow (perm)	0	1001	1615	0	1206	1615	132	5054	0	141	5112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36			86		40			5	
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		275			249			257			329	
Travel Time (s)		6.3			5.7			3.9			5.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Adj. Flow (vph)	105	20	152	160	16	43	180	1934	255	12	1714	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	125	152	0	176	43	180	2189	0	12	1773	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		9	20		9	20		9	20		9
Number of Detectors		1	1		1	1	1	0		1	0	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		30	30		30	30	30	0		30	0	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Detector 1 Position(ft)		0	0		0	0	0			0		
Detector 1 Size(ft)		30	30		30	30	30			30		
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Detector 1 Queue (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Detector 1 Delay (s)		0.0	0.0		0.0	0.0	0.0			0.0		
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	5	8	8	8	5	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0		7.0	7.0	
Minimum Split (s)	11.5	11.5	10.5	34.5	34.5	34.5	10.5	14.0		28.0	28.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	35.0	35.0	25.0	35.0	35.0	35.0	25.0	85.0		60.0	60.0	
Total Split (%)	29.2%	29.2%	20.8%	29.2%	29.2%	29.2%	20.8%	70.8%		50.0%	50.0%	
Maximum Green (s)	28.5	28.5	19.5	28.5	28.5	28.5	19.5	78.0		53.0	53.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0	2.0	3.0	3.0	3.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Lead/Lag			Lead				Lead			Lag	Lag	
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0	5.0	4.0	4.0	4.0	5.0	0.2		0.2	0.2	
Recall Mode	None	None	None	None	None	None	None	C-Max		C-Max	C-Max	
Walk Time (s)				7.0	7.0	7.0				7.0	7.0	
Flash Don't Walk (s)				21.0	21.0	21.0				14.0	14.0	
Pedestrian Calls (#/hr)				0	0	0				0	0	
Act Effct Green (s)		22.4	42.8		22.4	22.4	85.6	84.1		64.7	64.7	
Actuated g/C Ratio		0.19	0.36		0.19	0.19	0.71	0.70		0.54	0.54	
v/c Ratio		0.67	0.25		0.78	0.12	0.63	0.62		0.16	0.64	
Control Delay (s/veh)		62.2	19.6		69.2	1.1	29.7	10.8		25.5	22.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)		62.2	19.6		69.2	1.1	29.7	10.8		25.5	22.4	
LOS		E	B		E	A	C	B		C	C	
Approach Delay (s/veh)		38.8			55.8			12.2			22.4	
Approach LOS		D			E			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 19.8		Intersection LOS: B	
Intersection Capacity Utilization 79.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 27: MD 28 & Hurley Ave



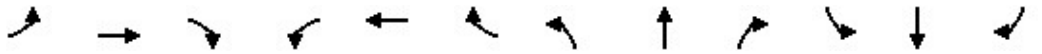


Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	125	152	176	43	180	2189	12	1773
v/c Ratio	0.67	0.25	0.78	0.12	0.63	0.62	0.16	0.64
Control Delay (s/veh)	62.2	19.6	69.2	1.1	29.7	10.8	25.5	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.2	19.6	69.2	1.1	29.7	10.8	25.5	22.4
Queue Length 50th (ft)	90	61	130	0	67	296	5	345
Queue Length 95th (ft)	151	96	203	4	146	397	23	486
Internal Link Dist (ft)	195		169			177		249
Turn Bay Length (ft)		160		25	400		215	
Base Capacity (vph)	237	673	286	449	363	3554	76	2756
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.23	0.62	0.10	0.50	0.62	0.16	0.64

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	19	143	150	15	40	169	1818	240	11	1611	55
Future Volume (vph)	99	19	143	150	15	40	169	1818	240	11	1611	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	0.98		1.00	1.00	
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1823	1615		1817	1615	1787	5052		1805	5112	
Flt Permitted		0.53	1.00		0.64	1.00	0.07	1.00		0.07	1.00	
Satd. Flow (perm)		1002	1615		1207	1615	131	5052		141	5112	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	105	20	152	160	16	43	180	1934	255	12	1714	59
RTOR Reduction (vph)	0	0	25	0	0	35	0	12	0	0	2	0
Lane Group Flow (vph)	0	125	127	0	176	8	180	2177	0	12	1771	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	1%	0%	0%	1%	0%
Turn Type	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		4	5		8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		22.4	36.3		22.4	22.4	84.1	84.1		64.7	64.7	
Effective Green, g (s)		22.4	36.3		22.4	22.4	84.1	84.1		64.7	64.7	
Actuated g/C Ratio		0.19	0.30		0.19	0.19	0.70	0.70		0.54	0.54	
Clearance Time (s)		6.5	5.5		6.5	6.5	5.5	7.0		7.0	7.0	
Vehicle Extension (s)		4.0	5.0		4.0	4.0	5.0	0.2		0.2	0.2	
Lane Grp Cap (vph)		187	488		225	301	283	3540		76	2756	
v/s Ratio Prot			0.03				0.07	c0.43			0.35	
v/s Ratio Perm		0.12	0.05		c0.15	0.00	c0.37			0.09		
v/c Ratio		0.67	0.26		0.78	0.03	0.64	0.61		0.16	0.64	
Uniform Delay, d1		45.3	31.7		46.5	39.9	24.3	9.4		13.9	19.5	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.6	0.6		17.0	0.0	6.4	0.8		4.4	1.2	
Delay (s)		54.9	32.3		63.4	39.9	30.7	10.2		18.3	20.7	
Level of Service		D	C		E	D	C	B		B	C	
Approach Delay (s/veh)		42.5			58.8			11.8			20.6	
Approach LOS		D			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

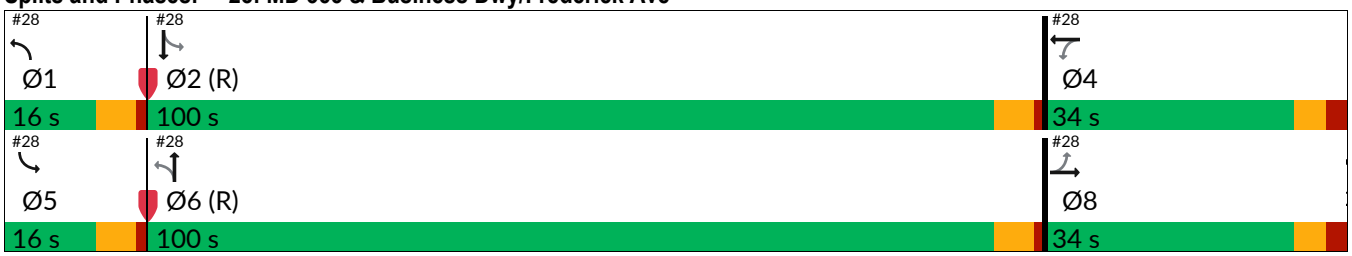


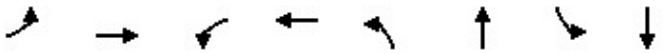
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	3	19	64	4	28	80	1598	42	87	1244	1
Future Volume (vph)	28	3	19	64	4	28	80	1598	42	87	1244	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	175		0	425		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	0.97	0.98		0.99	0.98		1.00	1.00			1.00	
Frt		0.870			0.868			0.996				
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1615	0	1752	1555	0	1805	5056	0	1787	5036	0
Flt Permitted	0.735			0.742			0.182			0.108		
Satd. Flow (perm)	1360	1615	0	1350	1555	0	346	5056	0	203	5036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			30			5				
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		295			429			252			303	
Travel Time (s)		6.7			9.8			4.3			5.2	
Confl. Peds. (#/hr)	17		9	9		17	1		15	15		1
Confl. Bikes (#/hr)			1						1			4
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%	0%	0%	3%	0%	4%	0%	2%	0%	1%	3%	0%
Adj. Flow (vph)	30	3	20	68	4	30	85	1700	45	93	1323	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	23	0	68	34	0	85	1745	0	93	1324	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	20		15	20		15	20		15	20		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30		30	30		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	30		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		0			0			0			0	
Detector 2 Size(ft)		0			0			0			0	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		3.0	7.0		3.0	7.0	
Minimum Split (s)	10.5	10.5		34.0	34.0		8.5	22.5		8.5	22.5	
Total Split (s)	34.0	34.0		34.0	34.0		16.0	100.0		16.0	100.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		10.7%	66.7%		10.7%	66.7%	
Maximum Green (s)	28.0	28.0		28.0	28.0		10.5	94.5		10.5	94.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		Min	C-Max		Min	C-Max	
Walk Time (s)				7.0	7.0			7.0			7.0	
Flash Don't Walk (s)				21.0	21.0			10.0			10.0	
Pedestrian Calls (#/hr)				0	0			0			0	
Act Effct Green (s)	12.9	12.9		12.9	12.9		120.0	113.2		120.2	113.3	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.80	0.75		0.80	0.76	
v/c Ratio	0.26	0.15		0.59	0.21		0.25	0.46		0.40	0.35	
Control Delay (s/veh)	67.5	26.9		85.0	25.2		4.4	7.7		7.7	6.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.5	26.9		85.0	25.2		4.4	7.7		7.7	6.7	
LOS	E	C		F	C		A	A		A	A	
Approach Delay (s/veh)		49.9			65.1			7.6			6.8	
Approach LOS		D			E			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 51 (34%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 9.6		Intersection LOS: A	
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			

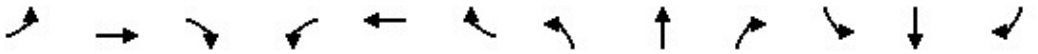
Splits and Phases: 28: MD 355 & Business Dwy/Frederick Ave





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	30	23	68	34	85	1745	93	1324
v/c Ratio	0.26	0.15	0.59	0.21	0.25	0.46	0.40	0.35
Control Delay (s/veh)	67.5	26.9	85.0	25.2	4.4	7.7	7.7	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.5	26.9	85.0	25.2	4.4	7.7	7.7	6.7
Queue Length 50th (ft)	28	3	67	4	11	210	13	143
Queue Length 95th (ft)	61	32	119	39	26	290	28	200
Internal Link Dist (ft)		215		349		172		223
Turn Bay Length (ft)					175		425	
Base Capacity (vph)	253	317	252	314	387	3816	278	3805
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.07	0.27	0.11	0.22	0.46	0.33	0.35

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	3	19	64	4	28	80	1598	42	87	1244	1
Future Volume (vph)	28	3	19	64	4	28	80	1598	42	87	1244	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.96		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.97	1.00		0.99	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.87		1.00	0.87		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1758	1591		1728	1554		1805	5057		1787	5035	
Flt Permitted	0.73	1.00		0.74	1.00		0.18	1.00		0.11	1.00	
Satd. Flow (perm)	1360	1591		1350	1554		345	5057		204	5035	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	30	3	20	68	4	30	85	1700	45	93	1323	1
RTOR Reduction (vph)	0	18	0	0	27	0	0	1	0	0	0	0
Lane Group Flow (vph)	30	5	0	68	7	0	85	1744	0	93	1324	0
Confl. Peds. (#/hr)	17		9	9		17	1		15	15		1
Confl. Bikes (#/hr)			1						1			4
Heavy Vehicles (%)	0%	0%	0%	3%	0%	4%	0%	2%	0%	1%	3%	0%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Actuated Green, G (s)	12.9	12.9		12.9	12.9		120.0	113.2		120.2	113.3	
Effective Green, g (s)	12.9	12.9		12.9	12.9		120.0	113.2		120.2	113.3	
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.80	0.75		0.80	0.76	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.5	5.5		5.5	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	116	136		116	133		342	3816		236	3803	
v/s Ratio Prot		0.00			0.00		0.01	c0.34		c0.02	0.26	
v/s Ratio Perm	0.02			c0.05			0.19			0.30		
v/c Ratio	0.26	0.03		0.59	0.05		0.25	0.46		0.39	0.35	
Uniform Delay, d1	64.1	62.8		66.0	62.9		3.4	6.9		4.3	6.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.1		7.4	0.2		0.4	0.4		1.1	0.3	
Delay (s)	65.3	62.9		73.3	63.1		3.8	7.3		5.4	6.3	
Level of Service	E	E		E	E		A	A		A	A	
Approach Delay (s/veh)		64.3			69.9			7.1			6.3	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	1272	1075	22	2	21
Future Volume (vph)	15	1272	1075	22	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.997		0.876	
Flt Protected		0.999			0.996	
Satd. Flow (prot)	0	3531	3496	0	1658	0
Flt Permitted		0.999			0.996	
Satd. Flow (perm)	0	3531	3496	0	1658	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		229	220		319	
Travel Time (s)		5.2	5.0		7.3	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	2%	3%	0%	0%	0%
Adj. Flow (vph)	16	1325	1120	23	2	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1341	1143	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

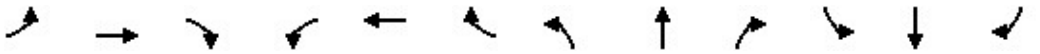
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	15	1272	1075	22	2	21
Future Volume (Veh/h)	15	1272	1075	22	2	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	16	1325	1120	23	2	22
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1144				1827	573
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1144				1827	573
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	97				97	95
cM capacity (veh/h)	547				68	468

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	458	883	747	396	24
Volume Left	16	0	0	0	2
Volume Right	0	0	0	23	22
cSH	547	1700	1700	1700	313
Volume to Capacity	0.03	0.52	0.44	0.23	0.08
Queue Length 95th (ft)	2	0	0	0	6
Control Delay (s/veh)	0.9	0.0	0.0	0.0	17.4
Lane LOS	A				C
Approach Delay (s/veh)	0.3		0.0		17.4
Approach LOS					C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

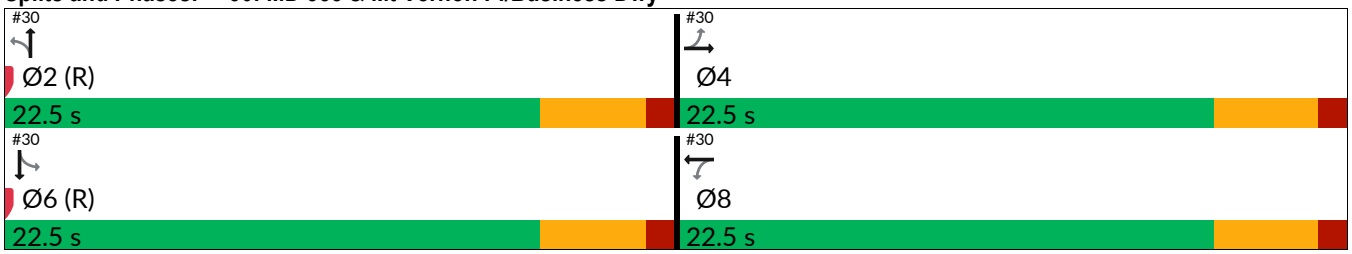


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	74	11	0	23	80	1424	9	55	1229	34
Future Volume (vph)	6	1	74	11	0	23	80	1424	9	55	1229	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00			1.00			1.00			1.00	
Frt		0.876			0.907			0.999			0.996	
Flt Protected		0.996			0.985			0.997			0.998	
Satd. Flow (prot)	0	1658	0	0	1697	0	0	3528	0	0	3515	0
Flt Permitted		0.988			0.936			0.600			0.580	
Satd. Flow (perm)	0	1644	0	0	1612	0	0	2123	0	0	2042	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			36			1			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		420			239			345			374	
Travel Time (s)		9.5			5.4			7.8			8.5	
Confl. Peds. (#/hr)	1					1	9		13	13		9
Confl. Bikes (#/hr)									3			4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	6%
Adj. Flow (vph)	6	1	77	11	0	24	83	1483	9	57	1280	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	35	0	0	1575	0	0	1372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.0			18.0			18.0			18.0	
Actuated g/C Ratio		0.40			0.40			0.40			0.40	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio		0.13			0.05			1.86			1.67	
Control Delay (s/veh)		8.1			3.9			408.2			326.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay (s/veh)		8.1			3.9			408.2			326.6	
LOS		A			A			F			F	
Approach Delay (s/veh)		8.1			3.9			408.2			326.6	
Approach LOS		A			A			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 1.86			
Intersection Signal Delay (s/veh): 356.1		Intersection LOS: F	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 30: MD 355 & Mt Vernon Pl/Business Dwy



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	84	35	1575	1372
v/c Ratio	0.13	0.05	1.86	1.67
Control Delay (s/veh)	8.1	3.9	408.2	326.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	3.9	408.2	326.6
Queue Length 50th (ft)	11	0	~361	~300
Queue Length 95th (ft)	30	11	#478	#413
Internal Link Dist (ft)	340	159	265	294
Turn Bay Length (ft)				
Base Capacity (vph)	665	666	849	821
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.05	1.86	1.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

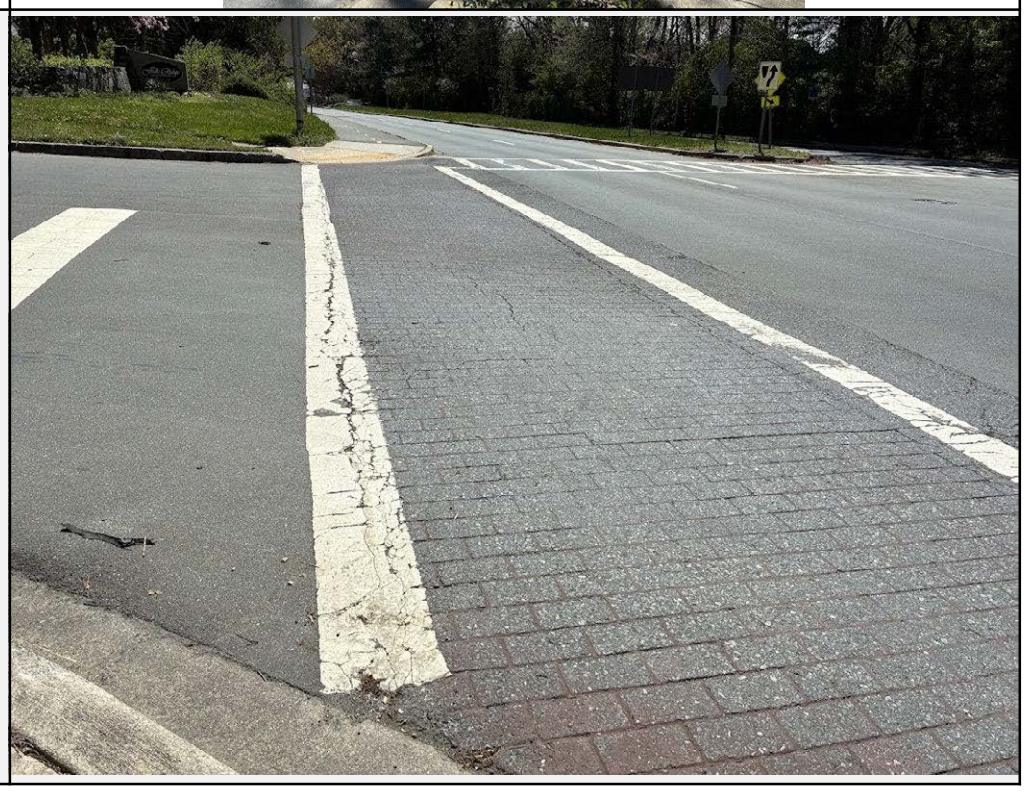
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1	74	11	0	23	80	1424	9	55	1229	34
Future Volume (vph)	6	1	74	11	0	23	80	1424	9	55	1229	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5			4.5			4.5	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		1.00			1.00			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.88			0.91			1.00			1.00	
Flt Protected		1.00			0.98			1.00			1.00	
Satd. Flow (prot)		1659			1697			3530			3515	
Flt Permitted		0.99			0.94			0.60			0.58	
Satd. Flow (perm)		1645			1613			2122			2044	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	6	1	77	11	0	24	83	1483	9	57	1280	35
RTOR Reduction (vph)	0	8	0	0	21	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	76	0	0	14	0	0	1574	0	0	1368	0
Confl. Peds. (#/hr)	1					1	9		13	13		9
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	6%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		18.0			18.0			18.0			18.0	
Effective Green, g (s)		18.0			18.0			18.0			18.0	
Actuated g/C Ratio		0.40			0.40			0.40			0.40	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Lane Grp Cap (vph)		658			645			848			817	
v/s Ratio Prot												
v/s Ratio Perm		c0.05			0.01			c0.74			0.67	
v/c Ratio		0.12			0.02			1.86			1.67	
Uniform Delay, d1		8.5			8.2			13.5			13.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			0.1			390.0			308.8	
Delay (s)		8.9			8.2			403.5			322.3	
Level of Service		A			A			F			F	
Approach Delay (s/veh)		8.9			8.2			403.5			322.3	
Approach LOS		A			A			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	351.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	45.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		

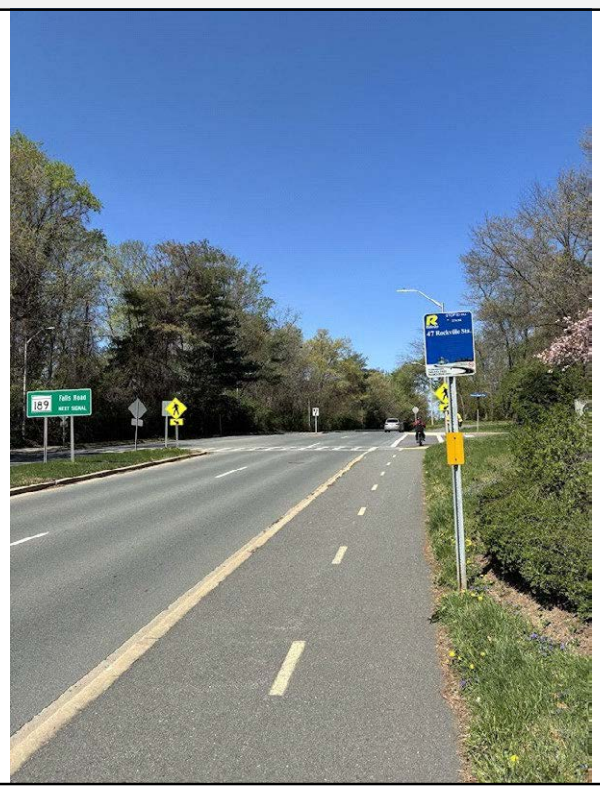
c Critical Lane Group

Intersection	Issue Type	Safety Issue	Image
#1 - Wootton Pkwy & Pasture Brook Way	Accessibility	The pedestrian ramp on the NE corner of this intersection has detectable warning surfaces that are too wide, directing users to use a mainline crossing that does not exist.	
#1 - Wootton Pkwy & Pasture Brook Way	Crosswalks	Pedestrians have to cross 4 lanes of traffic (68') without any traffic control or a crossing refuge.	
#1 - Wootton Pkwy & Pasture Brook Way	Crosswalks	The only traffic control is a pedestrian warning sign (MUTCD W11-2, W16-7P).	

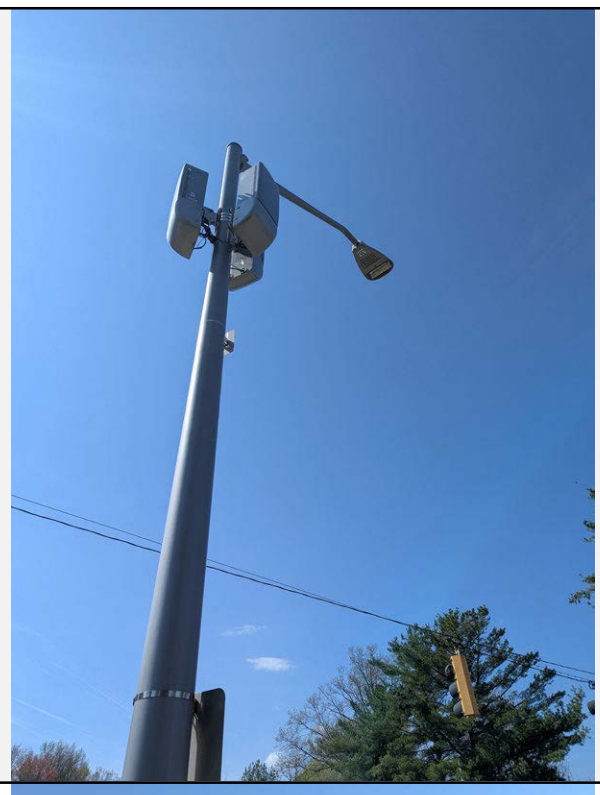
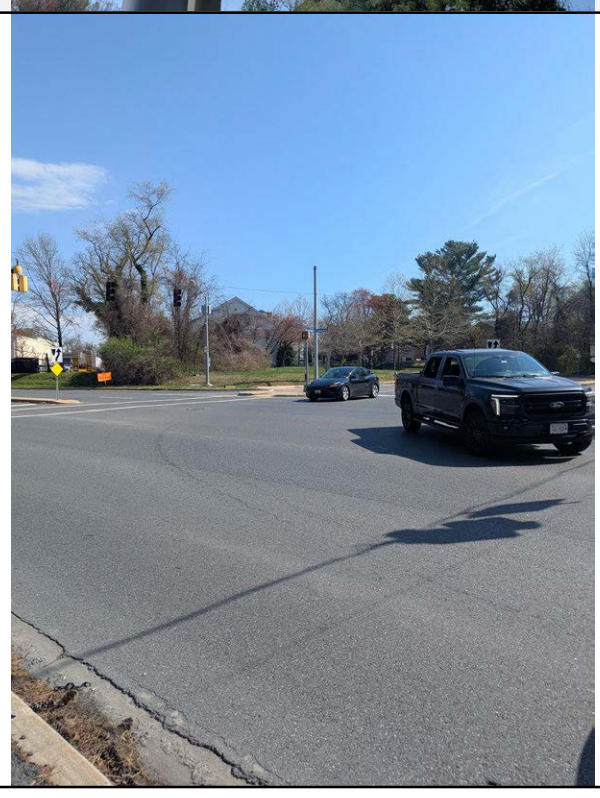
Intersection	Issue Type	Safety Issue	Image
#1 - Wootton Pkwy & Pasture Brook Way	Crosswalks	The pedestrian curb ramp on the south side of this intersection does not have detectable walking surfacing.	
#1 - Wootton Pkwy & Pasture Brook Way	Crosswalks	The pedestrian warning sign on the south side of this intersection is outdated and dirty.	
#1 - Wootton Pkwy & Pasture Brook Way	Crosswalks	The crosswalk on the southbound approach is faded.	

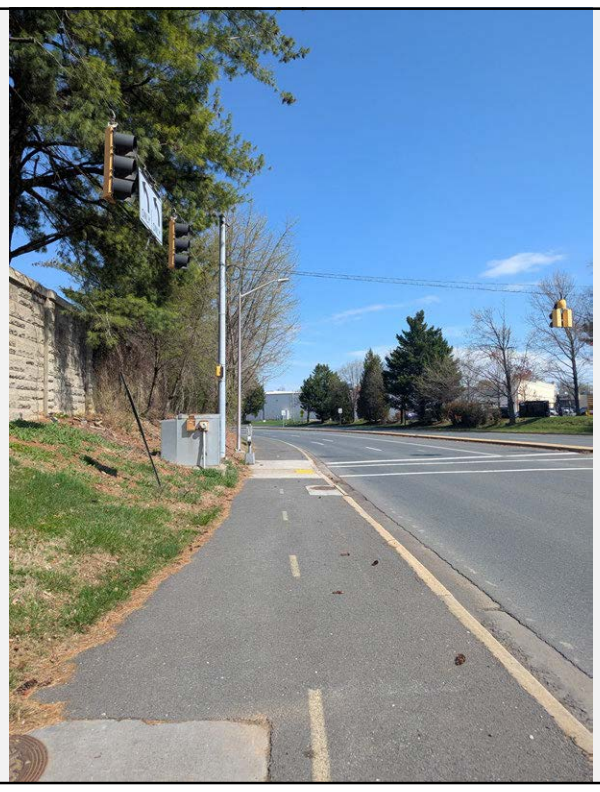
Intersection	Issue Type	Safety Issue	Image
#1 - Wootton Pkwy & Pasture Brook Way	Driver Behavior	There was evidence that the median on the westbound approach and the signs on it have been hit by drivers.	
#1 - Wootton Pkwy & Pasture Brook Way	Driver Behavior	The median on the westbound approach shows signs of collision damage.	
#1 - Wootton Pkwy & Pasture Brook Way	Driver Behavior	Driver speeds often reached or exceeded 45 MPH on Wootton Pkwy (speed limit = 35 MPH).	

Intersection	Issue Type	Safety Issue	Image
#1 - Wootton Pkwy & Pasture Brook Way	Lighting	No pedestrian scale lighting at the interesction.	
#1 - Wootton Pkwy & Pasture Brook Way	Roadway Geometry	A hillside and treestand may block the visibility of pedestrians and queued drivers on the southbound approach from westbound through drivers.	
#1 - Wootton Pkwy & Pasture Brook Way	Roadway Geometry	This intersection is located at the crest of a hill, lacking visibility. Drivers approach it at high speeds, limiting the time available to percieve and react to crossing pedestrians.	

Intersection	Issue Type	Safety Issue	Image
#1 - Wootton Pkwy & Pasture Brook Way	Roadway Geometry	Eastbound left-turning drivers were observed to queue for extended periods of time as they waited gaps in the high-speed westbound through traffic.	
#1 - Wootton Pkwy & Pasture Brook Way	Roadway Geometry	A wide curb radius allows westbound right-turning drivers to make this uncontrolled movement at high speeds.	
#1 - Wootton Pkwy & Pasture Brook Way	Transit	There are two bus stops near this intersection with no amenities.	

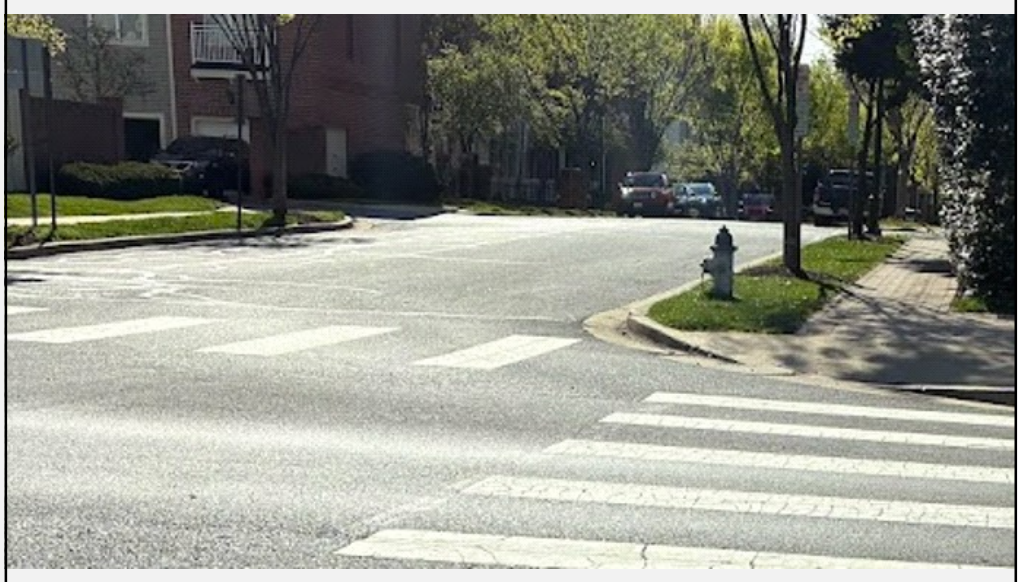
Intersection	Issue Type	Safety Issue	Image
#2 - Wootton Pkwy & W Edmonston Dr (north)	Biking	This intersection is located adjacent to the Rockville Millenium Trail. Approximately 10 bicyclists were observed during the site visit, some of which were crossing Wootton Pkwy eastbound onto Edmonston Dr.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Crosswalks	There is only one crosswalk (on the north side of the intersection crossing Wootton Pkwy). It is a standard crosswalk, not high-visibility.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Large Vehicles	Heavy truck traffic was observed during the field visit. Many of the trucks were making right turns onto Edmonston Dr from northbound Wootton Pkwy, as well has left turns onto Edmonston Dr from southbound Wootton Pkwy.	

Intersection	Issue Type	Safety Issue	Image
#2 - Wootton Pkwy & W Edmonston Dr (north)	Large Vehicles	Heavy truck traffic was observed during the field visit. Some trucks also observed making right turns onto northbound Wootton Pkwy from westbound Edmonston Dr.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Lighting	Lighting is provided at all legs of intersection.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Pavement Condition	Pavement is in good condition. Some tire marks are visible from westbound left turns from Edmonston Dr onto southbound Wootton Pkwy. Most likely from the heavy truck traffic.	

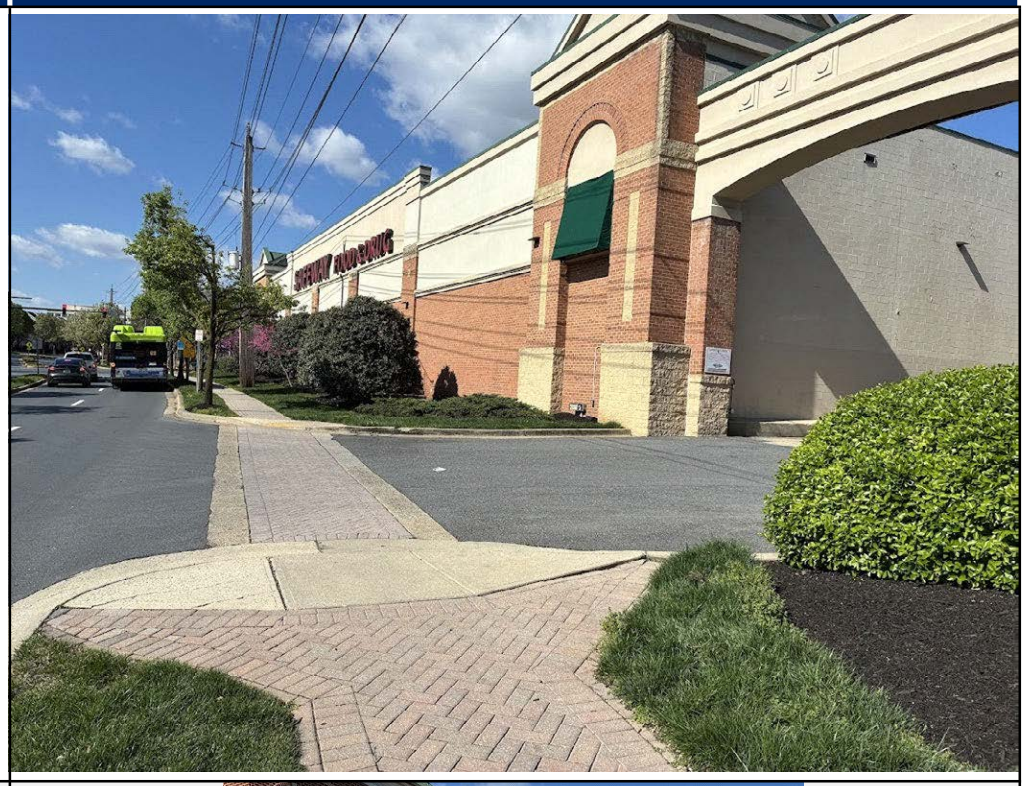
Intersection	Issue Type	Safety Issue	Image
#2 - Wootton Pkwy & W Edmonston Dr (north)	Pavement Markings	Pavement markings are in good condition.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Pavement Markings	There is a marked island at the slip lane on the south side of the intersection. No concrete median.	
#2 - Wootton Pkwy & W Edmonston Dr (north)	Sidewalks	There is a shared-use path on the west side of Wootton Pkwy. There is no sidewalk directly adjacent to the roadway on the east side of Wootton Pkwy. There is a sidewalk about 100 ft from the road to the east of Wootton Pkwy.	

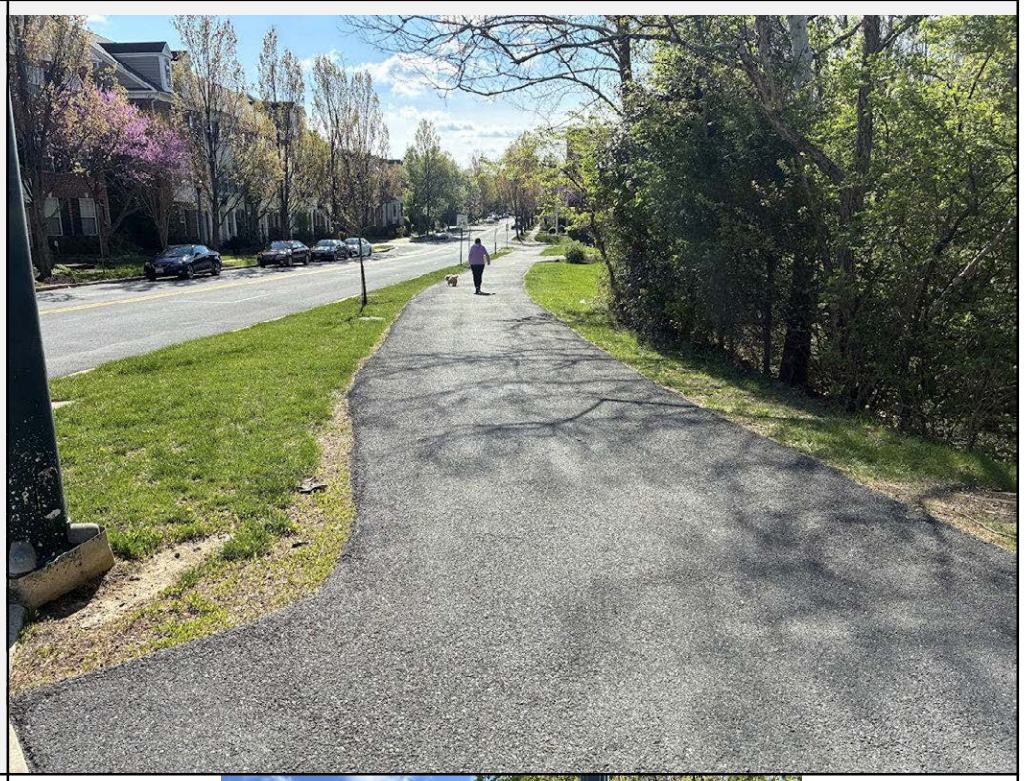
Intersection	Issue Type	Safety Issue	Image
#2 - Wootton Pkwy & W Edmonston Dr (north)	Signs	YIELD sign on northbound lane of westbound right turn lane of Edmonston Dr is slightly tilted.	
#3 - King Farm Blvd & Grand Champion Dr	Accessibility	The pedestrian ramps at this intersection lack detectable warning surfaces.	
#3 - King Farm Blvd & Grand Champion Dr	Biking	While marked with sharrows, King Farm Blvd is not a comfortable street for bicyclists to share with drivers.	

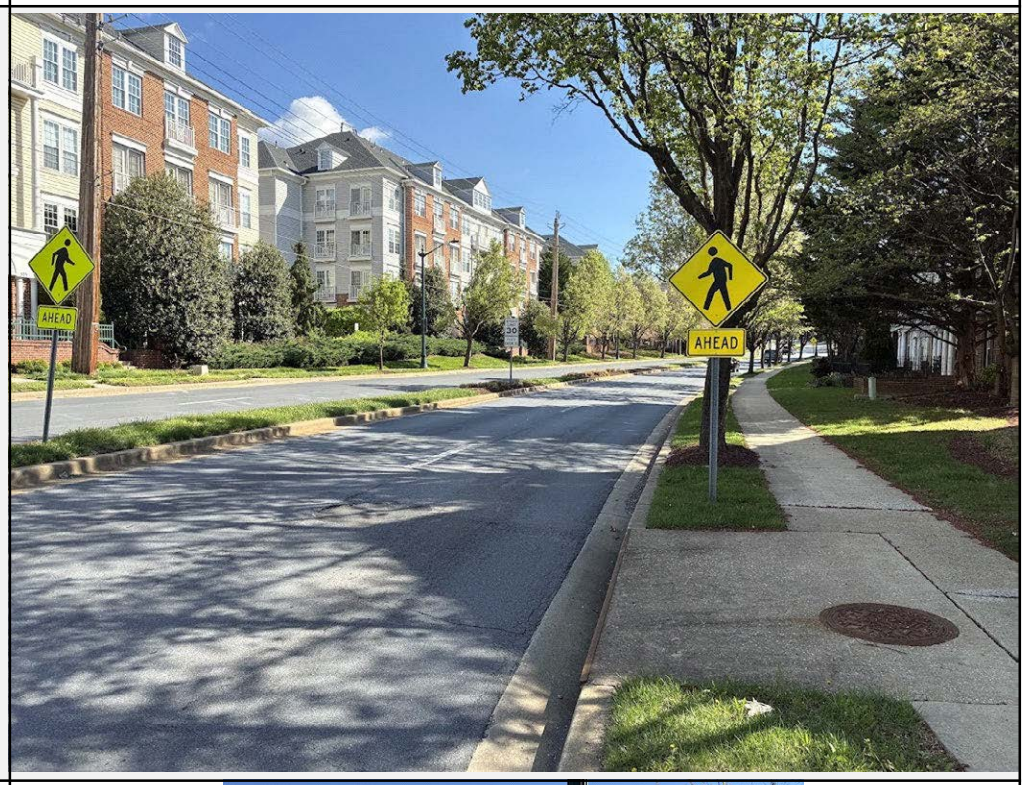
Intersection	Issue Type	Safety Issue	Image
#3 - King Farm Blvd & Grand Champion Dr	Crosswalks	The crosswalks at this intersection are not high-visibility; they lack transverse bars.	
#3 - King Farm Blvd & Grand Champion Dr	Driver Behavior	Driver speeds often reached or exceeded 30 MPH on King Farm Blvd (speed limit = 25 MPH).	
#3 - King Farm Blvd & Grand Champion Dr	Parking	The singular 'No Parking' signs near this intersection's corners are discrete and easy to miss.	

Intersection	Issue Type	Safety Issue	Image
#3 - King Farm Blvd & Grand Champion Dr	Parking	The NE corner of this intersection is painted yellow, inconsistent with all other interseciton corners.	
#3 - King Farm Blvd & Grand Champion Dr	Parking	The curb near the fire hydrant on the SE corner is not painted to indicate parking restriction.	
#3 - King Farm Blvd & Grand Champion Dr	Pavement Markings	The stop bar on the eastbound approach is faded.	

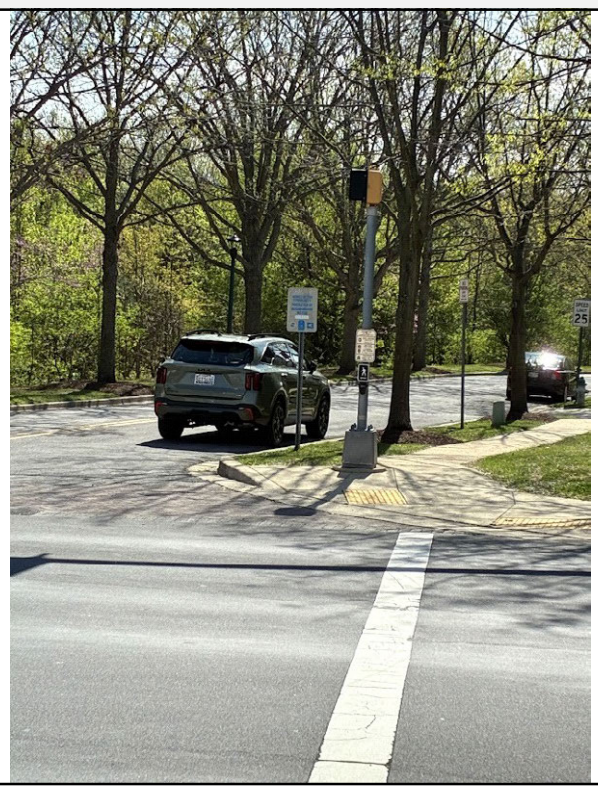
Intersection	Issue Type	Safety Issue	Image
#3 - King Farm Blvd & Grand Champion Dr	Roadway Geometry	The wide curb radii at this intersection encourages high-speed uncontrolled right turning movements onto Grand Champion Dr which may conflict with crossing pedestrians.	
#3 - King Farm Blvd & Grand Champion Dr	Roadway Geometry	The hill heading east on King Farm Blvd blocks pedestrian visibility.	
#3 - King Farm Blvd & Grand Champion Dr	Signs	Drivers on King Farm Blvd move freely through this intersection, are not controled by a stop or yield sign.	

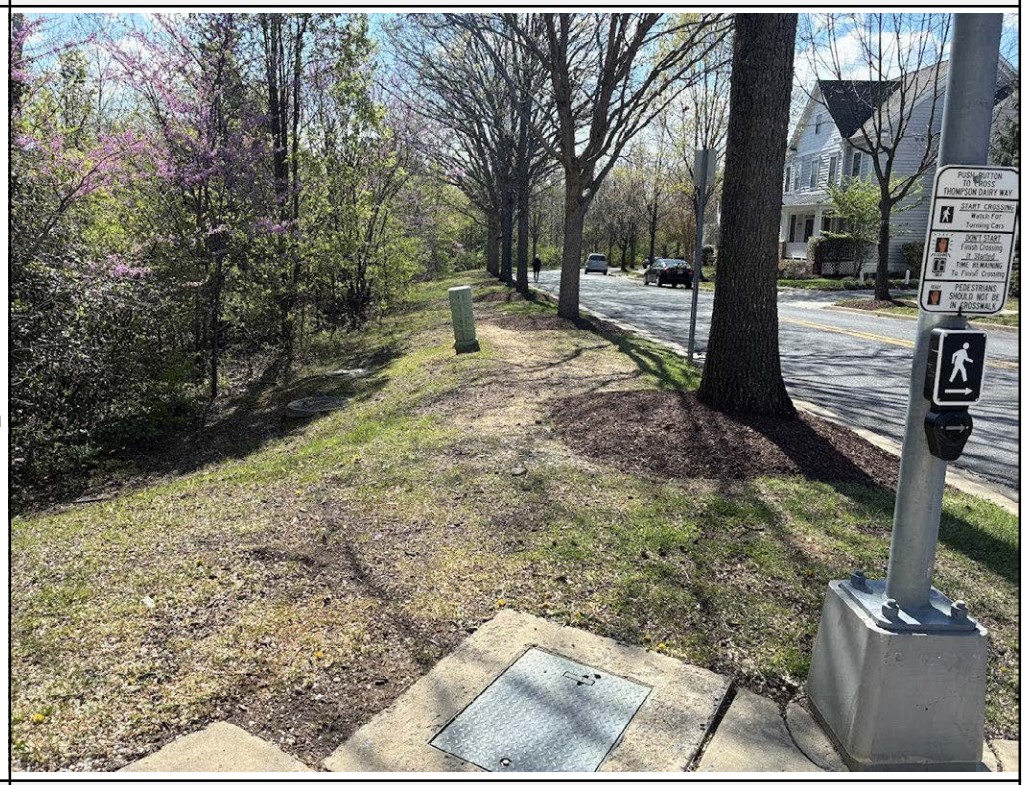
Intersection	Issue Type	Safety Issue	Image
#4 - Redland Blvd & Pleasant Dr	Access Management	There is a large truck access driveway just south of this intersection, potentially conflicting with higher speed southbound traffic.	
#4 - Redland Blvd & Pleasant Dr	Crosswalks	Several of the newly-installed pedestrian push buttons at this intersection are still covered in plastic.	
#4 - Redland Blvd & Pleasant Dr	Crosswalks	The crosswalks at this intersection are not high-visibility.	

Intersection	Issue Type	Safety Issue	Image
#4 - Redland Blvd & Pleasant Dr	Parking	There are no parking regulations on the south side of the westbound approach to keep drivers from parking too close to the intersection.	
#4 - Redland Blvd & Pleasant Dr	Parking	There is a misplaced parking regulation sign on the NE corner of this intersection, which is inconsistent with the rest of the intersection corners.	
#4 - Redland Blvd & Pleasant Dr	Parking	Parking along Redland Blvd is allowed during evenings and weekends, which could contribute to conflicts between traveling and parked vehicles.	

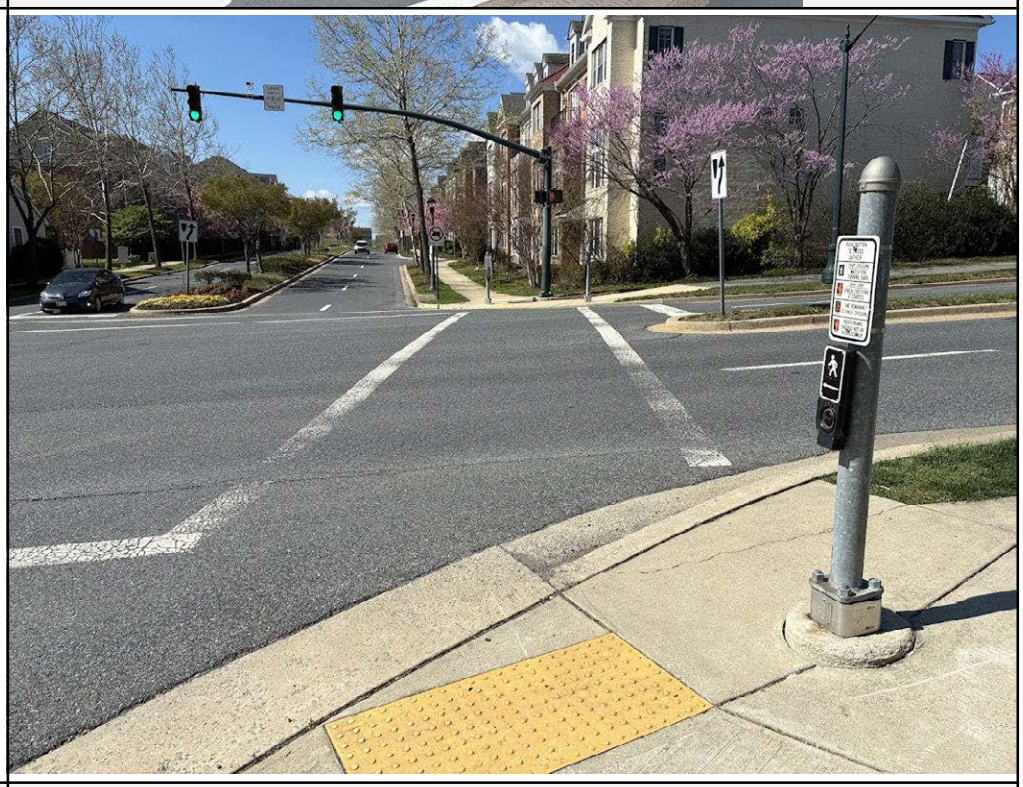
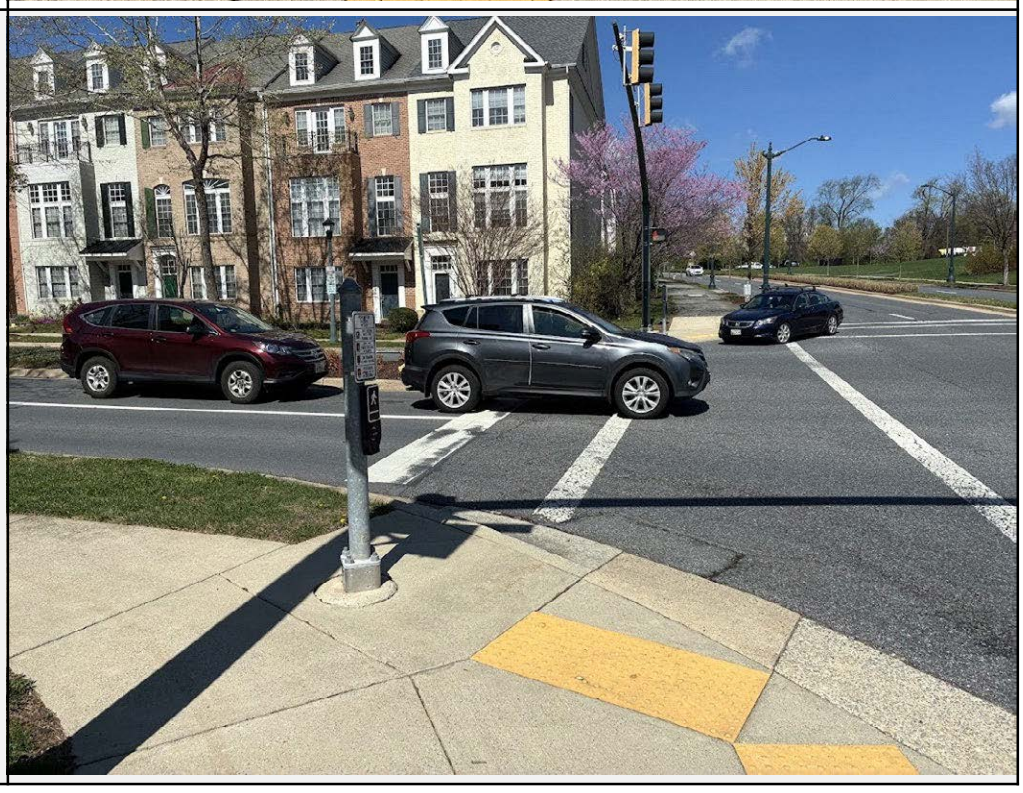
Intersection	Issue Type	Safety Issue	Image
#4 - Redland Blvd & Pleasant Dr	Roadway Geometry	Southbound drivers descend a hill as they approach the intersection, and often perform SBR turning movements at high speeds, which may conflict with crossing pedestrians.	
#4 - Redland Blvd & Pleasant Dr	Sidewalks	The sidewalks along Redland Blvd are only 4 ft wide.	
#4 - Redland Blvd & Pleasant Dr	Transit	The bus stop on the NB approach has no amenities.	

Intersection	Issue Type	Safety Issue	Image
#5 - Redland Blvd & Thompson Dairy Way	Accessibility	The grocery store is not accessible by wheelchair from this intersection; there are stairs leading from the sidewalk to the store entrance.	
#5 - Redland Blvd & Thompson Dairy Way	Crosswalks	Several of the newly-installed pedestrian push buttons at this intersection are still covered in plastic.	
#5 - Redland Blvd & Thompson Dairy Way	Crosswalks	The crosswalks at this intersection are not high-visibility.	

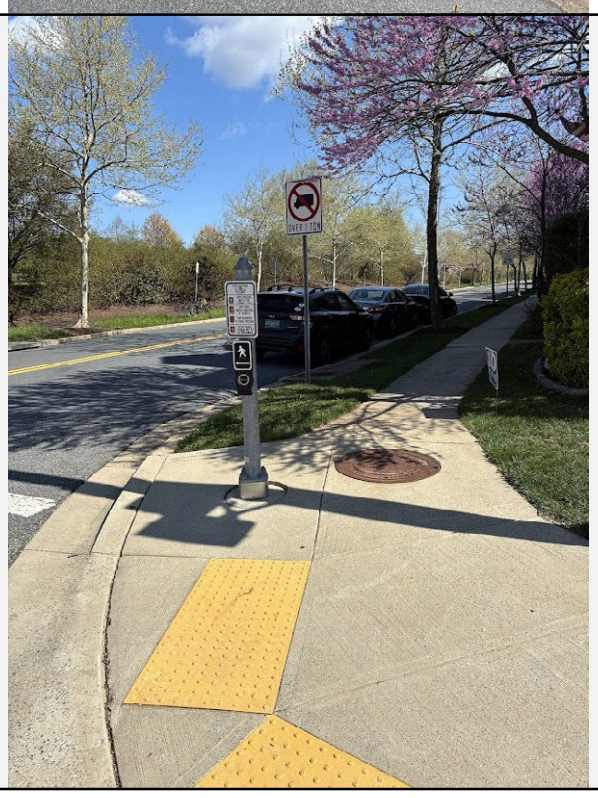
Intersection	Issue Type	Safety Issue	Image
#5 - Redland Blvd & Thompson Dairy Way	Driver Behavior	A moderately high volume of drivers were observed performing a permissive NBL turn to access the grocery store, waiting for gaps in two lanes of traffic.	
#5 - Redland Blvd & Thompson Dairy Way	Driver Behavior	Drivers performing a SBR movement to access the grocery store sometimes overtracked across the double yellow line on the eastbound approach.	
#5 - Redland Blvd & Thompson Dairy Way	Parking	The singular 'No Parking' signs on the westbound approach of this intersection are discrete and easy to miss. A car was parked illegally near the intersection on this approach.	

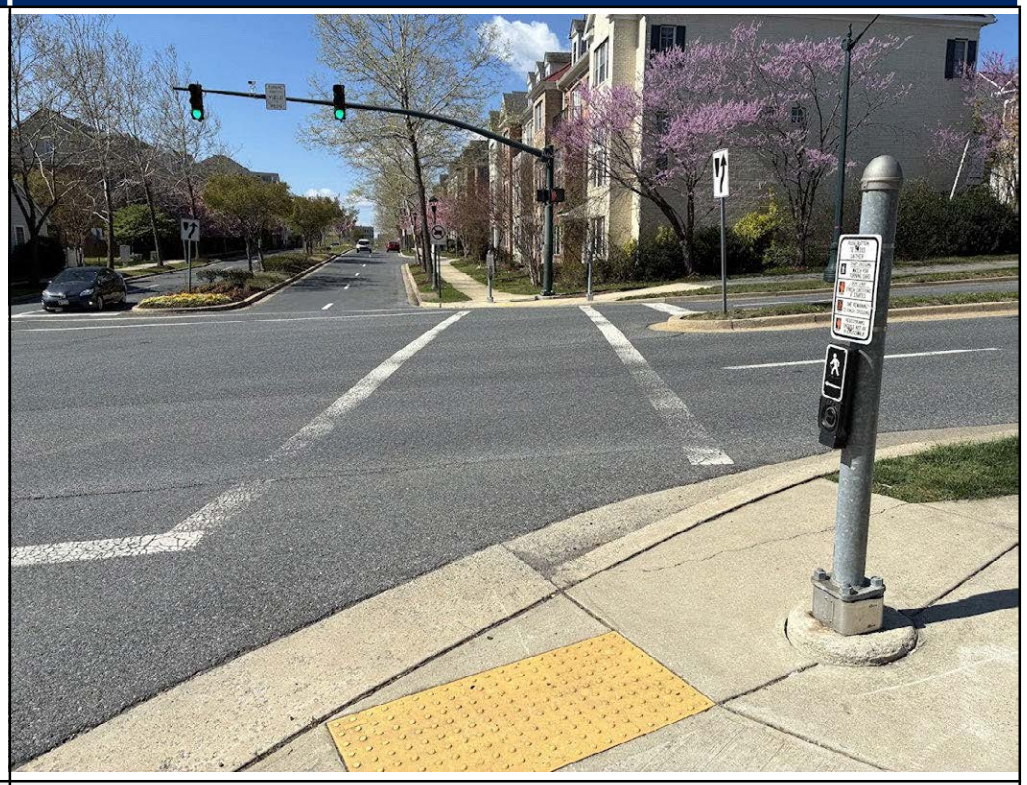
Intersection	Issue Type	Safety Issue	Image
#5 - Redland Blvd & Thompson Dairy Way	Pavement Markings	The stop bar on the eastbound approach is too close to the crosswalk.	
#5 - Redland Blvd & Thompson Dairy Way	Sidewalks	There is a desire path on the north side of the westbound approach of this intersection where a sidewalk is missing.	
#5 - Redland Blvd & Thompson Dairy Way	Signal Timing	The green phase serving NBT and SBT drivers is much longer in duration than its accompanying pedestrian crossing phase.	

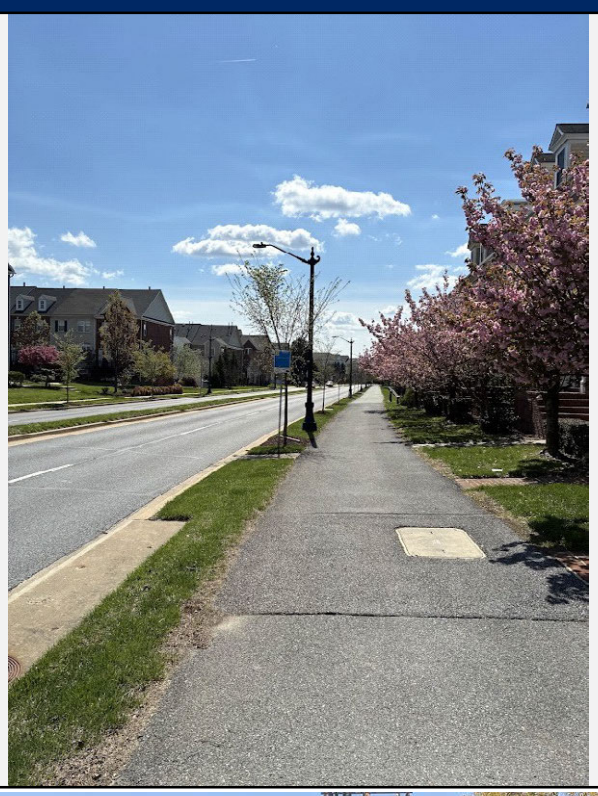
Intersection	Issue Type	Safety Issue	Image
#5 - Redland Blvd & Thompson Dairy Way	Signs	There is an outdated 'Parking Lane Ahead' sign on the southbound approach of this intersection which refers to a parking lane that has been removed.	
#5 - Redland Blvd & Thompson Dairy Way	Transit	There is a bus stop on the southbound approach of this intersection with no amenities.	
#5 - Redland Blvd & Thompson Dairy Way	Visibility	Views of pedestrians waiting on the SW corner of this intersection are obstructed from drivers exiting the grocery store by a large brick wall. Drivers performing an EBR movement may not see crossing pedestrians.	

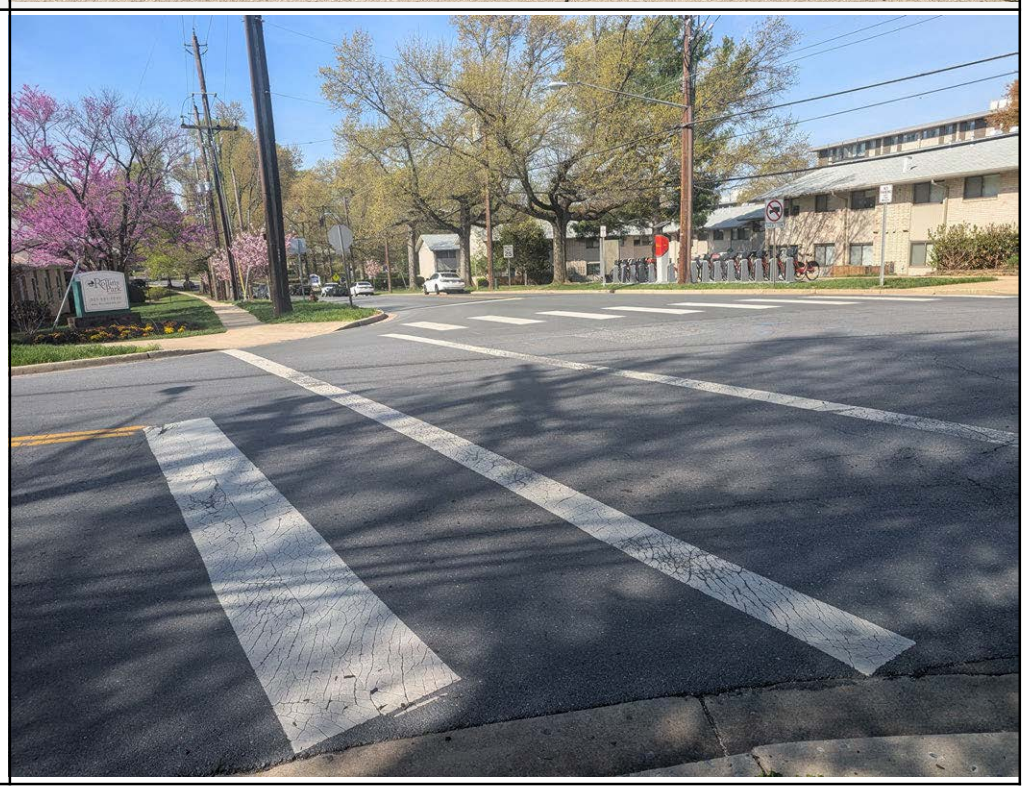
Intersection	Issue Type	Safety Issue	Image
#5 - Redland Blvd & Thompson Dairy Way	Visibility	The traffic signals controling the westbound approach are partially obscured by vegetation.	
#6 - Gaither Rd & Piccard Dr	Crosswalks	The crosswalks at this intersection are not high-visibility.	
#6 - Gaither Rd & Piccard Dr	Crosswalks	Queued drivers encroach on the crosswalk while waiting to turn off of the minor approaches, which may conflict with crossing pedestrians and also left-turning vehicles coming from the major approaches.	

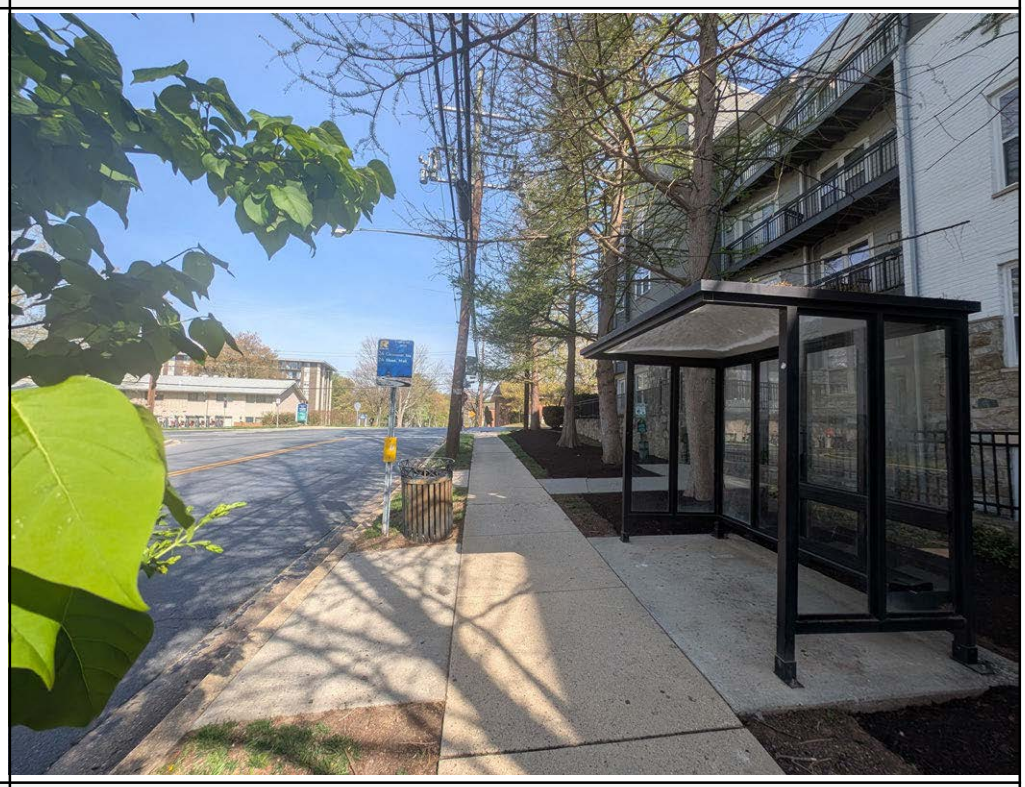
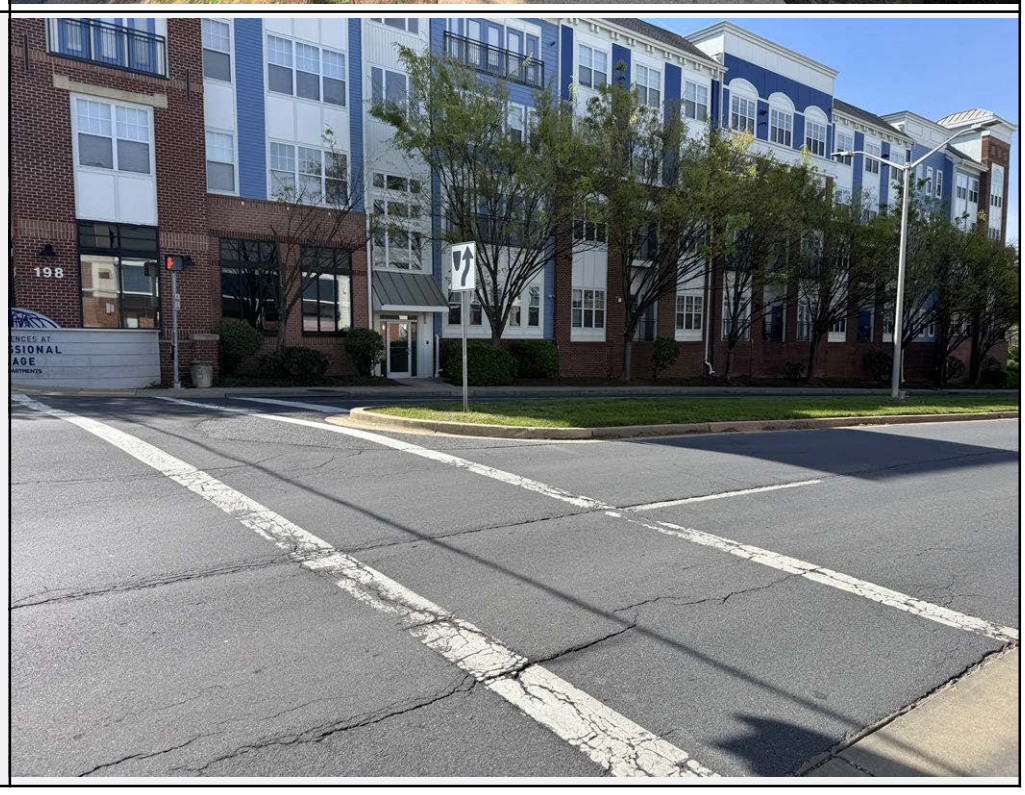
Intersection	Issue Type	Safety Issue	Image
#6 - Gaither Rd & Piccard Dr	Crosswalks	Pedestrian crossing phases are only provided when push buttons are pressed at this intersection.	
#6 - Gaither Rd & Piccard Dr	Crosswalks	Pedestrians are only given 20 seconds to traverse the relatively long crossing of Gaither Rd.	
#6 - Gaither Rd & Piccard Dr	Driver Behavior	A large truck was observed on Piccard Dr, despite signs probibiting heavy vehicles on this roadway.	

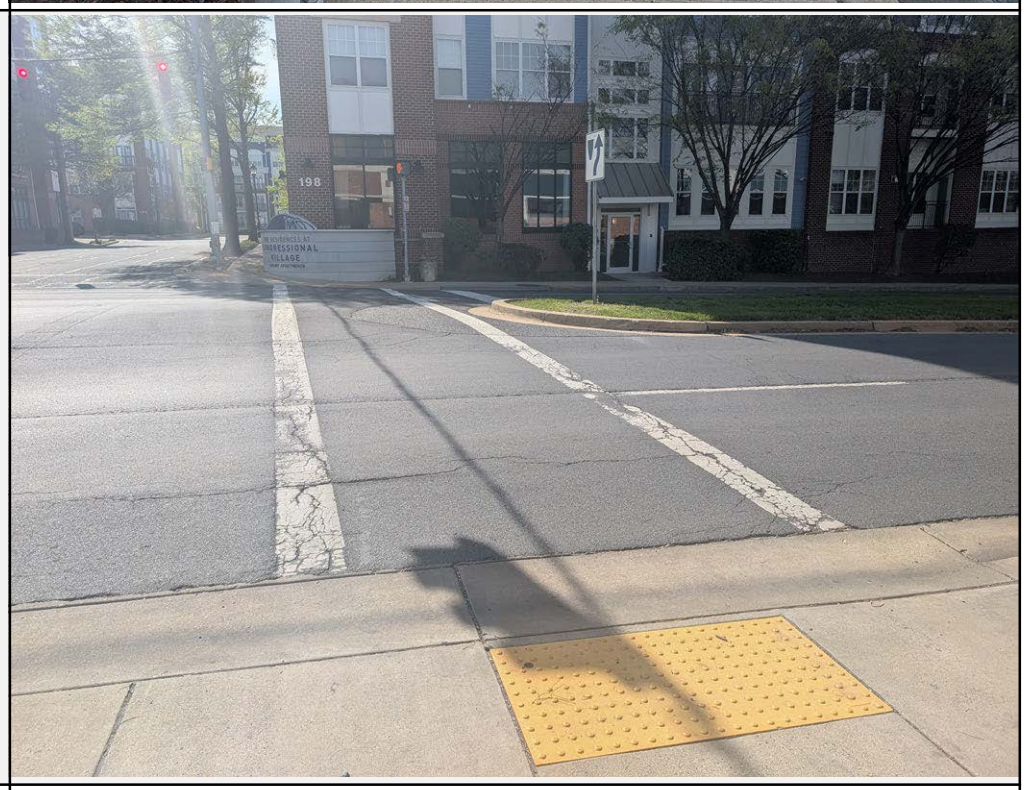
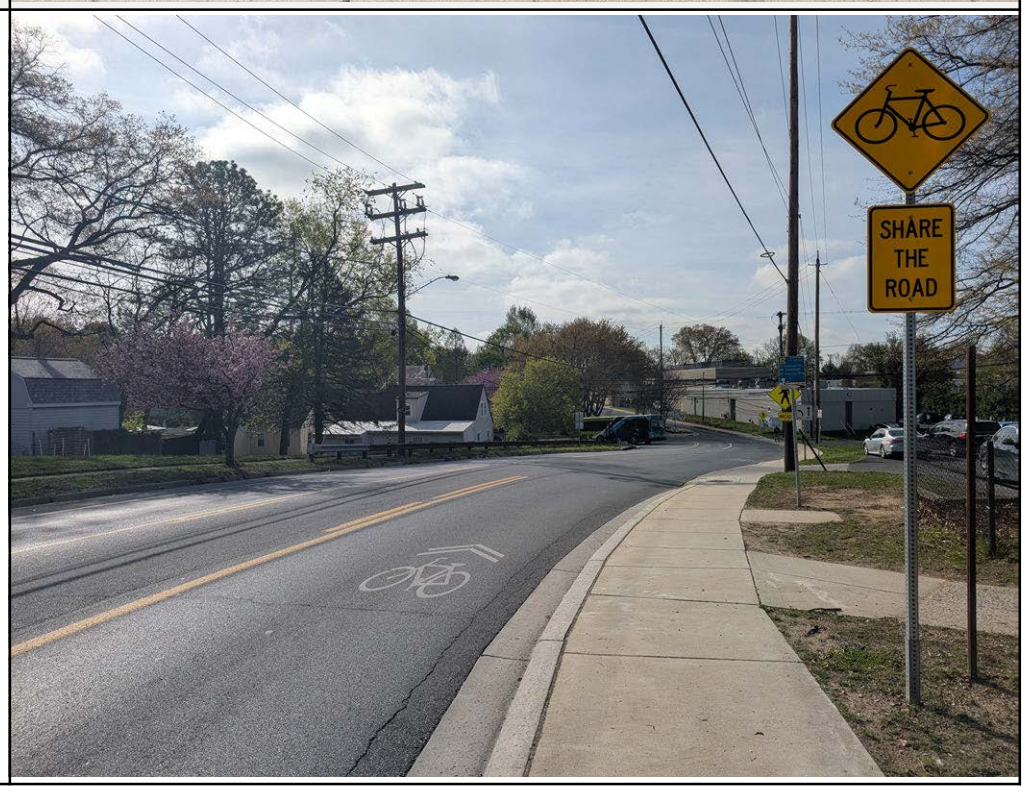
Intersection	Issue Type	Safety Issue	Image
#6 - Gaither Rd & Piccard Dr	Driver Behavior	Southbound drivers were observed to traverse the intersection at speeds of up to 36 MPH (speed limit = 30 MPH).	
#6 - Gaither Rd & Piccard Dr	Parking	The singular 'No Parking' signs near this intersection's corners are discrete and easy to miss.	
#6 - Gaither Rd & Piccard Dr	Parking	There are not parking regulations on the south side of the westbound approach; several cars were parked very close to the intersection, blocking pedestrian visibility.	

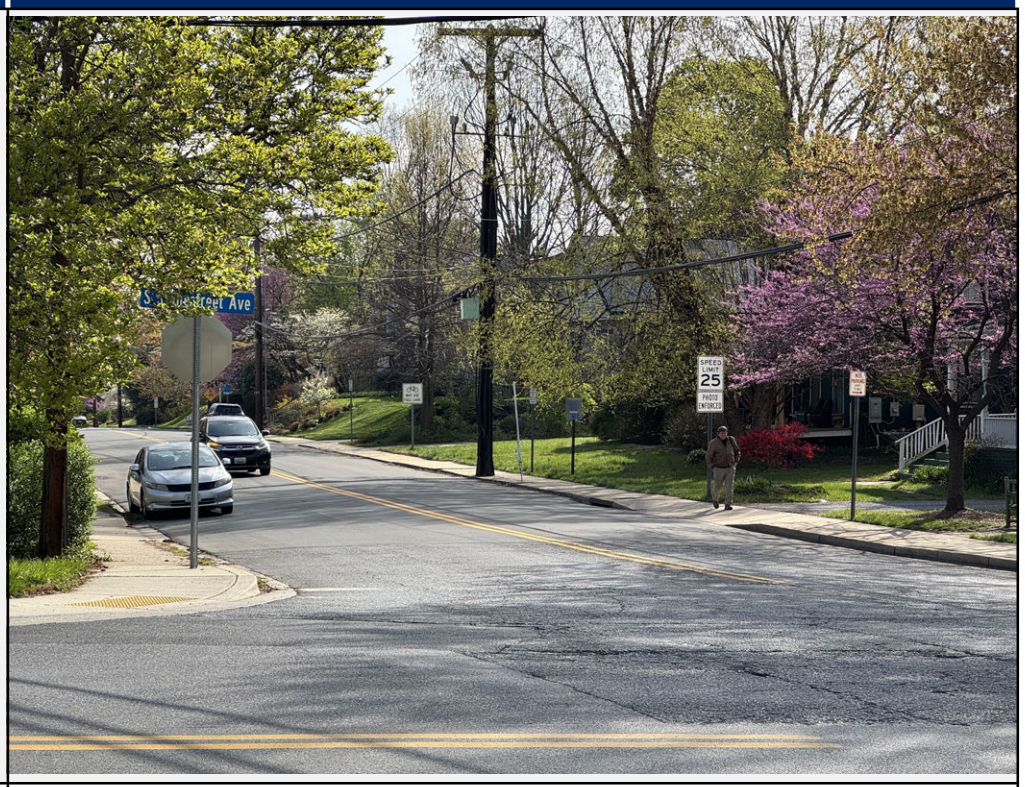
Intersection	Issue Type	Safety Issue	Image
#6 - Gaither Rd & Piccard Dr	Pavement Markings	The stop bars on the major approaches are too close to the crosswalk.	
#6 - Gaither Rd & Piccard Dr	Roadway Geometry	Drivers approaching the intersection on the southbound pick up speed on a downward slope. Drivers performing SBR movements often do so at higher speeds, which may conflict with crossing pedestrians.	
#6 - Gaither Rd & Piccard Dr	Roadway Geometry	The curb radii on the NW corner is wide enough to allow high-speed SBR turning movements.	

Intersection	Issue Type	Safety Issue	Image
#6 - Gaither Rd & Piccard Dr	Transit	There are bus stops on the north and southbound approaches that are missing ammenities.	
#7 - E Jefferson St & Congressional Ln	Accessibility	The intersection has crosswalks on all legs, but ADA detectable warning surface only at one corner. All three corners missing detectable warning surface.	
#7 - E Jefferson St & Congressional Ln	Biking	A capital bikeshare station on the northwest corner of the intersection. But there is no bike lane marking/shared bike path marking at the intersection or in any approach.	

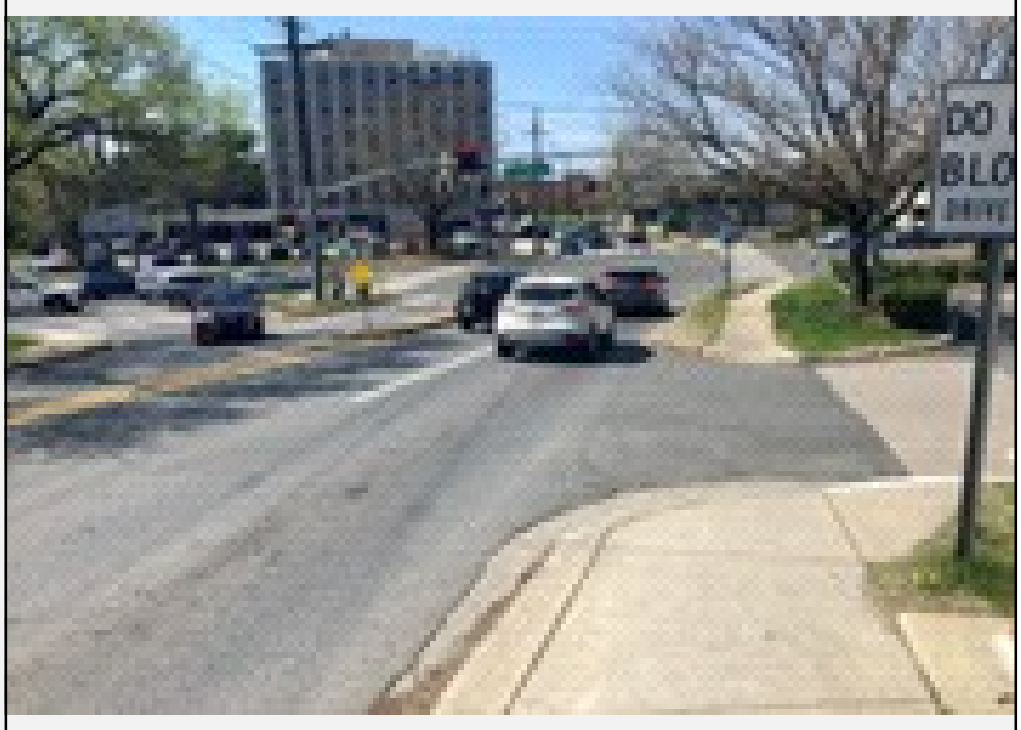
Intersection	Issue Type	Safety Issue	Image
#7 - E Jefferson St & Congressional Ln	Biking	Bike Route without any bike lane pavement marking or bicyclist sign on the pavement.	
#7 - E Jefferson St & Congressional Ln	Crosswalks	Crossswalks across Congressional lane do not have horizontal white pavement line.	
#7 - E Jefferson St & Congressional Ln	Crosswalks	Crossswalks across E. Jefferson St. do not have transverse pavement marking.	

Intersection	Issue Type	Safety Issue	Image
#7 - E Jefferson St & Congressional Ln	Pavement Markings	Stop Bar/line on northeastbound Congressional Lane seems far from crosswalk than standard practice.	
#7 - E Jefferson St & Congressional Ln	Transit	There is bus stop near this intersection at southeast corner on E Jefferson Street. Amenities for passengers are provided but could be improved with ADA detectable warning surface, concrete bus pad, and no parking zone signage.	
#8 - Shopping Center Entrance & Halpine Rd	Crosswalks	Crossswalks across all approaches have horizontal white pavement line only, could be improved to high visibility with transverse line marking.	

Intersection	Issue Type	Safety Issue	Image
#8 - Shopping Center Entrance & Halpine Rd	Crosswalks	Accessible Pedestrian Signal (APS) push button sign is faded at one corner of the intersection.	
#8 - Shopping Center Entrance & Halpine Rd	Crosswalks	No Pedestrian Refuge Island along Halpine Rd crosswalks; there is a median along Halpine Rd which can be extended to have a pedestrian refuge island.	
#9 - S Stonestreet Ave & Baltimore Rd	Biking	Potential improvement of bike lane marking along S Stonestreet Avenue	

Intersection	Issue Type	Safety Issue	Image
#9 - S Stonestreet Ave & Baltimore Rd	Biking	Potential improvement of bike lane marking along Baltimore Rd. There is roadside signage that of 'Bike May Use Full Lane'	
#9 - S Stonestreet Ave & Baltimore Rd	Crosswalks	Faded crosswalks marking across Baltimore Rd	
#9 - S Stonestreet Ave & Baltimore Rd	Pavement Markings	Faded Stop Bar across Baltimore Rd	

Intersection	Issue Type	Safety Issue	Image
#9 - S Stonestreet Ave & Baltimore Rd	Pavement Markings	No gore area marking for daylighting near the stop sign along Baltimore Rd, potential to add marking.	
#9 - S Stonestreet Ave & Baltimore Rd	Pavement Markings	Pavement marking for turning movement across the intersection can be added. Lot of left turning vehicles from S Stonestreet Ave and lot of right turning traffic from Baltimore Rd (including buses)	
#9 - S Stonestreet Ave & Baltimore Rd	Signs	Stop sign marking and stop bar are not located at the same location. Stop Sign can have 'Cross Traffic Do Not Stop' plaque.	

Intersection	Issue Type	Safety Issue	Image
#9 - S Stonestreet Ave & Baltimore Rd	Visibility	Visibility is restricted for 'No Parking Any Time' plaque along westbound Baltimore Rd near stop bar	
#10 - Park Rd & Woodland Dr	Crosswalks	Faded east leg croswwalks marking, no transverse line.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Access Management	The gas station on the NE corner of this intersection is accessible by two driveways that are very close to the intersection.	

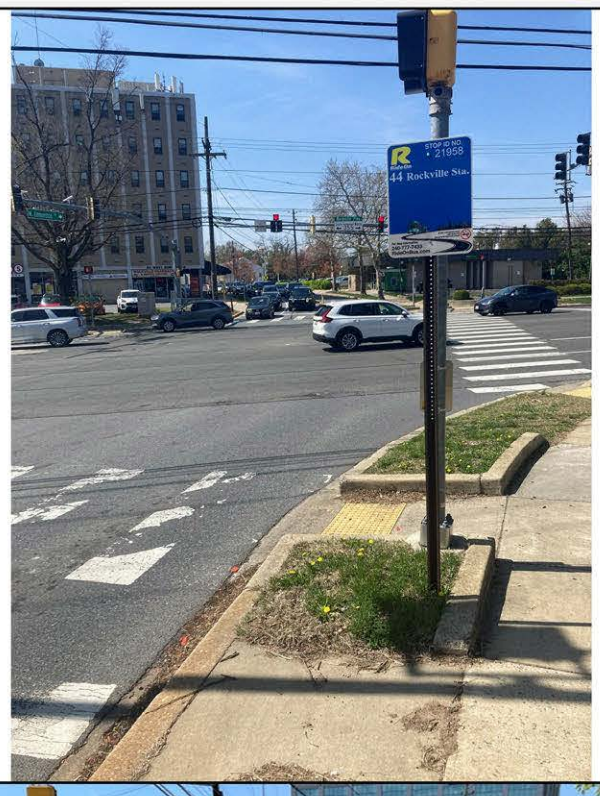
Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Accessibility	Many of the pedestrian ramp detectable warning surfaces do not point users across the crosswalk, but rather into the middle of the intersection.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Biking	Multiple bicyclists were observed riding on sidewalks and crosswalks at this intersection.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Crosswalks	There are outdated pedestrian push button signs at this intersection.	

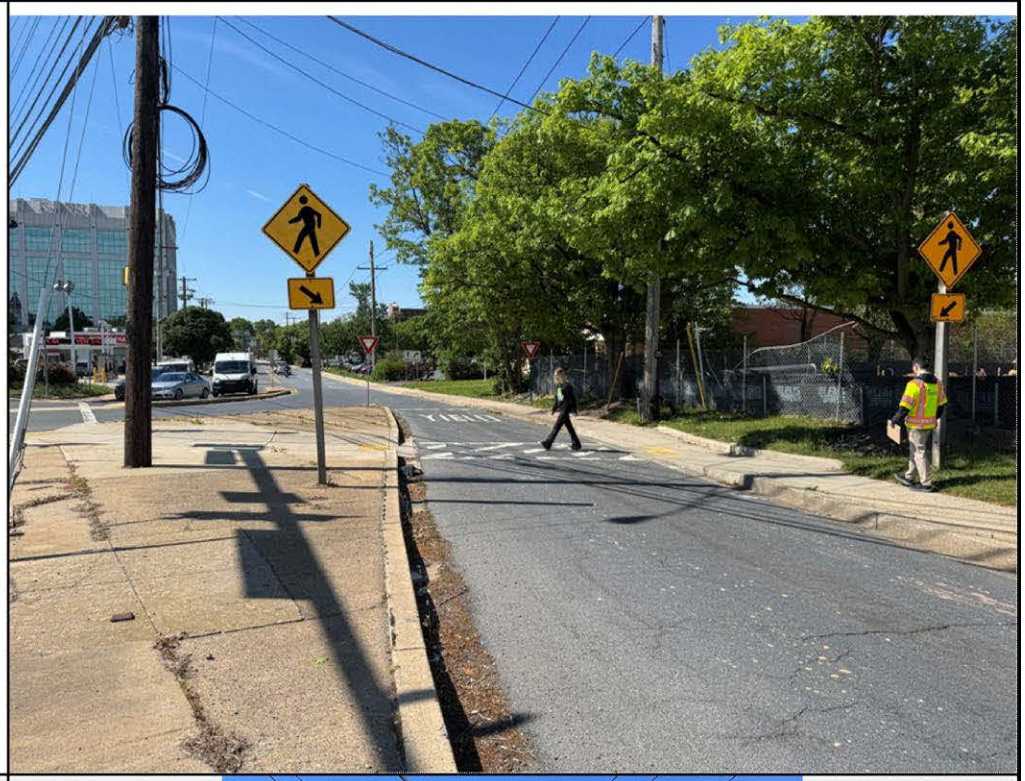
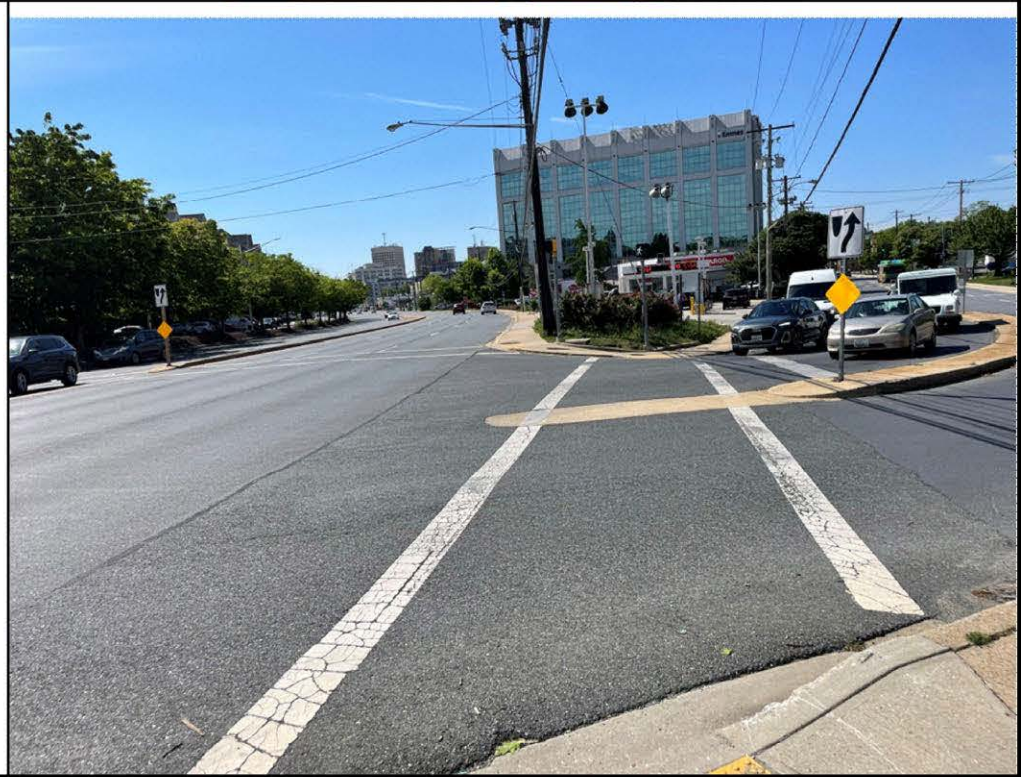
Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Crosswalks	Both NBL and SBR turning vehilces were observed to perform turning movements that conflicted with and nearly hit pedestrians crossing the eastbound leg of this intersection who had the right of way.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Crosswalks	On the northbound and westbound approaches there are unprotected concrete pads at the tip of the concrete median, not wide enough to qualify as pedestrian refuges.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Crosswalks	The crosswalk connection to the porkchop island at this intersection is yield-controlled and unprotected. Crossing pedestrians encounter large volumes of high-speed conflicting traffic.	

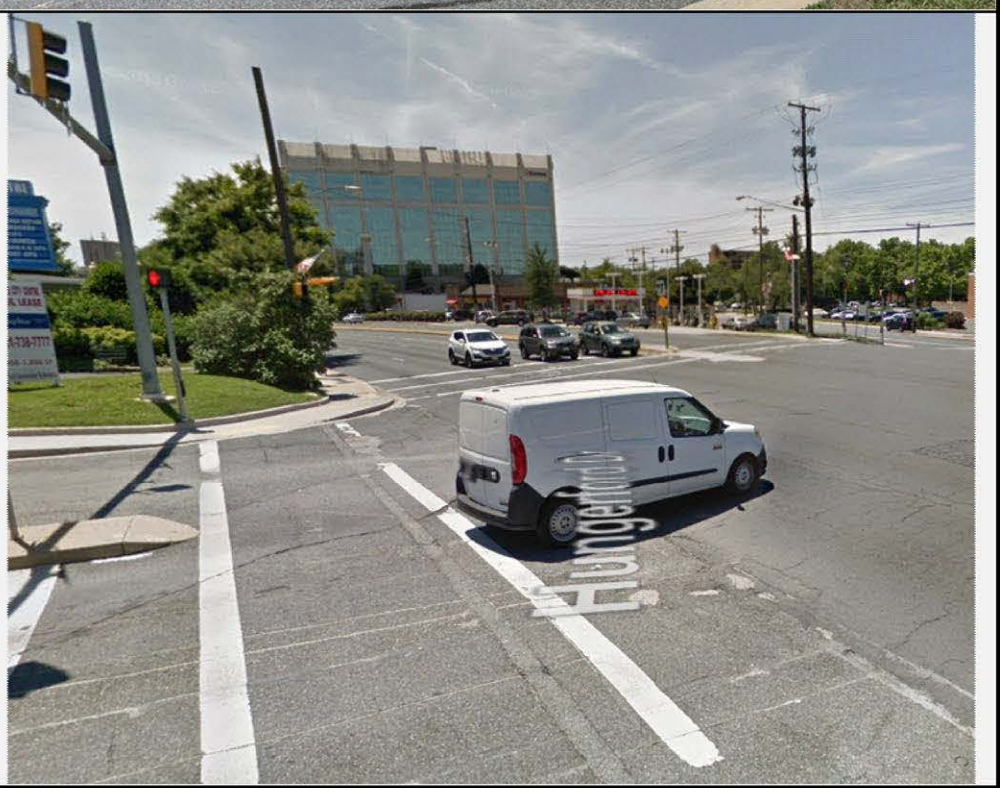
Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Crosswalks	The crosswalk pavement markings are faded on the westbound approach.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Parking	There is a misplaced parking sign on the NW corner of this intersection.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Pavement Condition	There is a degrading utility patch across the NB approach of this intersection.	

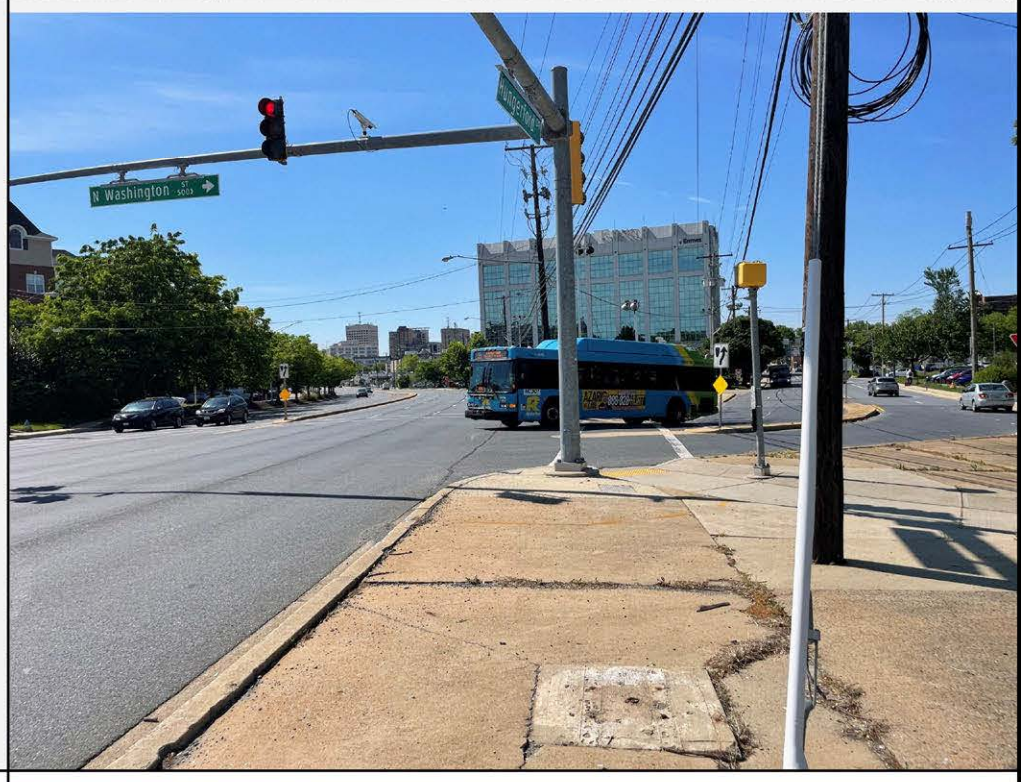
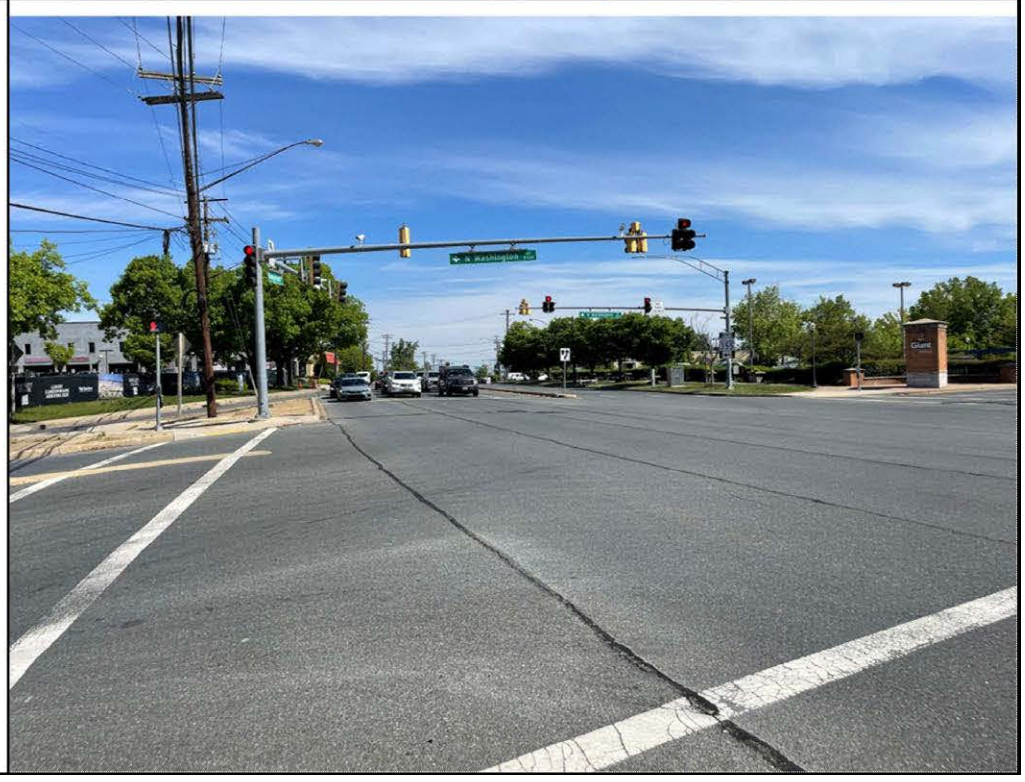
Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Roadway Geometry	There is evidence of vehicles overtracking onto the curb on the SW corner.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Roadway Geometry	The median on the eastbound approach shows evidence of collisions and overtracking. Most of the flex posts on this medain are damaged. The roadway appears to be too narrow to accommodate turning vehicles here.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Roadway Geometry	The railroad crossing on the westbound approach of this intersection can obstruct sightlines. Heavy queuing on this approach was observed.	

Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Sidewalks	There is overgrown vegetation and excessive litter on the porkchop island at this intersection.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Signal Timing	Pedestrians experience long delays waiting to cross the major approaches at this intersection.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Signs	There are multiple overlappings signs controlling the crosswalk connection to the porkchop island at this intersection, contributing to driver confusion.	

Intersection	Issue Type	Safety Issue	Image
#11 - Rockville Pike (MD 355) & Edmonston Dr	Signs	There is an outdated time-restricted sign prohibiting left turns on the westbound approach, allowing drivers to perform a hazardous an EB left turn into the gas station driveway during certain hours of the day.	
#11 - Rockville Pike (MD 355) & Edmonston Dr	Transit	There is a bus stop on the westbound approach of this intersection with no ammenities.	
#12 - Hungerford Dr (MD 355) & N Washington St	Pavement markings, crosswalks	Cracked and faded high visibility crosswalk on SB slip lane	

Intersection	Issue Type	Safety Issue	Image
#12 - Hungerford Dr (MD 355) & N Washington St	Signals	Lack of signalized crosswalk on SB slip lane with frequent pedestrian use	
#12 - Hungerford Dr (MD 355) & N Washington St	Pavement markings, crosswalks	Cracked paint on pedestrian crosswalk sign at slip lane	
#12 - Hungerford Dr (MD 355) & N Washington St	Pavement markings, crosswalks	Cracked and faded West leg crosswalk transverse line; lacking high visibility pattern	

Intersection	Issue Type	Safety Issue	Image
#12 - Hungerford Dr (MD 355) & N Washington St	Pavement markings, crosswalks	Cracked and faded South leg crosswalk transverse line; lacking high visibility pattern	
#12 - Hungerford Dr (MD 355) & N Washington St	Signs	Lacking "No Turn On Red" signage from Westbound approach	
#12 - Hungerford Dr (MD 355) & N Washington St	Visibility	Poor visibility of South leg for vehicles from WB approach making right turn onto North Leg	

Intersection	Issue Type	Safety Issue	Image
#12 - Hungerford Dr (MD 355) & N Washington St	Crosswalks	Lacking pedestrian crosswalk on North leg	
#12 - Hungerford Dr (MD 355) & N Washington St	Pavement markings, large vehicles	Lacking puppy tracks for frequent vehicle/bus left turns from EB approach	
#12 - Hungerford Dr (MD 355) & N Washington St	Signs	Lacking object marker on North leg median	

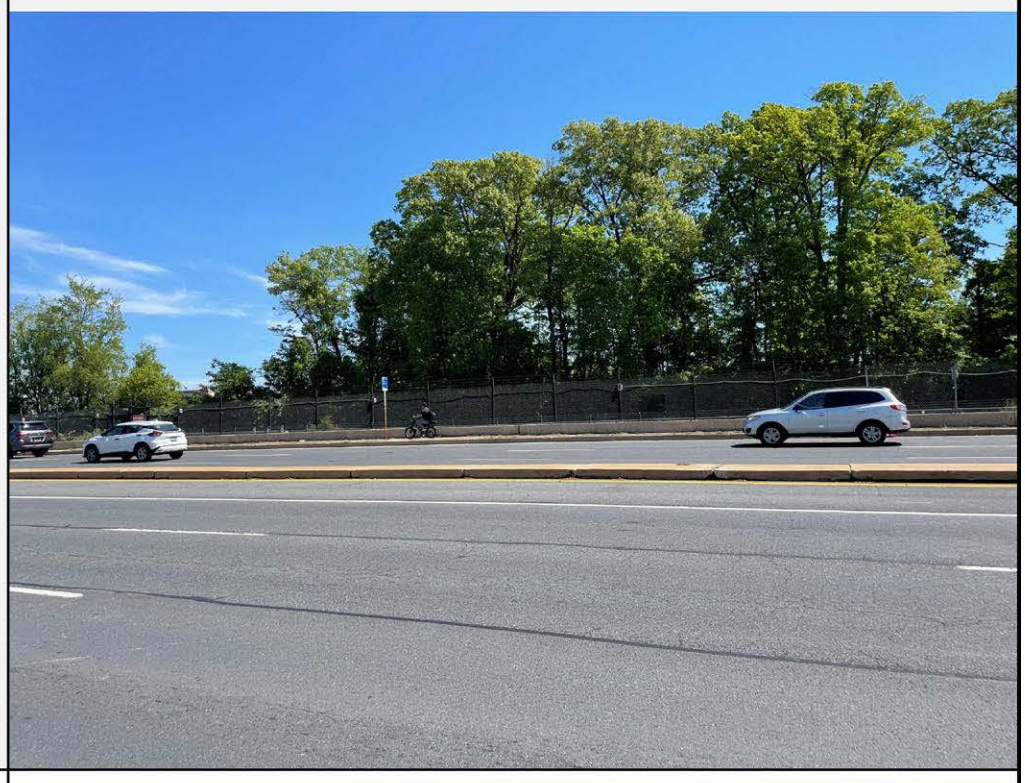
Intersection	Issue Type	Safety Issue	Image
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Driver behavior, crosswalks	One conflict observed between driver turning right from WB approach and pedestrian crossing North leg	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Crosswalks, visibility	Low visibility of crosswalk for drivers turning right from WB approach and pedestrians crossing North leg	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Crosswalks, visibility	One pedestrian death memorial placed at corner from June 18, 2025	

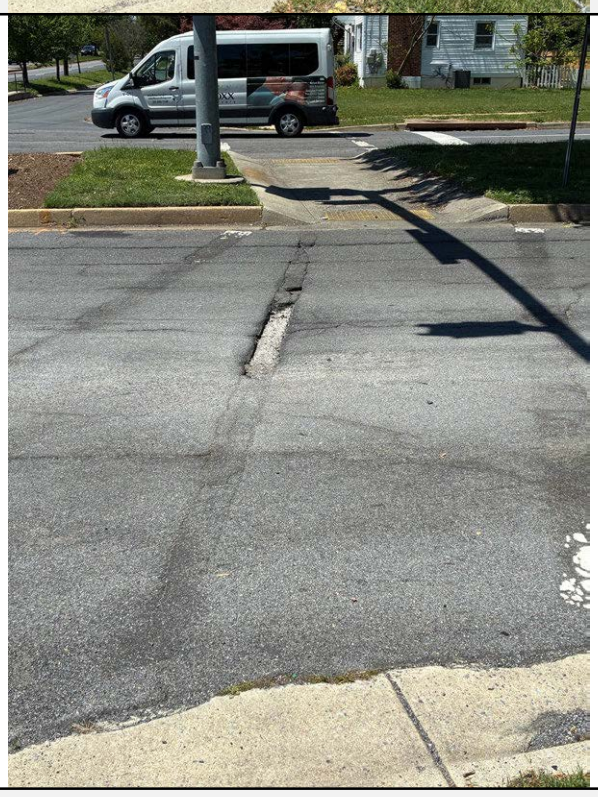
Intersection	Issue Type	Safety Issue	Image
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Sidewalks, pavement condition	Curb ramps in poor condition in some places	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Sidewalks, pavement condition	Detectable warning sign pads at curb ramps in poor condition in some places	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Pavement markings, crosswalk	High visibility crosswalk on North leg and East leg lack transverse line	

Intersection	Issue Type	Safety Issue	Image
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Signs	Middle thru lane overhead sign on EB approach faded	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Pedestrian behavior	Lacking crosswalk on South leg; observed at least one pedestrian exit SB bus on south leg and jaywalk from West Side to East side	
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Sidewalks, pavement condition	Brick crosswalk on West leg deterioriated in places	

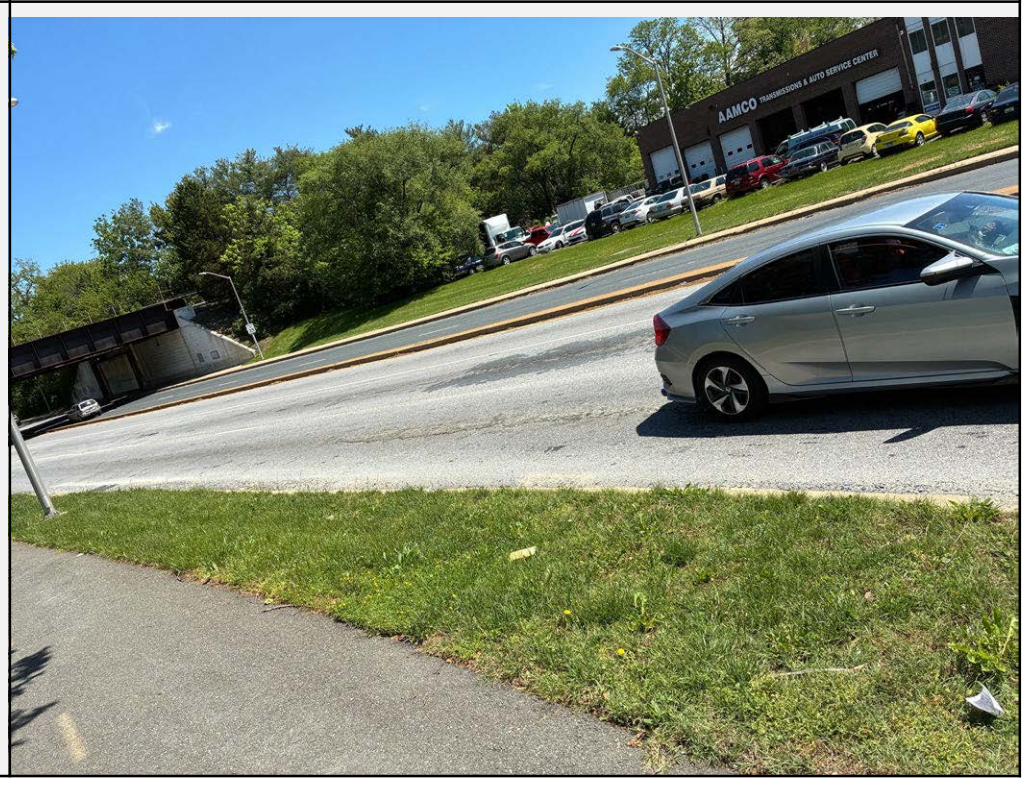
Intersection	Issue Type	Safety Issue	Image
#13 - Frederick Rd (MD 355) & Watkins Pond Blvd	Pavement markings	Lacking lane arrows on SB and NB approach	
#14 - Hungerford Dr (MD 355) & Mannakee St	Visibility, crosswalks	Lacking visibility of West leg crosswalk from SB approach vehicles	
#14 - Hungerford Dr (MD 355) & Mannakee St	Visibility, signs, crosswalks	Pedestrian crosswalk for West leg crosswalk sign obscured by trees	

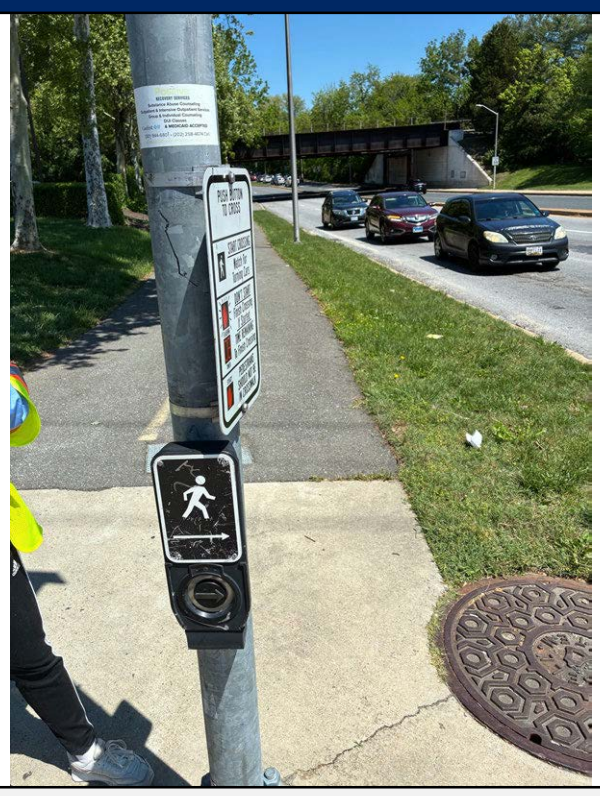
Intersection	Issue Type	Safety Issue	Image
#14 - Hungerford Dr (MD 355) & Mannakee St	Sidewalks, pavement condition	Curb ramps in poor condition in some places	
#14 - Hungerford Dr (MD 355) & Mannakee St	Sidewalks, pavement condition	Detectable warning pads at curb ramps in poor condition in some places	
#14 - Hungerford Dr (MD 355) & Mannakee St	Pavement markings, crosswalks	Cracked and faded West leg crosswalk transverse line; lacking high visibility pattern	

Intersection	Issue Type	Safety Issue	Image
#14 - Hungerford Dr (MD 355) & Mannakee St	Pavement markings, crosswalks	North leg crosswalk cracked and faded; long distance and lacks pedestrian refuge	
#14 - Hungerford Dr (MD 355) & Mannakee St	Crosswalks	To get to NB bus stop, pedestrians must cross long crosswalk on North leg against EB left turn vehicles, and travel long distance to bus stop north of intersection	
#14 - Hungerford Dr (MD 355) & Mannakee St	Driver behavior	Several instances of SB drivers stopped at red light beyond the stop bar	

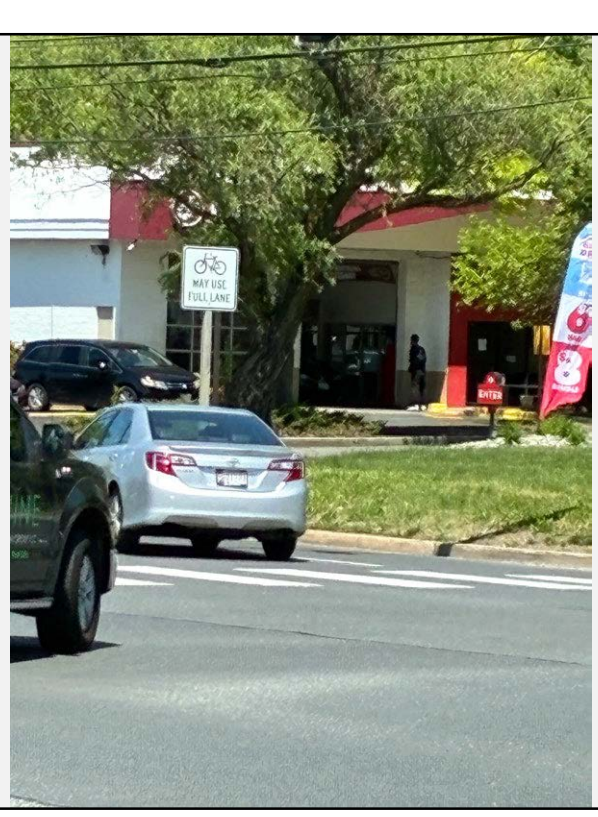
Intersection	Issue Type	Safety Issue	Image
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Crosswalks	There are no pedestrian signal heads on the northbound and southbound approaches.	
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Pavement Condition	There is a degrading utility patch on the southbound approach.	
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Pavement Condition	There are no lane configuration (e.g, Left Turn Only) pavement markings at this intersection.	

Intersection	Issue Type	Safety Issue	Image
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Signals	There is a signal head on the southbound approach that is completely obscured by a tree.	
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Crosswalks	The frontage roads do not have crosswalk pavement markings.	
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Roadway Geometry	Eastbound and westbound permissive left-turning vehicles conflict with multiple lanes of high-speed through traffic.	

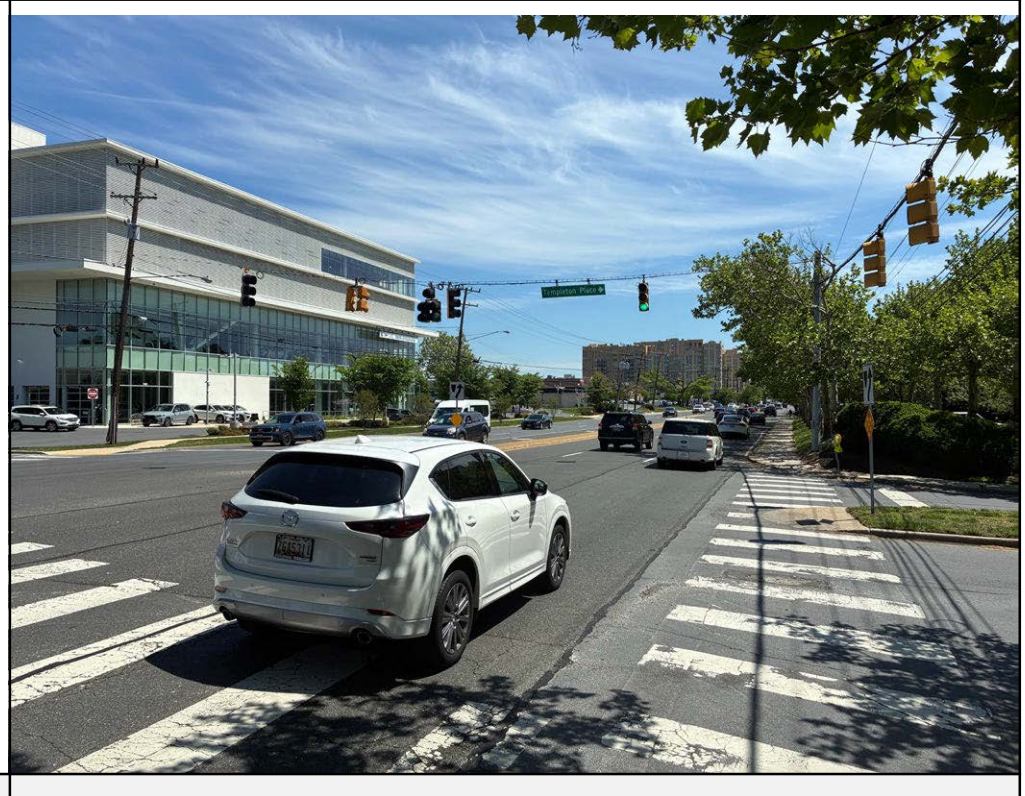
Intersection	Issue Type	Safety Issue	Image
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Driver Behavior	The stop bars on the northbound and southbound appraoches are faded. Drivers were observed to queue within the frontage roads, instead of behind frontage roads, as indicated by stop bars.	
#15 - Broadwood Dr & Veirs Mill Rd (MD 586)	Parking	There are no parking restrictions on the southern frontage road, allowing drivers to park very close to the intersection.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Pavement Condition	There are concrete deposits on the westbound approach of this intersection.	

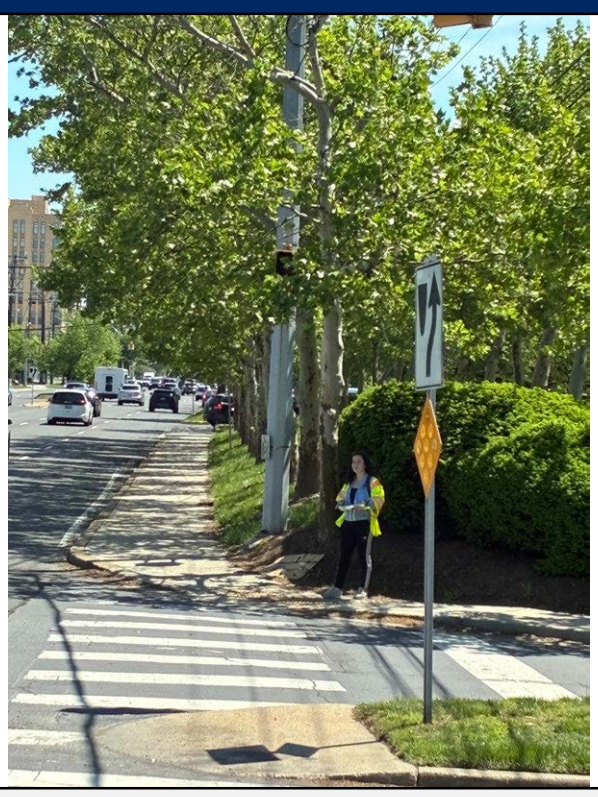
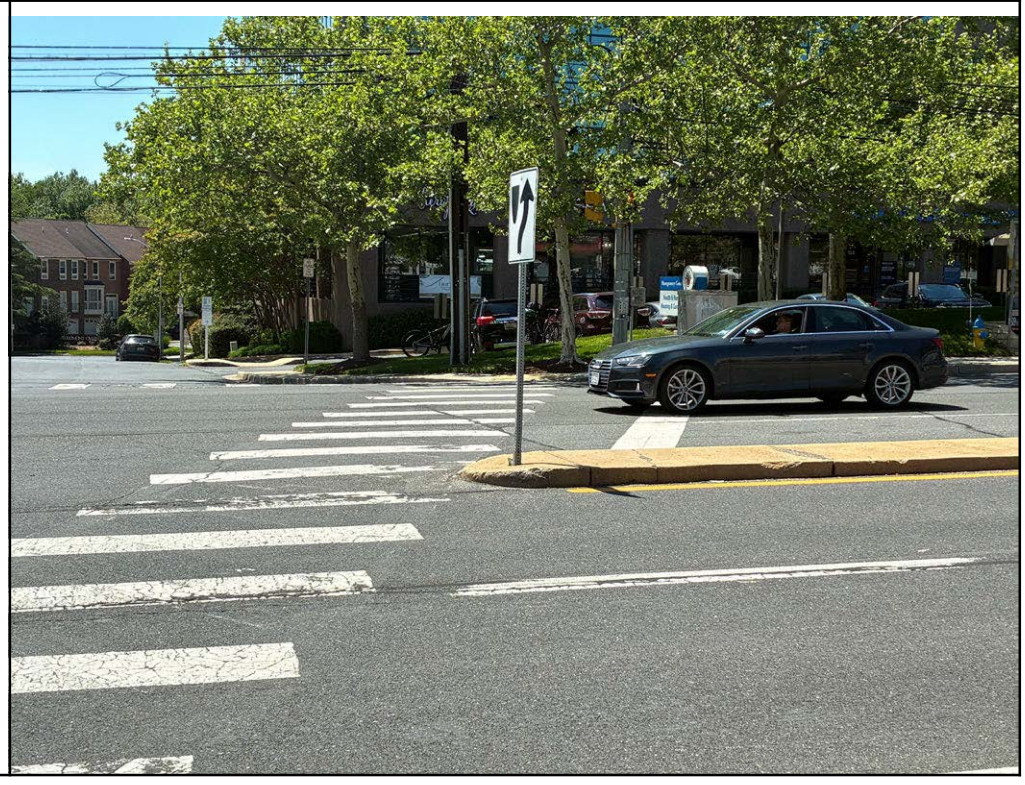
Intersection	Issue Type	Safety Issue	Image
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Crosswalks	There is a pedestrian push button on the NW corner of this intersection with a misaligned sign.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Crosswalks	There are faded crosswalk pavement markings at this intersection.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Roadway Geometry	Northbound and southbound permissive left-turning vehicles conflict with multiple lanes of high-speed through traffic.	

Intersection	Issue Type	Safety Issue	Image
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Access Management	The AAMCO Transmissions access driveway is very close to the westbound approach, causing potential conflicts.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Driver Behavior	Traffic counts show a high proportion of SB U-turn movments during the PM peak, causing potential conflicts when performed permissively.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Signs	The school zone students crossing sign on the SW corner is totally obscured by a tree.	

Intersection	Issue Type	Safety Issue	Image
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Driver Behavior	Drivers were observed to encroach on pedestrians' right of way when turning right on a red signal.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Signs	There is a 'Bikes May Use Full Lane' sign on MD 355 that does not match the high-speed context of these roadways.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Crosswalks	There is no crosswalk on the northbound approach.	

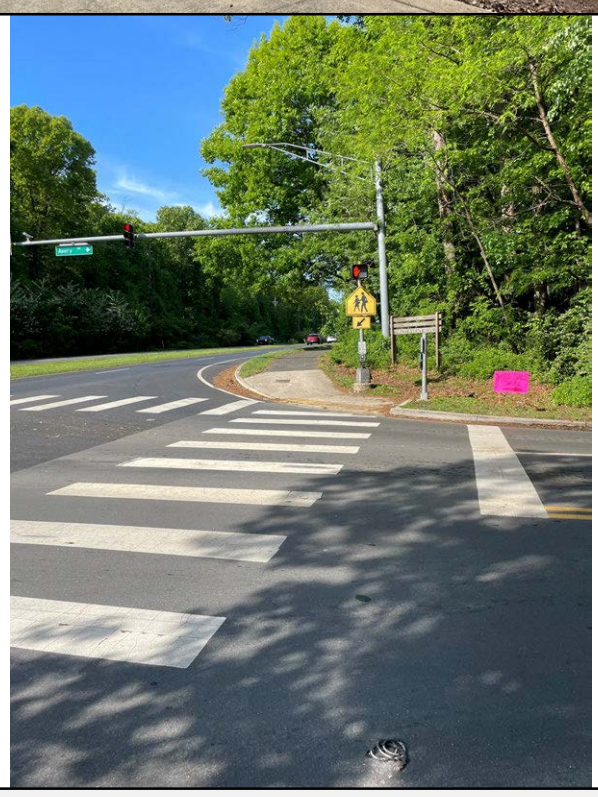
Intersection	Issue Type	Safety Issue	Image
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Visibility	Drivers may struggle to see pedestrians as they approach the intersection from the eastbound approach, which is sloped.	
#16 - Rockville Pike (MD 355) & First St/Wootton Pkwy	Signals	The major approach provides only 30 seconds for pedestrians to cross seven lanes.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	There are no pedestrian push buttons to cross the minor approaches. There are no pedestrian signal heads on the westbound approach.	

Intersection	Issue Type	Safety Issue	Image
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	The crosswalk on the westbound approach is missing pedestrian signal heads.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	There is not a crosswalk on the northbound approach.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Signals	The traffic signal heads are suspended by spanwires, which are not as visible and sometimes sway in the wind.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	The crosswalk on the eastbound approach is obstructed by the median, presenting a tripping hazard.	

Intersection	Issue Type	Safety Issue	Image
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	All pedestrian signal heads at this intersection are almost completely obstructed by vegetation.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Signs	The outdated pedestrian signals on the mainline crosswalk only provides a few seconds of walk time before switching to Flash Don't Walk.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Signs	The median on the southbound approach is missing an object marker.	

Intersection	Issue Type	Safety Issue	Image
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	The crosswalk on the westbound approach is faded and has poor pavement quality.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Roadway Geometry	Northbound and southbound permissive left-turning vehicles conflict with multiple lanes of high-speed through traffic.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Crosswalks	There is not an ADA-compliant curb ramp on the NE corner.	

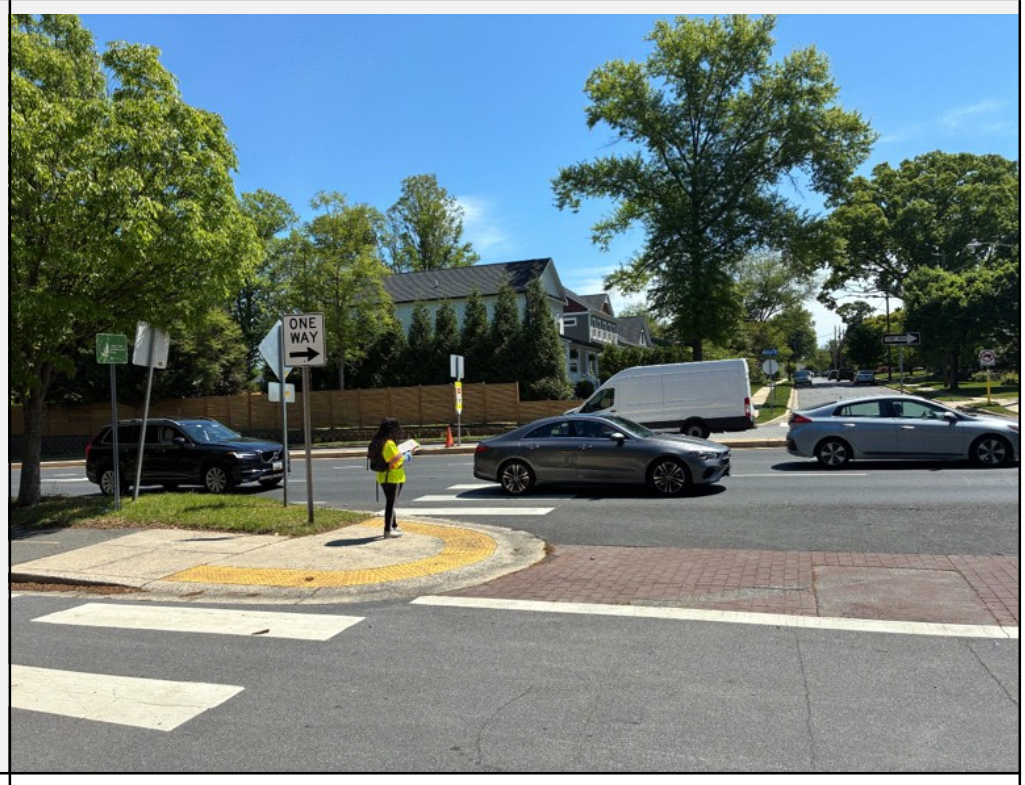
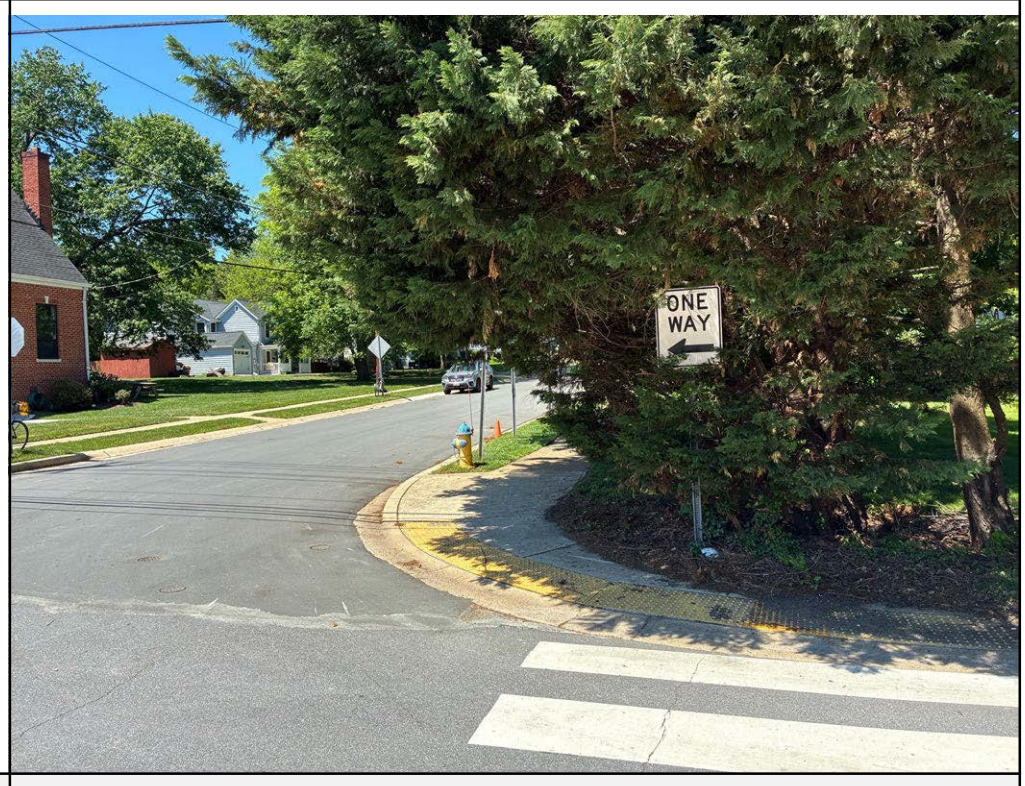
Intersection	Issue Type	Safety Issue	Image
#17 - Rockville Pike (MD 355) & Templeton Pl	Driver Behavior	Several pedestrians were observed to be nearly hit by northbound and southbound left-turning drivers within the crosswalk.	
#17 - Rockville Pike (MD 355) & Templeton Pl	Biking	Multiple bicyclists were observed riding in the sidewalk near this intersection.	
#18 - Avery Rd & Norbeck Rd (MD 28)	Driver behavior	EB and WB vehicles traveling at 40+ MPH and WB vehicles accelerating uphill	

Intersection	Issue Type	Safety Issue	Image
#18 - Avery Rd & Norbeck Rd (MD 28)	Visibility	Poor visibility of East leg for vehicles from SB approach making right turn onto West leg	
#18 - Avery Rd & Norbeck Rd (MD 28)	Pavement markings, crosswalk	North leg crosswalk lacking transverse line	
#18 - Avery Rd & Norbeck Rd (MD 28)	Pavement markings, crosswalk	East leg crosswalk lacking high visibility pattern on south side; lacking transverse lines on north side	

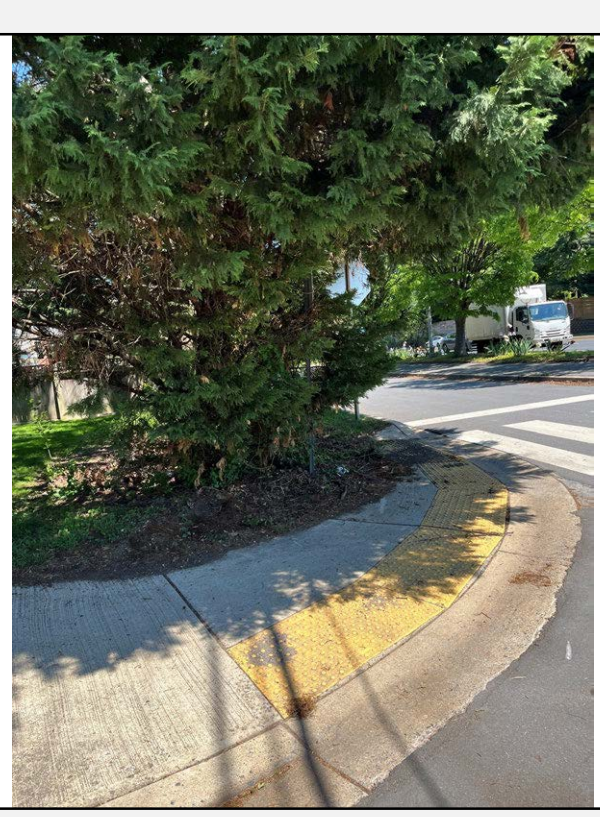
Intersection	Issue Type	Safety Issue	Image
#18 - Avery Rd & Norbeck Rd (MD 28)	Crosswalk	Long East leg crosswalk lacking pedestrian refuge	
#18 - Avery Rd & Norbeck Rd (MD 28)	Sidewalks, pavement condition, accessibility	South side Norbeck Road lacking sidewalk to bus stop	
#18 - Avery Rd & Norbeck Rd (MD 28)	Sidewalks, pavement condition	South side Norbeck Road pedestrian area by bus stop lacking separation from travel lanes	

Intersection	Issue Type	Safety Issue	Image
#18 - Avery Rd & Norbeck Rd (MD 28)	Driver behavior	Vehicles from SB approach making right turn must stop on red and yield to high speed EB thru vehicles	
#18 - Avery Rd & Norbeck Rd (MD 28)	Signal timing	Short clearance interval for EB left turn vehicles (activated only when vehicles are detected in the left turn lane)	
#18 - Avery Rd & Norbeck Rd (MD 28)	Signs	Pedestrian crosswalk signs cracked and in poor condition	

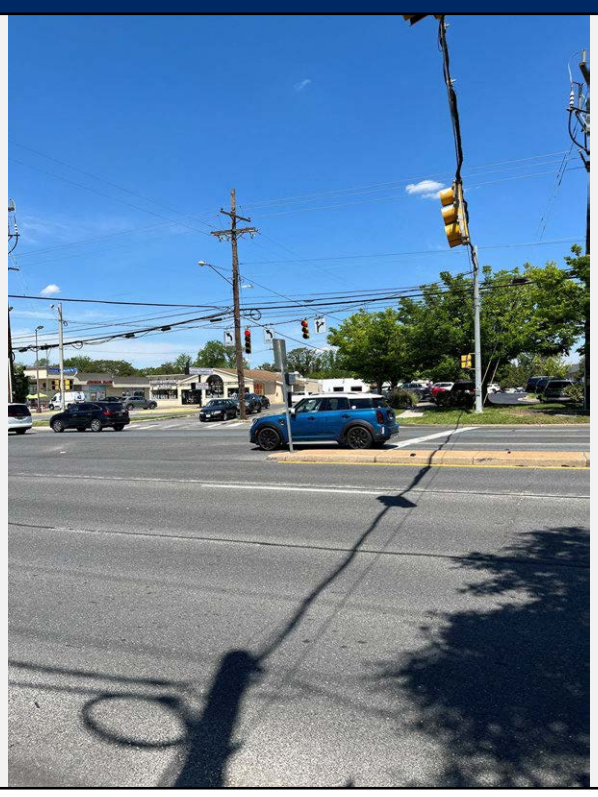
Intersection	Issue Type	Safety Issue	Image
#19 - First Street (MD 28) & Grandin Ave	Parking	There are no parking restrictions on the southern curb of the eastbound approach, allowing drivers to park very close to the intersection.	
#19 - First Street (MD 28) & Grandin Ave	Crosswalks	There are missing crosswalk pavement markings on the frontage road and across the eastbound approach.	
#19 - First Street (MD 28) & Grandin Ave	Pavement Markings	There is no stop bar on the eastbound approach.	

Intersection	Issue Type	Safety Issue	Image
#19 - First Street (MD 28) & Grandin Ave	Visibility	Queues from the signal to the south often extend through this crosswalk, limiting pedestrian visibility.	
#19 - First Street (MD 28) & Grandin Ave	Signs	Several signs are obscured by overgrown vegetation	
#19 - First Street (MD 28) & Grandin Ave	Pavement Markings	There is no red paint on the curb abutting the fire hydrant on the northwest corner.	

Intersection	Issue Type	Safety Issue	Image
#19 - First Street (MD 28) & Grandin Ave	Pavement Markings	There are no stop bars accompanying the mainline crosswalk at this intersection.	
#19 - First Street (MD 28) & Grandin Ave	Pavement Markings	There is a faded sharrow pavement marking on the westbound approach.	
#19 - First Street (MD 28) & Grandin Ave	Crosswalks	Pedestrians must cross 5 lanes of traffic to navigate the mainline crosswalk, presenting multiple threats and high exposure.	

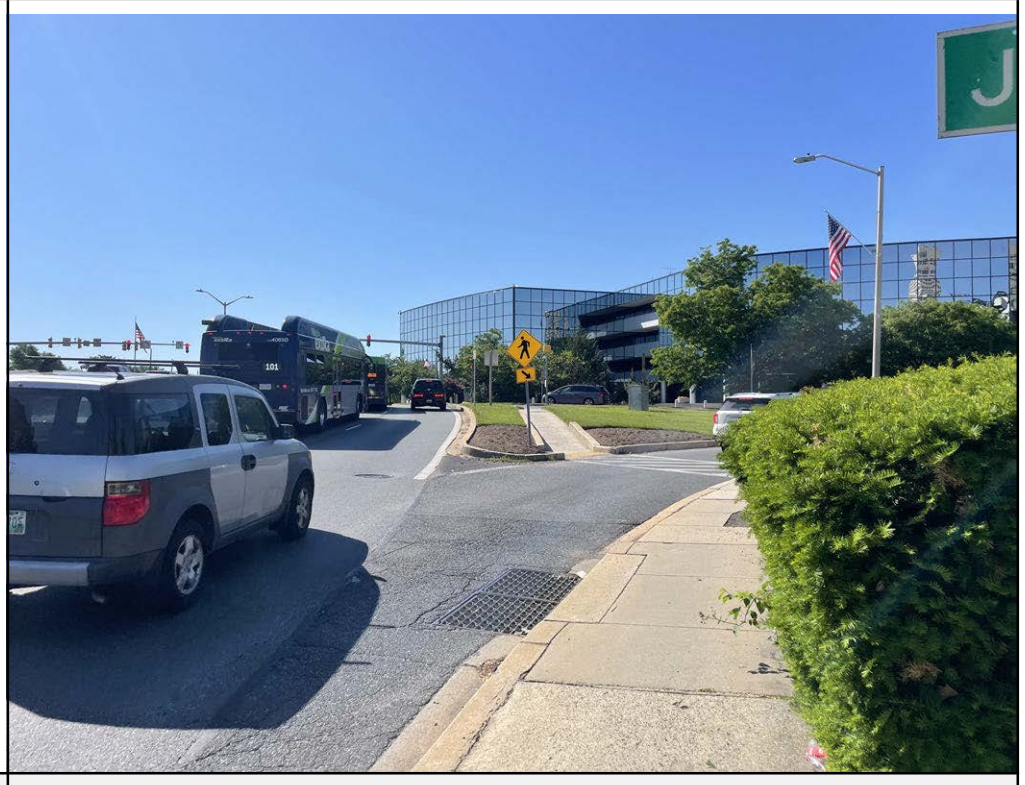
Intersection	Issue Type	Safety Issue	Image
#19 - First Street (MD 28) & Grandin Ave	Signs	Signs warning drivers of bicycle crossing a at this intersection are few and outdated.	
#19 - First Street (MD 28) & Grandin Ave	Visibility	Vegetation on the Northwest corner of First St blocks visibility for crossing pedestrians.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Crosswalks	Nearly all of the pedestrian curb ramps at this intersection are missing detectable warning surfaces.	

Intersection	Issue Type	Safety Issue	Image
#20 - Rockville Pike (MD 355) & Congressional Ln	Crosswalks	There are no pedestrian push buttons to cross the minor approaches.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Crosswalks	The crosswalk on the westbound approach is missing pedestrian signal heads.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Crosswalks	There is not a crosswalk on the northbound approach.	

Intersection	Issue Type	Safety Issue	Image
#20 - Rockville Pike (MD 355) & Congressional Ln	Signals	The traffic signal heads are suspended by spanwires, which are not as visible and sometimes sway in the wind.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Signals	Northbound and southbound permissive left-turning vehicles conflict with multiple lanes of high-speed through traffic.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Roadway Geometry	There is a slip lane on the northwest corner that allows drivers to perform high-speed right turns that conflict with crossing pedestrians.	

Intersection	Issue Type	Safety Issue	Image
#20 - Rockville Pike (MD 355) & Congressional Ln	Roadway Geometry	The southeast corner of this intersection is skewed with a wide geometry, allowing high-speed northbound right turns.	
#20 - Rockville Pike (MD 355) & Congressional Ln	Crosswalks	The pedestrian signal heads are outdated at this intersection (no coundown).	
#20 - Rockville Pike (MD 355) & Congressional Ln	Signals	The short signal time on the major approach (20 seconds) did not provide enough time for pedestrians to cross, often leaving pedestrians in the crosswalk during a red cycle.	

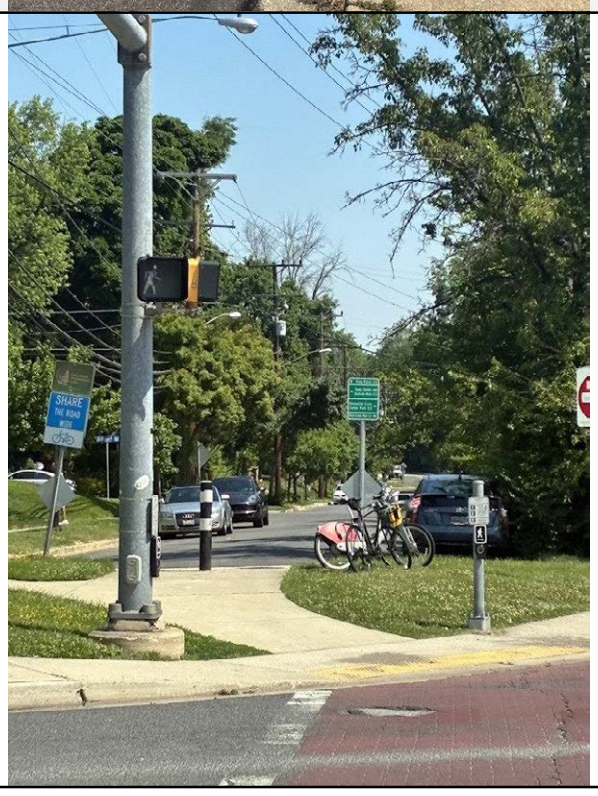
Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Driver behavior	Vehicles from all approaches, especially NB and SB vehicles traveling at high speeds, likely above the posted 30 MPH	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Driver behavior	Vehicles entering the SB, EB, and WB slip lanes at high speeds	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pedestrian behavior	One pedestrian observed crossing SL without a crosswalk through NB through traffic	

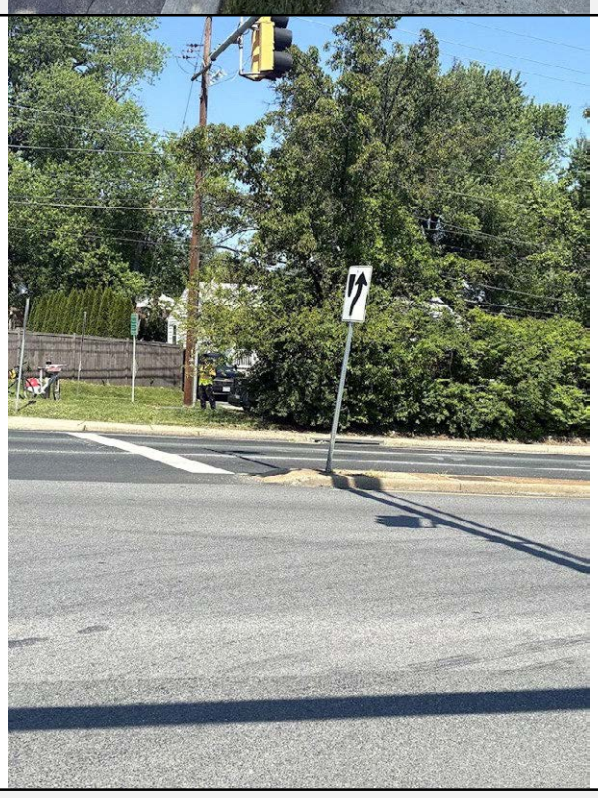
Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Visibility, crosswalks	Poor visibility of crosswalk for vehicles entering the SB and EB slip lanes	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Sidewalks, pavement condition	Brick curb ramp at EB slip lane missing bricks	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings, crosswalks	EL crosswalk lacking high visibility pattern	

Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Crosswalks	EL crosswalk pedestrian push buttons faded and configured the wrong direction	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings, crosswalks	SB, EB, WB slip lane crosswalks faded	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings, crosswalks	WL crosswalk lacking transverse lines	

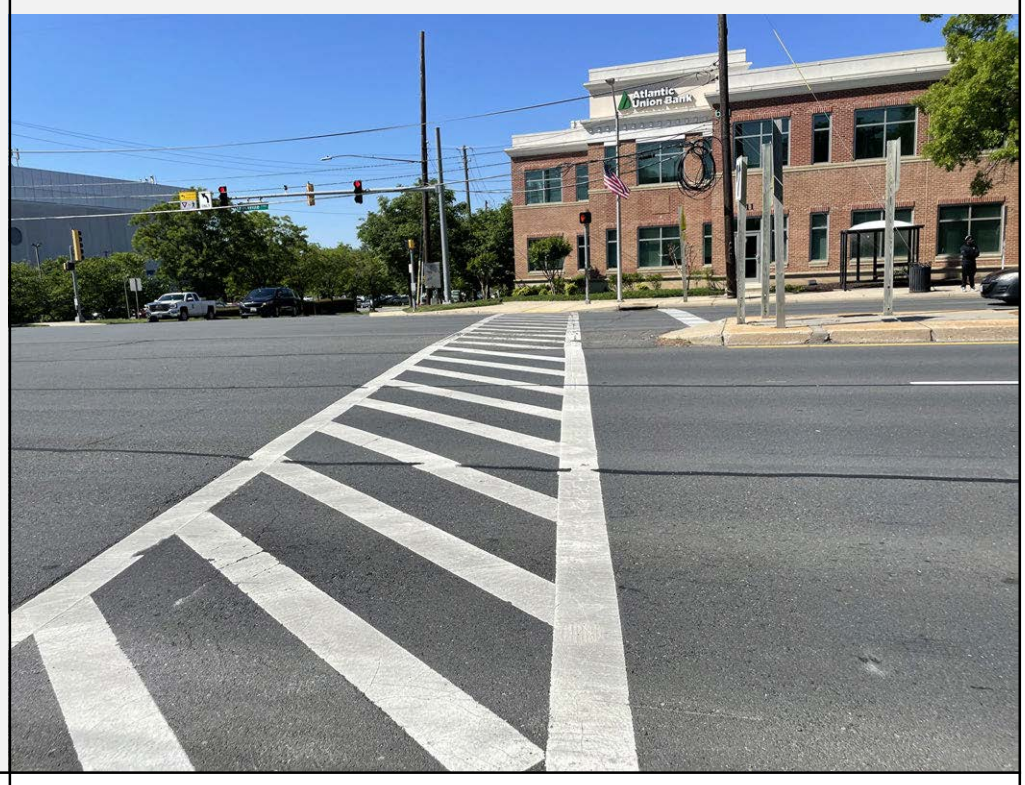
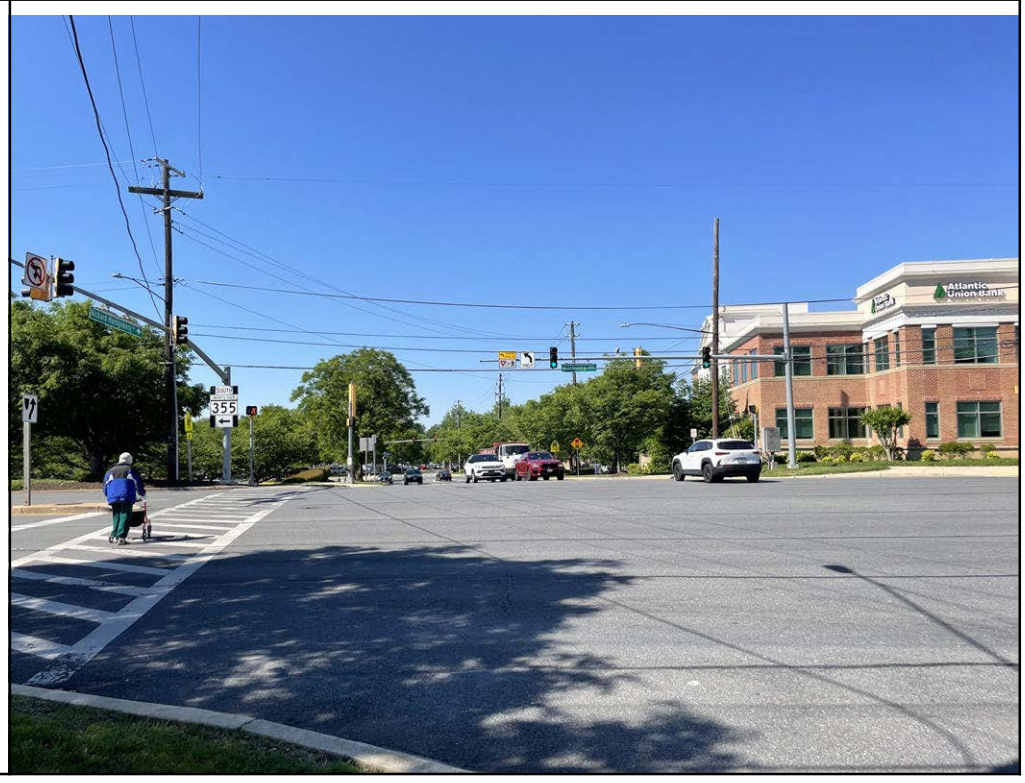
Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Visibility, signals	EL crosswalk - difficult to see pedestrian signal	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Crosswalks	Narrow pedestrian refuge between WB slip lane and EB through	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Driver behavior, visibility	Drivers exiting WB slip poor angle to yield to NB through vehicles	

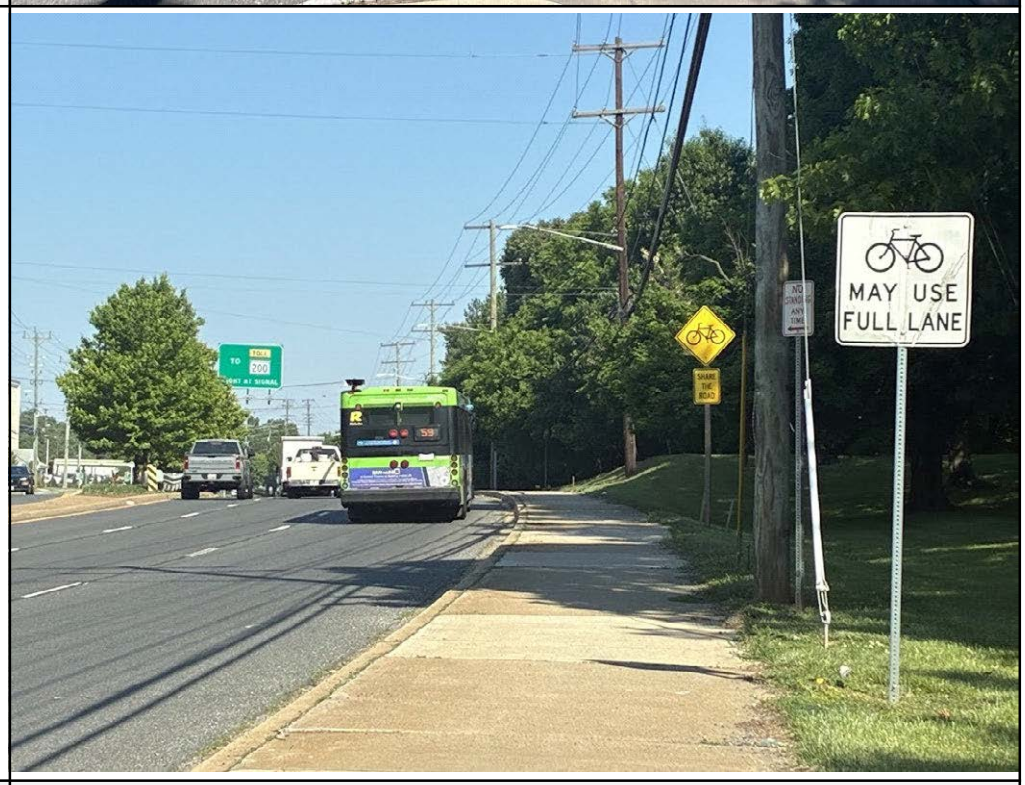
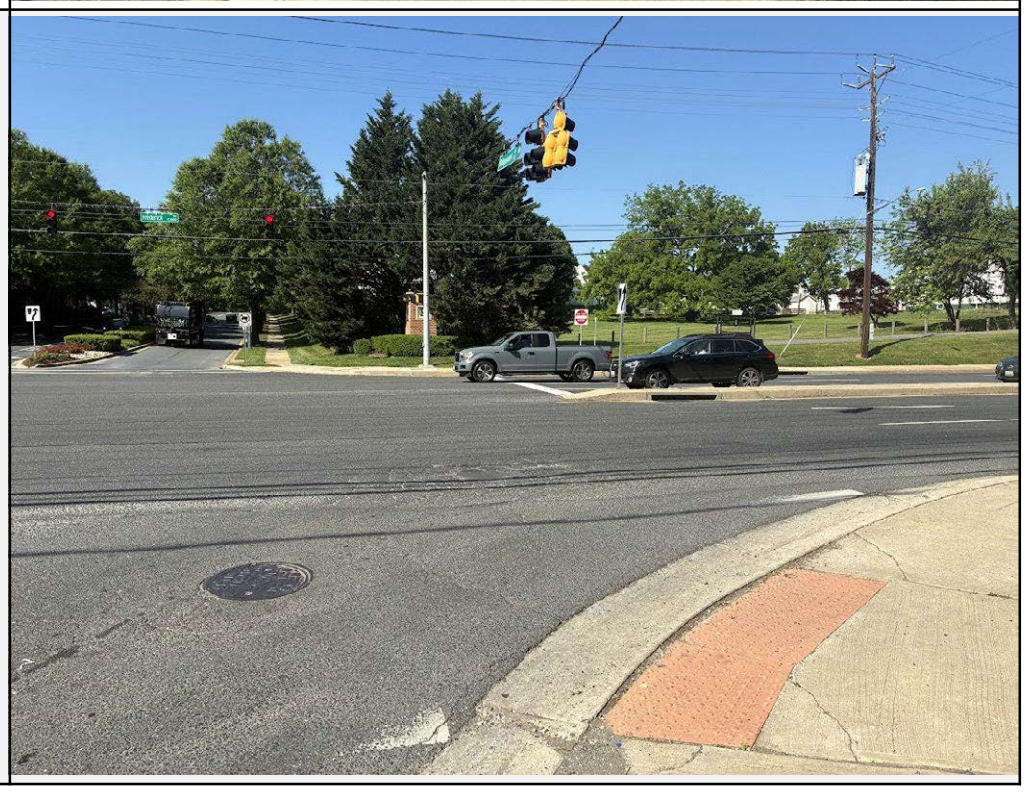
Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings	SB slip lane lacks shark teeth to indicate limited merge area	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings	Puppy tracks for EB and WB through lanes, but none for NB and SB left turn lanes (two in each direction)	
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Pavement markings, visibility	WB slip lane lacks "No Merge Area" signs; "Yield" signs obscured by trees	

Intersection	Issue Type	Safety Issue	Image
#21 - Rockville Pike (MD 355) & Veirs Mill Rd (MD 28)	Signs	Lacking object markers, including on WL median,	
#22 - First Street (MD 28) & Baltimore Road	Pavement Markings	The two-lane eastbound approach lacks any 'Left Turn Only' pavement markings, potentially leading to drivers using both lanes as through lanes, even though there is only one receiving lane on the far side.	
#22 - First Street (MD 28) & Baltimore Road	Crosswalks	The pedestrian signal heads on the northwest corner are dim and difficult to see in bright sunlight.	

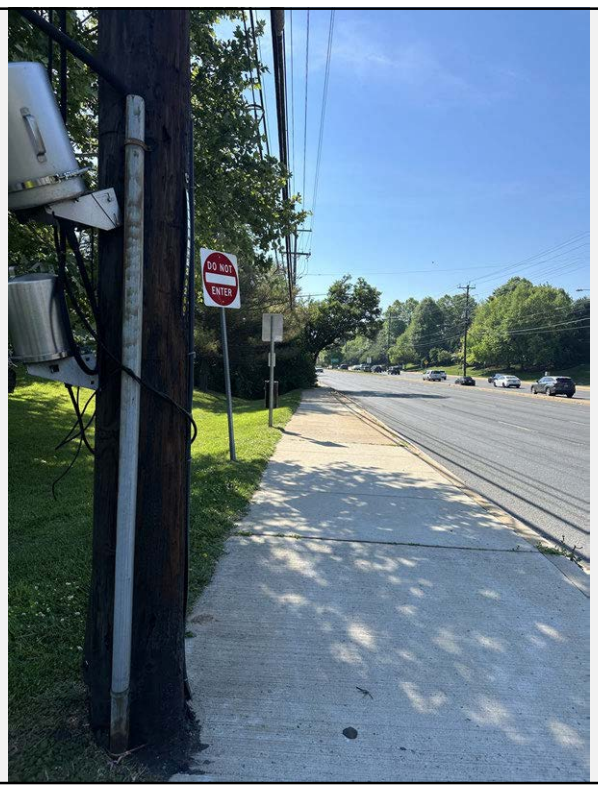
Intersection	Issue Type	Safety Issue	Image
#22 - First Street (MD 28) & Baltimore Road	Roadway Geometry	This intersection is at a slight skew, creating wide curb radii on the northwest and southeast corners, which allow for high-speed right turns.	
#22 - First Street (MD 28) & Baltimore Road	Signs	There are no object markers on the intersection medians.	
#22 - First Street (MD 28) & Baltimore Road	Signals	Left-turning vehicles must find gaps in two lanes of conflicting traffic on 1st St.	
#22 - First Street (MD 28) & Baltimore Road	Sidewalks	There is no sidewalk on the northeast corner leading to the transit stop.	

Intersection	Issue Type	Safety Issue	Image
#22 - First Street (MD 28) & Baltimore Road	Sight Distance	Landscaping is overgrown in several locations, near this intersection, obstructing sight lines.	
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Driver behavior	NB left turn traffic made fast left turn in short gaps between SB traffic; SB traffic moving quickly and many vehicles appeared driving over 30MPH posted; 55 near misses between NB left traffic and SB through vehicles	
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Pavement markings, crosswalks	NL and SL crosswalks faded	

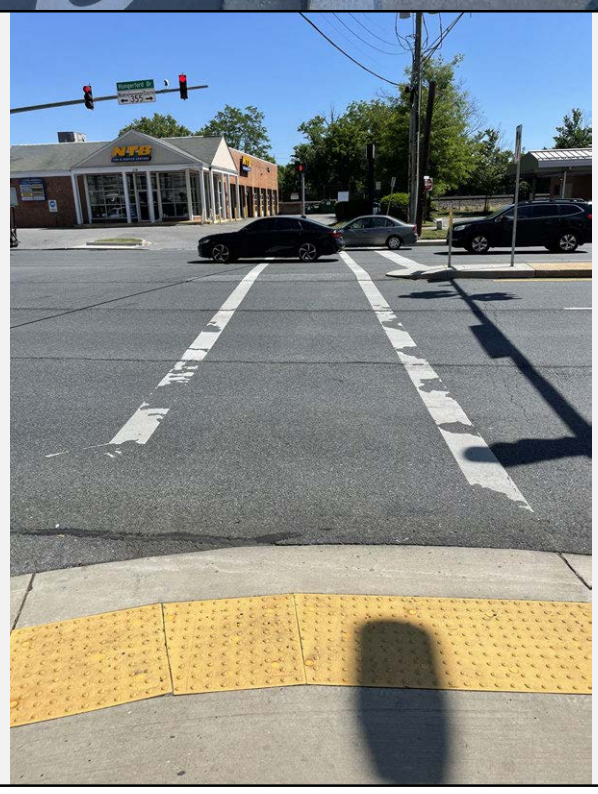
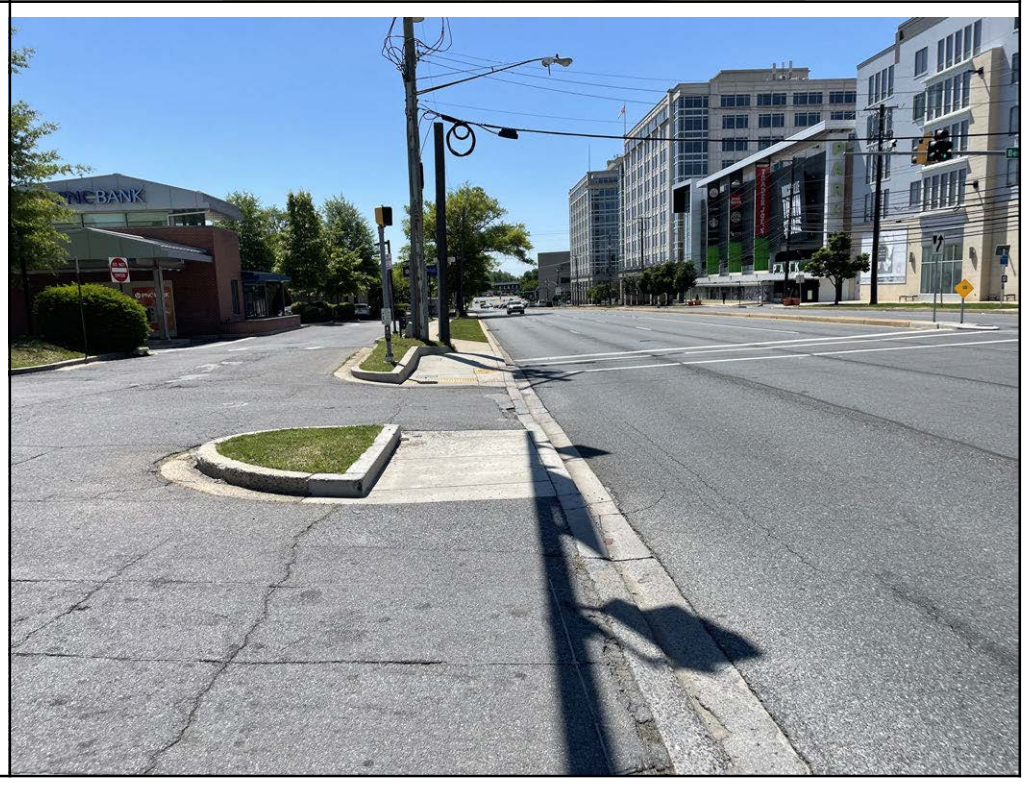
Intersection	Issue Type	Safety Issue	Image
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Pavement markings, crosswalks	WL and EL crosswalks lack high visibility pattern	
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Crosswalks	NL and SL crosswalks cover 6-7 lanes with no pedestrian refuge island	
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Pedestrian behavior	1 pedestrian observed crossing SL crosswalk, crossing with one second to spare	

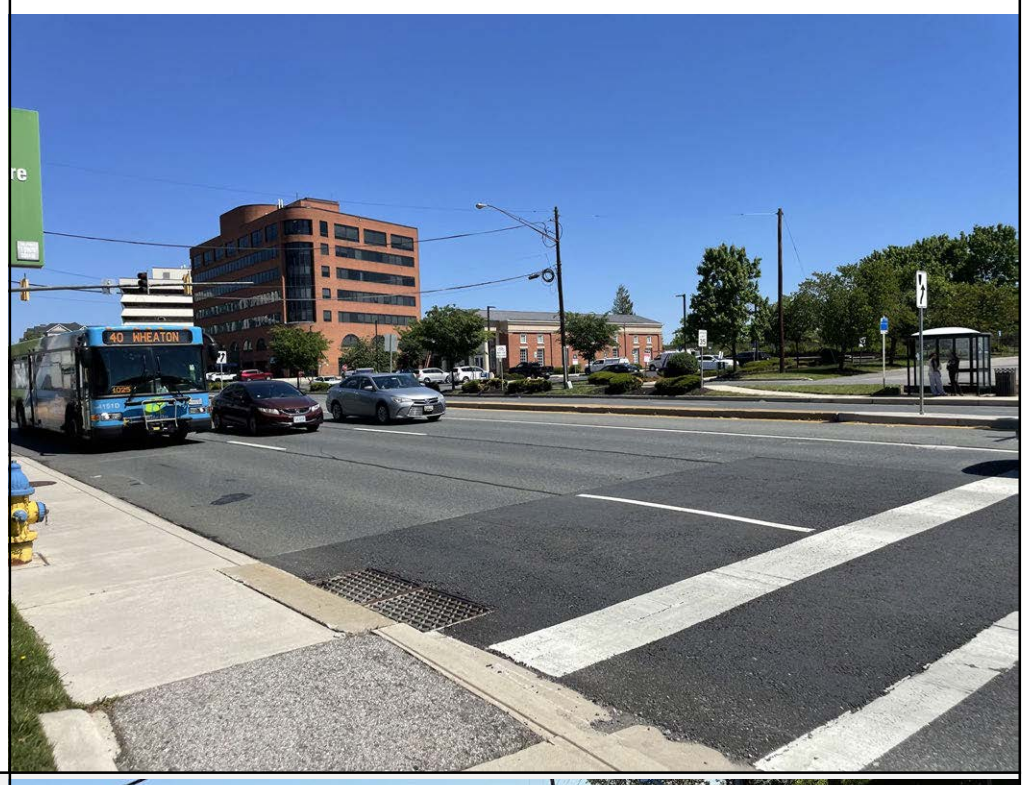
Intersection	Issue Type	Safety Issue	Image
#23 - Richard Montgomery Drive & Rockville Pike (MD 355)	Signs	NB and SB medians missing object markers	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Biking	There are signs on the northbound and southbound approaches encouraging bikes to share lanes of MD 355 with high-speed traffic.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Crosswalks	There is no crosswalk on the southbound approach.	

Intersection	Issue Type	Safety Issue	Image
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Crosswalks	There are no pedestrian push buttons available for the minor eastbound and westbound approach crosswalks.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Crosswalks	The pedestrian push bottons for the northbound approach are outdated.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Crosswalks	The crosswalk pavement markings are not high visibility, and are fading in some places.	

Intersection	Issue Type	Safety Issue	Image
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Pavement Markings	There are no 'Left Turn Only' pavement markings on the northbound and southbound left-turn lanes.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Roadway Geometry	A slope on the northwest corner obstructs eastbound right-turning drivers' view of conflicting southbound traffic.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Sidewalks	There is overgrown vegetation obstructing some sidewalks in this area.	

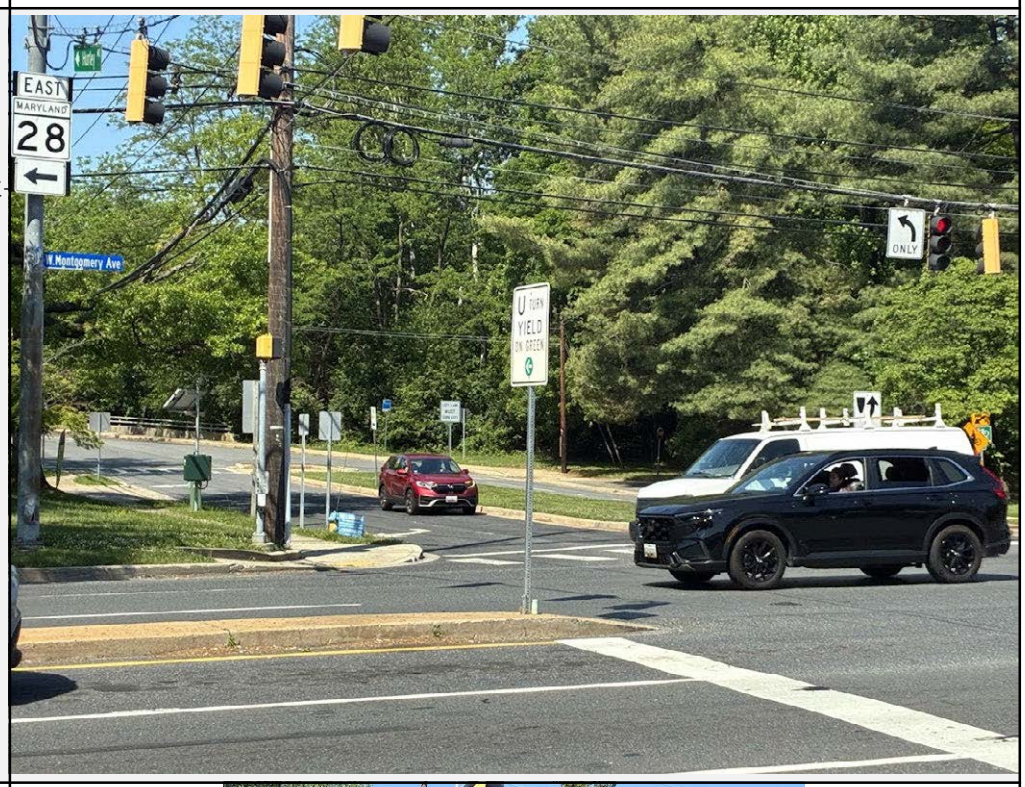
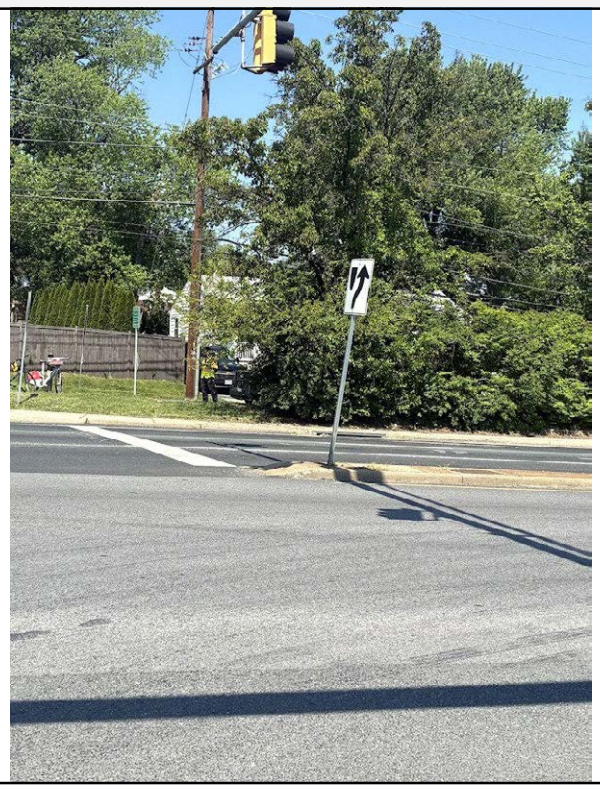
Intersection	Issue Type	Safety Issue	Image
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Signals	All of the signals at this intersection are mounted on span wires, causing them to be less visibile to drivers and sometimes sway in the wind.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Signals	Northbound and southbound permissive left-turning vehicles conflict with multiple lanes of high-speed through traffic.	
#24 - Frederick Road (MD 355) & Ridgemont Avenue	Signs	There are no object markers on the intersection medians.	
#25 - Hungerford Drive (MD 355) & Beall Ave	Driver behavior	Team observed multiple NB left turn vehicles make quick left turns in short gaps between SB through traffic	

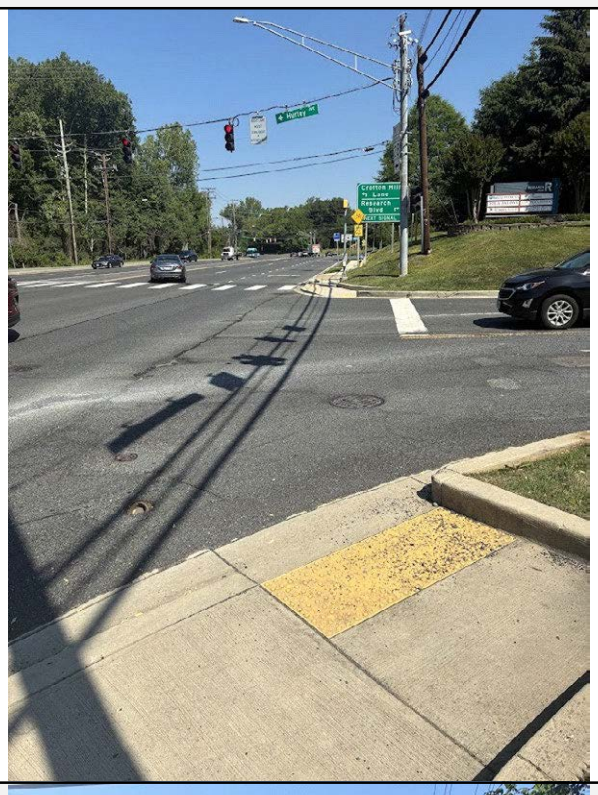
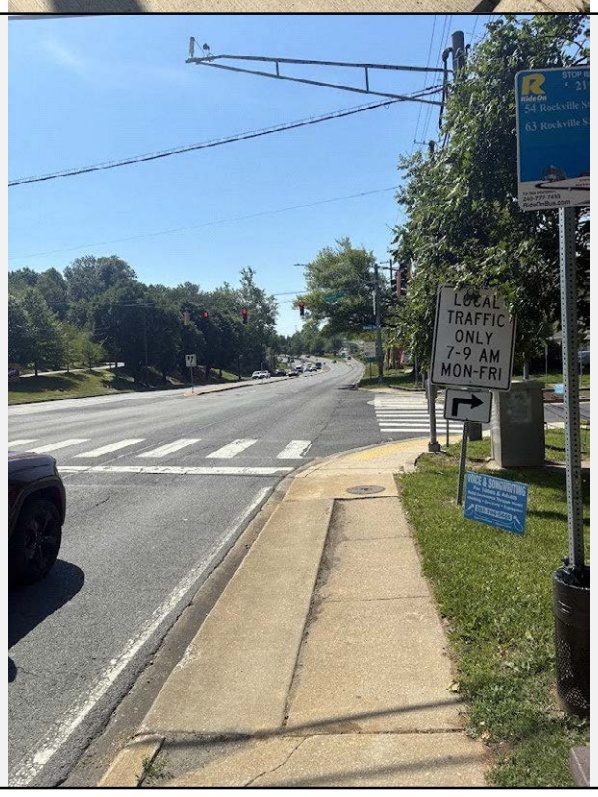
Intersection	Issue Type	Safety Issue	Image
#25 - Hungerford Drive (MD 355) & Beall Ave	Biking	Team observed bike lane on EB approach ends abruptly in intersection with no signage	
#25 - Hungerford Drive (MD 355) & Beall Ave	Pavement markings, crosswalks	NL and SL crosswalk pavement markings are faded and lack high visibility pattern	
#25 - Hungerford Drive (MD 355) & Beall Ave	Crosswalks	EL pedestrian crossing over two unmarked driveways	

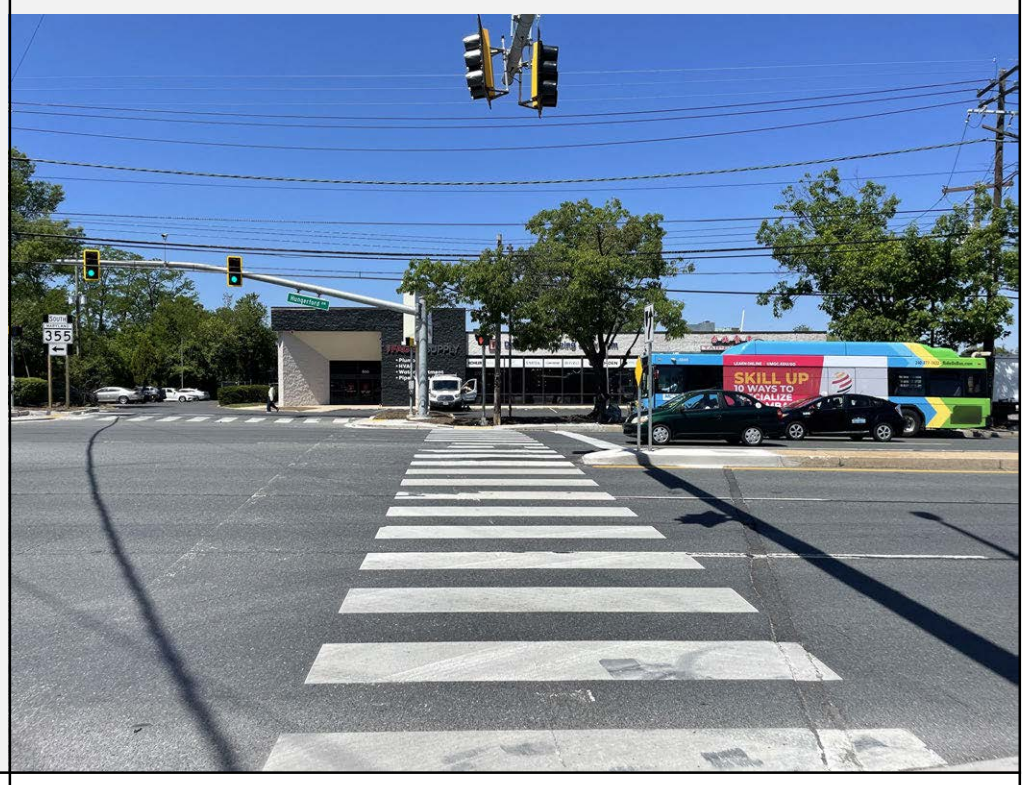
Intersection	Issue Type	Safety Issue	Image
#25 - Hungerford Drive (MD 355) & Beall Ave	Driver behavior	Team observed at least one near miss between NB U-turn vehicle and EB right-turn vehicle	
#25 - Hungerford Drive (MD 355) & Beall Ave	Pavement Marking	NB and SB left-turn lanes lack pavement marking arrows	
#26 - Rockville Pike (MD 355) & Talbott Street	Crosswalks	There are no crosswalk pavement markings on the eastbound or westbound approaches. The westbound approach also lacks a stop sign and stop bar.	

Intersection	Issue Type	Safety Issue	Image
#26 - Rockville Pike (MD 355) & Talbott Street	Crosswalks	There are transit stops on both sides of MD 355 at this intersection, contributing to demand for pedestrian crossings across MD 355. One pedestrian was observed to cross here.	
#26 - Rockville Pike (MD 355) & Talbott Street	Driver Behavior	Multiple drivers were observed to 'refuge' in the middle of this intersection, performing two-stage left turns from the minor approaches. Vehicles staged here conflicted with other traffic on MD 355.	
#26 - Rockville Pike (MD 355) & Talbott Street	Pavement Markings	The northbound and southbound left-turn lanes lack 'Left Turn Only' pavement markings.	

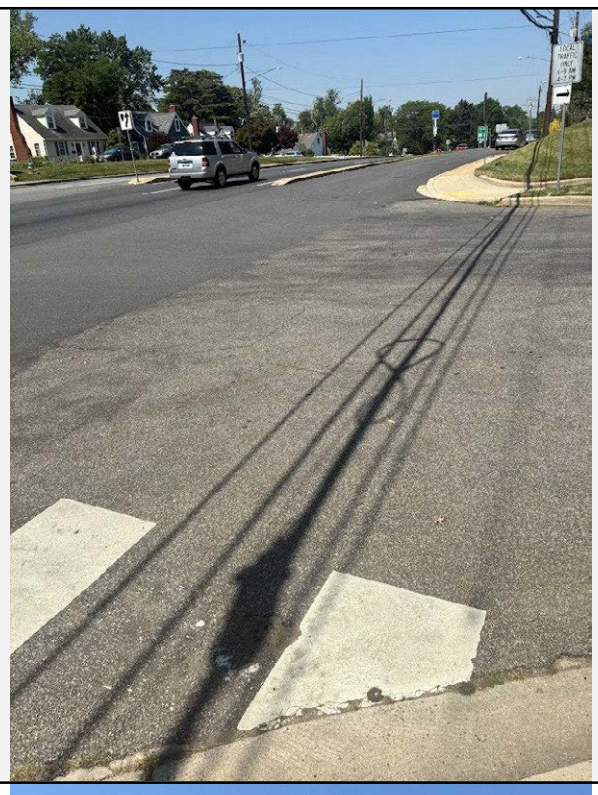
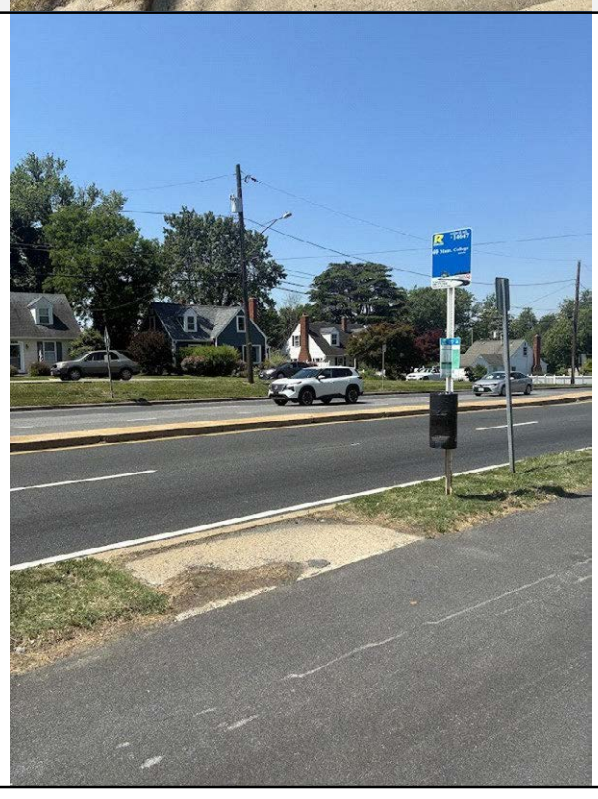
Intersection	Issue Type	Safety Issue	Image
#26 - Rockville Pike (MD 355) & Talbott Street	Roadway Geometry	Drivers making left turns from the eastbound or westbound minor approaches were observed to wait long periods to find gaps in 3-4 lanes of conflicting high-speed traffic.	
#26 - Rockville Pike (MD 355) & Talbott Street	Signs	There are no object markers on the intersection medians.	
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Signals	Southbound left-turning drivers must find a gap in three lanes of northbound traffic to navigate this intersection.	

Intersection	Issue Type	Safety Issue	Image
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Signals	All of the signals at this intersection are mounted on span wires, causing them to be less visibile to drivers and sometimes sway in the wind.	
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Signals	A protected eastbound right-turn signal phase overlaps with a northbound left protected turning phase, causing potential conflicts with northbound U-turning drivers. The sign that is in place to warn these u-turning drivers of this conflict may be confusing.	
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Signs	There is no object marker on the northbound approach medain.	

Intersection	Issue Type	Safety Issue	Image
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Crosswalks	There is no crosswalk on the northbound approach.	
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Crosswalks	There is no crosswalk pavement markings or pedestrian signal heads on the westbound approach, despite ramps leading pedestrians across this leg.	
#27 - West Montgomery Avenue (MD 28) & Hurley Avenue	Roadway Geometry	The northwest corner has a wide radius. Drivers were observed to make high-speed southbound right turns.	

Intersection	Issue Type	Safety Issue	Image
#28 - Hungerford Drive (MD 355) & Frederick Ave	Pavement markings, crosswalks	East leg, north leg, west leg, and south leg pedestrian crosswalk lack transverse lines and high visibility pavement marking is faded	
#28 - Hungerford Drive (MD 355) & Frederick Ave	Visbility, signals	North leg crosswalk signal on west side will soon be blocked by vegetation	
#28 - Hungerford Drive (MD 355) & Frederick Ave	Pedestrian behavior, crosswalks	Team observed at least one pedestrian stuck in the middle of SL crosswalk between NB and SB through vehicles and one pedestrian in similar position in NL crosswalk	

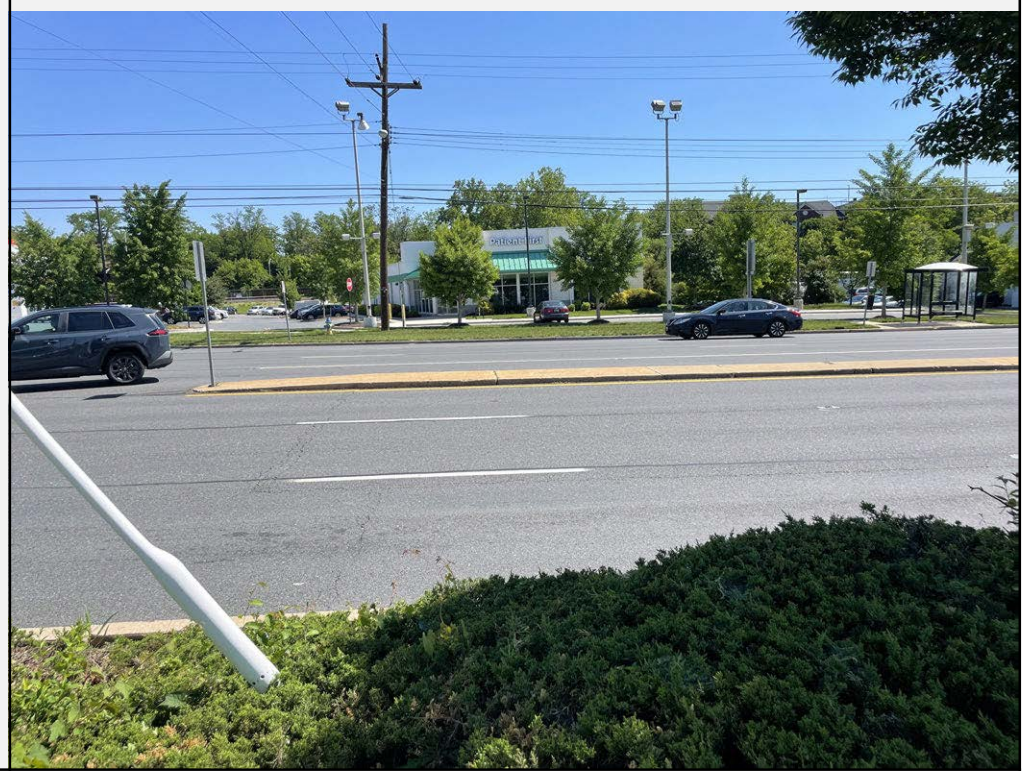
Intersection	Issue Type	Safety Issue	Image
#28 - Hungerford Drive (MD 355) & Frederick Ave	Biking, sidewalks	Team observed multiple bicyclists manuevering around sidewalk area near curb ramps and bus stops on east side and west side	
#28 - Hungerford Drive (MD 355) & Frederick Ave	Signs	South leg median lacks object marker	
#28 - Hungerford Drive (MD 355) & Frederick Ave	Signs, visibility	North leg bus sign obscured by vegetation	

Intersection	Issue Type	Safety Issue	Image
#28 - Hungerford Drive (MD 355) & Frederick Ave	Pavement markings	NB and SB left-turn lanes lack pavement marking arrows	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Crosswalks	There are no crosswalk or stop bar pavement markings on the southbound minor approach.	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Transit	The bus stop on the southeast corner of this intersection is narrow, providing limited buffer between Veirs Mill Road and the frontage road.	

Intersection	Issue Type	Safety Issue	Image
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Crosswalks	Pedestrians crossing Veirs Mill Road at this intersection must find a gap in 4 lanes of high-speed traffic, plus cross the frontage road. There are transit stops on both sides of this crosswalk that contribute to a demand for pedestrians crossings on this crosswalk.	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Crosswalks	The crosswalk across Veirs Mill Road is at the crest of a hill, reducing the visibility of crossing pedestrians to drivers climbing the hill on either side at high speeds.	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Sight Distance	The landscaped median may block sight lines of crossing pedestrians.	

Intersection	Issue Type	Safety Issue	Image
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Pavement Markings	There are no stop bars accompanying the mainline crosswalk at this intersection.	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Signs	There are no pedestrian crossing warning signs on the westbound approach.	
#29 - Veirs Mill Road (MD 586) & Woodburn Road	Roadway Geometry	In order to turn onto Veirs Mill Road, drivers performing southbound left turns must find a gap in multiple lanes of high-speed traffic.	

Intersection	Issue Type	Safety Issue	Image
#30 - Rockville Pike (MD 355) & Mt. Vernon Pl	Driver behavior	Team observed at least two near misses between NB U-turn vehicle and EB right-turn vehicle	
#30 - Rockville Pike (MD 355) & Mt. Vernon Pl	Driver behavior	Team observed NB and SB vehicles traveling above posted 30MPH	
#30 - Rockville Pike (MD 355) & Mt. Vernon Pl	Pedestrian behavior, crosswalks	Team observed at least one pedesitran cross the south leg without a crosswalk between NB and SB through vehicles	

Intersection	Issue Type	Safety Issue	Image
#30 - Rockville Pike (MD 355) & Mt. Vernon Pl	Pavement markings	West leg crosswalk lacking high visibility pattern and pavement marking faded	
#30 - Rockville Pike (MD 355) & Mt. Vernon Pl	Pavement markings	NB and SB left-turn lanes lack pavement marking arrows	

Intersection #	Issue ID	Safety Issue
1	M1-A	The crosswalk on the southbound approach is faded.
2	M2-A	YIELD sign on northbound lane of westbound right turn lane of Edmonston Dr is slightly tilted.
4	M4-A	Several of the newly-installed pedestrian push buttons at this intersection are still covered in plastic.
4	M4-B	There is a misplaced parking regulation sign on the NE corner of this intersection, which is inconsistent with the rest of the intersection
4	M4-C	The bus stop on the NB approach has no amenities.
5	M5-A	Several of the newly-installed pedestrian push buttons at this intersection are still covered in plastic.
5	M5-B	There is an outdated 'Parking Lane Ahead' sign on the southbound approach of this intersection which refers to a parking lane that has been removed.
5	M5-C	The traffic signals controlling the westbound approach are partially obscured by vegetation.
8	M8-A	Existing pavement markings at Halpine Road westbound are faded and damaged.
9	M9-A	Crosswalk markings are faded across Baltimore Road.
10	M10-A	Faded east leg crosswalks marking, no transverse line.
11	M11-F	There are outdated pedestrian push button signs at this intersection.
11	M11-F	The crosswalk pavement markings are faded on the westbound
11	M11-F	There is a misplaced parking sign on the NW corner of this intersection.
11	M11-F	There is a degrading utility patch across the NB approach of this intersection.
11	M11-F	The median on the eastbound approach shows evidence of collisions and overtracking. Most of the flex posts on this medain are damaged. The roadway appears to be too narrow to accommodate turning vehicles
11	M11-F	There is overgrown vegetation and excessive litter on the porkchop island at this intersection.
12	M12-A	Pedestrian crosswalk markings are faded
12	M12-B	Vegetation on the southeast corner of the intersection obscures sight distance.
13	M13-A	Vegetation on the northeast corner of the intersection obscures sight distance and the north leg crosswalk.
13	M13-B	Lack of object marker on the NB, SB, and WB medians
13	M13-C	Intersection control pavement markings (arrows) are faded
13	M13-D	Replace the faded Advance Intersection Lane Control sign for eastbound traffic
14	M14-A	Pedestrian crosswalk sign on southbound approach is obscured by vegetation
14	M14-B	Pedestrian crosswalk markings are faded and lack transverse line on north leg
14	M14-C	Medians lack object markers and lane configuration pavement markings are faded
15	M15-B	There is a degrading utility patch on the southbound approach.

15	**M15-B**	There is a signal head on the southbound approach that is completely obscured by a tree.
16	**M16-A**	There are several crosswalks at this intersection with faded pavement markings.
16	**M16-E**	There are concrete deposits on the westbound approach of this intersection.
16	**M16-E**	There is a pedestrian push button on the NW corner of this intersection with a misaligned sign.
16	**M16-E**	There are faded crosswalk pavement markings at this intersection.
16	**M16-E**	The school zone students crossing sign on the SW corner is totally obscured by a tree.
17	**M17-B**	All pedestrian signal heads at this intersection are almost completely obstructed by vegetation.
17	**M17-B**	The crosswalk on the westbound approach is faded and has poor pavement quality.
18	**M18-A**	U- pole and keep right sign damaged in median
19	**M19-E**	Several signs are obscured by overgrown vegetation
19	**M19-E**	There is no red paint on the curb abutting the fire hydrant on the northwest corner.
19	**M19-E**	There is a faded sharrow pavement marking on the westbound approach.
19	**M19-E**	Signs warning drivers of bicycle crossing a at this intersection are few and outdated.
19	**M19-E**	Vegetation on the Northwest corner of First St blocks visibility for crossing pedestrians.
21	**M21-A**	Southbound, eastbound, and westbound slip lane crosswalks faded
21	**M21-B**	Several object markers are missing, including on the west leg median
22	**M22-B**	The pedestrian signal heads on the northwest corner are dim and difficult to see in bright sunlight.
22	**M22-B**	Landscaping is overgrown in several locations, near this intersection, obstructing sight lines.
23	**M23-A**	Crosswalks faded on north leg and south leg
23	**M23-B**	North leg and south leg medians missing object markers
24	**M24-A**	Trim the overgrown vegetation on the sidewalk south of this intersection.
24	**M24-C**	The crosswalk pavement markings are not high visibility, and are fading in some places.
24	**M24-C**	There is overgrown vegetation obstructing some sidewalks in this area.
28	**M28-A**	North leg crosswalk signal on west side is nearly blocked by vegetation
28	**M28-B**	South leg median lacks object marker
28	**M28-C**	North leg bus sign obscured by vegetation
28	**M28-D**	East leg stop bar is not parallel with crosswalk