

## Appendix E

### Traffic Engineering Study Data

This Appendix contains study data in raw tabulated form. Please refer to the included Memorandum or Facility Plan narrative for summaries and additional information.

- Memorandum: Transportation and Trail User Safety Impacts Alternatives Analysis and Recommendations for Capital Crescent Trail Crossing at Little Falls Parkway
- VISSIM Traffic Model Summary Data
- Capital Crescent Trail Little Falls Parkway crash records through March 2019
- Little Falls Parkway SPOT Speed Study
- Kennedy Drive Cut-through Study
- Dorset Avenue Pre- and Post-Road Diet Traffic Counts
- Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway
- Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway



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**Date:** February 12, 2019

**Re: Transportation and Trail User Safety Impacts Alternatives Analysis and Recommendations for the Capital Crescent Trail crossing at Little Falls Parkway**

## 1. Introduction

The Capital Crescent Trail (CCT) runs from Bethesda, Maryland to the District of Columbia and is the most popular shared-use trail in Montgomery County, ranging from 2,000 to 5,000 users a day. The trail is used for a wide range of recreational activities as well as by commuters (on foot and bicycle). The CCT crosses Little Falls Parkway (LFP) at an uncontrolled mid-block at-grade crossing. Little Falls Parkway varies between 2 and 4 lanes wide and was originally built to provide access to Park amenities and Little Falls Stream Valley Park. In the area of the CCT crossing, Little Falls Parkway is 4 lanes wide.



Figure 1: Vicinity Map

The CCT crossing at Little Falls Parkway has historically been the site of frequent conflicts between trail users and motorists. The four-lane cross-section on Little Falls Parkway, prior to the interim road diet, allowed for the multiple-lane threat scenario – a recognized traffic safety problem occurring along road sections that are more than two lanes wide and have an uncontrolled crossing (no traffic signal or stop sign). A multiple-lane threat crash involves a driver stopping in one lane on a multilane road to permit pedestrians/cyclists to cross, and an adjacent oncoming vehicle (in the same direction) striking the pedestrian who is crossing in front of the stopped vehicle. This crash is due to the initial stopped vehicle occluding the view of the second advancing vehicle who subsequently fails to yield. The figure below illustrates the multiple-threat crash conflict.

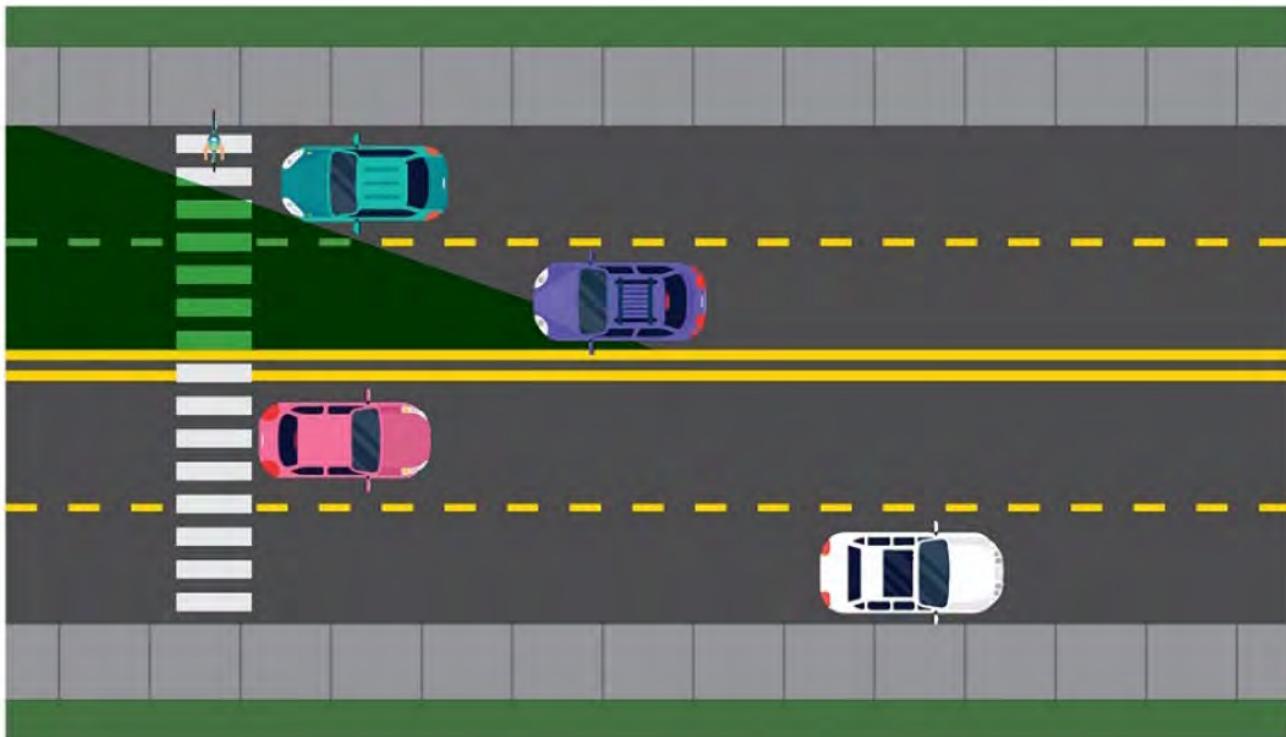


Figure 2: Pedestrian at midblock crosswalk is obscured by stopped car (blue). Adjacent traffic (purple) cannot see.

In the 2-year period from 2014 to 2016, the CCT crossing at LFP experienced 12 conflicts, with a conflict defined here as an incident that generated a police report. Among these 12 conflicts was a fatality involving a bicyclist in the “multiple-lane threat” scenario described above.



## 2. Interim Safety Improvement: Road Diet

Montgomery County is the first suburban County in the United States to commit to [Vision Zero](#): a national initiative to eliminate pedestrian and bicyclist traffic fatalities and conflicts, while increasing safe, healthy, and equitable mobility for all pedestrians.

In January of 2017, Montgomery Parks implemented a Vision Zero-based interim road diet along Little Falls Parkway, north of Hillandale Road, to address the multi-lane threat at the Capital Crescent Trail. The interim road diet condition reduced the cross-section of Little Falls Parkway from four-lanes to two-lanes, between Arlington Road and Hillandale Road, by closing the outside travel lane in each direction approaching the trail crossing. The travel lanes were closed off with chains and flexible bollards. The speed limit was reduced to 25 mph. The grass median dividing the northbound and southbound travel lanes remained.

### *2.1 Road Diet Safety Observations*

The interim road diet eliminated the multiple-lane threat condition, while simultaneously slowing<sup>1</sup> traffic along Little Falls Parkway through the CCT crossing. These factors resulted in an overall crash reduction in this segment by 58%, from 12 in the two-year prior to the road diet down to 5 in the two years post-road diet. The number of pedestrian/bike crashes was reduced 50% from 6 (including one fatal) to 3, with no fatalities.

Multiple observations of interactions between motorists and trail users at the modified CCT crossing of Little Falls Parkway showed extremely high levels of drivers yielding to trail users in the crosswalk. Corresponding pedestrian/cyclist delay (or waiting time to cross) was effectively zero seconds.

**Conclusion:** By eliminating the multi-lane threat, reducing vehicle speeds and increasing motorist and trail user awareness, the road diet has been effective in improving safety for trail users. Significant reduction in conflicts and crashes from 12 in the two-year prior to the road diet down to 5 in the two years post-road diet. “Severity” of conflicts appears reduced due to slower vehicle speeds. Compliance of drivers yielding to trail users is very high and wait times for trail users are very low.

### *2.2 Road Diet Traffic Volume Observations*

To observe how the interim road diet impacted traffic patterns, vehicle counts were taken 1 month prior to the installation of the interim road diet (in the first week of December 2016) and then again in May of 2017, four months after the installation of the interim road diet. The traffic counts were taken on Arlington Road, Hillandale Road and Little Falls Parkway near the CCT crossing. Seven-day counts were conducted and the average of Tuesday, Wednesday, and Thursday was used for comparing a typical weekday AM/PM peak hour before and after the interim improvement. The traffic counts provide an objective evaluation of how traffic patterns changed since the road diet. The pre- and post-road diet installation traffic volumes are shown in the figure below.

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<sup>1</sup> Spot Speed Counts were conducted for the northbound and southbound segments of Little Falls Parkway from Arlington Road to Hillandale Road. Northbound average speed through the segment was 14 mph, while southbound was 19 mph.

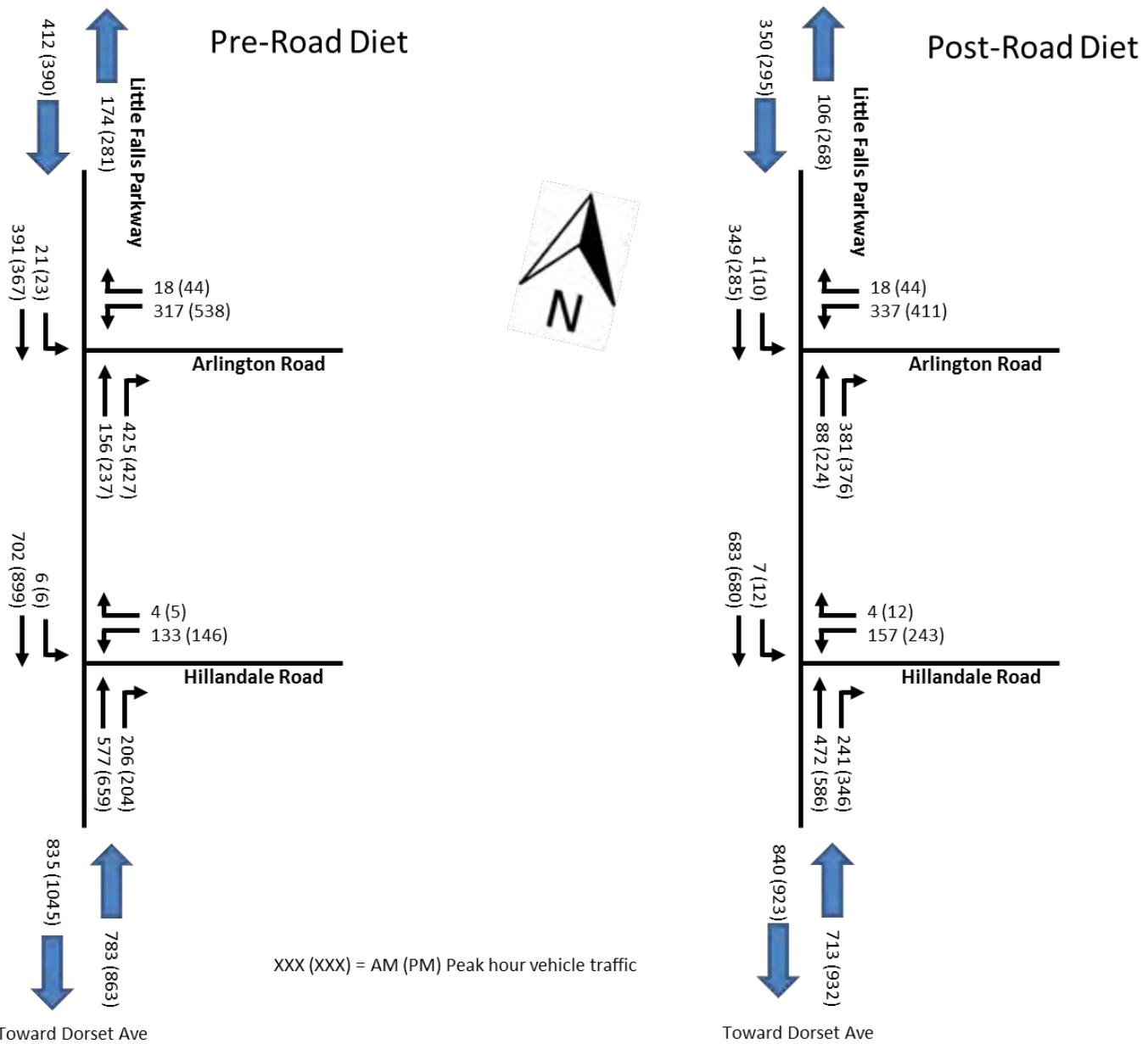


Figure 3: Peak Hour Counts along LFP, Arlington Road, and Hillandale Road before and after the road diet installation

Figure 3 shows that Little Falls Parkway carries the most traffic south of Hillandale (toward and coming from Dorset Ave). A comparison of the before and after volumes (see Table 1) at this location shows that about 60 fewer cars per hour traverse Little Falls Parkway through the collective Hillandale/CCT/Arlington intersections. This represents about a 4% drop in traffic in the AM peak period and a 2.8% drop in traffic in the PM peak period.



Table 1: Comparison of before and After Volumes along LFP

| <b>Direction</b> | <b>Before Road Diet</b> |             | <b>After Road Diet</b> |             | <b>Change in Traffic</b> |              |
|------------------|-------------------------|-------------|------------------------|-------------|--------------------------|--------------|
|                  | <b>AM</b>               | <b>PM</b>   | <b>AM</b>              | <b>PM</b>   | <b>AM</b>                | <b>PM</b>    |
| Southbound       | 835                     | 1045        | 840                    | 923         | 5                        | -122         |
| Northbound       | 783                     | 863         | 713                    | 932         | -70                      | 69           |
| <i>Total</i>     | <i>1618</i>             | <i>1908</i> | <i>1553</i>            | <i>1855</i> | <i>-65</i>               | <i>-53</i>   |
|                  |                         |             |                        |             | <i>-4.0%</i>             | <i>-2.8%</i> |

Conclusion: The traffic volume counts show that Little Falls Parkway is effectively processing the same amount of traffic before and after the interim road diet. Note that the average 3.4% drop in traffic processed by the collective intersections could entirely be discounted by the fact that the “before” counts were conducted during early December and the “after” counts were taken in mid-May when the CCT is more heavily used.

### 2.3 Road Diet Traffic Diversion and Impacts to Adjacent Streets

There are several local roadways that could act as alternate routes for traffic that may wish to divert from Little Falls Parkway: Arlington Road, Dorset Ave, Kennedy Drive, and Hillandale Road

#### Arlington Road

Traffic volume counts show that Arlington Road has experienced a decrease in traffic after implementation of the interim road diet. DOT is currently conducting a road diet traffic study for Arlington Road independently of this project.

#### Dorset Avenue

A 48-hour traffic count was conducted on Dorset Ave in Somerset in the Spring of 2018 when County schools were in session to see if there was noticeable diversion of traffic away from Little Falls Pkwy. While no “before” count was conducted on Dorset Ave as part of this project, the Town of Somerset collected AM/PM peak period traffic data for vehicles entering the Town on Dorset Ave in 2015. As shown in the following table, Dorset Ave has not received any new cut-thru traffic, as overall traffic was shown to be currently *lower* than in 2015.

Table 2: Peak Period traffic on Dorset Ave entering Somerset

| <b>Dorset Ave</b>                    | <b>2015, Town of Somerset</b> | <b>2018 (by Sabra)</b> |
|--------------------------------------|-------------------------------|------------------------|
| Eastbound AM Peak Period (7 to 9 AM) | 444                           | 240                    |
| Eastbound PM Peak Period (4 to 6 PM) | 337                           | 290                    |

Conclusion: We find no adverse impacts to Dorset Avenue from the road diet on Little Falls Parkway.

#### Kennedy Drive

An origin-destination study was performed on Kennedy Drive after the installation of the interim road diet condition to quantify cut-through traffic through the Kenwood neighborhood. Using time-stamped video, traffic entering Kenwood at the Kennedy Drive/Bradley Blvd intersection was counted simultaneously with traffic exiting Kenwood at Dorset Avenue/Little Falls Parkway and at Brookside Drive/River Road. Traffic that entered the Kenwood neighborhood at Kennedy Drive and then exited at one of the other two exit points within 10 minutes was deemed to be a cut-through trip. The results of the study indicated that 5 vehicles during the



morning peak hour and 3 vehicles during the evening peak hour satisfied the criteria for cut-through traffic. The following table shows the results from the origin-destination study on Kennedy Drive, including the average speed of cut-through traffic.

*Table 3: Kennedy Drive Cut-Through Traffic Study*

| Peak Hour | Entering Vehicles | Exiting Vehicles | Inbound Kennedy Drive Traffic that is cutting-through Kenwood | Average Speed of Cut-through motorist |
|-----------|-------------------|------------------|---|---------------------------------------|
| Morning   | 21                | 50               | 5   | 20 mph                                |
| Evening   | 57                | 51               | 3   | 22 mph                                |

The low volume of cut-through traffic on Kennedy is likely due to 3 factors: 1) AM peak hour turn restrictions from Bradley onto southbound Kennedy; 2) Kennedy Drive is only about 20 feet wide, not including on-street parking; 3) the traffic signal at Brookside/River Road is 2 ½ minutes long, meaning that any time saved by cutting through to Brookside is lost waiting to cross River Road. Additionally, northbound Kennedy Ave traffic (which is southbound only for most of its length) can only egress to eastbound Bradley Boulevard. These turn restrictions, along with the partial one-way operations of Kennedy Drive, make it an inconvenient and slower cut-through for drivers that wish to use it to bypass Little Falls Parkway, as the data indicates.

These low cut-through volumes are well below the minimum County thresholds for further study and implementation of additional traffic access restrictions. Per Montgomery County Executive Regulation No. 17-94AM *Through Traffic Volume Access Restrictions in Residential Areas*, more than cut-through 100 vehicles per hour are needed to trigger further restrictions for a residential street like Kennedy Drive.

Conclusion: We find no adverse impacts to Kennedy Drive and the surrounding Kenwood Community residential roadways from the road diet on Little Falls Parkway.

#### Hillandale Road

Based on the before and after traffic counts, Hillandale Road has received extra traffic due to the interim road diet. Peak hour AM traffic has increased along Hillandale Road by 24 cars (from 137 to 161 cars per hour); while PM peak hour traffic increased by 104 cars (151 to 255 cars per hour).

Parks has received citizen complaints of speeding vehicles on Hillandale Road. DOT conducted a SPOT speed study in January 2019, from 1 to 2 PM, just north of the Willett Parkway and Hillandale intersection which showed an 85<sup>th</sup> percentile speed of 30 mph (25 mph speed limit).

Hillandale Road is M-NCPPC owned from approximately Willett Parkway south to River Road, and DOT owned from Willett Parkway north to River Road. The DOT owned portion of Hillandale Road includes the Kenwood Forest II condominium community, with on-street parking. DOT is assessing whether traffic calming measures are warranted within the DOT portion of Hillandale Road. Traffic calming measures should be studied and implemented on the Park portion of Hillandale Road as part of this overall project.

Conclusion: Traffic volumes on Hillandale Road have increased after the road diet. We recommend traffic calming techniques be employed on Hillandale Road between Little Falls Parkway and Willett Parkway (the Park owned portion of the road), and traffic calming measures be studied by DOT for the DOT owned portion from Willett Parkway to Bradley Boulevard.

## 2.4 Road Diet Traffic Observations

Afternoon peak commuting hour observations of Little Falls Parkway, Arlington Road, and Hillandale Road were conducted in early May and in early October when the weather was clear and sunny and trail traffic was heavy. The afternoon peak hour (5:00 to 6:00 PM) reflects the highest hourly traffic volume along Little Falls Parkway. Observations were documented with video and are as follows:

- Northbound traffic on Little Falls Parkway (between Arlington and Hillandale) was observed to have an average speed of 14 mph, while southbound traffic had an average speed of 19 mph. The difference between northbound and southbound speeds is likely due to the uphill grade on Little Falls Parkway for northbound traffic and the downhill grade for southbound traffic.
- Arlington Road had the longest traffic queues of any approach, with drivers waiting to turn left onto southbound Little Falls Parkway varied in number from 15 cars to 0 cars. On several occasions during the peak hour, when Arlington Road received a green light, there were no cars queued up waiting to turn. This is likely due to the fact that the large majority of traffic on Arlington Road originates from the Bethesda CBD using southbound Arlington Road, and traversing through Bradley Blvd; the traffic signal at that location has a cycle length than it twice as long as the one at Arlington/ Little Falls Parkway, which means that the Bradley Boulevard signal effectively meters traffic arriving at the Arlington/ Little Falls Parkway intersection. For every platoon of traffic that comes from downtown Bethesda using Arlington, there are two traffic cycles (i.e. two green lights) available to process that platoon before another comes down.
- Only about 6 cars can stack in the southbound segment of Little Falls Parkway between Arlington and the CCT crossing. These cars occasionally spilled back into the intersection toward Arlington Road, blocking northbound Little Falls Parkway traffic momentarily until the trail cleared.
- Northbound Little Falls Parkway queues approaching the CCT were observed to spill back beyond Hillandale/Little Falls Parkway intersection. However, cycle failure (where a queued-up vehicle cannot traverse the Hillandale intersection within a single green phase) was observed only once in the PM peak hour.
- Vehicles utilizing the secondary Bethesda Pool driveway along Little Falls Parkway to exit the Pool parking lot occasionally contribute to additional queuing and delay for vehicles on Little Falls Parkway. In addition, the right turn results in the vehicles immediately approaching the trail crossing with less reaction time. Closure or conversion of this secondary pool driveway to a maintenance only driveway is recommended.
- Northbound queues, both approaching Hillandale and approaching the CCT, take longer to disperse than southbound queues, because of the uphill grade
- No queuing was observed in the northbound Little Falls Parkway right turn lane approaching Hillandale.
- Very light southbound Little Falls Parkway queuing was observed at the approach to Arlington.
- The short cycle lengths (60 seconds between the beginning of successive green lights) along Little Falls Parkway appear to be the critical factor in allowing traffic to progress through while keeping queues to a minimum.
- No bike or pedestrian delay was observed at the CCT crossing.
- Vehicle compliance to pedestrians and cyclists approaching the trail was observed to be near 100%.

## 2.5 Road Diet Travel Time Changes

As indicated previously, based on the before and after traffic volumes (Figure 3), the intersections along Little Falls Parkway currently process roughly the same amount of traffic as before the road diet. In addition to comparisons of before and after traffic volumes, we also evaluated the changes in travel time based on the road



diet. To perform this travel time estimation, we developed a traffic model in VISSIM™ software that replicates existing conditions (with road diet) traffic, mirroring current observed speeds and measured travel time through the intersections; queue lengths at all approaches; vehicle volumes processed; and trail user volumes. We then modified the interim road-diet traffic model to recreate the Little Falls Parkway intersection layout *prior* to the road diet by adding back the removed travel lanes to create and simulate the original Pre-road diet condition. This pre-road diet condition model was then simulated multiple times to compare differences in travel time needed by the average vehicle to traverse all 3 intersections (Hillandale, CCT, and Arlington) pre- and post- Road Diet.

An average of 5 simulations between pre- and post- road diet showed that the Interim Road Diet only added about 7 seconds to the average trip through all 3 intersections. The small change in travel time delay is expected, since the intersections now process only slightly less traffic than before the road diet. The primary reason that the road diet still allows so much traffic to progress through Little Falls Parkway is because it only altered one traffic parameter – the amount of queuing space where vehicles can be stored, while waiting for pedestrians/cyclists to clear the CCT crossing. The road diet effectively distributes the prior storage areas in the two travel lanes in each direction into two separated storage areas (see Figure 4) on either side of the intersections. However, since only a few vehicles could be stored along Little Falls Parkway approaching the CCT prior to the road diet, shifting these queued-up vehicles doesn't significantly add to congestion and vehicle throughput through the area. In addition, the short traffic signal cycle lengths at both intersections mean that no approach sees very long red lights; queues don't have an opportunity to build up to unmanageable lengths.

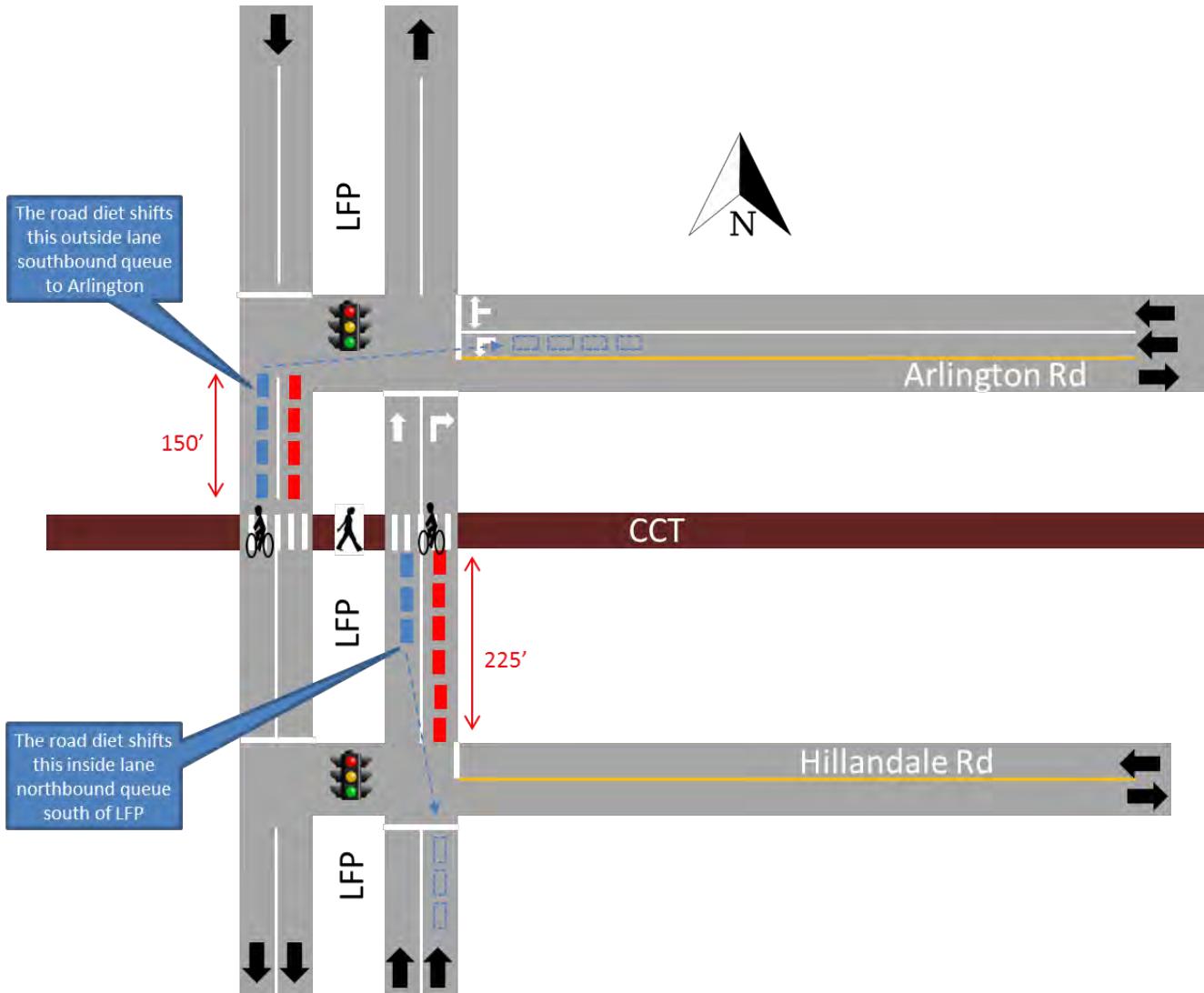


Figure 4: Representation of how the road diet shifts queued vehicles along LFP

As shown in Figure 4, *northbound Little Falls Parkway did not have an even distribution of queued vehicles at approach to the CCT, pre-road diet*. That is because northbound traffic's predominant destination is eastbound Arlington Road; accordingly, northbound traffic lined up largely in only *one* of the two available travel lanes in order to be able to efficiently get into the northbound right turn lane at Arlington Road. This can be seen in the screen capture from Google Street View from late 2016, pre-Road Diet (Figure 5). As a result of the low utilization of the inside northbound travel lane, the road diet had very little impact on overall northbound travel time along Little Falls Parkway.



Figure 5: Prior to the Road Diet, the northbound traffic overwhelmingly favored one lane, as most drivers were turning right at Arlington Road toward Downtown Bethesda

Conclusion: The road diet shifts the queuing space where vehicles are “stored” as they travel through the intersection. The southbound queue is shifted to Arlington Road and the northbound queue is shifted to south of the Hillandale Road intersection. However, northbound travel times are not drastically affected because most of the northbound traffic before and after the road diet is utilizing the right lane only to turn onto Arlington Road. Overall, the road diet increased travel time on average by 7 seconds.



### 3. Preliminary Alternatives

Shortly after the interim road diet was implemented, Montgomery Parks contracted with Sabra & Associates to develop a long-term solution for eventual presentation and approval from the Montgomery County Planning Board.

In June of 2018, Montgomery Parks held a public presentation at Somerset Elementary, presenting 12 preliminary alternatives for public comment. These 12 alternatives centered around three distinct themes for addressing the CCT crossing at Little Falls:

- Relocating the trail to an existing controlled intersection along Little Falls Parkway
- Removing the trail/road conflict entirely by creating a trail underpass/overpass
- Formalizing and/or modifying the existing interim condition to maintain the current number of travel lanes and the existing trail crossing control.

Based on public input, cost, coordination with DOT, environmental impacts, and preliminary traffic modeling, several alternatives were removed from consideration and three (3) long-term alternatives were selected for further study and evaluated for their projected safety benefits, pedestrian and vehicular operational impacts, potential increases in cut-through traffic in adjacent neighborhoods, and estimated construction costs. The three remaining alternatives were refined variations from the original 12, with the primary modification for each consisting of the removal of the center median such that overall footprint of the roadway is narrowed considerably. The resulting two-lane roadway would then be of similar size and cross-section as other Parks roads, irrespective of the final chosen alternative. The 3 preliminary alternatives include:

- Alternative A: Permanent Road Diet with a speed table at the CCT Crossing.
- Alternative B: Relocating the CCT crossing to align with Arlington Road Intersection, with Little Falls Parkway remaining a two-lane facility.
- Alternative C: CCT bridge over Little Falls Parkway at the current location of the crossing, with Little Falls Parkway remaining a two-lane facility.

In October of 2018, the 3 preliminary alternatives were presented to the public at a joint meeting with the Montgomery County Department of Transportation. Renderings of each alternative are shown in the following figures:



Figure 6: Alternative A - Permanent Road Diet with speed table looking north approaching the CCT (rendering by Floura Teeter)



Figure 7: Alternative B – Realigned CCT to Arlington Road intersection, looking south towards Hillandale Road, two lane roadway (rendering by Floura Teeter)



Figure 8: Alternative C – Bridge over Little Falls Parkway, two lane roadway, looking north toward CCT (rendering by Flouer Teeter)

#### 4. Transportation and Safety Impacts Measured

Prior to the construction of the interim condition, traffic counts were taken in late Fall of 2016 along Hillandale Road, Arlington Road, and Little Falls Parkway; subsequently in May of 2017, traffic counts were conducted along the same roads to determine how the interim road diet restricted vehicle travel or diverted traffic to alternate streets. Along with multiple field visits, additional data collected included:

- Trail user delay experienced at the crossing of Little Falls Parkway under existing interim road diet;
- Observations of interactions between trail users and motorists at the CCT crossing;
- Before and after crash data for Little Falls Parkway between Arlington Road and Hillandale Road
- Dorset Road peak hour traffic counts, in Somerset;
- Average peak hour speed for vehicles along Little Falls Parkway between Hillandale and Arlington;
- Cut-through data collected along Kennedy Ave in Kenwood;
- Current traffic signal timing for Hillandale/Little Falls Parkway and Arlington/Little Falls Parkway

These data were used to determine and estimate impacts to:

- Trail user safety
- Trail user delay;
- Vehicle delay;
- Diverted traffic onto other local roads;
- Adjacent environmental features including forests, streams, water channels, and wetlands;

These metrics were then compared against each other for each alternative and for the Interim Road Diet Condition:

##### 4.2 Alternatives A, B, and C



#### Alternative A – Permanent Road Diet

Under the permanent road diet alternative, the existing southbound travel way is removed completely, and the northbound travel way is converted to bi-directional traffic flow resulting in one travel lane in each direction with no median (refer to Figure 6). The single travel lane in each direction eliminates the *multiple-lane threat* potential, while the removal of the wide median provides a further safety benefit by simplifying the driver's decision making on when to yield right-of-way to trail users in the crossing or approaching the crossing. Under current conditions with the median in place, the decision to yield can be ambiguous with some drivers prematurely stopping for trail users crossing the opposing roadway, and other drivers waiting to stop until after trail users have crossed both the opposing roadway and median. A critical component of Alternative A is maintaining clear lines of sight between vehicles and pedestrians/cyclists approaching the CCT crossing, as well as maintaining reduced vehicle speeds.

Alternative A has minor impacts to some adjacent environmental features but the removal of existing impervious surfaces will result in a net environmental benefit.

Traffic volumes have increased on Hillandale Road after implementation of the interim road diet. DOT is assessing speed and traffic conditions along Hillandale Road. Traffic and speed calming measures are recommended on Hillandale Road between Willett Parkway and Little Falls Parkway in conjunction with the Little Falls Park Trail connector installation.

Results from the traffic analysis indicate that the permanent road diet alternative would result in negligible changes in traffic operations over the current interim road diet condition, and no additional diversions onto alternate routes are expected. Recommended total budgetary estimate (design and construction) is \$1.2 M, with minimal continuing operational and maintenance costs anticipated. This Alternative does not preclude the installation of a pedestrian bridge over Little Falls Parkway, or other trail and safety improvements if warranted in the future.

#### Alternative B – Reorienting the Trail to Arlington Signal

Alternative B proposes to reorient the CCT to the existing signalized intersection at Arlington Road and Little Falls Parkway and to control conflicts between trail users and motorists with the addition of a pedestrian-only signal phase at that intersection. The pedestrian only signal phase would provide red indications for all vehicular movements while trail users are given the walk indication. The northbound right-turn pocket from Little Falls Parkway to Arlington Road would remain, but a “no turn on red” restriction is highly recommended for this movement. Similar to Alternative A, the existing southbound travel way is removed completely, and the northbound travel way is converted to bi-directional traffic flow resulting in one travel lane in each direction with no median. The reduction in travel lanes and removal of the wide median reduces the crossing distance for trail users, further limiting their exposure to conflicts with vehicular traffic.

Alternative B has moderate impacts to adjacent environmental features. The re-configuration of the trail may result in minor tree loss, however, the removal of existing impervious surfaces is an environmental benefit.

Unlike all other alternatives, signalization of the trail crossing introduces delay to trail users (approximately 30 seconds on average), where they currently have none. Our analysis showed that the additional signal phase for trail users is also projected to increase travel times along the corridor for vehicular traffic by approximately 13 seconds *over pre-road diet conditions*. These increases in delay for all users may result in non-compliance in the form of violations of the “no right turn on red” restriction for vehicles and “jay walking” by trail users, potentially degrading the safety benefits of signalization. Based on the impact of the interim road diet on diverted traffic, it is estimated that up to 6% of all traffic that wishes to use this area of Little Falls Parkway will divert to alternate



routes – particularly Hillandale Road. DOT is assessing speed and traffic conditions along Hillandale Road. Traffic and speed calming measures are recommended on Hillandale Road between Willett Parkway and Little Falls Parkway in conjunction with the Little Falls Park Trail connector installation.

Restoring Little Falls Parkway to four lanes with this Alternative is perceived to be advantageous. However, traffic analysis showed that, while it would only perform marginally better operationally than the two-lane alignment, average vehicle travel time would still be about 6 seconds greater than the traffic conditions *prior* to the interim road diet. This is because the extra lane capacity provided with a four-lane section for this short segment of Little Falls Parkway would not make up for the additional traffic phase needed for trail users to cross Little Falls Parkway free from conflicting vehicles.

Recommended total budgetary estimate (design and construction) is \$1.9 M, with minimal continuing operational and maintenance costs anticipated.

#### Alternative C – Pedestrian Bridge

Alternative C proposes a grade-separated trail crossing, via a pedestrian bridge, over Little Falls Parkway. The grade separation would provide superior safety benefits over all other alternatives under consideration by eliminating conflict points between trail users and vehicular traffic on Little Falls Parkway. As in the other alternatives, the pedestrian bridge alternative would entail the removal of the southbound travel way entirely, with conversion of the northbound travel way to bi-directional flow resulting in one travel lane in each direction with no median. Results from the traffic analysis show an average reduction in vehicular travel times of three (3) seconds with this Alternative over pre-road diet conditions, with no delays for trail users. It is expected that vehicle traffic that has diverted to Hillandale under the interim road diet condition would return to using Little Falls Parkway under this Alternative.

Alternative C has significant impacts to adjacent environmental features. The pedestrian bridge would be 15 feet above Little Falls Parkway, requiring placement of substantial fill in sensitive natural areas and retaining walls for the ramps to the bridge. The ramps and retaining walls would block viewpoints of the adjacent stream valley. The ramps would be steeper than the current trail and may deter some less able-bodied users from using the bridge. The bridge abutments, ramps, and associated sidewalk connections would impact an existing mixed wetland forest stand as well as Willett Branch stream valley and buffer, thus requiring additional environmental mitigation.

Restoring Little Falls Parkway to four lanes requires a substantially longer bridge span, mitigation of significant environmental impacts to Willet Branch and adjacent forest stands, and much higher costs. Alternative C also has the longest design and construction timeframe, and it impacts Capital Crescent Trail users during construction, as temporary closure and detours would be required to construct the bridge.

Recommended total budgetary estimate (design and construction) is \$5 M with additional recurring costs to inspect and maintain the bridge.



## 5. Recommendation for Preferred Alternative

Installation of the interim road diet along Little Falls Parkway approaching the Capital Crescent Trail was quantitatively shown to significantly improve safety at the trail crossing while also minimizing adverse impacts to vehicular operations along the corridor. The interim road diet has eliminated the multi-lane threat, slowed vehicle speeds through this segment of Little Falls Parkway, and increased visibility between trail users and drivers. Before and after traffic count data revealed minimal reductions in vehicular throughput along Little Falls Parkway due to the road diet, with some traffic diverting from Arlington Road to Hillandale Road. The reason for the minimal change is two-fold: 1) the road diet occurs over a very short segment, resulting in a low amount of vehicle storage capacity shifted from Little Falls Parkway to beyond Arlington Road and past the Hillandale intersection; 2) the traffic signals along the segment of Little Falls Parkway have short 60-second cycle lengths, meaning there is minimal opportunity for lengthy queues develop due to vehicles waiting at a red light. No increases in cut-through traffic were counted along Dorset Avenue or Kennedy Drive (Kenwood community) adjacent to Little Falls Parkway, though increases in overall traffic volumes were observed along Hillandale Road.

Multiple observations showed high levels of vehicle compliance to stopping for pedestrians and cyclists at the CCT crossing. Consequently, trail user delay at the interim crossing was effectively zero.

Based upon the measured success of the interim road diet in increasing trail user safety, lower capital and ongoing maintenance costs, minimal additional adverse impacts in vehicular or pedestrian operations, and overall environmental impacts, the permanent road diet (Alternative A) is recommended as the preferred alternative to advance through to 30% design. Additional traffic calming is also recommended on Hillandale Road to discourage its use as an alternative to Arlington Road. The permanent road diet alternative also has the lowest projected construction costs of the three long-term solutions, maintains a trail orientation which would be least disruptive, allows for further safety features to be added in the future, and does not preclude a future pedestrian overpass bridge.

Recommendations include:

- Alternative A as the preferred alternative; this alternative is a permanent road diet consisting of one travel lane in each direction (two lanes total with no median) and an elevated speed table crossing for the CCT.
- Additional lighting at the CCT crossing of Little Falls Parkway.
- The secondary Bethesda Pool entrance on Little Falls Parkway be closed or modified to a maintenance-only entrance.
- Traffic calming along Hillandale Road (the M-NCPPC owned portion) between Willett Parkway and Little Falls Parkway, to include reduced width travel lanes, modifications to Bethesda Pool entrance, speed table crossing at the Little Falls Park Trail connection at the Pool entrance.
- Little Falls Park Trail connector along the east side of Hillandale Road crossing it at Little Falls Parkway and running along the north side of Little Falls Parkway to connect to the Capital Crescent Trail.
- Support of ongoing DOT traffic calming study along the DOT owned portion of Hillandale Road from Willett Parkway north to Bradley Boulevard.
- Support of ongoing DOT road diet study for Arlington Road.

## Appendix E VISSIM Traffic Model Summary Data

| # | Intersection                            | Movement | Alt 0<br>Existing Conditions (Before) |      |                     |    |                              |    | Alt 0<br>Existing Conditions (After) |      |                     |    |                              |    | Alt 1<br>Arlington Crossing |      |                     |    |                              |     | Alt 2<br>Road Diet & Speed Table |      |                     |    |                              |    | Alt 3<br>Pedestrian Bridge |      |                     |   |                              |    |
|---|---|----------|---------------------------------------|------|---------------------|----|------------------------------|----|--------------------------------------|------|---------------------|----|------------------------------|----|-----------------------------|------|---------------------|----|------------------------------|-----|----------------------------------|------|---------------------|----|------------------------------|----|----------------------------|------|---------------------|---|------------------------------|----|
|   |   |          | Delay<br>(veh/sec)                    |      | Level of<br>Service |    | Average Queue<br>Length (ft) |    | Delay<br>(veh/sec)                   |      | Level of<br>Service |    | Average Queue<br>Length (ft) |    | Delay<br>(veh/sec)          |      | Level of<br>Service |    | Average Queue<br>Length (ft) |     | Delay<br>(veh/sec)               |      | Level of<br>Service |    | Average Queue<br>Length (ft) |    | Delay<br>(veh/sec)         |      | Level of<br>Service |   | Average Queue<br>Length (ft) |    |
|   |   |          | AM                                    | PM   | AM                  | PM | AM                           | PM | AM                                   | PM   | AM                  | PM | AM                           | PM | AM                          | PM   | AM                  | PM | AM                           | PM  | AM                               | PM   | AM                  | PM | AM                           | PM | AM                         | PM   |                     |   |                              |    |
| 1 | Little Falls Parkway at Arlington Road  | Overall  | 9.6                                   | 10.2 | A                   | B  | -                            | -  | 11.3                                 | 11.5 | B                   | B  | -                            | -  | 24.9                        | 28.2 | C                   | C  | -                            | -   | 12.3                             | 14.2 | B                   | B  | -                            | -  | 10.6                       | 11.1 | B                   | B | -                            | -  |
|   |   | WBL      | 10.4                                  | 11.4 | B                   | B  | 10                           | 18 | 13.5                                 | 15.3 | B                   | B  | 20                           | 28 | 31.3                        | 40.6 | C                   | D  | 76                           | 128 | 14.7                             | 18.6 | B                   | B  | 34                           | 54 | 12.0                       | 13.1 | B                   | B | 28                           | 38 |
|   |   | WBR      | 5.3                                   | 8.1  | A                   | A  | 9                            | 18 | 3.2                                  | 4.5  | A                   | A  | 20                           | 28 | 27.5                        | 35.8 | C                   | D  | 79                           | 133 | 11.1                             | 15.9 | B                   | B  | 35                           | 56 | 9.1                        | 11.4 | A                   | B | 29                           | 39 |
|   |   | NBT      | 14.1                                  | 14.1 | B                   | B  | 11                           | 19 | 14.7                                 | 14.2 | B                   | B  | 7                            | 17 | 26.9                        | 28.6 | C                   | C  | 22                           | 45  | 13.1                             | 13.8 | B                   | B  | 5                            | 15 | 14.0                       | 14.8 | B                   | B | 5                            | 16 |
|   |   | NBR      | 2.1                                   | 2.1  | A                   | A  | 11                           | 19 | 2.1                                  | 2.2  | A                   | A  | 6                            | 16 | 9.8                         | 10.3 | A                   | B  | 22                           | 44  | 2.3                              | 2.5  | A                   | A  | 4                            | 14 | 2.4                        | 2.2  | A                   | A | 4                            | 16 |
|   |   | SBL      | 16.8                                  | 16.8 | B                   | B  | 21                           | 20 | 23.3                                 | 15.9 | C                   | B  | 32                           | 24 | 63.3                        | 98.7 | E                   | F  | 71                           | 50  | 20.2                             | 25.1 | C                   | C  | 40                           | 35 | 18.4                       | 21.5 | B                   | C | 32                           | 25 |
|   |   | SBT      | 15.4                                  | 15.4 | B                   | B  | 21                           | 20 | 18.8                                 | 17.7 | B                   | B  | 32                           | 24 | 34.5                        | 30.4 | C                   | C  | 71                           | 50  | 21.1                             | 23.0 | C                   | C  | 40                           | 35 | 17.4                       | 16.7 | B                   | B | 32                           | 25 |
| 2 | Little Falls Parkway at Hillandale Road | Overall  | 6.5                                   | 6.7  | A                   | A  | -                            | -  | 7.5                                  | 11.1 | A                   | B  | -                            | -  | 8.0                         | 11.2 | A                   | B  | -                            | -   | 7.8                              | 11.4 | A                   | B  | -                            | -  | 7.9                        | 11.0 | A                   | B | -                            | -  |
|   |   | WBL      | 33.4                                  | 34.6 | C                   | C  | 23                           | 27 | 35.0                                 | 37.1 | D                   | D  | 29                           | 52 | 35.3                        | 37.4 | D                   | D  | 30                           | 52  | 35.3                             | 37.3 | D                   | D  | 30                           | 52 | 35.4                       | 37.3 | D                   | D | 30                           | 52 |
|   |   | WBR      | 18.3                                  | 23.2 | B                   | C  | 23                           | 27 | 16.0                                 | 30.5 | B                   | C  | 29                           | 52 | 15.9                        | 28.8 | B                   | C  | 30                           | 52  | 16.6                             | 28.9 | B                   | C  | 30                           | 52 | 15.6                       | 28.8 | B                   | C | 30                           | 52 |
|   |   | NBT      | 4.7                                   | 4.8  | A                   | A  | 11                           | 12 | 6.0                                  | 9.3  | A                   | A  | 9                            | 23 | 4.8                         | 7.4  | A                   | A  | 9                            | 21  | 5.0                              | 8.7  | A                   | A  | 9                            | 24 | 4.6                        | 7.1  | A                   | A | 9                            | 20 |
|   |   | NBR      | 4.3                                   | 4.2  | A                   | A  | 11                           | 12 | 2.9                                  | 7.1  | A                   | A  | 9                            | 23 | 2.8                         | 4.1  | A                   | A  | 9                            | 21  | 2.8                              | 4.1  | A                   | A  | 9                            | 24 | 2.8                        | 4.1  | A                   | A | 9                            | 20 |
|   |   | SBL      | 14.3                                  | 9.5  | B                   | A  | 7                            | 10 | 9.3                                  | 15.8 | A                   | B  | 8                            | 11 | 10.0                        | 17.1 | A                   | B  | 25                           | 40  | 11.5                             | 14.5 | B                   | B  | 20                           | 34 | 11.5                       | 14.5 | B                   | B | 22                           | 36 |
|   |   | SBT      | 3.4                                   | 3.9  | A                   | A  | 7                            | 10 | 3.7                                  | 4.9  | A                   | A  | 8                            | 11 | 5.8                         | 8.4  | A                   | A  | 25                           | 40  | 5.0                              | 7.7  | A                   | A  | 20                           | 34 | 5.5                        | 8.1  | A                   | A | 22                           | 36 |
| 3 | Little Falls Parkway at CCT             | Overall  | 3.8                                   | 3.8  | A                   | A  | -                            | -  | 6.3                                  | 8.1  | A                   | A  | -                            | -  | Not Applicable              |      |                     |    |                              |     | 6.8                              | 8.1  | A                   | A  | -                            | -  | Not Applicable             |      |                     |   |                              |    |
|   |   | NBT      | 5.1                                   | 4.4  | A                   | A  | 6                            | 8  | 6.8                                  | 10.2 | A                   | B  | 16                           | 44 | Not Applicable              |      |                     |    |                              |     | 6.9                              | 8.0  | A                   | A  | 14                           | 27 | Not Applicable             |      |                     |   |                              |    |
|   |   | SBT      | 2.7                                   | 3.3  | A                   | A  | 5                            | 8  | 5.9                                  | 6.2  | A                   | A  | 24                           | 24 | Not Applicable              |      |                     |    |                              |     | 6.8                              | 8.3  | A                   | A  | 24                           | 31 | Not Applicable             |      |                     |   |                              |    |
|   |   | Trail    | 0.6                                   | 1.0  | -                   | -  | -                            | -  | 0.2                                  | 0.3  | -                   | -  | -                            | -  | 29.3                        | 29.3 | -                   | -  | -                            | -   | 0.5                              | 1.1  | -                   | -  | -                            | -  | 0.0                        | 0.0  | -                   | - | -                            | -  |
|   |   |          |                                       |      |                     |    |                              |    |                                      |      |                     |    |                              |    |                             |      |                     |    |                              |     |                                  |      |                     |    |                              |    |                            |      |                     |   |                              |    |

Note: Average Queue in Vissim is not calculated they same way as the average static queue in Synchro. While the latter only calculates queue length when a queue is present, Vissim calculates queue length continuously, even when an approach has no vehicles in it.

Accordingly, the average queue reported above does not purport to show the typical queue length when queuing is observed

Appendix E VISSIM Traffic Model Summary Data

| Direction  | # | Origin and Destination of travel through LFP Segment | Travel Time (sec)                  |    |                                   |    |                          |    |                               |    |
|------------|---|--|------------------------------------|----|-----------------------------------|----|--------------------------|----|-------------------------------|----|
|            |   |  | Alt 0 Existing Conditions (Before) |    | Alt 0 Existing Conditions (After) |    | Alt 1 Arlington Crossing |    | Alt 2 Road Diet & Speed Table |    |
|            |   |  | AM                                 | PM | AM                                | PM | AM                       | PM | AM                            | PM |
| Southbound | 1 | Little Falls Pkwy to Little Fall Pkwy                | 62                                 | 63 | 68                                | 68 | 78                       | 76 | 73                            | 80 |
|            | 2 | Arlington Rd to Little Falls Pkwy                    | 55                                 | 58 | 61                                | 64 | 76                       | 90 | 65                            | 72 |
| Northbound | 3 | Little Falls Pkwy to Little Falls Pkwy               | 57                                 | 58 | 62                                | 68 | 62                       | 69 | 56                            | 62 |
|            | 4 | Little Falls Pkwy to Arlington Rd                    | 49                                 | 50 | 52                                | 60 | 48                       | 53 | 49                            | 54 |

| Direction  | # | Origin and Destination of travel through LFP Segment | Speed (mph)                       |    |                                   |    |                          |    |                               |    |
|------------|---|--|-----------------------------------|----|-----------------------------------|----|--------------------------|----|-------------------------------|----|
|            |   |  | Alt 0 Existing Conditions (After) |    | Alt 0 Existing Conditions (After) |    | Alt 1 Arlington Crossing |    | Alt 2 Road Diet & Speed Table |    |
|            |   |  | AM                                | PM | AM                                | PM | AM                       | PM | AM                            | PM |
| Southbound | 1 | Little Falls Pkwy to Little Fall Pkwy                | 15                                | 15 | 14                                | 14 | 12                       | 12 | 13                            | 12 |
|            | 2 | Arlington Rd to Little Falls Pkwy                    | 17                                | 16 | 15                                | 14 | 12                       | 10 | 14                            | 13 |
| Northbound | 3 | Little Falls Pkwy to Little Falls Pkwy               | 16                                | 16 | 15                                | 13 | 15                       | 13 | 16                            | 15 |
|            | 4 | Little Falls Pkwy to Arlington Rd                    | 19                                | 18 | 18                                | 15 | 19                       | 17 | 19                            | 17 |

Note: Change in travel time for each alternative was a weighted average, with higher volume movements given proportionally more weighting.

## Appendix E Crash Records

| Report Number | Local Case Numb | Agency Na  | ACRS Report Type      | Crash Date/Time  | Route Type | Road Name         | Cross-Stre | Cross-Street Name | Off-Road D | Municipalit | Related Nc        | At Fault         | Collision Type | Weather        | Surface Co     | Light        | Traffic Control |
|---------------|-----------------|------------|-----------------------|------------------|------------|-------------------|------------|-------------------|------------|-------------|-------------------|------------------|----------------|----------------|----------------|--------------|-----------------|
| HA24050002    | 15000026        | Maryland-I | Injury Crash          | 1/10/2015 22:23  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | UNKNOWN     | SINGLE VEHICLE    | CLEAR            | DRY            | DARK LIGHTS ON | TRAFFIC SIGNAL |              |                 |
| HA23380002    | 15000059        | Maryland-I | Property Damage Crash | 1/24/2015 21:03  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | DRIVER      | SINGLE VEHICLE    | CLEAR            | WET            | DARK NO LIGHTS | TRAFFIC SIGNAL |              |                 |
| MCP2094005J   | 15050541        | MONTGON    | Property Damage Crash | 10/6/2015 6:25   | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | DRIVER      | STRAIGHT MOVEMEN  | CLEAR            | DRY            | DARK NO LIGHTS | TRAFFIC SIGNAL |              |                 |
| HA22800007    | 15001176        | MCPARK     | Injury Crash          | 10/20/2015 8:46  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | BICYCLIST   | NONMOTORIST       | STRAIGHT MOVEMEN | CLEAR          | DRY            | DAYLIGHT       | STOP SIGN    |                 |
| MCP3011000K   | 16009277        | Montgo     | Property Damage Crash | 2/24/2016 16:59  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | DRIVER      | SAME DIR REAR END | RAINING          | WET            | DAYLIGHT       | TRAFFIC SIGNAL |              |                 |
| HA23680008    | 16000440        | Maryland-I | Injury Crash          | 4/16/2016 11:00  | Government | LITTLE FALLS PKWY | Governme   | HILLANDALE RD     | N/A        | BICYCLIST   | DRIVER            | STRAIGHT MOVEMEN | CLEAR          | DRY            | DAYLIGHT       | OTHER        |                 |
| HA2399000M    | 16000538        | Maryland-I | Injury Crash          | 5/8/2016 13:18   | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | BICYCLIST   | BOTH              | OTHER            | CLEAR          | DRY            | DAYLIGHT       | N/A          |                 |
| HA22880003    | 16001149        | Maryland-I | Injury Crash          | 9/8/2016 7:20    |            | LITTLE FALLS PKWY |            | ARLINGTON ROAD    | N/A        | BICYCLIST   | DRIVER            | STRAIGHT MOVEMEN | N/A            | DRY            | DAYLIGHT       | YIELD SIGN   |                 |
| HA22880004    | 16001255        | Maryland-I | Property Damage Crash | 10/5/2016 15:10  |            | LITTLE FALLS PKWY |            | ARLINGTON ROAD    | N/A        | DRIVER      | SINGLE VEHICLE    | N/A              | DRY            | DAYLIGHT       | YIELD SIGN     |              |                 |
| MCP25590016   | 16053346        | Montgo     | Fatal Crash           | 10/17/2016 11:28 | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | BICYCLIST   | UNKNOWN           | STRAIGHT MOVEMEN | CLEAR          | DRY            | DAYLIGHT       | OTHER        |                 |
| MCP3010001H   | 16055750        | Montgo     | Injury Crash          | 10/29/2016 13:54 | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | DRIVER      | SINGLE VEHICLE    | CLEAR            | DRY            | DAYLIGHT       | TRAFFIC SIGNAL |              |                 |
| HA2399000Q    | 16001370        | Maryland-I | Injury Crash          | 11/7/2016 8:02   | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | BICYCLIST   | DRIVER            | STRAIGHT MOVEMEN | CLEAR          | DRY            | DAYLIGHT       | N/A          |                 |
| HA2288000B    | 17000323        | Maryland-I | Property Damage Crash | 3/25/2017 14:30  |            | LITTLE FALLS PKWY |            | HILLANDALE ROAD   | N/A        | DRIVER      | SAME DIR REAR END | CLEAR            | DRY            | DAYLIGHT       | N/A            |              |                 |
| HA23990016    | 18000178        | Maryland-I | Injury Crash          | 2/19/2018 13:34  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | BICYCLIST   | UNKNOWN           | STRAIGHT MOVEMEN | RAINING        | WET            | DAYLIGHT       | WARNING SIGN |                 |
| HA22870008    | 18000563        | Maryland-I | Injury Crash          | 5/17/2018 10:59  | Government | LITTLE FALLS PKWY | Governme   | HILLANDALE RD     | N/A        | DRIVER      | SINGLE VEHICLE    | RAINING          | WET            | DAYLIGHT       | N/A            |              |                 |
| HA2372000X    | 18001064        | Maryland-I | Injury Crash          | 8/13/2018 11:19  | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | PEDESTRIAN  | NONMOTORIST       | OTHER            | CLEAR          | DRY            | DAYLIGHT       | STOP SIGN    |                 |
| MCP30020030   | 180061734       | Montgo     | Injury Crash          | 12/10/2018 17:20 | Government | LITTLE FALLS PKWY | County     | ARLINGTON RD      | N/A        | PEDESTRIAN  | NONMOTORIST       | OTHER            | CLEAR          | DRY            | DARK LIGHTS ON | NO CONTROLS  |                 |

| Previous Condition |
|--------------------|
| 6 driver crashes   |
| 6 bike crashes     |
| Over 2 Years       |

| POST INTERIM CONDITION |
|------------------------|
| 2 driver crashes       |
| 3 bike/ped crashes     |
| Over 2 Years           |

## Appendix E Little Falls Parkway SPOT Speed Study

Spot Speed S Weather: Warm, sunny

8-May-18

Location: Segment of LFP, through the CCT crossing

| ID | Speed NB (mph) | Speed SB (mph) |
|----|----------------|----------------|
| 1  | 17             | 18             |
| 2  | 17             | 23             |
| 3  | 17             | 18             |
| 4  | 23             | 23             |
| 5  | 17             | 23             |
| 6  | 14             | 23             |
| 7  | 17             | 31             |
| 8  | 17             | 23             |
| 9  | 17             | 23             |
| 10 | 17             | 18             |

**17.2**

**22.3**

## Appendix E Kennedy Dr Cut Through Study

| Intersection: Kennedy at Bradley |                     | Time: 8AM to 9AM                               |   | Average Speed through Kenwood            |                           |
|----------------------------------|---------------------|--|---|--|---------------------------|
| IN at KENNEDY                    | OUT of KENNEDY      | TIME   | Vehicle descriptors                                 |  |                           |
|                                  | black SUV           | 8:01:28 AM                                     |   |  |                           |
|                                  | silver SUV          | 8:02:17 AM                                     |   |  |                           |
|                                  | black SUV           | 8:03:08 AM                                     | jeep? Running boards                                |  |                           |
|                                  | black sedan         | 8:04:03 AM                                     | 4 dr  |  |                           |
|                                  | black SUV           | 8:04:43 AM                                     | Edge/ or Lexus                                      |  |                           |
| white SUV                        | silver SUV          | 8:05:44 AM                                     | Jeep, roof rack                                     |  |                           |
|                                  |                     | 8:06:18 AM                                     | sun roof, no racks.                                 |  |                           |
| silver SUV                       |                     | 8:07:13 AM                                     | mercedes. Large sun roof; running boards            | 8:09:45 SB through brookside/River       | 20.6 mph                  |
|                                  | silver sedan        | 8:08:22 AM                                     | giant black sun/moon roof                           |  |                           |
|                                  | black SUV           | 8:09:23 AM                                     | no moonroof. Silver racks                           |  |                           |
|                                  | blue/silver sedan   | 8:09:29 AM                                     | moonrof. 4 drs                                      |  |                           |
|                                  | silver minivan      | 8:09:48 AM                                     | black racks. Boxy vehicle                           |  |                           |
| burgundy sedan                   |                     | 8:09:57 AM                                     | moonrof. 4 drs                                      |  |                           |
|                                  | silver/white sedan  | 8:11:23 AM                                     | moonrof. 4 drs                                      |  |                           |
|                                  | silver SUV          | 8:11:28 AM                                     | large boxy, two moonroofs, racks                    |  |                           |
|                                  | silver/white sedan  | 8:11:32 AM                                     | moonrof. 4 drs, huge rear window                    |  |                           |
| black SUV                        | Silver SUV          | 8:12:10 AM                                     | boxy  |  |                           |
|                                  | burgundy SUV        | 8:12:51 AM                                     | entire roof is a moonrof                            |  |                           |
| white VAN                        |                     | 8:13:20 AM                                     | no racks, matte color                               |  |                           |
|                                  | black SUV           | 8:13:55 AM                                     | no markings   |  |                           |
|                                  | silver SUV          | 8:14:37 AM                                     | no rack or moonrof                                  |  |                           |
|                                  | silver/white SUV    | 8:14:42 AM                                     | racks and cross racks. No moonrof                   |  |                           |
|                                  | school bus          | 8:14:48 AM                                     | Small rectangular moonrof                           |  |                           |
| gray SUV                         | school bus          | 8:15:42 AM                                     |   |  |                           |
|                                  | dark grey SUV       | 8:16:08 AM                                     | boxy. Small rectangular moonrof                     |  |                           |
|                                  | white SUV           | 8:17:45 AM                                     | silver racks  |  |                           |
| black SUV                        | white SUV           | 8:18:16 AM                                     | moonrof black racks                                 |  |                           |
|                                  | grey SUV            | 8:18:16 AM                                     | silver racks  |  |                           |
|                                  | white range rover   | 8:19:00 AM                                     | tall. Boxy. Giant moonrof                           |  |                           |
|                                  | white SUV           | 8:19:36 AM                                     | 5th wheel on back                                   |  |                           |
|                                  | silver SUV          | 8:19:46 AM                                     | no moonrof or racks                                 |  |                           |
| dark blue / black crossover      | silver SUV          | 8:20:05 AM                                     | rack and crossracks                                 |  |                           |
| dark blue / black crossover      | white pickup        | 8:23:33 AM                                     | curvy roof line                                     |  |                           |
| silver/tan sedan                 |                     | 8:23:33 AM                                     | bed. No cab   |  |                           |
|                                  | silver/white SUV    | 8:23:49 AM                                     | silver racks  |  |                           |
|                                  | silver sedan        | 8:24:37 AM                                     | large back window                                   |  |                           |
| black sporty sedan               |                     | 8:25:20 AM                                     | boxy. Small rectangular moonrof                     |  |                           |
|                                  |                     | 8:26:07 AM                                     | entire roof is moonrof                              |  |                           |
| dark blue / black SUV            |                     | 8:26:28 AM                                     | 2 dr ragtop   |  |                           |
|                                  | white SUV           | 8:26:50 AM                                     | silver racks  | 8:29:06 AM EB through Dorset/LFP         | 15.9 mph                  |
|                                  | silver-blue minivan | 8:27:01 AM                                     | 2 moonroofs   |  |                           |
|                                  | black SUV           | 8:28:40 AM                                     | small moonrof                                       |  |                           |
| lightblue SUV                    |                     | 8:29:37 AM                                     | silver racks. No moonrof                            | 8:33:08 AM SB through brookside/River    | 14.8 mph                  |
|                                  | black sedan         | 8:32:48 AM                                     | moonrof 4 drs                                       |  |                           |
| black/grey matte Jeep            |                     | 8:33:54 AM                                     | work boxes in bed                                   |  |                           |
| silver pickup                    |                     | 8:34:04 AM                                     | with cab and bed cabin                              |  |                           |
| red pickup                       | grey SUV            | 8:38:10 AM                                     |   |  |                           |
|                                  | silver SUV          | 8:38:22 AM                                     | rack and crossrack. Moonrof                         |  |                           |
|                                  | black SUV           | 8:39:00 AM                                     | boxy. Small rectangular moonrof. Rack and crossrack |  |                           |
|                                  | black SUV           | 8:40:14 AM                                     | large. Silver racks                                 |  |                           |
| work dump truck and trailer      | black SUV           | 8:40:20 AM                                     | tall. Boxy. No racks                                |  |                           |
|                                  | white SUV           | 8:43:33 AM                                     | black rack and cross racks                          |  |                           |
| black sporty sedan               |                     | 8:43:54 AM                                     | 4 doors   |  |                           |
|                                  | large white SUV     | 8:44:18 AM                                     | rack, crossrack, moonrof                            |  |                           |
|                                  | black SUV           | 8:45:15 AM                                     | large. Silver racks. No moonrof                     |  |                           |
| red minivan                      |                     | 8:46:05 AM                                     | red? Racks  | 8:48:15 AM SB Left at Brookside/River    | 24.1                      |
|                                  | grey black sedan    | 8:46:50 AM                                     | 4 drs moonrof                                       |  |                           |
|                                  | white SUV           | 8:51:59 AM                                     | rack, crossrack, moonrof                            |  |                           |
|                                  | black SUV           | 8:52:47 AM                                     | no racks. Moonrof                                   |  |                           |
| grey sedan                       |                     | 8:52:53 AM                                     | 4 doors   | 8:55:11 AM SB Through at Brookside/River | 22.7                      |
|                                  | white SUV           | 8:53:10 AM                                     | moonrof   |  |                           |
|                                  | silver sedan        | 8:53:28 AM                                     | moonrof   |  |                           |
| grey pickup extended cab         | silver sedan        | 8:54:05 AM                                     | black bed   |  |                           |
|                                  | black sedan         | 8:54:22 AM                                     | moonrof. 4 drs                                      |  |                           |
|                                  | black sedan         | 8:57:39 AM                                     | moonrof   |  |                           |
|                                  | black SUV           | 8:57:49 AM                                     | boxy. Tall. Racks.                                  |  |                           |
|                                  | grey minivan        | 8:58:01 AM                                     | small moon roof                                     |  |                           |
|                                  | silver SUV          | 8:58:03 AM                                     | boxy . Tall. Racks.crossracks                       |  |                           |
|                                  | white work truck    | 8:58:41 AM                                     | ladders on it                                       |  |                           |
| Total inbound                    | Total outbound      | Number of Cut-through Vehicles from 8AM to 9AM |   |  | Average cut-through Speed |
| 21                               | 50                  | 5  |   |  | 19.6                      |

## Appendix E Kennedy Dr Cut Through Study

| Intersection: Kennedy at Bradley |                       | Time: 5PM to 6PM |   |                                     |                  |                               |
|----------------------------------|-----------------------|------------------|---|-------------------------------------|------------------|-------------------------------|
| IN at KENNEDY                    | OUT of KENNEDY        | TIME             | Vehicle descriptors                           | Time Exiting Kenwood                | Exiting Location | Average Speed through Kenwood |
| silver/tan ford edge             |                       | 17:00:49         | moonroof                                      |                                     |                  |                               |
| blue/silver SUV                  |                       | 17:01:39         | moonroof. Racks                               |                                     |                  |                               |
|                                  | red corvette          | 17:01:52         |   |                                     |                  |                               |
|                                  | dark blue sedan       | 17:01:52         | 4 drs   |                                     |                  |                               |
| silver tan crossover             |                       | 17:02:20         | sunroof, rack, crossrack                      |                                     |                  |                               |
| dark blue mini cooper            | white ford edge       | 17:02:26         | moonroof                                      |                                     |                  |                               |
| black convertible                |                       | 17:03:16         |   |                                     |                  |                               |
| black sedan                      | whitepickup           | 17:04:08         | extended cab                                  |                                     |                  |                               |
| black                            | white SUV             | 17:04:42         | top down                                      |                                     |                  |                               |
| black/silver SUV                 |                       | 17:06:05         | large sunroof. Racks                          |                                     |                  |                               |
| dark grey SUV                    |                       | 17:06:06         | 4 drs   |                                     |                  |                               |
| blue/silver sedan                |                       | 17:07:02         | silver racks                                  |                                     |                  |                               |
| blue/silver sedan                |                       | 17:07:10         | 2dr   |                                     |                  |                               |
|                                  | mahogany sedan        | 17:07:23         | moonroof 4 dr                                 |                                     |                  |                               |
| blue/black SUV                   |                       | 17:07:30         | 4 dr  |                                     |                  |                               |
|                                  | silver SUV            | 17:07:41         | silver racks                                  |                                     |                  |                               |
| black sedan                      |                       | 17:08:31         | rack. Cross rack.boxy                         |                                     |                  |                               |
| dark grey SUV                    |                       | 17:09:49         |   |                                     |                  |                               |
| blue/silver sedan                |                       | 17:10:42         | no moonroof                                   |                                     |                  |                               |
| silver chevy tahoe               |                       | 17:11:20         |   |                                     |                  |                               |
| white SUV                        | white sedan           | 17:11:36         | 2dr   |                                     |                  |                               |
| white SUV                        |                       | 17:13:02         | moonroof, rear spoiler                        |                                     |                  |                               |
| dark grey SUV                    | silver/blue minivan   | 17:13:46         | black racks                                   |                                     |                  |                               |
| dark grey SUV                    |                       | 17:14:46         | boxy. Racks, cross racks                      |                                     |                  |                               |
| dark grey chevy tahoe            |                       | 17:15:02         | silver racks                                  |                                     |                  |                               |
| white SUV                        |                       | 17:15:16         | moon roof, racks, cross racks                 |                                     |                  |                               |
|                                  | grey sedan            | 17:15:45         | 4 drs   |                                     |                  |                               |
| dark blue truck                  |                       | 17:16:21         | 4 drs. Cab                                    |                                     |                  |                               |
| white pickup                     |                       | 17:16:27         | small cab                                     |                                     |                  |                               |
|                                  | burgundy SUB          | 17:16:27         | silver racks                                  |                                     |                  |                               |
| silver/blue crossover            |                       | 17:16:46         |   |                                     |                  |                               |
|                                  | white boxy SUV        | 17:17:27         | large moon roof and siver racks               |                                     |                  |                               |
|                                  | silver boxy SUV       | 17:17:31         | Ford Edge                                     |                                     |                  |                               |
| black SUV                        | grey SUV              | 17:17:46         | racks and cross racks                         |                                     |                  |                               |
| black SUV                        |                       | 17:18:08         |   |                                     |                  |                               |
| silver sedan                     |                       | 17:18:47         | silver racks                                  | 17:20:39 EB through Dorset/LFP      |                  | 22.5 mph                      |
| silver sedan                     |                       | 17:19:11         | 4 dr. large sunroof                           |                                     |                  |                               |
| silver sedan                     | white sedan           | 17:20:20         | 4 dr no sunroof                               |                                     |                  |                               |
| silver sedan                     | small white SUV       | 17:20:25         | boxy. Large moonroof                          |                                     |                  |                               |
| silver sedan                     |                       | 17:20:53         | 2 door. Early model                           |                                     |                  |                               |
|                                  | grey boxy SUV         | 17:21:11         | black racks                                   |                                     |                  |                               |
|                                  | red ford edge         | 17:21:57         | black racks                                   |                                     |                  |                               |
| black matte jeep                 | grey 4dr sedan        | 17:22:06         | moonroof                                      |                                     |                  |                               |
| black matte jeep                 |                       | 17:22:17         | hard top                                      |                                     |                  |                               |
|                                  | white work pickup     | 17:22:27         |   |                                     |                  |                               |
| black SUV                        | silver SUV            | 17:22:34         | black racks. Moonroof. Wraparound rear window |                                     |                  |                               |
| black SUV                        |                       | 17:22:47         |   |                                     |                  |                               |
| grey SUV                         | white SUV             | 17:23:10         | lawn trailer                                  |                                     |                  |                               |
| black/blue sedan                 |                       | 17:23:23         | rack and cross rack                           |                                     |                  |                               |
| white SUV                        |                       | 17:24:45         | 4 drs   |                                     |                  |                               |
| light blue sedan                 | white sedan           | 17:25:07         | 4 drs   |                                     |                  |                               |
| silver SUV                       | black SUV             | 17:25:27         | boxy black racks                              |                                     |                  |                               |
| black sedan                      | lawn care truck       | 17:25:39         | with trailer                                  |                                     |                  |                               |
| black sedan                      |                       | 17:25:42         |   |                                     |                  |                               |
| dark blue subaru outback         |                       | 17:26:36         |   |                                     |                  |                               |
| black/blue sedan                 |                       | 17:27:10         | 4 dr. mercedes                                |                                     |                  |                               |
| grey SUV                         |                       | 17:27:22         | cross racks. Crome lower body                 |                                     |                  |                               |
|                                  | silver sedan          | 17:28:32         | black roof                                    |                                     |                  |                               |
| white SUV                        | white SUV             | 17:28:59         | no moonroof. Wraparound rear window           |                                     |                  |                               |
| light blue sedan                 |                       | 17:30:22         | large moonroof. Wraparound rear window        |                                     |                  |                               |
| silver/tan SUV                   |                       | 17:30:48         |   |                                     |                  |                               |
| white SUV                        |                       | 17:31:01         |   |                                     |                  |                               |
| silver SUV                       | silver sedan          | 17:31:51         | rack cross rack                               |                                     |                  |                               |
| silver SUV                       |                       | 17:32:32         | boxy. No moonroof or racks                    |                                     |                  |                               |
| silver SUV                       | green/gray SUV        | 17:32:42         | 4 drs. No moonroof                            |                                     |                  |                               |
|                                  | white SUV             | 17:33:10         | silver racks. Spoiler                         |                                     |                  |                               |
| burgundy crossover               | white minivan         | 17:34:37         | black racks                                   |                                     |                  |                               |
| grey SUV                         |                       | 17:34:52         | rack cross rack                               |                                     |                  |                               |
| grey SUV                         |                       | 17:35:34         | no moonroof or racks                          |                                     |                  |                               |
| burgundy crossover               | grey sedan            | 17:35:40         | chromie trim                                  |                                     |                  |                               |
| grey SUV                         | fruit delivery truck  | 17:37:16         | silver racks                                  |                                     |                  |                               |
| grey sedan                       |                       | 17:37:48         | 4 dr. no moonroof                             |                                     |                  |                               |
| black sporty sedan               | white prius           | 17:37:50         | moonroof                                      |                                     |                  |                               |
| blue SUV                         |                       | 17:41:15         | silver racks                                  |                                     |                  |                               |
| dark blue SUV                    |                       | 17:42:45         | silver racks                                  | 17:45:05 EB through Dorset/LFP      |                  | 18.0 mph                      |
| dark blue SUV                    |                       | 17:42:50         | silver racks. Running boards                  |                                     |                  |                               |
| light blue/white SUV             |                       | 17:42:55         | rack and cross rack                           |                                     |                  |                               |
| grey SUV                         | white SUV             | 17:42:55         | large moon roof                               |                                     |                  |                               |
| large black SUV                  |                       | 17:44:17         | boxy. No moonroof or racks                    |                                     |                  |                               |
| large black SUV                  |                       | 17:44:45         | silver racks                                  |                                     |                  |                               |
| grey sedan                       |                       | 17:44:50         | 4 drs moonroof                                |                                     |                  |                               |
| black sporty sedan               |                       | 17:44:56         | 4 dr  |                                     |                  |                               |
|                                  | large black SUV       | 17:45:52         | silver rack and cross rack                    |                                     |                  |                               |
|                                  | large grey SUV        | 17:45:59         | silver rack                                   |                                     |                  |                               |
|                                  | dark purple small SUV | 17:46:19         | no racks                                      |                                     |                  |                               |
|                                  | red SUV               | 17:46:40         | rack and cross rack. Spare wheel              |                                     |                  |                               |
|                                  | silver/tan ford edge  | 17:46:53         |   |                                     |                  |                               |
|                                  | large dark blue SUV   | 17:46:58         |   |                                     |                  |                               |
| large grey SUV                   |                       | 17:47:41         | boxy. Silver racks                            |                                     |                  |                               |
| silver SUV                       |                       | 17:48:22         | black racks and cross rack                    |                                     |                  |                               |
| white sedan                      | black SUV             | 17:49:10         | silver racks and moonroof                     |                                     |                  |                               |
| white sedan                      |                       | 17:49:17         | silver racks and moonroof                     |                                     |                  |                               |
| silver sporty sedan              | black prius           | 17:49:50         | 2 drs. No moonroof                            |                                     |                  |                               |
| silver sporty sedan              | silver sporty sedan   | 17:49:53         | large moonroof                                |                                     |                  |                               |
| silver sporty sedan              |                       | 17:50:03         | no moonroof. 2 drds                           |                                     |                  |                               |
| white sedan                      | white boxy large SUV  | 17:51:07         | racks. Cross rack                             |                                     |                  |                               |
| white sedan                      |                       | 17:51:33         | moonroof                                      |                                     |                  |                               |
| silver SUV                       | white sedan           | 17:52:08         | cross racks. Moonroof                         |                                     |                  |                               |
| black/blue sedan                 |                       | 17:52:14         | moonroof. 4 drs                               |                                     |                  |                               |
| black sedan                      |                       | 17:52:50         | 4 drs   |                                     |                  |                               |
| black sedan                      |                       | 17:56:18         | 4 drs   |                                     |                  |                               |
| dark blue station wagon          |                       | 17:56:23         |   |                                     |                  |                               |
| white SUV                        |                       | 17:56:43         |   |                                     |                  |                               |
|                                  | dark blue SUV         | 17:58:13         |   |                                     |                  |                               |
| white SUV                        |                       | 17:58:52         | running board                                 | 18:01:00 SB through brookside/River |                  | 24.3 mph                      |
| silver blue SUV                  |                       | 17:59:30         |   |                                     |                  |                               |
|                                  | silver SUV            | 17:59:31         | black racks. Moonroof                         |                                     |                  |                               |

| Total inbound | Total outbound | Number of Cut-through Vehicles from 5PM to 6PM | Average cut-through Speed |
|---------------|----------------|--|---------------------------|
| 57            | 51             | 3  | 21.6                      |

## Appendix E Kennedy Dr Cut Through Study

**Cut Through Traffic from Kennedy/Bradley Intersection to either Dorset/LFP or Brookside/River**

| Peak Hour    | Entering Traffic | Exiting Traffic | Inbound Traffic that is cut-through (leaves neighborhood in <10min) | Average Speed of Cut-through motorist |
|--------------|------------------|-----------------|---|---------------------------------------|
| AM Peak Hour | 21               | 50              | 5   | 20mph                                 |
| PM Peak Hour | 57               | 51              | 3   | 22mph                                 |

Note: Inbound traffic into the Kenwood Neighborhood is restricted in the AM peak period

Cameras placed at Kennedy/Bradley; LFP/Dorset; and River/Brookside intersections

APPENDIX E DORSET AVE TRAFFIC COUNTS

AM

Dorset and Little Falls

FROM DORSET ON KENWOOD SIDE

**ON THE KENWOOD SIDE, FROM DORSET (LEAVING KENWOOD, CROSSING LITTLE FALLS AND ENTERING SOMERSET ON DORSET)**

**ONLY THE THRU MARKINGS ARE RELEVANT TO SOMERSET.**

8 PAGES

Dorset & Little Falls (Kenwood Side) APENDIX E DORSET AVE TRAFFIC COUNTS 4/11/15 Cars exiting Kenwood on Dorset.

LOCATION:

COUNTED BY:

Birdie

Piecznik

APPROACH:

| AM    | TIME | LICENSE-PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE            | COLOR            | DIRECTION |
|-------|------|---------------|-------|-----------|------|--------------------------|------------------|-----------|
|       | 7:00 | 829 PA        | Red   | (L) T R   |      | 040                      | Bl               | (L) T R   |
|       |      | ✓ 94          | Bl    | (L) T R   |      | 023                      | Bl               | (L) T R   |
|       |      | 809           | Gray  | (L) T R   |      | 227                      | W                | (L) T R   |
|       |      | 627           | B     | (L) T R   |      | not m <sup>nd</sup> 019? | W                | (L) T R   |
| 7:05  |      | 088 Del       | gray  | (L) T R   |      | 9- <del>6</del> Gray     | L (T) R          |           |
|       |      | IVS?          | Bl    | (L) T R   | 7:20 | 996                      | W                | L T (R)   |
|       |      | 2HD VA        | Truck | (L) T R   |      | 058                      | Gr               | (L) T R   |
|       |      | 330           | Red   | L T (R)   |      | 519 DC                   | L T (R)          |           |
|       |      | 254           | Bl    | (L) T R   |      | 076                      | Bl               | L T (R)   |
|       |      | 360           | Gr    | L T (R)   |      | 969                      | Bl               | L T (R)   |
|       |      | 677           | Tr    | (L) T R   |      | VI4                      | Gray             | L (T) R   |
|       |      | 845           | Bl    | L T (R)   | 7:25 | W7                       | 2. <del>15</del> | G T R     |
|       |      | N16           | Gr    | L T (R)   |      | 361                      | Bl               | L T (R)   |
| 7:10? |      | 618           | Wh    | L (T) R   |      | 627                      | Blue             | L (T) R   |
|       |      | 130           | Gr    | L T (R)   |      | 309                      | Bl               | L T (R)   |
|       |      | 922           | Gr    | L (T) R   |      | 151                      | Bl               | L T (R)   |
|       |      | 024           | Bl    | L (T) R   |      | F88                      | Bl               | L T (R)   |
|       |      | 248           | Bl    | L (T) R   |      | 081 VA                   | Gr.              | L (T) R   |
|       |      | 204           | Bl    | L (T) R   |      | 001                      | Gr.              | L T R     |

\* Counter is standing on Kenwood Side. Only the (T) should be counted.

276  
276

| Dorset + Little Falls 9/10/15 |               |       |           | Cars exiting Kenwood on DORSET |               |                          |           |
|-------------------------------|---------------|-------|-----------|--------------------------------|---------------|--------------------------|-----------|
| LOCATION:                     | Kenwood Side  |       |           | APPROACH:                      | DORSET        |                          |           |
| TIME                          | LICENSE PLATE | COLOR | DIRECTION | TIME                           | LICENSE PLATE | COLOR                    | DIRECTION |
|                               | 093           | Wh    | L T R     |                                | 546           | Gr                       | L T R     |
| 7:30                          | 1M4           | Gr.   | L T R     | 7:40                           | 115           | BK                       | L T R     |
|                               | 661           | Gr    | L T R     |                                | 617           | Tr Bd                    | L T R     |
|                               | 899           | W     | L T R     |                                |               | BK                       | L T R     |
|                               | L12           | ?     | L T R     |                                | 605           | Gr.                      | L T R     |
|                               | 671           | BK    | L T R     |                                | 6m6           | Tr white                 | L T R     |
|                               | 610           | BK    | L T R     |                                | 098           | Gr                       | L T R     |
| 7:35                          | 367           | W     | L T R     |                                | 398           | Blue                     | L T R     |
|                               | 532           | BK    | L T R     |                                | 299           | Speeding<br>Getting thru | L T R     |
|                               | m48           | BK    | L T R     | 7:45                           | 558           | Gr.                      | L T R     |
|                               | 497           | W     | L T R     |                                | YTE           | Gr.                      | L T R     |
|                               | 2             | Black | L T R     |                                | 050           | BK                       | L T R     |
|                               | 774           | BK    | L T R     |                                | 915           | BK                       | L T R     |
|                               | 592           | Gr    | L T R     |                                | 042           | Blue                     | L T R     |
|                               | 218           | Gr    | L T R     |                                | 937 VA        | Red                      | L T R     |
|                               | 360           | BK    | L T R     |                                | 472           | Black                    | L T R     |
|                               | 030           | Wh    | L T R     | 7:50                           | 745           | BK                       | L T R     |
|                               | ~             | BK    | L T R     |                                | 78            | W                        | L T R     |
|                               | 144           | BK    | L T R     |                                | 508           | Gr.                      | L T R     |

APPENDIX E DORSET AVE TRAFFIC COUNTS  
 Lots of bikes! Kids & adults  
 ONLY count the Ts.

9/16/15

APPENDIX E DORSET AVE TRAFFIC COUNTS

Cars exiting Kenwood

P-3

LOCATION: Dorset + Little Falls  
Kenwood SideDorset + Little Falls  
Kenwood Side

APPROACH:

| TIME | LICENSE PLATE | COLOR  | DIRECTION | TIME | LICENSE PLATE | COLOR  | DIRECTION |
|------|---------------|--------|-----------|------|---------------|--------|-----------|
| 7:50 | 589           | Gr.    | L T R     |      | 218           | Wh     | L T R     |
|      | 677           | Blk    | L T R     | 8:05 | 380           | Gr.    | L T R     |
|      | 495           | Blk    | L T R     |      | 633           | Blk    | L T R     |
|      | 794           | Blk    | L T R     |      | 572           | Blk    | L T R     |
|      | 583           | Tr-Ref | L T R     |      | 616           | Gray   | L T R     |
| 7:55 | 385           | Gr.    | L T R     |      | 05T           | Blk    | L T R     |
|      | 509           | Gr.    | L T R     |      | 972           | Blk    | L T R     |
|      | 282           | Blk    | L T R     |      | 483           | Gray   | L T R     |
|      | 281           | Gr.    | L T R     |      | 885           | Blk    | L T R     |
|      | ?             | Truck  | L T R     |      | ?             | Gray   | L T R     |
|      | 016           | Gray   | L T R     | 8:10 | 207           | Gray   | L T R     |
|      | 420           | Blk    | L T R     |      | 741           | Blk    | L T R     |
| 8:00 | 311           | Gray   | L T R     |      | 800           | Blk    | L T R     |
|      | 122           | Brown  | L T R     |      | 669           | Blk    | L T R     |
|      | 371           | Br     | L T R     |      | 655           | Blk    | L T R     |
|      | R75           | Blk    | L T R     |      | 400           | Blk    | L T R     |
|      | 631           | Blk    | L T R     |      | 631           | Gray   | L T R     |
|      | 841           | Green  | L T R     |      | 441           | Blk(?) | L T R     |
|      | 659           | Gray   | L T R     |      | 213           | Gr.    | L T R     |

Hands cold but heart (+ body) warm!

ONLY COUNT

T-

9/10/15 Cars exiting Kenwood on Dorset

(P.4)

LOCATION: Dorset + Little Falls  
COUNTED BY: Kenwood Side (Burke)

APPROACH:

Dorset + Little Falls  
(Burke)

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR  | DIRECTION |
|------|---------------|-------|-----------|------|---------------|--------|-----------|
| 8:15 | 033           | 6.    | L T R     |      | 475           | Gray   | L T R     |
|      | 686           | White | L T R     |      | BOX           | Bluish | L T R     |
|      | 112           | Gray  | L T R     |      | 291           | Brown  | L T R     |
|      | -597          | Blk   | L T R     |      | 28K           | Blk    | L T R     |
|      | 808           | Wh    | L T R     |      | 091           | Red    | L T R     |
|      | 564           | Blk   | L T R     |      | 867           | Gray   | L T R     |
|      | 659           | Blk   | L T R     |      | 743           | Gray   | L T R     |
|      | 844           | Wh    | L T R     |      | 194           | Gray   | L T R     |
|      | 1NA           | W     | L T R     |      | 229           | Brown  | L T R     |
|      | 76T           | Gray  | L T R     | 8:25 | 164           | Gray   | L T R     |
|      | 2.            | Bl    | L T R     |      | 228           | Wh     | L T R     |
|      | 9m9           | 6.    | L T R     |      | 002           | 6.     | L T R     |
|      | 391           | 6.    | L T R     |      | RKR           | Gray   | L T R     |
|      | 030           | Brown | L T R     |      | 225           | Wh     | L T R     |
|      | 191           | Blue  | L T R     | 8:30 | 454           | 6.     | L T R     |
|      | 640           | Blk   | L T R     |      | 2             | Wh     | L T R     |
| 8:20 | 459           | 6.    | L T R     |      | 659           | 6.     | L T R     |
|      | P9D           | 6.    | L T R     |      | 853           | Truck  | L T R     |
|      |               | Blk   | L T R     |      | 5m7           | Blue   | L T R     |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

Cars exiting Kenwood  
on Dorset + Little Falls p.5

Dorset + Little falls  
Kenwood Side

Birdie  
APPROACH:

Kenwood Side

LOCATION:  
COUNTED BY AM

| TIME        | LICENSE PLATE | COLOR   | DIRECTION | TIME | LICENSE PLATE | COLOR  | DIRECTION |
|-------------|---------------|---------|-----------|------|---------------|--------|-----------|
| 8:30 (cont) | 383           | BLK     | L T R     |      | X35           | Gray   | L T R     |
|             | 109           | Gray    | L T R     |      | 338           | BLK    | L T R     |
|             | 677           | BLK     | L T R     |      | 2             | Gray   | L T R     |
|             | 618           | BLK     | L T R     | 8:40 | 750           | BLK    | L T R     |
|             | 5M7           | BLK     | L T R     |      | 811           | Gray   | L T R     |
|             | 844           | BLK     | L T R     |      | 760           | BLK    | L T R     |
|             | 378           | BLK     | L T R     |      | 287           | Gray   | L T R     |
|             | 443           | Wh      | L T R     |      | 1M8           | Gray   | L T R     |
| 8:35        | 765           | BLK     | L T R     |      | 342           | Wh (?) | L T R     |
|             | 869           | Wh      | L T R     |      | 195           | Wh     | L T R     |
|             | 191           | BLK     | L T R     |      | 297           | Red    | L T R     |
|             | 157 (C)       | BLK     | L T R     |      | 647           | White  | L T R     |
|             | 584           | BLK     | L T R     |      | 073           | Blue   | L T R     |
|             | 079           | BLK     | L T R     |      | 077           | BLK    | L T R     |
|             | 136           | BLK     | L T R     |      | 9M9           | BLK    | L T R     |
|             | 257           | BLK     | L T R     | 8:45 | 088           | BLK    | L T R     |
|             | NIA           | BLK     | L T R     |      | BZR           | BLK    | L T R     |
|             | S31           | BLK     | L T R     |      | 553           | Gray   | L T R     |
|             | Q24           | BLK (?) | L T R     |      | 528           | Brown  | L T R     |

When I was  
saying it was  
a Somerset study, Only  
I asked if  
it was a good idea  
to do it.  
I asked why we  
were doing it  
with it  
and wrote  
Somerset

ONLY COUNT (T) WITH IT

## APPENDIX E DORSET AVE TRAFFIC COUNTS

9/16/15

Cars exiting Kenwood  
on Dorset  
Dorset + Little Falls  
Kenwood Side

P6

AM

LOCATION: Dorset + Little Falls  
COUNTED BY: Kenwood Side (Burke)

Burke APPROACH: Burke

| TIME           | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|----------------|---------------|-------|-----------|------|---------------|-------|-----------|
| 8:45<br>(cont) | 106           | Gray  | L T R     | 9:00 | 426           | Wh    | L T R     |
|                | 842           | Gray  | L T R     |      | 528           | Blk   | L T R     |
| 8:50           | 622           | Truck | L T R     |      | 912           | Gray  | L T R     |
|                | 755           | Blk   | L T R     |      | C71           | Blue  | L T R     |
|                | 374           | Red   | L T R     |      | 351           | Blue  | L T R     |
|                | 206           | Wh    | L T R     |      | 361           | Wh    | L T R     |
|                | 876           | Gray  | L T R     |      | 940           | Wh    | L T R     |
| 8:55           | 58m           | Gray  | L T R     |      | 404           | Trk   | L T R     |
|                | 3m8           | Blk   | L T R     |      | 552           | 2.    | L T R     |
|                | 02P           | Red   | L T R     |      | 582           | Red   | L T R     |
|                | 518           | Blue  | L T R     |      | 5m5           | Gray  | L T R     |
|                | 791           | Gray  | L T R     |      | 258           | Blk   | L T R     |
|                | 588           | Blk   | L T R     |      | 596           | Wh    | L T R     |
|                | ?             | Red   | L T R     |      | 386           | Blk   | L T R     |
|                | 2m3           | Blk   | L T R     | 9:05 | 297           | Blk   | L T R     |
|                | 670           | Blk   | L T R     |      | 653           | Gray  | L T R     |
|                | 978           | Wh    | L T R     |      | 332           | Trk   | L T R     |
|                | 088           | Gray  | L T R     |      | 911           | Trk   | L T R     |
|                | 910           |       | L T R     |      | 829           | Gray  | L T R     |

Another nervous  
person

was thanked by  
several Kenwood Residents  
(who might have  
contributed their time!)

ONLY COUNT  
T

9/16/15

## APPENDIX E DORSET AVE TRAFFIC COUNTS

Cars exiting Kenwood

on

(P.7)

Dorset + Little Falls  
Kenwood Side

Dorset

LOCATION:

COUNTED BY:

AM

Dorset + Little Falls  
Kenwood Side

APPROACH:

| TIME           | LICENSE PLATE | COLOR    | DIRECTION | TIME           | LICENSE PLATE    | COLOR | DIRECTION |
|----------------|---------------|----------|-----------|----------------|------------------|-------|-----------|
| 9:05<br>(cont) | 929           | Wh       | L T R     | 9:15<br>(cont) | 654              | Blk   | L T R     |
|                | 818           | Red      | L T R     |                | 051              | Red   | L T R     |
|                | 642           | Blk      | L T R     |                | 068              | Blue  | L T R     |
| ?              | Gray          |          | L T R     |                | 506              | Gray  | L T R     |
| 2              | Red           |          | L T R     |                | K19              | Blue  | L T R     |
|                | 656           | Gray     | L T R     |                | 677              | Gray  | L T R     |
|                | 206           | Blk      | L T R     | 9:20           | 681 Michigan Blk | Blk   | L T R     |
|                | ATT           | Gray     | L T R     |                | 118              | Blk   | L T R     |
|                | 002           | Blk      | L T R     |                | 042              | Gray  | L T R     |
| 9:10           | W83           | Blk      | L T R     |                | 255              | Gray  | L T R     |
|                | 328           | Blk      | L T R     |                | 9??.             | White | L T R     |
|                | 932           | Blue     | L T R     |                | 144              | Gray  | L T R     |
|                | 692           | Blk      | L T R     |                | 263              | Blue  | L T R     |
|                | 7m1           | ?        | L T R     |                | 600              | Blue  | L T R     |
|                | 11B-          | Taxi Cab | L T R     |                | 020              | Gray  | L T R     |
|                | 811           | 68       | L T R     | 9:25           | 746              | Blk   | L T R     |
|                | 234           | Truck    | L T R     |                | 815              | Blk   | L T R     |
|                | 761           | Orange   | L T R     |                | F36              | Gray  | L T R     |
| 9:15           | 664           | Blk      | L T R     |                | 039              | White | L T R     |

ONLY COUNT T

9/16/15

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

Dorset & Little Falls  
Kenwood SideBurke  
APPROACH:Cars exiting  
Kenwood on  
Dorset P.8

| TIME        | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|-------------|---------------|-------|-----------|------|---------------|-------|-----------|
| 9:25 (cont) | 838           | grey  | L (T) R   |      |               |       | L T R     |
|             | 840           | BLK   | L (T) R   |      |               |       | L T R     |
|             | 594           | green | L (T) R   |      |               |       | L T R     |
|             | 405           | Grey  | L (T) R   |      |               |       | L T R     |
|             | WC 1          | BLK   | L (T) R   |      |               |       | L T R     |
|             | 020           | white | L (T) R   |      |               |       | L T R     |
|             | 105           | Grey  | L (T) R   |      |               |       | L T R     |
|             | 427           | BLK   | L (T) R   |      |               |       | L T R     |
| 2.          |               | Red   | L (T) R   |      |               |       | L T R     |
|             | 775           | BLK   | L (T) R   |      |               |       | L T R     |
|             |               | Grey  | L (T) R   |      |               |       | L T R     |
|             |               | Blue  | L (T) R   |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |
|             |               |       | L T R     |      |               |       | L T R     |

ONLY COUNT 

APPENDIX E DORSET AVE TRAFFIC COUNTS

AM

Dorset and Little Falls

From Little Falls, L

4 pages

①

## APPENDIX E DORSET AVE TRAFFIC COUNTS

9/16/15

Dorset &amp; Little Falls

From Little Falls (Southbound)  
L to Dorset to Somerset

LOCATION:

COUNTED BY:

Dabney Goold

APPROACH:

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR     | DIRECTION |
|------|---------------|-------|-----------|------|---------------|-----------|-----------|
| 7:05 | 295           | white | (L) T R   | 8:00 | 504           | white     | (L) T R   |
| 7:15 | 276           | Gray  | (L) T R   |      | 2 mi          | Brown     | (L) T R   |
|      | 007           | Black | (L) T R   | 8:05 |               | Gray      | (L) T R   |
|      | 426           | Gray  | (L) T R   |      | 158           | white     | (L) T R   |
|      | 715           | Brown | (L) T R   |      | DC 161        | White     | (L) T R   |
| 7:20 | 531           | Black | (L) T R   |      | 527           | Gray      | (L) T R   |
|      | 636           | Gray  | (L) T R   |      | R27           | Brown     | (L) T R   |
| 7:30 | 202           | white | (L) T R   | 8:10 | 182           | Gray      | (L) T R   |
|      | 409           | Black | (L) T R   |      | 229           | Gray      | (L) T R   |
| 7:40 | 548           | Black | (L) T R   |      | 2m7           | white     | (L) T R   |
| 7:45 | 770           | Gray  | (L) T R   |      | 031           | Brown     | (L) T R   |
|      | 193           | Black | (L) T R   |      | 844           | white     | (L) T R   |
|      | 942           | Gray  | (L) T R   | 8:15 | 918           | dark blue | (L) T R   |
|      | 362           | Gray  | (L) T R   |      | 137           | Gray      | (L) T R   |
| 7:50 | 200           | white | (L) T R   |      | 527           | Gray      | (L) T R   |
| 7:55 | 75B           | Black | (L) T R   |      | 150           | black     | (L) T R   |
| 8:00 | 080           | Black | (L) T R   |      | 903           | Black     | (L) T R   |
|      | 167           | Gray  | (L) T R   |      | 858           | Black     | (L) T R   |
|      |               |       | L T R     |      |               |           | L T R     |

→ 7:55 & 8:15 one red car & one white van (c)  
 Made U-turn at light. might have changed mind  
 about coming into Somerset.

Somerset Side  
Dorset

APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:  
COUNTED BY:

Little Falls

9/1/15

APPROACH:

Little Falls

(2)

| AM<br>TIME | LICENSE PLATE | COLOR         | DIRECTION | TIME | LICENSE PLATE | COLOR              | DIRECTION |
|------------|---------------|---------------|-----------|------|---------------|--------------------|-----------|
| 8:15       | 712           | Gray          | (L) T R   | 8:35 | 340           | Black              | (L) T R   |
| 8:20       | E44           | Black         | (L) T R   |      | 502           | white              | (L) T R   |
|            | 959           | Blue          | (L) T R   |      | 673           | red                | (L) T R   |
|            | 608           | Gray          | (L) T R   |      | 452           | Black              | (L) T R   |
|            | 456           | Gray          | (L) T R   |      | 324           | <del>PL Blue</del> | (L) T R   |
|            | 778           | White         | (L) T R   |      | 108           | Brown              | (L) T R   |
| 8:25       | 400           | Gray          | (L) T R   |      | 727           | gray               | (L) T R   |
|            | 527           | Blue          | (L) T R   |      | 250           | white              | (L) T R   |
|            | 034           | Gray<br>Brown | (L) T R   |      | 769           | Black              | (L) T R   |
|            | 221           | Black         | (L) T R   |      | 950           | gray               | (L) T R   |
|            | 197           | Black         | (L) T R   |      | 914           | Black              | (L) T R   |
|            | 641           | Gray          | (L) T R   |      | 8084          | Black              | (L) T R   |
| 8:30       | BCO           | Gray          | (L) T R   | 8:45 | DIP 417       | Brown<br>green     | (L) T R   |
|            | 745           | Gray          | (L) T R   |      | 654           | gray               | (L) T R   |
|            | 50F           | Gray          | (L) T R   |      | 155           | Black              | (L) T R   |
|            | 154           | Gray          | (L) T R   |      | 183           | Gray               | (L) T R   |
| 8:35       | 252           | Gray          | (L) T R   |      | E09           | White              | (L) T R   |
|            | 734           | Black         | (L) T R   |      | 900           | Gray               | (L) T R   |
| 8:35       | 247           | White         | (L) T R   |      | 168           | Blue               | (L) T R   |

8:45 552 Gray (L)  
609 Bl. (L)  
101 Gray (L)  
Bl. gray

Somerset Side 9/16/15

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

APPROACH:

Dorset / Little Falls

Little Falls (3)

AM

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR                         | DIRECTION |
|------|---------------|-------|-----------|------|---------------|-------------------------------|-----------|
|      | 834           | gray  | (L T R    | 9:00 | BAT           | gray                          | (L T R    |
|      | 1M6           | Black | (L T R    |      | E94           | Black                         | (L T R    |
|      | 144           | Gray  | (L T R    |      | 412           | dark blue<br><del>Black</del> | (L T R    |
| 8:50 | 985           | gray  | (L T R    | 9:05 | 803           | Black<br>Blue                 | (L T R    |
|      | 002           | Black | (L T R    |      | 3M7           | red                           | (L T R    |
|      | E12           | gray  | (L T R    |      | 170           | white                         | (L T R    |
|      | 098           | blue  | (L T R    |      | W98           | gray                          | (L T R    |
|      | 579           | Black | (L T R    |      | 849           | Black                         | (L T R    |
| 8:55 | 587           | gray  | (L T R    |      | 871           | gray                          | (L T R    |
|      | 418           | black | (L T R    |      | R38           | gray                          | (L T R    |
|      | 944           | Gray  | (L T R    |      | 466           | gray                          | (L T R    |
|      | 728           | black | (L T R    |      | **            |                               |           |
|      | 950           | Black | (L T R    |      | 933           | white                         | (L T R    |
|      | 825           | gray  | (L T R    |      | 120           | red                           | (L T R    |
|      | 327           | gray  | (L T R    |      | VA<br>015     | red                           | (L T R    |
|      | 264           | Black | (L T R    |      | 996           | Brown                         | (L T R    |
| 9:00 | 467           | Black | (L T R    | 9:10 | 27C           | *ambulance<br>white           | (L T R    |
|      | Y48           | gray  | (L T R    | 9:20 | 212           | gray                          | (L T R    |
| WA   | 80K           | white | (L T R    |      | 585           | white                         | (L T R    |

\* ambulance  
 \*\* I listed another 466 gray car here, but it must have been a mistake, erased it.

Southern Side  
Dorset / Little Falls 9/16/15 APPENDIX E DORSET AVE TRAFFIC COUNTS

## APPENDIX E DORSET AVE TRAFFIC COUNTS

**LOCATION:**

COUNTER BY  
TIME

#### **APPROACH:**

APPENDIX E DORSET AVE TRAFFIC COUNTS

AM

Dorset and Little Falls

From Litrtle Falls, R

3 pages

9/16/15  
 LOCATION: Dorset & Little Falls (Somerset + sides)  
 COUNTED BY: Maura Mahoney  
 APPENDIX E DORSET AVE TRAFFIC COUNTS  
 From Little Falls (northbound) To Dorset → Somerset

| TIME | LICENSE PLATE | COLOR     | DIRECTION | TIME | LICENSE PLATE | COLOR        | DIRECTION |
|------|---------------|-----------|-----------|------|---------------|--------------|-----------|
| 7:00 | 399           | white     | L T R     | 7:50 | 16256         | grey         | L T R     |
| 7:05 | VA503         | black     | L T R     | 7:55 | N30           | grey         | L T R     |
| 7:10 |               |           | L T R     |      | M46           | Silver Blue  | L T R     |
| 7:15 | S. New 829    |           | L T R     |      | DC571         | silver       | L T R     |
|      | Red 984       |           | L T R     | 8:00 | L29           | white/silver | L T R     |
| 7:20 | green Va614   |           | L T R     |      | C 143         | white        | L T R     |
| 7:25 | wh Va035      |           | L T R     |      | 167           | grey         | L T R     |
|      | grey 974      |           | L T R     |      |               | Maroon       | L T R     |
| 7:30 |               |           | L T R     |      | OM9           | black        | L T R     |
| 7:35 | 135           | dark grey | L T R     |      | DC60104       | grey         | L T R     |
| 7:40 | DC 278        | white     | L T R     | 8:05 | DC832         | black        | L T R     |
|      | MD 567        | silver    | L T R     |      | 801           | black        | L T R     |
|      | 293 brown     |           | L T R     | 8:10 | 023           | black        | L T R     |
|      | 492 silver    |           | L T R     |      | 950           | gray         | L T R     |
|      | 425 black     |           | L T R     |      | Va7UP         | blue         | L T R     |
| 7:45 | 492           | white     | L T R     |      | 330           | black        | L T R     |
|      | 925           | white     | L T R     |      | DC 425        | blast        | L T R     |
|      | 516           | black     | L T R     |      |               |              | L T R     |
|      | 169           | black     | L T R     |      |               |              | L T R     |

gray

Somerset Side  
LOCATION:  
COUNTED BY:

9/10/15  
APPENDIX E DORSET AVE TRAFFIC COUNTS

Dorset & Little Falls

APPROACH:

Little Falls

(2)

| AM TIME     | LICENSE PLATE | COLOR   | DIRECTION | TIME         | LICENSE PLATE   | COLOR   | DIRECTION |
|-------------|---------------|---------|-----------|--------------|-----------------|---------|-----------|
| 8:10        |               |         | L T (R)   |              | D1 106          | Silver  | L T (D)   |
| 8:15 DC 71  | white         | L T (R) |           | 8:40 DC 019  | white           | L T (R) |           |
| 885         | blue          | L T (R) |           | Va 018       | white           | L T (R) |           |
| G 976       | white         | L T (R) |           | 701          | black           | L T (R) |           |
| 586         | Silver        | L T (R) | 8:45      | MCPS bus 327 | yellow          | L T (R) |           |
| 879         | black         | L T (R) |           | C 838        | red             | L T (R) |           |
| A 93        | white/silver  | L T (R) |           | Del 015      | white           | L T (R) |           |
| 8:20 849    | Silver        | L T (R) |           | DC 225       | white<br>silver | L T (R) |           |
| 8:25 752    | red           | L T (R) |           | 221          | black           | L T (R) |           |
| C 921       | white         | L T (R) |           | Va 341K      | Silver          | L T (R) |           |
| VA 122      | black         | L T (R) |           | 166          | Silver          | L T (R) |           |
| WEST VA 460 | black         | L T (R) | 8:50      | MCPS bus 560 | yellow          | L T (R) |           |
| 8:30 Va 619 | Silver/grey   | L T (R) |           | 454          | blue            | L T (R) |           |
| 8:35 DC 463 | white         | L T (R) | 8:55      | BLH          | blue<br>white   | L T (R) |           |
| Fla PVI     | white         | L T (R) | 9:00      | 269          | Silver          | L T (R) |           |
| V 870       | gray          | L T (R) | 9:05      |              |                 | L T (R) |           |
| K55         | red           | L T (R) | 9:10      | MCPS bus 015 | yellow          | L T (R) |           |
| DC 340      | black         | L T (R) |           |              |                 | L T (R) |           |
| 345         | Silver        | L T (R) |           |              |                 | L T (R) |           |

## Somerset Side

## APPENDIX E DORSET AVE TRAFFIC COUNTS

NDIX E DORSET AVE

3

LOCATION: Dorset / Little Falls APPROACH: Little Falls  
LIMITED BY:

#### **APPROACH:**

APPENDIX E DORSET AVE TRAFFIC COUNTS

PM

Dorset and Little Falls

From Dorset on Kenwood Side

**These are cars leaving Kenwood on Dorset, crossing Little Falls and entering Somerset on Dorset.**

*Only the Thru traffic is relevant to Somerset.*

7 pages

~~Dorset & Little Falls~~ ~~Kenwood Side~~ ~~9/16/15~~ ~~Ron Dorset (Eastbound)~~ ①  
 LOCATION: (Kenwood Side) APPROACH: LTR @ LITTLE FALLS  
 COUNTED BY: Ruth LIS

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|-------|-----------|------|---------------|-------|-----------|
| 4    | 524 NC        | R     | L T R     |      | 804 6PM 804   | GRY   | L T R     |
|      | 170 DC        | GRY   | L T R     | 4:15 | 309           | WH    | L T R     |
|      | MD 3MI        | Wh    | L T R     |      | 378           | GOLD  | L T R     |
|      | SUV 3000 DC   | BL    | L T R     |      | 109           | BL    | L T R     |
|      | E83           | GRY   | L T R     |      | 668           | GRY   | L T R     |
|      | 187           | GRY   | L T R     |      | 18T           | BL    | L T R     |
|      | 304           | R     | L T R     |      | DC 229        | GRY   | L T R     |
| 4:05 | W50           | GOLD  | L T R     |      | 790           | BL    | L T R     |
|      | R50           | BL    | L T R     |      | P14           | GRY   | L T R     |
|      | 483           | GRY   | L T R     | 4:20 | 064           | GRY   | L T R     |
|      | 944           | WH    | L T R     |      | M03           | R     | L T R     |
|      | 4M8           | GRY   | L T R     |      | 579           | BL    | L T R     |
|      | 5M4           | BL    | L T R     | 25   | F36           | BL    | L T R     |
| 4:10 |               | BLU   | L T R     |      | 458           | WH    | L T R     |
|      | 235 VA        | GOLD  | L T R     |      | 401           | BL    | L T R     |
|      | X86           | MULTI | L T R     |      | 569           | BL    | L T R     |
|      | 587           | GRY   | L T R     |      | 027           | GRY   | L T R     |
| ?:   | 183 DC        | TX    | L T R     |      | 262           | R     | L T R     |
|      | 215           | GRW   | L T R     |      | 516           |       | L T R     |

R = Red  
 WH = White  
 GRY = Gray  
 GRW = Brown  
 BL = Black  
 BLU = Blue  
 GOLD = Beige + Gold  
 MULTI

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

Dorset / Little Falls

From

Dorset

(2)

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR      | DIRECTION |
|------|---------------|-------|-----------|------|---------------|------------|-----------|
| 4:10 | 549           | GRY   | L T R     |      | 240           | BLU        | L T R     |
| 4:30 | NJY.          | GRY   | L T R     |      | C72           | GRY        | L T R     |
|      |               | WH    | L T R     |      | 675           | GRY        | L T R     |
|      | DC 803        | BL    | L T R     |      | 397           | GRY        | L T R     |
|      | 382           | GRY   | L T R     |      | 584           | BLU        | L T R     |
|      | DC 811        | GRY   | L T R     |      | 889           | BL         | L T R     |
|      | 164           | PL    | L T R     | 445  | 726           | COM WH VAN | L T R     |
|      |               | GRN   | L T R     |      | 300           | FLD        | L T R     |
|      | 207           | BL    | L T R     |      | 295           | WH VAN     | L T R     |
|      | 058           | GRY   | L T R     |      | 853           | R          | L T R     |
| 4:35 | 638           | R TRK | L T R     |      | C83           | GRY        | L T R     |
|      | 050           | GRY   | L T R     |      | 455           | GRN        | L T R     |
|      | 647           | BL    | L T R     |      | 157           | BL         | L T R     |
|      | 6M4           | GRY   | L T R     |      | DC 644        | BL         | L T R     |
|      | DC 430        | BL    | L T R     |      | 095           | BLU        | L T R     |
| (2)  | X86           | MULTI | L T R     |      | 656           | TRK VAN    | L T R     |
|      | BEW           | BRW   | L T R     |      | 527           | BLU        | L T R     |
| 4:40 | 971           | GRY   | L T R     |      | 247           | WH         | L T R     |
|      | 565           | GRY   | L T R     |      | 112           | R          | L T R     |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:  
COUNTED BY:

Dorset / Little Falls

9/16/15

APPROACH:

From Dorset  
Kenwood Side

| TIME | LICENSE PLATE | COLOR  | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|--------|-----------|------|---------------|-------|-----------|
| 8:40 | MD            | GOLD   | L T R     |      | 267           | GRY   | L T R     |
|      | MD            | WH VN  | L T R     |      | 642           | BLK   | L T R     |
| 4:50 | 506           | BL     | L T R     |      | 662           | GRY   | L T R     |
|      | AWE           | WH     | L T R     |      | 467           | GRY   | L T R     |
|      | 708           | GRY    | L T R     | 5:05 | 538           | GRY   | L T R     |
|      | 2M4           | BL     | L T R     |      | 575           | GRY   | L T R     |
|      |               | WH     | L T R     |      |               | WH    | L T R     |
|      | 078           | TXI    | L T R     |      | 293           | BL    | L T R     |
|      | 542           | GRY    | L T R     |      | 575           | GRN   | L T R     |
|      | 307           | R      | L T R     |      | 758           | BL    | L T R     |
|      | BHG           | WH     | L T R     | DC   | 951           | GRY   | L T R     |
|      | 035           | BL     | L T R     | DC   | 219           | BL    | L T R     |
|      | 867           | BL     | L T R     |      | 234           | BLU   | L T R     |
| 4:55 | (FLA) IZI     | WH     | L T R     |      | 536           | GRY   | L T R     |
|      | 6M5           | GRN    | L T R     |      | JUNK TRK      | L T R |           |
|      | 222           | BL     | L T R     |      | SUV<br>GRY    | L T R |           |
|      | 143           | TRK BL | L T R     |      | 630           | GRY   | L T R     |
| 5:00 | 606           | BLJ    | L T R     |      | 743           | GRY   | L T R     |
|      | 363           | WH     | L T R     | 5:09 |               |       | L T R     |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:  
COUNTED BY:

Dorset / Little Falls 9/10/15 From Dorset Kenwood Side (4)

APPROACH:

| TIME | LICENSE PLATE                          | COLOR          | DIRECTION | TIME | LICENSE PLATE  | COLOR         | DIRECTION |
|------|--|----------------|-----------|------|----------------|---------------|-----------|
| 5:10 | 295 <sup>GOLD</sup><br><del>295</del>  | <del>BLK</del> | L T R     |      | 727            | GRY           | L T R     |
|      | 791                                    | GRY            | L T R     |      | 980            | MULTI WH      | L T R     |
|      | 044                                    | BL             | L T R     | 5:25 | 000            | R             | L T R     |
|      | 730                                    | R              | L T R     |      | DC 716         | GRY           | L T R     |
|      | FUN                                    | GRY            | L T R     |      | 524            | GRY           | L T R     |
|      | DC 920                                 | GRY            | L T R     |      | VA 430         | GLD           | L T R     |
| 5:15 | 451 <sup>MULTI</sup><br><del>451</del> | BL             | L T R     |      | 018            | TX 1          | L T R     |
|      | 944                                    | BL             | L T R     |      | 977            | GLD           | L T R     |
|      | 913                                    | GRY            | L T R     |      | <del>152</del> |               | L T R     |
|      | 009 <sup>GOLD</sup><br><del>009</del>  | <del>BLK</del> | L T R     |      | VA 644         | BL            | L T R     |
|      | 4M8 <sup>GRY</sup><br><del>4M8</del>   |                | L T R     |      | 411            | BL            | L T R     |
|      | 658                                    | BL             | L T R     |      | 045            | GRY           | L T R     |
| 5:20 | 967                                    | GRY            | L T R     | 5:30 | 627            | GRY           | L T R     |
|      | 671                                    | GRY            | L T R     |      | VA 135         | BL            | L T R     |
|      | 076                                    | GRY            | L T R     |      | <del>165</del> | <del>BL</del> | L T R     |
|      | 978                                    | WHT            | L T R     |      | 543            | WHT           | L T R     |
|      | 876                                    | GRY            | L T R     |      | 249            | GRY           | L T R     |
|      | 418                                    | GRY            | L T R     |      | C83            | BL            | L T R     |
|      | 841                                    | GRN            | L T R     |      | 005            | BL            | L T R     |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

APPROACH:

Dorset / Little Falls / From Kenwood Side Dorset + (5)

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR  | DIRECTION |
|------|---------------|-------|-----------|------|---------------|--------|-----------|
| 535  | DEL 088       | GLD   | L T R     |      | 643           | GRY    | L T R     |
|      | DC 890        | II    | L T R     |      | 614           | BL     | L T R     |
|      | 076           | BL    | L T R     |      | 705           | WH     | L T R     |
|      | 427           | BLU   | L T R     |      | 922           | GRY    | L T R     |
|      | DC            | GRY   | L T R     |      | 543           | WH     | L T R     |
|      | 608           | BL    | L T R     |      | 213           | GRY    | L T R     |
|      | 215           | BL    | L T R     |      | 212           | GRY    | L T R     |
|      | 356           | R     | L T R     |      | 750           | BL     | L T R     |
|      | 716           | GRY   | L T R     |      | 47M           | BL     | L T R     |
|      |               | BLU   | L T R     | 550  | 587           | GRY    | L T R     |
|      |               | ? L   | L T R     |      | 958           | GRY    | L T R     |
| 540  | 310           | GRY   | L T R     |      | 833           | BL     | L T R     |
|      | 615           | R     | L T R     |      | 361           | R      | L T R     |
|      | 912           | R     | L T R     |      | NJ 4AV        | TRK WH | L T R     |
|      |               | WH    | L T R     |      | 0710 109      | GLD    | L T R     |
|      | 134           | R     | L T R     |      | 613           | BLV    | L T R     |
|      | VA 219        | WH    | L T R     |      | 022           |        | L T R     |
|      | VA 2GX        | GLD   | L T R     | 555  | DC 842        | GRY    | L T R     |
| 545  | BNG           | BL    | L T R     |      | 507           | BL     | L T R     |

WH

T

APPENDIX E DORSET AVE TRAFFIC COUNTS

(16)

**Dorset / Little Falls 11/15**

FROM  
Kenwood Side

**Dorset**

LOCATION:

COUNTED BY:

PM

APPROACH:

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME        | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|-------|-----------|-------------|---------------|-------|-----------|
| 5:45 | 427           | BLK   | L T R     |             | 722           | GLD   | L T R     |
|      | 868           | R     | L T R     | 6:0         |               |       | L T R     |
| DC   | 836           | BL    | L T R     |             | 640           | BLK   | L T R     |
|      | 741           | BL    | L T R     |             | DC 803        | GRY   | L T R     |
|      | 858           | GRY   | L T R     |             | 300           | R     | L T R     |
|      | 051           | GLD   | L T R     |             | 436           | GRY   | L T R     |
|      | MTH           | GRY   | L T R     | DC          | 109           | GRY   | L T R     |
| 6:0  | 782           | GRY   | L T R     |             | 247           | GOLD  | L T R     |
|      | 040           | BL    | L T R     | DC          | 198           | BL    | L T R     |
|      | 207           | BL    | L T R     |             | 328           | BL    | L T R     |
|      | N97           | R     | L T R     |             | WT            | GRY   | L T R     |
|      | 224           | BL    | L T R     |             | 084           | BLK   | L T R     |
|      | 850           | GRY   | L T R     | DC          | WT            |       | L T R     |
| 6:05 | 445           | GRY   | L T R     | MD MINI VAN | WT            |       | L T R     |
|      | A24           | BLU   | L T R     |             | 682           | BLU   | L T R     |
|      | 236           | GRY   | L T R     |             | 774           | GRN   | L T R     |
|      | 597           | GRY   | L T R     |             | 154           | BL    | L T R     |
|      | 049           | GRY   | L T R     | 6:15        | 743           | GRY   | L T R     |
|      | 844           | BL    | L T R     |             | 658           | WT    | L T R     |

JMC GRY L

LOCATION:  
COUNTED BY

## ~~APPENDIX E DORSET AVE TRAFFIC COUNTS~~

### **APPROACH:**

JNTS From Dorset  
Kenwood Side. (7)

**APPENDIX E DORSET AVE TRAFFIC COUNTS**

**PM**

**Dorset and Little Falls**

**From Little Falls, L**

**3 pages**

Dorset & Little Falls

APPENDIX E DORSET AVE TRAFFIC COUNTS

From Little Falls (soothbound)  
L to Dorset to Somerset

LOCATION:

Dabney Good

APPROACH: 9th St

⑪

| TIME | LICENSE PLATE | COLOR                              | DIRECTION | TIME | LICENSE PLATE | COLOR         | DIRECTION |
|------|---------------|------------------------------------|-----------|------|---------------|---------------|-----------|
| 4:00 | 202           | gray                               | (L T R    | 4:40 | 692           | gray          | (L T R    |
|      | uturn         | black                              |           |      | 527           | black         | (L T R    |
|      | 816           | gray                               | (L T R    | 4:45 | 003           | red           | (L T R    |
|      | 503           | black                              | (L T R    |      | 638           | gray          | (L T R    |
| 4:05 | 247           | blue                               | (L T R    |      | 178?          | gray          | (L T R    |
|      | 009           | blue                               | (L T R    |      | —             | gray          | (L T R    |
|      | 971           | beige<br>brown                     | (L T R    | 4:56 | 124           | red           | (L T R    |
|      | 032           | black                              | (L T R    |      | 309           | gray          | (L T R    |
| 4:10 | 463           | gray                               | (L T R    |      | 051           | black         | (L T R    |
|      | 671           | white                              | (L T R    |      | W60           | white         | (L T R    |
| 4:15 | 276           | gray                               | (L T R    |      | 517           | red           | (L T R    |
|      | 920           | black                              | (L T R    | 4:55 | 976           | black         | (L T R    |
| 4:20 | 801           | red                                | (L T R    |      | 216           | gray          | (L T R    |
| 4:25 | 579           | beige<br>brown                     | (L T R    | 5:00 | 065           | black         | (L T R    |
| 4:30 | 198           | <del>dark<br/>black<br/>blue</del> | (L T R    | 5:05 | 827           | gray<br>green | (L T R    |
|      | 815           | gray                               | (L T R    |      | * 950         | white         | (L T R    |
|      | 876           | gray                               | (L T R    |      | * 200         | white         | (L T R    |
|      | 063           | black                              | (L T R    |      | 115+          | black         | (L T R    |
| 4:35 | uturn         | green                              |           |      | 866           | black         | (L T R    |

\* DC? plate in back

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

APPROACH:

| TIME | LICENSE PLATE | COLOR          | DIRECTION | TIME          | LICENSE PLATE     | COLOR        | DIRECTION |
|------|---------------|----------------|-----------|---------------|-------------------|--------------|-----------|
| 5:05 | aturn         |                |           | 5:30<br>cont. | 104               | gray         | (L) T R   |
|      | 590           | gray           | (L) T R   |               | 906 <sup>xx</sup> | white        | (L) T R   |
| 5:10 | 996           | Black          | (L) T R   |               | 431               | black        | (L) T R   |
| 5:15 | APY           | blue           | (L) T R   |               | 875               | black        | (L) T R   |
|      | 493           | gray/<br>brown | (L) T R   | 5:35          | 922               | gray<br>blue | (L) T R   |
|      | 254           | gray           | (L) T R   | 5:40          | 457               | red          | (L) T R   |
|      | 221           | Black          | (L) T R   |               | 433               | black        | (L) T R   |
|      | 885           | gray           | (L) T R   |               | 266               | gray         | (L) T R   |
|      | 052           | gray           | (L) T R   |               | 753               | black        | (L) T R   |
|      | 175           | gray           | (L) T R   | 5:45          | aturn             | .            | .         |
|      | 770           | gray           | (L) T R   |               | AZA               | gray         | (L) T R   |
|      | 182           | gray           | (L) T R   |               | 680               | black        | (L) T R   |
|      | 863           | gray<br>beige  | (L) T R   |               | 500               | gray         | (L) T R   |
|      | 771           | gray           | (L) T R   |               | 228               | black        | (L) T R   |
|      | 6M5           | black          | (L) T R   | 4:50          | BKP               | white<br>off | (L) T R   |
|      | 927           | black          | (L) T R   |               | 434               | gray         | (L) T R   |
|      | 059           | gray           | (L) T R   |               | 734<br>VA?        | black        | (L) T R   |
| 5:30 | 608           | white          | (L) T R   | 4:55 PA       | 917               | gray         | (L) T R   |
|      | 518           | blue           | (L) T R   |               | 531               | dark<br>blue | (L) T R   |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY:

APPROACH:

## Dorset / Little Falls 9/16/15 From Little Falls ③

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|-------|-----------|------|---------------|-------|-----------|
| 5:55 | 792           | gray  | L T R     |      |               |       | L T R     |
|      | 095           | white | L T R     |      |               |       | L T R     |
|      | i17           | black | L T R     |      |               |       | L T R     |
|      | 787           | white | L T R     |      |               |       | L T R     |
|      | 692           | gray  | L T R     |      |               |       | L T R     |
| 6:00 | 909           | white | L T R     |      |               |       | L T R     |
| 6:05 | 140           | gray  | L T R     |      |               |       | L T R     |
|      | 172           | black | L T R     |      |               |       | L T R     |
|      | N,90R<br>730  | white | L T R     |      |               |       | L T R     |
|      | V57           | black | L T R     |      |               |       | L T R     |
| 6:10 | 340           | white | L T R     |      |               |       | L T R     |
|      | 772           | black | L T R     |      |               |       | L T R     |
|      | 408           | gray  | L T R     |      |               |       | L T R     |
|      | 772           | black | L T R     |      |               |       | L T R     |
|      | 673           | black | L T R     |      |               |       | L T R     |
|      | 650           | white | L T R     |      |               |       | L T R     |
|      | 570           | gray  | L T R     |      |               |       | L T R     |
|      | 073           | white | L T R     |      |               |       | L T R     |
|      |               |       | L T R     |      |               |       | L T R     |

APPENDIX E DORSET AVE TRAFFIC COUNTS

PM

Dorset and Little Falls, R

5 pages

Dorset's Little Falls  
(Somerset + Side)

APPENDIX DORSET AVE TRAFFIC COUNTS

From Little Falls (northbound)  
R@ Dorset to Somerset

LOCATION:

COUNTED BY: CINZIA FURLANE (10)

APPROACH:

①

| TIME | LICENSE PLATE | COLOR   | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|---------|-----------|------|---------------|-------|-----------|
| 4:00 | 023           | blu     | L T R     |      |               |       | L T R     |
|      | 0             | blu     | L T R     |      |               |       | L T R     |
|      | Q/S           | Black   | L T R     |      |               |       | L T R     |
|      | 3MI           | White   | L T R     |      |               |       | L T R     |
|      | 282           | Green   | L T R     |      |               |       | L T R     |
|      | 0             | C       | L T R     |      |               |       | L T R     |
|      | 168           | White   | L T R     |      |               |       | L T R     |
|      | 03-           | Black   | L T R     |      |               |       | L T R     |
|      | 478           | Green   | L T R     |      |               |       | L T R     |
|      | 008           | Blue    | L T R     |      |               |       | L T R     |
|      | 871           | Grey    | L T R     |      |               |       | L T R     |
|      | 175           | Brown   | L T R     |      |               |       | L T R     |
|      | 31-           | Grey    | L T R     |      |               |       | L T R     |
|      | 718           | Brown   | L T R     |      |               |       | L T R     |
| 4:10 | 821           | Grey    | L T R     |      |               |       | L T R     |
|      | 848           | Grey/Wh | L T R     |      |               |       | L T R     |
|      | 233           | Black   | L T R     |      |               |       | L T R     |
|      | NAP           | Black   | L T R     |      |               |       | L T R     |
| 4:15 |               |         | L T R     |      |               |       | L T R     |

Dorset/LHQ Falls 9/10/15 From LHQ falls (Northbound) 6  
 APPENDIX E DORSET AVE TRAFFIC COUNTS

LOCATION:

COUNTED BY: C. NCIA FURLANES TR

APPROACH:

R@ Dorset-to-Somerset 2

| TIME | LICENSE PLATE | COLOR | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|-------|-----------|------|---------------|-------|-----------|
| 4:15 | /             |       | L T R     |      |               | ↙     | L T R     |
| 4:20 | 846           | Black | L T R     |      |               |       | L T R     |
|      | 444           | White | L T R     |      |               |       | L T R     |
|      | 460           | Grey  | L T R     |      |               |       | L T R     |
|      | 178           | Black | L T R     |      |               |       | L T R     |
|      | S34           | Black | L T R     |      |               |       | L T R     |
| 4:15 | 877           | Black | L T R     |      |               |       | L T R     |
|      | 468           | Red   | L T R     |      |               |       | L T R     |
|      | 702           | White | L T R     |      |               |       | L T R     |
|      | 461           | White | L T R     |      |               |       | L T R     |
|      | 548           | Black | L T R     |      |               |       | L T R     |
| 4:30 | 408           | Red   | L T R     |      |               |       | L T R     |
| 4:35 | OLV           | Blue  | L T R     |      |               |       | L T R     |
|      | 647           | White | L T R     |      |               |       | L T R     |
|      | 682           | Brown | L T R     |      |               |       | L T R     |
| 4:40 | 847           | Blue  | L T R     |      |               |       | L T R     |
| 4:45 | 112           | Brown | L T R     |      |               |       | L T R     |
|      | 938           | Black | L T R     |      |               |       | L T R     |
|      | 242           | Black | L T R     |      |               |       | L T R     |

#62 Black  
 #18 Red

Dorset / L.H. 105 (S) 9/10/15 From Little Folkestone Northbound  
 Somerset Shire (S) Re Dorset to Somerset

**APPENDIX E DORSET AVE TRAFFIC COUNTS**

LOCATION:

COUNTED BY: CINZIA FURLANETTO

APPROACH:

| TIME | LICENSE PLATE | COLOR                        | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|------------------------------|-----------|------|---------------|-------|-----------|
| 4:45 | 162           | Black                        | L T R     |      |               | ←     | L T R     |
|      | 314           | Black                        | L T R     |      |               | ←     | L T R     |
|      | 6M0           | Grey                         | L T R     |      |               | ←     | L T R     |
| 4:50 | 555           | Blue/Black                   | L T R     |      |               | ←     | L T R     |
| 4:55 | 444           | Gold                         | L T R     |      |               | ←     | L T R     |
|      | 718           | Blue                         | L T R     |      |               | ←     | L T R     |
|      | 861           | Light Blue                   | L T R     |      |               | ←     | L T R     |
|      | CUP           | Silver/Grey                  | L T R     |      |               | ←     | L T R     |
| 5:00 | 881           | Black                        | L T R     |      |               | ←     | L T R     |
|      | 160           | Red                          | L T R     |      |               | ←     | L T R     |
|      | 871           | Dark Grey<br>pink P<br>not C | L T R     |      |               | ←     | L T R     |
|      |               |                              | L T R     |      |               | ←     | L T R     |
| 5:05 | 1NA           | Black                        | L T R     |      |               | ←     | L T R     |
|      | 343           | Black                        | L T R     |      |               | ←     | L T R     |
|      | 681           | Blue                         | L T R     |      |               | ←     | L T R     |
|      | 522           | White/Grey                   | L T R     |      |               | ←     | L T R     |
|      | 164           | Black                        | L T R     |      |               | ←     | L T R     |
| 5:10 | 056           | Silver/Grey                  | L T R     |      |               | ←     | L T R     |
|      | 846           | Dark Grey                    | L T R     |      |               | ←     | L T R     |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

9/16/15

LOCATION:

COUNTED BY: CINZIA FURLANETTO

APPROACH:

| TIME | LICENSE PLATE | COLOR           | DIRECTION | TIME | LICENSE PLATE | COLOR | DIRECTION |
|------|---------------|-----------------|-----------|------|---------------|-------|-----------|
| 5:15 | 867           | Black           | L T R     |      |               | ↙     | L T R     |
|      | 602           | Grey/blue       | L T R     |      |               | ↙     | L T R     |
| 5:20 | 510           | Black           | L T R     |      |               | ↙     | L T R     |
|      |               | Red             | L T R     |      |               | ↙     | L T R     |
|      | 183           | Dark Grey       | L T R     |      |               | ↙     | L T R     |
| 5:25 | 410           | Grey            | L T R     |      |               | ↙     | L T R     |
|      | 709           | Gold            | L T R     |      |               | ↙     | L T R     |
| 5:30 | 0M4           | Black           | L T R     |      |               | ↙     | L T R     |
|      | 844           | White           | L T R     |      |               | ↙     | L T R     |
|      | 816           | White           | L T R     |      |               | ↙     | L T R     |
| 5:35 | 171           | Dark Silver     | L T R     |      |               | ↙     | L T R     |
| 5:40 | 812           | Silver          | L T R     |      |               | ↙     | L T R     |
|      | 412           | Silver<br>green | L T R     |      |               | ↙     | L T R     |
|      | 418           | Silver          | L T R     |      |               | ↙     | L T R     |
|      | 870           | White           | L T R     |      |               | ↙     | L T R     |
| 5:45 | 930           | White           | L T R     |      |               | ↙     | L T R     |
|      | -             | B               | L T R     |      |               | ↙     | L T R     |
|      | 873           | White           | L T R     |      |               | ↙     | L T R     |
| 5:50 | 826           | Gold            | L T R     |      |               | ↙     | L T R     |

## ~~APPENDIX E DORSET AVE TRAFFIC COUNTS~~

LOCATION: *Swallow*  
COUNTED BY: CINZIA FURLANETTO

~~TRAFFIC COUNTS~~ LITTLE FALLS (5)  
FROM Little Falls (northbound)  
CH: Dorset to Somerset

**APPENDIX E DORSET AVE TRAFFIC COUNTS**

|    | A          | B         | C  | D     | E     | F | G | H | I | J | K | L | M     | N | O | P                            |
|----|------------|-----------|----|-------|-------|---|---|---|---|---|---|---|-------|---|---|------------------------------|
| 1  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   | Page 1                       |
| 2  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 3  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 4  | MONTGOMERY |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 5  | SOMERSET   |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 6  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 7  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 8  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   | Latitude: 0° 0.000 Undefined |
| 9  |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 10 |            | 15-May-18 |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 11 | Tue        | EB        | WB |       |       |   |   |   |   |   |   |   | Total |   |   |                              |
| 12 | 12:00 AM   |           |    | 1     | 4     |   |   |   |   |   |   |   | 5     |   |   |                              |
| 13 | 01:00      |           |    | 0     | 0     |   |   |   |   |   |   |   | 0     |   |   |                              |
| 14 | 02:00      |           |    | 0     | 0     |   |   |   |   |   |   |   | 0     |   |   |                              |
| 15 | 03:00      |           |    | 0     | 0     |   |   |   |   |   |   |   | 0     |   |   |                              |
| 16 | 04:00      |           |    | 1     | 0     |   |   |   |   |   |   |   | 1     |   |   |                              |
| 17 | 05:00      |           |    | 2     | 5     |   |   |   |   |   |   |   | 7     |   |   |                              |
| 18 | 06:00      |           |    | 21    | 13    |   |   |   |   |   |   |   | 34    |   |   |                              |
| 19 | 07:00      |           |    | 77    | 65    |   |   |   |   |   |   |   | 142   |   |   |                              |
| 20 | 08:00      |           |    | 163   | 105   |   |   |   |   |   |   |   | 268   |   |   |                              |
| 21 | 09:00      |           |    | 91    | 73    |   |   |   |   |   |   |   | 164   |   |   |                              |
| 22 | 10:00      |           |    | 101   | 66    |   |   |   |   |   |   |   | 167   |   |   |                              |
| 23 | 11:00      |           |    | 104   | 76    |   |   |   |   |   |   |   | 180   |   |   |                              |
| 24 | 12:00 PM   |           |    | 124   | 80    |   |   |   |   |   |   |   | 204   |   |   |                              |
| 25 | 01:00      |           |    | 115   | 80    |   |   |   |   |   |   |   | 195   |   |   |                              |
| 26 | 02:00      |           |    | 104   | 82    |   |   |   |   |   |   |   | 186   |   |   |                              |
| 27 | 03:00      |           |    | 138   | 107   |   |   |   |   |   |   |   | 245   |   |   |                              |
| 28 | 04:00      |           |    | 130   | 119   |   |   |   |   |   |   |   | 249   |   |   |                              |
| 29 | 05:00      |           |    | 153   | 120   |   |   |   |   |   |   |   | 273   |   |   |                              |
| 30 | 06:00      |           |    | 175   | 107   |   |   |   |   |   |   |   | 282   |   |   |                              |
| 31 | 07:00      |           |    | 65    | 62    |   |   |   |   |   |   |   | 127   |   |   |                              |
| 32 | 08:00      |           |    | 49    | 29    |   |   |   |   |   |   |   | 78    |   |   |                              |
| 33 | 09:00      |           |    | 31    | 6     |   |   |   |   |   |   |   | 37    |   |   |                              |
| 34 | 10:00      |           |    | 11    | 8     |   |   |   |   |   |   |   | 19    |   |   |                              |
| 35 | 11:00      |           |    | 10    | 4     |   |   |   |   |   |   |   | 14    |   |   |                              |
| 36 | Total      |           |    | 1666  | 1211  |   |   |   |   |   |   |   | 2877  |   |   |                              |
| 37 | Percent    |           |    | 57.9% | 42.1% |   |   |   |   |   |   |   |       |   |   |                              |
| 38 |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 39 | AM Peak    |           |    | 08:00 | 08:00 |   |   |   |   |   |   |   | 08:00 |   |   |                              |
| 40 | Vol.       |           |    | 163   | 105   |   |   |   |   |   |   |   | 268   |   |   |                              |
| 41 |            |           |    |       |       |   |   |   |   |   |   |   |       |   |   |                              |
| 42 | PM Peak    |           |    | 18:00 | 17:00 |   |   |   |   |   |   |   | 18:00 |   |   |                              |
| 43 | Vol.       |           |    | 175   | 120   |   |   |   |   |   |   |   | 282   |   |   |                              |

## APPENDIX E DORSET AVE TRAFFIC COUNTS

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

Volume

Start Date: 12/7/2016

Start Time: 12:00:00 AM

Location 1: ARLINGTON RD B/W LITTLE FALLS PKWY &

Location 2: KENWOOD FOREST LN

MONTGOMERY

BETHESDA

| Number | Date      | Time     | NB L1 | NB L2 | SB L3 | SB L4 |
|--------|-----------|----------|-------|-------|-------|-------|
| 1      | 12/7/2016 | 12:00 AM | 3     | 3     | 1     | 0     |
| 2      | 12/7/2016 | 12:15 AM | 2     | 4     | 3     | 1     |
| 3      | 12/7/2016 | 12:30 AM | 1     | 0     | 3     | 1     |
| 4      | 12/7/2016 | 12:45 AM | 0     | 4     | 2     | 0     |
| 5      | 12/7/2016 | 01:00 AM | 0     | 2     | 0     | 0     |
| 6      | 12/7/2016 | 01:15 AM | 0     | 0     | 4     | 0     |
| 7      | 12/7/2016 | 01:30 AM | 0     | 1     | 0     | 0     |
| 8      | 12/7/2016 | 01:45 AM | 0     | 0     | 1     | 0     |
| 9      | 12/7/2016 | 02:00 AM | 0     | 0     | 0     | 0     |
| 10     | 12/7/2016 | 02:15 AM | 0     | 1     | 0     | 0     |
| 11     | 12/7/2016 | 02:30 AM | 2     | 0     | 1     | 0     |
| 12     | 12/7/2016 | 02:45 AM | 0     | 0     | 0     | 1     |
| 13     | 12/7/2016 | 03:00 AM | 0     | 0     | 1     | 0     |
| 14     | 12/7/2016 | 03:15 AM | 0     | 1     | 1     | 0     |
| 15     | 12/7/2016 | 03:30 AM | 0     | 0     | 1     | 0     |
| 16     | 12/7/2016 | 03:45 AM | 0     | 1     | 1     | 0     |
| 17     | 12/7/2016 | 04:00 AM | 0     | 0     | 1     | 0     |
| 18     | 12/7/2016 | 04:15 AM | 0     | 1     | 2     | 0     |
| 19     | 12/7/2016 | 04:30 AM | 0     | 0     | 2     | 1     |
| 20     | 12/7/2016 | 04:45 AM | 0     | 4     | 5     | 1     |
| 21     | 12/7/2016 | 05:00 AM | 0     | 2     | 6     | 0     |
| 22     | 12/7/2016 | 05:15 AM | 2     | 2     | 7     | 3     |
| 23     | 12/7/2016 | 05:30 AM | 9     | 2     | 7     | 0     |
| 24     | 12/7/2016 | 05:45 AM | 13    | 5     | 8     | 4     |
| 25     | 12/7/2016 | 06:00 AM | 3     | 5     | 10    | 7     |
| 26     | 12/7/2016 | 06:15 AM | 6     | 5     | 14    | 3     |
| 27     | 12/7/2016 | 06:30 AM | 14    | 12    | 21    | 18    |
| 28     | 12/7/2016 | 06:45 AM | 13    | 13    | 27    | 19    |
| 29     | 12/7/2016 | 07:00 AM | 10    | 20    | 41    | 29    |
| 30     | 12/7/2016 | 07:15 AM | 33    | 23    | 58    | 35    |
| 31     | 12/7/2016 | 07:30 AM | 38    | 31    | 45    | 43    |
| 32     | 12/7/2016 | 07:45 AM | 60    | 36    | 46    | 34    |
| 33     | 12/7/2016 | 08:00 AM | 54    | 46    | 64    | 45    |
| 34     | 12/7/2016 | 08:15 AM | 65    | 59    | 37    | 33    |
| 35     | 12/7/2016 | 08:30 AM | 48    | 56    | 48    | 36    |
| 36     | 12/7/2016 | 08:45 AM | 74    | 61    | 49    | 33    |
| 37     | 12/7/2016 | 09:00 AM | 59    | 40    | 44    | 27    |
| 38     | 12/7/2016 | 09:15 AM | 56    | 47    | 41    | 32    |
| 39     | 12/7/2016 | 09:30 AM | 35    | 36    | 49    | 38    |
| 40     | 12/7/2016 | 09:45 AM | 46    | 33    | 39    | 21    |
| 41     | 12/7/2016 | 10:00 AM | 45    | 36    | 43    | 31    |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**  
**ARLINGTON RD PRE ROAD DIET COUNTS**

|    |           |          |    |    |     |    |
|----|-----------|----------|----|----|-----|----|
| 42 | 12/7/2016 | 10:15 AM | 56 | 32 | 52  | 18 |
| 43 | 12/7/2016 | 10:30 AM | 46 | 32 | 56  | 33 |
| 44 | 12/7/2016 | 10:45 AM | 42 | 35 | 68  | 33 |
| 45 | 12/7/2016 | 11:00 AM | 43 | 33 | 52  | 36 |
| 46 | 12/7/2016 | 11:15 AM | 43 | 35 | 58  | 32 |
| 47 | 12/7/2016 | 11:30 AM | 55 | 42 | 59  | 43 |
| 48 | 12/7/2016 | 11:45 AM | 50 | 44 | 52  | 35 |
| 49 | 12/7/2016 | 12:00 PM | 49 | 36 | 84  | 22 |
| 50 | 12/7/2016 | 12:15 PM | 39 | 52 | 62  | 28 |
| 51 | 12/7/2016 | 12:30 PM | 54 | 35 | 54  | 29 |
| 52 | 12/7/2016 | 12:45 PM | 35 | 36 | 49  | 28 |
| 53 | 12/7/2016 | 01:00 PM | 39 | 43 | 70  | 27 |
| 54 | 12/7/2016 | 01:15 PM | 39 | 43 | 56  | 36 |
| 55 | 12/7/2016 | 01:30 PM | 44 | 33 | 64  | 33 |
| 56 | 12/7/2016 | 01:45 PM | 35 | 39 | 57  | 27 |
| 57 | 12/7/2016 | 02:00 PM | 34 | 32 | 80  | 30 |
| 58 | 12/7/2016 | 02:15 PM | 33 | 41 | 62  | 30 |
| 59 | 12/7/2016 | 02:30 PM | 38 | 42 | 65  | 31 |
| 60 | 12/7/2016 | 02:45 PM | 46 | 45 | 69  | 33 |
| 61 | 12/7/2016 | 03:00 PM | 41 | 47 | 64  | 41 |
| 62 | 12/7/2016 | 03:15 PM | 53 | 44 | 75  | 47 |
| 63 | 12/7/2016 | 03:30 PM | 43 | 44 | 61  | 31 |
| 64 | 12/7/2016 | 03:45 PM | 44 | 46 | 68  | 39 |
| 65 | 12/7/2016 | 04:00 PM | 56 | 45 | 94  | 52 |
| 66 | 12/7/2016 | 04:15 PM | 58 | 61 | 89  | 52 |
| 67 | 12/7/2016 | 04:30 PM | 47 | 47 | 92  | 66 |
| 68 | 12/7/2016 | 04:45 PM | 50 | 43 | 96  | 61 |
| 69 | 12/7/2016 | 05:00 PM | 53 | 33 | 105 | 55 |
| 70 | 12/7/2016 | 05:15 PM | 60 | 37 | 93  | 59 |
| 71 | 12/7/2016 | 05:30 PM | 54 | 56 | 97  | 61 |
| 72 | 12/7/2016 | 05:45 PM | 50 | 49 | 95  | 60 |
| 73 | 12/7/2016 | 06:00 PM | 56 | 39 | 71  | 45 |
| 74 | 12/7/2016 | 06:15 PM | 44 | 39 | 91  | 48 |
| 75 | 12/7/2016 | 06:30 PM | 57 | 42 | 70  | 43 |
| 76 | 12/7/2016 | 06:45 PM | 44 | 41 | 71  | 37 |
| 77 | 12/7/2016 | 07:00 PM | 30 | 35 | 49  | 37 |
| 78 | 12/7/2016 | 07:15 PM | 42 | 38 | 55  | 24 |
| 79 | 12/7/2016 | 07:30 PM | 32 | 37 | 45  | 15 |
| 80 | 12/7/2016 | 07:45 PM | 25 | 27 | 39  | 16 |
| 81 | 12/7/2016 | 08:00 PM | 28 | 31 | 36  | 13 |
| 82 | 12/7/2016 | 08:15 PM | 22 | 23 | 37  | 18 |
| 83 | 12/7/2016 | 08:30 PM | 12 | 16 | 35  | 7  |
| 84 | 12/7/2016 | 08:45 PM | 12 | 21 | 43  | 19 |
| 85 | 12/7/2016 | 09:00 PM | 12 | 8  | 22  | 12 |
| 86 | 12/7/2016 | 09:15 PM | 18 | 18 | 27  | 6  |
| 87 | 12/7/2016 | 09:30 PM | 7  | 9  | 14  | 7  |
| 88 | 12/7/2016 | 09:45 PM | 9  | 9  | 30  | 8  |
| 89 | 12/7/2016 | 10:00 PM | 5  | 13 | 10  | 4  |
| 90 | 12/7/2016 | 10:15 PM | 5  | 9  | 15  | 2  |
| 91 | 12/7/2016 | 10:30 PM | 5  | 10 | 6   | 6  |
| 92 | 12/7/2016 | 10:45 PM | 2  | 5  | 5   | 1  |
| 93 | 12/7/2016 | 11:00 PM | 3  | 6  | 6   | 0  |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |           |          |    |    |    |    |
|-----|-----------|----------|----|----|----|----|
| 94  | 12/7/2016 | 11:15 PM | 5  | 6  | 2  | 1  |
| 95  | 12/7/2016 | 11:30 PM | 1  | 3  | 4  | 2  |
| 96  | 12/7/2016 | 11:45 PM | 2  | 2  | 3  | 1  |
| 97  | 12/8/2016 | 12:00 AM | 1  | 3  | 2  | 0  |
| 98  | 12/8/2016 | 12:15 AM | 1  | 2  | 5  | 0  |
| 99  | 12/8/2016 | 12:30 AM | 0  | 2  | 1  | 1  |
| 100 | 12/8/2016 | 12:45 AM | 1  | 1  | 0  | 0  |
| 101 | 12/8/2016 | 01:00 AM | 0  | 2  | 1  | 1  |
| 102 | 12/8/2016 | 01:15 AM | 1  | 2  | 3  | 2  |
| 103 | 12/8/2016 | 01:30 AM | 1  | 3  | 1  | 0  |
| 104 | 12/8/2016 | 01:45 AM | 2  | 0  | 2  | 0  |
| 105 | 12/8/2016 | 02:00 AM | 0  | 0  | 0  | 0  |
| 106 | 12/8/2016 | 02:15 AM | 1  | 1  | 2  | 0  |
| 107 | 12/8/2016 | 02:30 AM | 0  | 0  | 0  | 0  |
| 108 | 12/8/2016 | 02:45 AM | 0  | 1  | 1  | 0  |
| 109 | 12/8/2016 | 03:00 AM | 0  | 2  | 1  | 0  |
| 110 | 12/8/2016 | 03:15 AM | 0  | 0  | 1  | 0  |
| 111 | 12/8/2016 | 03:30 AM | 0  | 0  | 2  | 0  |
| 112 | 12/8/2016 | 03:45 AM | 0  | 0  | 1  | 0  |
| 113 | 12/8/2016 | 04:00 AM | 0  | 0  | 3  | 0  |
| 114 | 12/8/2016 | 04:15 AM | 0  | 1  | 2  | 1  |
| 115 | 12/8/2016 | 04:30 AM | 0  | 1  | 3  | 0  |
| 116 | 12/8/2016 | 04:45 AM | 1  | 3  | 2  | 0  |
| 117 | 12/8/2016 | 05:00 AM | 0  | 2  | 7  | 2  |
| 118 | 12/8/2016 | 05:15 AM | 3  | 4  | 8  | 0  |
| 119 | 12/8/2016 | 05:30 AM | 7  | 3  | 7  | 3  |
| 120 | 12/8/2016 | 05:45 AM | 9  | 4  | 14 | 2  |
| 121 | 12/8/2016 | 06:00 AM | 6  | 5  | 10 | 6  |
| 122 | 12/8/2016 | 06:15 AM | 4  | 4  | 21 | 10 |
| 123 | 12/8/2016 | 06:30 AM | 11 | 9  | 27 | 14 |
| 124 | 12/8/2016 | 06:45 AM | 10 | 8  | 33 | 19 |
| 125 | 12/8/2016 | 07:00 AM | 15 | 10 | 48 | 29 |
| 126 | 12/8/2016 | 07:15 AM | 30 | 23 | 63 | 43 |
| 127 | 12/8/2016 | 07:30 AM | 41 | 40 | 72 | 46 |
| 128 | 12/8/2016 | 07:45 AM | 43 | 40 | 52 | 33 |
| 129 | 12/8/2016 | 08:00 AM | 50 | 44 | 52 | 37 |
| 130 | 12/8/2016 | 08:15 AM | 59 | 68 | 45 | 35 |
| 131 | 12/8/2016 | 08:30 AM | 64 | 52 | 49 | 35 |
| 132 | 12/8/2016 | 08:45 AM | 64 | 54 | 56 | 23 |
| 133 | 12/8/2016 | 09:00 AM | 61 | 54 | 37 | 29 |
| 134 | 12/8/2016 | 09:15 AM | 54 | 49 | 49 | 22 |
| 135 | 12/8/2016 | 09:30 AM | 34 | 29 | 54 | 24 |
| 136 | 12/8/2016 | 09:45 AM | 52 | 36 | 35 | 16 |
| 137 | 12/8/2016 | 10:00 AM | 32 | 31 | 42 | 31 |
| 138 | 12/8/2016 | 10:15 AM | 42 | 35 | 61 | 33 |
| 139 | 12/8/2016 | 10:30 AM | 37 | 28 | 56 | 29 |
| 140 | 12/8/2016 | 10:45 AM | 49 | 42 | 49 | 43 |
| 141 | 12/8/2016 | 11:00 AM | 39 | 35 | 48 | 34 |
| 142 | 12/8/2016 | 11:15 AM | 34 | 39 | 58 | 27 |
| 143 | 12/8/2016 | 11:30 AM | 46 | 47 | 41 | 23 |
| 144 | 12/8/2016 | 11:45 AM | 58 | 43 | 55 | 26 |
| 145 | 12/8/2016 | 12:00 PM | 50 | 38 | 66 | 31 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |           |          |    |    |     |    |
|-----|-----------|----------|----|----|-----|----|
| 146 | 12/8/2016 | 12:15 PM | 48 | 35 | 62  | 28 |
| 147 | 12/8/2016 | 12:30 PM | 40 | 39 | 60  | 30 |
| 148 | 12/8/2016 | 12:45 PM | 41 | 38 | 49  | 32 |
| 149 | 12/8/2016 | 01:00 PM | 52 | 36 | 60  | 27 |
| 150 | 12/8/2016 | 01:15 PM | 32 | 33 | 48  | 29 |
| 151 | 12/8/2016 | 01:30 PM | 45 | 37 | 66  | 35 |
| 152 | 12/8/2016 | 01:45 PM | 40 | 34 | 47  | 33 |
| 153 | 12/8/2016 | 02:00 PM | 24 | 39 | 68  | 28 |
| 154 | 12/8/2016 | 02:15 PM | 42 | 47 | 76  | 33 |
| 155 | 12/8/2016 | 02:30 PM | 40 | 24 | 85  | 37 |
| 156 | 12/8/2016 | 02:45 PM | 30 | 33 | 74  | 31 |
| 157 | 12/8/2016 | 03:00 PM | 40 | 50 | 70  | 54 |
| 158 | 12/8/2016 | 03:15 PM | 54 | 47 | 78  | 60 |
| 159 | 12/8/2016 | 03:30 PM | 46 | 54 | 80  | 37 |
| 160 | 12/8/2016 | 03:45 PM | 53 | 45 | 78  | 47 |
| 161 | 12/8/2016 | 04:00 PM | 47 | 52 | 90  | 55 |
| 162 | 12/8/2016 | 04:15 PM | 45 | 52 | 95  | 52 |
| 163 | 12/8/2016 | 04:30 PM | 58 | 41 | 91  | 61 |
| 164 | 12/8/2016 | 04:45 PM | 72 | 56 | 107 | 64 |
| 165 | 12/8/2016 | 05:00 PM | 56 | 58 | 100 | 57 |
| 166 | 12/8/2016 | 05:15 PM | 64 | 58 | 95  | 58 |
| 167 | 12/8/2016 | 05:30 PM | 63 | 62 | 95  | 54 |
| 168 | 12/8/2016 | 05:45 PM | 62 | 55 | 89  | 57 |
| 169 | 12/8/2016 | 06:00 PM | 72 | 64 | 82  | 64 |
| 170 | 12/8/2016 | 06:15 PM | 47 | 61 | 97  | 58 |
| 171 | 12/8/2016 | 06:30 PM | 36 | 46 | 68  | 39 |
| 172 | 12/8/2016 | 06:45 PM | 46 | 39 | 64  | 29 |
| 173 | 12/8/2016 | 07:00 PM | 39 | 33 | 56  | 28 |
| 174 | 12/8/2016 | 07:15 PM | 45 | 41 | 44  | 25 |
| 175 | 12/8/2016 | 07:30 PM | 34 | 29 | 35  | 16 |
| 176 | 12/8/2016 | 07:45 PM | 29 | 37 | 26  | 19 |
| 177 | 12/8/2016 | 08:00 PM | 31 | 29 | 35  | 13 |
| 178 | 12/8/2016 | 08:15 PM | 15 | 23 | 43  | 15 |
| 179 | 12/8/2016 | 08:30 PM | 10 | 14 | 25  | 12 |
| 180 | 12/8/2016 | 08:45 PM | 15 | 16 | 30  | 13 |
| 181 | 12/8/2016 | 09:00 PM | 15 | 20 | 23  | 8  |
| 182 | 12/8/2016 | 09:15 PM | 6  | 9  | 21  | 7  |
| 183 | 12/8/2016 | 09:30 PM | 10 | 8  | 24  | 13 |
| 184 | 12/8/2016 | 09:45 PM | 12 | 15 | 16  | 8  |
| 185 | 12/8/2016 | 10:00 PM | 9  | 16 | 18  | 5  |
| 186 | 12/8/2016 | 10:15 PM | 7  | 8  | 11  | 5  |
| 187 | 12/8/2016 | 10:30 PM | 9  | 6  | 7   | 4  |
| 188 | 12/8/2016 | 10:45 PM | 6  | 3  | 7   | 4  |
| 189 | 12/8/2016 | 11:00 PM | 5  | 9  | 5   | 0  |
| 190 | 12/8/2016 | 11:15 PM | 5  | 6  | 8   | 1  |
| 191 | 12/8/2016 | 11:30 PM | 3  | 3  | 5   | 0  |
| 192 | 12/8/2016 | 11:45 PM | 1  | 5  | 4   | 0  |
| 193 | 12/9/2016 | 12:00 AM | 1  | 2  | 3   | 0  |
| 194 | 12/9/2016 | 12:15 AM | 3  | 2  | 2   | 2  |
| 195 | 12/9/2016 | 12:30 AM | 3  | 2  | 3   | 1  |
| 196 | 12/9/2016 | 12:45 AM | 4  | 2  | 2   | 0  |
| 197 | 12/9/2016 | 01:00 AM | 2  | 0  | 2   | 0  |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |           |          |    |    |    |    |
|-----|-----------|----------|----|----|----|----|
| 198 | 12/9/2016 | 01:15 AM | 1  | 2  | 1  | 2  |
| 199 | 12/9/2016 | 01:30 AM | 2  | 2  | 4  | 0  |
| 200 | 12/9/2016 | 01:45 AM | 0  | 1  | 3  | 0  |
| 201 | 12/9/2016 | 02:00 AM | 0  | 2  | 0  | 0  |
| 202 | 12/9/2016 | 02:15 AM | 1  | 2  | 0  | 0  |
| 203 | 12/9/2016 | 02:30 AM | 0  | 0  | 0  | 0  |
| 204 | 12/9/2016 | 02:45 AM | 1  | 2  | 0  | 0  |
| 205 | 12/9/2016 | 03:00 AM | 1  | 0  | 0  | 0  |
| 206 | 12/9/2016 | 03:15 AM | 0  | 1  | 0  | 0  |
| 207 | 12/9/2016 | 03:30 AM | 0  | 0  | 2  | 0  |
| 208 | 12/9/2016 | 03:45 AM | 0  | 1  | 1  | 0  |
| 209 | 12/9/2016 | 04:00 AM | 1  | 1  | 2  | 0  |
| 210 | 12/9/2016 | 04:15 AM | 0  | 1  | 1  | 1  |
| 211 | 12/9/2016 | 04:30 AM | 1  | 0  | 6  | 1  |
| 212 | 12/9/2016 | 04:45 AM | 1  | 2  | 6  | 1  |
| 213 | 12/9/2016 | 05:00 AM | 1  | 1  | 5  | 0  |
| 214 | 12/9/2016 | 05:15 AM | 3  | 4  | 10 | 1  |
| 215 | 12/9/2016 | 05:30 AM | 9  | 5  | 12 | 2  |
| 216 | 12/9/2016 | 05:45 AM | 14 | 6  | 11 | 2  |
| 217 | 12/9/2016 | 06:00 AM | 4  | 6  | 5  | 8  |
| 218 | 12/9/2016 | 06:15 AM | 3  | 10 | 18 | 12 |
| 219 | 12/9/2016 | 06:30 AM | 7  | 8  | 20 | 21 |
| 220 | 12/9/2016 | 06:45 AM | 13 | 8  | 35 | 18 |
| 221 | 12/9/2016 | 07:00 AM | 20 | 12 | 54 | 32 |
| 222 | 12/9/2016 | 07:15 AM | 28 | 28 | 48 | 37 |
| 223 | 12/9/2016 | 07:30 AM | 40 | 35 | 62 | 43 |
| 224 | 12/9/2016 | 07:45 AM | 50 | 30 | 74 | 39 |
| 225 | 12/9/2016 | 08:00 AM | 36 | 45 | 39 | 42 |
| 226 | 12/9/2016 | 08:15 AM | 64 | 62 | 45 | 25 |
| 227 | 12/9/2016 | 08:30 AM | 58 | 46 | 41 | 32 |
| 228 | 12/9/2016 | 08:45 AM | 64 | 49 | 45 | 36 |
| 229 | 12/9/2016 | 09:00 AM | 65 | 47 | 45 | 24 |
| 230 | 12/9/2016 | 09:15 AM | 50 | 35 | 41 | 25 |
| 231 | 12/9/2016 | 09:30 AM | 49 | 54 | 44 | 23 |
| 232 | 12/9/2016 | 09:45 AM | 45 | 41 | 46 | 16 |
| 233 | 12/9/2016 | 10:00 AM | 58 | 29 | 57 | 18 |
| 234 | 12/9/2016 | 10:15 AM | 39 | 34 | 49 | 20 |
| 235 | 12/9/2016 | 10:30 AM | 45 | 32 | 49 | 32 |
| 236 | 12/9/2016 | 10:45 AM | 52 | 47 | 64 | 32 |
| 237 | 12/9/2016 | 11:00 AM | 52 | 47 | 64 | 40 |
| 238 | 12/9/2016 | 11:15 AM | 49 | 30 | 54 | 37 |
| 239 | 12/9/2016 | 11:30 AM | 44 | 38 | 72 | 35 |
| 240 | 12/9/2016 | 11:45 AM | 52 | 58 | 56 | 29 |
| 241 | 12/9/2016 | 12:00 PM | 39 | 36 | 72 | 39 |
| 242 | 12/9/2016 | 12:15 PM | 49 | 43 | 56 | 39 |
| 243 | 12/9/2016 | 12:30 PM | 44 | 45 | 56 | 31 |
| 244 | 12/9/2016 | 12:45 PM | 43 | 39 | 70 | 38 |
| 245 | 12/9/2016 | 01:00 PM | 60 | 39 | 72 | 41 |
| 246 | 12/9/2016 | 01:15 PM | 38 | 45 | 66 | 36 |
| 247 | 12/9/2016 | 01:30 PM | 39 | 35 | 55 | 33 |
| 248 | 12/9/2016 | 01:45 PM | 55 | 39 | 60 | 27 |
| 249 | 12/9/2016 | 02:00 PM | 48 | 43 | 91 | 46 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |            |          |    |    |     |    |
|-----|------------|----------|----|----|-----|----|
| 250 | 12/9/2016  | 02:15 PM | 44 | 36 | 76  | 39 |
| 251 | 12/9/2016  | 02:30 PM | 45 | 55 | 78  | 42 |
| 252 | 12/9/2016  | 02:45 PM | 49 | 44 | 74  | 33 |
| 253 | 12/9/2016  | 03:00 PM | 48 | 45 | 76  | 50 |
| 254 | 12/9/2016  | 03:15 PM | 71 | 61 | 93  | 45 |
| 255 | 12/9/2016  | 03:30 PM | 57 | 43 | 89  | 56 |
| 256 | 12/9/2016  | 03:45 PM | 50 | 55 | 78  | 47 |
| 257 | 12/9/2016  | 04:00 PM | 58 | 53 | 111 | 52 |
| 258 | 12/9/2016  | 04:15 PM | 56 | 52 | 103 | 64 |
| 259 | 12/9/2016  | 04:30 PM | 48 | 39 | 99  | 62 |
| 260 | 12/9/2016  | 04:45 PM | 60 | 47 | 85  | 58 |
| 261 | 12/9/2016  | 05:00 PM | 62 | 49 | 94  | 63 |
| 262 | 12/9/2016  | 05:15 PM | 54 | 52 | 103 | 56 |
| 263 | 12/9/2016  | 05:30 PM | 64 | 43 | 103 | 63 |
| 264 | 12/9/2016  | 05:45 PM | 60 | 39 | 76  | 58 |
| 265 | 12/9/2016  | 06:00 PM | 47 | 47 | 93  | 48 |
| 266 | 12/9/2016  | 06:15 PM | 64 | 29 | 94  | 44 |
| 267 | 12/9/2016  | 06:30 PM | 53 | 40 | 65  | 32 |
| 268 | 12/9/2016  | 06:45 PM | 56 | 33 | 62  | 32 |
| 269 | 12/9/2016  | 07:00 PM | 43 | 43 | 59  | 25 |
| 270 | 12/9/2016  | 07:15 PM | 47 | 44 | 41  | 27 |
| 271 | 12/9/2016  | 07:30 PM | 28 | 27 | 47  | 20 |
| 272 | 12/9/2016  | 07:45 PM | 20 | 29 | 39  | 20 |
| 273 | 12/9/2016  | 08:00 PM | 27 | 21 | 35  | 11 |
| 274 | 12/9/2016  | 08:15 PM | 27 | 26 | 41  | 18 |
| 275 | 12/9/2016  | 08:30 PM | 14 | 24 | 37  | 19 |
| 276 | 12/9/2016  | 08:45 PM | 16 | 21 | 41  | 16 |
| 277 | 12/9/2016  | 09:00 PM | 11 | 22 | 37  | 20 |
| 278 | 12/9/2016  | 09:15 PM | 14 | 13 | 31  | 14 |
| 279 | 12/9/2016  | 09:30 PM | 9  | 12 | 21  | 8  |
| 280 | 12/9/2016  | 09:45 PM | 7  | 18 | 29  | 12 |
| 281 | 12/9/2016  | 10:00 PM | 6  | 15 | 16  | 6  |
| 282 | 12/9/2016  | 10:15 PM | 8  | 14 | 27  | 6  |
| 283 | 12/9/2016  | 10:30 PM | 4  | 10 | 18  | 6  |
| 284 | 12/9/2016  | 10:45 PM | 8  | 15 | 13  | 6  |
| 285 | 12/9/2016  | 11:00 PM | 8  | 8  | 8   | 6  |
| 286 | 12/9/2016  | 11:15 PM | 9  | 8  | 13  | 3  |
| 287 | 12/9/2016  | 11:30 PM | 6  | 11 | 13  | 3  |
| 288 | 12/9/2016  | 11:45 PM | 3  | 7  | 4   | 1  |
| 289 | 12/10/2016 | 12:00 AM | 3  | 6  | 1   | 0  |
| 290 | 12/10/2016 | 12:15 AM | 7  | 7  | 9   | 0  |
| 291 | 12/10/2016 | 12:30 AM | 4  | 3  | 10  | 0  |
| 292 | 12/10/2016 | 12:45 AM | 4  | 8  | 4   | 0  |
| 293 | 12/10/2016 | 01:00 AM | 3  | 6  | 6   | 1  |
| 294 | 12/10/2016 | 01:15 AM | 3  | 6  | 8   | 0  |
| 295 | 12/10/2016 | 01:30 AM | 4  | 2  | 4   | 1  |
| 296 | 12/10/2016 | 01:45 AM | 0  | 5  | 1   | 1  |
| 297 | 12/10/2016 | 02:00 AM | 3  | 1  | 5   | 0  |
| 298 | 12/10/2016 | 02:15 AM | 0  | 5  | 2   | 0  |
| 299 | 12/10/2016 | 02:30 AM | 1  | 5  | 0   | 0  |
| 300 | 12/10/2016 | 02:45 AM | 2  | 2  | 3   | 0  |
| 301 | 12/10/2016 | 03:00 AM | 1  | 2  | 0   | 0  |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## ARLINGTON RD PRE ROAD DIET COUNTS

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 302 | 12/10/2016 03:15 AM | 0  | 0  | 4  | 0  |
| 303 | 12/10/2016 03:30 AM | 0  | 1  | 4  | 0  |
| 304 | 12/10/2016 03:45 AM | 0  | 0  | 0  | 0  |
| 305 | 12/10/2016 04:00 AM | 0  | 3  | 5  | 0  |
| 306 | 12/10/2016 04:15 AM | 0  | 0  | 0  | 0  |
| 307 | 12/10/2016 04:30 AM | 0  | 1  | 0  | 0  |
| 308 | 12/10/2016 04:45 AM | 1  | 1  | 0  | 0  |
| 309 | 12/10/2016 05:00 AM | 1  | 3  | 3  | 0  |
| 310 | 12/10/2016 05:15 AM | 0  | 1  | 3  | 3  |
| 311 | 12/10/2016 05:30 AM | 2  | 2  | 8  | 1  |
| 312 | 12/10/2016 05:45 AM | 4  | 1  | 3  | 2  |
| 313 | 12/10/2016 06:00 AM | 3  | 0  | 6  | 0  |
| 314 | 12/10/2016 06:15 AM | 5  | 4  | 5  | 3  |
| 315 | 12/10/2016 06:30 AM | 2  | 9  | 8  | 1  |
| 316 | 12/10/2016 06:45 AM | 9  | 6  | 7  | 5  |
| 317 | 12/10/2016 07:00 AM | 8  | 7  | 7  | 3  |
| 318 | 12/10/2016 07:15 AM | 12 | 6  | 13 | 8  |
| 319 | 12/10/2016 07:30 AM | 14 | 16 | 13 | 14 |
| 320 | 12/10/2016 07:45 AM | 19 | 19 | 14 | 9  |
| 321 | 12/10/2016 08:00 AM | 16 | 9  | 18 | 15 |
| 322 | 12/10/2016 08:15 AM | 27 | 15 | 35 | 16 |
| 323 | 12/10/2016 08:30 AM | 29 | 21 | 32 | 18 |
| 324 | 12/10/2016 08:45 AM | 47 | 30 | 39 | 19 |
| 325 | 12/10/2016 09:00 AM | 39 | 37 | 39 | 23 |
| 326 | 12/10/2016 09:15 AM | 43 | 33 | 35 | 26 |
| 327 | 12/10/2016 09:30 AM | 41 | 31 | 33 | 27 |
| 328 | 12/10/2016 09:45 AM | 52 | 41 | 49 | 25 |
| 329 | 12/10/2016 10:00 AM | 45 | 27 | 56 | 33 |
| 330 | 12/10/2016 10:15 AM | 32 | 29 | 50 | 26 |
| 331 | 12/10/2016 10:30 AM | 43 | 47 | 60 | 32 |
| 332 | 12/10/2016 10:45 AM | 65 | 33 | 60 | 32 |
| 333 | 12/10/2016 11:00 AM | 41 | 37 | 70 | 35 |
| 334 | 12/10/2016 11:15 AM | 57 | 52 | 69 | 41 |
| 335 | 12/10/2016 11:30 AM | 56 | 31 | 90 | 42 |
| 336 | 12/10/2016 11:45 AM | 55 | 35 | 64 | 37 |
| 337 | 12/10/2016 12:00 PM | 65 | 44 | 53 | 43 |
| 338 | 12/10/2016 12:15 PM | 61 | 34 | 80 | 44 |
| 339 | 12/10/2016 12:30 PM | 71 | 38 | 74 | 32 |
| 340 | 12/10/2016 12:45 PM | 58 | 43 | 66 | 41 |
| 341 | 12/10/2016 01:00 PM | 53 | 56 | 82 | 32 |
| 342 | 12/10/2016 01:15 PM | 61 | 47 | 76 | 36 |
| 343 | 12/10/2016 01:30 PM | 56 | 48 | 79 | 39 |
| 344 | 12/10/2016 01:45 PM | 63 | 37 | 65 | 34 |
| 345 | 12/10/2016 02:00 PM | 47 | 39 | 84 | 33 |
| 346 | 12/10/2016 02:15 PM | 65 | 41 | 64 | 33 |
| 347 | 12/10/2016 02:30 PM | 56 | 47 | 78 | 36 |
| 348 | 12/10/2016 02:45 PM | 47 | 33 | 66 | 42 |
| 349 | 12/10/2016 03:00 PM | 55 | 39 | 80 | 34 |
| 350 | 12/10/2016 03:15 PM | 52 | 35 | 84 | 48 |
| 351 | 12/10/2016 03:30 PM | 72 | 33 | 78 | 42 |
| 352 | 12/10/2016 03:45 PM | 48 | 47 | 84 | 34 |
| 353 | 12/10/2016 04:00 PM | 49 | 49 | 76 | 39 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 354 | 12/10/2016 04:15 PM | 40 | 45 | 76 | 36 |
| 355 | 12/10/2016 04:30 PM | 38 | 33 | 78 | 40 |
| 356 | 12/10/2016 04:45 PM | 43 | 49 | 74 | 30 |
| 357 | 12/10/2016 05:00 PM | 41 | 30 | 77 | 37 |
| 358 | 12/10/2016 05:15 PM | 36 | 42 | 52 | 33 |
| 359 | 12/10/2016 05:30 PM | 46 | 32 | 66 | 33 |
| 360 | 12/10/2016 05:45 PM | 64 | 39 | 48 | 31 |
| 361 | 12/10/2016 06:00 PM | 52 | 34 | 48 | 26 |
| 362 | 12/10/2016 06:15 PM | 50 | 33 | 45 | 27 |
| 363 | 12/10/2016 06:30 PM | 36 | 31 | 74 | 29 |
| 364 | 12/10/2016 06:45 PM | 50 | 31 | 35 | 23 |
| 365 | 12/10/2016 07:00 PM | 36 | 34 | 40 | 23 |
| 366 | 12/10/2016 07:15 PM | 32 | 26 | 37 | 20 |
| 367 | 12/10/2016 07:30 PM | 21 | 21 | 27 | 16 |
| 368 | 12/10/2016 07:45 PM | 25 | 21 | 31 | 14 |
| 369 | 12/10/2016 08:00 PM | 13 | 12 | 31 | 14 |
| 370 | 12/10/2016 08:15 PM | 24 | 15 | 23 | 8  |
| 371 | 12/10/2016 08:30 PM | 18 | 12 | 23 | 10 |
| 372 | 12/10/2016 08:45 PM | 12 | 21 | 26 | 6  |
| 373 | 12/10/2016 09:00 PM | 8  | 13 | 30 | 9  |
| 374 | 12/10/2016 09:15 PM | 7  | 8  | 30 | 9  |
| 375 | 12/10/2016 09:30 PM | 10 | 6  | 27 | 11 |
| 376 | 12/10/2016 09:45 PM | 9  | 12 | 26 | 6  |
| 377 | 12/10/2016 10:00 PM | 9  | 14 | 21 | 8  |
| 378 | 12/10/2016 10:15 PM | 10 | 6  | 31 | 9  |
| 379 | 12/10/2016 10:30 PM | 10 | 13 | 19 | 6  |
| 380 | 12/10/2016 10:45 PM | 6  | 11 | 18 | 4  |
| 381 | 12/10/2016 11:00 PM | 6  | 6  | 9  | 2  |
| 382 | 12/10/2016 11:15 PM | 8  | 11 | 12 | 4  |
| 383 | 12/10/2016 11:30 PM | 8  | 9  | 12 | 1  |
| 384 | 12/10/2016 11:45 PM | 7  | 7  | 12 | 6  |
| 385 | 12/11/2016 12:00 AM | 8  | 9  | 12 | 4  |
| 386 | 12/11/2016 12:15 AM | 5  | 5  | 8  | 2  |
| 387 | 12/11/2016 12:30 AM | 13 | 6  | 9  | 0  |
| 388 | 12/11/2016 12:45 AM | 9  | 6  | 4  | 0  |
| 389 | 12/11/2016 01:00 AM | 0  | 4  | 2  | 0  |
| 390 | 12/11/2016 01:15 AM | 5  | 7  | 2  | 1  |
| 391 | 12/11/2016 01:30 AM | 4  | 6  | 7  | 0  |
| 392 | 12/11/2016 01:45 AM | 4  | 5  | 2  | 0  |
| 393 | 12/11/2016 02:00 AM | 4  | 2  | 6  | 0  |
| 394 | 12/11/2016 02:15 AM | 3  | 3  | 3  | 2  |
| 395 | 12/11/2016 02:30 AM | 3  | 3  | 3  | 0  |
| 396 | 12/11/2016 02:45 AM | 0  | 4  | 5  | 0  |
| 397 | 12/11/2016 03:00 AM | 1  | 3  | 2  | 0  |
| 398 | 12/11/2016 03:15 AM | 2  | 1  | 3  | 0  |
| 399 | 12/11/2016 03:30 AM | 2  | 4  | 1  | 1  |
| 400 | 12/11/2016 03:45 AM | 0  | 2  | 2  | 1  |
| 401 | 12/11/2016 04:00 AM | 0  | 0  | 1  | 0  |
| 402 | 12/11/2016 04:15 AM | 1  | 1  | 2  | 1  |
| 403 | 12/11/2016 04:30 AM | 0  | 0  | 0  | 0  |
| 404 | 12/11/2016 04:45 AM | 0  | 1  | 2  | 1  |
| 405 | 12/11/2016 05:00 AM | 1  | 1  | 3  | 0  |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 406 | 12/11/2016 05:15 AM | 0  | 0  | 4  | 1  |
| 407 | 12/11/2016 05:30 AM | 0  | 0  | 3  | 0  |
| 408 | 12/11/2016 05:45 AM | 3  | 0  | 2  | 1  |
| 409 | 12/11/2016 06:00 AM | 1  | 1  | 1  | 0  |
| 410 | 12/11/2016 06:15 AM | 2  | 3  | 4  | 0  |
| 411 | 12/11/2016 06:30 AM | 2  | 4  | 4  | 2  |
| 412 | 12/11/2016 06:45 AM | 2  | 4  | 2  | 3  |
| 413 | 12/11/2016 07:00 AM | 10 | 5  | 4  | 3  |
| 414 | 12/11/2016 07:15 AM | 3  | 10 | 11 | 5  |
| 415 | 12/11/2016 07:30 AM | 5  | 4  | 7  | 5  |
| 416 | 12/11/2016 07:45 AM | 7  | 10 | 12 | 6  |
| 417 | 12/11/2016 08:00 AM | 9  | 8  | 8  | 8  |
| 418 | 12/11/2016 08:15 AM | 11 | 12 | 16 | 8  |
| 419 | 12/11/2016 08:30 AM | 10 | 16 | 14 | 10 |
| 420 | 12/11/2016 08:45 AM | 14 | 10 | 21 | 24 |
| 421 | 12/11/2016 09:00 AM | 12 | 16 | 35 | 13 |
| 422 | 12/11/2016 09:15 AM | 25 | 16 | 24 | 16 |
| 423 | 12/11/2016 09:30 AM | 18 | 25 | 39 | 14 |
| 424 | 12/11/2016 09:45 AM | 39 | 33 | 34 | 13 |
| 425 | 12/11/2016 10:00 AM | 25 | 23 | 43 | 14 |
| 426 | 12/11/2016 10:15 AM | 48 | 41 | 37 | 15 |
| 427 | 12/11/2016 10:30 AM | 42 | 32 | 47 | 28 |
| 428 | 12/11/2016 10:45 AM | 49 | 46 | 46 | 35 |
| 429 | 12/11/2016 11:00 AM | 39 | 34 | 41 | 27 |
| 430 | 12/11/2016 11:15 AM | 31 | 45 | 52 | 29 |
| 431 | 12/11/2016 11:30 AM | 31 | 39 | 66 | 33 |
| 432 | 12/11/2016 11:45 AM | 40 | 47 | 55 | 24 |
| 433 | 12/11/2016 12:00 PM | 44 | 38 | 63 | 42 |
| 434 | 12/11/2016 12:15 PM | 53 | 45 | 68 | 34 |
| 435 | 12/11/2016 12:30 PM | 55 | 41 | 67 | 36 |
| 436 | 12/11/2016 12:45 PM | 45 | 40 | 54 | 29 |
| 437 | 12/11/2016 01:00 PM | 45 | 41 | 64 | 26 |
| 438 | 12/11/2016 01:15 PM | 42 | 37 | 69 | 34 |
| 439 | 12/11/2016 01:30 PM | 48 | 38 | 52 | 28 |
| 440 | 12/11/2016 01:45 PM | 54 | 31 | 72 | 28 |
| 441 | 12/11/2016 02:00 PM | 44 | 41 | 52 | 33 |
| 442 | 12/11/2016 02:15 PM | 50 | 39 | 62 | 32 |
| 443 | 12/11/2016 02:30 PM | 32 | 30 | 46 | 32 |
| 444 | 12/11/2016 02:45 PM | 34 | 36 | 60 | 33 |
| 445 | 12/11/2016 03:00 PM | 36 | 47 | 60 | 34 |
| 446 | 12/11/2016 03:15 PM | 48 | 43 | 69 | 29 |
| 447 | 12/11/2016 03:30 PM | 37 | 33 | 52 | 26 |
| 448 | 12/11/2016 03:45 PM | 43 | 44 | 57 | 26 |
| 449 | 12/11/2016 04:00 PM | 32 | 41 | 76 | 29 |
| 450 | 12/11/2016 04:15 PM | 39 | 25 | 66 | 39 |
| 451 | 12/11/2016 04:30 PM | 37 | 56 | 82 | 36 |
| 452 | 12/11/2016 04:45 PM | 35 | 41 | 71 | 29 |
| 453 | 12/11/2016 05:00 PM | 47 | 28 | 47 | 37 |
| 454 | 12/11/2016 05:15 PM | 39 | 38 | 55 | 27 |
| 455 | 12/11/2016 05:30 PM | 33 | 29 | 37 | 25 |
| 456 | 12/11/2016 05:45 PM | 32 | 41 | 50 | 24 |
| 457 | 12/11/2016 06:00 PM | 37 | 21 | 43 | 23 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 458 | 12/11/2016 06:15 PM | 23 | 32 | 39 | 15 |
| 459 | 12/11/2016 06:30 PM | 21 | 33 | 39 | 22 |
| 460 | 12/11/2016 06:45 PM | 27 | 29 | 33 | 15 |
| 461 | 12/11/2016 07:00 PM | 35 | 19 | 39 | 16 |
| 462 | 12/11/2016 07:15 PM | 19 | 21 | 23 | 14 |
| 463 | 12/11/2016 07:30 PM | 23 | 14 | 19 | 11 |
| 464 | 12/11/2016 07:45 PM | 13 | 18 | 25 | 10 |
| 465 | 12/11/2016 08:00 PM | 12 | 19 | 29 | 15 |
| 466 | 12/11/2016 08:15 PM | 8  | 9  | 27 | 9  |
| 467 | 12/11/2016 08:30 PM | 10 | 12 | 19 | 9  |
| 468 | 12/11/2016 08:45 PM | 18 | 11 | 27 | 8  |
| 469 | 12/11/2016 09:00 PM | 9  | 11 | 11 | 4  |
| 470 | 12/11/2016 09:15 PM | 15 | 13 | 14 | 5  |
| 471 | 12/11/2016 09:30 PM | 5  | 2  | 16 | 4  |
| 472 | 12/11/2016 09:45 PM | 9  | 8  | 12 | 2  |
| 473 | 12/11/2016 10:00 PM | 5  | 5  | 9  | 0  |
| 474 | 12/11/2016 10:15 PM | 4  | 5  | 6  | 1  |
| 475 | 12/11/2016 10:30 PM | 5  | 10 | 6  | 0  |
| 476 | 12/11/2016 10:45 PM | 2  | 4  | 6  | 2  |
| 477 | 12/11/2016 11:00 PM | 1  | 7  | 2  | 1  |
| 478 | 12/11/2016 11:15 PM | 3  | 5  | 6  | 4  |
| 479 | 12/11/2016 11:30 PM | 1  | 1  | 3  | 0  |
| 480 | 12/11/2016 11:45 PM | 0  | 2  | 0  | 0  |
| 481 | 12/12/2016 12:00 AM | 0  | 0  | 0  | 1  |
| 482 | 12/12/2016 12:15 AM | 1  | 0  | 1  | 0  |
| 483 | 12/12/2016 12:30 AM | 2  | 1  | 6  | 0  |
| 484 | 12/12/2016 12:45 AM | 1  | 3  | 0  | 0  |
| 485 | 12/12/2016 01:00 AM | 2  | 1  | 1  | 0  |
| 486 | 12/12/2016 01:15 AM | 1  | 1  | 1  | 0  |
| 487 | 12/12/2016 01:30 AM | 0  | 1  | 0  | 0  |
| 488 | 12/12/2016 01:45 AM | 0  | 0  | 1  | 0  |
| 489 | 12/12/2016 02:00 AM | 0  | 0  | 1  | 0  |
| 490 | 12/12/2016 02:15 AM | 1  | 0  | 3  | 0  |
| 491 | 12/12/2016 02:30 AM | 0  | 1  | 1  | 0  |
| 492 | 12/12/2016 02:45 AM | 0  | 0  | 0  | 0  |
| 493 | 12/12/2016 03:00 AM | 0  | 0  | 0  | 0  |
| 494 | 12/12/2016 03:15 AM | 0  | 0  | 0  | 0  |
| 495 | 12/12/2016 03:30 AM | 0  | 0  | 1  | 1  |
| 496 | 12/12/2016 03:45 AM | 0  | 0  | 2  | 0  |
| 497 | 12/12/2016 04:00 AM | 1  | 0  | 0  | 1  |
| 498 | 12/12/2016 04:15 AM | 0  | 1  | 2  | 0  |
| 499 | 12/12/2016 04:30 AM | 1  | 0  | 6  | 1  |
| 500 | 12/12/2016 04:45 AM | 2  | 2  | 3  | 0  |
| 501 | 12/12/2016 05:00 AM | 2  | 3  | 6  | 0  |
| 502 | 12/12/2016 05:15 AM | 1  | 2  | 10 | 0  |
| 503 | 12/12/2016 05:30 AM | 2  | 3  | 16 | 3  |
| 504 | 12/12/2016 05:45 AM | 11 | 7  | 9  | 3  |
| 505 | 12/12/2016 06:00 AM | 5  | 3  | 9  | 10 |
| 506 | 12/12/2016 06:15 AM | 6  | 6  | 14 | 7  |
| 507 | 12/12/2016 06:30 AM | 9  | 7  | 24 | 11 |
| 508 | 12/12/2016 06:45 AM | 15 | 8  | 35 | 15 |
| 509 | 12/12/2016 07:00 AM | 11 | 16 | 39 | 29 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |     |    |
|-----|---------------------|----|----|-----|----|
| 510 | 12/12/2016 07:15 AM | 32 | 23 | 49  | 29 |
| 511 | 12/12/2016 07:30 AM | 42 | 34 | 52  | 45 |
| 512 | 12/12/2016 07:45 AM | 49 | 43 | 64  | 63 |
| 513 | 12/12/2016 08:00 AM | 44 | 39 | 46  | 35 |
| 514 | 12/12/2016 08:15 AM | 66 | 58 | 45  | 37 |
| 515 | 12/12/2016 08:30 AM | 62 | 43 | 44  | 28 |
| 516 | 12/12/2016 08:45 AM | 55 | 55 | 34  | 23 |
| 517 | 12/12/2016 09:00 AM | 52 | 34 | 45  | 35 |
| 518 | 12/12/2016 09:15 AM | 48 | 45 | 37  | 21 |
| 519 | 12/12/2016 09:30 AM | 54 | 42 | 42  | 23 |
| 520 | 12/12/2016 09:45 AM | 40 | 39 | 54  | 28 |
| 521 | 12/12/2016 10:00 AM | 30 | 22 | 43  | 21 |
| 522 | 12/12/2016 10:15 AM | 38 | 32 | 52  | 24 |
| 523 | 12/12/2016 10:30 AM | 40 | 31 | 47  | 38 |
| 524 | 12/12/2016 10:45 AM | 39 | 33 | 58  | 27 |
| 525 | 12/12/2016 11:00 AM | 41 | 29 | 54  | 35 |
| 526 | 12/12/2016 11:15 AM | 42 | 39 | 49  | 26 |
| 527 | 12/12/2016 11:30 AM | 54 | 33 | 39  | 28 |
| 528 | 12/12/2016 11:45 AM | 45 | 52 | 59  | 23 |
| 529 | 12/12/2016 12:00 PM | 42 | 29 | 67  | 30 |
| 530 | 12/12/2016 12:15 PM | 44 | 33 | 56  | 30 |
| 531 | 12/12/2016 12:30 PM | 39 | 47 | 54  | 31 |
| 532 | 12/12/2016 12:45 PM | 38 | 29 | 54  | 40 |
| 533 | 12/12/2016 01:00 PM | 35 | 23 | 66  | 24 |
| 534 | 12/12/2016 01:15 PM | 41 | 35 | 48  | 28 |
| 535 | 12/12/2016 01:30 PM | 30 | 28 | 71  | 30 |
| 536 | 12/12/2016 01:45 PM | 44 | 24 | 56  | 31 |
| 537 | 12/12/2016 02:00 PM | 46 | 31 | 58  | 30 |
| 538 | 12/12/2016 02:15 PM | 45 | 33 | 64  | 30 |
| 539 | 12/12/2016 02:30 PM | 42 | 34 | 64  | 30 |
| 540 | 12/12/2016 02:45 PM | 33 | 43 | 48  | 34 |
| 541 | 12/12/2016 03:00 PM | 34 | 35 | 78  | 42 |
| 542 | 12/12/2016 03:15 PM | 36 | 41 | 74  | 43 |
| 543 | 12/12/2016 03:30 PM | 45 | 43 | 64  | 37 |
| 544 | 12/12/2016 03:45 PM | 43 | 49 | 72  | 47 |
| 545 | 12/12/2016 04:00 PM | 49 | 47 | 95  | 50 |
| 546 | 12/12/2016 04:15 PM | 43 | 58 | 84  | 55 |
| 547 | 12/12/2016 04:30 PM | 49 | 43 | 81  | 46 |
| 548 | 12/12/2016 04:45 PM | 48 | 41 | 113 | 52 |
| 549 | 12/12/2016 05:00 PM | 39 | 60 | 95  | 55 |
| 550 | 12/12/2016 05:15 PM | 62 | 48 | 101 | 64 |
| 551 | 12/12/2016 05:30 PM | 52 | 39 | 95  | 48 |
| 552 | 12/12/2016 05:45 PM | 37 | 45 | 106 | 63 |
| 553 | 12/12/2016 06:00 PM | 69 | 45 | 80  | 62 |
| 554 | 12/12/2016 06:15 PM | 48 | 41 | 70  | 42 |
| 555 | 12/12/2016 06:30 PM | 34 | 41 | 62  | 38 |
| 556 | 12/12/2016 06:45 PM | 37 | 44 | 66  | 28 |
| 557 | 12/12/2016 07:00 PM | 32 | 29 | 49  | 18 |
| 558 | 12/12/2016 07:15 PM | 33 | 38 | 52  | 21 |
| 559 | 12/12/2016 07:30 PM | 26 | 18 | 37  | 16 |
| 560 | 12/12/2016 07:45 PM | 25 | 26 | 38  | 16 |
| 561 | 12/12/2016 08:00 PM | 21 | 18 | 34  | 18 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 562 | 12/12/2016 08:15 PM | 18 | 23 | 38 | 22 |
| 563 | 12/12/2016 08:30 PM | 16 | 14 | 29 | 14 |
| 564 | 12/12/2016 08:45 PM | 7  | 12 | 36 | 12 |
| 565 | 12/12/2016 09:00 PM | 21 | 21 | 23 | 11 |
| 566 | 12/12/2016 09:15 PM | 10 | 16 | 26 | 5  |
| 567 | 12/12/2016 09:30 PM | 4  | 11 | 13 | 7  |
| 568 | 12/12/2016 09:45 PM | 9  | 12 | 9  | 5  |
| 569 | 12/12/2016 10:00 PM | 6  | 4  | 13 | 3  |
| 570 | 12/12/2016 10:15 PM | 4  | 14 | 7  | 1  |
| 571 | 12/12/2016 10:30 PM | 4  | 14 | 8  | 0  |
| 572 | 12/12/2016 10:45 PM | 7  | 7  | 5  | 1  |
| 573 | 12/12/2016 11:00 PM | 3  | 6  | 4  | 0  |
| 574 | 12/12/2016 11:15 PM | 3  | 7  | 8  | 3  |
| 575 | 12/12/2016 11:30 PM | 2  | 2  | 7  | 0  |
| 576 | 12/12/2016 11:45 PM | 2  | 2  | 2  | 1  |
| 577 | 12/13/2016 12:00 AM | 1  | 2  | 2  | 1  |
| 578 | 12/13/2016 12:15 AM | 2  | 3  | 8  | 0  |
| 579 | 12/13/2016 12:30 AM | 3  | 3  | 4  | 0  |
| 580 | 12/13/2016 12:45 AM | 0  | 3  | 3  | 0  |
| 581 | 12/13/2016 01:00 AM | 1  | 3  | 1  | 0  |
| 582 | 12/13/2016 01:15 AM | 1  | 2  | 0  | 0  |
| 583 | 12/13/2016 01:30 AM | 2  | 1  | 1  | 0  |
| 584 | 12/13/2016 01:45 AM | 0  | 0  | 2  | 0  |
| 585 | 12/13/2016 02:00 AM | 0  | 1  | 2  | 0  |
| 586 | 12/13/2016 02:15 AM | 1  | 0  | 0  | 1  |
| 587 | 12/13/2016 02:30 AM | 0  | 1  | 0  | 0  |
| 588 | 12/13/2016 02:45 AM | 1  | 0  | 0  | 0  |
| 589 | 12/13/2016 03:00 AM | 0  | 1  | 1  | 0  |
| 590 | 12/13/2016 03:15 AM | 0  | 1  | 0  | 1  |
| 591 | 12/13/2016 03:30 AM | 0  | 1  | 0  | 0  |
| 592 | 12/13/2016 03:45 AM | 0  | 0  | 3  | 1  |
| 593 | 12/13/2016 04:00 AM | 0  | 0  | 2  | 0  |
| 594 | 12/13/2016 04:15 AM | 0  | 0  | 3  | 1  |
| 595 | 12/13/2016 04:30 AM | 0  | 0  | 2  | 0  |
| 596 | 12/13/2016 04:45 AM | 0  | 4  | 6  | 0  |
| 597 | 12/13/2016 05:00 AM | 1  | 1  | 4  | 0  |
| 598 | 12/13/2016 05:15 AM | 1  | 5  | 11 | 0  |
| 599 | 12/13/2016 05:30 AM | 5  | 4  | 12 | 7  |
| 600 | 12/13/2016 05:45 AM | 10 | 8  | 9  | 4  |
| 601 | 12/13/2016 06:00 AM | 4  | 6  | 8  | 8  |
| 602 | 12/13/2016 06:15 AM | 3  | 10 | 23 | 15 |
| 603 | 12/13/2016 06:30 AM | 14 | 11 | 27 | 19 |
| 604 | 12/13/2016 06:45 AM | 11 | 12 | 35 | 22 |
| 605 | 12/13/2016 07:00 AM | 16 | 19 | 42 | 23 |
| 606 | 12/13/2016 07:15 AM | 34 | 29 | 48 | 35 |
| 607 | 12/13/2016 07:30 AM | 46 | 35 | 59 | 46 |
| 608 | 12/13/2016 07:45 AM | 40 | 39 | 60 | 43 |
| 609 | 12/13/2016 08:00 AM | 66 | 43 | 64 | 33 |
| 610 | 12/13/2016 08:15 AM | 74 | 55 | 56 | 31 |
| 611 | 12/13/2016 08:30 AM | 62 | 45 | 44 | 25 |
| 612 | 12/13/2016 08:45 AM | 53 | 52 | 40 | 35 |
| 613 | 12/13/2016 09:00 AM | 60 | 41 | 40 | 27 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**ARLINGTON RD PRE ROAD DIET COUNTS**

|     |                     |    |    |    |    |
|-----|---------------------|----|----|----|----|
| 614 | 12/13/2016 09:15 AM | 64 | 45 | 52 | 34 |
| 615 | 12/13/2016 09:30 AM | 52 | 39 | 45 | 31 |
| 616 | 12/13/2016 09:45 AM | 45 | 43 | 37 | 22 |
| 617 | 12/13/2016 10:00 AM | 33 | 34 | 52 | 33 |
| 618 | 12/13/2016 10:15 AM | 43 | 39 | 66 | 23 |
| 619 | 12/13/2016 10:30 AM | 36 | 31 | 58 | 43 |
| 620 | 12/13/2016 10:45 AM | 43 | 29 | 56 | 39 |
| 621 | 12/13/2016 11:00 AM | 39 | 31 | 66 | 33 |
| 622 | 12/13/2016 11:15 AM | 38 | 45 | 54 | 28 |
| 623 | 12/13/2016 11:30 AM | 40 | 36 | 64 | 39 |
| 624 | 12/13/2016 11:45 AM | 60 | 34 | 57 | 31 |
| 625 | 12/13/2016 12:00 PM | 53 | 41 | 54 | 31 |
| 626 | 12/13/2016 12:15 PM | 34 | 35 | 63 | 33 |
| 627 | 12/13/2016 12:30 PM | 55 | 41 | 56 | 33 |
| 628 | 12/13/2016 12:45 PM | 36 | 39 | 47 | 32 |
| 629 | 12/13/2016 01:00 PM | 36 | 32 | 56 | 34 |
| 630 | 12/13/2016 01:15 PM | 40 | 35 | 61 | 33 |
| 631 | 12/13/2016 01:30 PM | 41 | 49 | 64 | 25 |
| 632 | 12/13/2016 01:45 PM | 38 | 45 | 62 | 34 |
| 633 | 12/13/2016 02:00 PM | 43 | 45 | 84 | 32 |
| 634 | 12/13/2016 02:15 PM | 34 | 33 | 55 | 44 |
| 635 | 12/13/2016 02:30 PM | 46 | 46 | 76 | 52 |
| 636 | 12/13/2016 02:45 PM | 56 | 56 | 78 | 39 |
| 637 | 12/13/2016 03:00 PM | 47 | 43 | 76 | 37 |
| 638 | 12/13/2016 03:15 PM | 40 | 48 | 80 | 30 |
| 639 | 12/13/2016 03:30 PM | 48 | 61 | 84 | 44 |
| 640 | 12/13/2016 03:45 PM | 47 | 45 | 95 | 54 |
| 641 | 12/13/2016 04:00 PM | 67 | 43 | 80 | 48 |
| 642 | 12/13/2016 04:15 PM | 47 | 46 | 89 | 54 |
| 643 | 12/13/2016 04:30 PM | 52 | 64 | 92 | 58 |
| 644 | 12/13/2016 04:45 PM | 46 | 37 | 94 | 46 |
| 645 | 12/13/2016 05:00 PM | 66 | 41 | 93 | 48 |
| 646 | 12/13/2016 05:15 PM | 55 | 47 | 99 | 61 |
| 647 | 12/13/2016 05:30 PM | 56 | 48 | 97 | 52 |
| 648 | 12/13/2016 05:45 PM | 66 | 61 | 93 | 52 |
| 649 | 12/13/2016 06:00 PM | 60 | 56 | 72 | 45 |
| 650 | 12/13/2016 06:15 PM | 46 | 50 | 68 | 40 |
| 651 | 12/13/2016 06:30 PM | 37 | 42 | 56 | 40 |
| 652 | 12/13/2016 06:45 PM | 54 | 34 | 62 | 41 |
| 653 | 12/13/2016 07:00 PM | 24 | 47 | 49 | 20 |
| 654 | 12/13/2016 07:15 PM | 41 | 39 | 47 | 27 |
| 655 | 12/13/2016 07:30 PM | 29 | 23 | 39 | 19 |
| 656 | 12/13/2016 07:45 PM | 28 | 37 | 52 | 22 |
| 657 | 12/13/2016 08:00 PM | 19 | 15 | 35 | 18 |
| 658 | 12/13/2016 08:15 PM | 19 | 27 | 27 | 15 |
| 659 | 12/13/2016 08:30 PM | 16 | 21 | 30 | 11 |
| 660 | 12/13/2016 08:45 PM | 16 | 12 | 33 | 15 |
| 661 | 12/13/2016 09:00 PM | 18 | 16 | 24 | 9  |
| 662 | 12/13/2016 09:15 PM | 9  | 12 | 27 | 6  |
| 663 | 12/13/2016 09:30 PM | 14 | 19 | 21 | 6  |
| 664 | 12/13/2016 09:45 PM | 11 | 13 | 25 | 8  |
| 665 | 12/13/2016 10:00 PM | 3  | 3  | 18 | 4  |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**  
**ARLINGTON RD PRE ROAD DIET COUNTS**

|                         |   |    |   |   |
|-------------------------|---|----|---|---|
| 666 12/13/2016 10:15 PM | 6 | 12 | 8 | 2 |
| 667 12/13/2016 10:30 PM | 5 | 10 | 5 | 2 |
| 668 12/13/2016 10:45 PM | 3 | 6  | 8 | 4 |
| 669 12/13/2016 11:00 PM | 4 | 5  | 9 | 2 |
| 670 12/13/2016 11:15 PM | 1 | 6  | 2 | 0 |
| 671 12/13/2016 11:30 PM | 1 | 2  | 2 | 2 |
| 672 12/13/2016 11:45 PM | 8 | 1  | 4 | 0 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**HILLANDALE RD PRE ROAD DIET COUNTS**

Volume

Start Date: 12/7/2016

Start Time: 12:00:00 AM

Location 1: HILLANDALE RD - 200FT N OF POOL ENT

Location 2:

MONTGOMERY

BETHESDA

| Number | Date      | Time     | NB | SB |
|--------|-----------|----------|----|----|
| 1      | 12/7/2016 | 12:00 AM | 5  | 1  |
| 2      | 12/7/2016 | 12:15 AM | 0  | 2  |
| 3      | 12/7/2016 | 12:30 AM | 2  | 0  |
| 4      | 12/7/2016 | 12:45 AM | 3  | 0  |
| 5      | 12/7/2016 | 01:00 AM | 1  | 0  |
| 6      | 12/7/2016 | 01:15 AM | 0  | 0  |
| 7      | 12/7/2016 | 01:30 AM | 1  | 0  |
| 8      | 12/7/2016 | 01:45 AM | 2  | 0  |
| 9      | 12/7/2016 | 02:00 AM | 0  | 0  |
| 10     | 12/7/2016 | 02:15 AM | 0  | 0  |
| 11     | 12/7/2016 | 02:30 AM | 0  | 0  |
| 12     | 12/7/2016 | 02:45 AM | 0  | 0  |
| 13     | 12/7/2016 | 03:00 AM | 0  | 1  |
| 14     | 12/7/2016 | 03:15 AM | 0  | 2  |
| 15     | 12/7/2016 | 03:30 AM | 1  | 0  |
| 16     | 12/7/2016 | 03:45 AM | 1  | 1  |
| 17     | 12/7/2016 | 04:00 AM | 0  | 1  |
| 18     | 12/7/2016 | 04:15 AM | 0  | 0  |
| 19     | 12/7/2016 | 04:30 AM | 1  | 1  |
| 20     | 12/7/2016 | 04:45 AM | 0  | 2  |
| 21     | 12/7/2016 | 05:00 AM | 4  | 5  |
| 22     | 12/7/2016 | 05:15 AM | 2  | 4  |
| 23     | 12/7/2016 | 05:30 AM | 7  | 7  |
| 24     | 12/7/2016 | 05:45 AM | 10 | 6  |
| 25     | 12/7/2016 | 06:00 AM | 6  | 9  |
| 26     | 12/7/2016 | 06:15 AM | 4  | 19 |
| 27     | 12/7/2016 | 06:30 AM | 12 | 21 |
| 28     | 12/7/2016 | 06:45 AM | 15 | 27 |
| 29     | 12/7/2016 | 07:00 AM | 19 | 39 |
| 30     | 12/7/2016 | 07:15 AM | 38 | 38 |
| 31     | 12/7/2016 | 07:30 AM | 43 | 42 |
| 32     | 12/7/2016 | 07:45 AM | 50 | 52 |
| 33     | 12/7/2016 | 08:00 AM | 45 | 30 |
| 34     | 12/7/2016 | 08:15 AM | 53 | 40 |
| 35     | 12/7/2016 | 08:30 AM | 56 | 35 |
| 36     | 12/7/2016 | 08:45 AM | 48 | 38 |
| 37     | 12/7/2016 | 09:00 AM | 60 | 39 |
| 38     | 12/7/2016 | 09:15 AM | 53 | 39 |
| 39     | 12/7/2016 | 09:30 AM | 60 | 46 |
| 40     | 12/7/2016 | 09:45 AM | 42 | 30 |
| 41     | 12/7/2016 | 10:00 AM | 36 | 25 |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|    |           |          |    |    |
|----|-----------|----------|----|----|
| 42 | 12/7/2016 | 10:15 AM | 34 | 31 |
| 43 | 12/7/2016 | 10:30 AM | 43 | 19 |
| 44 | 12/7/2016 | 10:45 AM | 34 | 33 |
| 45 | 12/7/2016 | 11:00 AM | 32 | 31 |
| 46 | 12/7/2016 | 11:15 AM | 34 | 32 |
| 47 | 12/7/2016 | 11:30 AM | 38 | 31 |
| 48 | 12/7/2016 | 11:45 AM | 45 | 31 |
| 49 | 12/7/2016 | 12:00 PM | 40 | 48 |
| 50 | 12/7/2016 | 12:15 PM | 42 | 35 |
| 51 | 12/7/2016 | 12:30 PM | 44 | 28 |
| 52 | 12/7/2016 | 12:45 PM | 27 | 43 |
| 53 | 12/7/2016 | 01:00 PM | 36 | 29 |
| 54 | 12/7/2016 | 01:15 PM | 30 | 33 |
| 55 | 12/7/2016 | 01:30 PM | 41 | 38 |
| 56 | 12/7/2016 | 01:45 PM | 41 | 38 |
| 57 | 12/7/2016 | 02:00 PM | 42 | 39 |
| 58 | 12/7/2016 | 02:15 PM | 38 | 42 |
| 59 | 12/7/2016 | 02:30 PM | 55 | 40 |
| 60 | 12/7/2016 | 02:45 PM | 33 | 44 |
| 61 | 12/7/2016 | 03:00 PM | 48 | 40 |
| 62 | 12/7/2016 | 03:15 PM | 69 | 53 |
| 63 | 12/7/2016 | 03:30 PM | 74 | 42 |
| 64 | 12/7/2016 | 03:45 PM | 53 | 48 |
| 65 | 12/7/2016 | 04:00 PM | 42 | 30 |
| 66 | 12/7/2016 | 04:15 PM | 45 | 39 |
| 67 | 12/7/2016 | 04:30 PM | 70 | 47 |
| 68 | 12/7/2016 | 04:45 PM | 56 | 33 |
| 69 | 12/7/2016 | 05:00 PM | 58 | 42 |
| 70 | 12/7/2016 | 05:15 PM | 58 | 33 |
| 71 | 12/7/2016 | 05:30 PM | 53 | 44 |
| 72 | 12/7/2016 | 05:45 PM | 47 | 39 |
| 73 | 12/7/2016 | 06:00 PM | 62 | 32 |
| 74 | 12/7/2016 | 06:15 PM | 66 | 36 |
| 75 | 12/7/2016 | 06:30 PM | 62 | 30 |
| 76 | 12/7/2016 | 06:45 PM | 59 | 28 |
| 77 | 12/7/2016 | 07:00 PM | 59 | 33 |
| 78 | 12/7/2016 | 07:15 PM | 29 | 20 |
| 79 | 12/7/2016 | 07:30 PM | 30 | 25 |
| 80 | 12/7/2016 | 07:45 PM | 28 | 18 |
| 81 | 12/7/2016 | 08:00 PM | 27 | 19 |
| 82 | 12/7/2016 | 08:15 PM | 21 | 22 |
| 83 | 12/7/2016 | 08:30 PM | 22 | 20 |
| 84 | 12/7/2016 | 08:45 PM | 21 | 20 |
| 85 | 12/7/2016 | 09:00 PM | 24 | 16 |
| 86 | 12/7/2016 | 09:15 PM | 15 | 17 |
| 87 | 12/7/2016 | 09:30 PM | 15 | 8  |
| 88 | 12/7/2016 | 09:45 PM | 11 | 12 |
| 89 | 12/7/2016 | 10:00 PM | 13 | 6  |
| 90 | 12/7/2016 | 10:15 PM | 7  | 6  |
| 91 | 12/7/2016 | 10:30 PM | 12 | 4  |
| 92 | 12/7/2016 | 10:45 PM | 4  | 10 |
| 93 | 12/7/2016 | 11:00 PM | 2  | 6  |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |           |          |    |    |
|-----|-----------|----------|----|----|
| 94  | 12/7/2016 | 11:15 PM | 6  | 6  |
| 95  | 12/7/2016 | 11:30 PM | 0  | 2  |
| 96  | 12/7/2016 | 11:45 PM | 3  | 1  |
| 97  | 12/8/2016 | 12:00 AM | 4  | 2  |
| 98  | 12/8/2016 | 12:15 AM | 4  | 0  |
| 99  | 12/8/2016 | 12:30 AM | 4  | 0  |
| 100 | 12/8/2016 | 12:45 AM | 1  | 1  |
| 101 | 12/8/2016 | 01:00 AM | 2  | 0  |
| 102 | 12/8/2016 | 01:15 AM | 0  | 2  |
| 103 | 12/8/2016 | 01:30 AM | 1  | 1  |
| 104 | 12/8/2016 | 01:45 AM | 0  | 0  |
| 105 | 12/8/2016 | 02:00 AM | 0  | 0  |
| 106 | 12/8/2016 | 02:15 AM | 0  | 0  |
| 107 | 12/8/2016 | 02:30 AM | 0  | 0  |
| 108 | 12/8/2016 | 02:45 AM | 0  | 0  |
| 109 | 12/8/2016 | 03:00 AM | 0  | 0  |
| 110 | 12/8/2016 | 03:15 AM | 0  | 2  |
| 111 | 12/8/2016 | 03:30 AM | 0  | 0  |
| 112 | 12/8/2016 | 03:45 AM | 0  | 2  |
| 113 | 12/8/2016 | 04:00 AM | 1  | 0  |
| 114 | 12/8/2016 | 04:15 AM | 1  | 2  |
| 115 | 12/8/2016 | 04:30 AM | 1  | 1  |
| 116 | 12/8/2016 | 04:45 AM | 1  | 3  |
| 117 | 12/8/2016 | 05:00 AM | 1  | 1  |
| 118 | 12/8/2016 | 05:15 AM | 6  | 4  |
| 119 | 12/8/2016 | 05:30 AM | 6  | 5  |
| 120 | 12/8/2016 | 05:45 AM | 10 | 4  |
| 121 | 12/8/2016 | 06:00 AM | 4  | 12 |
| 122 | 12/8/2016 | 06:15 AM | 6  | 16 |
| 123 | 12/8/2016 | 06:30 AM | 4  | 19 |
| 124 | 12/8/2016 | 06:45 AM | 18 | 32 |
| 125 | 12/8/2016 | 07:00 AM | 30 | 29 |
| 126 | 12/8/2016 | 07:15 AM | 34 | 40 |
| 127 | 12/8/2016 | 07:30 AM | 41 | 42 |
| 128 | 12/8/2016 | 07:45 AM | 44 | 62 |
| 129 | 12/8/2016 | 08:00 AM | 48 | 25 |
| 130 | 12/8/2016 | 08:15 AM | 58 | 32 |
| 131 | 12/8/2016 | 08:30 AM | 48 | 42 |
| 132 | 12/8/2016 | 08:45 AM | 57 | 38 |
| 133 | 12/8/2016 | 09:00 AM | 58 | 28 |
| 134 | 12/8/2016 | 09:15 AM | 45 | 36 |
| 135 | 12/8/2016 | 09:30 AM | 49 | 30 |
| 136 | 12/8/2016 | 09:45 AM | 30 | 37 |
| 137 | 12/8/2016 | 10:00 AM | 38 | 32 |
| 138 | 12/8/2016 | 10:15 AM | 24 | 30 |
| 139 | 12/8/2016 | 10:30 AM | 28 | 31 |
| 140 | 12/8/2016 | 10:45 AM | 31 | 32 |
| 141 | 12/8/2016 | 11:00 AM | 31 | 29 |
| 142 | 12/8/2016 | 11:15 AM | 39 | 25 |
| 143 | 12/8/2016 | 11:30 AM | 55 | 25 |
| 144 | 12/8/2016 | 11:45 AM | 35 | 37 |
| 145 | 12/8/2016 | 12:00 PM | 33 | 45 |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |           |          |    |    |
|-----|-----------|----------|----|----|
| 146 | 12/8/2016 | 12:15 PM | 44 | 27 |
| 147 | 12/8/2016 | 12:30 PM | 35 | 34 |
| 148 | 12/8/2016 | 12:45 PM | 38 | 29 |
| 149 | 12/8/2016 | 01:00 PM | 42 | 29 |
| 150 | 12/8/2016 | 01:15 PM | 32 | 30 |
| 151 | 12/8/2016 | 01:30 PM | 44 | 27 |
| 152 | 12/8/2016 | 01:45 PM | 38 | 38 |
| 153 | 12/8/2016 | 02:00 PM | 54 | 21 |
| 154 | 12/8/2016 | 02:15 PM | 41 | 33 |
| 155 | 12/8/2016 | 02:30 PM | 48 | 33 |
| 156 | 12/8/2016 | 02:45 PM | 40 | 39 |
| 157 | 12/8/2016 | 03:00 PM | 64 | 34 |
| 158 | 12/8/2016 | 03:15 PM | 72 | 48 |
| 159 | 12/8/2016 | 03:30 PM | 76 | 38 |
| 160 | 12/8/2016 | 03:45 PM | 58 | 42 |
| 161 | 12/8/2016 | 04:00 PM | 63 | 26 |
| 162 | 12/8/2016 | 04:15 PM | 62 | 39 |
| 163 | 12/8/2016 | 04:30 PM | 69 | 35 |
| 164 | 12/8/2016 | 04:45 PM | 54 | 39 |
| 165 | 12/8/2016 | 05:00 PM | 66 | 37 |
| 166 | 12/8/2016 | 05:15 PM | 62 | 31 |
| 167 | 12/8/2016 | 05:30 PM | 45 | 33 |
| 168 | 12/8/2016 | 05:45 PM | 45 | 35 |
| 169 | 12/8/2016 | 06:00 PM | 53 | 38 |
| 170 | 12/8/2016 | 06:15 PM | 63 | 31 |
| 171 | 12/8/2016 | 06:30 PM | 42 | 26 |
| 172 | 12/8/2016 | 06:45 PM | 52 | 29 |
| 173 | 12/8/2016 | 07:00 PM | 52 | 41 |
| 174 | 12/8/2016 | 07:15 PM | 44 | 17 |
| 175 | 12/8/2016 | 07:30 PM | 35 | 19 |
| 176 | 12/8/2016 | 07:45 PM | 31 | 28 |
| 177 | 12/8/2016 | 08:00 PM | 26 | 21 |
| 178 | 12/8/2016 | 08:15 PM | 20 | 8  |
| 179 | 12/8/2016 | 08:30 PM | 14 | 17 |
| 180 | 12/8/2016 | 08:45 PM | 19 | 11 |
| 181 | 12/8/2016 | 09:00 PM | 23 | 25 |
| 182 | 12/8/2016 | 09:15 PM | 17 | 9  |
| 183 | 12/8/2016 | 09:30 PM | 15 | 14 |
| 184 | 12/8/2016 | 09:45 PM | 17 | 15 |
| 185 | 12/8/2016 | 10:00 PM | 13 | 8  |
| 186 | 12/8/2016 | 10:15 PM | 9  | 8  |
| 187 | 12/8/2016 | 10:30 PM | 5  | 9  |
| 188 | 12/8/2016 | 10:45 PM | 9  | 7  |
| 189 | 12/8/2016 | 11:00 PM | 6  | 2  |
| 190 | 12/8/2016 | 11:15 PM | 5  | 4  |
| 191 | 12/8/2016 | 11:30 PM | 3  | 4  |
| 192 | 12/8/2016 | 11:45 PM | 6  | 3  |
| 193 | 12/9/2016 | 12:00 AM | 2  | 0  |
| 194 | 12/9/2016 | 12:15 AM | 6  | 8  |
| 195 | 12/9/2016 | 12:30 AM | 3  | 4  |
| 196 | 12/9/2016 | 12:45 AM | 1  | 1  |
| 197 | 12/9/2016 | 01:00 AM | 1  | 0  |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |           |          |    |    |
|-----|-----------|----------|----|----|
| 198 | 12/9/2016 | 01:15 AM | 0  | 0  |
| 199 | 12/9/2016 | 01:30 AM | 1  | 0  |
| 200 | 12/9/2016 | 01:45 AM | 1  | 0  |
| 201 | 12/9/2016 | 02:00 AM | 0  | 0  |
| 202 | 12/9/2016 | 02:15 AM | 0  | 1  |
| 203 | 12/9/2016 | 02:30 AM | 0  | 0  |
| 204 | 12/9/2016 | 02:45 AM | 3  | 2  |
| 205 | 12/9/2016 | 03:00 AM | 0  | 1  |
| 206 | 12/9/2016 | 03:15 AM | 1  | 1  |
| 207 | 12/9/2016 | 03:30 AM | 0  | 0  |
| 208 | 12/9/2016 | 03:45 AM | 4  | 1  |
| 209 | 12/9/2016 | 04:00 AM | 1  | 1  |
| 210 | 12/9/2016 | 04:15 AM | 0  | 1  |
| 211 | 12/9/2016 | 04:30 AM | 1  | 0  |
| 212 | 12/9/2016 | 04:45 AM | 0  | 5  |
| 213 | 12/9/2016 | 05:00 AM | 4  | 1  |
| 214 | 12/9/2016 | 05:15 AM | 3  | 5  |
| 215 | 12/9/2016 | 05:30 AM | 5  | 9  |
| 216 | 12/9/2016 | 05:45 AM | 13 | 7  |
| 217 | 12/9/2016 | 06:00 AM | 5  | 5  |
| 218 | 12/9/2016 | 06:15 AM | 6  | 19 |
| 219 | 12/9/2016 | 06:30 AM | 14 | 13 |
| 220 | 12/9/2016 | 06:45 AM | 11 | 34 |
| 221 | 12/9/2016 | 07:00 AM | 17 | 30 |
| 222 | 12/9/2016 | 07:15 AM | 42 | 38 |
| 223 | 12/9/2016 | 07:30 AM | 30 | 44 |
| 224 | 12/9/2016 | 07:45 AM | 36 | 59 |
| 225 | 12/9/2016 | 08:00 AM | 55 | 42 |
| 226 | 12/9/2016 | 08:15 AM | 66 | 22 |
| 227 | 12/9/2016 | 08:30 AM | 56 | 31 |
| 228 | 12/9/2016 | 08:45 AM | 66 | 24 |
| 229 | 12/9/2016 | 09:00 AM | 45 | 43 |
| 230 | 12/9/2016 | 09:15 AM | 43 | 42 |
| 231 | 12/9/2016 | 09:30 AM | 37 | 36 |
| 232 | 12/9/2016 | 09:45 AM | 37 | 29 |
| 233 | 12/9/2016 | 10:00 AM | 34 | 28 |
| 234 | 12/9/2016 | 10:15 AM | 26 | 23 |
| 235 | 12/9/2016 | 10:30 AM | 44 | 24 |
| 236 | 12/9/2016 | 10:45 AM | 35 | 27 |
| 237 | 12/9/2016 | 11:00 AM | 43 | 31 |
| 238 | 12/9/2016 | 11:15 AM | 36 | 28 |
| 239 | 12/9/2016 | 11:30 AM | 42 | 27 |
| 240 | 12/9/2016 | 11:45 AM | 42 | 34 |
| 241 | 12/9/2016 | 12:00 PM | 52 | 34 |
| 242 | 12/9/2016 | 12:15 PM | 37 | 31 |
| 243 | 12/9/2016 | 12:30 PM | 37 | 33 |
| 244 | 12/9/2016 | 12:45 PM | 40 | 46 |
| 245 | 12/9/2016 | 01:00 PM | 43 | 38 |
| 246 | 12/9/2016 | 01:15 PM | 40 | 21 |
| 247 | 12/9/2016 | 01:30 PM | 27 | 29 |
| 248 | 12/9/2016 | 01:45 PM | 47 | 27 |
| 249 | 12/9/2016 | 02:00 PM | 56 | 33 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**HILLANDALE RD PRE ROAD DIET COUNTS**

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 250 | 12/9/2016  | 02:15 PM | 50 | 33 |
| 251 | 12/9/2016  | 02:30 PM | 72 | 44 |
| 252 | 12/9/2016  | 02:45 PM | 56 | 47 |
| 253 | 12/9/2016  | 03:00 PM | 55 | 32 |
| 254 | 12/9/2016  | 03:15 PM | 67 | 51 |
| 255 | 12/9/2016  | 03:30 PM | 73 | 49 |
| 256 | 12/9/2016  | 03:45 PM | 69 | 39 |
| 257 | 12/9/2016  | 04:00 PM | 56 | 28 |
| 258 | 12/9/2016  | 04:15 PM | 62 | 36 |
| 259 | 12/9/2016  | 04:30 PM | 62 | 36 |
| 260 | 12/9/2016  | 04:45 PM | 58 | 48 |
| 261 | 12/9/2016  | 05:00 PM | 60 | 42 |
| 262 | 12/9/2016  | 05:15 PM | 58 | 38 |
| 263 | 12/9/2016  | 05:30 PM | 58 | 51 |
| 264 | 12/9/2016  | 05:45 PM | 60 | 42 |
| 265 | 12/9/2016  | 06:00 PM | 56 | 34 |
| 266 | 12/9/2016  | 06:15 PM | 61 | 36 |
| 267 | 12/9/2016  | 06:30 PM | 55 | 41 |
| 268 | 12/9/2016  | 06:45 PM | 36 | 20 |
| 269 | 12/9/2016  | 07:00 PM | 48 | 26 |
| 270 | 12/9/2016  | 07:15 PM | 37 | 26 |
| 271 | 12/9/2016  | 07:30 PM | 44 | 25 |
| 272 | 12/9/2016  | 07:45 PM | 30 | 24 |
| 273 | 12/9/2016  | 08:00 PM | 31 | 21 |
| 274 | 12/9/2016  | 08:15 PM | 19 | 21 |
| 275 | 12/9/2016  | 08:30 PM | 17 | 22 |
| 276 | 12/9/2016  | 08:45 PM | 17 | 17 |
| 277 | 12/9/2016  | 09:00 PM | 17 | 19 |
| 278 | 12/9/2016  | 09:15 PM | 20 | 16 |
| 279 | 12/9/2016  | 09:30 PM | 17 | 14 |
| 280 | 12/9/2016  | 09:45 PM | 16 | 11 |
| 281 | 12/9/2016  | 10:00 PM | 12 | 9  |
| 282 | 12/9/2016  | 10:15 PM | 18 | 10 |
| 283 | 12/9/2016  | 10:30 PM | 16 | 11 |
| 284 | 12/9/2016  | 10:45 PM | 14 | 12 |
| 285 | 12/9/2016  | 11:00 PM | 10 | 15 |
| 286 | 12/9/2016  | 11:15 PM | 11 | 4  |
| 287 | 12/9/2016  | 11:30 PM | 12 | 7  |
| 288 | 12/9/2016  | 11:45 PM | 5  | 4  |
| 289 | 12/10/2016 | 12:00 AM | 6  | 3  |
| 290 | 12/10/2016 | 12:15 AM | 7  | 3  |
| 291 | 12/10/2016 | 12:30 AM | 2  | 3  |
| 292 | 12/10/2016 | 12:45 AM | 10 | 6  |
| 293 | 12/10/2016 | 01:00 AM | 3  | 1  |
| 294 | 12/10/2016 | 01:15 AM | 4  | 1  |
| 295 | 12/10/2016 | 01:30 AM | 0  | 1  |
| 296 | 12/10/2016 | 01:45 AM | 3  | 0  |
| 297 | 12/10/2016 | 02:00 AM | 3  | 0  |
| 298 | 12/10/2016 | 02:15 AM | 1  | 0  |
| 299 | 12/10/2016 | 02:30 AM | 2  | 1  |
| 300 | 12/10/2016 | 02:45 AM | 1  | 1  |
| 301 | 12/10/2016 | 03:00 AM | 3  | 2  |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 302 | 12/10/2016 | 03:15 AM | 0  | 0  |
| 303 | 12/10/2016 | 03:30 AM | 0  | 1  |
| 304 | 12/10/2016 | 03:45 AM | 2  | 1  |
| 305 | 12/10/2016 | 04:00 AM | 0  | 0  |
| 306 | 12/10/2016 | 04:15 AM | 0  | 0  |
| 307 | 12/10/2016 | 04:30 AM | 1  | 0  |
| 308 | 12/10/2016 | 04:45 AM | 0  | 2  |
| 309 | 12/10/2016 | 05:00 AM | 1  | 1  |
| 310 | 12/10/2016 | 05:15 AM | 0  | 1  |
| 311 | 12/10/2016 | 05:30 AM | 3  | 1  |
| 312 | 12/10/2016 | 05:45 AM | 1  | 2  |
| 313 | 12/10/2016 | 06:00 AM | 5  | 2  |
| 314 | 12/10/2016 | 06:15 AM | 2  | 6  |
| 315 | 12/10/2016 | 06:30 AM | 5  | 7  |
| 316 | 12/10/2016 | 06:45 AM | 7  | 10 |
| 317 | 12/10/2016 | 07:00 AM | 5  | 6  |
| 318 | 12/10/2016 | 07:15 AM | 5  | 11 |
| 319 | 12/10/2016 | 07:30 AM | 18 | 16 |
| 320 | 12/10/2016 | 07:45 AM | 17 | 18 |
| 321 | 12/10/2016 | 08:00 AM | 17 | 12 |
| 322 | 12/10/2016 | 08:15 AM | 12 | 19 |
| 323 | 12/10/2016 | 08:30 AM | 22 | 24 |
| 324 | 12/10/2016 | 08:45 AM | 24 | 47 |
| 325 | 12/10/2016 | 09:00 AM | 46 | 34 |
| 326 | 12/10/2016 | 09:15 AM | 37 | 32 |
| 327 | 12/10/2016 | 09:30 AM | 36 | 34 |
| 328 | 12/10/2016 | 09:45 AM | 35 | 31 |
| 329 | 12/10/2016 | 10:00 AM | 46 | 27 |
| 330 | 12/10/2016 | 10:15 AM | 37 | 38 |
| 331 | 12/10/2016 | 10:30 AM | 42 | 43 |
| 332 | 12/10/2016 | 10:45 AM | 54 | 42 |
| 333 | 12/10/2016 | 11:00 AM | 49 | 42 |
| 334 | 12/10/2016 | 11:15 AM | 51 | 30 |
| 335 | 12/10/2016 | 11:30 AM | 38 | 35 |
| 336 | 12/10/2016 | 11:45 AM | 62 | 34 |
| 337 | 12/10/2016 | 12:00 PM | 68 | 48 |
| 338 | 12/10/2016 | 12:15 PM | 72 | 47 |
| 339 | 12/10/2016 | 12:30 PM | 58 | 32 |
| 340 | 12/10/2016 | 12:45 PM | 54 | 37 |
| 341 | 12/10/2016 | 01:00 PM | 61 | 30 |
| 342 | 12/10/2016 | 01:15 PM | 58 | 41 |
| 343 | 12/10/2016 | 01:30 PM | 50 | 43 |
| 344 | 12/10/2016 | 01:45 PM | 46 | 34 |
| 345 | 12/10/2016 | 02:00 PM | 58 | 53 |
| 346 | 12/10/2016 | 02:15 PM | 52 | 31 |
| 347 | 12/10/2016 | 02:30 PM | 42 | 37 |
| 348 | 12/10/2016 | 02:45 PM | 61 | 52 |
| 349 | 12/10/2016 | 03:00 PM | 63 | 41 |
| 350 | 12/10/2016 | 03:15 PM | 39 | 39 |
| 351 | 12/10/2016 | 03:30 PM | 51 | 41 |
| 352 | 12/10/2016 | 03:45 PM | 55 | 39 |
| 353 | 12/10/2016 | 04:00 PM | 43 | 47 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**HILLANDALE RD PRE ROAD DIET COUNTS**

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 354 | 12/10/2016 | 04:15 PM | 47 | 30 |
| 355 | 12/10/2016 | 04:30 PM | 53 | 28 |
| 356 | 12/10/2016 | 04:45 PM | 42 | 43 |
| 357 | 12/10/2016 | 05:00 PM | 37 | 34 |
| 358 | 12/10/2016 | 05:15 PM | 44 | 22 |
| 359 | 12/10/2016 | 05:30 PM | 38 | 28 |
| 360 | 12/10/2016 | 05:45 PM | 40 | 33 |
| 361 | 12/10/2016 | 06:00 PM | 42 | 40 |
| 362 | 12/10/2016 | 06:15 PM | 46 | 27 |
| 363 | 12/10/2016 | 06:30 PM | 41 | 24 |
| 364 | 12/10/2016 | 06:45 PM | 24 | 22 |
| 365 | 12/10/2016 | 07:00 PM | 37 | 25 |
| 366 | 12/10/2016 | 07:15 PM | 21 | 20 |
| 367 | 12/10/2016 | 07:30 PM | 19 | 21 |
| 368 | 12/10/2016 | 07:45 PM | 19 | 19 |
| 369 | 12/10/2016 | 08:00 PM | 19 | 23 |
| 370 | 12/10/2016 | 08:15 PM | 21 | 12 |
| 371 | 12/10/2016 | 08:30 PM | 13 | 15 |
| 372 | 12/10/2016 | 08:45 PM | 20 | 8  |
| 373 | 12/10/2016 | 09:00 PM | 13 | 10 |
| 374 | 12/10/2016 | 09:15 PM | 13 | 21 |
| 375 | 12/10/2016 | 09:30 PM | 16 | 14 |
| 376 | 12/10/2016 | 09:45 PM | 11 | 22 |
| 377 | 12/10/2016 | 10:00 PM | 10 | 16 |
| 378 | 12/10/2016 | 10:15 PM | 14 | 12 |
| 379 | 12/10/2016 | 10:30 PM | 14 | 5  |
| 380 | 12/10/2016 | 10:45 PM | 16 | 11 |
| 381 | 12/10/2016 | 11:00 PM | 14 | 6  |
| 382 | 12/10/2016 | 11:15 PM | 7  | 6  |
| 383 | 12/10/2016 | 11:30 PM | 15 | 4  |
| 384 | 12/10/2016 | 11:45 PM | 6  | 4  |
| 385 | 12/11/2016 | 12:00 AM | 14 | 8  |
| 386 | 12/11/2016 | 12:15 AM | 6  | 7  |
| 387 | 12/11/2016 | 12:30 AM | 5  | 4  |
| 388 | 12/11/2016 | 12:45 AM | 6  | 1  |
| 389 | 12/11/2016 | 01:00 AM | 5  | 3  |
| 390 | 12/11/2016 | 01:15 AM | 1  | 3  |
| 391 | 12/11/2016 | 01:30 AM | 4  | 3  |
| 392 | 12/11/2016 | 01:45 AM | 4  | 1  |
| 393 | 12/11/2016 | 02:00 AM | 3  | 1  |
| 394 | 12/11/2016 | 02:15 AM | 2  | 1  |
| 395 | 12/11/2016 | 02:30 AM | 2  | 1  |
| 396 | 12/11/2016 | 02:45 AM | 1  | 0  |
| 397 | 12/11/2016 | 03:00 AM | 2  | 4  |
| 398 | 12/11/2016 | 03:15 AM | 1  | 0  |
| 399 | 12/11/2016 | 03:30 AM | 1  | 1  |
| 400 | 12/11/2016 | 03:45 AM | 1  | 0  |
| 401 | 12/11/2016 | 04:00 AM | 0  | 1  |
| 402 | 12/11/2016 | 04:15 AM | 0  | 0  |
| 403 | 12/11/2016 | 04:30 AM | 2  | 3  |
| 404 | 12/11/2016 | 04:45 AM | 1  | 2  |
| 405 | 12/11/2016 | 05:00 AM | 0  | 1  |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 406 | 12/11/2016 | 05:15 AM | 3  | 1  |
| 407 | 12/11/2016 | 05:30 AM | 0  | 3  |
| 408 | 12/11/2016 | 05:45 AM | 1  | 3  |
| 409 | 12/11/2016 | 06:00 AM | 4  | 6  |
| 410 | 12/11/2016 | 06:15 AM | 3  | 2  |
| 411 | 12/11/2016 | 06:30 AM | 2  | 7  |
| 412 | 12/11/2016 | 06:45 AM | 6  | 5  |
| 413 | 12/11/2016 | 07:00 AM | 4  | 2  |
| 414 | 12/11/2016 | 07:15 AM | 4  | 8  |
| 415 | 12/11/2016 | 07:30 AM | 10 | 6  |
| 416 | 12/11/2016 | 07:45 AM | 2  | 13 |
| 417 | 12/11/2016 | 08:00 AM | 12 | 5  |
| 418 | 12/11/2016 | 08:15 AM | 14 | 17 |
| 419 | 12/11/2016 | 08:30 AM | 10 | 19 |
| 420 | 12/11/2016 | 08:45 AM | 33 | 16 |
| 421 | 12/11/2016 | 09:00 AM | 22 | 21 |
| 422 | 12/11/2016 | 09:15 AM | 24 | 17 |
| 423 | 12/11/2016 | 09:30 AM | 25 | 27 |
| 424 | 12/11/2016 | 09:45 AM | 21 | 24 |
| 425 | 12/11/2016 | 10:00 AM | 35 | 27 |
| 426 | 12/11/2016 | 10:15 AM | 29 | 21 |
| 427 | 12/11/2016 | 10:30 AM | 29 | 25 |
| 428 | 12/11/2016 | 10:45 AM | 35 | 30 |
| 429 | 12/11/2016 | 11:00 AM | 33 | 33 |
| 430 | 12/11/2016 | 11:15 AM | 31 | 26 |
| 431 | 12/11/2016 | 11:30 AM | 53 | 33 |
| 432 | 12/11/2016 | 11:45 AM | 51 | 39 |
| 433 | 12/11/2016 | 12:00 PM | 42 | 30 |
| 434 | 12/11/2016 | 12:15 PM | 44 | 19 |
| 435 | 12/11/2016 | 12:30 PM | 42 | 32 |
| 436 | 12/11/2016 | 12:45 PM | 39 | 38 |
| 437 | 12/11/2016 | 01:00 PM | 47 | 30 |
| 438 | 12/11/2016 | 01:15 PM | 47 | 24 |
| 439 | 12/11/2016 | 01:30 PM | 41 | 34 |
| 440 | 12/11/2016 | 01:45 PM | 31 | 31 |
| 441 | 12/11/2016 | 02:00 PM | 41 | 30 |
| 442 | 12/11/2016 | 02:15 PM | 35 | 37 |
| 443 | 12/11/2016 | 02:30 PM | 52 | 29 |
| 444 | 12/11/2016 | 02:45 PM | 50 | 36 |
| 445 | 12/11/2016 | 03:00 PM | 33 | 33 |
| 446 | 12/11/2016 | 03:15 PM | 24 | 25 |
| 447 | 12/11/2016 | 03:30 PM | 37 | 30 |
| 448 | 12/11/2016 | 03:45 PM | 35 | 33 |
| 449 | 12/11/2016 | 04:00 PM | 26 | 42 |
| 450 | 12/11/2016 | 04:15 PM | 35 | 36 |
| 451 | 12/11/2016 | 04:30 PM | 29 | 34 |
| 452 | 12/11/2016 | 04:45 PM | 33 | 27 |
| 453 | 12/11/2016 | 05:00 PM | 43 | 31 |
| 454 | 12/11/2016 | 05:15 PM | 26 | 30 |
| 455 | 12/11/2016 | 05:30 PM | 36 | 21 |
| 456 | 12/11/2016 | 05:45 PM | 35 | 31 |
| 457 | 12/11/2016 | 06:00 PM | 42 | 27 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**HILLANDALE RD PRE ROAD DIET COUNTS**

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 458 | 12/11/2016 | 06:15 PM | 24 | 28 |
| 459 | 12/11/2016 | 06:30 PM | 25 | 23 |
| 460 | 12/11/2016 | 06:45 PM | 20 | 34 |
| 461 | 12/11/2016 | 07:00 PM | 26 | 27 |
| 462 | 12/11/2016 | 07:15 PM | 14 | 18 |
| 463 | 12/11/2016 | 07:30 PM | 31 | 6  |
| 464 | 12/11/2016 | 07:45 PM | 21 | 6  |
| 465 | 12/11/2016 | 08:00 PM | 17 | 14 |
| 466 | 12/11/2016 | 08:15 PM | 12 | 8  |
| 467 | 12/11/2016 | 08:30 PM | 17 | 17 |
| 468 | 12/11/2016 | 08:45 PM | 8  | 6  |
| 469 | 12/11/2016 | 09:00 PM | 25 | 14 |
| 470 | 12/11/2016 | 09:15 PM | 32 | 8  |
| 471 | 12/11/2016 | 09:30 PM | 14 | 9  |
| 472 | 12/11/2016 | 09:45 PM | 8  | 6  |
| 473 | 12/11/2016 | 10:00 PM | 9  | 5  |
| 474 | 12/11/2016 | 10:15 PM | 6  | 4  |
| 475 | 12/11/2016 | 10:30 PM | 1  | 5  |
| 476 | 12/11/2016 | 10:45 PM | 7  | 4  |
| 477 | 12/11/2016 | 11:00 PM | 3  | 1  |
| 478 | 12/11/2016 | 11:15 PM | 3  | 1  |
| 479 | 12/11/2016 | 11:30 PM | 2  | 0  |
| 480 | 12/11/2016 | 11:45 PM | 3  | 6  |
| 481 | 12/12/2016 | 12:00 AM | 2  | 0  |
| 482 | 12/12/2016 | 12:15 AM | 4  | 0  |
| 483 | 12/12/2016 | 12:30 AM | 2  | 2  |
| 484 | 12/12/2016 | 12:45 AM | 0  | 1  |
| 485 | 12/12/2016 | 01:00 AM | 1  | 2  |
| 486 | 12/12/2016 | 01:15 AM | 3  | 1  |
| 487 | 12/12/2016 | 01:30 AM | 1  | 1  |
| 488 | 12/12/2016 | 01:45 AM | 0  | 0  |
| 489 | 12/12/2016 | 02:00 AM | 1  | 0  |
| 490 | 12/12/2016 | 02:15 AM | 1  | 0  |
| 491 | 12/12/2016 | 02:30 AM | 0  | 0  |
| 492 | 12/12/2016 | 02:45 AM | 0  | 0  |
| 493 | 12/12/2016 | 03:00 AM | 0  | 0  |
| 494 | 12/12/2016 | 03:15 AM | 0  | 0  |
| 495 | 12/12/2016 | 03:30 AM | 0  | 0  |
| 496 | 12/12/2016 | 03:45 AM | 0  | 1  |
| 497 | 12/12/2016 | 04:00 AM | 0  | 0  |
| 498 | 12/12/2016 | 04:15 AM | 0  | 2  |
| 499 | 12/12/2016 | 04:30 AM | 0  | 1  |
| 500 | 12/12/2016 | 04:45 AM | 0  | 7  |
| 501 | 12/12/2016 | 05:00 AM | 4  | 2  |
| 502 | 12/12/2016 | 05:15 AM | 2  | 3  |
| 503 | 12/12/2016 | 05:30 AM | 6  | 7  |
| 504 | 12/12/2016 | 05:45 AM | 9  | 6  |
| 505 | 12/12/2016 | 06:00 AM | 7  | 8  |
| 506 | 12/12/2016 | 06:15 AM | 8  | 11 |
| 507 | 12/12/2016 | 06:30 AM | 9  | 21 |
| 508 | 12/12/2016 | 06:45 AM | 18 | 34 |
| 509 | 12/12/2016 | 07:00 AM | 22 | 36 |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 510 | 12/12/2016 | 07:15 AM | 40 | 37 |
| 511 | 12/12/2016 | 07:30 AM | 21 | 44 |
| 512 | 12/12/2016 | 07:45 AM | 47 | 55 |
| 513 | 12/12/2016 | 08:00 AM | 51 | 38 |
| 514 | 12/12/2016 | 08:15 AM | 56 | 24 |
| 515 | 12/12/2016 | 08:30 AM | 47 | 33 |
| 516 | 12/12/2016 | 08:45 AM | 47 | 32 |
| 517 | 12/12/2016 | 09:00 AM | 55 | 27 |
| 518 | 12/12/2016 | 09:15 AM | 30 | 29 |
| 519 | 12/12/2016 | 09:30 AM | 36 | 38 |
| 520 | 12/12/2016 | 09:45 AM | 29 | 23 |
| 521 | 12/12/2016 | 10:00 AM | 41 | 23 |
| 522 | 12/12/2016 | 10:15 AM | 38 | 35 |
| 523 | 12/12/2016 | 10:30 AM | 39 | 31 |
| 524 | 12/12/2016 | 10:45 AM | 35 | 18 |
| 525 | 12/12/2016 | 11:00 AM | 34 | 25 |
| 526 | 12/12/2016 | 11:15 AM | 27 | 22 |
| 527 | 12/12/2016 | 11:30 AM | 31 | 24 |
| 528 | 12/12/2016 | 11:45 AM | 32 | 20 |
| 529 | 12/12/2016 | 12:00 PM | 35 | 36 |
| 530 | 12/12/2016 | 12:15 PM | 39 | 25 |
| 531 | 12/12/2016 | 12:30 PM | 38 | 29 |
| 532 | 12/12/2016 | 12:45 PM | 32 | 38 |
| 533 | 12/12/2016 | 01:00 PM | 30 | 30 |
| 534 | 12/12/2016 | 01:15 PM | 33 | 27 |
| 535 | 12/12/2016 | 01:30 PM | 35 | 21 |
| 536 | 12/12/2016 | 01:45 PM | 45 | 35 |
| 537 | 12/12/2016 | 02:00 PM | 41 | 28 |
| 538 | 12/12/2016 | 02:15 PM | 42 | 26 |
| 539 | 12/12/2016 | 02:30 PM | 50 | 40 |
| 540 | 12/12/2016 | 02:45 PM | 41 | 44 |
| 541 | 12/12/2016 | 03:00 PM | 48 | 35 |
| 542 | 12/12/2016 | 03:15 PM | 55 | 42 |
| 543 | 12/12/2016 | 03:30 PM | 74 | 32 |
| 544 | 12/12/2016 | 03:45 PM | 61 | 41 |
| 545 | 12/12/2016 | 04:00 PM | 56 | 37 |
| 546 | 12/12/2016 | 04:15 PM | 48 | 39 |
| 547 | 12/12/2016 | 04:30 PM | 61 | 38 |
| 548 | 12/12/2016 | 04:45 PM | 53 | 41 |
| 549 | 12/12/2016 | 05:00 PM | 46 | 29 |
| 550 | 12/12/2016 | 05:15 PM | 55 | 49 |
| 551 | 12/12/2016 | 05:30 PM | 50 | 35 |
| 552 | 12/12/2016 | 05:45 PM | 48 | 41 |
| 553 | 12/12/2016 | 06:00 PM | 47 | 37 |
| 554 | 12/12/2016 | 06:15 PM | 57 | 35 |
| 555 | 12/12/2016 | 06:30 PM | 38 | 33 |
| 556 | 12/12/2016 | 06:45 PM | 36 | 34 |
| 557 | 12/12/2016 | 07:00 PM | 34 | 34 |
| 558 | 12/12/2016 | 07:15 PM | 37 | 21 |
| 559 | 12/12/2016 | 07:30 PM | 26 | 19 |
| 560 | 12/12/2016 | 07:45 PM | 30 | 22 |
| 561 | 12/12/2016 | 08:00 PM | 28 | 31 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**HILLANDALE RD PRE ROAD DIET COUNTS**

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 562 | 12/12/2016 | 08:15 PM | 25 | 24 |
| 563 | 12/12/2016 | 08:30 PM | 20 | 15 |
| 564 | 12/12/2016 | 08:45 PM | 12 | 13 |
| 565 | 12/12/2016 | 09:00 PM | 17 | 7  |
| 566 | 12/12/2016 | 09:15 PM | 14 | 20 |
| 567 | 12/12/2016 | 09:30 PM | 7  | 10 |
| 568 | 12/12/2016 | 09:45 PM | 8  | 7  |
| 569 | 12/12/2016 | 10:00 PM | 15 | 7  |
| 570 | 12/12/2016 | 10:15 PM | 9  | 4  |
| 571 | 12/12/2016 | 10:30 PM | 6  | 4  |
| 572 | 12/12/2016 | 10:45 PM | 3  | 4  |
| 573 | 12/12/2016 | 11:00 PM | 5  | 3  |
| 574 | 12/12/2016 | 11:15 PM | 6  | 4  |
| 575 | 12/12/2016 | 11:30 PM | 2  | 2  |
| 576 | 12/12/2016 | 11:45 PM | 2  | 4  |
| 577 | 12/13/2016 | 12:00 AM | 0  | 0  |
| 578 | 12/13/2016 | 12:15 AM | 1  | 0  |
| 579 | 12/13/2016 | 12:30 AM | 3  | 0  |
| 580 | 12/13/2016 | 12:45 AM | 1  | 1  |
| 581 | 12/13/2016 | 01:00 AM | 1  | 2  |
| 582 | 12/13/2016 | 01:15 AM | 2  | 1  |
| 583 | 12/13/2016 | 01:30 AM | 1  | 0  |
| 584 | 12/13/2016 | 01:45 AM | 0  | 0  |
| 585 | 12/13/2016 | 02:00 AM | 0  | 0  |
| 586 | 12/13/2016 | 02:15 AM | 2  | 0  |
| 587 | 12/13/2016 | 02:30 AM | 0  | 0  |
| 588 | 12/13/2016 | 02:45 AM | 0  | 2  |
| 589 | 12/13/2016 | 03:00 AM | 0  | 0  |
| 590 | 12/13/2016 | 03:15 AM | 0  | 0  |
| 591 | 12/13/2016 | 03:30 AM | 0  | 0  |
| 592 | 12/13/2016 | 03:45 AM | 1  | 0  |
| 593 | 12/13/2016 | 04:00 AM | 0  | 1  |
| 594 | 12/13/2016 | 04:15 AM | 0  | 1  |
| 595 | 12/13/2016 | 04:30 AM | 2  | 1  |
| 596 | 12/13/2016 | 04:45 AM | 0  | 4  |
| 597 | 12/13/2016 | 05:00 AM | 6  | 2  |
| 598 | 12/13/2016 | 05:15 AM | 3  | 6  |
| 599 | 12/13/2016 | 05:30 AM | 6  | 4  |
| 600 | 12/13/2016 | 05:45 AM | 6  | 5  |
| 601 | 12/13/2016 | 06:00 AM | 7  | 8  |
| 602 | 12/13/2016 | 06:15 AM | 8  | 11 |
| 603 | 12/13/2016 | 06:30 AM | 9  | 19 |
| 604 | 12/13/2016 | 06:45 AM | 16 | 30 |
| 605 | 12/13/2016 | 07:00 AM | 23 | 27 |
| 606 | 12/13/2016 | 07:15 AM | 39 | 37 |
| 607 | 12/13/2016 | 07:30 AM | 36 | 47 |
| 608 | 12/13/2016 | 07:45 AM | 45 | 72 |
| 609 | 12/13/2016 | 08:00 AM | 60 | 35 |
| 610 | 12/13/2016 | 08:15 AM | 50 | 28 |
| 611 | 12/13/2016 | 08:30 AM | 51 | 36 |
| 612 | 12/13/2016 | 08:45 AM | 61 | 33 |
| 613 | 12/13/2016 | 09:00 AM | 62 | 24 |

## Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

## HILLANDALE RD PRE ROAD DIET COUNTS

|     |            |          |    |    |
|-----|------------|----------|----|----|
| 614 | 12/13/2016 | 09:15 AM | 38 | 36 |
| 615 | 12/13/2016 | 09:30 AM | 43 | 22 |
| 616 | 12/13/2016 | 09:45 AM | 43 | 20 |
| 617 | 12/13/2016 | 10:00 AM | 34 | 22 |
| 618 | 12/13/2016 | 10:15 AM | 30 | 27 |
| 619 | 12/13/2016 | 10:30 AM | 43 | 31 |
| 620 | 12/13/2016 | 10:45 AM | 26 | 36 |
| 621 | 12/13/2016 | 11:00 AM | 45 | 35 |
| 622 | 12/13/2016 | 11:15 AM | 40 | 35 |
| 623 | 12/13/2016 | 11:30 AM | 31 | 34 |
| 624 | 12/13/2016 | 11:45 AM | 41 | 36 |
| 625 | 12/13/2016 | 12:00 PM | 56 | 38 |
| 626 | 12/13/2016 | 12:15 PM | 38 | 37 |
| 627 | 12/13/2016 | 12:30 PM | 37 | 20 |
| 628 | 12/13/2016 | 12:45 PM | 33 | 26 |
| 629 | 12/13/2016 | 01:00 PM | 42 | 29 |
| 630 | 12/13/2016 | 01:15 PM | 38 | 36 |
| 631 | 12/13/2016 | 01:30 PM | 30 | 34 |
| 632 | 12/13/2016 | 01:45 PM | 22 | 39 |
| 633 | 12/13/2016 | 02:00 PM | 38 | 39 |
| 634 | 12/13/2016 | 02:15 PM | 35 | 30 |
| 635 | 12/13/2016 | 02:30 PM | 58 | 45 |
| 636 | 12/13/2016 | 02:45 PM | 64 | 55 |
| 637 | 12/13/2016 | 03:00 PM | 50 | 44 |
| 638 | 12/13/2016 | 03:15 PM | 71 | 44 |
| 639 | 12/13/2016 | 03:30 PM | 74 | 47 |
| 640 | 12/13/2016 | 03:45 PM | 60 | 48 |
| 641 | 12/13/2016 | 04:00 PM | 52 | 39 |
| 642 | 12/13/2016 | 04:15 PM | 42 | 50 |
| 643 | 12/13/2016 | 04:30 PM | 52 | 46 |
| 644 | 12/13/2016 | 04:45 PM | 62 | 41 |
| 645 | 12/13/2016 | 05:00 PM | 46 | 43 |
| 646 | 12/13/2016 | 05:15 PM | 49 | 36 |
| 647 | 12/13/2016 | 05:30 PM | 64 | 48 |
| 648 | 12/13/2016 | 05:45 PM | 49 | 48 |
| 649 | 12/13/2016 | 06:00 PM | 44 | 37 |
| 650 | 12/13/2016 | 06:15 PM | 61 | 28 |
| 651 | 12/13/2016 | 06:30 PM | 35 | 41 |
| 652 | 12/13/2016 | 06:45 PM | 45 | 30 |
| 653 | 12/13/2016 | 07:00 PM | 49 | 22 |
| 654 | 12/13/2016 | 07:15 PM | 42 | 36 |
| 655 | 12/13/2016 | 07:30 PM | 33 | 12 |
| 656 | 12/13/2016 | 07:45 PM | 23 | 21 |
| 657 | 12/13/2016 | 08:00 PM | 27 | 17 |
| 658 | 12/13/2016 | 08:15 PM | 23 | 12 |
| 659 | 12/13/2016 | 08:30 PM | 10 | 22 |
| 660 | 12/13/2016 | 08:45 PM | 22 | 24 |
| 661 | 12/13/2016 | 09:00 PM | 26 | 10 |
| 662 | 12/13/2016 | 09:15 PM | 13 | 13 |
| 663 | 12/13/2016 | 09:30 PM | 11 | 11 |
| 664 | 12/13/2016 | 09:45 PM | 13 | 8  |
| 665 | 12/13/2016 | 10:00 PM | 7  | 12 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**  
**HILLANDALE RD PRE ROAD DIET COUNTS**

|     |            |          |    |   |
|-----|------------|----------|----|---|
| 666 | 12/13/2016 | 10:15 PM | 8  | 6 |
| 667 | 12/13/2016 | 10:30 PM | 13 | 1 |
| 668 | 12/13/2016 | 10:45 PM | 5  | 6 |
| 669 | 12/13/2016 | 11:00 PM | 5  | 5 |
| 670 | 12/13/2016 | 11:15 PM | 5  | 1 |
| 671 | 12/13/2016 | 11:30 PM | 1  | 1 |
| 672 | 12/13/2016 | 11:45 PM | 3  | 2 |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

LITTLE FALLS PARKWAY PRE ROAD DIET COUNTS

Volume

Start Date: 12/7/2016

Start Time: 12:00:00 AM

Location 1: LITTLE FALLS PKWY B/W ARLGINTON RD &

Location 2: HILLANDALE RD

MONTGOMERY  
BETHESDA

| Time       | Wednesday<br>12/7/2016 |       |       |       | Thursday<br>12/8/2017 |       |       |       | Friday<br>12/9/2017 |       |       |       | Saturday<br>12/10/2017 |       |       |       | Sunday<br>12/11/2017 |       |       |       | Monday<br>12/12/2017 |       |       |       | Tuesday<br>12/13/2018 |       |       |       | Average Weekday Tu/Wed/Thur |   |    |    |   |   |
|------------|------------------------|-------|-------|-------|-----------------------|-------|-------|-------|---------------------|-------|-------|-------|------------------------|-------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|-----------------------|-------|-------|-------|-----------------------------|---|----|----|---|---|
|            | NB L1                  | NB L2 | SB L3 | SB L4 | NB L1                 | NB L2 | SB L3 | SB L4 | NB L1               | NB L2 | SB L3 | SB L4 | NB L1                  | NB L2 | SB L3 | SB L4 | NB L1                | NB L2 | SB L3 | SB L4 | NB L1                | NB L2 | SB L3 | SB L4 | NB L1                 | NB L2 | SB L3 | SB L4 |                             |   |    |    |   |   |
| 12:00 AM   | 8                      | 1     | 2     | 0     | 2                     | 2     | 3     | 1     | 3                   | 2     | 1     | 2     | 12                     | 1     | 7     | 0     | 15                   | 9     | 15    | 5     | 1                    | 0     | 0     | 0     | 1                     | 1     | 4     | 0     | 4                           | 1 | 3  | 0  |   |   |
| 12:15 AM   | 4                      | 3     | 1     | 1     | 3                     | 2     | 3     | 0     | 4                   | 6     | 3     | 2     | 15                     | 4     | 2     | 2     | 13                   | 2     | 16    | 7     | 0                    | 1     | 0     | 2     | 3                     | 1     | 2     | 2     | 1                           | 3 | 2  | 0  |   |   |
| 12:30 AM   | 1                      | 1     | 3     | 0     | 2                     | 1     | 5     | 0     | 9                   | 3     | 4     | 4     | 7                      | 3     | 9     | 0     | 19                   | 6     | 11    | 2     | 3                    | 0     | 3     | 0     | 4                     | 3     | 9     | 1     | 2                           | 2 | 6  | 0  |   |   |
| 12:45 AM   | 3                      | 5     | 4     | 0     | 2                     | 0     | 2     | 1     | 5                   | 2     | 4     | 1     | 13                     | 4     | 10    | 3     | 16                   | 3     | 12    | 2     | 4                    | 2     | 4     | 0     | 4                     | 0     | 4     | 0     | 4                           | 1 | 2  | 0  |   |   |
| 01:00 AM   | 4                      | 1     | 3     | 0     | 2                     | 2     | 0     | 0     | 2                   | 3     | 2     | 0     | 8                      | 4     | 3     | 1     | 6                    | 4     | 6     | 1     | 1                    | 2     | 1     | 0     | 6                     | 1     | 1     | 4     | 0                           | 4 | 1  | 2  | 0 |   |
| 01:15 AM   | 0                      | 1     | 0     | 0     | 3                     | 1     | 1     | 1     | 3                   | 0     | 3     | 0     | 11                     | 3     | 6     | 4     | 14                   | 1     | 5     | 1     | 1                    | 1     | 1     | 0     | 2                     | 3     | 1     | 0     | 2                           | 2 | 1  | 0  |   |   |
| 01:30 AM   | 1                      | 0     | 3     | 1     | 5                     | 3     | 4     | 2     | 3                   | 2     | 3     | 2     | 5                      | 3     | 6     | 2     | 9                    | 0     | 3     | 1     | 1                    | 1     | 1     | 0     | 3                     | 0     | 0     | 0     | 3                           | 1 | 2  | 1  | 0 |   |
| 01:45 AM   | 0                      | 0     | 0     | 0     | 1                     | 1     | 2     | 0     | 1                   | 0     | 4     | 0     | 8                      | 5     | 3     | 1     | 12                   | 3     | 6     | 0     | 0                    | 1     | 1     | 0     | 0                     | 0     | 1     | 0     | 0                           | 1 | 0  | 0  |   |   |
| 02:00 AM   | 0                      | 2     | 0     | 1     | 0                     | 0     | 2     | 0     | 2                   | 1     | 2     | 0     | 4                      | 0     | 1     | 2     | 5                    | 2     | 4     | 1     | 0                    | 0     | 0     | 0     | 1                     | 0     | 0     | 1     | 1                           | 0 | 0  | 1  | 1 | 0 |
| 02:15 AM   | 0                      | 1     | 0     | 0     | 3                     | 0     | 1     | 0     | 1                   | 2     | 0     | 0     | 5                      | 0     | 6     | 0     | 6                    | 2     | 4     | 2     | 2                    | 1     | 1     | 0     | 1                     | 0     | 2     | 1     | 1                           | 0 | 1  | 0  | 1 | 0 |
| 02:30 AM   | 1                      | 0     | 0     | 0     | 0                     | 0     | 2     | 0     | 3                   | 0     | 1     | 0     | 7                      | 1     | 1     | 1     | 7                    | 1     | 4     | 1     | 1                    | 0     | 3     | 1     | 1                     | 0     | 0     | 1     | 1                           | 0 | 0  | 1  | 0 | 0 |
| 02:45 AM   | 0                      | 0     | 1     | 0     | 1                     | 0     | 0     | 0     | 1                   | 1     | 0     | 0     | 6                      | 2     | 1     | 0     | 4                    | 1     | 3     | 2     | 0                    | 0     | 1     | 1     | 1                     | 0     | 0     | 0     | 1                           | 0 | 0  | 0  | 0 | 0 |
| 03:00 AM   | 0                      | 0     | 0     | 1     | 2                     | 1     | 1     | 0     | 2                   | 2     | 0     | 0     | 1                      | 0     | 3     | 0     | 5                    | 0     | 5     | 1     | 0                    | 0     | 0     | 1     | 0                     | 0     | 0     | 1     | 0                           | 0 | 0  | 0  | 0 | 0 |
| 03:15 AM   | 1                      | 0     | 1     | 0     | 0                     | 1     | 1     | 0     | 1                   | 0     | 0     | 0     | 0                      | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 0                    | 0     | 0     | 0     | 1                     | 0     | 0     | 1     | 0                           | 0 | 0  | 0  | 0 | 0 |
| 03:30 AM   | 0                      | 0     | 1     | 0     | 0                     | 0     | 1     | 1     | 0                   | 2     | 0     | 0     | 1                      | 0     | 0     | 3     | 2                    | 4     | 3     | 2     | 1                    | 0     | 0     | 0     | 0                     | 1     | 0     | 0     | 0                           | 1 | 1  | 1  | 1 | 0 |
| 03:45 AM   | 1                      | 0     | 2     | 0     | 0                     | 0     | 2     | 0     | 2                   | 0     | 0     | 2     | 0                      | 4     | 0     | 2     | 0                    | 1     | 0     | 0     | 1                    | 0     | 0     | 0     | 0                     | 0     | 0     | 0     | 1                           | 0 | 0  | 0  | 1 | 0 |
| 04:00 AM   | 0                      | 0     | 1     | 0     | 0                     | 0     | 1     | 1     | 1                   | 2     | 0     | 0     | 3                      | 2     | 0     | 0     | 1                    | 1     | 2     | 1     | 0                    | 2     | 2     | 0     | 0                     | 6     | 1     | 0     | 0                           | 2 | 1  | 1  | 0 |   |
| 04:15 AM   | 1                      | 1     | 1     | 0     | 1                     | 0     | 4     | 1     | 1                   | 0     | 0     | 0     | 0                      | 1     | 5     | 3     | 2                    | 1     | 1     | 0     | 1                    | 0     | 2     | 2     | 3                     | 0     | 0     | 1     | 1                           | 3 | 0  | 0  | 0 |   |
| 04:30 AM   | 1                      | 1     | 2     | 1     | 1                     | 0     | 2     | 2     | 1                   | 2     | 1     | 1     | 0                      | 2     | 0     | 1     | 2                    | 1     | 1     | 0     | 5                    | 1     | 0     | 0     | 2                     | 2     | 1     | 0     | 0                           | 2 | 2  | 2  | 0 |   |
| 04:45 AM   | 4                      | 0     | 3     | 2     | 4                     | 4     | 4     | 0     | 3                   | 0     | 5     | 3     | 2                      | 0     | 0     | 1     | 1                    | 3     | 2     | 0     | 4                    | 0     | 4     | 4     | 4                     | 0     | 1     | 3     | 4                           | 1 | 3  | 2  | 0 |   |
| 05:00 AM   | 1                      | 0     | 4     | 3     | 3                     | 1     | 4     | 0     | 0                   | 2     | 2     | 3     | 4                      | 4     | 1     | 1     | 0                    | 2     | 0     | 1     | 1                    | 5     | 1     | 5     | 2                     | 3     | 1     | 2     | 1                           | 5 | 2  | 2  | 0 |   |
| 05:15 AM   | 7                      | 0     | 6     | 4     | 6                     | 2     | 5     | 6     | 7                   | 2     | 6     | 1     | 1                      | 0     | 1     | 2     | 0                    | 0     | 1     | 2     | 4                    | 0     | 2     | 6     | 7                     | 1     | 6     | 1     | 7                           | 1 | 6  | 4  | 3 |   |
| 05:30 AM   | 15                     | 3     | 11    | 7     | 9                     | 1     | 10    | 8     | 21                  | 3     | 11    | 6     | 4                      | 2     | 2     | 6     | 0                    | 0     | 4     | 2     | 4                    | 1     | 10    | 4     | 9                     | 1     | 8     | 5     | 11                          | 2 | 10 | 7  |   |   |
| 05:45 AM   | 17                     | 3     | 8     | 8     | 15                    | 0     | 12    | 5     | 18                  | 3     | 8     | 10    | 5                      | 2     | 4     | 8     | 3                    | 0     | 2     | 2     | 18                   | 3     | 14    | 12    | 16                    | 3     | 12    | 14    | 16                          | 2 | 11 | 9  |   |   |
| 06:00 AM   | 8                      | 1     | 10    | 5     | 9                     | 3     | 12    | 8     | 8                   | 0     | 15    | 3     | 6                      | 0     | 3     | 3     | 2                    | 0     | 2     | 2     | 9                    | 2     | 12    | 7     | 12                    | 1     | 10    | 6     | 10                          | 2 | 11 | 6  |   |   |
| 06:15 AM   | 14                     | 4     | 26    | 10    | 9                     | 2     | 18    | 9     | 12                  | 3     | 12    | 9     | 8                      | 0     | 7     | 4     | 6                    | 1     | 0     | 2     | 14                   | 3     | 16    | 12    | 14                    | 2     | 18    | 12    | 21                          | 3 | 21 | 10 |   |   |
| 06:30 AM   | 32                     | 6     | 20    | 9     | 24                    | 6     | 34    | 14    | 16                  | 5     | 32    | 22    | 12                     | 1     | 6     | 2     | 5                    | 1     | 4     | 1     | 15                   | 3     | 26    | 17    | 26                    | 3     | 38    | 22    | 27                          | 5 | 31 | 15 |   |   |
| 06:45 AM   | 20                     | 7     | 36    | 28    | 23                    | 10    | 40    | 26    | 19                  | 5     | 37    | 23    | 14                     | 1     | 12    | 3     | 5                    | 2     | 5     | 6     | 22                   | 7     | 39    | 20    | 26                    | 11    | 48    | 24    | 23                          | 9 | 41 | 26 |   |   |
| 07:00 AM</ |                        |       |       |       |                       |       |       |       |                     |       |       |       |                        |       |       |       |                      |       |       |       |                      |       |       |       |                       |       |       |       |                             |   |    |    |   |   |

**Appendix E Pre-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**  
 LITTLE FALLS PARKWAY PRE ROAD DIET COUNTS

|          |       |      |      |      |       |      |      |      |       |      |      |      |       |      |      |      |      |      |      |      |      |       |      |      |      |      |       |      |      |      |      |       |
|----------|-------|------|------|------|-------|------|------|------|-------|------|------|------|-------|------|------|------|------|------|------|------|------|-------|------|------|------|------|-------|------|------|------|------|-------|
| 06:45 PM | 80    | 50   | 112  | 77   | 86    | 46   | 92   | 56   | 94    | 36   | 92   | 60   | 76    | 23   | 96   | 52   | 48   | 14   | 56   | 26   | 80   | 37    | 86   | 50   | 82   | 32   | 88    | 56   | 83   | 43   | 97   | 63    |
| 07:00 PM | 70    | 30   | 92   | 62   | 78    | 34   | 94   | 52   | 92    | 30   | 78   | 42   | 67    | 24   | 54   | 39   | 54   | 12   | 48   | 17   | 72   | 32    | 70   | 57   | 78   | 42   | 76    | 54   | 75   | 35   | 87   | 56    |
| 07:15 PM | 73    | 37   | 74   | 47   | 78    | 36   | 70   | 48   | 87    | 25   | 77   | 46   | 60    | 31   | 74   | 42   | 39   | 5    | 43   | 22   | 56   | 30    | 56   | 28   | 69   | 37   | 72    | 28   | 73   | 37   | 72   | 41    |
| 07:30 PM | 64    | 23   | 62   | 38   | 65    | 21   | 58   | 29   | 54    | 20   | 57   | 38   | 41    | 18   | 46   | 32   | 35   | 10   | 24   | 23   | 44   | 21    | 61   | 28   | 56   | 32   | 51    | 38   | 62   | 25   | 57   | 35    |
| 07:45 PM | 47    | 24   | 48   | 20   | 56    | 35   | 48   | 28   | 44    | 20   | 56   | 22   | 38    | 10   | 38   | 20   | 29   | 15   | 28   | 16   | 48   | 21    | 46   | 34   | 53   | 29   | 54    | 26   | 52   | 29   | 50   | 25    |
| 08:00 PM | 56    | 20   | 44   | 24   | 58    | 22   | 34   | 26   | 52    | 12   | 48   | 28   | 34    | 9    | 36   | 22   | 28   | 12   | 28   | 15   | 38   | 17    | 42   | 22   | 34   | 19   | 56    | 31   | 49   | 20   | 45   | 27    |
| 08:15 PM | 35    | 16   | 42   | 21   | 35    | 17   | 40   | 20   | 47    | 21   | 42   | 15   | 33    | 9    | 45   | 18   | 20   | 12   | 38   | 20   | 37   | 16    | 44   | 16   | 46   | 18   | 54    | 22   | 39   | 17   | 45   | 21    |
| 08:30 PM | 36    | 17   | 42   | 24   | 27    | 11   | 45   | 18   | 38    | 14   | 51   | 23   | 28    | 15   | 34   | 12   | 23   | 11   | 32   | 13   | 30   | 16    | 40   | 28   | 32   | 24   | 30    | 17   | 32   | 17   | 39   | 20    |
| 08:45 PM | 34    | 14   | 44   | 10   | 28    | 11   | 29   | 21   | 39    | 12   | 50   | 20   | 34    | 12   | 22   | 16   | 26   | 5    | 28   | 10   | 21   | 16    | 44   | 17   | 27   | 15   | 44    | 16   | 30   | 13   | 39   | 16    |
| 09:00 PM | 21    | 15   | 46   | 23   | 36    | 19   | 38   | 20   | 30    | 10   | 48   | 15   | 19    | 12   | 34   | 9    | 21   | 9    | 30   | 12   | 40   | 14    | 17   | 34   | 9    | 36   | 18    | 30   | 14   | 40   | 20   |       |
| 09:15 PM | 30    | 18   | 32   | 16   | 18    | 11   | 28   | 9    | 28    | 11   | 54   | 16   | 18    | 7    | 40   | 20   | 25   | 5    | 12   | 9    | 20   | 8     | 31   | 11   | 19   | 18   | 34    | 11   | 22   | 16   | 31   | 12    |
| 09:30 PM | 19    | 9    | 27   | 12   | 20    | 7    | 28   | 12   | 25    | 9    | 38   | 18   | 16    | 7    | 34   | 15   | 12   | 13   | 16   | 9    | 19   | 9     | 29   | 8    | 35   | 13   | 36    | 14   | 25   | 10   | 30   | 13    |
| 09:45 PM | 19    | 14   | 23   | 7    | 26    | 6    | 26   | 16   | 22    | 14   | 22   | 15   | 22    | 12   | 33   | 15   | 14   | 9    | 19   | 3    | 20   | 12    | 18   | 7    | 16   | 12   | 25    | 12   | 20   | 11   | 25   | 12    |
| 10:00 PM | 19    | 12   | 32   | 14   | 30    | 10   | 24   | 12   | 32    | 24   | 37   | 13   | 24    | 13   | 28   | 10   | 9    | 7    | 14   | 3    | 14   | 2     | 14   | 12   | 8    | 5    | 26    | 13   | 19   | 9    | 27   | 13    |
| 10:15 PM | 17    | 6    | 14   | 5    | 15    | 3    | 18   | 7    | 19    | 12   | 23   | 12   | 17    | 9    | 37   | 12   | 12   | 3    | 5    | 6    | 16   | 6     | 14   | 6    | 15   | 3    | 22    | 4    | 16   | 4    | 18   | 5     |
| 10:30 PM | 9     | 11   | 15   | 2    | 14    | 11   | 11   | 8    | 17    | 10   | 30   | 12   | 22    | 13   | 36   | 14   | 14   | 3    | 8    | 3    | 18   | 7     | 7    | 0    | 14   | 6    | 6     | 6    | 12   | 9    | 11   | 5     |
| 10:45 PM | 7     | 5    | 9    | 4    | 12    | 3    | 10   | 6    | 21    | 9    | 20   | 12   | 20    | 10   | 26   | 11   | 5    | 4    | 7    | 3    | 15   | 4     | 8    | 4    | 8    | 4    | 6     | 4    | 9    | 4    | 8    | 5     |
| 11:00 PM | 10    | 3    | 5    | 4    | 16    | 8    | 9    | 3    | 16    | 9    | 16   | 8    | 13    | 14   | 24   | 8    | 8    | 2    | 5    | 8    | 9    | 5     | 7    | 1    | 7    | 2    | 7     | 6    | 11   | 4    | 7    | 4     |
| 11:15 PM | 11    | 11   | 8    | 1    | 11    | 6    | 7    | 2    | 16    | 10   | 12   | 6    | 20    | 8    | 16   | 5    | 8    | 2    | 3    | 4    | 10   | 2     | 5    | 2    | 5    | 6    | 11    | 2    | 9    | 8    | 9    | 2     |
| 11:30 PM | 3     | 2    | 3    | 3    | 6     | 3    | 10   | 5    | 17    | 6    | 10   | 5    | 18    | 9    | 17   | 7    | 4    | 3    | 8    | 4    | 5    | 3     | 6    | 4    | 3    | 1    | 4     | 1    | 4    | 2    | 6    | 3     |
| 11:45 PM | 7     | 9    | 4    | 1    | 7     | 2    | 5    | 1    | 10    | 4    | 18   | 7    | 14    | 16   | 20   | 7    | 0    | 3    | 2    | 2    | 7    | 2     | 8    | 2    | 9    | 4    | 2     | 2    | 8    | 5    | 4    | 1     |
|          | 4752  | 1985 | 5349 | 3582 | 4839  | 2179 | 5365 | 3672 | 5165  | 2054 | 5571 | 3760 | 4409  | 1486 | 4459 | 2859 | 3484 | 1115 | 3304 | 2069 | 4423 | 1857  | 4982 | 3343 | 4811 | 2056 | 5308  | 3498 | 4801 | 2073 | 5341 | 3584  |
|          | 15668 |      |      |      | 16055 |      |      |      | 16550 |      |      |      | 13213 |      |      |      | 9972 |      |      |      |      | 14605 |      |      |      |      | 15673 |      |      |      |      | 15799 |

6874

8925

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between  
Little Falls Pkwy & Kenwood Forest Ln  
Arlington Road - NB

| Start Time      | 19-May-17 Fri | NB RT LN |       | NB LT LN |       | Combined |       | 20-May Sat | NB RT LN |       | NB LT LN |       | Combined |       |
|-----------------|---------------|----------|-------|----------|-------|----------|-------|------------|----------|-------|----------|-------|----------|-------|
|                 |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |            | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00           |               | 2        | 42    | 4        | 56    | 6        | 98    |            | 2        | 38    | 6        | 38    | 8        | 76    |
| 12:15           |               | 1        | 36    | 4        | 34    | 5        | 70    |            | 3        | 30    | 6        | 55    | 9        | 85    |
| 12:30           |               | 2        | 41    | 7        | 52    | 9        | 93    |            | 3        | 47    | 10       | 38    | 13       | 85    |
| 12:45           |               | 3        | 32    | 2        | 46    | 5        | 78    |            | 2        | 51    | 4        | 45    | 6        | 96    |
| 01:00           |               | 1        | 33    | 3        | 53    | 4        | 86    |            | 3        | 51    | 6        | 43    | 9        | 94    |
| 01:15           |               | 1        | 27    | 2        | 42    | 3        | 69    |            | 2        | 45    | 5        | 46    | 7        | 91    |
| 01:30           |               | 0        | 30    | 1        | 30    | 1        | 60    |            | 1        | 42    | 2        | 50    | 3        | 92    |
| 01:45           |               | 0        | 35    | 2        | 36    | 2        | 71    |            | 0        | 45    | 3        | 40    | 3        | 85    |
| 02:00           |               | 1        | 30    | 2        | 36    | 3        | 66    |            | 0        | 37    | 2        | 40    | 2        | 77    |
| 02:15           |               | 0        | 27    | 1        | 38    | 1        | 65    |            | 0        | 36    | 2        | 40    | 2        | 76    |
| 02:30           |               | 2        | 34    | 1        | 39    | 3        | 73    |            | 0        | 31    | 1        | 39    | 1        | 70    |
| 02:45           |               | 0        | 36    | 1        | 57    | 1        | 93    |            | 1        | 36    | 5        | 44    | 6        | 80    |
| 03:00           |               | 0        | 37    | 1        | 42    | 1        | 79    |            | 1        | 52    | 4        | 59    | 5        | 111   |
| 03:15           |               | 0        | 35    | 0        | 54    | 0        | 89    |            | 3        | 40    | 3        | 49    | 6        | 89    |
| 03:30           |               | 0        | 42    | 1        | 54    | 1        | 96    |            | 0        | 43    | 1        | 42    | 1        | 85    |
| 03:45           |               | 1        | 42    | 0        | 40    | 1        | 82    |            | 0        | 25    | 1        | 34    | 1        | 59    |
| 04:00           |               | 0        | 22    | 0        | 42    | 0        | 64    |            | 0        | 38    | 1        | 48    | 1        | 86    |
| 04:15           |               | 0        | 38    | 1        | 51    | 1        | 89    |            | 1        | 41    | 1        | 48    | 2        | 89    |
| 04:30           |               | 0        | 50    | 1        | 47    | 1        | 97    |            | 0        | 44    | 1        | 45    | 1        | 89    |
| 04:45           |               | 1        | 37    | 2        | 46    | 3        | 83    |            | 0        | 30    | 3        | 29    | 3        | 59    |
| 05:00           |               | 1        | 51    | 1        | 55    | 2        | 106   |            | 0        | 33    | 0        | 31    | 0        | 64    |
| 05:15           |               | 0        | 33    | 2        | 51    | 2        | 84    |            | 1        | 29    | 1        | 34    | 2        | 63    |
| 05:30           |               | 3        | 31    | 4        | 47    | 7        | 78    |            | 0        | 28    | 1        | 41    | 1        | 69    |
| 05:45           |               | 5        | 30    | 4        | 54    | 9        | 84    |            | 0        | 29    | 0        | 37    | 0        | 66    |
| 06:00           |               | 11       | 43    | 13       | 43    | 24       | 86    |            | 1        | 28    | 5        | 29    | 6        | 57    |
| 06:15           |               | 14       | 36    | 19       | 53    | 33       | 89    |            | 2        | 42    | 3        | 33    | 5        | 75    |
| 06:30           |               | 5        | 50    | 11       | 47    | 16       | 97    |            | 2        | 25    | 5        | 39    | 7        | 64    |
| 06:45           |               | 4        | 29    | 9        | 37    | 13       | 66    |            | 4        | 26    | 6        | 25    | 10       | 51    |
| 07:00           |               | 11       | 36    | 14       | 44    | 25       | 80    |            | 4        | 31    | 11       | 25    | 15       | 56    |
| 07:15           |               | 13       | 28    | 11       | 38    | 24       | 66    |            | 6        | 24    | 9        | 32    | 15       | 56    |
| 07:30           |               | 16       | 43    | 30       | 34    | 46       | 77    |            | 8        | 19    | 9        | 27    | 17       | 46    |
| 07:45           |               | 26       | 29    | 27       | 32    | 53       | 61    |            | 10       | 26    | 16       | 28    | 26       | 54    |
| 08:00           |               | 32       | 32    | 48       | 30    | 80       | 62    |            | 16       | 22    | 18       | 27    | 34       | 49    |
| 08:15           |               | 31       | 25    | 54       | 23    | 85       | 48    |            | 13       | 15    | 20       | 18    | 33       | 33    |
| 08:30           |               | 43       | 14    | 48       | 25    | 91       | 39    |            | 17       | 21    | 25       | 20    | 42       | 41    |
| 08:45           |               | 36       | 9     | 61       | 22    | 97       | 31    |            | 14       | 14    | 25       | 18    | 39       | 32    |
| 09:00           |               | 54       | 7     | 57       | 15    | 111      | 22    |            | 35       | 17    | 45       | 12    | 80       | 29    |
| 09:15           |               | 37       | 14    | 41       | 19    | 78       | 33    |            | 35       | 9     | 29       | 14    | 64       | 23    |
| 09:30           |               | 48       | 8     | 44       | 14    | 92       | 22    |            | 23       | 13    | 26       | 5     | 49       | 18    |
| 09:45           |               | 28       | 11    | 35       | 22    | 63       | 33    |            | 36       | 10    | 45       | 13    | 81       | 23    |
| 10:00           |               | 35       | 4     | 39       | 15    | 74       | 19    |            | 29       | 8     | 29       | 15    | 58       | 23    |
| 10:15           |               | 31       | 9     | 27       | 14    | 58       | 23    |            | 33       | 3     | 38       | 8     | 71       | 11    |
| 10:30           |               | 34       | 4     | 25       | 9     | 59       | 13    |            | 46       | 10    | 51       | 11    | 97       | 21    |
| 10:45           |               | 32       | 5     | 28       | 12    | 60       | 17    |            | 36       | 10    | 28       | 16    | 64       | 26    |
| 11:00           |               | 32       | 10    | 41       | 16    | 73       | 26    |            | 43       | 8     | 34       | 10    | 77       | 18    |
| 11:15           |               | 18       | 4     | 42       | 12    | 60       | 16    |            | 38       | 2     | 31       | 8     | 69       | 10    |
| 11:30           |               | 35       | 15    | 36       | 16    | 71       | 31    |            | 44       | 7     | 38       | 9     | 82       | 16    |
| 11:45           |               | 37       | 9     | 41       | 18    | 78       | 27    |            | 23       | 2     | 47       | 9     | 70       | 11    |
| Total Day Total |               | 687      | 1325  | 848      | 1712  | 1535     | 3037  |            | 541      | 1313  | 662      | 1466  | 1203     | 2779  |
| % Total         |               | 15.0%    | 29.0% | 18.5%    | 37.4% | 4572     |       |            | 13.6%    | 33.0% | 16.6%    | 36.8% | 3982     |       |
| Peak Vol.       | -             | 08:45    | 04:15 | 08:15    | 02:45 | 08:15    | 04:15 | -          | 10:30    | 00:30 | 09:45    | 02:45 | 10:15    | 00:45 |
| P.H.F.          | -             | 175      | 176   | 220      | 207   | 384      | 375   | -          | 163      | 194   | 163      | 194   | 309      | 373   |
|                 |               | 0.810    | 0.863 | 0.902    | 0.908 | 0.865    | 0.884 |            | 0.886    | 0.951 | 0.799    | 0.822 | 0.796    | 0.971 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between

Little Falls Pkwy & Kenwood Forest Ln

Arlington Road - NB

| Start Time              | 21-May-17 Sun | NB RT LN |       | NB LT LN |       | Combined |       | 22-May Mon | NB RT LN |       | NB LT LN |       | Combined |       |
|-------------------------|---------------|----------|-------|----------|-------|----------|-------|------------|----------|-------|----------|-------|----------|-------|
|                         |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |            | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00                   |               | 5        | 37    | 6        | 34    | 11       | 71    |            | 5        | 39    | 2        | 32    | 7        | 71    |
| 12:15                   |               | 3        | 30    | 6        | 38    | 9        | 68    |            | 1        | 25    | 3        | 29    | 4        | 54    |
| 12:30                   |               | 4        | 40    | 5        | 45    | 9        | 85    |            | 0        | 33    | 2        | 39    | 2        | 72    |
| 12:45                   |               | 6        | 20    | 8        | 41    | 14       | 61    |            | 2        | 35    | 2        | 48    | 4        | 83    |
| 01:00                   | 1             | 40       | 4     | 33       | 5     | 73       |       | 0          | 25       | 0     | 33       | 0     | 58       |       |
| 01:15                   | 4             | 38       | 7     | 58       | 11    | 96       |       | 0          | 31       | 3     | 29       | 3     | 60       |       |
| 01:30                   | 2             | 37       | 3     | 46       | 5     | 83       |       | 2          | 32       | 0     | 25       | 2     | 57       |       |
| 01:45                   | 4             | 36       | 4     | 41       | 8     | 77       |       | 0          | 30       | 1     | 26       | 1     | 56       |       |
| 02:00                   | 2             | 33       | 3     | 25       | 5     | 58       |       | 0          | 19       | 0     | 42       | 0     | 61       |       |
| 02:15                   | 2             | 27       | 2     | 32       | 4     | 59       |       | 1          | 36       | 1     | 41       | 2     | 77       |       |
| 02:30                   | 3             | 29       | 5     | 34       | 8     | 63       |       | 0          | 29       | 0     | 43       | 0     | 72       |       |
| 02:45                   | 0             | 27       | 3     | 46       | 3     | 73       |       | 1          | 31       | 1     | 39       | 2     | 70       |       |
| 03:00                   | 0             | 32       | 4     | 41       | 4     | 73       |       | 1          | 30       | 0     | 38       | 1     | 68       |       |
| 03:15                   | 1             | 37       | 5     | 36       | 6     | 73       |       | 0          | 35       | 3     | 35       | 3     | 70       |       |
| 03:30                   | 0             | 28       | 2     | 42       | 2     | 70       |       | 0          | 32       | 0     | 37       | 0     | 69       |       |
| 03:45                   | 3             | 33       | 2     | 38       | 5     | 71       |       | 2          | 29       | 0     | 42       | 2     | 71       |       |
| 04:00                   | 0             | 38       | 1     | 42       | 1     | 80       |       | 1          | 26       | 0     | 33       | 1     | 59       |       |
| 04:15                   | 1             | 23       | 2     | 37       | 3     | 60       |       | 0          | 32       | 1     | 39       | 1     | 71       |       |
| 04:30                   | 0             | 21       | 1     | 39       | 1     | 60       |       | 0          | 40       | 1     | 41       | 1     | 81       |       |
| 04:45                   | 1             | 32       | 3     | 39       | 4     | 71       |       | 0          | 38       | 0     | 43       | 0     | 81       |       |
| 05:00                   | 0             | 37       | 0     | 28       | 0     | 65       |       | 0          | 36       | 0     | 41       | 0     | 77       |       |
| 05:15                   | 0             | 34       | 0     | 26       | 0     | 60       |       | 2          | 36       | 1     | 50       | 3     | 86       |       |
| 05:30                   | 1             | 47       | 2     | 38       | 3     | 85       |       | 3          | 24       | 1     | 49       | 4     | 73       |       |
| 05:45                   | 1             | 31       | 0     | 38       | 1     | 69       |       | 6          | 30       | 4     | 48       | 10    | 78       |       |
| 06:00                   | 1             | 34       | 1     | 30       | 2     | 64       |       | 8          | 42       | 7     | 42       | 15    | 84       |       |
| 06:15                   | 0             | 36       | 1     | 32       | 1     | 68       |       | 7          | 35       | 3     | 49       | 10    | 84       |       |
| 06:30                   | 3             | 23       | 5     | 34       | 8     | 57       |       | 5          | 44       | 9     | 45       | 14    | 89       |       |
| 06:45                   | 4             | 24       | 8     | 33       | 12    | 57       |       | 5          | 35       | 10    | 34       | 15    | 69       |       |
| 07:00                   | 2             | 24       | 4     | 31       | 6     | 55       |       | 4          | 33       | 17    | 40       | 21    | 73       |       |
| 07:15                   | 2             | 24       | 13    | 26       | 15    | 50       |       | 13         | 21       | 16    | 22       | 29    | 43       |       |
| 07:30                   | 4             | 20       | 4     | 22       | 8     | 42       |       | 20         | 20       | 28    | 32       | 48    | 52       |       |
| 07:45                   | 3             | 11       | 10    | 16       | 13    | 27       |       | 26         | 22       | 37    | 33       | 63    | 55       |       |
| 08:00                   | 6             | 13       | 11    | 14       | 17    | 27       |       | 31         | 19       | 36    | 28       | 67    | 47       |       |
| 08:15                   | 10            | 10       | 13    | 18       | 23    | 28       |       | 35         | 13       | 38    | 19       | 73    | 32       |       |
| 08:30                   | 7             | 10       | 12    | 12       | 19    | 22       |       | 44         | 15       | 47    | 23       | 91    | 38       |       |
| 08:45                   | 14            | 8        | 24    | 9        | 38    | 17       |       | 36         | 16       | 45    | 23       | 81    | 39       |       |
| 09:00                   | 16            | 5        | 25    | 27       | 41    | 32       |       | 43         | 7        | 59    | 8        | 102   | 15       |       |
| 09:15                   | 20            | 13       | 22    | 13       | 42    | 26       |       | 44         | 10       | 56    | 20       | 100   | 30       |       |
| 09:30                   | 18            | 12       | 19    | 12       | 37    | 24       |       | 53         | 13       | 53    | 14       | 106   | 27       |       |
| 09:45                   | 19            | 5        | 27    | 12       | 46    | 17       |       | 36         | 5        | 38    | 7        | 74    | 12       |       |
| 10:00                   | 27            | 5        | 29    | 4        | 56    | 9        |       | 35         | 4        | 43    | 11       | 78    | 15       |       |
| 10:15                   | 22            | 1        | 25    | 4        | 47    | 5        |       | 26         | 5        | 31    | 4        | 57    | 9        |       |
| 10:30                   | 33            | 3        | 38    | 5        | 71    | 8        |       | 19         | 5        | 23    | 8        | 42    | 13       |       |
| 10:45                   | 30            | 1        | 40    | 6        | 70    | 7        |       | 35         | 2        | 32    | 9        | 67    | 11       |       |
| 11:00                   | 33            | 1        | 26    | 5        | 59    | 6        |       | 30         | 3        | 25    | 5        | 55    | 8        |       |
| 11:15                   | 32            | 4        | 32    | 3        | 64    | 7        |       | 37         | 0        | 35    | 4        | 72    | 4        |       |
| 11:30                   | 35            | 0        | 39    | 5        | 74    | 5        |       | 28         | 0        | 37    | 1        | 65    | 1        |       |
| 11:45                   | 28            | 2        | 35    | 3        | 63    | 5        |       | 39         | 1        | 31    | 3        | 70    | 4        |       |
| Total Day Total % Total |               | 413      | 1076  | 541      | 1293  | 954      | 2369  |            | 686      | 1123  | 782      | 1406  | 1468     | 2529  |
| Peak Vol.               | -             | 10:45    | 01:00 | 10:45    | 00:45 | 10:45    | 01:00 | -          | 08:45    | 06:00 | 08:45    | 05:15 | 08:45    | 05:45 |
| P.H.F.                  | -             | 130      | 151   | 137      | 178   | 267      | 329   | -          | 176      | 156   | 213      | 189   | 389      | 335   |
|                         |               | 0.929    | 0.944 | 0.856    | 0.767 | 0.902    | 0.857 |            | 0.830    | 0.886 | 0.903    | 0.945 | 0.917    | 0.941 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 3

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between

Little Falls Pkwy & Kenwood Forest Ln

Arlington Road - NB

| Start Time      | 23-May-17<br>Tue | NB RT LN |       | NB LT LN |       | Combined |       | 24-May<br>Wed | NB RT LN |       | NB LT LN |       | Combined |       |
|-----------------|------------------|----------|-------|----------|-------|----------|-------|---------------|----------|-------|----------|-------|----------|-------|
|                 |                  | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00           |                  | 1        | 43    | 0        | 38    | 1        | 81    |               | 1        | 29    | 3        | 50    | 4        | 79    |
| 12:15           |                  | 0        | 27    | 3        | 33    | 3        | 60    |               | 1        | 39    | 1        | 50    | 2        | 89    |
| 12:30           |                  | 2        | 33    | 2        | 29    | 4        | 62    |               | 3        | 35    | 2        | 48    | 5        | 83    |
| 12:45           |                  | 1        | 35    | 2        | 42    | 3        | 77    |               | 1        | 31    | 2        | 39    | 3        | 70    |
| 01:00           |                  | 1        | 30    | 2        | 40    | 3        | 70    |               | 0        | 43    | 0        | 26    | 0        | 69    |
| 01:15           |                  | 1        | 32    | 0        | 35    | 1        | 67    |               | 2        | 22    | 2        | 39    | 4        | 61    |
| 01:30           |                  | 1        | 31    | 0        | 44    | 1        | 75    |               | 1        | 44    | 1        | 32    | 2        | 76    |
| 01:45           |                  | 0        | 35    | 3        | 41    | 3        | 76    |               | 0        | 31    | 0        | 37    | 0        | 68    |
| 02:00           |                  | 0        | 29    | 0        | 49    | 0        | 78    |               | 0        | 26    | 0        | 44    | 0        | 70    |
| 02:15           |                  | 0        | 36    | 3        | 38    | 3        | 74    |               | 0        | 23    | 0        | 41    | 0        | 64    |
| 02:30           |                  | 0        | 22    | 0        | 40    | 0        | 62    |               | 0        | 33    | 2        | 46    | 2        | 79    |
| 02:45           |                  | 0        | 24    | 1        | 41    | 1        | 65    |               | 0        | 39    | 0        | 47    | 0        | 86    |
| 03:00           |                  | 1        | 42    | 0        | 48    | 1        | 90    |               | 1        | 34    | 4        | 51    | 5        | 85    |
| 03:15           |                  | 0        | 28    | 1        | 47    | 1        | 75    |               | 0        | 49    | 3        | 42    | 3        | 91    |
| 03:30           |                  | 0        | 36    | 0        | 44    | 0        | 80    |               | 0        | 39    | 0        | 39    | 0        | 78    |
| 03:45           |                  | 0        | 39    | 0        | 48    | 0        | 87    |               | 1        | 38    | 0        | 46    | 1        | 84    |
| 04:00           |                  | 0        | 37    | 0        | 58    | 0        | 95    |               | 0        | 33    | 0        | 45    | 0        | 78    |
| 04:15           |                  | 0        | 44    | 1        | 42    | 1        | 86    |               | 0        | 40    | 0        | 47    | 0        | 87    |
| 04:30           |                  | 0        | 43    | 0        | 42    | 0        | 85    |               | 0        | 32    | 2        | 50    | 2        | 82    |
| 04:45           |                  | 0        | 43    | 1        | 61    | 1        | 104   |               | 0        | 46    | 1        | 64    | 1        | 110   |
| 05:00           |                  | 1        | 44    | 3        | 45    | 4        | 89    |               | 0        | 39    | 2        | 39    | 2        | 78    |
| 05:15           |                  | 1        | 35    | 2        | 61    | 3        | 96    |               | 0        | 39    | 1        | 48    | 1        | 87    |
| 05:30           | 4                | 55       | 3     | 36       | 7     | 91       |       | 2             | 52       | 4     | 55       | 6     | 107      |       |
| 05:45           | 5                | 43       | 7     | 48       | 12    | 91       |       | 9             | 41       | 3     | 56       | 12    | 97       |       |
| 06:00           | 4                | 63       | 4     | 36       | 8     | 99       |       | 6             | 47       | 12    | 44       | 18    | 91       |       |
| 06:15           | 7                | 32       | 7     | 36       | 14    | 68       |       | 4             | 51       | 8     | 50       | 12    | 101      |       |
| 06:30           | 7                | 48       | 10    | 50       | 17    | 98       |       | 5             | 44       | 8     | 48       | 13    | 92       |       |
| 06:45           | 12               | 33       | 11    | 37       | 23    | 70       |       | 3             | 40       | 12    | 48       | 15    | 88       |       |
| 07:00           | 10               | 36       | 20    | 35       | 30    | 71       |       | 15            | 39       | 20    | 56       | 35    | 95       |       |
| 07:15           | 19               | 45       | 17    | 56       | 36    | 101      |       | 8             | 31       | 20    | 48       | 28    | 79       |       |
| 07:30           | 16               | 35       | 20    | 40       | 36    | 75       |       | 28            | 41       | 21    | 31       | 49    | 72       |       |
| 07:45           | 27               | 30       | 32    | 32       | 59    | 62       |       | 19            | 23       | 38    | 35       | 57    | 58       |       |
| 08:00           | 27               | 36       | 47    | 34       | 74    | 70       |       | 42            | 19       | 36    | 35       | 78    | 54       |       |
| 08:15           | 47               | 30       | 47    | 27       | 94    | 57       |       | 42            | 10       | 48    | 29       | 90    | 39       |       |
| 08:30           | 54               | 15       | 59    | 17       | 113   | 32       |       | 48            | 21       | 64    | 28       | 112   | 49       |       |
| 08:45           | 44               | 15       | 51    | 16       | 95    | 31       |       | 48            | 6        | 53    | 14       | 101   | 20       |       |
| 09:00           | 48               | 12       | 48    | 12       | 96    | 24       |       | 42            | 10       | 52    | 13       | 94    | 23       |       |
| 09:15           | 42               | 10       | 48    | 26       | 90    | 36       |       | 37            | 15       | 54    | 23       | 91    | 38       |       |
| 09:30           | 45               | 11       | 37    | 9        | 82    | 20       |       | 41            | 4        | 47    | 13       | 88    | 17       |       |
| 09:45           | 21               | 7        | 42    | 17       | 63    | 24       |       | 42            | 10       | 30    | 17       | 72    | 27       |       |
| 10:00           | 28               | 7        | 27    | 12       | 55    | 19       |       | 28            | 8        | 26    | 9        | 54    | 17       |       |
| 10:15           | 26               | 8        | 30    | 9        | 56    | 17       |       | 28            | 6        | 31    | 10       | 59    | 16       |       |
| 10:30           | 30               | 4        | 38    | 8        | 68    | 12       |       | 37            | 2        | 34    | 9        | 71    | 11       |       |
| 10:45           | 42               | 6        | 28    | 13       | 70    | 19       |       | 28            | 4        | 36    | 7        | 64    | 11       |       |
| 11:00           | 33               | 1        | 41    | 3        | 74    | 4        |       | 36            | 5        | 27    | 7        | 63    | 12       |       |
| 11:15           | 40               | 4        | 39    | 7        | 79    | 11       |       | 37            | 5        | 46    | 6        | 83    | 11       |       |
| 11:30           | 24               | 1        | 36    | 2        | 60    | 3        |       | 30            | 3        | 31    | 4        | 61    | 7        |       |
| 11:45           | 31               | 3        | 35    | 11       | 66    | 14       |       | 37            | 4        | 36    | 4        | 73    | 8        |       |
| Total Day Total |                  | 703      | 1358  | 808      | 1595  | 1511     | 2953  |               | 713      | 1325  | 823      | 1669  | 1536     | 2994  |
| % Total         |                  | 15.7%    | 30.4% | 18.1%    | 35.7% |          |       |               | 15.7%    | 29.2% | 18.2%    | 36.8% |          |       |
| Peak Vol.       | -                | 08:15    | 05:15 | 08:30    | 04:30 | 08:15    | 04:45 | -             | 08:00    | 05:30 | 08:30    | 04:00 | 08:30    | 05:30 |
| P.H.F.          | -                | 193      | 196   | 206      | 209   | 398      | 380   | -             | 180      | 191   | 223      | 206   | 398      | 396   |
|                 |                  | 0.894    | 0.778 | 0.873    | 0.857 | 0.881    | 0.913 |               | 0.938    | 0.918 | 0.871    | 0.805 | 0.888    | 0.925 |

Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 4

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between

& Kenwood Forest Ln

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 1

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between

Little Falls Pkwy & Kenwood Forest Ln

Arlington Road - SB

| Start Time      | 19-May-17 Fri | SB RT LN |       | SB LT LN |       | Combined |       | 20-May Sat | SB RT LN |       | SB LT LN |       | Combined |       |
|-----------------|---------------|----------|-------|----------|-------|----------|-------|------------|----------|-------|----------|-------|----------|-------|
|                 |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |            | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00           |               | 0        | 19    | 3        | 81    | 3        | 100   |            | 6        | 22    | 8        | 90    | 14       | 112   |
| 12:15           |               | 0        | 10    | 8        | 73    | 8        | 83    |            | 0        | 21    | 8        | 59    | 8        | 80    |
| 12:30           |               | 0        | 15    | 7        | 70    | 7        | 85    |            | 1        | 25    | 5        | 70    | 6        | 95    |
| 12:45           |               | 0        | 11    | 3        | 55    | 3        | 66    |            | 0        | 17    | 9        | 65    | 9        | 82    |
| 01:00           |               | 0        | 19    | 5        | 63    | 5        | 82    |            | 0        | 22    | 9        | 84    | 9        | 106   |
| 01:15           | 1             | 16       | 2     | 65       | 3     | 81       |       | 0          | 22       | 6     | 82       | 6     | 104      |       |
| 01:30           | 0             | 24       | 0     | 65       | 0     | 89       |       | 0          | 36       | 5     | 92       | 5     | 128      |       |
| 01:45           | 1             | 20       | 2     | 67       | 3     | 87       |       | 0          | 32       | 5     | 88       | 5     | 120      |       |
| 02:00           | 0             | 18       | 2     | 70       | 2     | 88       |       | 0          | 29       | 2     | 84       | 2     | 113      |       |
| 02:15           | 1             | 16       | 1     | 64       | 2     | 80       |       | 0          | 19       | 2     | 72       | 2     | 91       |       |
| 02:30           | 0             | 19       | 1     | 76       | 1     | 95       |       | 0          | 21       | 4     | 80       | 4     | 101      |       |
| 02:45           | 0             | 16       | 0     | 76       | 0     | 92       |       | 0          | 19       | 3     | 64       | 3     | 83       |       |
| 03:00           | 0             | 23       | 0     | 84       | 0     | 107      |       | 0          | 31       | 4     | 74       | 4     | 105      |       |
| 03:15           | 0             | 11       | 0     | 94       | 0     | 105      |       | 0          | 18       | 1     | 73       | 1     | 91       |       |
| 03:30           | 0             | 16       | 2     | 92       | 2     | 108      |       | 0          | 18       | 2     | 73       | 2     | 91       |       |
| 03:45           | 0             | 18       | 0     | 104      | 0     | 122      |       | 0          | 16       | 1     | 64       | 1     | 80       |       |
| 04:00           | 0             | 19       | 2     | 91       | 2     | 110      |       | 0          | 17       | 2     | 66       | 2     | 83       |       |
| 04:15           | 0             | 25       | 1     | 88       | 1     | 113      |       | 0          | 16       | 1     | 83       | 1     | 99       |       |
| 04:30           | 0             | 28       | 1     | 109      | 1     | 137      |       | 0          | 30       | 2     | 84       | 2     | 114      |       |
| 04:45           | 1             | 20       | 1     | 111      | 2     | 131      |       | 0          | 21       | 2     | 82       | 2     | 103      |       |
| 05:00           | 1             | 32       | 3     | 130      | 4     | 162      |       | 0          | 12       | 3     | 84       | 3     | 96       |       |
| 05:15           | 0             | 20       | 4     | 80       | 4     | 100      |       | 0          | 23       | 4     | 62       | 4     | 85       |       |
| 05:30           | 0             | 21       | 10    | 98       | 10    | 119      |       | 0          | 14       | 5     | 66       | 5     | 80       |       |
| 05:45           | 2             | 17       | 24    | 87       | 26    | 104      |       | 0          | 13       | 5     | 71       | 5     | 84       |       |
| 06:00           | 12            | 25       | 31    | 107      | 43    | 132      |       | 0          | 14       | 2     | 65       | 2     | 79       |       |
| 06:15           | 3             | 18       | 17    | 105      | 20    | 123      |       | 0          | 18       | 5     | 54       | 5     | 72       |       |
| 06:30           | 2             | 27       | 20    | 96       | 22    | 123      |       | 1          | 16       | 7     | 61       | 8     | 77       |       |
| 06:45           | 4             | 18       | 15    | 82       | 19    | 100      |       | 0          | 13       | 7     | 51       | 7     | 64       |       |
| 07:00           | 12            | 11       | 29    | 68       | 41    | 79       |       | 1          | 16       | 8     | 41       | 9     | 57       |       |
| 07:15           | 8             | 14       | 50    | 68       | 58    | 82       |       | 1          | 9        | 15    | 58       | 16    | 67       |       |
| 07:30           | 11            | 16       | 53    | 57       | 64    | 73       |       | 0          | 8        | 16    | 41       | 16    | 49       |       |
| 07:45           | 11            | 11       | 63    | 62       | 74    | 73       |       | 2          | 6        | 20    | 36       | 22    | 42       |       |
| 08:00           | 5             | 15       | 65    | 45       | 70    | 60       |       | 6          | 11       | 19    | 45       | 25    | 56       |       |
| 08:15           | 9             | 8        | 64    | 39       | 73    | 47       |       | 2          | 8        | 16    | 24       | 18    | 32       |       |
| 08:30           | 8             | 7        | 70    | 43       | 78    | 50       |       | 3          | 5        | 29    | 39       | 32    | 44       |       |
| 08:45           | 11            | 6        | 73    | 41       | 84    | 47       |       | 6          | 13       | 34    | 32       | 40    | 45       |       |
| 09:00           | 13            | 10       | 69    | 32       | 82    | 42       |       | 17         | 9        | 43    | 48       | 60    | 57       |       |
| 09:15           | 16            | 10       | 47    | 40       | 63    | 50       |       | 13         | 9        | 46    | 32       | 59    | 41       |       |
| 09:30           | 11            | 9        | 49    | 39       | 60    | 48       |       | 11         | 9        | 41    | 24       | 52    | 33       |       |
| 09:45           | 13            | 12       | 74    | 37       | 87    | 49       |       | 12         | 4        | 55    | 36       | 67    | 40       |       |
| 10:00           | 18            | 14       | 49    | 49       | 67    | 63       |       | 18         | 8        | 57    | 28       | 75    | 36       |       |
| 10:15           | 10            | 3        | 57    | 20       | 67    | 23       |       | 14         | 6        | 37    | 25       | 51    | 31       |       |
| 10:30           | 11            | 2        | 62    | 26       | 73    | 28       |       | 18         | 6        | 56    | 20       | 74    | 26       |       |
| 10:45           | 9             | 7        | 64    | 40       | 73    | 47       |       | 13         | 10       | 50    | 32       | 63    | 42       |       |
| 11:00           | 13            | 10       | 70    | 22       | 83    | 32       |       | 19         | 3        | 61    | 21       | 80    | 24       |       |
| 11:15           | 17            | 10       | 72    | 27       | 89    | 37       |       | 22         | 3        | 70    | 15       | 92    | 18       |       |
| 11:30           | 26            | 3        | 67    | 17       | 93    | 20       |       | 24         | 5        | 74    | 24       | 98    | 29       |       |
| 11:45           | 16            | 4        | 63    | 7        | 79    | 11       |       | 16         | 3        | 75    | 9        | 91    | 12       |       |
| Total Day Total |               | 276      | 723   | 1375     | 3162  | 1651     | 3885  |            | 226      | 726   | 941      | 2673  | 1167     | 3399  |
| % Total         |               | 5.0%     | 13.1% | 24.8%    | 57.1% |          |       |            | 4.9%     | 15.9% | 20.6%    | 58.5% |          |       |
| Peak Vol.       | -             | 11:00    | 04:15 | 08:15    | 04:15 | 11:00    | 04:15 | -          | 11:00    | 01:15 | 11:00    | 01:00 | 11:00    | 01:15 |
| P.H.F.          | -             | 72       | 105   | 276      | 438   | 344      | 543   | -          | 81       | 119   | 280      | 346   | 361      | 465   |
|                 |               | 0.692    | 0.820 | 0.945    | 0.842 | 0.925    | 0.838 |            | 0.844    | 0.826 | 0.933    | 0.940 | 0.921    | 0.908 |

Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between  
Little Falls Pkwy & Kenwood Forest Ln  
Arlington Road - SB

| Start Time      | 21-May-17 Sun | SB RT LN |       | SB LT LN |       | Combined |       | 22-May Mon | SB RT LN |       | SB LT LN |       | Combined |       |
|-----------------|---------------|----------|-------|----------|-------|----------|-------|------------|----------|-------|----------|-------|----------|-------|
|                 |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |            | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00           |               | 3        | 17    | 10       | 76    | 13       | 93    |            | 1        | 19    | 4        | 77    | 5        | 96    |
| 12:15           |               | 1        | 18    | 16       | 68    | 17       | 86    |            | 0        | 9     | 4        | 73    | 4        | 82    |
| 12:30           |               | 0        | 12    | 14       | 55    | 14       | 67    |            | 2        | 17    | 2        | 57    | 4        | 74    |
| 12:45           |               | 2        | 13    | 10       | 66    | 12       | 79    |            | 0        | 15    | 2        | 61    | 2        | 76    |
| 01:00           |               | 0        | 17    | 8        | 62    | 8        | 79    |            | 0        | 10    | 3        | 67    | 3        | 77    |
| 01:15           |               | 0        | 16    | 4        | 64    | 4        | 80    |            | 0        | 12    | 1        | 60    | 1        | 72    |
| 01:30           |               | 0        | 19    | 3        | 70    | 3        | 89    |            | 0        | 14    | 0        | 63    | 0        | 77    |
| 01:45           |               | 0        | 16    | 5        | 59    | 5        | 75    |            | 0        | 9     | 0        | 59    | 0        | 68    |
| 02:00           |               | 0        | 24    | 2        | 82    | 2        | 106   |            | 0        | 16    | 0        | 63    | 0        | 79    |
| 02:15           |               | 0        | 17    | 3        | 53    | 3        | 70    |            | 0        | 13    | 0        | 56    | 0        | 69    |
| 02:30           |               | 0        | 15    | 2        | 74    | 2        | 89    |            | 0        | 17    | 1        | 79    | 1        | 96    |
| 02:45           |               | 0        | 14    | 1        | 56    | 1        | 70    |            | 0        | 13    | 0        | 63    | 0        | 76    |
| 03:00           |               | 0        | 21    | 3        | 66    | 3        | 87    |            | 0        | 17    | 0        | 77    | 0        | 94    |
| 03:15           |               | 0        | 14    | 0        | 80    | 0        | 94    |            | 0        | 12    | 0        | 71    | 0        | 83    |
| 03:30           |               | 0        | 12    | 0        | 80    | 0        | 92    |            | 0        | 13    | 0        | 83    | 0        | 96    |
| 03:45           |               | 0        | 12    | 4        | 80    | 4        | 92    |            | 0        | 24    | 0        | 77    | 0        | 101   |
| 04:00           |               | 0        | 25    | 1        | 82    | 1        | 107   |            | 0        | 17    | 0        | 68    | 0        | 85    |
| 04:15           |               | 0        | 15    | 0        | 61    | 0        | 76    |            | 0        | 9     | 2        | 67    | 2        | 76    |
| 04:30           |               | 0        | 12    | 3        | 63    | 3        | 75    |            | 0        | 13    | 2        | 98    | 2        | 111   |
| 04:45           |               | 1        | 16    | 1        | 52    | 2        | 68    |            | 0        | 11    | 2        | 83    | 2        | 94    |
| 05:00           |               | 0        | 18    | 1        | 63    | 1        | 81    |            | 0        | 15    | 3        | 95    | 3        | 110   |
| 05:15           |               | 0        | 20    | 2        | 80    | 2        | 100   |            | 0        | 15    | 5        | 82    | 5        | 97    |
| 05:30           |               | 0        | 16    | 5        | 81    | 5        | 97    |            | 0        | 18    | 5        | 112   | 5        | 130   |
| 05:45           |               | 0        | 9     | 4        | 58    | 4        | 67    |            | 0        | 19    | 5        | 98    | 5        | 117   |
| 06:00           |               | 1        | 12    | 4        | 66    | 5        | 78    |            | 0        | 18    | 9        | 115   | 9        | 133   |
| 06:15           |               | 1        | 24    | 8        | 63    | 9        | 87    |            | 0        | 20    | 9        | 88    | 9        | 108   |
| 06:30           |               | 0        | 9     | 7        | 54    | 7        | 63    |            | 2        | 25    | 11       | 100   | 13       | 125   |
| 06:45           |               | 0        | 15    | 6        | 43    | 6        | 58    |            | 2        | 10    | 28       | 85    | 30       | 95    |
| 07:00           |               | 1        | 12    | 8        | 53    | 9        | 65    |            | 3        | 7     | 22       | 65    | 25       | 72    |
| 07:15           |               | 1        | 5     | 7        | 44    | 8        | 49    |            | 6        | 12    | 35       | 66    | 41       | 78    |
| 07:30           |               | 0        | 12    | 12       | 38    | 12       | 50    |            | 8        | 14    | 52       | 56    | 60       | 70    |
| 07:45           |               | 1        | 8     | 10       | 33    | 11       | 41    |            | 8        | 10    | 70       | 52    | 78       | 62    |
| 08:00           |               | 0        | 7     | 18       | 36    | 18       | 43    |            | 10       | 8     | 82       | 39    | 92       | 47    |
| 08:15           |               | 5        | 9     | 14       | 36    | 19       | 45    |            | 13       | 9     | 91       | 39    | 104      | 48    |
| 08:30           |               | 7        | 8     | 22       | 48    | 29       | 56    |            | 11       | 7     | 76       | 43    | 87       | 50    |
| 08:45           |               | 2        | 8     | 14       | 36    | 16       | 44    |            | 13       | 7     | 54       | 32    | 67       | 39    |
| 09:00           |               | 7        | 8     | 27       | 31    | 34       | 39    |            | 17       | 7     | 56       | 35    | 73       | 42    |
| 09:15           |               | 3        | 5     | 30       | 34    | 33       | 39    |            | 18       | 5     | 52       | 29    | 70       | 34    |
| 09:30           |               | 5        | 5     | 32       | 25    | 37       | 30    |            | 12       | 4     | 53       | 19    | 65       | 23    |
| 09:45           |               | 10       | 4     | 36       | 20    | 46       | 24    |            | 15       | 6     | 67       | 23    | 82       | 29    |
| 10:00           |               | 10       | 5     | 38       | 23    | 48       | 28    |            | 6        | 6     | 61       | 22    | 67       | 28    |
| 10:15           |               | 8        | 3     | 27       | 14    | 35       | 17    |            | 7        | 3     | 59       | 16    | 66       | 19    |
| 10:30           |               | 7        | 3     | 53       | 17    | 60       | 20    |            | 7        | 3     | 78       | 26    | 85       | 29    |
| 10:45           |               | 6        | 2     | 52       | 6     | 58       | 8     |            | 10       | 0     | 60       | 16    | 70       | 16    |
| 11:00           |               | 9        | 3     | 59       | 7     | 68       | 10    |            | 9        | 1     | 76       | 11    | 85       | 12    |
| 11:15           |               | 16       | 1     | 51       | 5     | 67       | 6     |            | 12       | 1     | 44       | 12    | 56       | 13    |
| 11:30           |               | 13       | 0     | 56       | 8     | 69       | 8     |            | 16       | 1     | 54       | 7     | 70       | 8     |
| 11:45           |               | 23       | 1     | 58       | 3     | 81       | 4     |            | 11       | 2     | 59       | 7     | 70       | 9     |
| Total Day Total |               | 143      | 557   | 751      | 2374  | 894      | 2931  |            | 219      | 533   | 1299     | 2792  | 1518     | 3325  |
| % Total         |               | 3.7%     | 14.6% | 19.6%    | 62.1% | 3125     | 3825  |            | 4.5%     | 11.0% | 26.8%    | 57.7% | 4843     |       |
| Peak Vol.       | -             | 11:00    | 01:30 | 11:00    | 03:15 | 11:00    | 03:15 | -          | 09:00    | 05:45 | 07:45    | 05:30 | 07:45    | 05:30 |
| P.H.F.          | -             | 61       | 76    | 224      | 322   | 285      | 385   | -          | 62       | 82    | 319      | 413   | 361      | 488   |
|                 |               | 0.663    | 0.792 | 0.949    | 0.982 | 0.880    | 0.900 |            | 0.861    | 0.820 | 0.876    | 0.898 | 0.868    | 0.917 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

Page 3

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Site Code: 0002

Station ID: N:023585

Arlington Road - Halfway Between

Little Falls Pkwy & Kenwood Forest Ln

Arlington Road - SB

| Start Time      | 23-May-17<br>Tue | SB RT LN |       | SB LT LN |       | Combined |       | 24-May<br>Wed | SB RT LN |       | SB LT LN |       | Combined |       |
|-----------------|------------------|----------|-------|----------|-------|----------|-------|---------------|----------|-------|----------|-------|----------|-------|
|                 |                  | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |               | A.M.     | P.M.  | A.M.     | P.M.  | A.M.     | P.M.  |
| 12:00           |                  | 0        | 12    | 3        | 67    | 3        | 79    |               | 1        | 13    | 6        | 79    | 7        | 92    |
| 12:15           |                  | 0        | 8     | 4        | 71    | 4        | 79    |               | 0        | 18    | 1        | 69    | 1        | 87    |
| 12:30           |                  | 0        | 12    | 1        | 81    | 1        | 93    |               | 0        | 16    | 3        | 77    | 3        | 93    |
| 12:45           |                  | 0        | 17    | 0        | 72    | 0        | 89    |               | 0        | 13    | 2        | 69    | 2        | 82    |
| 01:00           |                  | 0        | 18    | 0        | 64    | 0        | 82    |               | 1        | 14    | 2        | 76    | 3        | 90    |
| 01:15           |                  | 0        | 9     | 4        | 71    | 4        | 80    |               | 0        | 13    | 1        | 79    | 1        | 92    |
| 01:30           |                  | 0        | 15    | 2        | 69    | 2        | 84    |               | 0        | 20    | 3        | 77    | 3        | 97    |
| 01:45           |                  | 0        | 15    | 2        | 51    | 2        | 66    |               | 0        | 16    | 0        | 61    | 0        | 77    |
| 02:00           |                  | 0        | 22    | 0        | 67    | 0        | 89    |               | 0        | 17    | 2        | 72    | 2        | 89    |
| 02:15           |                  | 0        | 18    | 1        | 66    | 1        | 84    |               | 0        | 19    | 1        | 61    | 1        | 80    |
| 02:30           |                  | 0        | 14    | 0        | 77    | 0        | 91    |               | 0        | 17    | 1        | 85    | 1        | 102   |
| 02:45           |                  | 1        | 8     | 0        | 72    | 1        | 80    |               | 0        | 14    | 0        | 76    | 0        | 90    |
| 03:00           |                  | 0        | 21    | 0        | 89    | 0        | 110   |               | 0        | 16    | 0        | 74    | 0        | 90    |
| 03:15           |                  | 0        | 11    | 0        | 84    | 0        | 95    |               | 0        | 11    | 0        | 77    | 0        | 88    |
| 03:30           |                  | 0        | 22    | 0        | 91    | 0        | 113   |               | 0        | 13    | 1        | 91    | 1        | 104   |
| 03:45           |                  | 0        | 16    | 4        | 68    | 4        | 84    |               | 0        | 16    | 0        | 76    | 0        | 92    |
| 04:00           |                  | 0        | 21    | 2        | 76    | 2        | 97    |               | 0        | 23    | 0        | 88    | 0        | 111   |
| 04:15           |                  | 0        | 17    | 0        | 97    | 0        | 114   |               | 0        | 19    | 3        | 87    | 3        | 106   |
| 04:30           |                  | 0        | 18    | 2        | 130   | 2        | 148   |               | 0        | 16    | 3        | 109   | 3        | 125   |
| 04:45           |                  | 0        | 22    | 1        | 106   | 1        | 128   |               | 0        | 24    | 1        | 102   | 1        | 126   |
| 05:00           |                  | 0        | 17    | 3        | 99    | 3        | 116   |               | 0        | 14    | 1        | 115   | 1        | 129   |
| 05:15           |                  | 0        | 14    | 7        | 97    | 7        | 111   |               | 0        | 26    | 3        | 98    | 3        | 124   |
| 05:30           |                  | 0        | 25    | 5        | 132   | 5        | 157   |               | 2        | 21    | 13       | 116   | 15       | 137   |
| 05:45           |                  | 1        | 14    | 1        | 98    | 2        | 112   |               | 1        | 10    | 5        | 98    | 6        | 108   |
| 06:00           |                  | 0        | 29    | 13       | 104   | 13       | 133   |               | 0        | 19    | 8        | 100   | 8        | 119   |
| 06:15           |                  | 1        | 13    | 7        | 85    | 8        | 98    |               | 0        | 16    | 9        | 84    | 9        | 100   |
| 06:30           |                  | 5        | 18    | 13       | 98    | 18       | 116   |               | 2        | 19    | 13       | 84    | 15       | 103   |
| 06:45           |                  | 1        | 16    | 31       | 97    | 32       | 113   |               | 1        | 17    | 17       | 82    | 18       | 99    |
| 07:00           |                  | 7        | 19    | 34       | 110   | 41       | 129   |               | 9        | 9     | 34       | 63    | 43       | 72    |
| 07:15           |                  | 7        | 19    | 42       | 79    | 49       | 98    |               | 8        | 8     | 44       | 74    | 52       | 82    |
| 07:30           |                  | 6        | 15    | 69       | 66    | 75       | 81    |               | 6        | 7     | 59       | 54    | 65       | 61    |
| 07:45           |                  | 8        | 11    | 81       | 45    | 89       | 56    |               | 11       | 6     | 72       | 70    | 83       | 76    |
| 08:00           |                  | 7        | 7     | 74       | 47    | 81       | 54    |               | 5        | 8     | 88       | 55    | 93       | 63    |
| 08:15           |                  | 13       | 6     | 92       | 38    | 105      | 44    |               | 13       | 6     | 79       | 42    | 92       | 48    |
| 08:30           |                  | 11       | 10    | 66       | 43    | 77       | 53    |               | 13       | 6     | 57       | 52    | 70       | 58    |
| 08:45           |                  | 9        | 7     | 79       | 51    | 88       | 58    |               | 13       | 6     | 75       | 34    | 88       | 40    |
| 09:00           |                  | 7        | 4     | 67       | 39    | 74       | 43    |               | 9        | 14    | 57       | 44    | 66       | 58    |
| 09:15           |                  | 7        | 3     | 57       | 32    | 64       | 35    |               | 9        | 12    | 65       | 27    | 74       | 39    |
| 09:30           |                  | 10       | 11    | 61       | 36    | 71       | 47    |               | 6        | 5     | 55       | 38    | 61       | 43    |
| 09:45           |                  | 13       | 2     | 54       | 34    | 67       | 36    |               | 13       | 3     | 56       | 35    | 69       | 38    |
| 10:00           |                  | 15       | 8     | 44       | 18    | 59       | 26    |               | 10       | 4     | 69       | 25    | 79       | 29    |
| 10:15           |                  | 11       | 2     | 59       | 23    | 70       | 25    |               | 2        | 3     | 63       | 19    | 65       | 22    |
| 10:30           |                  | 14       | 2     | 54       | 17    | 68       | 19    |               | 16       | 2     | 71       | 12    | 87       | 14    |
| 10:45           |                  | 15       | 4     | 57       | 12    | 72       | 16    |               | 13       | 3     | 56       | 16    | 69       | 19    |
| 11:00           |                  | 10       | 0     | 65       | 11    | 75       | 11    |               | 15       | 4     | 80       | 6     | 95       | 10    |
| 11:15           |                  | 14       | 0     | 66       | 5     | 80       | 5     |               | 10       | 1     | 70       | 8     | 80       | 9     |
| 11:30           |                  | 18       | 0     | 57       | 7     | 75       | 7     |               | 18       | 1     | 68       | 5     | 86       | 6     |
| 11:45           |                  | 13       | 0     | 72       | 3     | 85       | 3     |               | 12       | 1     | 84       | 5     | 96       | 6     |
| Total Day Total |                  | 224      | 592   | 1356     | 3095  | 1580     | 3687  |               | 219      | 579   | 1401     | 3046  | 1620     | 3625  |
| % Total         |                  | 4.3%     | 11.2% | 25.7%    | 58.8% |          |       |               | 4.2%     | 11.0% | 26.7%    | 58.1% |          |       |
| Peak Vol.       | -                | 10:45    | 05:15 | 07:30    | 04:45 | 07:45    | 05:15 | -             | 10:45    | 04:45 | 11:00    | 04:45 | 11:00    | 04:45 |
| P.H.F.          | -                | 57       | 82    | 316      | 434   | 352      | 513   | -             | 56       | 85    | 302      | 431   | 357      | 516   |
|                 | 0.792            | 0.707    | 0.859 | 0.822    | 0.838 | 0.817    |       | 0.778         | 0.817    | 0.899 | 0.929    | 0.930 | 0.942    |       |

Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Site Code: 0002

Section ID: N:023585

Arlington Road - Halfway Between

## Little Falls Pkwy & Kenwood Forest Ln

Arlington Road - SB

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 1

Site Code: 0001

Station ID: N:023585

Hillandale Road - 200 Ft N of the

Entrance to Bethesda Pool

Hillandale Road - NB

| Start Time | 15-May-17 |      | Tue  |      | Wed  |      | Thu  |      | Fri   |       | Sat   |       | Sun   |       | Average | Da    |
|------------|-----------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | A.M.      | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.    | P.M.  |
| 12:00      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 62    | 12    | 59    | 7     | 65    | 9       | 62    |
| 12:15      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 58    | 8     | 53    | 6     | 55    | 7       | 55    |
| 12:30      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 64    | 7     | 46    | 9     | 49    | 6       | 53    |
| 12:45      | *         | *    | *    | *    | *    | *    | *    | *    | 6     | 67    | 4     | 56    | 5     | 47    | 5       | 57    |
| 01:00      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 45    | 2     | 52    | 4     | 46    | 3       | 48    |
| 01:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 50    | 2     | 48    | 2     | 50    | 2       | 49    |
| 01:30      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 41    | 1     | 50    | 3     | 53    | 2       | 48    |
| 01:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 45    | 4     | 62    | 3     | 48    | 2       | 52    |
| 02:00      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 58    | 4     | 65    | 4     | 51    | 3       | 58    |
| 02:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 54    | 0     | 49    | 4     | 53    | 2       | 52    |
| 02:30      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 60    | 2     | 56    | 2     | 46    | 2       | 54    |
| 02:45      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 76    | 2     | 38    | 0     | 63    | 1       | 59    |
| 03:00      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 52    | 0     | 58    | 1     | 61    | 1       | 57    |
| 03:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 64    | 0     | 56    | 1     | 68    | 0       | 63    |
| 03:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 86    | 2     | 52    | 1     | 49    | 1       | 62    |
| 03:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 78    | 1     | 51    | 3     | 38    | 1       | 56    |
| 04:00      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 72    | 1     | 45    | 0     | 44    | 0       | 54    |
| 04:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 64    | 2     | 49    | 4     | 38    | 2       | 50    |
| 04:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 75    | 0     | 45    | 0     | 50    | 0       | 57    |
| 04:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 68    | 2     | 44    | 2     | 54    | 1       | 55    |
| 05:00      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 73    | 2     | 44    | 1     | 48    | 2       | 55    |
| 05:15      | *         | *    | *    | *    | *    | *    | *    | *    | 4     | 66    | 0     | 53    | 2     | 53    | 2       | 57    |
| 05:30      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 67    | 0     | 54    | 0     | 45    | 1       | 55    |
| 05:45      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 57    | 0     | 56    | 1     | 42    | 3       | 52    |
| 06:00      | *         | *    | *    | *    | *    | *    | *    | *    | 33    | 72    | 4     | 57    | 1     | 42    | 13      | 57    |
| 06:15      | *         | *    | *    | *    | *    | *    | *    | *    | 45    | 73    | 3     | 56    | 2     | 45    | 17      | 58    |
| 06:30      | *         | *    | *    | *    | *    | *    | *    | *    | 22    | 67    | 3     | 54    | 1     | 36    | 9       | 52    |
| 06:45      | *         | *    | *    | *    | *    | *    | *    | *    | 9     | 57    | 9     | 40    | 8     | 45    | 9       | 47    |
| 07:00      | *         | *    | *    | *    | *    | *    | *    | *    | 21    | 63    | 16    | 19    | 5     | 43    | 14      | 42    |
| 07:15      | *         | *    | *    | *    | *    | *    | *    | *    | 26    | 54    | 8     | 38    | 7     | 33    | 14      | 42    |
| 07:30      | *         | *    | *    | *    | *    | *    | *    | *    | 33    | 37    | 8     | 43    | 6     | 29    | 16      | 36    |
| 07:45      | *         | *    | *    | *    | *    | *    | *    | *    | 48    | 32    | 15    | 41    | 7     | 18    | 23      | 30    |
| 08:00      | *         | *    | *    | *    | *    | *    | *    | *    | 53    | 30    | 25    | 24    | 5     | 25    | 28      | 26    |
| 08:15      | *         | *    | *    | *    | *    | *    | *    | *    | 46    | 31    | 20    | 26    | 13    | 19    | 26      | 25    |
| 08:30      | *         | *    | *    | *    | *    | *    | *    | *    | 60    | 32    | 12    | 20    | 20    | 13    | 31      | 22    |
| 08:45      | *         | *    | *    | *    | *    | *    | *    | *    | 58    | 26    | 34    | 18    | 18    | 10    | 37      | 18    |
| 09:00      | *         | *    | *    | *    | *    | *    | *    | *    | 52    | 22    | 34    | 27    | 33    | 27    | 40      | 25    |
| 09:15      | *         | *    | *    | *    | *    | *    | *    | *    | 46    | 19    | 48    | 16    | 18    | 28    | 37      | 21    |
| 09:30      | *         | *    | *    | *    | *    | *    | *    | *    | 37    | 23    | 45    | 9     | 12    | 31    | 31      | 21    |
| 09:45      | *         | *    | *    | *    | *    | *    | *    | *    | 48    | 15    | 55    | 17    | 29    | 13    | 44      | 15    |
| 10:00      | *         | *    | *    | *    | *    | *    | *    | *    | 38    | 14    | 39    | 18    | 35    | 15    | 37      | 16    |
| 10:15      | *         | *    | *    | *    | *    | *    | *    | *    | 49    | 16    | 56    | 17    | 37    | 10    | 47      | 14    |
| 10:30      | *         | *    | *    | *    | *    | *    | *    | *    | 44    | 12    | 41    | 13    | 35    | 8     | 40      | 11    |
| 10:45      | *         | *    | *    | *    | *    | *    | *    | *    | 47    | 13    | 55    | 21    | 45    | 8     | 49      | 14    |
| 11:00      | *         | *    | *    | *    | *    | *    | *    | *    | 52    | 23    | 53    | 10    | 40    | 5     | 48      | 13    |
| 11:15      | *         | *    | *    | *    | *    | *    | *    | *    | 41    | 29    | 50    | 7     | 56    | 7     | 49      | 14    |
| 11:30      | *         | *    | *    | *    | *    | *    | *    | *    | 39    | 50    | 44    | 15    | 48    | 6     | 44      | 24    |
| 11:45      | *         | *    | *    | *    | *    | *    | *    | *    | 56    | 38    | 46    | 12    | 49    | 2     | 50      | 17    |
| Total      | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1056  | 2350  | 781   | 1859  | 595   | 1734  | 811     | 1980  |
| Day Total  | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3406  | 2640  | 2329  | 2791  |       |       |         |       |
| % Splits   | 0.0%      | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 31.0% | 69.0% | 29.6% | 70.4% | 25.5% | 74.5% | 29.1%   | 70.9% |
| Peak Vol.  | -         | -    | -    | -    | -    | -    | -    | -    | 08:00 | 03:15 | 10:15 | 01:45 | 11:00 | 02:45 | 11:00   | 02:45 |
| P.H.F.     | -         | -    | -    | -    | -    | -    | -    | -    | 217   | 300   | 205   | 232   | 193   | 241   | 191     | 241   |
|            |           |      |      |      |      |      |      |      | 0.904 | 0.872 | 0.915 | 0.892 | 0.862 | 0.886 | 0.955   | 0.956 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0001

Station ID: N:023585

Hillandale Road - 200 Ft N of the

Entrance to Bethesda Pool

Hillandale Road - NB

| Start Time | 22-May-17 |           | Tue       |           | Wed       |           | Thu       |           | Fri  |      | Sat  |      | Sun  |      | Average   | Da        |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|------|------|------|------|-----------|-----------|
|            | A.M.      | P.M.      | A.M.      | P.M.      | A.M.      | P.M.      | A.M.      | P.M.      | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.      | P.M.      |
| 12:00      | 1         | 43        | 1         | 49        | 0         | 67        | 3         | 50        | *    | *    | *    | *    | *    | *    | 1         | 52        |
| 12:15      | 3         | 51        | 4         | 55        | 2         | 61        | 1         | 39        | *    | *    | *    | *    | *    | *    | 2         | 52        |
| 12:30      | 3         | 37        | 2         | 35        | 2         | 61        | 5         | 72        | *    | *    | *    | *    | *    | *    | 3         | 51        |
| 12:45      | 2         | 43        | 3         | 50        | 1         | 56        | 1         | 67        | *    | *    | *    | *    | *    | *    | 2         | 54        |
| 01:00      | 1         | 47        | 2         | 47        | 0         | 49        | 2         | 62        | *    | *    | *    | *    | *    | *    | 1         | 51        |
| 01:15      | 4         | 39        | 3         | 41        | 3         | 43        | 4         | 53        | *    | *    | *    | *    | *    | *    | 4         | 44        |
| 01:30      | 1         | 34        | 3         | 31        | 0         | 31        | 0         | 47        | *    | *    | *    | *    | *    | *    | 1         | 36        |
| 01:45      | 1         | 46        | 4         | 46        | 1         | 51        | 1         | 48        | *    | *    | *    | *    | *    | *    | 2         | 48        |
| 02:00      | 0         | 36        | 0         | 56        | 1         | 47        | 0         | 50        | *    | *    | *    | *    | *    | *    | 0         | 47        |
| 02:15      | 0         | 43        | 1         | 58        | 1         | 54        | 1         | 50        | *    | *    | *    | *    | *    | *    | 1         | 51        |
| 02:30      | 1         | 58        | 0         | 53        | 0         | 57        | 0         | 49        | *    | *    | *    | *    | *    | *    | 0         | 54        |
| 02:45      | 0         | 65        | 0         | 51        | 0         | 64        | 0         | 66        | *    | *    | *    | *    | *    | *    | 0         | 62        |
| 03:00      | 0         | 56        | 0         | 61        | 0         | 58        | 0         | 46        | *    | *    | *    | *    | *    | *    | 0         | 55        |
| 03:15      | 0         | 48        | 0         | 57        | 0         | 58        | 0         | 56        | *    | *    | *    | *    | *    | *    | 0         | 55        |
| 03:30      | 0         | 73        | 0         | 83        | 0         | 79        | 0         | 60        | *    | *    | *    | *    | *    | *    | 0         | 74        |
| 03:45      | 0         | 96        | 0         | 94        | 0         | 100       | 0         | 87        | *    | *    | *    | *    | *    | *    | 0         | 94        |
| 04:00      | 0         | 52        | 2         | 68        | 0         | 84        | 1         | 49        | *    | *    | *    | *    | *    | *    | 1         | 63        |
| 04:15      | 1         | 60        | 0         | 64        | 2         | 69        | 2         | 63        | *    | *    | *    | *    | *    | *    | 1         | 64        |
| 04:30      | 0         | 71        | 0         | 72        | 1         | 58        | 0         | 55        | *    | *    | *    | *    | *    | *    | 0         | 64        |
| 04:45      | 2         | 62        | 4         | 79        | 1         | 83        | 0         | 68        | *    | *    | *    | *    | *    | *    | 2         | 73        |
| 05:00      | 1         | 58        | 2         | 72        | 0         | 62        | 2         | 57        | *    | *    | *    | *    | *    | *    | 1         | 62        |
| 05:15      | 3         | 54        | 2         | 60        | 2         | 62        | 4         | 73        | *    | *    | *    | *    | *    | *    | 3         | 62        |
| 05:30      | 2         | 60        | 4         | 67        | 1         | 65        | 1         | 85        | *    | *    | *    | *    | *    | *    | 2         | 69        |
| 05:45      | 5         | 65        | 4         | 64        | 9         | 62        | 5         | 53        | *    | *    | *    | *    | *    | *    | 6         | 61        |
| 06:00      | 7         | 58        | 7         | 73        | 6         | 76        | 6         | 72        | *    | *    | *    | *    | *    | *    | 6         | 70        |
| 06:15      | 6         | 59        | 8         | 79        | 5         | 88        | 8         | 64        | *    | *    | *    | *    | *    | *    | 7         | 72        |
| 06:30      | 8         | 74        | 9         | 87        | 6         | 68        | 6         | 49        | *    | *    | *    | *    | *    | *    | 7         | 70        |
| 06:45      | 8         | 51        | 8         | 52        | 8         | 71        | 1         | 46        | *    | *    | *    | *    | *    | *    | 6         | 55        |
| 07:00      | 13        | 54        | 11        | 46        | 15        | 63        | 21        | 53        | *    | *    | *    | *    | *    | *    | 15        | 54        |
| 07:15      | 17        | 54        | 17        | 62        | 17        | 61        | 17        | 48        | *    | *    | *    | *    | *    | *    | 17        | 56        |
| 07:30      | 23        | 30        | 31        | 47        | 28        | 41        | 29        | 50        | *    | *    | *    | *    | *    | *    | 28        | 42        |
| 07:45      | 28        | 29        | 42        | 42        | 29        | 45        | 32        | 48        | *    | *    | *    | *    | *    | *    | 33        | 41        |
| 08:00      | 43        | 24        | 52        | 26        | 62        | 25        | 53        | 21        | *    | *    | *    | *    | *    | *    | 52        | 24        |
| 08:15      | 53        | 26        | 60        | 30        | 51        | 39        | 54        | 25        | *    | *    | *    | *    | *    | *    | 54        | 30        |
| 08:30      | 43        | 14        | 57        | 29        | 59        | 33        | 54        | 22        | *    | *    | *    | *    | *    | *    | 53        | 24        |
| 08:45      | 49        | 19        | 59        | 23        | 57        | 21        | 58        | 17        | *    | *    | *    | *    | *    | *    | 56        | 20        |
| 09:00      | 56        | 23        | 65        | 26        | 56        | 20        | 61        | 19        | *    | *    | *    | *    | *    | *    | 60        | 22        |
| 09:15      | 64        | 11        | 66        | 22        | 61        | 22        | 63        | 23        | *    | *    | *    | *    | *    | *    | 64        | 20        |
| 09:30      | 46        | 16        | 52        | 16        | 64        | 16        | 58        | 20        | *    | *    | *    | *    | *    | *    | 55        | 17        |
| 09:45      | 52        | 13        | 54        | 16        | 42        | 11        | 67        | 13        | *    | *    | *    | *    | *    | *    | 54        | 13        |
| 10:00      | 39        | 15        | 41        | 7         | 53        | 13        | 48        | 11        | *    | *    | *    | *    | *    | *    | 45        | 12        |
| 10:15      | 39        | 9         | 37        | 8         | 40        | 13        | 50        | 7         | *    | *    | *    | *    | *    | *    | 42        | 9         |
| 10:30      | 31        | 12        | 40        | 7         | 62        | 7         | 39        | 13        | *    | *    | *    | *    | *    | *    | 43        | 10        |
| 10:45      | 44        | 9         | 41        | 12        | 45        | 17        | 43        | 12        | *    | *    | *    | *    | *    | *    | 43        | 12        |
| 11:00      | 35        | 7         | 36        | 17        | 45        | 6         | 31        | 17        | *    | *    | *    | *    | *    | *    | 37        | 12        |
| 11:15      | 42        | 3         | 46        | 6         | 38        | 4         | 40        | 7         | *    | *    | *    | *    | *    | *    | 42        | 5         |
| 11:30      | 43        | 5         | 55        | 7         | 54        | 4         | 43        | 9         | *    | *    | *    | *    | *    | *    | 49        | 6         |
| 11:45      | 56        | 6         | 73        | 2         | 56        | 3         | 40        | 9         | *    | *    | *    | *    | *    | *    | 56        | 5         |
| Total      | 876       | 1918      | 1008      | 2155      | 986       | 2248      | 955       | 2080      | 0    | 0    | 0    | 0    | 0    | 0    | 957       | 2099      |
| Day Total  |           | 2794      |           | 3163      |           | 3234      |           | 3035      | 0    | 0    | 0    | 0    | 0    | 0    | 3056      |           |
| % Splits   | 31.4%     | 68.6%     | 31.9%     | 68.1%     | 30.5%     | 69.5%     | 31.5%     | 68.5%     | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 31.3%     | 68.7%     |
| Peak Vol.  | 09:00 218 | 03:30 281 | 08:30 247 | 03:30 309 | 08:45 238 | 03:30 332 | 09:00 249 | 04:45 283 | -    | -    | -    | -    | -    | -    | 08:45 235 | 03:30 295 |
| P.H.F.     | 0.852     | 0.732     | 0.936     | 0.822     | 0.930     | 0.830     | 0.929     | 0.813     |      |      |      |      |      |      | 0.918     | 0.785     |

ADT      ADT 2,943      AADT 2,943

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 1

Site Code: 0001

Station ID: N:023585

Hillandale Road - 200 Ft N of the

Entrance to Bethesda Pool

Hillandale Road - SB

| Start Time | 15-May-17 |      | Tue  |      | Wed  |      | Thu  |      | Fri   |       | Sat   |       | Sun   |       | Average | Da    |
|------------|-----------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | A.M.      | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.    | P.M.  |
| 12:00      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 37    | 5     | 43    | 5     | 37    | 4       | 39    |
| 12:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 41    | 2     | 40    | 7     | 37    | 4       | 39    |
| 12:30      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 32    | 6     | 34    | 0     | 34    | 4       | 33    |
| 12:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 35    | 7     | 29    | 1     | 46    | 3       | 37    |
| 01:00      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 45    | 3     | 40    | 3     | 41    | 2       | 42    |
| 01:15      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 28    | 1     | 57    | 5     | 34    | 2       | 40    |
| 01:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 28    | 6     | 40    | 2     | 27    | 3       | 32    |
| 01:45      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 33    | 1     | 34    | 3     | 39    | 2       | 35    |
| 02:00      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 48    | 2     | 40    | 0     | 35    | 1       | 41    |
| 02:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 36    | 1     | 35    | 3     | 45    | 2       | 39    |
| 02:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 47    | 3     | 43    | 1     | 33    | 1       | 41    |
| 02:45      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 42    | 0     | 42    | 0     | 34    | 0       | 39    |
| 03:00      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 41    | 0     | 34    | 1     | 38    | 0       | 38    |
| 03:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 47    | 2     | 32    | 0     | 43    | 1       | 41    |
| 03:30      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 41    | 0     | 28    | 1     | 37    | 1       | 35    |
| 03:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 37    | 1     | 30    | 0     | 36    | 0       | 34    |
| 04:00      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 54    | 1     | 38    | 1     | 35    | 1       | 42    |
| 04:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 40    | 1     | 47    | 2     | 39    | 2       | 42    |
| 04:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 31    | 2     | 38    | 2     | 28    | 1       | 32    |
| 04:45      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 45    | 0     | 40    | 2     | 40    | 2       | 42    |
| 05:00      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 52    | 6     | 42    | 5     | 39    | 6       | 44    |
| 05:15      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 56    | 1     | 40    | 1     | 49    | 1       | 48    |
| 05:30      | *         | *    | *    | *    | *    | *    | *    | *    | 5     | 35    | 1     | 41    | 0     | 37    | 2       | 38    |
| 05:45      | *         | *    | *    | *    | *    | *    | *    | *    | 35    | 47    | 1     | 44    | 0     | 42    | 12      | 44    |
| 06:00      | *         | *    | *    | *    | *    | *    | *    | *    | 46    | 50    | 5     | 22    | 5     | 38    | 19      | 37    |
| 06:15      | *         | *    | *    | *    | *    | *    | *    | *    | 16    | 42    | 3     | 31    | 3     | 29    | 7       | 34    |
| 06:30      | *         | *    | *    | *    | *    | *    | *    | *    | 31    | 40    | 7     | 28    | 6     | 25    | 15      | 31    |
| 06:45      | *         | *    | *    | *    | *    | *    | *    | *    | 27    | 44    | 5     | 38    | 7     | 34    | 13      | 39    |
| 07:00      | *         | *    | *    | *    | *    | *    | *    | *    | 37    | 27    | 11    | 25    | 7     | 33    | 18      | 28    |
| 07:15      | *         | *    | *    | *    | *    | *    | *    | *    | 28    | 31    | 8     | 22    | 7     | 30    | 14      | 28    |
| 07:30      | *         | *    | *    | *    | *    | *    | *    | *    | 34    | 20    | 15    | 24    | 10    | 31    | 20      | 25    |
| 07:45      | *         | *    | *    | *    | *    | *    | *    | *    | 39    | 26    | 15    | 21    | 5     | 13    | 20      | 20    |
| 08:00      | *         | *    | *    | *    | *    | *    | *    | *    | 59    | 20    | 23    | 30    | 12    | 21    | 31      | 24    |
| 08:15      | *         | *    | *    | *    | *    | *    | *    | *    | 42    | 21    | 18    | 24    | 11    | 20    | 24      | 22    |
| 08:30      | *         | *    | *    | *    | *    | *    | *    | *    | 44    | 24    | 18    | 16    | 10    | 16    | 24      | 19    |
| 08:45      | *         | *    | *    | *    | *    | *    | *    | *    | 31    | 16    | 18    | 16    | 8     | 21    | 19      | 18    |
| 09:00      | *         | *    | *    | *    | *    | *    | *    | *    | 39    | 13    | 47    | 19    | 23    | 14    | 36      | 15    |
| 09:15      | *         | *    | *    | *    | *    | *    | *    | *    | 31    | 15    | 30    | 18    | 28    | 22    | 30      | 18    |
| 09:30      | *         | *    | *    | *    | *    | *    | *    | *    | 34    | 15    | 41    | 19    | 26    | 20    | 34      | 18    |
| 09:45      | *         | *    | *    | *    | *    | *    | *    | *    | 39    | 15    | 25    | 16    | 23    | 15    | 29      | 15    |
| 10:00      | *         | *    | *    | *    | *    | *    | *    | *    | 45    | 19    | 43    | 18    | 33    | 8     | 40      | 15    |
| 10:15      | *         | *    | *    | *    | *    | *    | *    | *    | 32    | 25    | 40    | 16    | 19    | 10    | 30      | 17    |
| 10:30      | *         | *    | *    | *    | *    | *    | *    | *    | 25    | 7     | 39    | 12    | 31    | 10    | 32      | 10    |
| 10:45      | *         | *    | *    | *    | *    | *    | *    | *    | 30    | 28    | 35    | 9     | 29    | 3     | 31      | 13    |
| 11:00      | *         | *    | *    | *    | *    | *    | *    | *    | 36    | 37    | 45    | 11    | 32    | 4     | 38      | 17    |
| 11:15      | *         | *    | *    | *    | *    | *    | *    | *    | 22    | 26    | 40    | 8     | 32    | 0     | 31      | 11    |
| 11:30      | *         | *    | *    | *    | *    | *    | *    | *    | 32    | 11    | 39    | 15    | 38    | 3     | 36      | 10    |
| 11:45      | *         | *    | *    | *    | *    | *    | *    | *    | 42    | 9     | 25    | 12    | 32    | 1     | 33      | 7     |
| Total      | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 916   | 1559  | 648   | 1401  | 482   | 1326  | 681     | 1428  |
| Day Total  | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2475  | 2049  | 1808  | 2109  |       |       |         |       |
| % Splits   | 0.0%      | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 37.0% | 63.0% | 31.6% | 68.4% | 26.7% | 73.3% | 32.3%   | 67.7% |
| Peak Vol.  | -         | -    | -    | -    | -    | -    | -    | -    | 07:45 | 05:00 | 10:15 | 01:00 | 11:00 | 05:00 | 11:00   | 05:00 |
| P.H.F.     | -         | -    | -    | -    | -    | -    | -    | -    | 184   | 190   | 159   | 171   | 134   | 167   | 138     | 174   |
|            |           |      |      |      |      |      |      |      | 0.780 | 0.848 | 0.883 | 0.750 | 0.882 | 0.852 | 0.908   | 0.906 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0001

Station ID: N:023585

Hillandale Road - 200 Ft N of the

Entrance to Bethesda Pool

Hillandale Road - SB

| Start Time | 22-May-17 |           | Tue       |           | Wed       |           | Thu       |           | Fri  |      | Sat  |      | Sun  |      | Average   | Da        |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------|------|------|------|------|------|-----------|-----------|
|            | A.M.      | P.M.      | A.M.      | P.M.      | A.M.      | P.M.      | A.M.      | P.M.      | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.      | P.M.      |
| 12:00      | 1         | 36        | 3         | 43        | 2         | 42        | 3         | 34        | *    | *    | *    | *    | *    | *    | 2         | 39        |
| 12:15      | 3         | 36        | 2         | 32        | 3         | 50        | 5         | 40        | *    | *    | *    | *    | *    | *    | 3         | 40        |
| 12:30      | 1         | 44        | 2         | 49        | 1         | 41        | 4         | 34        | *    | *    | *    | *    | *    | *    | 2         | 42        |
| 12:45      | 1         | 29        | 2         | 45        | 1         | 38        | 0         | 32        | *    | *    | *    | *    | *    | *    | 1         | 36        |
| 01:00      | 2         | 40        | 0         | 30        | 0         | 23        | 1         | 43        | *    | *    | *    | *    | *    | *    | 1         | 34        |
| 01:15      | 0         | 31        | 0         | 37        | 0         | 39        | 1         | 31        | *    | *    | *    | *    | *    | *    | 0         | 34        |
| 01:30      | 1         | 37        | 0         | 46        | 0         | 48        | 1         | 36        | *    | *    | *    | *    | *    | *    | 0         | 42        |
| 01:45      | 0         | 28        | 1         | 29        | 1         | 37        | 0         | 39        | *    | *    | *    | *    | *    | *    | 0         | 33        |
| 02:00      | 1         | 42        | 1         | 41        | 0         | 51        | 1         | 34        | *    | *    | *    | *    | *    | *    | 1         | 42        |
| 02:15      | 0         | 32        | 0         | 45        | 1         | 34        | 1         | 33        | *    | *    | *    | *    | *    | *    | 0         | 36        |
| 02:30      | 0         | 40        | 0         | 38        | 0         | 47        | 1         | 34        | *    | *    | *    | *    | *    | *    | 0         | 40        |
| 02:45      | 0         | 33        | 0         | 52        | 0         | 50        | 1         | 33        | *    | *    | *    | *    | *    | *    | 0         | 42        |
| 03:00      | 1         | 48        | 0         | 31        | 0         | 53        | 0         | 44        | *    | *    | *    | *    | *    | *    | 0         | 44        |
| 03:15      | 0         | 38        | 0         | 36        | 0         | 43        | 0         | 32        | *    | *    | *    | *    | *    | *    | 0         | 37        |
| 03:30      | 1         | 41        | 0         | 42        | 0         | 46        | 0         | 41        | *    | *    | *    | *    | *    | *    | 0         | 42        |
| 03:45      | 0         | 36        | 0         | 39        | 1         | 31        | 1         | 38        | *    | *    | *    | *    | *    | *    | 0         | 36        |
| 04:00      | 3         | 39        | 3         | 42        | 1         | 40        | 3         | 44        | *    | *    | *    | *    | *    | *    | 2         | 41        |
| 04:15      | 1         | 39        | 2         | 48        | 2         | 40        | 1         | 58        | *    | *    | *    | *    | *    | *    | 2         | 46        |
| 04:30      | 0         | 44        | 0         | 58        | 2         | 40        | 2         | 47        | *    | *    | *    | *    | *    | *    | 1         | 47        |
| 04:45      | 1         | 47        | 0         | 31        | 3         | 55        | 3         | 35        | *    | *    | *    | *    | *    | *    | 2         | 42        |
| 05:00      | 6         | 50        | 5         | 44        | 3         | 55        | 1         | 26        | *    | *    | *    | *    | *    | *    | 4         | 44        |
| 05:15      | 3         | 36        | 4         | 62        | 4         | 45        | 4         | 53        | *    | *    | *    | *    | *    | *    | 4         | 49        |
| 05:30      | 4         | 42        | 4         | 49        | 6         | 65        | 2         | 55        | *    | *    | *    | *    | *    | *    | 4         | 53        |
| 05:45      | 6         | 40        | 4         | 57        | 8         | 53        | 5         | 44        | *    | *    | *    | *    | *    | *    | 6         | 48        |
| 06:00      | 8         | 47        | 7         | 68        | 5         | 55        | 2         | 46        | *    | *    | *    | *    | *    | *    | 6         | 54        |
| 06:15      | 10        | 44        | 14        | 61        | 12        | 52        | 12        | 72        | *    | *    | *    | *    | *    | *    | 12        | 57        |
| 06:30      | 12        | 40        | 18        | 25        | 22        | 44        | 17        | 43        | *    | *    | *    | *    | *    | *    | 17        | 38        |
| 06:45      | 26        | 44        | 29        | 46        | 32        | 39        | 25        | 45        | *    | *    | *    | *    | *    | *    | 28        | 44        |
| 07:00      | 41        | 41        | 32        | 31        | 37        | 42        | 31        | 38        | *    | *    | *    | *    | *    | *    | 35        | 38        |
| 07:15      | 27        | 35        | 32        | 38        | 26        | 30        | 34        | 24        | *    | *    | *    | *    | *    | *    | 30        | 32        |
| 07:30      | 43        | 31        | 43        | 32        | 40        | 25        | 42        | 28        | *    | *    | *    | *    | *    | *    | 42        | 29        |
| 07:45      | 44        | 31        | 35        | 27        | 41        | 33        | 42        | 22        | *    | *    | *    | *    | *    | *    | 40        | 28        |
| 08:00      | 60        | 21        | 68        | 22        | 63        | 24        | 56        | 15        | *    | *    | *    | *    | *    | *    | 62        | 20        |
| 08:15      | 26        | 16        | 38        | 34        | 49        | 24        | 35        | 16        | *    | *    | *    | *    | *    | *    | 37        | 22        |
| 08:30      | 34        | 28        | 33        | 22        | 31        | 26        | 36        | 28        | *    | *    | *    | *    | *    | *    | 34        | 26        |
| 08:45      | 49        | 21        | 34        | 20        | 56        | 19        | 38        | 8         | *    | *    | *    | *    | *    | *    | 44        | 17        |
| 09:00      | 30        | 18        | 27        | 16        | 37        | 26        | 33        | 28        | *    | *    | *    | *    | *    | *    | 32        | 22        |
| 09:15      | 30        | 9         | 45        | 15        | 33        | 13        | 28        | 15        | *    | *    | *    | *    | *    | *    | 34        | 13        |
| 09:30      | 34        | 14        | 35        | 19        | 29        | 15        | 31        | 12        | *    | *    | *    | *    | *    | *    | 32        | 15        |
| 09:45      | 34        | 11        | 25        | 12        | 30        | 8         | 36        | 9         | *    | *    | *    | *    | *    | *    | 31        | 10        |
| 10:00      | 31        | 14        | 34        | 8         | 35        | 13        | 30        | 15        | *    | *    | *    | *    | *    | *    | 32        | 12        |
| 10:15      | 22        | 5         | 39        | 12        | 29        | 7         | 33        | 7         | *    | *    | *    | *    | *    | *    | 31        | 8         |
| 10:30      | 31        | 8         | 33        | 10        | 29        | 4         | 38        | 11        | *    | *    | *    | *    | *    | *    | 33        | 8         |
| 10:45      | 33        | 3         | 42        | 11        | 34        | 11        | 44        | 7         | *    | *    | *    | *    | *    | *    | 38        | 8         |
| 11:00      | 35        | 2         | 40        | 3         | 39        | 3         | 29        | 5         | *    | *    | *    | *    | *    | *    | 36        | 3         |
| 11:15      | 36        | 1         | 31        | 4         | 30        | 6         | 45        | 4         | *    | *    | *    | *    | *    | *    | 36        | 4         |
| 11:30      | 27        | 2         | 39        | 2         | 30        | 3         | 32        | 3         | *    | *    | *    | *    | *    | *    | 32        | 2         |
| 11:45      | 45        | 3         | 38        | 1         | 37        | 3         | 41        | 6         | *    | *    | *    | *    | *    | *    | 40        | 3         |
| Total      | 804       | 1417      | 844       | 1565      | 845       | 1591      | 831       | 1447      | 0    | 0    | 0    | 0    | 0    | 0    | 829       | 1502      |
| Day Total  | 2221      |           | 2409      |           | 2436      |           | 2278      |           | 0    | 0    | 0    | 0    | 0    | 0    | 2331      |           |
| % Splits   | 36.2%     | 63.8%     | 35.0%     | 65.0%     | 34.7%     | 65.3%     | 36.5%     | 63.5%     | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 35.6%     | 64.4%     |
| Peak Vol.  | 07:15 174 | 04:15 180 | 07:30 184 | 05:15 236 | 08:00 199 | 05:30 225 | 07:30 175 | 05:30 217 | -    | -    | -    | -    | -    | -    | 07:30 181 | 05:30 212 |
| P.H.F.     | 0.725     | 0.900     | 0.676     | 0.868     | 0.790     | 0.865     | 0.781     | 0.753     |      |      |      |      |      |      | 0.730     | 0.930     |

ADT      ADT 2,239      AADT 2,239

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 1

Site Code: 0003

Station ID: N:023585

Little Falls Pkwy - Between  
Arlington Road & Hillandale Rd  
Little Falls Pkwy - EB

| Start Time | 15-May-17 |      | Tue  |      | Wed  |      | Thu  |      | Fri   |       | Sat   |       | Sun   |       | Average | Da    |
|------------|-----------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | A.M.      | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.    | P.M.  |
| 12:00      | *         | *    | *    | *    | *    | *    | *    | *    | 4     | 124   | 16    | 159   | 23    | 123   | 14      | 135   |
| 12:15      | *         | *    | *    | *    | *    | *    | *    | *    | 9     | 110   | 14    | 123   | 23    | 128   | 15      | 120   |
| 12:30      | *         | *    | *    | *    | *    | *    | *    | *    | 8     | 122   | 7     | 128   | 19    | 88    | 11      | 113   |
| 12:45      | *         | *    | *    | *    | *    | *    | *    | *    | 6     | 113   | 14    | 126   | 14    | 114   | 11      | 118   |
| 01:00      | *         | *    | *    | *    | *    | *    | *    | *    | 6     | 112   | 11    | 141   | 13    | 112   | 10      | 122   |
| 01:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 125   | 11    | 155   | 7     | 113   | 7       | 131   |
| 01:30      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 126   | 5     | 174   | 5     | 127   | 4       | 142   |
| 01:45      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 134   | 10    | 173   | 10    | 105   | 7       | 137   |
| 02:00      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 119   | 3     | 167   | 5     | 127   | 4       | 138   |
| 02:15      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 115   | 5     | 134   | 5     | 105   | 4       | 118   |
| 02:30      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 146   | 5     | 139   | 3     | 118   | 3       | 134   |
| 02:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 133   | 4     | 142   | 3     | 98    | 2       | 124   |
| 03:00      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 153   | 4     | 160   | 4     | 120   | 3       | 144   |
| 03:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 173   | 2     | 132   | 1     | 133   | 1       | 146   |
| 03:30      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 167   | 3     | 130   | 0     | 137   | 2       | 145   |
| 03:45      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 212   | 1     | 106   | 4     | 130   | 2       | 149   |
| 04:00      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 191   | 3     | 123   | 1     | 131   | 2       | 148   |
| 04:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 191   | 2     | 139   | 0     | 106   | 1       | 145   |
| 04:30      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 171   | 3     | 163   | 5     | 106   | 3       | 147   |
| 04:45      | *         | *    | *    | *    | *    | *    | *    | *    | 5     | 217   | 2     | 175   | 2     | 96    | 3       | 163   |
| 05:00      | *         | *    | *    | *    | *    | *    | *    | *    | 5     | 216   | 5     | 148   | 2     | 126   | 4       | 163   |
| 05:15      | *         | *    | *    | *    | *    | *    | *    | *    | 6     | 133   | 4     | 145   | 3     | 141   | 4       | 140   |
| 05:30      | *         | *    | *    | *    | *    | *    | *    | *    | 15    | 160   | 5     | 141   | 6     | 135   | 9       | 145   |
| 05:45      | *         | *    | *    | *    | *    | *    | *    | *    | 40    | 164   | 5     | 130   | 6     | 102   | 17      | 132   |
| 06:00      | *         | *    | *    | *    | *    | *    | *    | *    | 52    | 188   | 6     | 121   | 5     | 114   | 21      | 141   |
| 06:15      | *         | *    | *    | *    | *    | *    | *    | *    | 22    | 173   | 8     | 113   | 10    | 123   | 13      | 136   |
| 06:30      | *         | *    | *    | *    | *    | *    | *    | *    | 40    | 161   | 13    | 112   | 11    | 86    | 21      | 120   |
| 06:45      | *         | *    | *    | *    | *    | *    | *    | *    | 30    | 161   | 13    | 97    | 8     | 87    | 17      | 115   |
| 07:00      | *         | *    | *    | *    | *    | *    | *    | *    | 52    | 109   | 12    | 91    | 12    | 79    | 25      | 93    |
| 07:15      | *         | *    | *    | *    | *    | *    | *    | *    | 97    | 108   | 25    | 99    | 14    | 64    | 45      | 90    |
| 07:30      | *         | *    | *    | *    | *    | *    | *    | *    | 147   | 104   | 31    | 67    | 22    | 70    | 67      | 80    |
| 07:45      | *         | *    | *    | *    | *    | *    | *    | *    | 134   | 105   | 35    | 63    | 19    | 60    | 63      | 76    |
| 08:00      | *         | *    | *    | *    | *    | *    | *    | *    | 153   | 78    | 44    | 73    | 28    | 54    | 75      | 68    |
| 08:15      | *         | *    | *    | *    | *    | *    | *    | *    | 144   | 65    | 31    | 52    | 26    | 56    | 67      | 58    |
| 08:30      | *         | *    | *    | *    | *    | *    | *    | *    | 132   | 55    | 49    | 62    | 34    | 70    | 72      | 62    |
| 08:45      | *         | *    | *    | *    | *    | *    | *    | *    | 166   | 66    | 55    | 52    | 34    | 52    | 85      | 57    |
| 09:00      | *         | *    | *    | *    | *    | *    | *    | *    | 144   | 53    | 71    | 73    | 44    | 44    | 86      | 57    |
| 09:15      | *         | *    | *    | *    | *    | *    | *    | *    | 102   | 62    | 80    | 48    | 62    | 47    | 81      | 52    |
| 09:30      | *         | *    | *    | *    | *    | *    | *    | *    | 106   | 60    | 93    | 58    | 52    | 37    | 84      | 52    |
| 09:45      | *         | *    | *    | *    | *    | *    | *    | *    | 134   | 59    | 87    | 55    | 75    | 29    | 99      | 48    |
| 10:00      | *         | *    | *    | *    | *    | *    | *    | *    | 108   | 76    | 105   | 47    | 74    | 36    | 96      | 53    |
| 10:15      | *         | *    | *    | *    | *    | *    | *    | *    | 102   | 32    | 73    | 42    | 63    | 23    | 79      | 32    |
| 10:30      | *         | *    | *    | *    | *    | *    | *    | *    | 116   | 36    | 108   | 36    | 77    | 26    | 100     | 33    |
| 10:45      | *         | *    | *    | *    | *    | *    | *    | *    | 119   | 64    | 104   | 51    | 89    | 14    | 104     | 43    |
| 11:00      | *         | *    | *    | *    | *    | *    | *    | *    | 114   | 43    | 110   | 32    | 98    | 13    | 107     | 29    |
| 11:15      | *         | *    | *    | *    | *    | *    | *    | *    | 130   | 45    | 110   | 21    | 99    | 10    | 113     | 25    |
| 11:30      | *         | *    | *    | *    | *    | *    | *    | *    | 128   | 22    | 118   | 35    | 96    | 14    | 114     | 24    |
| 11:45      | *         | *    | *    | *    | *    | *    | *    | *    | 118   | 17    | 132   | 24    | 114   | 8     | 121     | 16    |
| Total      | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2715  | 5569  | 1657  | 4977  | 1330  | 4037  | 1898    | 4859  |
| Day Total  | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8284  | 6634  | 5367  | 6757  |       |       |         |       |
| % Splits   | 0.0%      | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 32.8% | 67.2% | 25.0% | 75.0% | 24.8% | 75.2% | 28.1%   | 71.9% |
| Peak Vol.  | -         | -    | -    | -    | -    | -    | -    | -    | 08:00 | 04:15 | 11:00 | 01:15 | 11:00 | 03:15 | 11:00   | 04:15 |
| P.H.F.     | -         | -    | -    | -    | -    | -    | -    | -    | 595   | 795   | 470   | 669   | 407   | 531   | 455     | 618   |
|            |           |      |      |      |      |      |      |      | 0.896 | 0.916 | 0.890 | 0.961 | 0.893 | 0.969 | 0.940   | 0.948 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0003

Station ID: N:023585

Little Falls Pkwy - Between  
Arlington Road & Hillandale Rd  
Little Falls Pkwy - EB

| Start Time | 22-May-17 |       | Tue   |       | Wed   |       | Thu   |       | Fri  |      | Sat  |      | Sun  |      | Average | Da    |       |  |
|------------|-----------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|---------|-------|-------|--|
|            | A.M.      | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.    | P.M.  |       |  |
| 12:00      | 6         | 113   | 5     | 120   | 8     | 133   | 7     | 127   | *    | *    | *    | *    | *    | *    | *       | 6     | 123   |  |
| 12:15      | 9         | 108   | 5     | 110   | 2     | 129   | 2     | 116   | *    | *    | *    | *    | *    | *    | *       | 4     | 116   |  |
| 12:30      | 2         | 98    | 3     | 138   | 4     | 131   | 6     | 126   | *    | *    | *    | *    | *    | *    | *       | 4     | 123   |  |
| 12:45      | 2         | 99    | 0     | 116   | 6     | 120   | 5     | 97    | *    | *    | *    | *    | *    | *    | *       | 3     | 108   |  |
| 01:00      | 3         | 108   | 0     | 116   | 2     | 139   | 2     | 95    | *    | *    | *    | *    | *    | *    | *       | 2     | 114   |  |
| 01:15      | 3         | 97    | 4     | 116   | 3     | 132   | 3     | 119   | *    | *    | *    | *    | *    | *    | *       | 3     | 116   |  |
| 01:30      | 0         | 99    | 3     | 112   | 4     | 137   | 2     | 107   | *    | *    | *    | *    | *    | *    | *       | 2     | 114   |  |
| 01:45      | 0         | 106   | 2     | 113   | 0     | 116   | 0     | 127   | *    | *    | *    | *    | *    | *    | *       | 0     | 116   |  |
| 02:00      | 0         | 104   | 0     | 131   | 2     | 122   | 0     | 127   | *    | *    | *    | *    | *    | *    | *       | 0     | 121   |  |
| 02:15      | 1         | 89    | 1     | 142   | 1     | 109   | 1     | 119   | *    | *    | *    | *    | *    | *    | *       | 1     | 115   |  |
| 02:30      | 1         | 123   | 1     | 118   | 1     | 143   | 0     | 119   | *    | *    | *    | *    | *    | *    | *       | 1     | 126   |  |
| 02:45      | 1         | 109   | 0     | 118   | 1     | 125   | 2     | 116   | *    | *    | *    | *    | *    | *    | *       | 1     | 117   |  |
| 03:00      | 0         | 143   | 0     | 135   | 0     | 132   | 0     | 124   | *    | *    | *    | *    | *    | *    | *       | 0     | 134   |  |
| 03:15      | 0         | 129   | 0     | 146   | 1     | 133   | 2     | 141   | *    | *    | *    | *    | *    | *    | *       | 1     | 137   |  |
| 03:30      | 0         | 149   | 1     | 151   | 1     | 162   | 3     | 132   | *    | *    | *    | *    | *    | *    | *       | 1     | 148   |  |
| 03:45      | 0         | 153   | 4     | 133   | 0     | 139   | 2     | 158   | *    | *    | *    | *    | *    | *    | *       | 2     | 146   |  |
| 04:00      | 0         | 124   | 2     | 143   | 0     | 154   | 1     | 152   | *    | *    | *    | *    | *    | *    | *       | 1     | 143   |  |
| 04:15      | 2         | 119   | 3     | 176   | 5     | 165   | 1     | 140   | *    | *    | *    | *    | *    | *    | *       | 3     | 150   |  |
| 04:30      | 2         | 159   | 3     | 213   | 2     | 169   | 5     | 189   | *    | *    | *    | *    | *    | *    | *       | 3     | 182   |  |
| 04:45      | 2         | 153   | 2     | 177   | 3     | 188   | 1     | 165   | *    | *    | *    | *    | *    | *    | *       | 2     | 171   |  |
| 05:00      | 6         | 161   | 5     | 162   | 2     | 174   | 5     | 142   | *    | *    | *    | *    | *    | *    | *       | 4     | 160   |  |
| 05:15      | 7         | 133   | 10    | 175   | 5     | 183   | 8     | 165   | *    | *    | *    | *    | *    | *    | *       | 8     | 164   |  |
| 05:30      | 6         | 176   | 9     | 225   | 17    | 198   | 11    | 204   | *    | *    | *    | *    | *    | *    | *       | 11    | 201   |  |
| 05:45      | 18        | 167   | 10    | 205   | 21    | 171   | 21    | 166   | *    | *    | *    | *    | *    | *    | *       | 18    | 177   |  |
| 06:00      | 13        | 169   | 20    | 196   | 13    | 159   | 6     | 194   | *    | *    | *    | *    | *    | *    | *       | 13    | 180   |  |
| 06:15      | 16        | 142   | 14    | 163   | 14    | 150   | 12    | 188   | *    | *    | *    | *    | *    | *    | *       | 14    | 161   |  |
| 06:30      | 21        | 150   | 26    | 167   | 26    | 154   | 23    | 183   | *    | *    | *    | *    | *    | *    | *       | 24    | 164   |  |
| 06:45      | 48        | 119   | 47    | 140   | 38    | 142   | 48    | 179   | *    | *    | *    | *    | *    | *    | *       | 45    | 145   |  |
| 07:00      | 51        | 107   | 75    | 176   | 69    | 110   | 53    | 148   | *    | *    | *    | *    | *    | *    | *       | 62    | 135   |  |
| 07:15      | 81        | 99    | 82    | 128   | 92    | 113   | 90    | 119   | *    | *    | *    | *    | *    | *    | *       | 86    | 115   |  |
| 07:30      | 122       | 83    | 159   | 110   | 138   | 83    | 126   | 106   | *    | *    | *    | *    | *    | *    | *       | 136   | 96    |  |
| 07:45      | 171       | 80    | 171   | 77    | 173   | 97    | 176   | 76    | *    | *    | *    | *    | *    | *    | *       | 173   | 82    |  |
| 08:00      | 178       | 68    | 164   | 71    | 183   | 81    | 181   | 87    | *    | *    | *    | *    | *    | *    | *       | 176   | 77    |  |
| 08:15      | 168       | 59    | 189   | 58    | 158   | 55    | 155   | 61    | *    | *    | *    | *    | *    | *    | *       | 168   | 58    |  |
| 08:30      | 157       | 65    | 175   | 68    | 164   | 71    | 159   | 69    | *    | *    | *    | *    | *    | *    | *       | 164   | 68    |  |
| 08:45      | 160       | 51    | 175   | 75    | 187   | 54    | 166   | 51    | *    | *    | *    | *    | *    | *    | *       | 172   | 58    |  |
| 09:00      | 159       | 55    | 172   | 50    | 139   | 64    | 147   | 51    | *    | *    | *    | *    | *    | *    | *       | 154   | 55    |  |
| 09:15      | 138       | 43    | 115   | 46    | 143   | 50    | 137   | 58    | *    | *    | *    | *    | *    | *    | *       | 133   | 49    |  |
| 09:30      | 117       | 33    | 117   | 56    | 118   | 57    | 122   | 47    | *    | *    | *    | *    | *    | *    | *       | 118   | 48    |  |
| 09:45      | 141       | 33    | 128   | 44    | 132   | 44    | 138   | 34    | *    | *    | *    | *    | *    | *    | *       | 135   | 39    |  |
| 10:00      | 116       | 33    | 107   | 33    | 146   | 39    | 113   | 29    | *    | *    | *    | *    | *    | *    | *       | 120   | 34    |  |
| 10:15      | 100       | 29    | 102   | 32    | 126   | 31    | 126   | 29    | *    | *    | *    | *    | *    | *    | *       | 114   | 30    |  |
| 10:30      | 125       | 30    | 104   | 18    | 129   | 20    | 139   | 28    | *    | *    | *    | *    | *    | *    | *       | 124   | 24    |  |
| 10:45      | 103       | 31    | 114   | 18    | 131   | 19    | 129   | 25    | *    | *    | *    | *    | *    | *    | *       | 119   | 23    |  |
| 11:00      | 128       | 13    | 103   | 18    | 150   | 16    | 136   | 19    | *    | *    | *    | *    | *    | *    | *       | 129   | 16    |  |
| 11:15      | 78        | 16    | 116   | 7     | 144   | 12    | 128   | 11    | *    | *    | *    | *    | *    | *    | *       | 116   | 12    |  |
| 11:30      | 99        | 12    | 108   | 7     | 124   | 8     | 125   | 16    | *    | *    | *    | *    | *    | *    | *       | 114   | 11    |  |
| 11:45      | 91        | 10    | 118   | 3     | 147   | 7     | 134   | 6     | *    | *    | *    | *    | *    | *    | *       | 122   | 6     |  |
| Total      | 2652      | 4549  | 2774  | 5252  | 2975  | 5140  | 2859  | 5087  | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 2812  | 5008  |  |
| Day Total  |           | 7201  |       | 8026  |       | 8115  |       | 7946  | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 7820  |       |  |
| % Splits   | 36.8%     | 63.2% | 34.6% | 65.4% | 36.7% | 63.3% | 36.0% | 64.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 36.0%   | 64.0% |       |  |
| Peak Vol.  | 07:45     | 05:30 | 08:15 | 05:15 | 08:00 | 04:45 | 07:45 | 05:30 | -    | -    | -    | -    | -    | -    | 07:45   | 05:15 |       |  |
| P.H.F.     | 0.947     | 0.929 | 0.940 | 0.890 | 0.925 | 0.938 | 0.927 | 0.922 |      |      |      |      |      |      |         | 0.967 | 0.898 |  |

ADT      ADT 7,368      AADT 7,368

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 1

Site Code: 0003

Station ID: N:023585

Little Falls Pkwy - Between  
Arlington Road & Hillandale Rd  
Little Falls Pkwy - WB

| Start Time | 15-May-17 |      | Tue  |      | Wed  |      | Thu  |      | Fri   |       | Sat   |       | Sun   |       | Average | Da    |
|------------|-----------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | A.M.      | P.M. | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.    | P.M.  |
| 12:00      | *         | *    | *    | *    | *    | *    | *    | *    | 10    | 116   | 7     | 90    | 17    | 95    | 11      | 100   |
| 12:15      | *         | *    | *    | *    | *    | *    | *    | *    | 9     | 95    | 10    | 114   | 21    | 85    | 13      | 98    |
| 12:30      | *         | *    | *    | *    | *    | *    | *    | *    | 13    | 127   | 14    | 108   | 15    | 111   | 14      | 115   |
| 12:45      | *         | *    | *    | *    | *    | *    | *    | *    | 6     | 114   | 8     | 126   | 16    | 80    | 10      | 107   |
| 01:00      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 106   | 10    | 115   | 10    | 90    | 9       | 104   |
| 01:15      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 107   | 8     | 117   | 13    | 114   | 8       | 113   |
| 01:30      | *         | *    | *    | *    | *    | *    | *    | *    | 4     | 74    | 5     | 105   | 8     | 99    | 6       | 93    |
| 01:45      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 99    | 3     | 109   | 10    | 98    | 5       | 102   |
| 02:00      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 93    | 4     | 93    | 10    | 82    | 6       | 89    |
| 02:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 101   | 4     | 107   | 6     | 79    | 3       | 96    |
| 02:30      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 106   | 4     | 89    | 10    | 90    | 6       | 95    |
| 02:45      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 142   | 7     | 117   | 4     | 90    | 4       | 116   |
| 03:00      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 120   | 7     | 116   | 3     | 98    | 4       | 111   |
| 03:15      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 116   | 4     | 124   | 7     | 92    | 4       | 111   |
| 03:30      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 120   | 2     | 101   | 2     | 85    | 1       | 102   |
| 03:45      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 128   | 2     | 79    | 5     | 89    | 3       | 99    |
| 04:00      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 132   | 2     | 107   | 1     | 96    | 2       | 112   |
| 04:15      | *         | *    | *    | *    | *    | *    | *    | *    | 0     | 147   | 3     | 118   | 6     | 83    | 3       | 116   |
| 04:30      | *         | *    | *    | *    | *    | *    | *    | *    | 1     | 163   | 4     | 101   | 2     | 74    | 2       | 113   |
| 04:45      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 137   | 2     | 82    | 4     | 98    | 3       | 106   |
| 05:00      | *         | *    | *    | *    | *    | *    | *    | *    | 2     | 151   | 1     | 79    | 0     | 94    | 1       | 108   |
| 05:15      | *         | *    | *    | *    | *    | *    | *    | *    | 3     | 132   | 1     | 83    | 0     | 83    | 1       | 99    |
| 05:30      | *         | *    | *    | *    | *    | *    | *    | *    | 7     | 124   | 1     | 86    | 3     | 91    | 4       | 100   |
| 05:45      | *         | *    | *    | *    | *    | *    | *    | *    | 12    | 142   | 1     | 88    | 1     | 84    | 5       | 105   |
| 06:00      | *         | *    | *    | *    | *    | *    | *    | *    | 30    | 132   | 9     | 66    | 2     | 81    | 14      | 93    |
| 06:15      | *         | *    | *    | *    | *    | *    | *    | *    | 28    | 133   | 7     | 98    | 3     | 87    | 13      | 106   |
| 06:30      | *         | *    | *    | *    | *    | *    | *    | *    | 20    | 138   | 10    | 80    | 10    | 67    | 13      | 95    |
| 06:45      | *         | *    | *    | *    | *    | *    | *    | *    | 14    | 109   | 9     | 68    | 11    | 74    | 11      | 84    |
| 07:00      | *         | *    | *    | *    | *    | *    | *    | *    | 30    | 109   | 16    | 69    | 7     | 67    | 18      | 82    |
| 07:15      | *         | *    | *    | *    | *    | *    | *    | *    | 25    | 95    | 16    | 72    | 17    | 64    | 19      | 77    |
| 07:30      | *         | *    | *    | *    | *    | *    | *    | *    | 55    | 100   | 21    | 66    | 11    | 50    | 29      | 72    |
| 07:45      | *         | *    | *    | *    | *    | *    | *    | *    | 80    | 81    | 29    | 65    | 13    | 32    | 41      | 59    |
| 08:00      | *         | *    | *    | *    | *    | *    | *    | *    | 114   | 72    | 43    | 59    | 21    | 41    | 59      | 57    |
| 08:15      | *         | *    | *    | *    | *    | *    | *    | *    | 120   | 61    | 42    | 40    | 25    | 40    | 62      | 47    |
| 08:30      | *         | *    | *    | *    | *    | *    | *    | *    | 114   | 56    | 54    | 49    | 26    | 34    | 65      | 46    |
| 08:45      | *         | *    | *    | *    | *    | *    | *    | *    | 117   | 40    | 50    | 42    | 44    | 25    | 70      | 36    |
| 09:00      | *         | *    | *    | *    | *    | *    | *    | *    | 130   | 36    | 94    | 45    | 49    | 44    | 91      | 42    |
| 09:15      | *         | *    | *    | *    | *    | *    | *    | *    | 110   | 37    | 80    | 34    | 49    | 30    | 80      | 34    |
| 09:30      | *         | *    | *    | *    | *    | *    | *    | *    | 102   | 31    | 66    | 27    | 40    | 38    | 69      | 32    |
| 09:45      | *         | *    | *    | *    | *    | *    | *    | *    | 74    | 51    | 94    | 32    | 57    | 18    | 75      | 34    |
| 10:00      | *         | *    | *    | *    | *    | *    | *    | *    | 96    | 33    | 74    | 30    | 73    | 19    | 81      | 27    |
| 10:15      | *         | *    | *    | *    | *    | *    | *    | *    | 73    | 36    | 93    | 17    | 58    | 11    | 75      | 21    |
| 10:30      | *         | *    | *    | *    | *    | *    | *    | *    | 68    | 32    | 99    | 37    | 86    | 11    | 84      | 27    |
| 10:45      | *         | *    | *    | *    | *    | *    | *    | *    | 82    | 23    | 95    | 31    | 81    | 11    | 86      | 22    |
| 11:00      | *         | *    | *    | *    | *    | *    | *    | *    | 92    | 37    | 97    | 30    | 67    | 11    | 85      | 26    |
| 11:15      | *         | *    | *    | *    | *    | *    | *    | *    | 82    | 20    | 85    | 21    | 83    | 9     | 83      | 17    |
| 11:30      | *         | *    | *    | *    | *    | *    | *    | *    | 88    | 41    | 98    | 22    | 85    | 13    | 90      | 25    |
| 11:45      | *         | *    | *    | *    | *    | *    | *    | *    | 100   | 31    | 97    | 16    | 88    | 7     | 95      | 18    |
| Total      | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1938  | 4426  | 1492  | 3570  | 1180  | 3064  | 1536    | 3689  |
| Day Total  | 0         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6364  | 5062  | 4244  | 5225  |       |       |         |       |
| % Splits   | 0.0%      | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 30.5% | 69.5% | 29.5% | 70.5% | 27.8% | 72.2% | 29.4%   | 70.6% |
| Peak Vol.  | -         | -    | -    | -    | -    | -    | -    | -    | 08:15 | 04:15 | 10:15 | 00:30 | 11:00 | 01:00 | 11:00   | 04:00 |
| P.H.F.     | -         | -    | -    | -    | -    | -    | -    | -    | 481   | 598   | 384   | 466   | 323   | 401   | 353     | 447   |
|            |           |      |      |      |      |      |      |      | 0.925 | 0.917 | 0.970 | 0.925 | 0.918 | 0.879 | 0.929   | 0.963 |

**Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway**

**MCV Associates, Inc.**

4605-C Pinecrest Office Park Dr

Alexandria, VA 22312

703-914-4850

Page 2

Site Code: 0003

Station ID: N:023585

Little Falls Pkwy - Between  
Arlington Road & Hillandale Rd  
Little Falls Pkwy - WB

| Start Time | 22-May-17 |       | Tue   |       | Wed   |       | Thu   |       | Fri  |      | Sat  |      | Sun  |      | Average | Da    |
|------------|-----------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|---------|-------|
|            | A.M.      | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M.  | P.M.  | A.M. | P.M. | A.M. | P.M. | A.M. | P.M. | A.M.    | P.M.  |
| 12:00      | 10        | 93    | 3     | 103   | 4     | 97    | 8     | 96    | *    | *    | *    | *    | *    | *    | 6       | 97    |
| 12:15      | 4         | 71    | 4     | 83    | 4     | 105   | 2     | 100   | *    | *    | *    | *    | *    | *    | 4       | 90    |
| 12:30      | 3         | 81    | 4     | 83    | 8     | 107   | 5     | 98    | *    | *    | *    | *    | *    | *    | 5       | 92    |
| 12:45      | 6         | 108   | 3     | 92    | 5     | 87    | 4     | 95    | *    | *    | *    | *    | *    | *    | 4       | 96    |
| 01:00      | 0         | 73    | 2     | 83    | 1     | 90    | 3     | 103   | *    | *    | *    | *    | *    | *    | 2       | 87    |
| 01:15      | 4         | 69    | 1     | 91    | 4     | 85    | 3     | 87    | *    | *    | *    | *    | *    | *    | 3       | 83    |
| 01:30      | 3         | 79    | 3     | 80    | 4     | 95    | 3     | 82    | *    | *    | *    | *    | *    | *    | 3       | 84    |
| 01:45      | 0         | 64    | 3     | 101   | 0     | 94    | 4     | 86    | *    | *    | *    | *    | *    | *    | 2       | 86    |
| 02:00      | 0         | 74    | 0     | 93    | 1     | 91    | 3     | 81    | *    | *    | *    | *    | *    | *    | 1       | 85    |
| 02:15      | 2         | 97    | 4     | 98    | 0     | 88    | 0     | 102   | *    | *    | *    | *    | *    | *    | 2       | 96    |
| 02:30      | 1         | 96    | 0     | 87    | 2     | 96    | 0     | 84    | *    | *    | *    | *    | *    | *    | 1       | 91    |
| 02:45      | 2         | 95    | 1     | 85    | 1     | 113   | 1     | 95    | *    | *    | *    | *    | *    | *    | 1       | 97    |
| 03:00      | 1         | 94    | 1     | 121   | 5     | 117   | 1     | 109   | *    | *    | *    | *    | *    | *    | 2       | 110   |
| 03:15      | 3         | 113   | 1     | 110   | 3     | 120   | 5     | 102   | *    | *    | *    | *    | *    | *    | 3       | 111   |
| 03:30      | 0         | 83    | 0     | 92    | 0     | 115   | 0     | 117   | *    | *    | *    | *    | *    | *    | 0       | 102   |
| 03:45      | 2         | 112   | 0     | 125   | 1     | 122   | 1     | 99    | *    | *    | *    | *    | *    | *    | 1       | 114   |
| 04:00      | 2         | 104   | 0     | 137   | 0     | 120   | 2     | 122   | *    | *    | *    | *    | *    | *    | 1       | 121   |
| 04:15      | 0         | 105   | 1     | 111   | 0     | 138   | 1     | 143   | *    | *    | *    | *    | *    | *    | 0       | 124   |
| 04:30      | 1         | 107   | 0     | 119   | 2     | 125   | 1     | 131   | *    | *    | *    | *    | *    | *    | 1       | 120   |
| 04:45      | 0         | 114   | 1     | 154   | 1     | 162   | 1     | 157   | *    | *    | *    | *    | *    | *    | 1       | 147   |
| 05:00      | 2         | 118   | 5     | 140   | 3     | 128   | 3     | 145   | *    | *    | *    | *    | *    | *    | 3       | 133   |
| 05:15      | 3         | 133   | 3     | 148   | 2     | 146   | 2     | 130   | *    | *    | *    | *    | *    | *    | 2       | 139   |
| 05:30      | 5         | 125   | 10    | 155   | 5     | 150   | 5     | 147   | *    | *    | *    | *    | *    | *    | 6       | 144   |
| 05:45      | 11        | 128   | 12    | 153   | 14    | 149   | 8     | 127   | *    | *    | *    | *    | *    | *    | 11      | 139   |
| 06:00      | 19        | 117   | 8     | 139   | 18    | 138   | 16    | 125   | *    | *    | *    | *    | *    | *    | 15      | 130   |
| 06:15      | 10        | 136   | 15    | 120   | 15    | 149   | 7     | 125   | *    | *    | *    | *    | *    | *    | 12      | 132   |
| 06:30      | 18        | 126   | 22    | 145   | 15    | 140   | 13    | 124   | *    | *    | *    | *    | *    | *    | 17      | 134   |
| 06:45      | 18        | 113   | 26    | 102   | 22    | 124   | 20    | 131   | *    | *    | *    | *    | *    | *    | 22      | 118   |
| 07:00      | 24        | 98    | 34    | 123   | 37    | 136   | 34    | 129   | *    | *    | *    | *    | *    | *    | 32      | 122   |
| 07:15      | 32        | 77    | 40    | 143   | 30    | 119   | 27    | 113   | *    | *    | *    | *    | *    | *    | 32      | 113   |
| 07:30      | 51        | 83    | 45    | 92    | 61    | 106   | 57    | 78    | *    | *    | *    | *    | *    | *    | 54      | 90    |
| 07:45      | 88        | 70    | 77    | 91    | 72    | 86    | 82    | 72    | *    | *    | *    | *    | *    | *    | 80      | 80    |
| 08:00      | 86        | 65    | 107   | 88    | 99    | 67    | 100   | 75    | *    | *    | *    | *    | *    | *    | 98      | 74    |
| 08:15      | 99        | 47    | 116   | 80    | 113   | 62    | 108   | 49    | *    | *    | *    | *    | *    | *    | 109     | 60    |
| 08:30      | 129       | 51    | 146   | 47    | 139   | 61    | 128   | 41    | *    | *    | *    | *    | *    | *    | 136     | 50    |
| 08:45      | 102       | 49    | 120   | 46    | 123   | 34    | 116   | 38    | *    | *    | *    | *    | *    | *    | 115     | 42    |
| 09:00      | 121       | 24    | 111   | 44    | 123   | 41    | 116   | 36    | *    | *    | *    | *    | *    | *    | 118     | 36    |
| 09:15      | 118       | 47    | 99    | 45    | 110   | 43    | 131   | 40    | *    | *    | *    | *    | *    | *    | 114     | 44    |
| 09:30      | 115       | 37    | 104   | 31    | 107   | 35    | 112   | 30    | *    | *    | *    | *    | *    | *    | 110     | 33    |
| 09:45      | 85        | 18    | 87    | 33    | 95    | 28    | 114   | 27    | *    | *    | *    | *    | *    | *    | 95      | 26    |
| 10:00      | 94        | 21    | 71    | 27    | 73    | 29    | 88    | 33    | *    | *    | *    | *    | *    | *    | 82      | 28    |
| 10:15      | 72        | 14    | 76    | 20    | 69    | 19    | 66    | 19    | *    | *    | *    | *    | *    | *    | 71      | 18    |
| 10:30      | 55        | 19    | 82    | 17    | 84    | 25    | 65    | 23    | *    | *    | *    | *    | *    | *    | 72      | 21    |
| 10:45      | 83        | 16    | 84    | 26    | 85    | 16    | 90    | 18    | *    | *    | *    | *    | *    | *    | 86      | 19    |
| 11:00      | 68        | 13    | 86    | 7     | 86    | 19    | 84    | 12    | *    | *    | *    | *    | *    | *    | 81      | 13    |
| 11:15      | 91        | 8     | 101   | 14    | 86    | 14    | 88    | 12    | *    | *    | *    | *    | *    | *    | 92      | 12    |
| 11:30      | 73        | 4     | 73    | 6     | 78    | 8     | 74    | 8     | *    | *    | *    | *    | *    | *    | 74      | 6     |
| 11:45      | 83        | 6     | 87    | 16    | 103   | 16    | 90    | 11    | *    | *    | *    | *    | *    | *    | 91      | 12    |
| Total      | 1799      | 3595  | 1879  | 4146  | 1913  | 4255  | 1892  | 4007  | 0    | 0    | 0    | 0    | 0    | 0    | 1873    | 4001  |
| Day Total  |           | 5394  |       | 6025  |       | 6168  |       | 5899  | 0    | 0    | 0    | 0    | 0    | 0    | 5874    |       |
| % Splits   | 33.4%     | 66.6% | 31.2% | 68.8% | 31.0% | 69.0% | 32.1% | 67.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 31.9%   | 68.1% |
| Peak Vol.  | 08:30     | 05:45 | 08:15 | 04:45 | 08:15 | 04:45 | 08:30 | 04:45 | -    | -    | -    | -    | -    | -    | 08:30   | 04:45 |
| P.H.F.     | 0.911     | 0.932 | 0.844 | 0.963 | 0.896 | 0.904 | 0.937 | 0.922 |      |      |      |      |      |      | 0.888   | 0.957 |

ADT      ADT 5,594      AADT 5,594

**MCV Associates INC**

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy @ Arlington Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 1

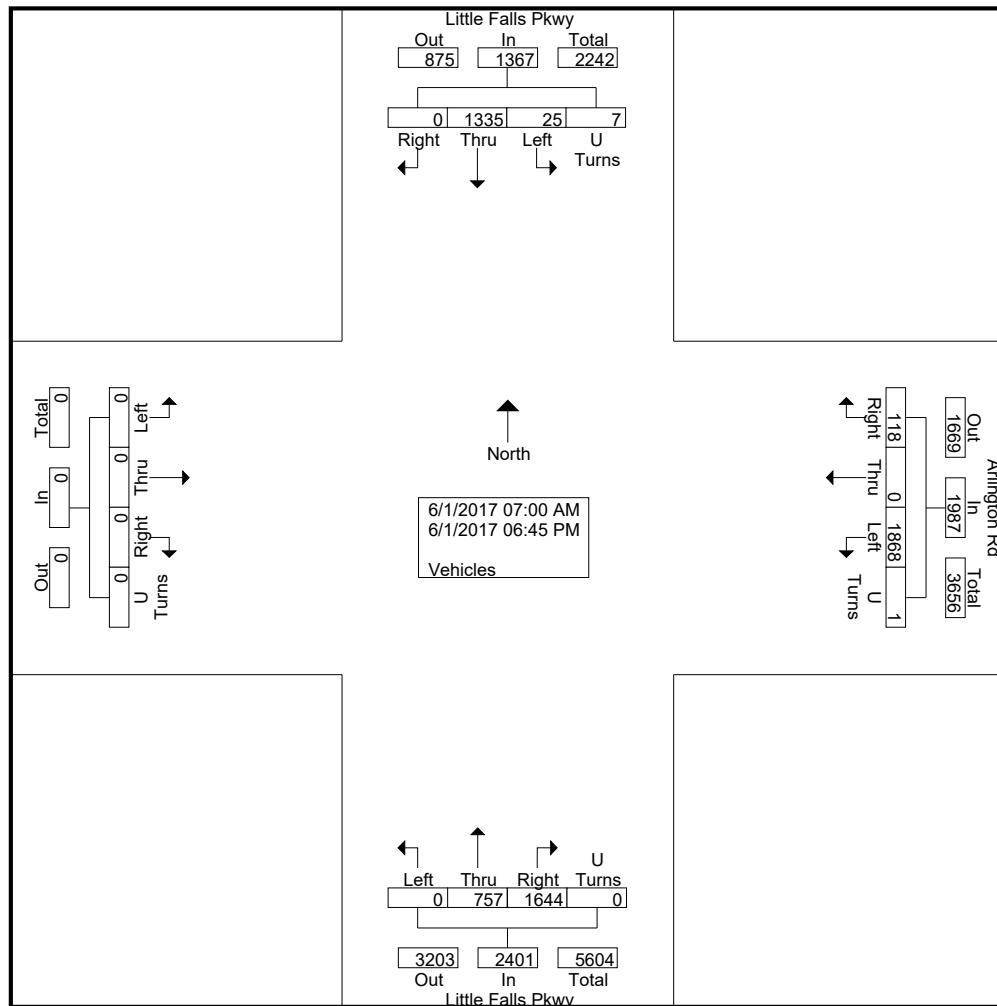
Groups Printed- Vehicles

|             | Little Falls Pkwy<br>From North |      |      |       |         | Arlington Rd<br>From East |      |      |       |         | Little Falls Pkwy<br>From South |      |      |       |         | From West  |      |      |       |         |            |
|-------------|---------------------------------|------|------|-------|---------|---------------------------|------|------|-------|---------|---------------------------------|------|------|-------|---------|------------|------|------|-------|---------|------------|
|             | Start Time                      | Left | Thru | Right | U Turns | App. Total                | Left | Thru | Right | U Turns | App. Total                      | Left | Thru | Right | U Turns | App. Total | Left | Thru | Right | U Turns | App. Total |
| 07:00 AM    | 0                               | 43   | 0    | 0     | 43      | 43                        | 0    | 5    | 0     | 48      | 0                               | 9    | 26   | 0     | 35      | 0          | 0    | 0    | 0     | 0       | 126        |
| 07:15 AM    | 0                               | 58   | 0    | 0     | 58      | 60                        | 0    | 1    | 0     | 61      | 0                               | 8    | 53   | 0     | 61      | 0          | 0    | 0    | 0     | 0       | 180        |
| 07:30 AM    | 0                               | 92   | 0    | 0     | 92      | 87                        | 0    | 2    | 0     | 89      | 0                               | 13   | 65   | 0     | 78      | 0          | 0    | 0    | 0     | 0       | 259        |
| 07:45 AM    | 0                               | 88   | 0    | 0     | 88      | 88                        | 0    | 5    | 0     | 93      | 0                               | 23   | 76   | 0     | 99      | 0          | 0    | 0    | 0     | 0       | 280        |
| Total       | 0                               | 281  | 0    | 0     | 281     | 278                       | 0    | 13   | 0     | 291     | 0                               | 53   | 220  | 0     | 273     | 0          | 0    | 0    | 0     | 0       | 845        |
| 08:00 AM    | 0                               | 84   | 0    | 0     | 84      | 104                       | 0    | 9    | 0     | 113     | 0                               | 25   | 76   | 0     | 101     | 0          | 0    | 0    | 0     | 0       | 298        |
| 08:15 AM    | 0                               | 79   | 0    | 0     | 79      | 80                        | 0    | 2    | 0     | 82      | 0                               | 23   | 105  | 0     | 128     | 0          | 0    | 0    | 0     | 0       | 289        |
| 08:30 AM    | 1                               | 92   | 0    | 0     | 93      | 70                        | 0    | 5    | 0     | 75      | 0                               | 19   | 103  | 0     | 122     | 0          | 0    | 0    | 0     | 0       | 290        |
| 08:45 AM    | 0                               | 94   | 0    | 0     | 94      | 83                        | 0    | 2    | 0     | 85      | 0                               | 21   | 97   | 0     | 118     | 0          | 0    | 0    | 0     | 0       | 297        |
| Total       | 1                               | 349  | 0    | 0     | 350     | 337                       | 0    | 18   | 0     | 355     | 0                               | 88   | 381  | 0     | 469     | 0          | 0    | 0    | 0     | 0       | 1174       |
| 04:00 PM    | 2                               | 55   | 0    | 3     | 60      | 113                       | 0    | 0    | 0     | 113     | 0                               | 55   | 93   | 0     | 148     | 0          | 0    | 0    | 0     | 0       | 321        |
| 04:15 PM    | 1                               | 67   | 0    | 0     | 68      | 139                       | 0    | 5    | 1     | 145     | 0                               | 47   | 75   | 0     | 122     | 0          | 0    | 0    | 0     | 0       | 335        |
| 04:30 PM    | 4                               | 46   | 0    | 0     | 50      | 116                       | 0    | 8    | 0     | 124     | 0                               | 54   | 93   | 0     | 147     | 0          | 0    | 0    | 0     | 0       | 321        |
| 04:45 PM    | 1                               | 46   | 0    | 0     | 47      | 121                       | 0    | 4    | 0     | 125     | 0                               | 58   | 88   | 0     | 146     | 0          | 0    | 0    | 0     | 0       | 318        |
| Total       | 8                               | 214  | 0    | 3     | 225     | 489                       | 0    | 17   | 1     | 507     | 0                               | 214  | 349  | 0     | 563     | 0          | 0    | 0    | 0     | 0       | 1295       |
| 05:00 PM    | 0                               | 71   | 0    | 2     | 73      | 115                       | 0    | 4    | 0     | 119     | 0                               | 55   | 89   | 0     | 144     | 0          | 0    | 0    | 0     | 0       | 336        |
| 05:15 PM    | 1                               | 65   | 0    | 0     | 66      | 117                       | 0    | 8    | 0     | 125     | 0                               | 50   | 95   | 0     | 145     | 0          | 0    | 0    | 0     | 0       | 336        |
| 05:30 PM    | 7                               | 71   | 0    | 0     | 78      | 96                        | 0    | 10   | 0     | 106     | 0                               | 60   | 93   | 0     | 153     | 0          | 0    | 0    | 0     | 0       | 337        |
| 05:45 PM    | 2                               | 78   | 0    | 0     | 80      | 83                        | 0    | 22   | 0     | 105     | 0                               | 59   | 99   | 0     | 158     | 0          | 0    | 0    | 0     | 0       | 343        |
| Total       | 10                              | 285  | 0    | 2     | 297     | 411                       | 0    | 44   | 0     | 455     | 0                               | 224  | 376  | 0     | 600     | 0          | 0    | 0    | 0     | 0       | 1352       |
| 06:00 PM    | 1                               | 58   | 0    | 0     | 59      | 103                       | 0    | 11   | 0     | 114     | 0                               | 40   | 88   | 0     | 128     | 0          | 0    | 0    | 0     | 0       | 301        |
| 06:15 PM    | 1                               | 54   | 0    | 1     | 56      | 90                        | 0    | 6    | 0     | 96      | 0                               | 53   | 86   | 0     | 139     | 0          | 0    | 0    | 0     | 0       | 291        |
| 06:30 PM    | 2                               | 59   | 0    | 0     | 61      | 89                        | 0    | 7    | 0     | 96      | 0                               | 41   | 76   | 0     | 117     | 0          | 0    | 0    | 0     | 0       | 274        |
| 06:45 PM    | 2                               | 35   | 0    | 1     | 38      | 71                        | 0    | 2    | 0     | 73      | 0                               | 44   | 68   | 0     | 112     | 0          | 0    | 0    | 0     | 0       | 223        |
| Total       | 6                               | 206  | 0    | 2     | 214     | 353                       | 0    | 26   | 0     | 379     | 0                               | 178  | 318  | 0     | 496     | 0          | 0    | 0    | 0     | 0       | 1089       |
| Grand Total | 25                              | 1335 | 0    | 7     | 1367    | 1868                      | 0    | 118  | 1     | 1987    | 0                               | 757  | 1644 | 0     | 2401    | 0          | 0    | 0    | 0     | 0       | 5755       |
| Apprch %    | 1.8                             | 97.7 | 0    | 0.5   |         | 94                        | 0    | 5.9  | 0.1   |         | 0                               | 31.5 | 68.5 | 0     |         | 0          | 0    | 0    | 0     | 0       |            |
| Total %     | 0.4                             | 23.2 | 0    | 0.1   | 23.8    | 32.5                      | 0    | 2.1  | 0     | 34.5    | 0                               | 13.2 | 28.6 | 0     | 41.7    | 0          | 0    | 0    | 0     | 0       |            |

# MCV Associates INC

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy @ Arlington Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 2



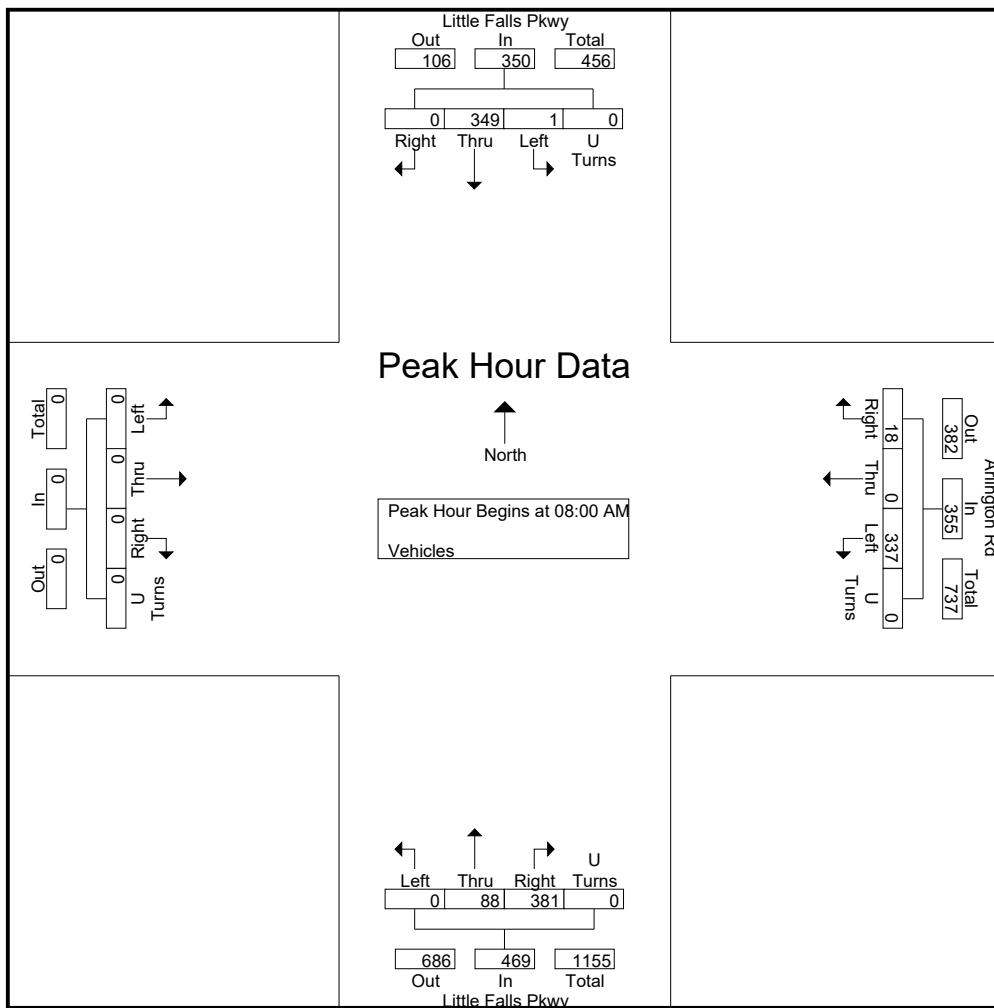
Appendix E Post-Diet Traffic Counts: Arlington Road, Hillendale Road, Little Falls Parkway

# MCV Associates INC

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy @ Arlington Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 3

|   | Little Falls Pkwy<br>From North |      |       |         |            | Arlington Rd<br>From East |      |       |         |            | Little Falls Pkwy<br>From South |      |       |         |            | From West |      |       |         |            |            |
|---|---------------------------------|------|-------|---------|------------|---------------------------|------|-------|---------|------------|---------------------------------|------|-------|---------|------------|-----------|------|-------|---------|------------|------------|
|   | Left                            | Thru | Right | U Turns | App. Total | Left                      | Thru | Right | U Turns | App. Total | Left                            | Thru | Right | U Turns | App. Total | Left      | Thru | Right | U Turns | App. Total | Int. Total |
| <b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b> |                                 |      |       |         |            |                           |      |       |         |            |                                 |      |       |         |            |           |      |       |         |            |            |
| <b>Peak Hour for Entire Intersection Begins at 08:00 AM</b>       |                                 |      |       |         |            |                           |      |       |         |            |                                 |      |       |         |            |           |      |       |         |            |            |
| 08:00 AM  | 0                               | 84   | 0     | 0       | 84         | 104                       | 0    | 9     | 0       | 113        | 0                               | 25   | 76    | 0       | 101        | 0         | 0    | 0     | 0       | 0          | 298        |
| 08:15 AM  | 0                               | 79   | 0     | 0       | 79         | 80                        | 0    | 2     | 0       | 82         | 0                               | 23   | 105   | 0       | 128        | 0         | 0    | 0     | 0       | 0          | 289        |
| 08:30 AM  | 1                               | 92   | 0     | 0       | 93         | 70                        | 0    | 5     | 0       | 75         | 0                               | 19   | 103   | 0       | 122        | 0         | 0    | 0     | 0       | 0          | 290        |
| 08:45 AM  | 0                               | 94   | 0     | 0       | 94         | 83                        | 0    | 2     | 0       | 85         | 0                               | 21   | 97    | 0       | 118        | 0         | 0    | 0     | 0       | 0          | 297        |
| Total Volume  | 1                               | 349  | 0     | 0       | 350        | 337                       | 0    | 18    | 0       | 355        | 0                               | 88   | 381   | 0       | 469        | 0         | 0    | 0     | 0       | 0          | 1174       |
| % App. Total  | 0.3                             | 99.7 | 0     | 0       | 94.9       | 0                         | 5.1  | 0     | 0       | 18.8       | 81.2                            | 0    | 0     | 0       | 0          | 0         | 0    | 0     | 0       | 0          |            |
| PHF   | .250                            | .928 | .000  | .000    | .931       | .810                      | .000 | .500  | .000    | .785       | .000                            | .880 | .907  | .000    | .916       | .000      | .000 | .000  | .000    | .985       |            |



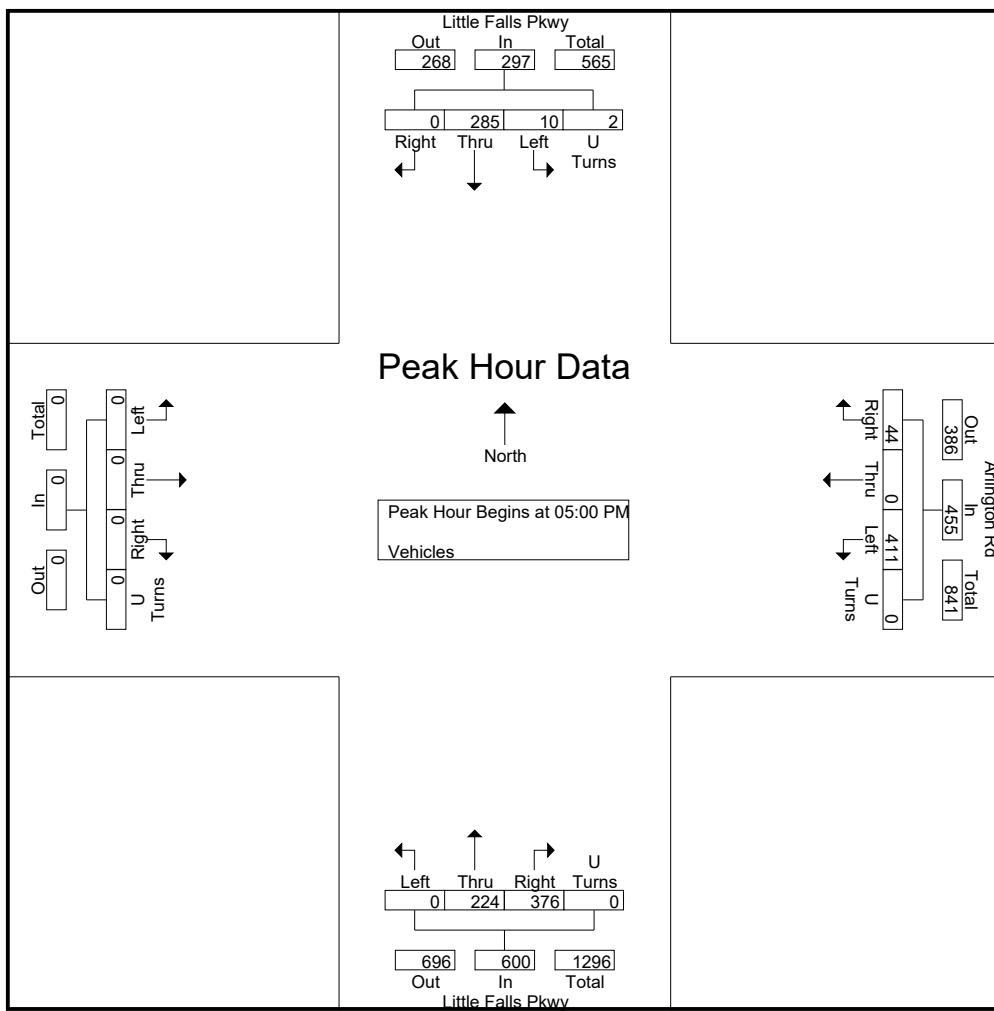
Appendix E Post-Diet Traffic Counts: Arlington Road, Hillendale Road, Little Falls Parkway

**MCV Associates INC**

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy @ Arlington Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 4

| Start Time  | Little Falls Pkwy<br>From North |       |        |         |            | Arlington Rd<br>From East |       |       |         |            | Little Falls Pkwy<br>From South |       |       |         |            | From West |       |       |         |            |            |
|---|---------------------------------|-------|--------|---------|------------|---------------------------|-------|-------|---------|------------|---------------------------------|-------|-------|---------|------------|-----------|-------|-------|---------|------------|------------|
|   | Left                            | Thr u | Rig ht | U Turns | App. Total | Left                      | Thr u | Right | U Turns | App. Total | Left                            | Thr u | Right | U Turns | App. Total | Left      | Thr u | Right | U Turns | App. Total | Int. Total |
| <b>Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1</b> |                                 |       |        |         |            |                           |       |       |         |            |                                 |       |       |         |            |           |       |       |         |            |            |
| <b>Peak Hour For Entire Intersection Begins at 05:00 PM</b>       |                                 |       |        |         |            |                           |       |       |         |            |                                 |       |       |         |            |           |       |       |         |            |            |
| 05:00 PM  | 0                               | 71    | 0      | 2       | 73         | 115                       | 0     | 4     | 0       | 119        | 0                               | 55    | 89    | 0       | 144        | 0         | 0     | 0     | 0       | 0          | 336        |
| 05:15 PM  | 1                               | 65    | 0      | 0       | 66         | 117                       | 0     | 8     | 0       | 125        | 0                               | 50    | 95    | 0       | 145        | 0         | 0     | 0     | 0       | 0          | 336        |
| 05:30 PM  | 7                               | 71    | 0      | 0       | 78         | 96                        | 0     | 10    | 0       | 106        | 0                               | 60    | 93    | 0       | 153        | 0         | 0     | 0     | 0       | 0          | 337        |
| 05:45 PM  | 2                               | 78    | 0      | 0       | 80         | 83                        | 0     | 22    | 0       | 105        | 0                               | 59    | 99    | 0       | 158        | 0         | 0     | 0     | 0       | 0          | 343        |
| Total Volume  | 10                              | 285   | 0      | 2       | 297        | 411                       | 0     | 44    | 0       | 455        | 0                               | 224   | 376   | 0       | 600        | 0         | 0     | 0     | 0       | 0          | 1352       |
| % App. Total  | 3.4                             | 96    | 0      | 0.7     |            | 90.3                      | 0     | 9.7   | 0       |            | 0                               | 37.3  | 62.7  | 0       |            | 0         | 0     | 0     | 0       | 0          |            |
| PHF   | .357                            | .913  | .000   | .250    | .928       | .878                      | .000  | .500  | .000    | .910       | .000                            | .933  | .949  | .000    | .949       | .000      | .000  | .000  | .000    | .985       |            |



## Appendix E Post-Diet Traffic Counts: Arlington Road, Hillendale Road, Little Falls Parkway

## MCV Associates INC

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy at Hillendale Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 1

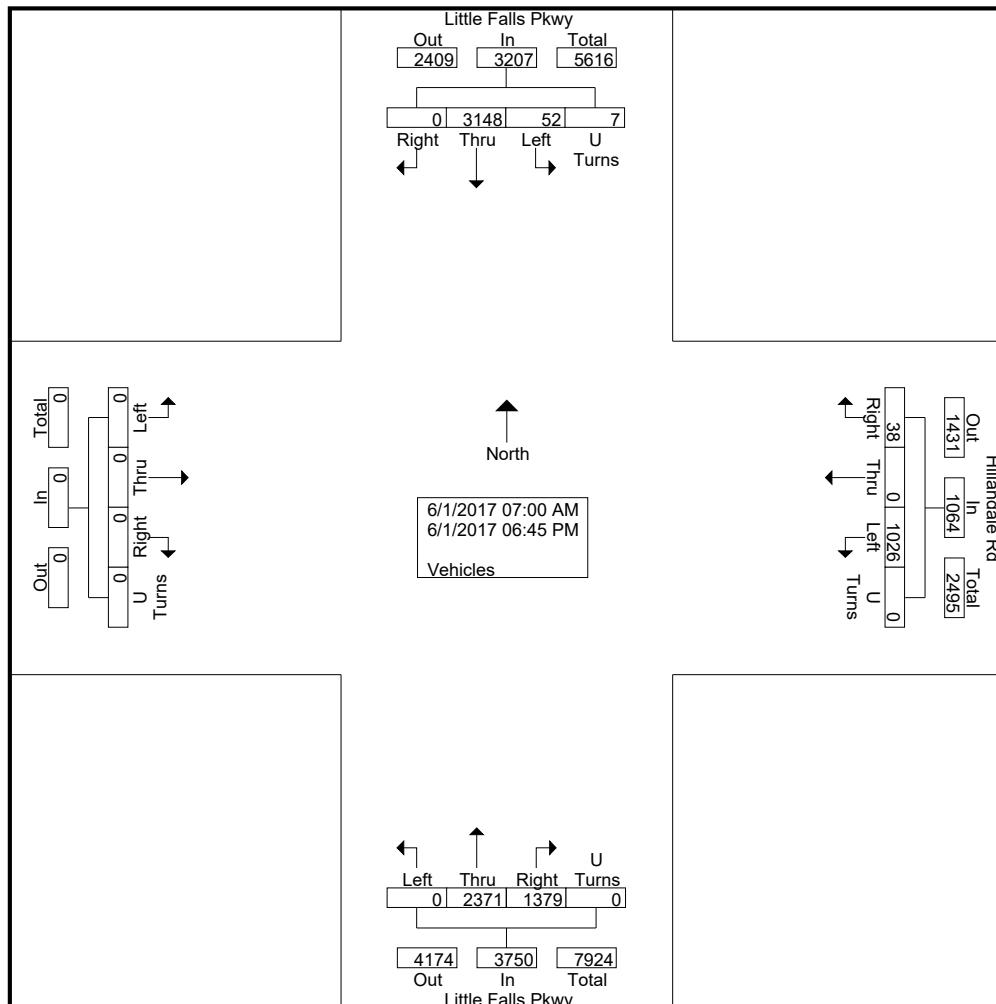
Groups Printed- Vehicles

|             | Little Falls Pkwy<br>From North |      |      |       |         | Hillendale Rd<br>From East |      |      |       |         | Little Falls Pkwy<br>From South |      |      |       |         | From West  |      |      |       |         |            |
|-------------|---------------------------------|------|------|-------|---------|----------------------------|------|------|-------|---------|---------------------------------|------|------|-------|---------|------------|------|------|-------|---------|------------|
|             | Start Time                      | Left | Thru | Right | U Turns | App. Total                 | Left | Thru | Right | U Turns | App. Total                      | Left | Thru | Right | U Turns | App. Total | Left | Thru | Right | U Turns | App. Total |
| 07:00 AM    | 0                               | 83   | 0    | 0     | 83      | 25                         | 0    | 0    | 0     | 25      | 0                               | 39   | 25   | 0     | 64      | 0          | 0    | 0    | 0     | 0       | 172        |
| 07:15 AM    | 0                               | 116  | 0    | 0     | 116     | 56                         | 0    | 1    | 0     | 57      | 0                               | 60   | 35   | 0     | 95      | 0          | 0    | 0    | 0     | 0       | 268        |
| 07:30 AM    | 5                               | 179  | 0    | 0     | 184     | 38                         | 0    | 0    | 0     | 38      | 0                               | 76   | 40   | 0     | 116     | 0          | 0    | 0    | 0     | 0       | 338        |
| 07:45 AM    | 1                               | 165  | 0    | 0     | 166     | 62                         | 0    | 5    | 0     | 67      | 0                               | 95   | 60   | 0     | 155     | 0          | 0    | 0    | 0     | 0       | 388        |
| Total       | 6                               | 543  | 0    | 0     | 549     | 181                        | 0    | 6    | 0     | 187     | 0                               | 270  | 160  | 0     | 430     | 0          | 0    | 0    | 0     | 0       | 1166       |
| 08:00 AM    | 2                               | 186  | 0    | 0     | 188     | 37                         | 0    | 0    | 0     | 37      | 0                               | 104  | 54   | 0     | 158     | 0          | 0    | 0    | 0     | 0       | 383        |
| 08:15 AM    | 1                               | 160  | 0    | 1     | 162     | 39                         | 0    | 2    | 0     | 41      | 0                               | 127  | 65   | 0     | 192     | 0          | 0    | 0    | 0     | 0       | 395        |
| 08:30 AM    | 2                               | 166  | 0    | 0     | 168     | 40                         | 0    | 2    | 0     | 42      | 0                               | 128  | 55   | 0     | 183     | 0          | 0    | 0    | 0     | 0       | 393        |
| 08:45 AM    | 2                               | 171  | 0    | 1     | 174     | 41                         | 0    | 0    | 0     | 41      | 0                               | 113  | 67   | 0     | 180     | 0          | 0    | 0    | 0     | 0       | 395        |
| Total       | 7                               | 683  | 0    | 2     | 692     | 157                        | 0    | 4    | 0     | 161     | 0                               | 472  | 241  | 0     | 713     | 0          | 0    | 0    | 0     | 0       | 1566       |
| 04:00 PM    | 1                               | 167  | 0    | 0     | 168     | 64                         | 0    | 2    | 0     | 66      | 0                               | 139  | 68   | 0     | 207     | 0          | 0    | 0    | 0     | 0       | 441        |
| 04:15 PM    | 4                               | 198  | 0    | 0     | 202     | 61                         | 0    | 3    | 0     | 64      | 0                               | 120  | 77   | 0     | 197     | 0          | 0    | 0    | 0     | 0       | 463        |
| 04:30 PM    | 0                               | 165  | 0    | 1     | 166     | 48                         | 0    | 2    | 0     | 50      | 0                               | 145  | 92   | 0     | 237     | 0          | 0    | 0    | 0     | 0       | 453        |
| 04:45 PM    | 3                               | 158  | 0    | 1     | 162     | 55                         | 0    | 0    | 0     | 55      | 0                               | 145  | 70   | 0     | 215     | 0          | 0    | 0    | 0     | 0       | 432        |
| Total       | 8                               | 688  | 0    | 2     | 698     | 228                        | 0    | 7    | 0     | 235     | 0                               | 549  | 307  | 0     | 856     | 0          | 0    | 0    | 0     | 0       | 1789       |
| 05:00 PM    | 4                               | 184  | 0    | 1     | 189     | 46                         | 0    | 3    | 0     | 49      | 0                               | 150  | 72   | 0     | 222     | 0          | 0    | 0    | 0     | 0       | 460        |
| 05:15 PM    | 0                               | 181  | 0    | 1     | 182     | 52                         | 0    | 3    | 0     | 55      | 0                               | 145  | 83   | 0     | 228     | 0          | 0    | 0    | 0     | 0       | 465        |
| 05:30 PM    | 6                               | 158  | 0    | 0     | 164     | 64                         | 0    | 1    | 0     | 65      | 0                               | 152  | 83   | 0     | 235     | 0          | 0    | 0    | 0     | 0       | 464        |
| 05:45 PM    | 2                               | 157  | 0    | 0     | 159     | 81                         | 0    | 5    | 0     | 86      | 0                               | 139  | 108  | 0     | 247     | 0          | 0    | 0    | 0     | 0       | 492        |
| Total       | 12                              | 680  | 0    | 2     | 694     | 243                        | 0    | 12   | 0     | 255     | 0                               | 586  | 346  | 0     | 932     | 0          | 0    | 0    | 0     | 0       | 1881       |
| 06:00 PM    | 3                               | 160  | 0    | 0     | 163     | 53                         | 0    | 2    | 0     | 55      | 0                               | 122  | 94   | 0     | 216     | 0          | 0    | 0    | 0     | 0       | 434        |
| 06:15 PM    | 6                               | 140  | 0    | 0     | 146     | 47                         | 0    | 3    | 0     | 50      | 0                               | 142  | 83   | 0     | 225     | 0          | 0    | 0    | 0     | 0       | 421        |
| 06:30 PM    | 8                               | 143  | 0    | 1     | 152     | 64                         | 0    | 4    | 0     | 68      | 0                               | 114  | 69   | 0     | 183     | 0          | 0    | 0    | 0     | 0       | 403        |
| 06:45 PM    | 2                               | 111  | 0    | 0     | 113     | 53                         | 0    | 0    | 0     | 53      | 0                               | 116  | 79   | 0     | 195     | 0          | 0    | 0    | 0     | 0       | 361        |
| Total       | 19                              | 554  | 0    | 1     | 574     | 217                        | 0    | 9    | 0     | 226     | 0                               | 494  | 325  | 0     | 819     | 0          | 0    | 0    | 0     | 0       | 1619       |
| Grand Total | 52                              | 3148 | 0    | 7     | 3207    | 1026                       | 0    | 38   | 0     | 1064    | 0                               | 2371 | 1379 | 0     | 3750    | 0          | 0    | 0    | 0     | 0       | 8021       |
| Apprch %    | 1.6                             | 98.2 | 0    | 0.2   |         | 96.4                       | 0    | 3.6  | 0     |         | 0                               | 63.2 | 36.8 | 0     |         | 0          | 0    | 0    | 0     | 0       |            |
| Total %     | 0.6                             | 39.2 | 0    | 0.1   | 40      | 12.8                       | 0    | 0.5  | 0     | 13.3    | 0                               | 29.6 | 17.2 | 0     | 46.8    | 0          | 0    | 0    | 0     | 0       |            |

**MCV Associates INC**

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy at Hillandale Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 2



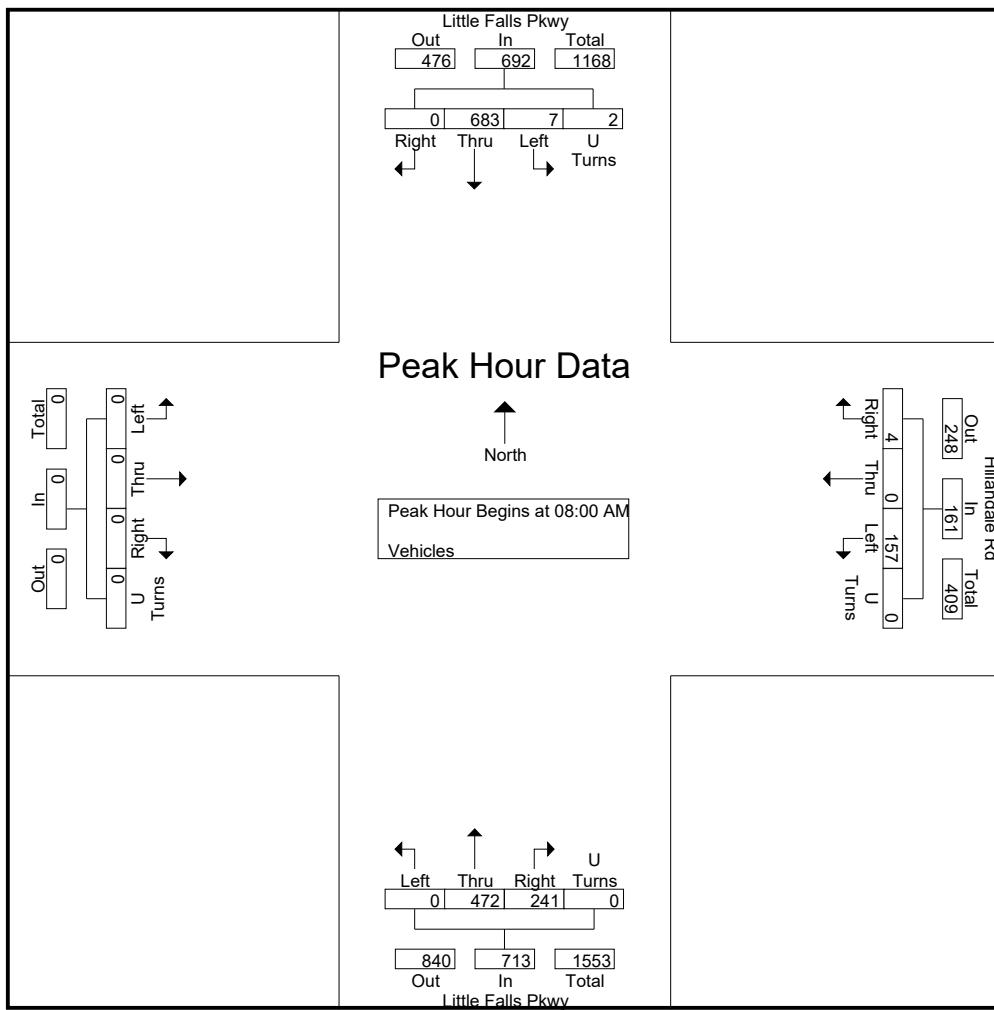
Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

**MCV Associates INC**

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy at Hillandale Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 3

|   | Little Falls Pkwy<br>From North |      |      |       |         | Hillandale Rd<br>From East |      |      |       |         | Little Falls Pkwy<br>From South |      |      |       |         | From West  |      |      |       |         |            |
|---|---------------------------------|------|------|-------|---------|----------------------------|------|------|-------|---------|---------------------------------|------|------|-------|---------|------------|------|------|-------|---------|------------|
|   | Start Time                      | Left | Thru | Right | U Turns | App. Total                 | Left | Thru | Right | U Turns | App. Total                      | Left | Thru | Right | U Turns | App. Total | Left | Thru | Right | U Turns | App. Total |
| <b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b> |                                 |      |      |       |         |                            |      |      |       |         |                                 |      |      |       |         |            |      |      |       |         |            |
| <b>Peak Hour for Entire Intersection Begins at 08:00 AM</b>       |                                 |      |      |       |         |                            |      |      |       |         |                                 |      |      |       |         |            |      |      |       |         |            |
| 08:00 AM  | 2                               | 186  | 0    | 0     | 188     | 37                         | 0    | 0    | 0     | 37      | 0                               | 104  | 54   | 0     | 158     | 0          | 0    | 0    | 0     | 0       | 383        |
| 08:15 AM  | 1                               | 160  | 0    | 1     | 162     | 39                         | 0    | 2    | 0     | 41      | 0                               | 127  | 65   | 0     | 192     | 0          | 0    | 0    | 0     | 0       | 395        |
| 08:30 AM  | 2                               | 166  | 0    | 0     | 168     | 40                         | 0    | 2    | 0     | 42      | 0                               | 128  | 55   | 0     | 183     | 0          | 0    | 0    | 0     | 0       | 393        |
| 08:45 AM  | 2                               | 171  | 0    | 1     | 174     | 41                         | 0    | 0    | 0     | 41      | 0                               | 113  | 67   | 0     | 180     | 0          | 0    | 0    | 0     | 0       | 395        |
| Total Volume  | 7                               | 683  | 0    | 2     | 692     | 157                        | 0    | 4    | 0     | 161     | 0                               | 472  | 241  | 0     | 713     | 0          | 0    | 0    | 0     | 0       | 1566       |
| % App. Total  | 1                               | 98.7 | 0    | 0.3   | 97.5    | 97.5                       | 0    | 2.5  | 0     | 0       | 0                               | 66.2 | 33.8 | 0     | 0       | 0          | 0    | 0    | 0     | 0       | 0          |
| PHF   | .875                            | .918 | .000 | .500  | .920    | .957                       | .000 | .500 | .000  | .958    | .000                            | .922 | .899 | .000  | .928    | .000       | .000 | .000 | .000  | .000    | .991       |



Appendix E Post-Diet Traffic Counts: Arlington Road, Hillandale Road, Little Falls Parkway

# MCV Associates INC

4605-C Pinecrest Office Park Dr  
Alexandria, VA 22312

File Name : Little Falls Pkwy at Hillandale Rd  
Site Code : 00000000  
Start Date : 6/1/2017  
Page No : 4

|   | Little Falls Pkwy<br>From North |       |       |         |            | Hillandale Rd<br>From East |       |       |         |            | Little Falls Pkwy<br>From South |       |       |         |            | From West |       |       |         |            |            |
|---|---------------------------------|-------|-------|---------|------------|----------------------------|-------|-------|---------|------------|---------------------------------|-------|-------|---------|------------|-----------|-------|-------|---------|------------|------------|
| Start Time  | Left                            | Thr u | Right | U Turns | App. Total | Left                       | Thr u | Right | U Turns | App. Total | Left                            | Thr u | Right | U Turns | App. Total | Left      | Thr u | Right | U Turns | App. Total | Int. Total |
| <b>Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1</b> |                                 |       |       |         |            |                            |       |       |         |            |                                 |       |       |         |            |           |       |       |         |            |            |
| <b>Peak Hour for Entire Intersection Begins at 05:00 PM</b>       |                                 |       |       |         |            |                            |       |       |         |            |                                 |       |       |         |            |           |       |       |         |            |            |
| 05:00 PM  | 4                               | 184   | 0     | 1       | 189        | 46                         | 0     | 3     | 0       | 49         | 0                               | 150   | 72    | 0       | 222        | 0         | 0     | 0     | 0       | 0          | 460        |
| 05:15 PM  | 0                               | 181   | 0     | 1       | 182        | 52                         | 0     | 3     | 0       | 55         | 0                               | 145   | 83    | 0       | 228        | 0         | 0     | 0     | 0       | 0          | 465        |
| 05:30 PM  | 6                               | 158   | 0     | 0       | 164        | 64                         | 0     | 1     | 0       | 65         | 0                               | 152   | 83    | 0       | 235        | 0         | 0     | 0     | 0       | 0          | 464        |
| 05:45 PM  | 2                               | 157   | 0     | 0       | 159        | 81                         | 0     | 5     | 0       | 86         | 0                               | 139   | 108   | 0       | 247        | 0         | 0     | 0     | 0       | 0          | 492        |
| Total Volume  | 12                              | 680   | 0     | 2       | 694        | 243                        | 0     | 12    | 0       | 255        | 0                               | 586   | 346   | 0       | 932        | 0         | 0     | 0     | 0       | 0          | 1881       |
| % App. Total  | 1.7                             | 98    | 0     | 0.3     |            | 95.3                       | 0     | 4.7   | 0       |            | 0                               | 62.9  | 37.1  | 0       |            | 0         | 0     | 0     | 0       |            |            |
| PHF   | .500                            | .924  | .000  | .500    | .918       | .750                       | .000  | .600  | .000    | .741       | .000                            | .964  | .801  | .000    | .943       | .000      | .000  | .000  | .000    | .956       |            |

