Open Parkways
Beach Drive Traffic Study

Evaluation of Friday Closure from Knowles Avenue to Cedar Lane

April 2024

Prepared for:

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1. Introduction

Montgomery Parks, in concurrence with Montgomery County's Vision Zero initiative, has implemented strategies to improve public safety, including traffic calming along Parkways and enhanced trail crossings. In 2020, Montgomery Parks initiated the Open Parkways Program, which closed a 2.9 mile section of Beach Drive to vehicles from MD 185 (Connecticut Avenue) to Knowles Avenue during Saturdays and Sundays to provide additional outdoor recreational space. Montgomery Parks is proposing to revise the closure of Beach Drive to be from Cedar Lane to Knowles Avenue on Fridays, Saturdays, and Sundays, as shown in **Figure 1**. The purpose of this study is to evaluate the potential traffic impacts to neighborhood roadways of a Beach Drive closure from Cedar Lane to Knowles Avenue on Fridays. Given the modified limits of the closure, traffic conditions are anticipated to operate comparable to or better than the existing closure on Saturdays and Sundays, thus analysis for these days were not included in this study.

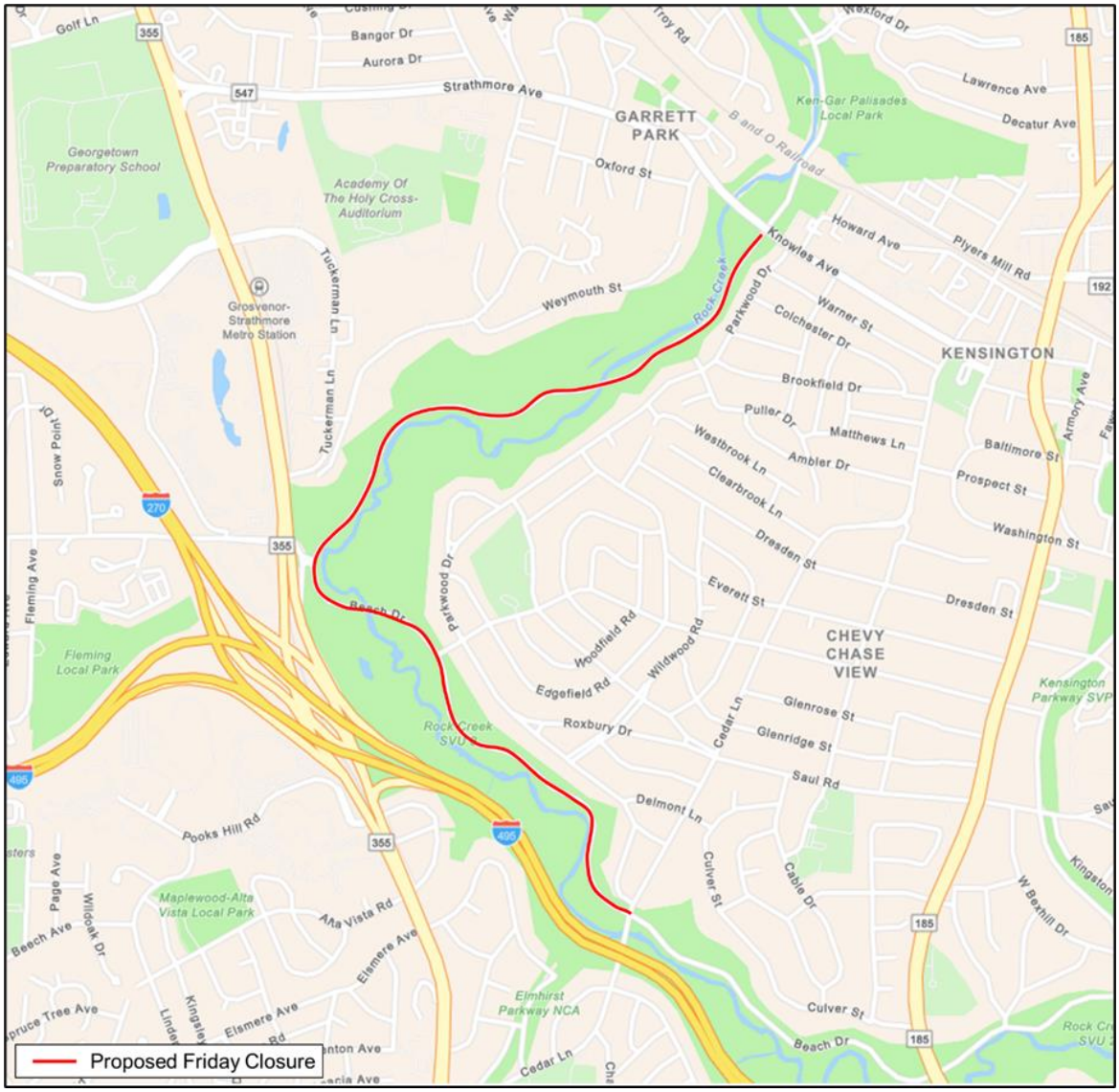


Figure 1: Study Area

2. Existing Traffic Data

The roadway network surrounding Beach Drive was examined to determine which intersections may be impacted by the Beach Drive closure. The following intersections were identified as being on potential detour routes:

1. Beach Dr at Wexford Dr
2. Beach Dr at MD 547 (Knowles Ave)
3. Beach Dr at Grosvenor Ln
4. Beach Dr at Cedar Ln
5. Beach Dr at MD 185 (Connecticut Ave)
6. Saul Rd at MD 185 (Connecticut Ave)
7. Saul Rd at Cedar Ln
8. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
9. MD 547 (Knowles Ave) at Summit Ave
10. MD 547 (Knowles Ave) at Parkwood Dr
11. MD 355 (Rockville Pike) at Strathmore Ave
12. MD 355 (Rockville Pike) at Grosvenor Ln

13-hour turning movement counts were conducted on Friday, March 22, 2024 while schools were in session at the above study intersections. Intersection volumes were balanced between adjacent intersections where additional traffic generators or other intersections are not present, such as along Beach Drive between Knowles Avenue and Grosvenor Lane, as well as on Knowles Avenue between Beach Drive and Parkwood Drive. Turning movement counts are provided in **Appendix A**. Balanced AM and PM peak hour volumes at the study intersections on a Friday are shown in **Appendix B**.

The turning movement counts indicate that traffic volumes on Beach Drive are significantly higher on the northern section between Knowles Avenue and Grosvenor Lane (approximate peak hour volume of 410 AM and 576 PM vehicles) than on the southern section between Grosvenor Lane and Cedar Lane (approximate peak hour volume of 196 AM and 248 PM vehicles). This distribution of traffic indicates that both northbound and southbound Beach Drive between Knowles Avenue and Cedar Lane is primarily being used to access MD 355 via Grosvenor Lane. Additionally, traffic accessing Beach Drive from Grosvenor Lane is primarily heading northbound towards Knowles Avenue.

3. Existing Capacity Analysis

A Synchro network was created based on existing lane configurations, turn lane lengths, Friday peak hour volumes, and traffic signal timings. Synchro is a macroscopic analysis program used to model and evaluate traffic conditions based on the methodology from the Highway Capacity Manual (HCM). The selected measures of effectiveness (MOEs) considered as part of this evaluation include LOS and seconds of delay. Due to limitations of HCM 7th Edition methodology regarding analyzing non-NEMA traffic signal phasing, some intersections were evaluated using the HCM 2000 methodology. For stop-controlled intersections, delay and LOS are only provided for the stop-controlled approaches. **Table 1** summarizes the existing LOS and delay at each of the study intersections. Synchro summary sheets are provided in **Appendix C**.

Table 1: Existing Conditions HCM Summary

Node	Intersection	Control	Approach	Existing Conditions			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Beach Dr at Wexford Dr	Stop-Controlled**	WB	63.8	F	108.3	F
2	Beach Dr at Knowles Ave	Signalized	**Overall**	**30.9**	**C**	**32.0**	**C**
			EB	16.6	B	25.9	C
			WB	19.2	B	26.7	C
			NB	45.9	D	49.9	D
			SB	47.5	D	30.8	C
3	Beach Dr at Grosvenor Ln	Stop-Controlled**	**Overall**	**9.1**	**A**	**13.5**	**B**
			EB	9.2	A	16.0	C
			NB	8.9	A	10.4	B
			SB	9.1	A	9.4	A
4	Cedar Ln at Beach Dr	Signalized	**Overall**	**11.2**	**B**	**8.6**	**A**
			EB	29.2	C	31.8	C
			WB	32.3	C	34.0	C
			NB	4.2	A	6.1	A
			SB	6.8	A	3.6	A
5	MD 185 at Beach Dr	Signalized	**Overall**	**7.2**	**A**	**17.7**	**B**
			EB	76.6	E	69.5	E
			WB	82.4	F	49.8	D
			NB	3.3	A	12.1	B
			SB	0.7	A	0.6	A
6	MD 185 at Saul Rd*	Signalized	**Overall**	**18.2**	**B**	**17.0**	**B**
			EB	86.8	**F**	68.2	**E**
			WB	88.1	**F**	72.2	**E**
			NB	11.1	**B**	12.4	**B**
			SB	14.4	**B**	12.6	**B**
7	Cedar Ln at Saul Rd	Signalized	**Overall**	**11.9**	**B**	**12.4**	**B**
			EB	21.7	C	21.5	C
			WB	22.9	C	21.3	C
			NB	7.4	A	12.7	B
			SB	10.4	B	7.9	A
8	MD 185 at Knowles Ave*	Signalized	**Overall**	**25.1**	**C**	**41.5**	**D**
			EB	83.9	F	83.4	F
			WB	86.1	F	86.6	F
			NB	13.6	B	21.0	C
			SB	15.5	B	30.2	C
9	Summit Ave at Knowles Ave	Signalized	**Overall**	**35.5**	**D**	**29.1**	**C**
			EB	47.0	D	48.4	D
			WB	39.4	D	27.8	C
			NB	14.6	B	17.6	B
			SB	22.2	C	18.9	B
10	Parkwood Dr at Knowles Ave	Stop-Controlled**	NB	20.7	C	29.3	D

Node	Intersection	Control	Approach	Existing Conditions			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
11	MD 355 at Strathmore Ave*	Signalized	**Overall**	**19.2**	**B**	**28.8**	**C**
			EB	71.7	E	71.5	E
			WB	37.5	D	37.4	D
			NB	18.8	B	29.8	C
			SB	13.3	B	23.3	C
12	MD 355 at Grosvenor Ln	Signalized	**Overall**	**18.4**	**B**	**16.8**	**B**
			EB	76.1	E	74.9	E
			WB	61.5	E	62.5	E
			NB	7.3	A	9.2	A
			SB	8.2	A	8.6	A

* HCM 2000 used due to limitations of HCM 7th ed.
**Delay for stop controlled intersections is only reported for the stop-controlled approach

As shown above, all signalized intersections operate at overall LOS D or better during the AM and PM peak hours. At unsignalized study intersections, only the westbound approach of the Beach Drive at Wexford Drive intersection operates at unacceptable LOS F during both AM and PM peak hours.

4. Potential Detours

As previously noted, the turning movement counts indicate that both northbound and southbound Beach Drive traffic is primarily utilizing Beach Drive to access MD 355 via Grosvenor Lane. The following sections summarize the existing traffic distributions for Beach Drive traffic as well as the anticipated detour routes. Additionally, potential neighborhood cut-through traffic options were evaluated to determine the likelihood of a Friday closure impacting neighborhood streets.

4.1. Northbound Beach Drive

The majority of northbound Beach Drive traffic is accessing Beach Drive from MD 355 northbound via the Grosvenor Lane intersection. From the Grosvenor Lane intersection, 70% of northbound traffic during the AM peak hour and 87% of the northbound traffic during the PM peak hour is continuing northbound on Beach Drive at the Knowles Avenue intersection. Based on a comparison of volumes on Beach Drive between the Cedar Lane and Grosvenor Lane intersections, Franklin Street appears to be generating a significant amount of the northbound Beach Drive traffic south of Grosvenor Lane. From the Cedar Lane intersection and Franklin Street, 90% AM and 66% PM northbound Beach Drive traffic is turning left onto Grosvenor Lane to access MD 355 or westbound Grosvenor Lane, as shown in **Figure 2**. Given the high distribution of traffic turning onto MD 355 southbound from Grosvenor Lane, it is likely that a significant amount of the traffic originating at Franklin Street is destined for MD 355 southbound or to I-495 via MD 355 southbound. As such, the primary detour route for northbound Beach Drive traffic is likely to utilize MD 355, as the majority of northbound Beach Drive traffic is destined to or originating from the MD 355 corridor. The anticipated primary detour route for Beach Drive traffic is shown in **Figure 2**. Franklin Street traffic destined for MD 355 may utilize Cedar Lane as an alternative detour with the closure of Beach Drive. Additional detour figures are provided in **Appendix D**.

Figure 2: Northbound Beach Drive – Primary Detour Route

4.2. Southbound Beach Drive

The majority of southbound Beach Drive traffic is accessing Beach Drive via the Knowles Avenue intersection. From the Knowles Avenue intersection, 86% of southbound traffic during the AM peak hour and 70% of the southbound traffic during the PM peak hour is turning southbound right onto Grosvenor Lane to either turn left onto MD 355 or continue westbound on Grosvenor Lane, as shown In **Figure 3**. As such, potential detour routes for this traffic are unlikely to utilize roadways east of Beach Drive, as this traffic is destined for MD 355 and points west. Therefore, this traffic is likely to detour to MD 355 when Beach Drive is closed as shown in **Figure 3**.

Figure 3: Southbound Beach Drive – Primary Detour Route

4.3. Neighborhood Cut-Through Traffic

Due to the prevalence of personal GPS devices used while driving, it is likely that drivers will rely on mapping applications to find fastest or shortest routes while not taking into consideration the context of the roadways chosen by these applications. Parkwood Drive runs parallel to Beach Drive from Knowles Avenue to Cedar Lane and is classified as a Neighborhood Connector north of Saul Road and a Neighborhood Street south of Saul Road in the Montgomery County Complete Streets Design Guide. Due to the similar travel path of Parkwood Drive to Beach Drive, it is possible that mapping applications may identify this roadway as an alternative to Beach Drive during Friday closures.

4.3.1. Northbound Beach Drive

For the northbound direction, existing traffic distributions indicate that there are approximately 15 AM and 55 PM northbound Beach Drive vehicles traversing through the Beach Drive at Grosvenor Lane intersection. Based on the turning movement count at the Cedar Lane at Beach Drive intersection, it is likely that a portion of this traffic originates from Beach Drive east of Cedar Lane. Based on the turning movement count at the Beach Drive at Knowles Avenue intersection, these vehicles are likely continuing northbound on Beach Drive through the Knowles Avenue intersection. Google Maps was utilized to determine the current reported "preferred route" to travel from Cedar Lane to Beach Drive north of Knowles Avenue by the application during Friday AM and PM peak hours in the event that Beach Drive is closed to further evaluate the likelihood of cut-through traffic. During both peak hours, Google Maps identifies Cedar Lane to Summit Avenue as the fastest and shortest route; however, during the PM peak hour, an alternative route of Cedar Lane to Everett Street to Parkwood Drive is identified and estimated to be approximately 2 minutes longer. As such, the portion of the approximate 55 PM northbound Beach Drive vehicles originating from east of Cedar Lane may split between the Parkwood Drive route and the Cedar Lane route if their destination is on Beach Drive north of Knowles Avenue.

4.3.2. Southbound Beach Drive

For the southbound direction, existing traffic distributions indicate that there are approximately 40 southbound Beach Drive vehicles during both peak hours traversing from Knowles Avenue to Cedar Lane that may not utilize MD 355. Based on the turning movement count at the Beach Drive at Cedar Lane intersection, these 40 vehicles are primarily making an eastbound right onto Cedar Lane in the AM to continue southbound (66%) or continuing eastbound on Beach Drive in the PM (70%). Southbound Beach Drive traffic destined for points east of Cedar Lane (estimated at 13 AM vehicles and 28 PM vehicles based on existing count data) are likely to continue on Knowles Avenue and utilize Summit Avenue or MD 185 depending on their destination, as utilizing Parkwood Drive would increase travel time and distance for destinations east of Cedar Lane. Southbound Beach Drive traffic heading to southbound Cedar Lane (estimated at 27 AM vehicles and 12 PM vehicles based on existing count data) may be inclined to split between Parkwood Drive and Summit Avenue based on similar travel times and distances provided by mapping applications.

Google Maps was utilized to determine the current reported "preferred route" to travel from Knowles Avenue to Cedar Lane south of Beach Drive by the application during Friday AM and PM peak hours in the event that Beach Drive is closed to further evaluate the likelihood of cut-through traffic. During the AM peak hour, Google Maps identifies Summit Avenue as the fastest and shortest route; however, during the PM peak hour, both Summit Avenue and Parkwood Drive have equal travel times due to congestion at the Knowles Avenue at Summit Avenue intersection. This may result in minimal cut-through traffic utilizing Parkwood Drive in the southbound direction; however, the existing speed humps on Parkwood Drive between Knowles Avenue and Saul Road may deter repeated cut-through traffic.

Wexford Drive, which is a known cut-through route connecting Beach Drive and MD 185, is unlikely to be impacted by the Beach Drive closure. Southbound Beach Drive traffic originating north of Wexford Drive that is destined to the MD 185 corridor is likely already

using Wexford Drive, and would therefore not be impacted by the Friday closure of Beach Drive, or would use Knowles Avenue, as Google Maps indicates both routes are shorter and faster than Beach Drive during both peak hours.

5. Friday Closure Capacity Analysis

Based on the potential detour routes discussed above, the existing volumes shown in Appendix B were reassigned at the study intersections to reflect the Friday closure of Beach Drive, as shown in Appendix D. It should be noted that the volumes were reassigned assuming Parkwood Drive was not being used. Additionally, the estimated 40 vehicles per hour during both peak hours that may seek alternative detour routes depending on their destination, as discussed in Section 4.3, were assumed to utilize the primary detour route along MD 355 in order to provide the most conservative analysis along the detour route. The Synchro model built as part of the existing conditions capacity analysis was updated to reflect the Friday closure volumes from Appendix D. Signal timing splits and cycle lengths were maintained under closure conditions in order to identify where signal timing changes may be needed to accommodate the closure. **Table 2** summarizes the Friday closure LOS and delay at each of the study intersections along the detour routes. Synchro summary sheets are provided in **Appendix E**.

Table 2: Friday Closure Conditions HCM Summary

Node	Intersection	Control	Approach	Friday Closure			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
2	Beach Dr at Knowles Ave	Signalized	**Overall**	**29.5**	**C**	**32.5**	**C**
			EB	15.8	B	39.5	D
			WB	22.5	C	10.2	B
			NB	-	-	-	-
			SB	47.6	D	56.2	E
4	Cedar Ln at Beach Dr	Signalized	**Overall**	**10.5**	**B**	**8.9**	**A**
			EB	-	-	-	-
			WB	32.4	C	33.3	C
			NB	4.4	A	7.2	A
			SB	8.2	A	4.6	A
5	MD 185 at Beach Dr	Signalized	**Overall**	**7.4**	**A**	**17.6**	**B**
			EB	77.1	**E**	69.5	**E**
			WB	82.4	**F**	49.8	**D**
			NB	3.3	**A**	12.0	**B**
			SB	0.7	**A**	0.6	**A**
7	Cedar Ln at Saul Rd	Signalized	**Overall**	**12.6**	**B**	**12.9**	**B**
			EB	21.7	C	21.5	C
			WB	22.9	C	21.3	C
			NB	7.4	A	13.7	B
			SB	11.8	B	8.3	A
11	MD 355 at Strathmore Ave*	Signalized	**Overall**	**30.0**	**C**	**37.1**	**D**
			EB	71.7	E	71.5	E
			WB	45.9	D	43.4	D
			NB	28.7	C	40.9	D
			SB	23.0	C	28.0	C

Node	Intersection	Control	Approach	Friday Closure			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
12	MD 355 at Grosvenor Ln	Signalized	**Overall**	**11.1**	**B**	**13.9**	**B**
			EB	76.1	E	74.9	E
			WB	66.3	E	64.5	E
			NB	5.1	A	8.9	A
			SB	6.0	A	7.2	A

* HCM 2000 used due to limitations of HCM 7th ed.

As shown above, all impacted study intersections continue to operate at overall LOS D or better during both peak hours under Friday closure conditions. At the intersection of Beach Drive at Knowles Avenue, the southbound approach degrades from LOS C to LOS E during the PM peak hour as a result of southbound through movements being detoured to southbound right turns.

Signal timing changes were evaluated for the Beach Drive at Knowles Drive intersection in order to mitigate impacts of the detour during the PM peak hour. **Table 3** summarizes the Friday closure LOS and delay at the Beach Drive at Knowles Avenue with optimized signal splits and maintaining the existing cycle length. Synchro summary sheets are provided in **Appendix F**.

Table 3: Friday Closure Conditions HCM Summary - Mitigated

Node	Intersection	Control	Approach	Existing Conditions – PM Peak Hour		Friday Closure – PM Peak Hour			
						Existing Timings		Optimized Splits	
				Delay	LOS	Delay	LOS	Delay	LOS
2	Beach Dr at Knowles Ave	Signalized	**Overall**	**32.0**	**C**	**32.5**	**C**	**32.7**	**C**
			EB	25.9	C	39.5	D	30.2	C
			WB	26.7	C	10.2	B	32.0	C
			NB	49.9	D	-	-	-	-
			SB	30.8	C	56.2	E	42.3	D

As shown above, the southbound Beach Drive approach improves from LOS E to LOS D during the PM peak hour when signal splits are optimized to accommodate the Friday closure of Beach Drive.

6. Summary of Impacts

In 2020, Montgomery Parks initiated the Open Parkways Program, which closed a 2.9 mile section of Beach Drive to vehicles from MD 185 (Connecticut Avenue) to Knowles Avenue during Saturdays and Sundays to provide additional outdoor recreational space. To mitigate neighborhood cut-through traffic and continue to provide additional outdoor recreational space, Montgomery Parks is proposing to revise the closure of Beach Drive to be from Cedar Lane to Knowles Avenue on Fridays, Saturdays, and Sundays. The Beach Drive closure from Cedar Lane to Knowles Avenue was evaluated for Friday AM and PM peak hours to determine the potential impacts on surrounding roadways. Given the modified limits of the closure, traffic conditions are anticipated to operate comparable to or better than the existing closure on Saturdays and Sundays, thus analysis for these days were not included in this study. The following summarizes the gathered data and projected impacts of a Friday closure:

- Turning movement counts were conducted on Friday, March 22, 2024 while schools were in session at 12 intersections along Beach Drive and the surrounding roadways that have the potential of being impacted by the closure of Beach Drive.
- Traffic volumes on Beach Drive are significantly higher north of Grosvenor Lane (approximate hourly volume of 410 AM and 576 PM vehicles) than south of Grosvenor Lane (approximate hourly volume of 196 AM and 248 PM vehicles).
- Traffic distributions indicate that Beach Drive is primarily being used to access MD 355 via Grosvenor Lane.
- Existing capacity analysis shows that all signalized intersections operate at overall LOS D or better during the AM and PM peak hours. At unsignalized study intersections, only the westbound approach of the Beach Drive at Wexford Drive intersection operates at unacceptable LOS F during both AM and PM peak hours.
- The anticipated primary detour routes for both northbound and southbound Beach Drive traffic utilize MD 355.
- Friday Closure capacity analysis shows that all impacted study intersections continue to operate at overall LOS D or better during both peak hours.
    - At the intersection of Beach Drive at Knowles Avenue, the southbound approach degrades from LOS C to LOS E during the PM peak hour. This impact can be mitigated with signal split optimization while maintaining the existing cycle length.
- It is anticipated that Parkwood Drive, which runs parallel to Beach Drive, would see minimal impact under a Friday Closure scenario, though mapping applications may identify Parkwood Drive as an alternative route particularly for southbound Beach Drive traffic destined to Cedar Lane south of Beach Drive (estimated at 27 AM vehicles and 12 PM vehicles based on existing count data).
- Wexford Drive, which connects Beach Drive and MD 185, is unlikely to be impacted by the Friday Beach Drive closure, as mapping applications currently identify Knowles Avenue as the shorter and faster route to destinations along the MD 185 corridor.

APPENDIX

A

Turning Movement Counts

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT WEXFORD DR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	1024				16:00	17:00	1373		

Street Name-->	BEACH DR					BEACH DR					WEXFORD DR					WEXFORD DR					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	4	25	0	29	0	0	6	3	9	0	8	0	2	10	0	0	0	0	0	48
06:30	0	7	14	0	21	0	0	5	3	8	0	16	0	4	20	0	0	0	0	0	49
06:45	0	6	33	0	39	0	0	6	1	7	0	18	0	6	24	0	0	0	0	0	70
07:00	0	7	48	0	55	0	0	4	7	11	0	27	0	16	43	0	0	0	0	0	109
07:15	0	13	39	0	52	0	0	12	14	26	0	36	0	4	40	0	0	0	0	0	118
07:30	0	11	53	0	64	0	0	11	22	33	0	76	0	14	90	0	0	0	0	0	187
07:45	**0**	**11**	**73**	**0**	**84**	**0**	**0**	**45**	**21**	**66**	**0**	**77**	**0**	**11**	**88**	**0**	**0**	**0**	**0**	**0**	**238**
08:00	**0**	**12**	**90**	**0**	**102**	**0**	**0**	**45**	**41**	**86**	**0**	**65**	**0**	**26**	**91**	**0**	**0**	**0**	**0**	**0**	**279**
08:15	**0**	**16**	**74**	**0**	**90**	**0**	**0**	**31**	**33**	**64**	**0**	**70**	**0**	**18**	**88**	**0**	**0**	**0**	**0**	**0**	**242**
08:30	**0**	**18**	**80**	**0**	**98**	**0**	**0**	**26**	**42**	**68**	**0**	**79**	**0**	**20**	**99**	**0**	**0**	**0**	**0**	**0**	**265**
08:45	0	15	57	0	72	0	0	24	39	63	0	59	0	15	74	0	0	0	0	0	209
09:00	0	18	59	0	77	0	0	27	29	56	0	68	0	25	93	0	0	0	0	0	226
09:15	0	14	60	0	74	0	0	28	27	55	0	47	0	15	62	0	0	0	0	0	191
09:30	0	16	47	0	63	0	0	38	37	75	0	45	0	20	65	0	0	0	0	0	203
09:45	0	15	39	0	54	0	0	31	28	59	0	36	0	20	56	0	0	0	0	0	169
10:00	0	6	41	0	47	0	0	29	29	58	0	40	0	13	53	0	0	0	0	0	158
10:15	0	10	37	0	47	0	0	31	20	51	0	32	0	21	53	0	0	0	0	0	151
10:30	0	15	42	0	57	0	0	20	22	42	0	30	0	19	49	0	0	0	0	0	148
10:45	0	23	29	0	52	0	0	27	28	55	0	34	0	9	43	0	0	0	0	0	150
11:00	0	15	33	0	48	0	0	36	24	60	0	36	0	25	61	0	0	0	0	0	169
11:15	0	11	42	0	53	0	0	28	26	54	0	24	0	18	42	0	0	0	0	0	149
11:30	0	23	41	0	64	0	0	29	26	55	0	40	0	24	64	0	0	0	0	0	183
11:45	0	23	38	0	61	0	0	37	28	65	0	33	0	21	54	0	0	0	0	0	180
12:00	0	23	31	0	54	0	0	38	41	79	0	28	0	20	48	0	0	0	0	0	181
12:15	0	23	46	0	69	0	0	41	31	72	0	41	0	17	58	0	0	0	0	0	199
12:30	0	18	33	0	51	0	0	39	41	80	0	29	0	25	54	0	0	0	0	0	185
12:45	0	26	47	0	73	0	0	26	46	72	0	43	0	27	70	0	0	0	0	0	215
13:00	0	24	31	0	55	0	0	50	41	91	0	27	0	25	52	0	0	0	0	0	198
13:15	0	31	60	0	91	0	0	55	37	92	0	31	0	19	50	0	0	0	0	0	233
13:30	0	19	46	0	65	0	0	35	39	74	0	26	0	25	51	0	0	0	0	0	190
13:45	0	22	41	0	63	0	0	48	53	101	0	28	0	21	49	0	0	0	0	0	213
14:00	0	27	42	0	69	0	0	52	45	97	0	42	0	21	63	0	0	0	0	0	229
14:15	0	26	39	0	65	0	0	50	45	95	0	37	0	12	49	0	0	0	0	0	209
14:30	0	30	37	0	67	0	0	48	61	109	0	27	0	21	48	0	0	0	0	0	224
14:45	0	29	49	0	78	0	0	64	69	133	0	40	0	19	59	0	0	0	0	0	270
15:00	0	25	51	0	76	0	0	44	82	126	0	54	0	19	73	0	0	0	0	0	275
15:15	0	36	43	0	79	0	0	77	101	178	0	37	0	30	67	0	0	0	0	0	324
15:30	0	30	35	0	65	0	0	63	85	148	0	27	0	17	44	0	0	0	0	0	257
15:45	0	30	45	0	75	0	0	64	107	171	0	35	0	32	67	0	0	0	0	0	313
16:00	0	25	46	0	71	0	0	63	90	153	0	35	0	25	60	0	0	0	0	0	284
16:15	**0**	**34**	**41**	**0**	**75**	**0**	**0**	**73**	**124**	**197**	**0**	**25**	**0**	**28**	**53**	**0**	**0**	**0**	**0**	**0**	**325**
16:30	**0**	**36**	**42**	**0**	**78**	**0**	**0**	**67**	**134**	**201**	**0**	**25**	**0**	**33**	**58**	**0**	**0**	**0**	**0**	**0**	**337**
16:45	**0**	**41**	**50**	**0**	**91**	**0**	**0**	**89**	**126**	**215**	**0**	**37**	**0**	**22**	**59**	**0**	**0**	**0**	**0**	**0**	**365**
17:00	**0**	**33**	**42**	**0**	**75**	**0**	**0**	**82**	**119**	**201**	**0**	**36**	**0**	**34**	**70**	**0**	**0**	**0**	**0**	**0**	**346**
17:15	0	30	48	0	78	0	0	77	102	179	0	29	0	27	56	0	0	0	0	0	313
17:30	0	26	38	0	64	0	0	76	110	186	0	34	0	27	61	0	0	0	0	0	311
17:45	0	43	39	0	82	0	0	60	120	180	0	40	0	24	64	0	0	0	0	0	326
18:00	0	35	33	0	68	0	0	66	90	156	0	30	0	31	61	0	0	0	0	0	285
18:15	0	29	45	0	74	0	0	73	94	167	0	28	0	19	47	0	0	0	0	0	288
18:30	0	29	47	0	76	0	0	64	63	127	0	23	0	20	43	0	0	0	0	0	246
18:45	0	36	42	0	78	0	0	30	53	83	0	29	0	25	54	0	0	0	0	0	215
19:00	0	28	34	0	62	0	0	36	44	80	0	28	0	18	46	0	0	0	0	0	188
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1153**	**2317**	**0**	**3470**	**0**	**0**	**2226**	**2743**	**4969**	**0**	**1947**	**0**	**1049**	**2996**	**0**	**0**	**0**	**0**	**0**	**11435**
AM Peak Vol	0	57	317	0	374	0	0	147	137	284	0	291	0	75	366	0	0	0	0	0	1024
PM Peak Vol	0	144	175	0	319	0	0	311	503	814	0	123	0	117	240	0	0	0	0	0	1373

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT WEXFORD DR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	1024				16:00	17:00	1373		

PEDESTRIANS

Hour Ending	BEACH DR Southbound Approach NO X-WALK J-WALKERS	BEACH DR Northbound Approach NO X-walk J-WALKERS	WEXFORD DR Eastbound Approach NO X-walk J-WALKERS	WEXFORD DR Westbound Approach X-walk Pedestrians
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
06:15	0	0	0	1
06:30	0	0	0	1
06:45	0	0	0	0
07:00	0	0	0	3
07:15	0	0	0	4
07:30	0	0	0	6
07:45	0	0	0	5
08:00	0	0	0	3
08:15	0	0	0	6
08:30	0	0	0	7
08:45	0	0	0	6
09:00	0	0	0	13
09:15	0	0	0	7
09:30	0	0	0	6
09:45	0	0	0	8
10:00	0	0	0	6
10:15	0	0	0	2
10:30	0	0	0	12
10:45	0	0	0	7
11:00	0	0	0	6
11:15	0	0	0	4
11:30	0	0	0	7
11:45	0	0	0	5
12:00	0	0	0	4
12:15	0	0	0	12
12:30	0	0	0	13
12:45	0	0	0	6
13:00	0	0	0	6
13:15	0	0	0	5
13:30	0	0	0	2
13:45	0	0	0	5
14:00	0	0	0	11
14:15	0	0	0	5
14:30	0	0	0	9
14:45	0	0	0	5
15:00	0	0	0	3
15:15	0	0	0	4
15:30	0	0	0	6
15:45	0	0	0	9
16:00	0	0	0	5
16:15	0	0	0	9
16:30	0	0	0	10
16:45	0	0	0	11
17:00	0	0	0	4
17:15	0	0	0	14
17:30	0	0	0	12
17:45	0	0	0	12
18:00	0	0	0	11
18:15	0	0	0	17
18:30	0	0	0	4
18:45	0	0	0	4
19:00	0	0	0	4
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	0	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
00:00	0	0	0	0
TOTAL	**0**	**0**	**0**	**347**
AM Peak Vol	0	0	0	21
PM Peak Vol	0	0	0	34

Turning Movement Counts - Field Sheet

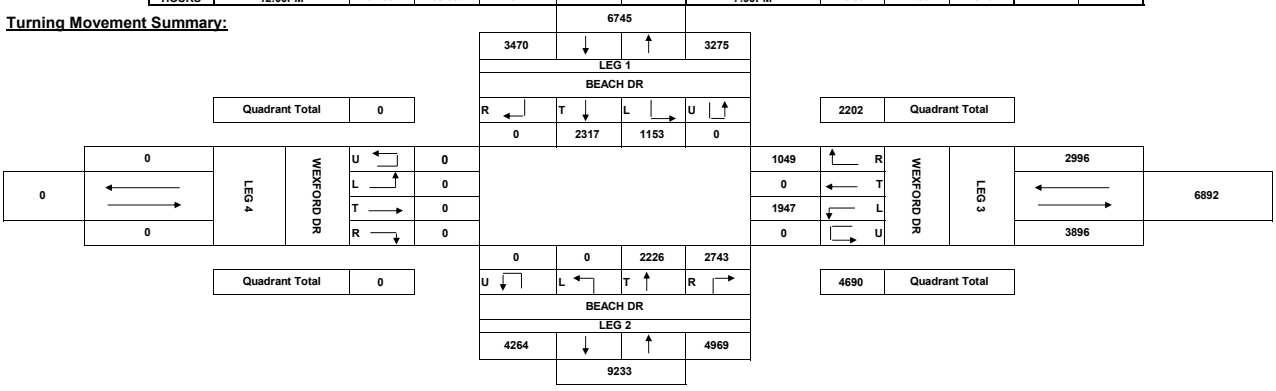
Job No.: 17-01

Location: BEACH DR AT WEXFORD DR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

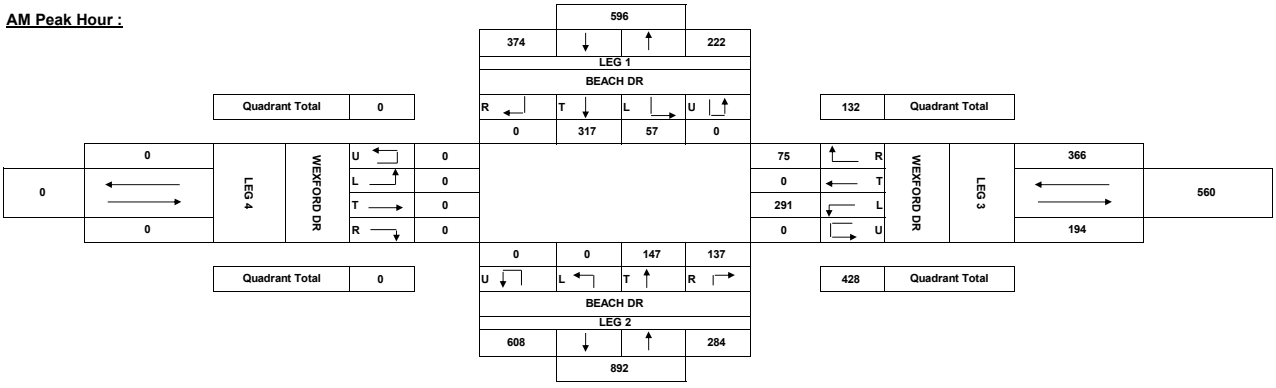
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	1024				16:00	17:00	1373		

Turning Movement Summary:

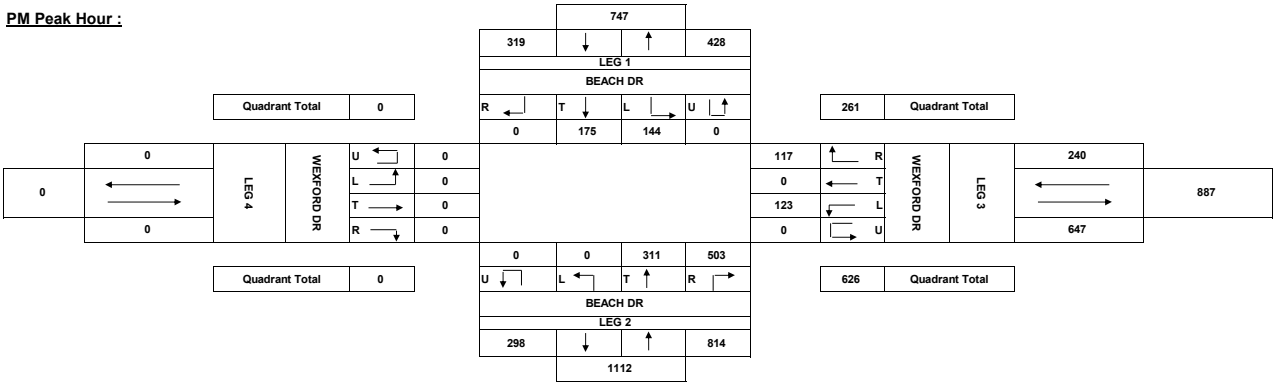


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT WEXFORD DR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:30	11:30	7				13:30	14:30	31		

Street Name-->	BEACH DR					BEACH DR					WEXFORD DR					WEXFORD DR					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
13:45	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15
14:00	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
14:15	0	0	6	0	6	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	9
14:30	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
14:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	1	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**48**	**0**	**48**	**0**	**0**	**41**	**9**	**50**	**0**	**4**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**	**104**
AM Peak Vol	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
PM Peak Vol	0	0	19	0	19	0	0	10	2	12	0	0	0	0	0	0	0	0	0	0	31

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

		Start	End	Volume	LOS	V/C		Start	End	Volume	LOS	V/C
PEAK HOURS	**AM PERIOD 6:00AM-12:00PM**	07:30	08:30	**1644**			**PM PERIOD 12:00PM-7:00PM**	16:00	17:00	**2018**		

Street Name-->	BEACH DR					BEACH DR					KNOWLES AVE					KNOWLES AVE					
HOUR	From North					From South					From East					From West					GRAND
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	10	20	2	32	0	0	3	0	3	0	3	18	5	26	0	2	8	0	10	71
06:30	0	10	16	8	34	0	0	0	0	0	0	2	19	6	27	0	2	11	0	13	74
06:45	0	19	18	10	47	0	0	2	6	8	0	6	29	3	38	0	1	14	0	15	108
07:00	0	29	30	21	80	0	0	3	4	7	0	2	35	3	40	0	7	28	1	36	163
07:15	0	27	28	18	73	0	0	10	1	11	0	5	34	6	45	0	8	36	5	49	178
07:30	0	26	49	52	127	0	0	11	4	15	0	13	54	7	74	0	16	47	1	64	280
07:45	**0**	**33**	**55**	**59**	**147**	**0**	**1**	**13**	**4**	**18**	**0**	**13**	**84**	**29**	**126**	**0**	**25**	**55**	**3**	**83**	**374**
08:00	**0**	**34**	**60**	**63**	**157**	**0**	**2**	**25**	**12**	**39**	**0**	**8**	**97**	**21**	**126**	**0**	**37**	**93**	**1**	**131**	**453**
08:15	**0**	**44**	**65**	**35**	**144**	**0**	**0**	**18**	**10**	**28**	**0**	**6**	**76**	**20**	**102**	**0**	**28**	**96**	**1**	**125**	**399**
08:30	**0**	**60**	**67**	**36**	**163**	**0**	**0**	**21**	**6**	**27**	**0**	**10**	**66**	**20**	**96**	**0**	**28**	**101**	**3**	**132**	**418**
08:45	0	37	43	26	106	0	3	21	9	33	0	13	67	20	100	0	22	87	3	112	351
09:00	0	43	47	35	125	0	2	15	7	24	0	11	66	23	100	0	16	83	3	102	351
09:15	0	42	36	38	116	0	1	19	4	24	0	11	64	25	100	0	21	67	3	91	331
09:30	0	41	33	22	96	0	0	16	5	21	0	3	71	28	102	0	25	94	0	119	338
09:45	0	29	22	15	66	0	0	14	9	23	0	7	64	26	97	0	20	74	1	95	281
10:00	0	25	37	22	84	0	0	7	5	12	0	5	66	24	95	0	27	85	2	114	305
10:15	0	31	25	16	72	0	0	15	3	18	0	8	69	19	96	0	15	69	2	86	272
10:30	0	34	20	22	76	0	0	10	10	20	0	11	63	15	89	0	18	62	3	83	268
10:45	0	19	25	18	62	0	0	20	5	25	0	9	86	21	116	0	16	77	2	95	298
11:00	0	22	28	20	70	0	2	12	5	19	0	10	93	32	135	0	14	54	2	70	294
11:15	0	28	27	15	70	0	0	7	6	13	0	15	66	32	113	0	18	88	2	108	304
11:30	0	29	24	31	84	0	2	8	7	17	0	7	75	28	110	0	19	73	2	94	305
11:45	0	16	28	26	70	0	0	17	11	28	0	10	85	28	123	0	20	78	2	100	321
12:00	0	20	21	19	60	0	1	13	5	19	0	11	96	37	144	0	25	94	1	120	343
12:15	0	37	26	26	89	0	1	22	11	34	0	7	89	29	125	0	26	111	4	141	389
12:30	0	33	15	18	66	0	0	22	9	31	0	12	80	29	121	0	26	93	2	121	339
12:45	0	25	25	32	82	0	2	20	6	28	0	7	94	34	135	0	23	82	0	105	350
13:00	0	25	27	15	67	0	0	22	6	28	0	19	97	37	153	0	28	92	1	121	369
13:15	0	39	21	23	83	0	0	31	15	46	0	8	100	30	138	0	17	109	2	128	395
13:30	0	39	21	18	78	0	3	17	7	27	0	14	95	27	136	0	31	90	1	122	363
13:45	0	35	19	19	73	0	1	26	6	33	0	9	89	38	136	0	43	90	2	135	377
14:00	0	32	19	27	78	0	3	29	7	39	0	6	71	37	114	0	25	98	4	127	358
14:15	0	33	17	32	82	0	1	33	13	47	0	13	79	35	127	0	29	100	1	130	386
14:30	0	27	20	20	67	0	1	36	16	53	0	8	77	52	137	0	26	82	1	109	366
14:45	0	26	29	22	77	0	0	60	8	68	0	7	86	36	129	0	31	111	3	145	419
15:00	0	44	23	39	106	0	0	52	22	74	0	17	108	40	165	0	45	129	3	177	522
15:15	0	21	33	23	77	0	0	71	7	78	0	9	95	46	150	0	52	136	1	189	494
15:30	0	23	27	19	69	0	1	67	18	86	0	5	89	33	127	0	48	120	3	171	453
15:45	0	28	23	27	78	0	0	80	16	96	0	9	89	43	141	0	42	136	6	184	499
16:00	0	34	24	27	85	0	2	78	18	98	0	13	84	41	138	0	39	100	6	145	466
16:15	**0**	**27**	**11**	**20**	**58**	**0**	**1**	**93**	**16**	**110**	**0**	**12**	**103**	**55**	**170**	**0**	**54**	**107**	**9**	**170**	**508**
16:30	**0**	**26**	**21**	**20**	**67**	**0**	**1**	**98**	**9**	**108**	**0**	**6**	**94**	**62**	**162**	**0**	**41**	**115**	**4**	**160**	**497**
16:45	**0**	**37**	**23**	**26**	**86**	**0**	**1**	**86**	**13**	**100**	**0**	**4**	**85**	**65**	**154**	**0**	**62**	**101**	**1**	**164**	**504**
17:00	**0**	**28**	**19**	**34**	**81**	**0**	**4**	**100**	**12**	**116**	**0**	**9**	**98**	**65**	**172**	**0**	**35**	**102**	**3**	**140**	**509**
17:15	0	30	28	18	76	0	2	67	10	79	0	8	98	61	167	0	48	119	1	168	490
17:30	0	27	24	22	73	0	0	76	13	89	0	9	81	61	151	0	46	118	0	164	477
17:45	0	33	13	33	79	0	3	69	9	81	0	8	88	57	153	0	45	112	1	158	471
18:00	0	30	17	17	64	0	3	68	9	80	0	10	94	50	154	0	41	109	2	152	450
18:15	0	37	18	15	70	0	2	55	14	71	0	11	94	57	162	0	45	107	3	155	458
18:30	0	39	17	16	72	0	0	48	7	55	0	11	92	45	148	0	34	86	2	122	397
18:45	0	28	17	22	67	0	3	18	7	28	0	8	76	30	114	0	36	115	1	152	361
19:00	0	23	22	19	64	0	2	26	6	34	0	5	68	32	105	0	18	91	0	109	312
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1574**	**1423**	**1278**	**4275**	**0**	**51**	**1770**	**448**	**2269**	**0**	**463**	**4036**	**1705**	**6204**	**0**	**1466**	**4535**	**110**	**6111**	**18859**
AM Peak Vol	0	171	247	193	611	0	3	77	32	112	0	37	323	90	450	0	118	345	8	471	1644
PM Peak Vol	0	118	74	100	292	0	7	377	50	434	0	31	380	247	658	0	192	425	17	634	2018

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	1644				16:00	17:00	2018		

PEDESTRIANS

Hour Ending	BEACH DR Southbound Approach NO X-WALK J-WALKERS	BEACH DR Northbound Approach X-walk Pedestrians	KNOWLES AVE Eastbound Approach NO X-walk J-WALKERS	KNOWLES AVE Westbound Approach X-walk Pedestrians
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
06:15	0	0	0	3
06:30	0	1	0	2
06:45	0	0	0	0
07:00	0	1	0	1
07:15	0	3	0	4
07:30	0	1	0	2
07:45	0	4	0	3
08:00	0	1	0	3
08:15	0	1	0	3
08:30	0	2	0	6
08:45	0	0	0	3
09:00	0	1	0	13
09:15	0	2	0	3
09:30	0	1	0	2
09:45	0	3	0	2
10:00	0	2	0	10
10:15	0	0	0	2
10:30	0	5	0	11
10:45	0	2	0	7
11:00	0	1	0	5
11:15	0	0	0	0
11:30	0	0	0	3
11:45	0	2	0	3
12:00	0	1	0	4
12:15	0	2	0	4
12:30	0	3	0	7
12:45	0	3	0	8
13:00	0	3	0	2
13:15	0	1	0	4
13:30	0	1	0	1
13:45	0	3	0	1
14:00	0	1	0	4
14:15	0	4	0	7
14:30	0	5	0	1
14:45	0	4	0	4
15:00	0	2	0	6
15:15	0	2	0	3
15:30	0	3	0	3
15:45	0	2	0	1
16:00	0	2	0	4
16:15	0	2	0	2
16:30	0	2	0	5
16:45	0	7	0	7
17:00	0	1	0	3
17:15	0	4	0	8
17:30	0	4	0	6
17:45	0	3	0	6
18:00	0	5	0	13
18:15	0	3	0	7
18:30	0	1	0	7
18:45	0	2	0	4
19:00	0	1	0	2
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	0	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
00:00	0	0	0	0
TOTAL	**0**	**110**	**0**	**225**
AM Peak Vol	0	8	0	15
PM Peak Vol	0	12	0	17

Turning Movement Counts - Field Sheet

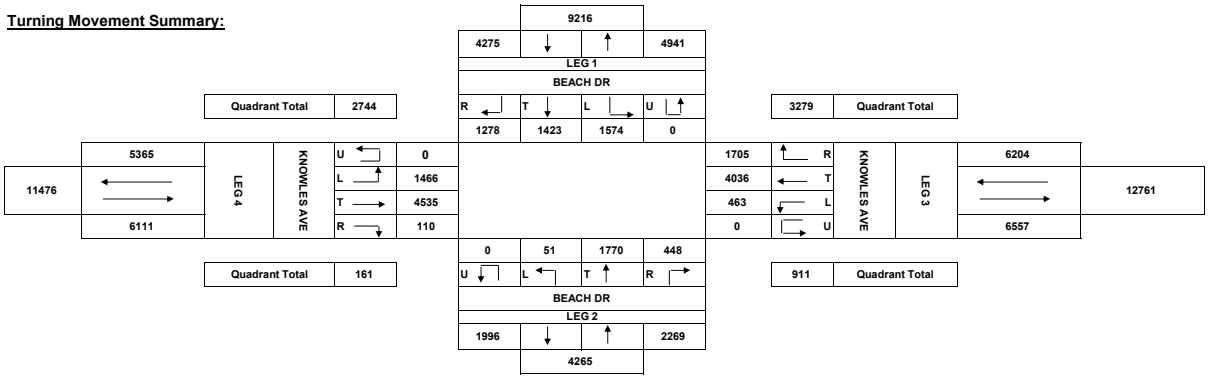
Job No.: 17-01

Location: BEACH DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

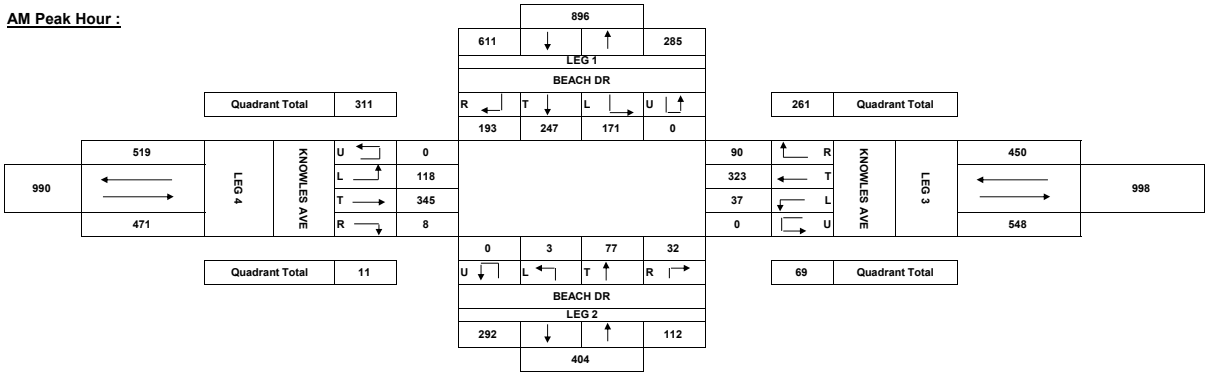
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	1644				16:00	17:00	2018		

Turning Movement Summary:

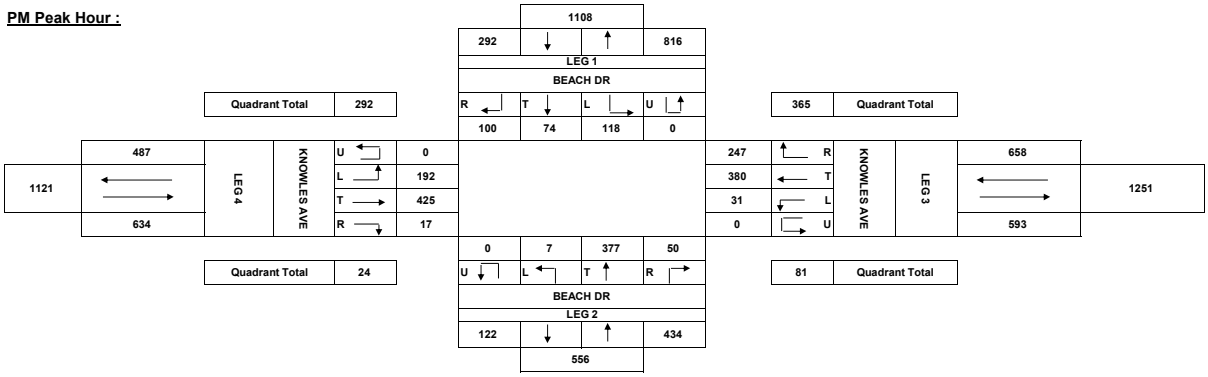


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:15	11:15	9				13:15	14:15	29		

Street Name-->	BEACH DR					BEACH DR					KNOWLES AVE					KNOWLES AVE					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
10:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
11:15	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
11:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	2	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	4
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
13:30	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	5
13:45	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
14:00	0	0	3	0	3	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	7
14:15	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
15:00	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
15:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
17:30	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	3
18:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
18:45	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**57**	**0**	**57**	**0**	**0**	**49**	**2**	**51**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**3**	**114**
AM Peak Vol	0	0	4	0	4	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	9
PM Peak Vol	0	0	19	0	19	0	0	8	1	9	0	0	0	0	0	0	0	0	1	1	29

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	550				15:30	16:30	714		

Street Name-->	BEACH					BEACH										GROSVENOR					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	3	17	20	0	5	0	0	5	0	0	0	0	0	0	1	0	3	4	29
06:30	0	0	5	15	20	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	27
06:45	0	0	3	18	21	0	3	0	0	3	0	0	0	0	0	0	10	0	2	12	36
07:00	0	0	6	29	35	0	8	0	0	8	0	0	0	0	0	0	8	0	2	10	53
07:15	0	0	4	34	38	0	15	1	0	16	0	0	0	0	0	0	13	0	3	16	70
07:30	0	0	7	49	56	0	29	2	0	31	0	0	0	0	0	0	12	0	5	17	104
07:45	**0**	**0**	**8**	**66**	**74**	**0**	**25**	**4**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**3**	**21**	**124**
08:00	**0**	**0**	**12**	**57**	**69**	**0**	**28**	**3**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**0**	**13**	**49**	**149**
08:15	**0**	**0**	**8**	**54**	**62**	**0**	**32**	**3**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**24**	**0**	**12**	**36**	**133**
08:30	**0**	**0**	**12**	**72**	**84**	**0**	**27**	**3**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**3**	**30**	**144**
08:45	0	0	7	57	64	0	18	4	0	22	0	0	0	0	0	0	21	0	8	29	115
09:00	0	0	9	48	57	0	18	3	0	21	0	0	0	0	0	0	23	0	12	35	113
09:15	0	0	10	45	55	0	19	4	0	23	0	0	0	0	0	0	21	0	6	27	105
09:30	0	0	5	33	38	0	37	5	0	42	0	0	0	0	0	0	14	0	11	25	105
09:45	0	0	4	30	34	0	27	3	0	30	0	0	0	0	0	0	20	0	4	24	88
10:00	0	0	4	38	42	0	22	3	0	25	0	0	0	0	0	0	11	0	6	17	84
10:15	0	0	5	35	40	0	15	6	0	21	0	0	0	0	0	0	13	0	4	17	78
10:30	0	0	6	25	31	0	13	4	0	17	0	0	0	0	0	0	15	0	1	16	64
10:45	0	0	5	33	38	0	11	5	0	16	0	0	0	0	0	0	18	0	2	20	74
11:00	0	0	5	34	39	0	13	5	0	18	0	0	0	0	0	0	15	0	6	21	78
11:15	0	0	8	30	38	0	8	3	0	11	0	0	0	0	0	0	9	0	5	14	63
11:30	0	0	8	23	31	0	13	3	0	16	0	0	0	0	0	0	23	0	6	29	76
11:45	0	0	5	36	41	0	17	3	0	20	0	0	0	0	0	0	14	0	8	22	83
12:00	0	0	7	34	41	0	17	4	0	21	0	0	0	0	0	0	22	0	4	26	88
12:15	0	0	7	29	36	0	15	5	0	20	0	0	0	0	0	0	29	0	3	32	88
12:30	0	0	2	27	29	0	14	2	0	16	0	0	0	0	0	0	28	0	9	37	82
12:45	0	0	9	22	31	0	17	5	0	22	0	0	0	0	0	0	23	0	10	33	86
13:00	0	0	2	43	45	0	19	4	0	23	0	0	0	0	0	0	28	0	4	32	100
13:15	0	0	5	22	27	0	18	2	0	20	0	0	0	0	0	0	41	0	6	47	94
13:30	0	0	5	33	38	0	27	3	0	30	0	0	0	0	0	0	23	0	8	31	99
13:45	0	0	6	31	37	0	25	8	0	33	0	0	0	0	0	0	32	0	7	39	109
14:00	0	0	6	21	27	0	13	8	0	21	0	0	0	0	0	0	33	0	7	40	88
14:15	0	0	6	22	28	0	26	5	0	31	0	0	0	0	0	0	41	0	11	52	111
14:30	0	0	5	25	30	0	19	4	0	23	0	0	0	0	0	0	47	0	14	61	114
14:45	0	0	9	25	34	0	21	7	0	28	0	0	0	0	0	0	63	0	12	75	137
15:00	0	0	10	41	51	0	19	3	0	22	0	0	0	0	0	0	78	0	15	93	166
15:15	0	0	3	35	38	0	17	9	0	26	0	0	0	0	0	0	67	0	7	74	138
15:30	0	0	7	30	37	0	19	5	0	24	0	0	0	0	0	0	80	0	11	91	152
15:45	**0**	**0**	**11**	**28**	**39**	**0**	**15**	**16**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**82**	**0**	**19**	**101**	**171**
16:00	**0**	**0**	**13**	**24**	**37**	**0**	**27**	**8**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**0**	**13**	**110**	**182**
16:15	**0**	**0**	**11**	**23**	**34**	**0**	**32**	**16**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**0**	**87**	**0**	**13**	**100**	**182**
16:30	**0**	**0**	**7**	**25**	**32**	**0**	**27**	**13**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**100**	**0**	**7**	**107**	**179**
16:45	0	0	8	22	30	0	25	12	0	37	0	0	0	0	0	0	90	0	11	101	168
17:00	0	0	1	29	30	0	18	18	0	36	0	0	0	0	0	0	88	0	15	103	169
17:15	0	0	7	24	31	0	24	11	0	35	0	0	0	0	0	0	69	0	17	86	152
17:30	0	0	6	30	36	0	18	14	0	32	0	0	0	0	0	0	82	0	12	94	162
17:45	0	0	4	19	23	0	20	6	0	26	0	0	0	0	0	0	66	0	15	81	130
18:00	0	0	5	23	28	0	21	9	0	30	0	0	0	0	0	0	68	0	6	74	132
18:15	0	0	7	24	31	0	18	6	0	24	0	0	0	0	0	0	65	0	12	77	132
18:30	0	0	6	27	33	0	15	8	0	23	0	0	0	0	0	0	41	0	10	51	107
18:45	0	0	6	22	28	0	15	4	0	19	0	0	0	0	0	0	32	0	6	38	85
19:00	0	0	0	22	22	0	11	2	0	13	0	0	0	0	0	0	24	0	13	37	72
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**330**	**1660**	**1990**	**0**	**982**	**284**	**0**	**1266**	**0**	**0**	**0**	**0**	**0**	**0**	**1992**	**0**	**422**	**2414**	**5670**
AM Peak Vol	0	0	40	249	289	0	112	13	0	125	0	0	0	0	0	0	105	0	31	136	550
PM Peak Vol	0	0	42	100	142	0	101	53	0	154	0	0	0	0	0	0	366	0	52	418	714

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	550				15:30	16:30	714		

PEDESTRIANS

Hour Ending	BEACH Southbound Approach X-WALK Pedestrians		BEACH Northbound Approach NO X-walk J-WALKERS		GROSVENOR Eastbound Approach NO X-walk J-WALKERS		GROSVENOR NO WB APPROACH	
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		0		0		0	
06:30	0		0		0		0	
06:45	0		0		0		0	
07:00	1		0		0		0	
07:15	0		0		0		0	
07:30	4		0		0		0	
07:45	0		0		0		0	
08:00	2		0		0		0	
08:15	3		0		0		0	
08:30	2		0		0		0	
08:45	4		0		0		0	
09:00	3		0		0		0	
09:15	2		0		0		0	
09:30	3		0		0		0	
09:45	2		0		0		0	
10:00	4		0		0		0	
10:15	2		0		0		0	
10:30	1		0		0		0	
10:45	2		0		0		0	
11:00	1		0		0		0	
11:15	5		1		1		0	
11:30	1		0		0		0	
11:45	1		0		0		0	
12:00	2		0		0		0	
12:15	1		0		0		0	
12:30	4		0		0		0	
12:45	1		0		0		0	
13:00	1		0		0		0	
13:15	1		0		0		0	
13:30	0		0		0		0	
13:45	6		0		0		0	
14:00	1		0		0		0	
14:15	2		0		0		0	
14:30	4		0		0		0	
14:45	2		0		0		0	
15:00	7		0		0		0	
15:15	2		0		0		0	
15:30	3		0		0		0	
15:45	2		0		0		0	
16:00	1		0		0		0	
16:15	2		0		0		0	
16:30	2		0		0		0	
16:45	4		0		0		0	
17:00	4		0		0		0	
17:15	3		0		0		0	
17:30	2		0		0		0	
17:45	6		0		0		0	
18:00	6		0		0		0	
18:15	5		0		0		0	
18:30	1		0		0		0	
18:45	3		0		0		0	
19:00	0		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**121**		**1**		**1**		**0**	
AM Peak Vol	7		0		0		0	
PM Peak Vol	7		0		0		0	

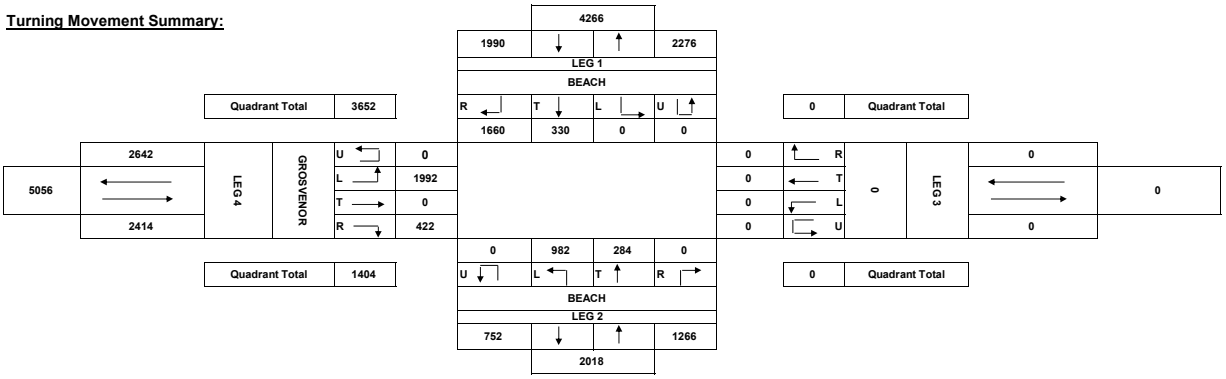
Turning Movement Counts - Field Sheet

Job No.: 17-01

Location:	BEACH AT GROSVENOR			**County:**	Montgomery		
Date:	3/22/2024	Friday		**Town:**	Kensington		
Recorder:	CSS			**Weather:**	Clear / Sunny		
Interval (dd) : (In Minutes)	15						

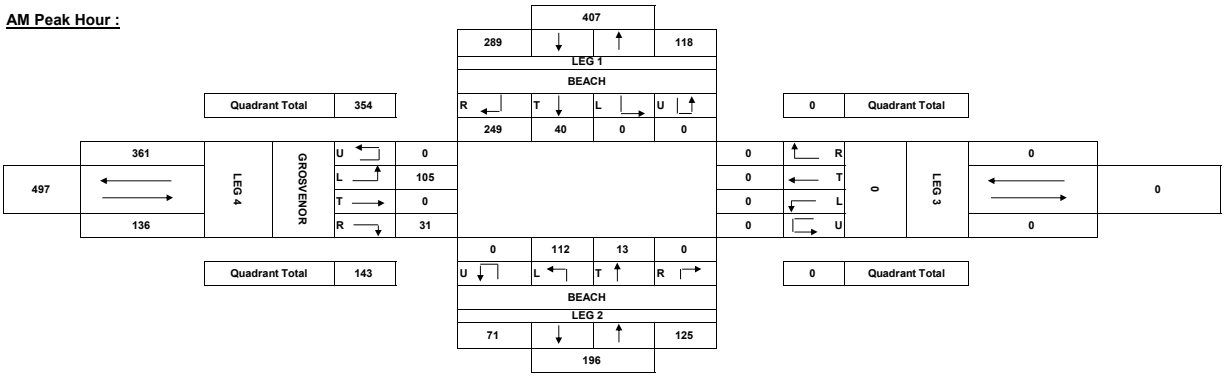
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	550				15:30	16:30	714		

Turning Movement Summary:

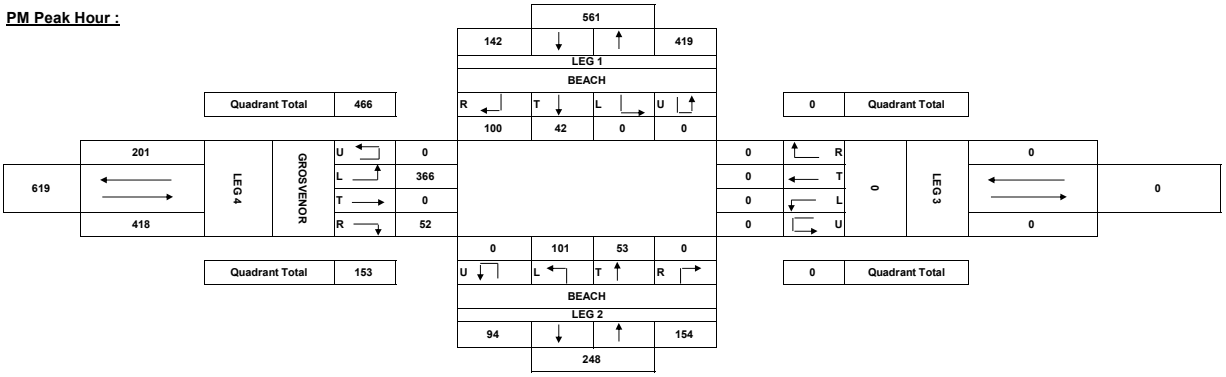


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

		Start	End	Volume	LOS	V/C		Start	End	Volume	LOS	V/C
PEAK HOURS	**AM PERIOD 6:00AM-12:00PM**	10:30	11:30	**13**			**PM PERIOD 12:00PM-7:00PM**	13:15	14:15	**37**		

Street Name-->	BEACH					BEACH					0					GROSVENOR					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
07:30	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
09:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	0	2	0	2	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	5
09:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
10:30	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
10:45	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
11:30	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	5
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5
12:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	4
12:45	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	3
13:00	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	7
13:15	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
13:30	0	0	2	1	3	0	1	7	0	8	0	0	0	0	0	0	0	0	0	0	11
13:45	0	0	7	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
14:00	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7
14:15	0	0	0	0	0	0	2	7	0	9	0	0	0	0	0	0	0	0	1	1	10
14:30	0	0	6	0	6	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	8
14:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	7
15:15	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
15:30	0	0	3	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	6
15:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	3
16:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
16:30	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
16:45	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	5
17:00	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	1	1	6
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
17:30	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
18:30	0	0	2	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
18:45	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**74**	**4**	**78**	**0**	**20**	**57**	**0**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**23**	**24**	**179**
AM Peak Vol	0	0	6	0	6	0	3	4	0	7	0	0	0	0	0	0	0	0	0	0	13
PM Peak Vol	0	0	14	3	17	0	3	14	0	17	0	0	0	0	0	0	0	0	3	3	37

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:00	09:00	1199				15:30	16:30	1703		

Street Name-->	BEACH DR					BEACH DR					CEDAR LN					CEDAR LN					
HOUR	From North					From South					From East					From West					GRAND
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	3	1	4	0	50	1	0	51	0	0	55	0	55	0	0	21	3	24	134
06:30	0	0	1	5	6	0	56	0	1	57	0	0	84	0	84	0	0	18	1	19	166
06:45	0	0	2	6	8	0	43	2	0	45	0	1	160	0	161	0	0	12	3	15	229
07:00	0	0	0	9	9	0	58	2	0	60	0	0	157	1	158	0	0	15	2	17	244
07:15	0	0	4	4	8	0	37	1	1	39	0	6	144	0	150	0	0	26	7	33	230
07:30	0	0	5	10	15	0	40	3	2	45	0	2	166	0	168	0	1	44	10	55	283
07:45	0	0	5	15	20	0	26	4	1	31	0	4	151	1	156	0	2	46	6	54	261
08:00	0	0	8	19	27	0	34	3	1	38	0	0	152	0	152	0	2	53	17	72	289
08:15	**0**	**0**	**3**	**17**	**20**	**0**	**38**	**2**	**0**	**40**	**0**	**4**	**141**	**1**	**146**	**0**	**3**	**59**	**17**	**79**	**285**
08:30	**0**	**0**	**12**	**12**	**24**	**0**	**40**	**5**	**1**	**46**	**0**	**4**	**150**	**2**	**156**	**0**	**6**	**49**	**25**	**80**	**306**
08:45	**0**	**1**	**6**	**8**	**15**	**0**	**47**	**7**	**3**	**57**	**0**	**3**	**151**	**2**	**156**	**0**	**3**	**67**	**8**	**78**	**306**
09:00	**0**	**0**	**5**	**14**	**19**	**0**	**34**	**5**	**3**	**42**	**0**	**5**	**153**	**0**	**158**	**0**	**0**	**71**	**12**	**83**	**302**
09:15	0	0	7	10	17	0	26	6	1	33	0	0	111	2	113	0	0	56	13	69	232
09:30	0	1	8	8	17	0	26	9	7	42	0	1	122	3	126	0	1	59	5	65	250
09:45	0	0	6	4	10	0	21	6	1	28	0	12	109	0	121	0	1	69	7	77	236
10:00	0	0	3	6	9	0	15	9	0	24	0	0	87	4	91	0	4	53	4	61	185
10:15	0	0	3	3	6	0	12	9	1	22	0	2	79	2	83	0	2	65	7	74	185
10:30	0	0	7	3	10	0	20	7	0	27	0	1	83	0	84	0	2	70	14	86	207
10:45	0	0	4	2	6	0	18	7	1	26	0	0	117	0	117	0	4	55	7	66	215
11:00	0	0	6	3	9	0	16	2	1	19	0	0	80	1	81	0	2	69	12	83	192
11:15	0	1	4	2	7	0	12	5	1	18	0	0	65	1	66	0	3	74	8	85	176
11:30	0	1	5	4	10	0	6	4	1	11	0	4	71	1	76	0	3	78	9	90	187
11:45	0	0	0	3	3	0	27	4	0	31	0	6	78	0	84	0	2	73	8	83	201
12:00	0	0	2	6	8	0	17	7	1	25	0	2	74	1	77	0	2	80	12	94	204
12:15	0	0	5	3	8	0	9	4	3	16	0	1	81	0	82	0	3	116	14	133	239
12:30	0	2	2	4	8	0	7	5	2	14	0	3	79	1	83	0	1	95	16	112	217
12:45	0	0	4	6	10	0	7	6	1	14	0	3	81	8	92	0	3	104	10	117	233
13:00	0	0	3	2	5	0	10	4	3	17	0	2	70	1	73	0	9	107	10	126	221
13:15	0	0	2	7	9	0	8	7	1	16	0	2	55	4	61	0	4	95	9	108	194
13:30	0	0	5	3	8	0	9	10	2	21	0	2	81	1	84	0	3	95	13	111	224
13:45	0	1	7	2	10	0	18	11	0	29	0	1	68	0	69	0	7	88	11	106	214
14:00	0	0	7	5	12	0	21	7	3	31	0	1	63	0	64	0	5	99	16	120	227
14:15	0	1	7	1	9	0	10	12	1	23	0	1	78	1	80	0	2	106	40	148	260
14:30	0	0	2	5	7	0	15	7	3	25	0	0	80	0	80	0	4	124	59	187	299
14:45	0	0	8	4	12	0	14	10	1	25	0	1	72	1	74	0	6	163	73	242	353
15:00	0	3	7	8	18	0	21	10	4	35	0	1	92	1	94	0	7	181	64	252	399
15:15	0	0	5	0	5	0	14	11	1	26	0	1	79	3	83	0	7	166	90	263	377
15:30	0	0	6	5	11	0	14	8	4	26	0	3	72	2	77	0	14	180	77	271	385
15:45	**0**	**0**	**12**	**4**	**16**	**0**	**23**	**11**	**2**	**36**	**0**	**1**	**76**	**0**	**77**	**0**	**12**	**188**	**113**	**313**	**442**
16:00	**0**	**3**	**11**	**6**	**20**	**0**	**19**	**10**	**2**	**31**	**0**	**1**	**83**	**4**	**88**	**0**	**8**	**202**	**102**	**312**	**451**
16:15	**0**	**1**	**14**	**6**	**21**	**0**	**14**	**13**	**1**	**28**	**0**	**3**	**60**	**2**	**65**	**0**	**14**	**203**	**89**	**306**	**420**
16:30	**0**	**1**	**6**	**2**	**9**	**0**	**13**	**10**	**3**	**26**	**0**	**0**	**65**	**4**	**69**	**0**	**15**	**175**	**96**	**286**	**390**
16:45	0	2	6	4	12	0	11	12	0	23	0	1	74	3	78	0	11	159	74	244	357
17:00	0	1	3	2	6	0	12	8	1	21	0	4	63	1	68	0	19	161	60	240	335
17:15	0	0	10	3	13	0	16	10	4	30	0	0	78	4	82	0	9	137	54	200	325
17:30	0	1	3	4	8	0	12	13	2	27	0	2	86	2	90	0	11	170	53	234	359
17:45	0	0	1	3	4	0	15	9	5	29	0	4	74	0	78	0	6	152	37	195	306
18:00	0	2	8	2	12	0	15	11	4	30	0	3	57	0	60	0	12	161	35	208	310
18:15	0	0	3	5	8	0	14	6	3	23	0	0	67	1	68	0	5	171	30	206	305
18:30	0	0	5	1	6	0	6	5	3	14	0	4	71	0	75	0	7	127	25	159	254
18:45	0	0	8	2	10	0	20	8	3	31	0	2	65	0	67	0	3	94	28	125	233
19:00	0	1	0	2	3	0	12	5	2	19	0	0	69	1	70	0	3	99	18	120	212
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**23**	**269**	**275**	**567**	**0**	**1098**	**353**	**92**	**1543**	**0**	**104**	**4779**	**67**	**4950**	**0**	**253**	**5200**	**1533**	**6986**	**14046**
AM Peak Vol	0	1	26	51	78	0	159	19	7	185	0	16	595	5	616	0	12	246	62	320	1199
PM Peak Vol	0	5	43	18	66	0	69	44	8	121	0	5	284	10	299	0	49	768	400	1217	1703

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:00	09:00	1199				15:30	16:30	1703		

PEDESTRIANS

Hour Ending	Beach Dr Southbound Approach X-walk Pedestrians	Beach Dr Northbound Approach X-walk Pedestrians	Cedar Lane Eastbound Approach X-walk Pedestrians	Cedar Lane Westbound Approach X-walk Pedestrians
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
06:15	0	0	0	0
06:30	0	2	0	1
06:45	0	1	4	3
07:00	4	0	1	0
07:15	0	0	3	1
07:30	2	0	1	0
07:45	3	1	7	0
08:00	0	0	8	0
08:15	0	0	8	0
08:30	2	0	16	1
08:45	0	2	6	0
09:00	1	0	8	0
09:15	0	0	6	0
09:30	0	0	11	0
09:45	0	0	3	0
10:00	0	2	5	0
10:15	0	1	4	0
10:30	1	0	7	0
10:45	1	1	5	0
11:00	2	0	5	0
11:15	0	2	8	0
11:30	0	0	1	0
11:45	0	0	5	0
12:00	1	0	3	0
12:15	0	0	4	0
12:30	0	0	2	0
12:45	0	3	8	2
13:00	3	0	4	0
13:15	7	1	2	0
13:30	0	3	8	0
13:45	1	3	3	0
14:00	2	0	10	0
14:15	0	2	7	0
14:30	1	0	20	0
14:45	0	0	1	0
15:00	1	1	6	0
15:15	2	0	2	0
15:30	1	2	3	1
15:45	2	0	3	0
16:00	0	0	6	0
16:15	3	1	6	1
16:30	1	1	4	1
16:45	2	2	2	1
17:00	5	0	7	2
17:15	4	4	16	0
17:30	0	1	12	0
17:45	3	1	2	0
18:00	1	1	10	0
18:15	1	0	9	2
18:30	0	1	4	0
18:45	0	0	3	1
19:00	1	1	7	0
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	0	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
00:00	0	0	0	0
TOTAL	**58**	**40**	**296**	**17**
AM Peak Vol	3	2	38	1
PM Peak Vol	6	2	19	2

Turning Movement Counts - Field Sheet

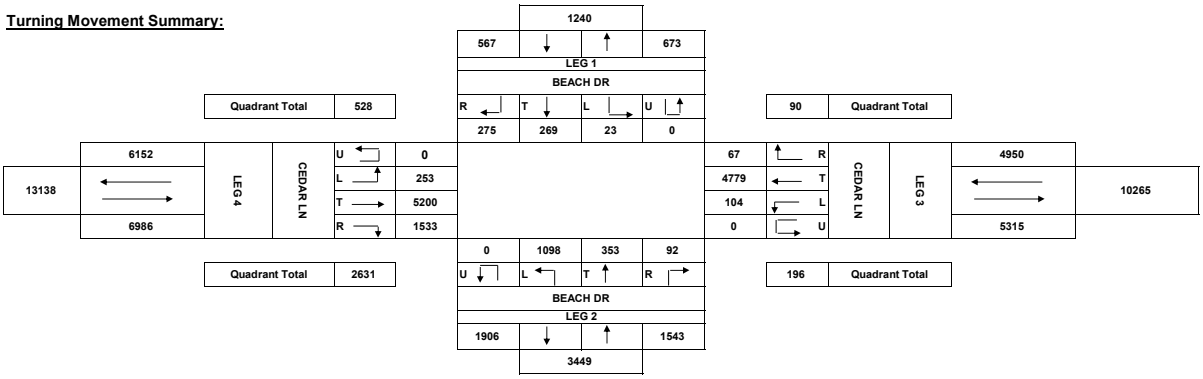
Job No.: 17-01

Location: BEACH DR AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

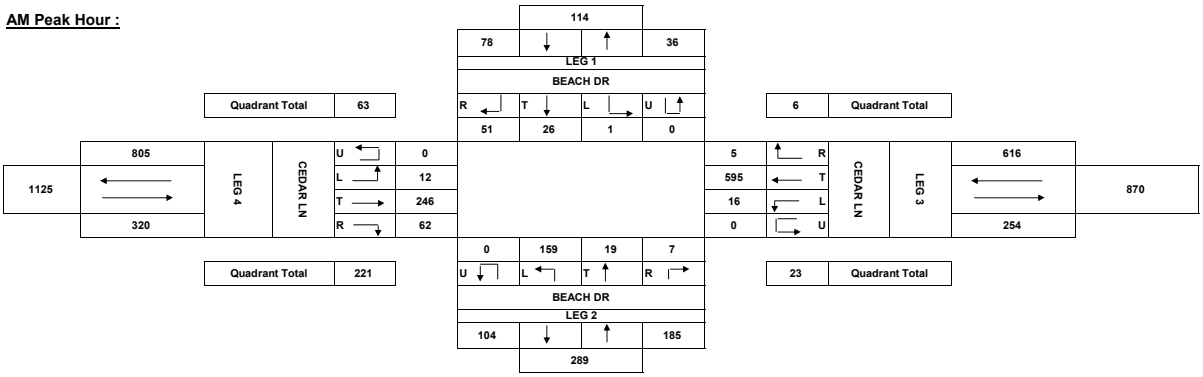
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:00	09:00	**1199**				15:30	16:30	**1703**		

Turning Movement Summary:

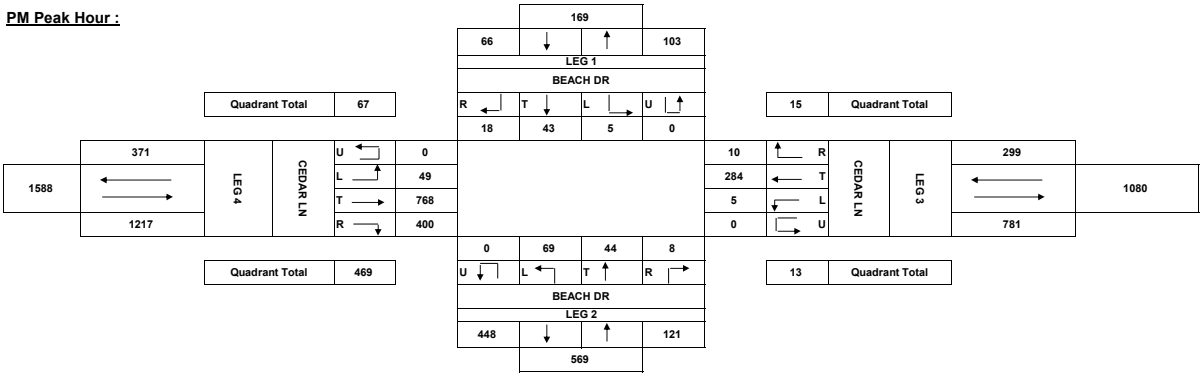


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:45	11:45	12				13:15	14:15	29		

Street Name-->	BEACH DR					BEACH DR					CEDAR LN					CEDAR LN					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
10:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
11:45	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
13:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	0	10	0	10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11
14:15	0	0	2	0	2	4	5	0	0	9	0	0	0	0	0	0	0	1	2	3	14
14:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
15:15	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
15:30	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
17:45	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	5
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**64**	**2**	**66**	**4**	**47**	**0**	**0**	**51**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**3**	**4**	**122**
AM Peak Vol	0	0	8	1	9	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	12
PM Peak Vol	0	0	14	0	14	4	8	0	0	12	0	0	0	0	0	0	0	1	2	3	29

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2910				15:30	16:30	3284		

Street Name-->	CONNECTICUT AVE					CONNECTICUT AVE					BEACH DR					BEACH DR					
HOUR	From North					From South					From East					From West					GRAND
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	2	206	1	209	0	36	50	4	90	0	2	2	0	4	0	0	0	5	5	308
06:30	0	2	348	1	351	0	52	56	4	112	0	9	0	0	9	0	0	2	0	2	474
06:45	0	2	411	1	414	0	42	83	5	130	0	5	5	1	11	0	0	1	7	8	563
07:00	0	1	448	0	449	0	52	80	11	143	0	5	4	0	9	0	0	0	2	2	603
07:15	0	2	456	1	459	0	40	121	9	170	0	9	5	0	14	0	0	1	11	12	655
07:30	**0**	**4**	**518**	**5**	**527**	**0**	**35**	**146**	**14**	**195**	**0**	**16**	**4**	**2**	**22**	**0**	**0**	**5**	**10**	**15**	**759**
07:45	**0**	**3**	**465**	**1**	**469**	**1**	**24**	**148**	**24**	**197**	**0**	**29**	**4**	**2**	**35**	**0**	**0**	**7**	**11**	**18**	**719**
08:00	**0**	**4**	**400**	**3**	**407**	**0**	**30**	**169**	**33**	**232**	**0**	**20**	**7**	**2**	**29**	**0**	**1**	**4**	**19**	**24**	**692**
08:15	**0**	**4**	**423**	**0**	**427**	**0**	**31**	**190**	**27**	**248**	**0**	**26**	**6**	**4**	**36**	**0**	**1**	**8**	**20**	**29**	**740**
08:30	0	2	407	2	411	1	42	188	41	272	0	14	11	15	40	0	2	14	19	35	758
08:45	1	4	370	1	376	1	35	189	35	260	0	20	11	2	33	0	0	11	11	22	691
09:00	0	1	363	0	364	0	34	198	33	265	0	16	7	2	25	0	0	5	14	19	673
09:15	0	2	357	3	362	3	34	181	29	247	0	12	4	6	22	0	0	13	9	22	653
09:30	0	3	360	1	364	4	27	214	26	271	0	12	7	1	20	0	1	6	9	16	671
09:45	0	3	336	3	342	3	15	187	15	220	0	18	9	2	29	0	0	7	12	19	610
10:00	0	5	331	1	337	3	15	204	21	243	0	14	6	1	21	0	0	4	9	13	614
10:15	0	1	281	1	283	2	16	158	13	189	0	11	9	4	24	0	2	3	4	9	505
10:30	0	1	274	1	276	4	19	190	23	236	0	17	5	4	26	0	0	9	11	20	558
10:45	0	3	360	2	365	4	16	185	26	231	0	18	5	4	27	0	1	7	7	15	638
11:00	0	3	296	3	302	1	11	179	16	207	0	11	5	2	18	0	2	5	7	14	541
11:15	0	1	291	1	293	0	15	211	14	240	0	22	4	2	28	0	0	2	9	11	572
11:30	0	1	291	0	292	2	10	200	25	237	0	26	3	2	31	0	2	7	10	19	579
11:45	0	1	287	1	289	0	21	234	20	275	0	22	8	2	32	0	1	7	9	17	613
12:00	0	4	224	2	230	0	16	267	6	289	0	12	5	1	18	0	2	5	9	16	553
12:15	0	4	301	0	305	2	11	261	17	291	0	23	5	5	33	0	2	2	16	20	649
12:30	0	2	269	1	272	1	8	228	24	261	0	16	5	4	25	0	0	8	11	19	577
12:45	0	4	366	1	371	2	11	214	32	259	0	20	4	3	27	0	0	11	8	19	676
13:00	0	7	256	2	265	3	12	259	23	297	0	17	4	4	25	0	3	4	11	18	605
13:15	0	4	280	1	285	1	5	236	24	266	0	24	10	2	36	0	2	3	11	16	603
13:30	0	4	247	2	253	3	16	272	18	309	0	35	5	4	44	0	0	3	15	18	624
13:45	0	2	324	1	327	3	18	324	16	361	0	28	10	4	42	0	2	9	12	23	753
14:00	0	3	263	2	268	0	23	215	29	267	0	24	6	2	32	0	0	2	21	23	590
14:15	0	3	284	0	287	3	15	266	25	309	0	27	4	2	33	0	1	5	33	39	668
14:30	0	3	273	3	279	4	20	368	21	413	0	29	4	2	35	0	1	8	48	57	784
14:45	0	4	315	3	322	2	15	333	25	375	0	22	7	3	32	0	2	21	59	82	811
15:00	0	2	259	4	265	1	22	342	23	388	0	17	12	5	34	0	3	19	58	80	767
15:15	1	5	252	2	260	2	18	363	39	422	0	18	10	15	43	0	5	23	51	79	804
15:30	0	4	267	2	273	4	16	336	21	377	0	14	5	7	26	0	3	25	69	97	773
15:45	**0**	**6**	**243**	**2**	**251**	**12**	**31**	**350**	**46**	**439**	**0**	**11**	**7**	**5**	**23**	**0**	**2**	**26**	**81**	**109**	**822**
16:00	**0**	**9**	**307**	**2**	**318**	**10**	**15**	**315**	**40**	**380**	**0**	**11**	**11**	**3**	**25**	**0**	**1**	**38**	**95**	**134**	**857**
16:15	**0**	**3**	**245**	**1**	**249**	**8**	**22**	**352**	**52**	**434**	**0**	**23**	**9**	**7**	**39**	**0**	**0**	**21**	**77**	**98**	**820**
16:30	**0**	**5**	**240**	**2**	**247**	**3**	**17**	**328**	**47**	**395**	**0**	**19**	**5**	**5**	**29**	**0**	**3**	**31**	**80**	**114**	**785**
16:45	0	2	252	1	255	8	14	329	41	392	0	19	8	1	28	0	0	22	59	81	756
17:00	0	3	272	2	277	6	10	313	33	362	0	12	7	1	20	0	0	19	53	72	731
17:15	0	3	288	1	292	4	22	318	42	386	0	18	6	4	28	0	2	16	39	57	763
17:30	0	1	276	2	279	5	24	400	42	471	0	15	7	4	26	0	4	27	34	65	841
17:45	0	3	240	0	243	10	15	379	54	458	0	11	9	2	22	0	2	11	31	44	767
18:00	0	2	232	0	234	5	25	346	44	420	0	10	7	3	20	0	0	19	29	48	722
18:15	0	0	220	0	220	2	17	372	50	441	0	16	5	7	28	0	1	15	23	39	728
18:30	0	10	252	1	263	5	11	325	36	377	0	16	6	4	26	0	1	14	19	34	700
18:45	0	3	237	0	240	1	26	308	35	370	0	17	5	4	26	0	3	10	22	35	671
19:00	0	0	219	1	220	3	7	285	28	323	0	18	3	3	24	0	1	6	14	21	588
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**2**	**160**	**15982**	**74**	**16218**	**142**	**1134**	**12765**	**1401**	**15442**	**0**	**896**	**322**	**176**	**1394**	**0**	**59**	**551**	**1313**	**1923**	**34977**
AM Peak Vol	0	15	1806	9	1830	1	120	653	98	872	0	91	21	10	122	0	2	24	60	86	2910
PM Peak Vol	0	23	1035	7	1065	33	85	1345	185	1648	0	64	32	20	116	0	6	116	333	455	3284

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2910				15:30	16:30	3284		

PEDESTRIANS

Hour Ending	MD 355 Southbound Approach NO X-WALK Pedestrians		MD 355 Northbound Approach X-walk Pedestrians		Ridge Rd Eastbound Approach X-walk Pedestrians		Ridge Road Westbound Approach X-walk Pedestrians	
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		0		0		0	
06:30	0		1		0		0	
06:45	0		0		0		0	
07:00	0		0		0		0	
07:15	0		0		1		0	
07:30	0		1		0		0	
07:45	0		1		1		0	
08:00	0		0		0		0	
08:15	0		0		0		0	
08:30	0		0		0		0	
08:45	0		0		1		0	
09:00	0		1		0		0	
09:15	0		2		0		0	
09:30	0		1		2		0	
09:45	0		0		2		1	
10:00	0		0		0		0	
10:15	0		2		0		0	
10:30	0		0		1		0	
10:45	0		1		0		0	
11:00	0		1		0		0	
11:15	0		1		0		0	
11:30	0		0		0		1	
11:45	0		2		0		0	
12:00	0		0		0		0	
12:15	0		0		0		0	
12:30	0		1		0		0	
12:45	0		2		0		0	
13:00	0		1		0		0	
13:15	0		1		0		0	
13:30	0		1		1		0	
13:45	0		0		0		1	
14:00	0		0		0		0	
14:15	0		1		1		0	
14:30	0		0		0		0	
14:45	0		0		0		0	
15:00	0		0		1		0	
15:15	0		0		0		0	
15:30	0		0		0		0	
15:45	0		0		2		0	
16:00	0		1		1		0	
16:15	0		0		2		0	
16:30	0		0		0		0	
16:45	0		0		0		0	
17:00	0		0		1		0	
17:15	0		0		1		0	
17:30	0		2		0		0	
17:45	0		0		0		1	
18:00	0		0		0		0	
18:15	0		0		0		0	
18:30	0		0		0		0	
18:45	0		2		0		0	
19:00	0		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**0**		**26**		**18**		**4**	
AM Peak Vol	0		2		1		0	
PM Peak Vol	0		1		5		0	

Turning Movement Counts - Field Sheet

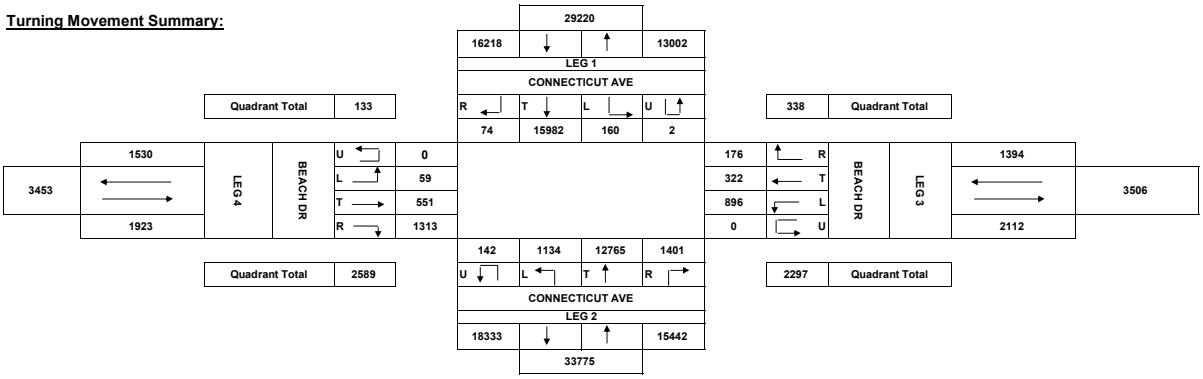
Job No.: 17-01

Location: BEACH DR AT CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

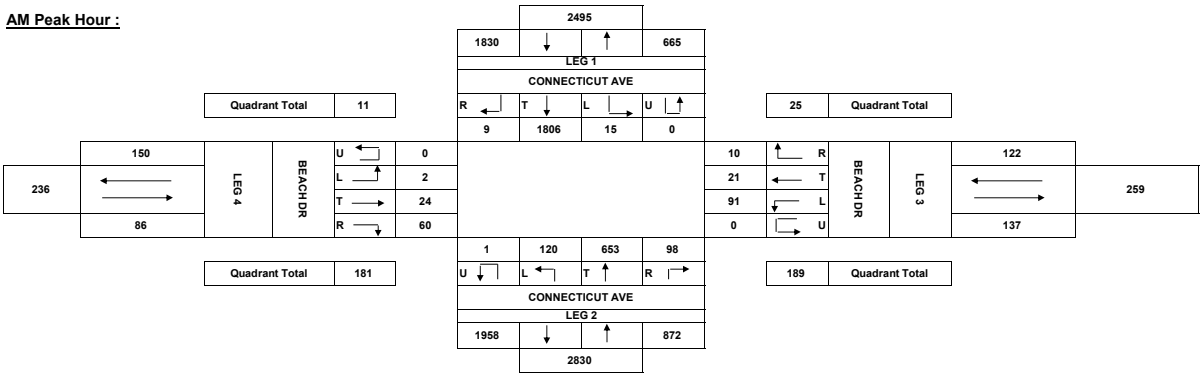
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2910				15:30	16:30	3284		

Turning Movement Summary:

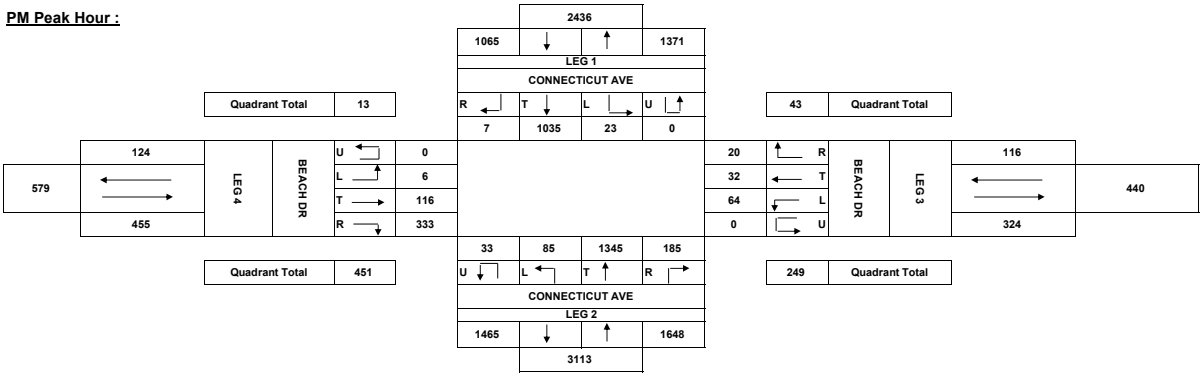


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: BEACH DR AT CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		11:00	12:00	11				13:45	14:45	26		

Street Name-->	CONNECTICUT AVE					CONNECTICUT AVE					BEACH DR					BEACH DR					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	8	0	8	10
14:15	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	3	0	3	11
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
15:00	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
15:15	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	4
18:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	4	0	4	8
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	2	0	2	7
19:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**1**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**54**	**0**	**54**	**0**	**0**	**54**	**0**	**54**	**111**
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	6	0	6	11
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	13	0	13	26

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL AND CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2573				14:15	15:15	2680		

Street Name-->	CONNECTICUT					CONNECTICUT					SAUL					SAUL					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	251	1	252	0	0	49	1	50	0	1	0	1	2	0	1	0	0	1	305
06:30	0	0	356	2	358	1	0	52	3	56	0	0	0	1	1	0	1	1	1	3	418
06:45	0	1	406	5	412	0	0	79	5	84	0	1	1	0	2	0	1	1	0	2	500
07:00	0	0	417	1	418	0	1	63	2	66	0	7	1	4	12	0	1	0	2	3	499
07:15	0	0	453	5	458	0	0	115	3	118	0	4	2	2	8	0	4	2	4	10	594
07:30	**0**	**0**	**506**	**5**	**511**	**0**	**2**	**123**	**13**	**138**	**0**	**5**	**6**	**1**	**12**	**0**	**5**	**11**	**3**	**19**	**680**
07:45	**1**	**4**	**447**	**11**	**463**	**0**	**5**	**130**	**12**	**147**	**0**	**0**	**3**	**2**	**5**	**0**	**2**	**5**	**5**	**12**	**627**
08:00	**0**	**5**	**386**	**9**	**400**	**1**	**3**	**142**	**18**	**164**	**0**	**7**	**7**	**4**	**18**	**0**	**5**	**7**	**2**	**14**	**596**
08:15	**0**	**3**	**412**	**15**	**430**	**0**	**3**	**141**	**15**	**159**	**0**	**17**	**18**	**4**	**39**	**0**	**18**	**20**	**4**	**42**	**670**
08:30	0	1	376	9	386	0	1	159	13	173	0	7	5	2	14	0	16	17	4	37	610
08:45	1	3	363	5	372	2	6	175	12	195	0	4	9	4	17	0	7	5	1	13	597
09:00	1	2	342	8	353	0	2	176	9	187	0	3	4	4	11	0	3	8	3	14	565
09:15	0	4	342	6	352	0	5	171	8	184	0	5	4	3	12	0	7	6	1	14	562
09:30	0	3	342	3	348	1	2	191	7	201	0	5	6	3	14	0	8	4	4	16	579
09:45	2	3	285	2	292	0	3	181	3	187	0	4	5	2	11	0	8	10	1	19	509
10:00	0	5	292	4	301	1	2	192	5	200	0	9	0	2	11	0	4	7	3	14	526
10:15	2	0	262	2	266	0	3	155	3	161	0	7	7	4	18	0	9	2	3	14	459
10:30	1	4	280	5	290	2	4	184	2	192	0	4	2	2	8	0	3	6	4	13	503
10:45	0	3	317	2	322	0	3	170	9	182	0	11	3	6	20	0	4	0	5	9	533
11:00	0	2	300	4	306	0	0	179	3	182	0	4	0	1	5	0	2	2	3	7	500
11:15	1	0	271	0	272	0	4	191	1	196	0	5	2	3	10	0	3	1	4	8	486
11:30	0	3	284	4	291	0	1	213	2	216	0	6	0	2	8	0	9	2	0	11	526
11:45	0	1	281	3	285	0	2	227	4	233	0	10	8	4	22	0	2	7	3	12	552
12:00	1	2	245	6	254	0	3	246	6	255	0	4	3	5	12	0	3	2	1	6	527
12:15	2	1	264	11	278	0	8	208	1	217	0	3	10	4	17	0	4	10	3	17	529
12:30	0	3	292	9	304	0	5	229	4	238	0	13	7	3	23	0	5	4	2	11	576
12:45	0	0	295	4	299	1	5	186	8	200	0	7	5	2	14	0	16	12	6	34	547
13:00	1	2	279	11	293	0	5	240	9	254	0	4	5	7	16	0	9	7	1	17	580
13:15	0	0	247	6	253	0	1	221	12	234	0	4	4	2	10	0	4	1	2	7	504
13:30	0	8	278	7	293	0	5	251	3	259	0	9	3	1	13	0	6	4	1	11	576
13:45	1	2	285	1	289	1	2	302	9	314	0	7	4	4	15	0	8	9	3	20	638
14:00	0	2	287	2	291	1	3	216	4	224	0	11	5	7	23	0	1	3	3	7	545
14:15	1	2	238	4	245	0	2	219	3	224	0	13	3	2	18	0	8	5	2	15	502
14:30	**0**	**3**	**264**	**3**	**270**	**0**	**0**	**390**	**6**	**396**	**0**	**9**	**10**	**4**	**23**	**0**	**4**	**4**	**11**	**19**	**708**
14:45	**0**	**3**	**237**	**4**	**244**	**0**	**2**	**310**	**5**	**317**	**0**	**13**	**4**	**3**	**20**	**0**	**14**	**6**	**19**	**39**	**620**
15:00	**0**	**6**	**263**	**6**	**275**	**0**	**2**	**339**	**13**	**354**	**0**	**6**	**3**	**2**	**11**	**0**	**9**	**17**	**7**	**33**	**673**
15:15	**0**	**2**	**255**	**4**	**261**	**0**	**3**	**335**	**14**	**352**	**0**	**16**	**14**	**8**	**38**	**0**	**14**	**10**	**4**	**28**	**679**
15:30	0	2	212	4	218	1	3	350	7	361	0	22	5	4	31	0	8	14	8	30	640
15:45	0	6	238	7	251	0	3	331	12	346	0	15	3	7	25	0	13	12	1	26	648
16:00	1	4	263	2	270	1	6	300	6	313	0	10	5	5	20	0	12	11	6	29	632
16:15	0	1	226	4	231	0	6	346	11	363	0	8	9	2	19	0	12	11	4	27	640
16:30	1	3	202	7	213	1	5	325	4	335	0	9	5	1	15	0	11	7	4	22	585
16:45	1	2	248	5	256	1	5	307	7	320	0	5	0	2	7	0	10	13	6	29	612
17:00	2	3	263	9	277	0	3	312	12	327	0	7	3	3	13	0	13	11	3	27	644
17:15	1	6	279	10	296	0	4	320	7	331	0	11	6	1	18	0	9	13	2	24	669
17:30	0	4	260	7	271	0	2	386	5	393	0	6	8	1	15	0	11	6	1	18	697
17:45	2	4	224	6	236	1	3	364	4	372	0	9	7	6	22	0	9	14	1	24	654
18:00	1	4	224	6	235	0	7	343	6	356	0	6	8	3	17	0	10	10	2	22	630
18:15	1	5	223	9	238	0	4	356	2	362	0	4	6	4	14	0	9	5	4	18	632
18:30	1	2	240	13	256	0	5	316	6	327	0	3	7	2	12	0	3	8	3	14	609
18:45	3	3	228	2	236	0	2	314	3	319	0	4	3	2	9	0	7	7	2	16	580
19:00	1	2	196	3	202	0	1	283	4	288	0	5	5	3	13	0	7	5	1	13	516
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**30**	**134**	**15226**	**283**	**15673**	**16**	**157**	**12103**	**346**	**12622**	**0**	**369**	**253**	**161**	**783**	**0**	**372**	**365**	**173**	**910**	**29988**
AM Peak Vol	1	12	1751	40	1804	1	13	536	58	608	0	29	34	11	74	0	30	43	14	87	2573
PM Peak Vol	0	14	1019	17	1050	0	7	1374	38	1419	0	44	31	17	92	0	41	37	41	119	2680

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL AND CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2573				14:15	15:15	2680		

PEDESTRIANS

Hour Ending	CONNECTICUT Southbound Approach NO J-WALKERS	X-WALK	CONNECTICUT Northbound Approach Pedestrians	X-walk	SAUL Eastbound Approach NO J-WALKERS	X-walk	SAUL Wstbound Approach Pedestrians	X-walk
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		0		0		0	
06:30	0		0		0		0	
06:45	0		0		0		0	
07:00	0		0		0		0	
07:15	0		1		0		0	
07:30	0		0		0		0	
07:45	0		3		0		0	
08:00	0		1		1		1	
08:15	0		1		0		0	
08:30	0		1		1		1	
08:45	0		1		0		0	
09:00	0		0		1		1	
09:15	0		1		0		0	
09:30	0		1		0		1	
09:45	0		0		0		2	
10:00	0		0		0		0	
10:15	0		0		1		0	
10:30	0		0		1		0	
10:45	0		1		0		0	
11:00	0		1		1		0	
11:15	0		1		0		0	
11:30	0		0		0		0	
11:45	0		0		0		0	
12:00	0		2		0		0	
12:15	0		2		0		0	
12:30	0		1		0		0	
12:45	0		2		0		0	
13:00	0		1		1		1	
13:15	0		0		1		1	
13:30	0		0		0		0	
13:45	0		0		1		1	
14:00	0		1		0		0	
14:15	0		1		0		1	
14:30	0		2		0		0	
14:45	0		2		0		0	
15:00	0		2		1		1	
15:15	0		0		1		0	
15:30	0		1		0		0	
15:45	0		0		0		0	
16:00	0		1		1		0	
16:15	0		1		0		0	
16:30	0		1		0		1	
16:45	0		0		0		0	
17:00	0		1		1		0	
17:15	0		1		1		0	
17:30	0		3		0		0	
17:45	0		1		0		0	
18:00	0		0		0		1	
18:15	0		0		0		0	
18:30	0		1		0		0	
18:45	0		0		0		0	
19:00	0		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**0**		**40**		**14**		**13**	
AM Peak Vol	0		5		1		1	
PM Peak Vol	0		6		2		1	

Turning Movement Counts - Field Sheet

Job No.:	17-01				
Location:	SAUL AND CONNECTICUT		County:	Montgomery	
Date:	3/22/2024	Friday	Town:	Kensington	
Recorder:	CSS		Weather:	Clear / Sunny	
Interval (dd) : (In Minutes)	15				

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	2573				14:15	15:15	2680		

Turning Movement Summary:

LEG 1 – CONNECTICUT: Total 28339; ↓ 15673; ↑ 12666

R	T	L	U
283	15226	134	30

Quadrant Total 655 | 325 Quadrant Total

LEG 4 – SAUL: Total 1603; 693 (←); 910 (→)

U	L	T	R
0	372	365	173

LEG 3 – SAUL: Total 1628; 783 (←); 845 (→)

R	T	L	U
161	253	369	0

LEG 2 – CONNECTICUT: Total 28406; ↓ 15784; ↑ 12622

U	L	T	R
16	157	12103	346

Quadrant Total 346 | 715 Quadrant Total

Comments:

AM Peak Hour :

LEG 1 – CONNECTICUT: Total 2382; ↓ 1804; ↑ 578

R	T	L	U
40	1751	12	1

Quadrant Total 70 | 24 Quadrant Total

LEG 4 – SAUL: Total 174; 87 (←); 87 (→)

U	L	T	R
0	30	43	14

LEG 3 – SAUL: Total 187; 74 (←); 113 (→)

R	T	L	U
11	34	29	0

LEG 2 – CONNECTICUT: Total 2403; ↓ 1795; ↑ 608

U	L	T	R
1	13	536	58

Quadrant Total 28 | 87 Quadrant Total

PM Peak Hour :

LEG 1 – CONNECTICUT: Total 2482; ↓ 1050; ↑ 1432

R	T	L	U
17	1019	14	0

Quadrant Total 58 | 31 Quadrant Total

LEG 4 – SAUL: Total 174; 55 (←); 119 (→)

U	L	T	R
0	41	37	41

LEG 3 – SAUL: Total 181; 92 (←); 89 (→)

R	T	L	U
17	31	44	0

LEG 2 – CONNECTICUT: Total 2523; ↓ 1104; ↑ 1419

U	L	T	R
0	7	1374	38

Quadrant Total 48 | 82 Quadrant Total

BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL AND CONNECTICUT
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		00:00	01:00	0				12:15	13:15	1		

Street Name-->	CONNECTICUT					CONNECTICUT					SAUL					SAUL					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL RD AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:00	09:00	951				15:15	16:15	1150		

Street Name-->	CEDAR LN					CEDAR LN					SAUL RD					SAUL RD					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	57	0	57	0	0	19	2	21	0	1	1	0	2	0	0	1	1	2	82
06:30	0	0	82	1	83	0	2	13	1	16	0	1	1	2	4	0	0	0	0	0	103
06:45	0	2	160	0	162	0	0	13	2	15	0	1	0	0	1	0	1	1	4	6	184
07:00	0	1	134	0	135	0	0	13	1	14	0	1	1	1	3	0	1	5	4	10	162
07:15	0	1	130	1	132	0	1	21	1	23	0	2	2	0	4	0	1	2	11	14	173
07:30	0	2	143	0	145	0	0	34	7	41	0	11	6	3	20	0	0	4	6	10	216
07:45	0	1	142	0	143	0	2	38	4	44	0	5	2	1	8	0	1	0	6	7	202
08:00	0	4	127	1	132	0	4	46	5	55	0	8	3	5	16	0	0	5	6	11	214
08:15	**0**	**6**	**113**	**0**	**119**	**0**	**1**	**37**	**13**	**51**	**0**	**16**	**8**	**16**	**40**	**0**	**2**	**18**	**3**	**23**	**233**
08:30	**0**	**5**	**138**	**1**	**144**	**0**	**2**	**49**	**4**	**55**	**0**	**11**	**5**	**11**	**27**	**0**	**2**	**8**	**7**	**17**	**243**
08:45	**0**	**3**	**126**	**2**	**131**	**0**	**4**	**59**	**6**	**69**	**0**	**17**	**8**	**4**	**29**	**0**	**2**	**2**	**10**	**14**	**243**
09:00	**0**	**2**	**129**	**2**	**133**	**0**	**7**	**58**	**4**	**69**	**0**	**7**	**2**	**5**	**14**	**0**	**3**	**6**	**7**	**16**	**232**
09:15	0	4	94	7	105	0	2	41	5	48	0	5	6	3	14	0	2	4	6	12	179
09:30	0	4	113	2	119	0	6	54	3	63	0	7	3	3	13	0	5	6	9	20	215
09:45	0	3	96	0	99	0	5	59	5	69	0	7	6	6	19	0	2	5	3	10	197
10:00	0	2	73	1	76	0	3	47	3	53	0	3	1	0	4	0	2	4	5	11	144
10:15	0	1	76	2	79	0	3	63	2	68	0	6	5	4	15	0	1	0	5	6	168
10:30	0	3	86	1	90	0	1	54	3	58	0	2	4	4	10	0	1	5	4	10	168
10:45	0	2	99	1	102	0	2	57	2	61	0	8	1	1	10	0	0	1	4	5	178
11:00	0	0	73	0	73	0	3	59	4	66	0	4	1	0	5	0	2	3	6	11	155
11:15	0	0	50	3	53	0	4	65	5	74	0	1	2	7	10	0	1	1	5	7	144
11:30	0	0	65	2	67	0	2	77	4	83	0	4	2	0	6	0	6	2	6	14	170
11:45	0	1	55	5	61	0	4	69	5	78	0	5	3	4	12	0	4	3	12	19	170
12:00	0	4	66	4	74	0	3	59	7	69	0	2	4	2	8	0	2	2	4	8	159
12:15	0	2	73	4	79	0	5	90	6	101	0	6	3	4	13	0	2	7	10	19	212
12:30	0	8	77	2	87	0	4	77	9	90	0	4	6	7	17	0	1	4	6	11	205
12:45	0	6	66	2	74	0	7	83	18	108	0	12	8	19	39	0	2	3	4	9	230
13:00	0	3	58	4	65	0	6	92	16	114	0	5	2	4	11	0	3	2	1	6	196
13:15	0	2	48	0	50	0	1	76	6	83	0	4	3	5	12	0	2	2	4	8	153
13:30	0	4	76	2	82	0	7	81	9	97	0	4	6	3	13	0	0	5	2	7	199
13:45	0	1	56	0	57	0	4	71	7	82	0	4	4	1	9	0	6	1	6	13	161
14:00	0	1	58	0	59	0	2	86	4	92	0	3	4	0	7	0	2	2	2	6	164
14:15	0	1	66	5	72	0	1	89	7	97	0	6	1	1	8	0	1	2	3	6	183
14:30	0	7	58	2	67	0	1	108	8	117	0	15	3	4	22	0	1	0	4	5	211
14:45	0	0	61	1	62	0	3	131	17	151	0	14	6	3	23	0	1	6	1	8	244
15:00	0	4	85	5	94	0	5	160	17	182	0	2	1	3	6	0	3	2	5	10	292
15:15	0	5	59	2	66	0	8	119	7	134	0	7	3	6	16	0	1	4	4	9	225
15:30	**0**	**3**	**66**	**2**	**71**	**0**	**3**	**168**	**13**	**184**	**0**	**2**	**5**	**1**	**8**	**0**	**4**	**6**	**5**	**15**	**278**
15:45	**0**	**7**	**73**	**5**	**85**	**0**	**5**	**169**	**14**	**188**	**0**	**5**	**5**	**1**	**11**	**0**	**0**	**7**	**3**	**10**	**294**
16:00	**0**	**3**	**73**	**3**	**79**	**0**	**3**	**178**	**17**	**198**	**0**	**4**	**7**	**3**	**14**	**0**	**3**	**11**	**6**	**20**	**311**
16:15	**0**	**4**	**47**	**0**	**51**	**0**	**6**	**160**	**15**	**181**	**0**	**10**	**5**	**3**	**18**	**0**	**1**	**12**	**4**	**17**	**267**
16:30	0	2	51	2	55	0	6	146	16	168	0	7	3	3	13	0	3	6	7	16	252
16:45	0	4	60	2	66	0	6	145	16	167	0	6	2	0	8	0	4	7	7	18	259
17:00	0	1	56	3	60	0	9	129	16	154	0	3	3	3	9	0	0	8	4	12	235
17:15	0	1	63	0	64	0	5	116	8	129	0	4	4	6	14	0	2	6	7	15	222
17:30	0	5	62	0	67	0	5	140	10	155	0	12	4	1	17	0	1	8	6	15	254
17:45	0	3	59	2	64	0	2	134	14	150	0	8	6	2	16	0	1	6	9	16	246
18:00	0	1	35	2	38	0	7	125	15	147	0	6	5	1	12	0	2	5	8	15	212
18:15	0	3	55	2	60	0	4	154	7	165	0	7	2	1	10	0	2	4	5	11	246
18:30	0	5	57	4	66	0	0	115	15	130	0	3	4	4	11	0	3	6	6	15	222
18:45	0	5	52	0	57	0	6	77	9	92	0	2	5	2	9	0	0	0	7	7	165
19:00	0	3	53	1	57	0	1	81	5	87	0	3	0	4	7	0	1	0	5	6	157
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**145**	**4130**	**93**	**4368**	**0**	**183**	**4404**	**419**	**5006**	**0**	**303**	**187**	**177**	**667**	**0**	**93**	**220**	**275**	**588**	**10629**
AM Peak Vol	0	16	506	5	527	0	14	203	27	244	0	51	23	36	110	0	9	34	27	70	951
PM Peak Vol	0	17	259	10	286	0	17	675	59	751	0	21	22	8	51	0	8	36	18	62	1150

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL RD AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:00	09:00	951				15:15	16:15	1150		

PEDESTRIANS

Hour Ending	CEDAR LN Southbound Approach Pedestrians	X-walk	CEDAR LN Northbound Approach Pedestrians	X-walk	SAUL RD Eastbound Approach Pedestrians	X-walk	SAUL RD Westbound Approach Pedestrians	X-walk
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		1		0		2	
06:30	0		0		0		0	
06:45	1		0		0		0	
07:00	0		0		0		2	
07:15	0		0		1		0	
07:30	0		1		2		0	
07:45	0		2		1		0	
08:00	1		0		2		0	
08:15	1		2		0		0	
08:30	0		0		0		0	
08:45	0		1		0		2	
09:00	0		1		0		3	
09:15	1		2		0		0	
09:30	0		0		0		1	
09:45	0		3		0		1	
10:00	1		1		0		0	
10:15	1		0		1		0	
10:30	0		0		2		0	
10:45	0		0		0		1	
11:00	1		3		1		0	
11:15	2		1		0		0	
11:30	0		0		0		0	
11:45	1		1		1		1	
12:00	1		1		2		0	
12:15	1		0		0		0	
12:30	1		2		1		0	
12:45	2		0		1		1	
13:00	0		1		1		1	
13:15	0		1		0		1	
13:30	0		3		1		1	
13:45	1		2		1		0	
14:00	1		1		1		0	
14:15	1		3		0		0	
14:30	0		1		0		0	
14:45	0		1		0		0	
15:00	2		1		2		0	
15:15	4		2		0		0	
15:30	0		4		0		1	
15:45	0		1		0		3	
16:00	1		0		2		1	
16:15	0		0		0		1	
16:30	4		1		4		0	
16:45	0		2		3		0	
17:00	1		1		1		1	
17:15	1		1		0		0	
17:30	1		0		2		0	
17:45	1		2		0		1	
18:00	3		1		2		0	
18:15	0		3		0		0	
18:30	0		4		0		0	
18:45	0		1		1		0	
19:00	2		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**38**		**59**		**36**		**25**	
AM Peak Vol	1		4		0		5	
PM Peak Vol	1		5		2		6	

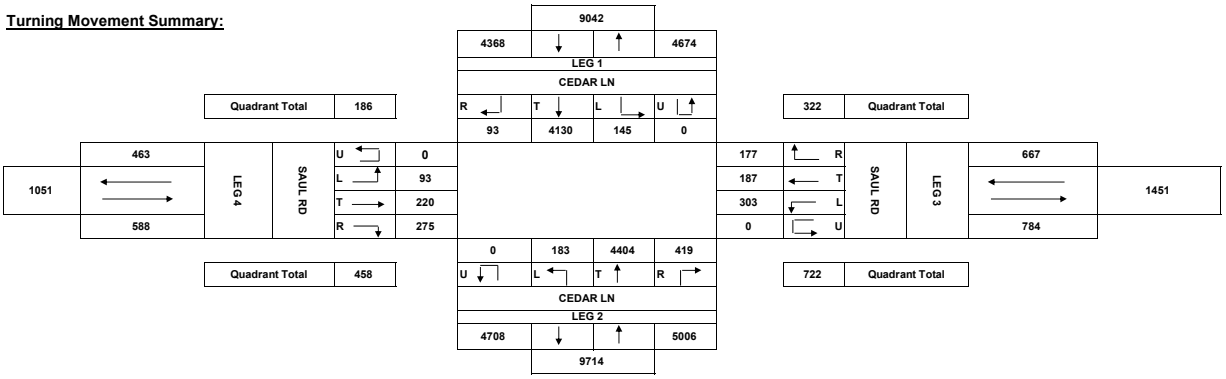
Turning Movement Counts - Field Sheet

Job No.: 17-01

Location:	SAUL RD AT CEDAR LN				**County:**	Montgomery	
Date:	3/22/2024	Friday			**Town:**	Kensington	
Recorder:	CSS				**Weather:**	Clear / Sunny	
Interval (dd) : (In Minutes)	15						

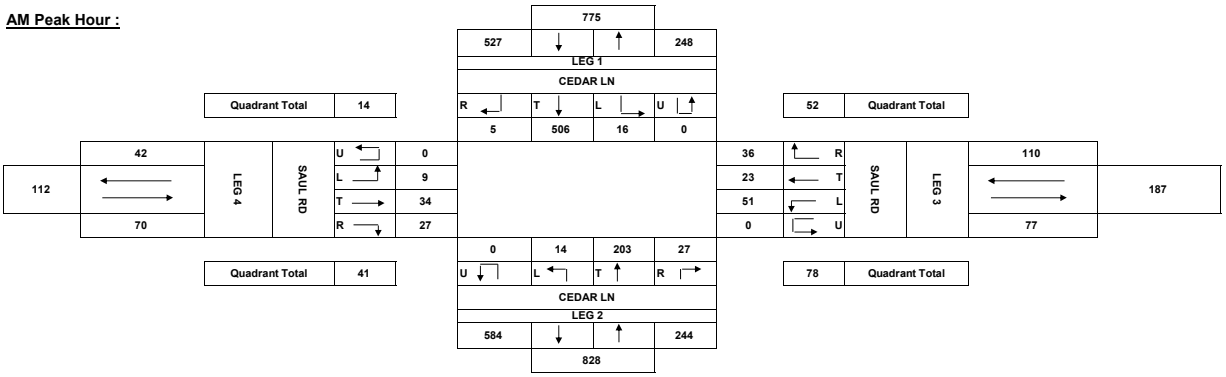
PEAK HOURS		Start	End	Volume	LOS	V/C		Start	End	Volume	LOS	V/C
AM PERIOD	6:00AM-12:00PM	08:00	09:00	951			PM PERIOD 12:00PM-7:00PM	15:15	16:15	1150		

Turning Movement Summary:

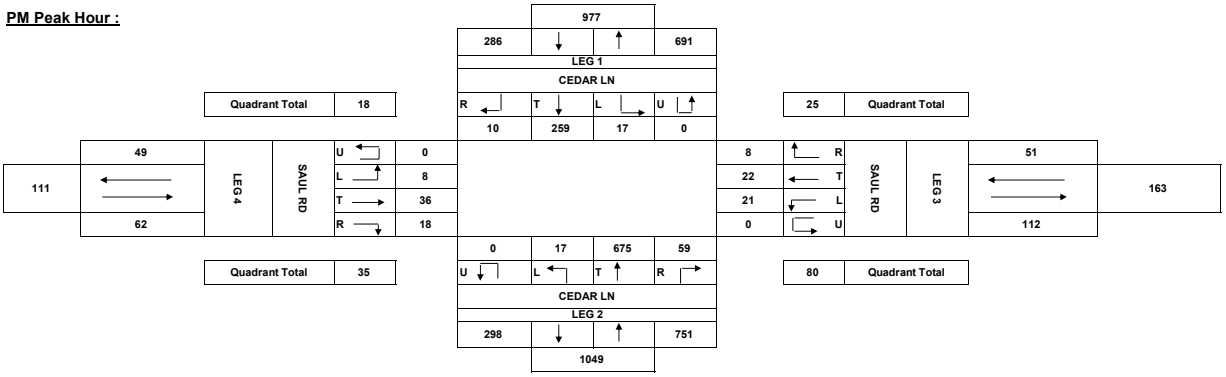


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SAUL RD AT CEDAR LN
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		05:15	06:15	1				16:15	17:15	1		

Street Name-->	CEDAR LN					CEDAR LN					SAUL RD					SAUL RD					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
AM Peak Vol	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Peak Vol	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: CONNECTICUT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	3239				14:30	15:30	3664		

Street Name-->	CONNECTICUT					CONNECTICUT					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	243	65	308	0	6	34	1	41	0	4	1	1	6	0	13	3	17	33	388
06:30	0	4	331	88	423	1	7	46	1	55	0	1	1	0	2	0	22	1	13	36	516
06:45	2	1	380	174	557	0	5	55	2	62	0	2	3	0	5	0	12	3	18	33	657
07:00	1	1	378	116	496	0	10	58	2	70	0	2	4	0	6	0	23	2	28	53	625
07:15	0	2	428	113	543	0	2	104	1	107	0	3	9	0	12	0	33	5	24	62	724
07:30	**2**	**3**	**482**	**123**	**610**	**0**	**8**	**96**	**5**	**109**	**0**	**2**	**10**	**1**	**13**	**0**	**57**	**6**	**17**	**80**	**812**
07:45	**1**	**0**	**422**	**145**	**568**	**0**	**6**	**117**	**2**	**125**	**0**	**4**	**15**	**1**	**20**	**0**	**50**	**5**	**16**	**71**	**784**
08:00	**0**	**5**	**388**	**131**	**524**	**1**	**5**	**148**	**1**	**155**	**0**	**2**	**22**	**0**	**24**	**0**	**90**	**13**	**16**	**119**	**822**
08:15	**0**	**6**	**398**	**126**	**530**	**1**	**8**	**138**	**4**	**151**	**0**	**8**	**19**	**2**	**29**	**0**	**81**	**13**	**17**	**111**	**821**
08:30	1	3	362	125	491	1	4	140	4	149	0	1	17	4	22	0	96	17	11	124	786
08:45	0	4	340	129	473	1	6	158	2	167	0	11	14	2	27	0	101	15	14	130	797
09:00	0	2	322	116	440	2	12	141	4	159	0	10	18	5	33	0	88	11	19	118	750
09:15	4	4	350	111	469	3	21	153	3	180	0	3	10	2	15	0	69	13	20	102	766
09:30	2	5	311	113	431	2	19	170	2	193	0	12	22	2	36	0	89	9	20	118	778
09:45	5	5	296	112	418	3	23	195	2	223	0	8	17	1	26	0	86	19	19	124	791
10:00	1	4	271	105	381	6	21	166	3	196	0	5	7	3	15	0	95	15	15	125	717
10:15	2	6	245	76	329	3	17	132	4	156	0	3	8	4	15	0	76	20	20	116	616
10:30	2	7	291	92	392	1	13	164	4	182	0	7	15	1	23	0	94	18	12	124	721
10:45	5	2	290	116	413	3	16	159	3	181	0	11	26	3	40	0	79	10	16	105	739
11:00	8	5	268	91	372	2	17	150	3	172	0	9	22	4	35	0	95	13	13	121	700
11:15	5	4	228	74	311	2	28	169	9	208	0	9	21	6	36	0	82	14	21	117	672
11:30	4	5	262	77	348	4	20	164	3	191	0	9	19	0	28	0	109	18	17	144	711
11:45	4	8	237	100	349	3	22	207	2	234	0	14	17	5	36	0	94	21	23	138	757
12:00	7	7	225	95	334	3	33	201	1	238	0	7	25	3	35	0	117	18	17	152	759
12:15	4	11	263	92	370	0	34	179	3	216	0	9	29	6	44	0	106	18	23	147	777
12:30	6	10	266	92	374	0	20	197	9	226	0	6	12	6	24	0	115	24	24	163	787
12:45	5	16	254	89	364	1	28	181	4	214	0	20	21	6	47	0	120	14	11	145	770
13:00	9	9	240	94	352	1	20	209	6	236	0	21	27	7	55	0	124	21	19	164	807
13:15	4	9	223	87	323	0	29	210	4	243	0	18	21	4	43	0	122	24	17	163	772
13:30	5	10	246	102	363	4	23	201	5	233	0	10	20	3	33	0	116	18	16	150	779
13:45	5	4	253	98	360	2	29	250	4	285	0	12	20	3	35	0	110	16	25	151	831
14:00	5	6	249	82	342	0	22	192	4	218	0	15	19	6	40	0	111	20	12	143	743
14:15	5	4	213	95	317	3	17	195	7	222	0	6	22	4	32	0	137	23	24	184	755
14:30	6	5	224	85	320	4	34	283	4	325	0	12	15	4	31	0	139	15	20	174	850
14:45	**7**	**4**	**239**	**84**	**334**	**1**	**25**	**334**	**8**	**368**	**0**	**16**	**25**	**9**	**50**	**0**	**155**	**20**	**20**	**195**	**947**
15:00	**5**	**8**	**235**	**121**	**369**	**1**	**21**	**318**	**3**	**343**	**0**	**19**	**22**	**9**	**50**	**0**	**162**	**26**	**12**	**200**	**962**
15:15	**7**	**8**	**217**	**95**	**327**	**0**	**24**	**270**	**6**	**300**	**0**	**13**	**18**	**9**	**40**	**0**	**177**	**21**	**10**	**208**	**875**
15:30	**3**	**4**	**203**	**93**	**303**	**0**	**12**	**308**	**5**	**325**	**0**	**13**	**32**	**13**	**58**	**0**	**159**	**22**	**13**	**194**	**880**
15:45	6	4	222	109	341	1	15	267	3	286	0	11	21	15	47	0	170	15	6	191	865
16:00	1	7	245	100	353	0	18	281	1	300	0	14	23	18	55	0	177	17	12	206	914
16:15	6	5	215	101	327	1	15	273	2	291	0	10	22	25	57	0	158	16	8	182	857
16:30	5	5	190	71	271	0	12	272	1	285	0	5	24	24	53	0	148	18	18	184	793
16:45	1	5	245	82	333	0	15	328	2	345	0	10	21	19	50	0	129	19	9	157	885
17:00	4	9	235	89	337	1	25	291	1	318	0	16	28	10	54	0	173	11	16	200	909
17:15	7	4	241	83	335	2	21	302	6	331	0	15	20	8	43	0	151	31	20	202	911
17:30	1	3	247	84	335	0	27	302	7	336	0	15	26	10	51	0	150	25	14	189	911
17:45	3	2	209	99	313	3	22	314	4	343	0	12	26	10	48	0	157	17	13	187	891
18:00	1	5	226	70	302	1	23	310	8	342	0	6	19	11	36	0	159	26	12	197	877
18:15	2	9	193	76	280	1	31	304	8	344	0	10	28	16	54	0	146	13	21	180	858
18:30	6	4	228	80	318	1	23	287	6	317	0	10	22	7	39	0	139	24	17	180	854
18:45	2	2	203	78	285	1	20	263	7	291	0	12	26	3	41	0	137	19	19	175	792
19:00	4	7	177	75	263	0	29	246	3	278	0	7	19	4	30	0	121	17	22	160	731
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**181**	**272**	**14149**	**5119**	**19721**	**71**	**963**	**10632**	**199**	**11865**	**0**	**490**	**970**	**319**	**1779**	**0**	**5719**	**832**	**876**	**7427**	**40792**
AM Peak Vol	3	14	1690	525	2232	2	27	499	12	540	0	16	66	4	86	0	278	37	66	381	3239
PM Peak Vol	22	24	894	393	1333	2	82	1230	22	1336	0	61	97	40	198	0	653	89	55	797	3664

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: CONNECTICUT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	3239				14:30	15:30	3664		

PEDESTRIANS

Hour Ending	CONNECTICUT Southbound Approach NO X-WALK J-WALKERS		CONNECTICUT Northbound Approach X-walk Pedestrians		KNOWLES Eastbound Approach X-walk Pedestrians		KNOWLES Westbound Approach X-walk Pedestrians	
00:15		0		0		0		0
00:30		0		0		0		0
00:45		0		0		0		0
01:00		0		0		0		0
01:15		0		0		0		0
01:30		0		0		0		0
01:45		0		0		0		0
02:00		0		0		0		0
02:15		0		0		0		0
02:30		0		0		0		0
02:45		0		0		0		0
03:00		0		0		0		0
03:15		0		0		0		0
03:30		0		0		0		0
03:45		0		0		0		0
04:00		0		0		0		0
04:15		0		0		0		0
04:30		0		0		0		0
04:45		0		0		0		0
05:00		0		0		0		0
05:15		0		0		0		0
05:30		0		0		0		0
05:45		0		0		0		0
06:00		0		0		0		0
06:15		0		2		0		0
06:30		0		2		0		0
06:45		0		0		0		0
07:00		0		0		0		0
07:15		0		0		0		0
07:30		0		0		0		0
07:45		0		0		0		0
08:00		0		1		1		0
08:15		0		2		2		0
08:30		0		4		1		1
08:45		0		3		2		0
09:00		0		1		0		0
09:15		0		2		3		2
09:30		0		4		1		4
09:45		0		5		2		1
10:00		0		2		2		0
10:15		0		2		3		1
10:30		0		1		2		0
10:45		0		0		2		0
11:00		0		1		3		0
11:15		0		1		4		1
11:30		0		0		1		2
11:45		1		3		1		0
12:00		0		1		2		0
12:15		0		0		6		0
12:30		0		2		3		2
12:45		0		3		3		2
13:00		1		4		12		1
13:15		0		5		5		3
13:30		1		3		2		1
13:45		0		12		5		4
14:00		0		3		8		2
14:15		0		1		1		3
14:30		1		3		0		1
14:45		0		1		3		0
15:00		0		3		0		2
15:15		1		4		2		4
15:30		0		0		2		0
15:45		0		4		3		2
16:00		0		10		5		2
16:15		0		2		4		1
16:30		1		1		1		0
16:45		0		7		2		7
17:00		0		0		3		2
17:15		0		0		4		2
17:30		0		3		1		4
17:45		0		5		6		3
18:00		0		3		2		1
18:15		0		2		5		3
18:30		0		0		4		0
18:45		0		8		9		4
19:00		0		2		4		0
19:15		0		0		0		0
19:30		0		0		0		0
19:45		0		0		0		0
20:00		0		0		0		0
20:15		0		0		0		0
20:30		0		0		0		0
20:45		0		0		0		0
21:00		0		0		0		0
21:15		0		0		0		0
21:30		0		0		0		0
21:45		0		0		0		0
22:00		0		0		0		0
22:15		0		0		0		0
22:30		0		0		0		0
22:45		0		0		0		0
23:00		0		0		0		0
23:15		0		0		0		0
23:30		0		0		0		0
23:45		0		0		0		0
00:00		0		0		0		0
TOTAL		**6**		**128**		**137**		**68**
AM Peak Vol		0		3		3		0
PM Peak Vol		1		8		7		6

Turning Movement Counts - Field Sheet

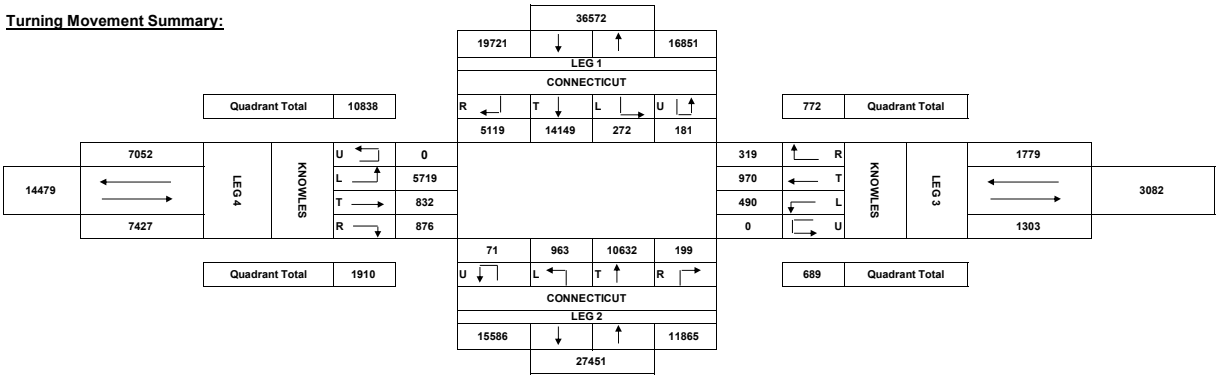
Job No.: 17-01

Location: CONNECTICUT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

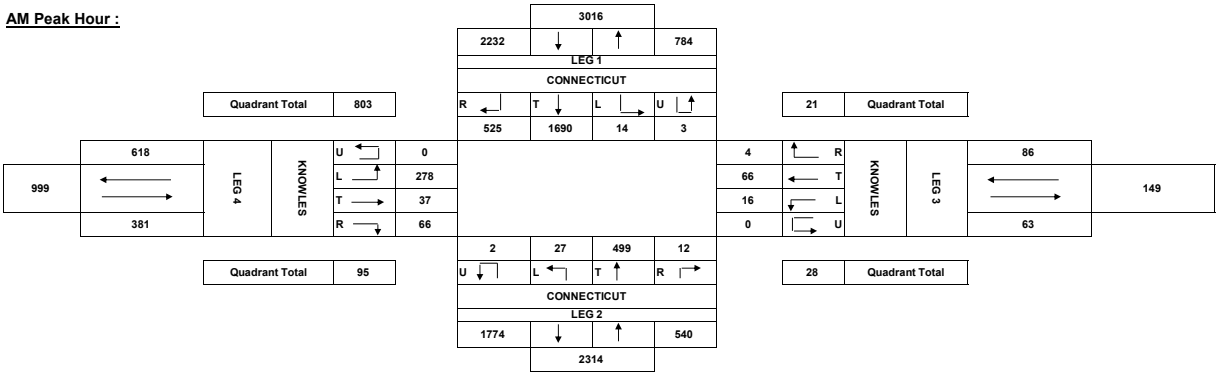
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:15	08:15	3239				14:30	15:30	3664		

Turning Movement Summary:

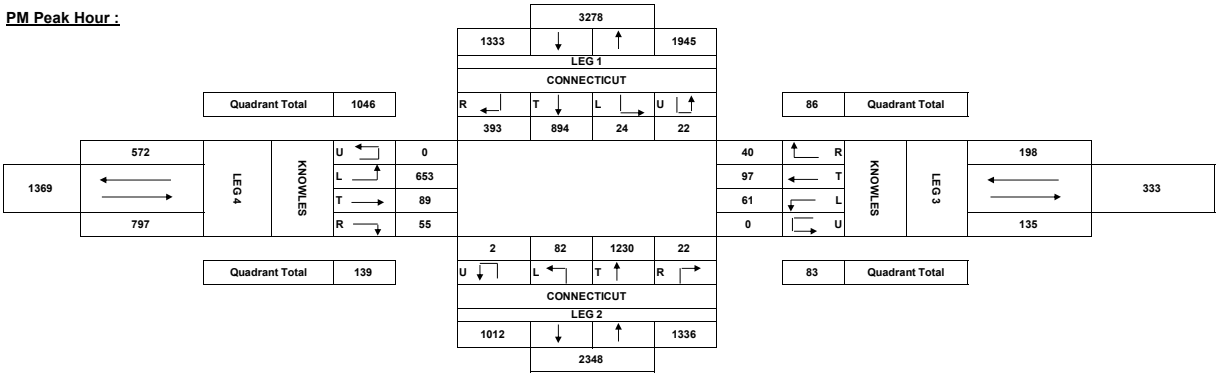


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: CONNECTICUT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		09:30	10:30	2				12:15	13:15	2		

Street Name-->	CONNECTICUT					CONNECTICUT					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0**	**1**	**0**	**1**	**2**	**6**
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SUMMIT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:45	08:45	1404				14:45	15:45	1800		

Street Name-->	SUMMIT					SUMMIT					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	4	1	6	0	2	6	14	22	0	56	17	0	73	0	0	12	2	14	115
06:30	0	1	5	0	6	0	3	4	13	20	0	81	19	2	102	0	2	15	0	17	145
06:45	0	0	5	0	5	0	2	7	6	15	0	159	25	0	184	0	2	28	4	34	238
07:00	0	0	14	1	15	0	3	5	14	22	0	103	26	1	130	0	1	33	8	42	209
07:15	0	1	17	2	20	0	1	3	17	21	0	99	31	1	131	0	3	38	10	51	223
07:30	0	1	14	3	18	0	5	1	35	41	0	104	48	1	153	0	4	45	10	59	271
07:45	0	1	13	8	22	0	12	8	32	52	0	117	58	0	175	0	5	61	8	74	323
08:00	**1**	**4**	**10**	**5**	**20**	**0**	**15**	**11**	**43**	**69**	**0**	**93**	**68**	**2**	**163**	**0**	**11**	**73**	**15**	**99**	**351**
08:15	**0**	**2**	**19**	**5**	**26**	**0**	**10**	**9**	**33**	**52**	**0**	**98**	**56**	**0**	**154**	**0**	**6**	**77**	**16**	**99**	**331**
08:30	**0**	**1**	**26**	**11**	**38**	**0**	**12**	**18**	**49**	**79**	**0**	**100**	**43**	**1**	**144**	**0**	**5**	**77**	**16**	**98**	**359**
08:45	**0**	**3**	**24**	**6**	**33**	**0**	**5**	**9**	**55**	**69**	**0**	**93**	**49**	**3**	**145**	**0**	**6**	**94**	**16**	**116**	**363**
09:00	0	3	16	4	23	0	12	22	54	88	0	94	58	2	154	0	5	60	10	75	340
09:15	0	2	17	6	25	0	7	9	39	55	0	74	54	1	129	0	7	76	10	93	302
09:30	0	4	20	11	35	0	10	13	55	78	0	72	71	4	147	0	10	77	10	97	357
09:45	0	4	12	5	21	0	10	15	61	86	0	85	49	1	135	0	3	76	13	92	334
10:00	0	5	17	11	33	0	4	11	52	67	0	63	64	4	131	0	6	69	11	86	317
10:15	0	2	15	7	24	0	12	11	57	80	0	51	47	5	103	0	9	58	7	74	281
10:30	0	3	16	8	27	0	5	5	55	65	0	58	50	3	111	0	4	72	14	90	293
10:45	0	3	18	7	28	0	12	14	46	72	0	75	74	4	153	0	6	62	9	77	330
11:00	1	4	14	7	26	0	5	7	53	65	0	58	71	4	133	0	8	57	2	67	291
11:15	0	5	14	9	28	0	8	12	49	69	0	41	64	2	107	0	7	69	16	92	296
11:30	0	3	11	7	21	0	11	13	65	89	0	41	61	3	105	0	7	78	6	91	306
11:45	0	7	13	6	26	0	11	14	63	88	0	60	76	7	143	0	5	76	5	86	343
12:00	0	6	26	7	39	0	13	13	60	86	0	54	97	3	154	0	10	76	9	95	374
12:15	0	5	21	9	35	0	8	15	63	86	0	56	85	2	143	0	12	89	13	114	378
12:30	0	10	18	13	41	0	9	20	73	102	0	61	67	3	131	0	11	82	15	108	382
12:45	0	9	25	13	47	0	19	19	75	113	0	53	82	5	140	0	8	67	7	82	382
13:00	0	4	17	12	33	0	13	16	75	104	0	60	86	7	153	0	7	84	6	97	387
13:15	0	9	15	13	37	0	9	12	64	85	0	43	82	4	129	0	12	96	11	119	370
13:30	0	3	16	6	25	0	10	15	69	94	0	66	76	1	143	0	7	96	14	117	379
13:45	0	4	12	6	22	0	14	15	62	91	0	48	86	5	139	0	9	73	13	95	347
14:00	0	4	9	8	21	0	6	16	69	91	0	56	56	5	117	0	7	80	12	99	328
14:15	0	8	11	2	21	0	11	15	75	101	0	66	77	3	146	0	12	86	11	109	377
14:30	0	5	20	8	33	0	15	19	101	135	0	40	91	3	134	0	8	77	6	91	393
14:45	0	3	19	3	25	0	15	15	104	134	0	52	88	5	145	0	11	83	11	105	409
15:00	**0**	**1**	**20**	**11**	**32**	**0**	**24**	**36**	**94**	**154**	**0**	**70**	**91**	**5**	**166**	**0**	**10**	**110**	**19**	**139**	**491**
15:15	**0**	**4**	**14**	**4**	**22**	**0**	**12**	**23**	**104**	**139**	**0**	**46**	**82**	**3**	**131**	**0**	**10**	**109**	**9**	**128**	**420**
15:30	**0**	**0**	**14**	**8**	**22**	**0**	**16**	**38**	**116**	**170**	**0**	**59**	**83**	**2**	**144**	**0**	**7**	**70**	**13**	**90**	**426**
15:45	**0**	**2**	**23**	**11**	**36**	**0**	**16**	**38**	**111**	**165**	**0**	**68**	**76**	**3**	**147**	**0**	**17**	**85**	**13**	**115**	**463**
16:00	1	4	18	11	34	0	19	46	118	183	0	58	85	3	146	0	23	82	10	115	478
16:15	0	6	13	18	37	0	20	29	103	152	0	51	87	3	141	0	10	81	7	98	428
16:30	0	8	17	13	38	0	29	49	79	157	0	37	66	3	106	0	15	78	14	107	408
16:45	0	8	10	9	27	0	20	37	95	152	0	47	70	2	119	0	15	75	10	100	398
17:00	0	6	14	10	30	0	18	28	96	142	0	50	89	5	144	0	15	69	10	94	410
17:15	0	13	16	7	36	0	19	19	101	139	0	39	92	1	132	0	8	89	16	113	420
17:30	0	2	14	9	25	0	18	26	94	138	0	48	89	2	139	0	17	87	17	121	423
17:45	0	7	10	6	23	0	17	23	94	134	0	69	77	1	147	0	11	92	8	111	415
18:00	0	7	8	13	28	0	19	29	90	138	0	42	77	2	121	0	9	95	9	113	400
18:15	0	7	18	6	31	0	24	23	96	143	0	47	87	2	136	0	13	85	15	113	423
18:30	0	6	14	11	31	0	23	22	99	144	0	47	79	4	130	0	6	71	11	88	393
18:45	0	2	12	6	20	0	9	13	71	93	0	61	66	1	128	0	8	101	5	114	355
19:00	0	5	9	5	19	0	12	18	70	100	0	38	65	3	106	0	5	87	9	101	326
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**3**	**218**	**787**	**388**	**1396**	**0**	**634**	**914**	**3481**	**5029**	**0**	**3407**	**3513**	**142**	**7062**	**0**	**435**	**3838**	**541**	**4814**	**18301**
AM Peak Vol	1	10	79	27	117	0	42	47	180	269	0	384	216	6	606	0	28	321	63	412	1404
PM Peak Vol	0	7	71	34	112	0	68	135	425	628	0	243	332	13	588	0	44	374	54	472	1800

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SUMMIT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:45	08:45	1404				14:45	15:45	1800		

PEDESTRIANS

Hour Ending	SUMMIT Southbound Approach Pedestrians	X-WALK	SUMMIT Northbound Approach J-WALKERS	X-walk	KNOWLES Eastbound Approach Pedestrians	X-walk	KNOWLES Westbound Approach Pedestrians	X-walk
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		0		0		0	
06:30	0		0		0		0	
06:45	0		0		0		0	
07:00	0		0		1		0	
07:15	1		0		0		0	
07:30	0		0		2		2	
07:45	0		0		1		0	
08:00	0		0		0		0	
08:15	0		0		1		4	
08:30	0		0		0		2	
08:45	0		0		0		0	
09:00	0		0		0		0	
09:15	1		0		1		0	
09:30	1		0		1		0	
09:45	0		0		0		0	
10:00	0		0		2		2	
10:15	0		0		4		0	
10:30	1		0		1		0	
10:45	0		0		0		0	
11:00	0		0		0		0	
11:15	0		0		0		0	
11:30	0		0		0		0	
11:45	2		0		0		0	
12:00	0		0		0		0	
12:15	1		0		2		0	
12:30	1		0		0		0	
12:45	0		0		0		2	
13:00	2		0		0		0	
13:15	0		0		0		1	
13:30	0		0		1		0	
13:45	1		0		0		3	
14:00	1		0		0		0	
14:15	0		0		0		2	
14:30	0		0		0		0	
14:45	2		0		0		0	
15:00	0		0		0		1	
15:15	2		0		1		0	
15:30	0		0		1		2	
15:45	1		0		0		3	
16:00	0		0		0		0	
16:15	0		0		0		0	
16:30	0		0		0		2	
16:45	0		0		0		3	
17:00	1		0		1		0	
17:15	1		0		1		0	
17:30	1		0		0		0	
17:45	0		0		1		0	
18:00	1		0		1		0	
18:15	1		0		1		0	
18:30	3		0		2		0	
18:45	0		0		0		0	
19:00	0		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**25**		**0**		**26**		**29**	
AM Peak Vol	0		0		1		6	
PM Peak Vol	3		0		2		6	

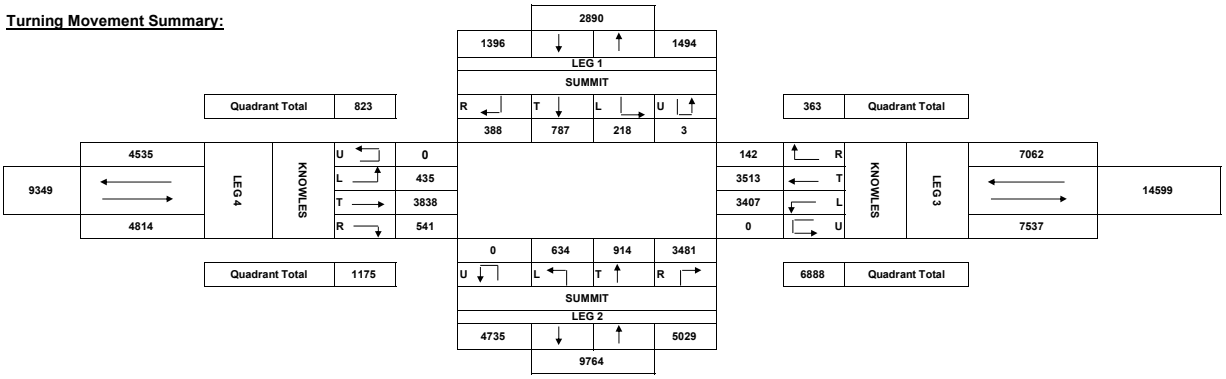
Turning Movement Counts - Field Sheet

Job No.: 17-01

Location:	SUMMIT AT KNOWLES	**County:**	Montgomery
Date:	3/22/2024 Friday	**Town:**	Kensington
Recorder:	CSS	**Weather:**	Clear / Sunny
Interval (dd) : (In Minutes)	15		

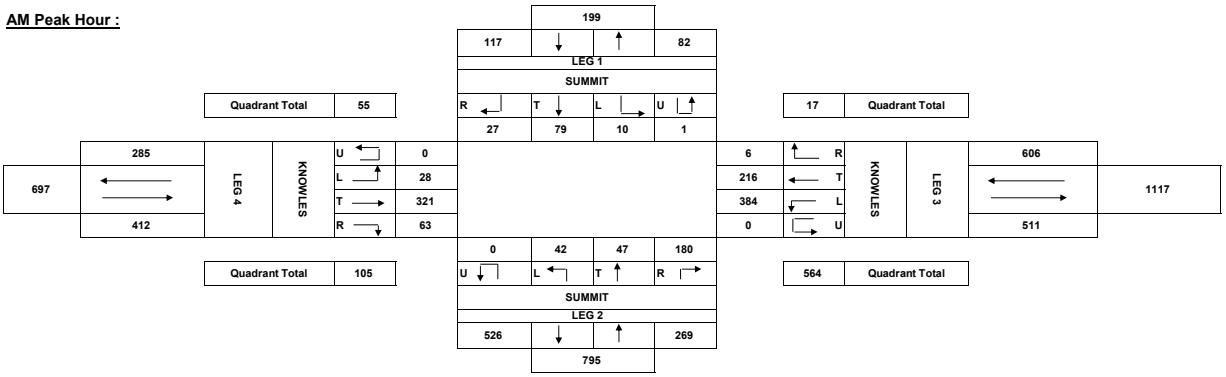
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:45	08:45	1404				14:45	15:45	1800		

Turning Movement Summary:

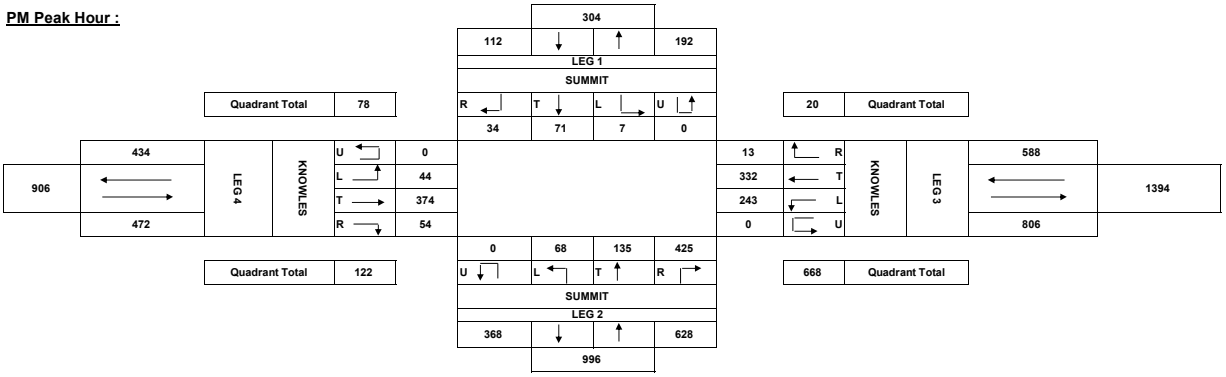


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: SUMMIT AT KNOWLES
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		09:45	10:45	2				12:30	13:30	2		

Street Name-->	SUMMIT					SUMMIT					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**2**	**0**	**3**	**3**	**1**	**1**	**0**	**5**	**10**
AM Peak Vol	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: PARKWOOD DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:45	08:45	1055				14:45	15:45	1302		

Street Name-->	PARKWOOD					PARKWOOD					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	1	0	1	2	0	0	25	0	25	0	0	16	2	18	45
06:30	0	0	0	0	0	0	2	0	1	3	0	1	25	0	26	0	0	18	1	19	48
06:45	0	0	0	0	0	0	1	0	3	4	0	4	37	0	41	0	0	37	3	40	85
07:00	0	0	0	0	0	0	6	0	1	7	0	6	34	0	40	0	0	50	6	56	103
07:15	0	0	0	0	0	0	1	0	3	4	0	2	42	0	44	0	0	60	4	64	112
07:30	0	0	0	0	0	0	4	0	0	4	0	1	73	0	74	0	0	69	10	79	157
07:45	0	0	0	0	0	0	17	0	6	23	0	7	107	0	114	0	0	75	12	87	224
08:00	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**3**	**10**	**0**	**4**	**125**	**0**	**129**	**0**	**0**	**121**	**19**	**140**	**279**
08:15	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**5**	**13**	**0**	**7**	**93**	**0**	**100**	**0**	**0**	**132**	**19**	**151**	**264**
08:30	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**3**	**13**	**0**	**5**	**85**	**0**	**90**	**0**	**0**	**132**	**31**	**163**	**266**
08:45	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**4**	**12**	**0**	**1**	**92**	**0**	**93**	**0**	**0**	**119**	**22**	**141**	**246**
09:00	0	0	0	0	0	0	14	0	4	18	0	6	81	0	87	0	0	112	17	129	234
09:15	0	0	0	0	0	0	5	0	7	12	0	6	97	0	103	0	0	90	27	117	232
09:30	0	0	0	0	0	0	12	0	19	31	0	8	89	0	97	0	0	113	21	134	262
09:45	0	0	0	0	0	0	8	0	6	14	0	7	89	0	96	0	0	97	13	110	220
10:00	0	0	0	0	0	0	12	0	6	18	0	8	84	0	92	0	0	109	11	120	230
10:15	0	0	0	0	0	0	11	0	6	17	0	8	86	0	94	0	0	97	9	106	217
10:30	0	0	0	0	0	0	7	0	5	12	0	7	85	0	92	0	0	95	6	101	205
10:45	0	0	0	0	0	0	8	0	3	11	0	1	103	0	104	0	0	89	15	104	219
11:00	0	0	0	0	0	0	10	0	8	18	0	10	124	0	134	0	0	68	11	79	231
11:15	0	0	0	0	0	0	12	0	4	16	0	2	102	0	104	0	0	107	12	119	239
11:30	0	0	0	0	0	0	9	0	6	15	0	2	101	0	103	0	0	104	9	113	231
11:45	0	0	0	0	0	0	6	0	4	10	0	1	116	0	117	0	0	93	10	103	230
12:00	0	0	0	0	0	0	9	0	8	17	0	6	140	0	146	0	0	111	8	119	282
12:15	0	0	0	0	0	0	13	0	3	16	0	3	111	0	114	0	0	138	20	158	288
12:30	0	0	0	0	0	0	8	0	2	10	0	3	108	0	111	0	0	118	17	135	256
12:45	0	0	0	0	0	0	9	0	3	12	0	3	126	0	129	0	0	103	9	112	253
13:00	0	0	0	0	0	0	11	0	4	15	0	6	143	0	149	0	0	109	15	124	288
13:15	0	0	0	0	0	0	6	0	8	14	0	3	130	0	133	0	0	136	21	157	304
13:30	0	0	0	0	0	0	10	0	5	15	0	2	129	0	131	0	0	123	18	141	287
13:45	0	0	0	0	0	0	6	0	7	13	0	6	134	0	140	0	0	108	15	123	276
14:00	0	0	0	0	0	0	10	0	4	14	0	5	97	0	102	0	0	130	14	144	260
14:15	0	0	0	0	0	0	15	0	3	18	0	4	110	0	114	0	0	127	17	144	276
14:30	0	0	0	0	0	0	7	0	8	15	0	4	132	0	136	0	0	116	9	125	276
14:45	0	0	0	0	0	0	11	0	6	17	0	3	122	0	125	0	0	127	20	147	289
15:00	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**4**	**17**	**0**	**4**	**156**	**0**	**160**	**0**	**0**	**176**	**17**	**193**	**370**
15:15	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**10**	**0**	**8**	**124**	**0**	**132**	**0**	**0**	**144**	**16**	**160**	**302**
15:30	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**6**	**20**	**0**	**4**	**109**	**0**	**113**	**0**	**0**	**138**	**25**	**163**	**296**
15:45	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**7**	**15**	**0**	**12**	**130**	**0**	**142**	**0**	**0**	**154**	**23**	**177**	**334**
16:00	0	0	0	0	0	0	9	0	9	18	0	3	134	0	137	0	0	127	27	154	309
16:15	0	0	0	0	0	0	15	0	11	26	0	3	143	0	146	0	0	133	18	151	323
16:30	0	0	0	0	0	0	12	0	5	17	0	6	150	0	156	0	0	132	20	152	325
16:45	0	0	0	0	0	0	11	0	5	16	0	3	137	0	140	0	0	132	19	151	307
17:00	0	0	0	0	0	0	13	0	10	23	0	3	159	0	162	0	0	123	17	140	325
17:15	0	0	0	0	0	0	17	0	9	26	0	11	142	0	153	0	0	122	28	150	329
17:30	0	0	0	0	0	0	13	0	5	18	0	3	143	0	146	0	0	138	29	167	331
17:45	0	0	0	0	0	0	12	0	5	17	0	7	133	0	140	0	0	125	26	151	308
18:00	0	0	0	0	0	0	12	0	6	18	0	6	145	0	151	0	0	134	13	147	316
18:15	0	0	0	0	0	0	10	0	6	16	0	5	148	0	153	0	0	135	21	156	325
18:30	0	0	0	0	0	0	10	0	2	12	0	4	139	0	143	0	0	100	26	126	281
18:45	0	0	0	0	0	0	10	0	8	18	0	5	101	0	106	0	0	142	14	156	280
19:00	0	0	0	0	0	0	11	0	2	13	0	6	102	0	108	0	0	104	13	117	238
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**493**	**0**	**270**	**763**	**0**	**245**	**5672**	**0**	**5917**	**0**	**0**	**5708**	**825**	**6533**	**13213**
AM Peak Vol	0	0	0	0	0	0	33	0	15	48	0	17	395	0	412	0	0	504	91	595	1055
PM Peak Vol	0	0	0	0	0	0	44	0	18	62	0	28	519	0	547	0	0	612	81	693	1302

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: PARKWOOD DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:45	08:45	1055				14:45	15:45	1302		

PEDESTRIANS

Hour Ending	PARKWOOD Pedestrians		PARKWOOD Northbound Approach X-walk Pedestrians		KNOWLES Eastbound Approach NO X-walk J-WALKERS		KNOWLES Westbound Approach NO X-walk J-WALKERS	
00:15	0		0		0		0	
00:30	0		0		0		0	
00:45	0		0		0		0	
01:00	0		0		0		0	
01:15	0		0		0		0	
01:30	0		0		0		0	
01:45	0		0		0		0	
02:00	0		0		0		0	
02:15	0		0		0		0	
02:30	0		0		0		0	
02:45	0		0		0		0	
03:00	0		0		0		0	
03:15	0		0		0		0	
03:30	0		0		0		0	
03:45	0		0		0		0	
04:00	0		0		0		0	
04:15	0		0		0		0	
04:30	0		0		0		0	
04:45	0		0		0		0	
05:00	0		0		0		0	
05:15	0		0		0		0	
05:30	0		0		0		0	
05:45	0		0		0		0	
06:00	0		0		0		0	
06:15	0		1		0		0	
06:30	0		0		0		0	
06:45	0		0		0		0	
07:00	0		0		0		0	
07:15	0		0		0		0	
07:30	0		1		0		0	
07:45	0		2		0		1	
08:00	0		0		0		0	
08:15	0		2		0		0	
08:30	0		0		0		0	
08:45	0		1		0		0	
09:00	0		1		0		0	
09:15	0		2		0		2	
09:30	0		0		0		0	
09:45	0		3		0		1	
10:00	0		1		0		1	
10:15	0		0		0		0	
10:30	0		0		0		0	
10:45	0		0		0		0	
11:00	0		3		0		2	
11:15	0		1		0		0	
11:30	0		0		0		0	
11:45	0		1		0		1	
12:00	0		1		0		0	
12:15	0		0		0		0	
12:30	0		2		0		0	
12:45	0		0		0		0	
13:00	0		1		0		0	
13:15	0		1		0		1	
13:30	0		3		0		0	
13:45	0		2		0		0	
14:00	0		1		0		0	
14:15	0		3		0		1	
14:30	0		1		0		0	
14:45	0		1		0		0	
15:00	0		1		0		0	
15:15	0		2		0		0	
15:30	0		4		0		1	
15:45	0		1		0		0	
16:00	0		0		0		0	
16:15	0		0		0		0	
16:30	0		1		0		0	
16:45	0		2		0		0	
17:00	0		1		1		0	
17:15	0		1		0		0	
17:30	0		0		0		0	
17:45	0		2		0		0	
18:00	0		1		0		0	
18:15	0		3		0		2	
18:30	0		4		0		0	
18:45	0		1		0		0	
19:00	0		0		0		0	
19:15	0		0		0		0	
19:30	0		0		0		0	
19:45	0		0		0		0	
20:00	0		0		0		0	
20:15	0		0		0		0	
20:30	0		0		0		0	
20:45	0		0		0		0	
21:00	0		0		0		0	
21:15	0		0		0		0	
21:30	0		0		0		0	
21:45	0		0		0		0	
22:00	0		0		0		0	
22:15	0		0		0		0	
22:30	0		0		0		0	
22:45	0		0		0		0	
23:00	0		0		0		0	
23:15	0		0		0		0	
23:30	0		0		0		0	
23:45	0		0		0		0	
00:00	0		0		0		0	
TOTAL	**0**		**59**		**1**		**13**	
AM Peak Vol	0		3		0		0	
PM Peak Vol	0		8		0		1	

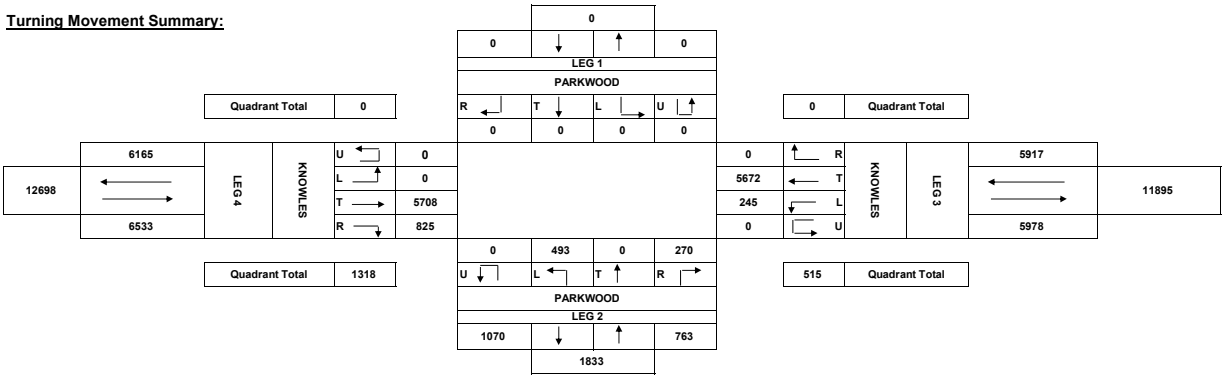
Turning Movement Counts - Field Sheet

Job No.: 17-01

Location:	PARKWOOD DR AT KNOWLES AVE			**County:**	Montgomery
Date:	3/22/2024	Friday		**Town:**	Kensington
Recorder:	CSS			**Weather:**	Clear / Sunny
Interval (dd) : (In Minutes)	15				

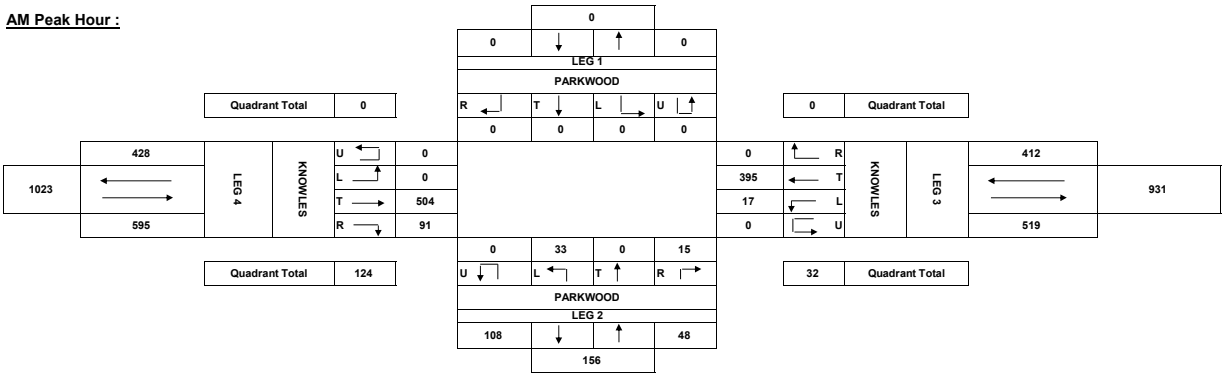
PEAK HOURS		Start	End	Volume	LOS	V/C		Start	End	Volume	LOS	V/C
	AM PERIOD 6:00AM-12:00PM	07:45	08:45	1055			PM PERIOD 12:00PM-7:00PM	14:45	15:45	1302		

Turning Movement Summary:

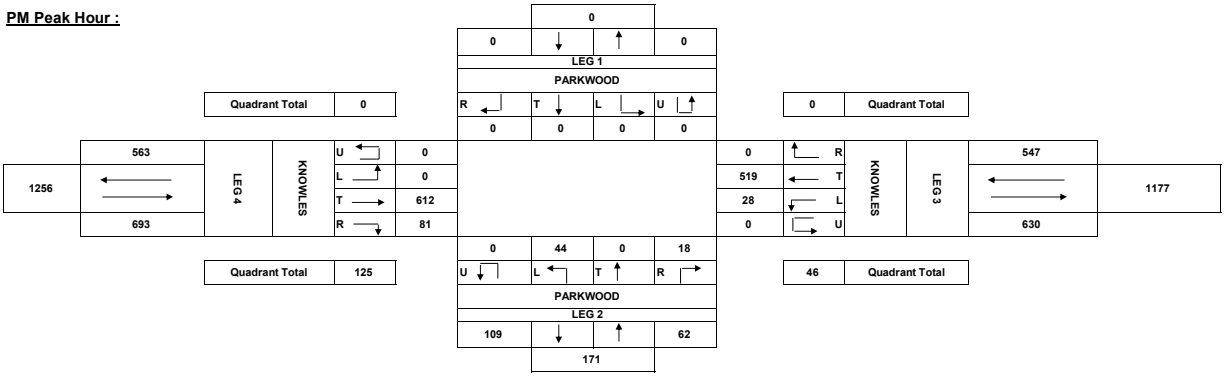


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: PARKWOOD DR AT KNOWLES AVE
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:00	11:00	4				13:30	14:30	3		

Street Name-->	PARKWOOD					PARKWOOD					KNOWLES					KNOWLES					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	2
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**0**	**1**	**4**	**0**	**5**	**0**	**0**	**2**	**2**	**4**	**12**
AM Peak Vol	0	0	0	0	0	0	0	0	2	2	0	1	0	0	1	0	0	0	1	1	4
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: STRATHMORE AND MD 355
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3520				14:45	15:45	4224		

Street Name-->	MD 355					MD 355					STRATHMORE					STRATHMORE					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	7	149	0	156	0	4	111	5	120	0	8	1	16	25	0	1	0	2	3	304
06:30	0	8	186	3	197	0	4	116	5	125	0	22	2	13	37	0	0	0	0	0	359
06:45	0	9	208	5	222	0	4	125	9	138	0	21	2	23	46	0	0	3	10	13	419
07:00	1	22	231	3	257	0	4	165	25	194	0	39	2	26	67	0	2	1	5	8	526
07:15	1	32	304	1	338	0	2	145	28	175	0	38	0	23	61	0	1	2	8	11	585
07:30	0	38	315	3	356	1	3	170	60	234	0	87	1	31	119	0	1	2	1	4	713
07:45	1	63	304	2	370	0	2	187	112	301	0	105	0	45	150	0	0	0	1	1	822
08:00	0	67	322	2	391	1	2	233	116	352	0	120	0	81	201	0	1	0	2	3	947
08:15	1	66	282	2	351	0	3	225	60	288	0	84	0	70	154	0	2	0	1	3	796
08:30	**5**	**76**	**353**	**6**	**440**	**0**	**1**	**256**	**77**	**334**	**0**	**69**	**0**	**57**	**126**	**0**	**2**	**1**	**4**	**7**	**907**
08:45	**0**	**67**	**321**	**3**	**391**	**1**	**5**	**277**	**60**	**343**	**0**	**62**	**1**	**66**	**129**	**0**	**0**	**2**	**1**	**3**	**866**
09:00	**2**	**56**	**334**	**4**	**396**	**1**	**9**	**257**	**69**	**336**	**0**	**58**	**0**	**57**	**115**	**0**	**1**	**0**	**0**	**1**	**848**
09:15	**2**	**70**	**351**	**4**	**427**	**0**	**7**	**270**	**60**	**337**	**0**	**71**	**0**	**51**	**122**	**0**	**3**	**3**	**7**	**13**	**899**
09:30	6	62	310	4	382	0	0	293	58	351	0	72	1	83	156	0	3	0	1	4	893
09:45	1	50	294	2	347	2	2	280	65	349	0	41	0	62	103	0	0	0	2	2	801
10:00	5	43	287	2	337	0	5	262	63	330	0	54	1	61	116	0	0	0	1	1	784
10:15	1	47	260	2	310	0	2	217	51	270	0	36	2	59	97	0	1	0	3	4	681
10:30	2	50	302	2	356	0	12	253	42	307	0	37	2	64	103	0	1	0	1	2	768
10:45	6	35	257	0	298	2	3	250	48	303	0	44	0	73	117	0	5	0	10	15	733
11:00	4	52	283	2	341	1	2	265	35	303	0	45	0	79	124	0	2	3	5	10	778
11:15	1	63	307	3	374	1	1	273	48	323	0	43	0	67	110	0	3	0	0	3	810
11:30	4	65	327	1	397	0	3	310	42	355	0	51	0	60	111	0	0	0	2	2	865
11:45	7	76	292	0	375	1	3	251	48	303	0	55	0	79	134	0	2	4	2	8	820
12:00	2	74	300	1	377	3	9	328	77	417	0	54	0	71	125	0	2	0	7	9	928
12:15	4	62	336	1	403	1	4	300	70	375	0	57	0	78	135	0	1	0	8	9	922
12:30	7	70	325	1	403	0	2	296	47	345	0	43	1	72	116	0	1	1	3	5	869
12:45	2	59	367	2	430	0	2	268	61	331	0	48	0	63	111	0	2	1	2	5	877
13:00	3	77	376	3	459	2	3	268	53	326	0	48	1	69	118	0	1	1	7	9	912
13:15	6	79	340	3	428	1	1	282	69	353	0	65	0	86	151	0	4	0	7	11	943
13:30	2	52	349	1	404	1	3	335	63	402	0	46	0	71	117	0	1	0	3	4	927
13:45	8	75	357	2	442	0	8	323	59	390	0	40	2	68	110	0	2	0	6	8	950
14:00	9	80	344	6	439	1	12	324	67	404	0	48	2	67	117	0	2	0	5	7	967
14:15	4	72	340	7	423	3	17	350	58	428	0	58	3	62	123	0	3	1	6	10	984
14:30	3	67	332	2	404	1	3	343	71	418	0	53	1	60	114	0	3	0	6	9	945
14:45	3	84	362	2	451	1	2	333	125	461	0	39	0	46	85	0	1	1	3	5	1002
15:00	**3**	**82**	**324**	**1**	**410**	**4**	**3**	**339**	**112**	**458**	**0**	**74**	**1**	**73**	**148**	**0**	**2**	**3**	**5**	**10**	**1026**
15:15	**2**	**84**	**327**	**4**	**417**	**0**	**11**	**389**	**104**	**504**	**0**	**104**	**0**	**77**	**181**	**0**	**1**	**1**	**9**	**11**	**1113**
15:30	**3**	**85**	**321**	**8**	**417**	**0**	**4**	**370**	**81**	**455**	**0**	**81**	**0**	**71**	**152**	**0**	**6**	**1**	**5**	**12**	**1036**
15:45	**5**	**72**	**315**	**7**	**399**	**0**	**7**	**387**	**105**	**499**	**0**	**63**	**1**	**83**	**147**	**0**	**0**	**1**	**3**	**4**	**1049**
16:00	6	63	303	3	375	2	19	373	101	495	0	43	4	88	135	0	6	1	4	11	1016
16:15	5	69	286	3	363	0	1	395	103	499	0	60	2	95	157	0	5	0	6	11	1030
16:30	3	90	336	3	432	3	8	413	85	509	0	57	0	81	138	0	2	1	2	5	1084
16:45	3	51	274	1	329	3	2	396	113	514	0	81	0	80	161	0	3	1	4	8	1012
17:00	5	78	328	5	416	3	18	350	82	453	0	62	3	88	153	0	2	0	5	7	1029
17:15	5	67	288	2	362	0	15	395	101	511	0	62	1	72	135	0	7	1	6	14	1022
17:30	5	78	331	10	424	1	12	371	99	483	0	56	4	71	131	0	2	1	12	15	1053
17:45	7	80	334	3	424	3	9	378	105	495	0	69	1	63	133	0	2	3	5	10	1062
18:00	2	85	287	3	377	1	15	361	88	465	0	49	4	69	122	0	2	4	17	23	987
18:15	1	75	326	8	410	1	10	384	99	494	0	56	2	80	138	0	11	8	25	44	1086
18:30	2	74	342	6	424	0	14	358	80	452	0	51	4	75	130	0	3	2	7	12	1018
18:45	1	77	305	6	389	0	7	327	76	410	0	59	2	57	118	0	7	2	19	28	945
19:00	1	72	302	3	378	0	10	296	57	363	0	48	7	58	113	0	5	4	13	22	876
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**162**	**3257**	**16036**	**163**	**19618**	**46**	**314**	**15223**	**3597**	**19180**	**0**	**2936**	**61**	**3340**	**6337**	**0**	**120**	**60**	**279**	**459**	**45594**
AM Peak Vol	9	269	1359	17	1654	2	22	1060	266	1350	0	260	1	231	492	0	6	6	12	24	3520
PM Peak Vol	13	323	1287	20	1643	4	25	1485	402	1916	0	322	2	304	628	0	9	6	22	37	4224

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: STRATHMORE AND MD 355
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3520				14:45	15:45	4224		

PEDESTRIANS

Hour Ending	MD 355 Southbound Approach X-WALK Pedestrians	MD 355 Northbound Approach NO X-walk J-WALKERS	STRATHMORE Eastbound Approach X-walk Pedestrians	STRATHMORE Wstbound Approach X-walk Pedestrians
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
06:15	0	0	0	0
06:30	0	0	0	0
06:45	1	0	0	0
07:00	0	0	0	1
07:15	0	0	1	2
07:30	0	0	0	1
07:45	0	0	0	2
08:00	0	0	0	1
08:15	0	0	0	0
08:30	1	0	0	1
08:45	0	0	0	1
09:00	0	0	2	0
09:15	2	0	0	2
09:30	0	0	1	0
09:45	0	0	3	0
10:00	1	0	0	0
10:15	0	0	1	0
10:30	0	0	0	0
10:45	0	0	3	0
11:00	0	0	1	0
11:15	0	0	0	0
11:30	0	0	0	0
11:45	1	0	1	1
12:00	1	0	0	0
12:15	1	0	1	0
12:30	0	0	2	0
12:45	0	0	0	0
13:00	0	0	0	0
13:15	0	0	0	0
13:30	0	0	0	0
13:45	1	0	2	1
14:00	0	0	0	0
14:15	0	0	0	0
14:30	0	0	1	0
14:45	1	0	1	2
15:00	0	0	1	0
15:15	0	0	1	1
15:30	3	0	2	2
15:45	4	0	1	0
16:00	2	0	1	0
16:15	0	0	0	1
16:30	0	0	1	0
16:45	3	0	0	0
17:00	3	0	0	2
17:15	0	0	0	0
17:30	0	0	0	0
17:45	0	0	1	0
18:00	0	0	1	1
18:15	0	0	0	0
18:30	1	0	0	4
18:45	0	0	0	0
19:00	0	0	1	2
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	0	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
00:00	0	0	0	0
TOTAL	**26**	**0**	**30**	**28**
AM Peak Vol	3	0	2	4
PM Peak Vol	7	0	5	3

Turning Movement Counts - Field Sheet

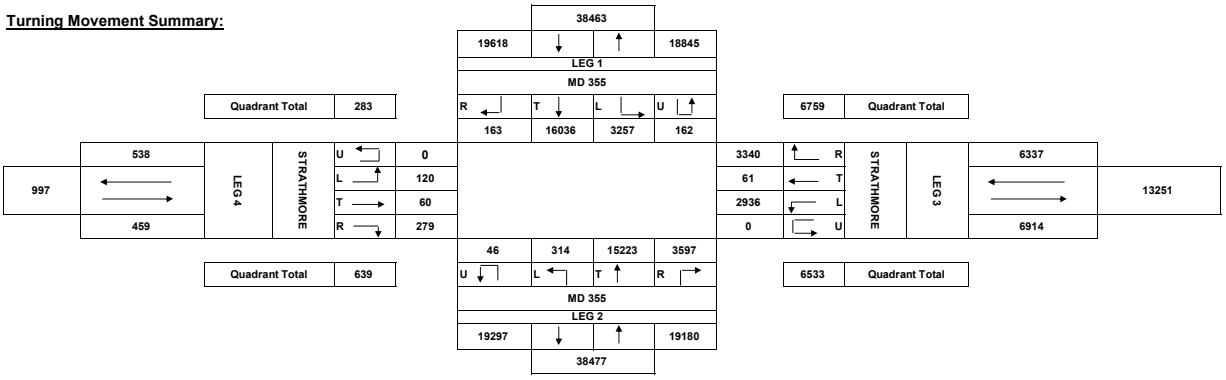
Job No.: 17-01

Location: STRATHMORE AND MD 355
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

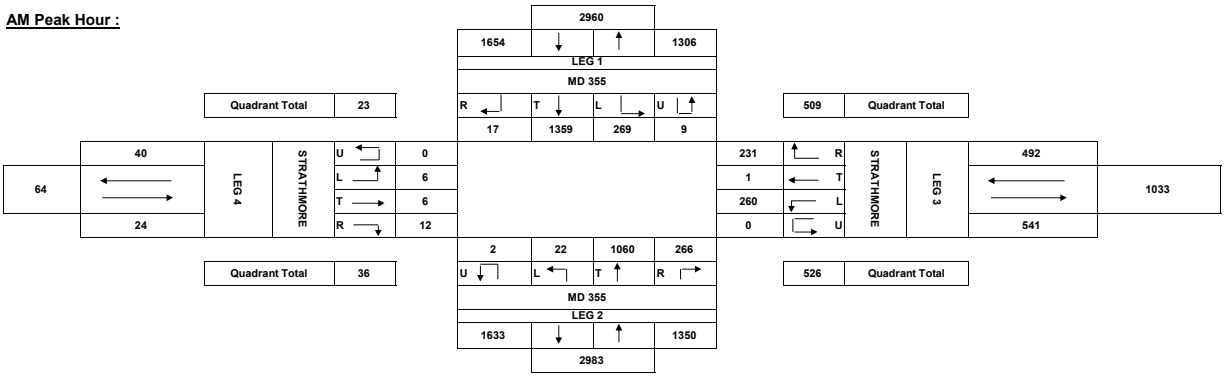
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3520				14:45	15:45	4224		

Turning Movement Summary:

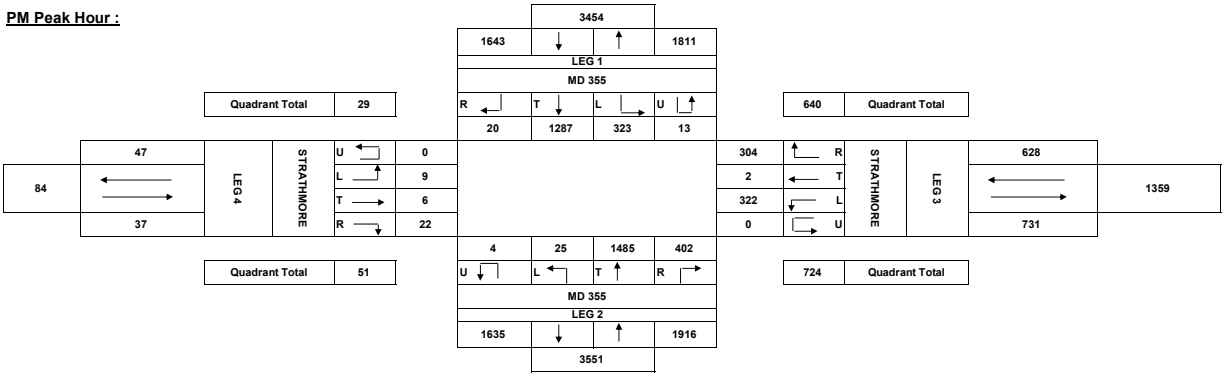


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: STRATHMORE AND MD 355
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:00	08:00	1				12:00	13:00	1		

Street Name-->	MD 355					MD 355					STRATHMORE					STRATHMORE					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**
AM Peak Vol	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PM Peak Vol	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: MD 355 AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3335				14:45	15:45	3636		

Street Name-->	MD 355					MD 355					GROSVENOR					GROSVENOR					GRAND TOTAL
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	157	6	163	0	0	155	0	155	0	63	9	6	78	0	4	0	14	18	414
06:30	0	0	204	5	209	0	0	142	0	142	0	61	8	6	75	0	3	0	13	16	442
06:45	0	0	245	7	252	0	0	161	0	161	0	57	14	6	77	0	7	0	21	28	518
07:00	0	0	268	12	280	0	0	188	0	188	0	62	20	4	86	0	9	0	28	37	591
07:15	0	0	342	23	365	0	0	163	0	163	0	80	21	9	110	0	10	0	31	41	679
07:30	0	0	384	21	405	0	0	192	0	192	0	57	58	8	123	0	18	0	38	56	776
07:45	0	0	381	28	409	1	0	234	0	235	0	85	39	12	136	0	17	0	50	67	847
08:00	0	0	357	37	394	0	0	236	0	236	0	89	40	14	143	0	27	0	48	75	848
08:15	0	0	334	20	354	0	0	213	0	213	0	56	45	21	122	0	28	0	46	74	763
08:30	**0**	**0**	**371**	**29**	**400**	**0**	**0**	**216**	**0**	**216**	**0**	**96**	**47**	**14**	**157**	**0**	**23**	**0**	**42**	**65**	**838**
08:45	**0**	**0**	**363**	**27**	**390**	**0**	**0**	**279**	**0**	**279**	**0**	**81**	**35**	**13**	**129**	**0**	**26**	**0**	**50**	**76**	**874**
09:00	**0**	**0**	**349**	**29**	**378**	**0**	**0**	**243**	**0**	**243**	**0**	**72**	**36**	**11**	**119**	**0**	**27**	**0**	**30**	**57**	**797**
09:15	**0**	**0**	**360**	**19**	**379**	**0**	**0**	**262**	**0**	**262**	**0**	**79**	**36**	**9**	**124**	**0**	**27**	**0**	**34**	**61**	**826**
09:30	0	0	348	24	372	0	0	263	0	263	0	56	30	27	113	0	19	0	39	58	806
09:45	0	0	288	30	318	0	0	247	0	247	0	62	30	16	108	0	27	0	32	59	732
10:00	0	0	300	32	332	0	1	217	0	218	0	45	21	19	85	0	21	0	22	43	678
10:15	0	0	258	25	283	0	0	194	0	194	0	41	21	13	75	0	16	0	32	48	600
10:30	0	0	321	19	340	0	0	248	0	248	0	38	34	9	81	0	19	0	27	46	715
10:45	0	0	269	25	294	0	0	221	0	221	0	50	22	5	77	0	22	0	38	60	652
11:00	0	0	266	27	293	0	0	253	0	253	0	44	26	15	85	0	15	0	25	40	671
11:15	0	0	283	29	312	1	0	248	0	249	0	37	30	5	72	0	16	0	38	54	687
11:30	0	0	289	28	317	0	0	277	0	277	0	30	39	6	75	0	18	0	25	43	712
11:45	0	0	268	22	290	0	0	271	0	271	0	29	43	17	89	0	18	0	42	60	710
12:00	0	0	284	32	316	0	1	270	0	271	0	48	25	12	85	0	29	0	32	61	733
12:15	0	0	292	36	328	0	0	258	0	258	0	42	19	15	76	0	28	0	27	55	717
12:30	0	0	320	31	351	0	0	249	0	249	0	32	29	14	75	0	24	0	27	51	726
12:45	0	0	343	30	373	0	0	234	0	234	0	40	31	14	85	0	37	0	34	71	763
13:00	0	0	300	42	342	0	0	269	0	269	0	40	53	17	110	0	24	0	32	56	777
13:15	0	0	325	49	374	0	1	246	0	247	0	24	29	13	66	0	20	0	37	57	744
13:30	0	0	322	38	360	0	0	286	0	286	0	47	37	21	105	0	26	0	32	58	809
13:45	0	0	296	29	325	0	0	308	0	308	0	41	41	20	102	0	27	0	26	53	788
14:00	0	0	307	43	350	0	0	343	0	343	0	40	33	8	81	0	20	0	37	57	831
14:15	0	0	300	38	338	1	0	312	0	313	0	31	36	19	86	0	29	0	26	55	792
14:30	0	0	304	27	331	0	0	359	0	359	0	46	34	15	95	0	29	0	32	61	846
14:45	0	0	303	30	333	0	0	316	0	316	0	29	32	26	87	0	29	0	34	63	799
15:00	**0**	**0**	**364**	**45**	**409**	**1**	**0**	**342**	**0**	**343**	**0**	**48**	**44**	**18**	**110**	**0**	**41**	**0**	**38**	**79**	**941**
15:15	**0**	**0**	**359**	**38**	**397**	**1**	**1**	**371**	**0**	**373**	**0**	**38**	**37**	**13**	**88**	**0**	**26**	**0**	**42**	**68**	**926**
15:30	**0**	**0**	**279**	**35**	**314**	**0**	**0**	**356**	**0**	**356**	**0**	**46**	**41**	**15**	**102**	**0**	**31**	**0**	**43**	**74**	**846**
15:45	**0**	**0**	**303**	**33**	**336**	**0**	**0**	**396**	**0**	**396**	**0**	**45**	**36**	**13**	**94**	**0**	**36**	**0**	**61**	**97**	**923**
16:00	0	0	273	27	300	0	0	401	0	401	0	44	50	17	111	0	35	0	29	64	876
16:15	0	0	275	22	297	0	0	362	0	362	0	49	39	29	117	0	33	0	33	66	842
16:30	0	0	256	39	295	0	0	399	0	399	0	29	47	19	95	0	32	0	30	62	851
16:45	0	0	282	37	319	0	0	367	0	367	0	49	50	13	112	0	27	0	46	73	871
17:00	0	0	292	50	342	1	0	371	0	372	0	37	43	14	94	0	32	0	34	66	874
17:15	0	0	288	36	324	0	0	390	0	390	0	37	45	19	101	0	36	0	39	75	890
17:30	0	0	290	46	336	0	0	379	0	379	0	32	32	17	81	0	44	0	37	81	877
17:45	0	0	294	37	331	0	0	367	0	367	0	37	42	13	92	0	31	0	38	69	859
18:00	0	0	263	55	318	1	0	358	0	359	0	44	45	16	105	0	28	0	36	64	846
18:15	0	0	303	53	356	0	1	402	0	403	0	27	46	17	90	0	30	0	46	76	925
18:30	0	0	302	52	354	0	0	356	0	356	0	38	30	13	81	0	25	0	34	59	850
18:45	0	0	280	49	329	0	0	310	0	310	0	38	43	18	99	0	43	0	26	69	807
19:00	0	0	292	47	339	1	0	294	0	295	0	31	28	12	71	0	25	0	30	55	760
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**15696**	**1650**	**17346**	**8**	**5**	**14794**	**0**	**14807**	**0**	**2499**	**1801**	**735**	**5035**	**0**	**1294**	**0**	**1783**	**3077**	**40265**
AM Peak Vol	0	0	1443	104	1547	0	0	1000	0	1000	0	328	154	47	529	0	103	0	156	259	3335
PM Peak Vol	0	0	1305	151	1456	2	1	1465	0	1468	0	177	158	59	394	0	134	0	184	318	3636

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: MD 355 AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15
(In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3335				14:45	15:45	3636		

PEDESTRIANS

Hour Ending	MD 355 Southbound Approach X-WALK Pedestrians	MD 355 Northbound Approach NO X-walk J-WALKERS	GROSVENOR Eastbound Approach X-walk Pedestrians	GROSVENOR Westbound Approach NO X-walk J-WALKERS
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
06:15	0	0	0	0
06:30	0	0	0	0
06:45	0	0	0	0
07:00	0	5	0	1
07:15	0	2	0	0
07:30	3	0	0	0
07:45	0	1	0	0
08:00	2	1	1	0
08:15	1	0	0	0
08:30	1	0	0	0
08:45	3	0	0	0
09:00	3	0	0	0
09:15	1	0	0	0
09:30	2	0	0	0
09:45	2	1	0	0
10:00	2	0	0	1
10:15	3	0	0	0
10:30	1	0	0	0
10:45	2	2	0	0
11:00	1	0	0	0
11:15	5	0	0	0
11:30	3	1	0	0
11:45	4	0	0	0
12:00	3	0	0	0
12:15	1	1	0	0
12:30	5	0	0	0
12:45	2	0	0	0
13:00	3	0	0	0
13:15	2	0	0	0
13:30	3	1	2	0
13:45	5	0	0	0
14:00	3	1	0	0
14:15	3	1	1	0
14:30	2	0	1	0
14:45	2	0	0	0
15:00	2	1	1	0
15:15	5	0	0	0
15:30	5	2	1	0
15:45	1	0	0	0
16:00	2	0	1	0
16:15	3	0	1	0
16:30	3	0	0	1
16:45	4	0	0	0
17:00	6	0	0	0
17:15	4	0	0	0
17:30	1	0	0	0
17:45	4	0	1	0
18:00	6	0	0	0
18:15	5	0	0	0
18:30	4	0	0	0
18:45	4	0	0	0
19:00	0	0	0	0
19:15	0	0	0	0
19:30	0	0	0	0
19:45	0	0	0	0
20:00	0	0	0	0
20:15	0	0	0	0
20:30	0	0	0	0
20:45	0	0	0	0
21:00	0	0	0	0
21:15	0	0	0	0
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
00:00	0	0	0	0
TOTAL	**132**	**20**	**10**	**3**
AM Peak Vol	8	0	0	0
PM Peak Vol	13	3	2	0

Turning Movement Counts - Field Sheet

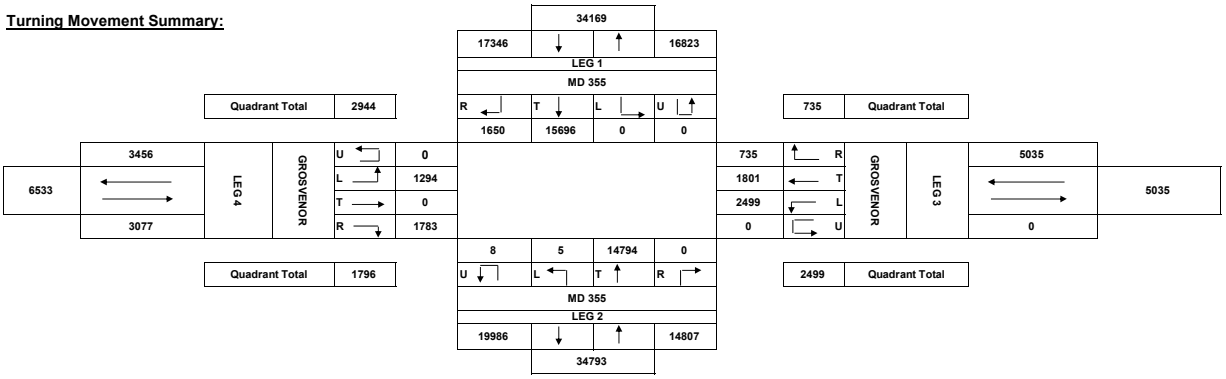
Job No.: 17-01

Location: MD 355 AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

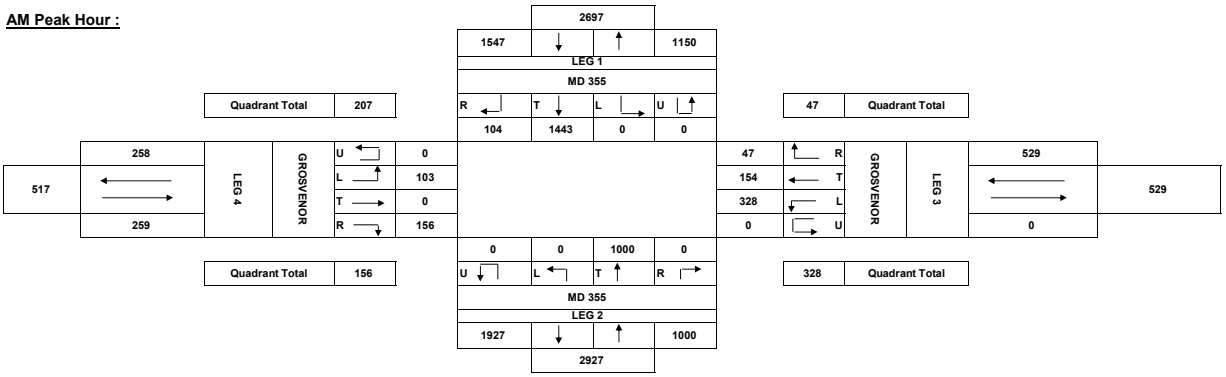
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	3335				14:45	15:45	3636		

Turning Movement Summary:

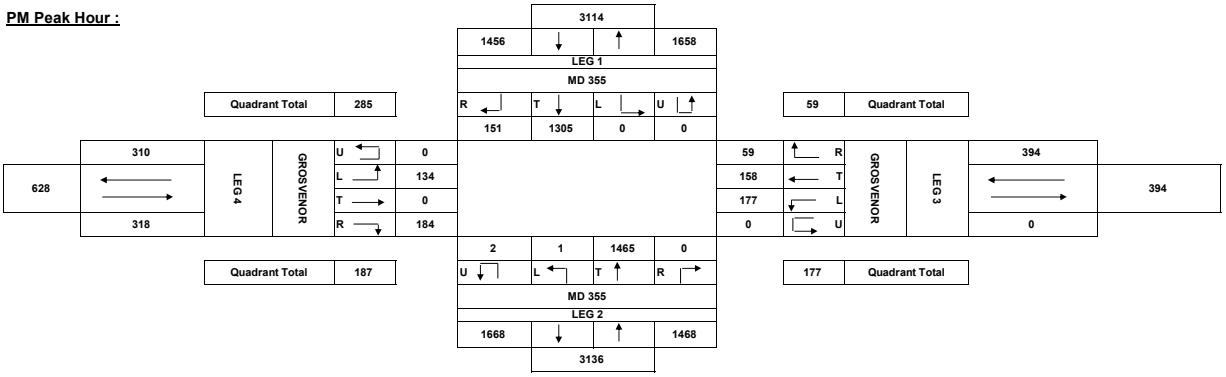


Comments:

AM Peak Hour :



PM Peak Hour :



BIKES

Turning Movement Counts - Field Sheet

Job No.: 17-01

Location: MD 355 AT GROSVENOR
Date: 3/22/2024 Friday
Recorder: CSS
Interval (dd) : 15 (In Minutes)

County: Montgomery
Town: Kensington
Weather: Clear / Sunny

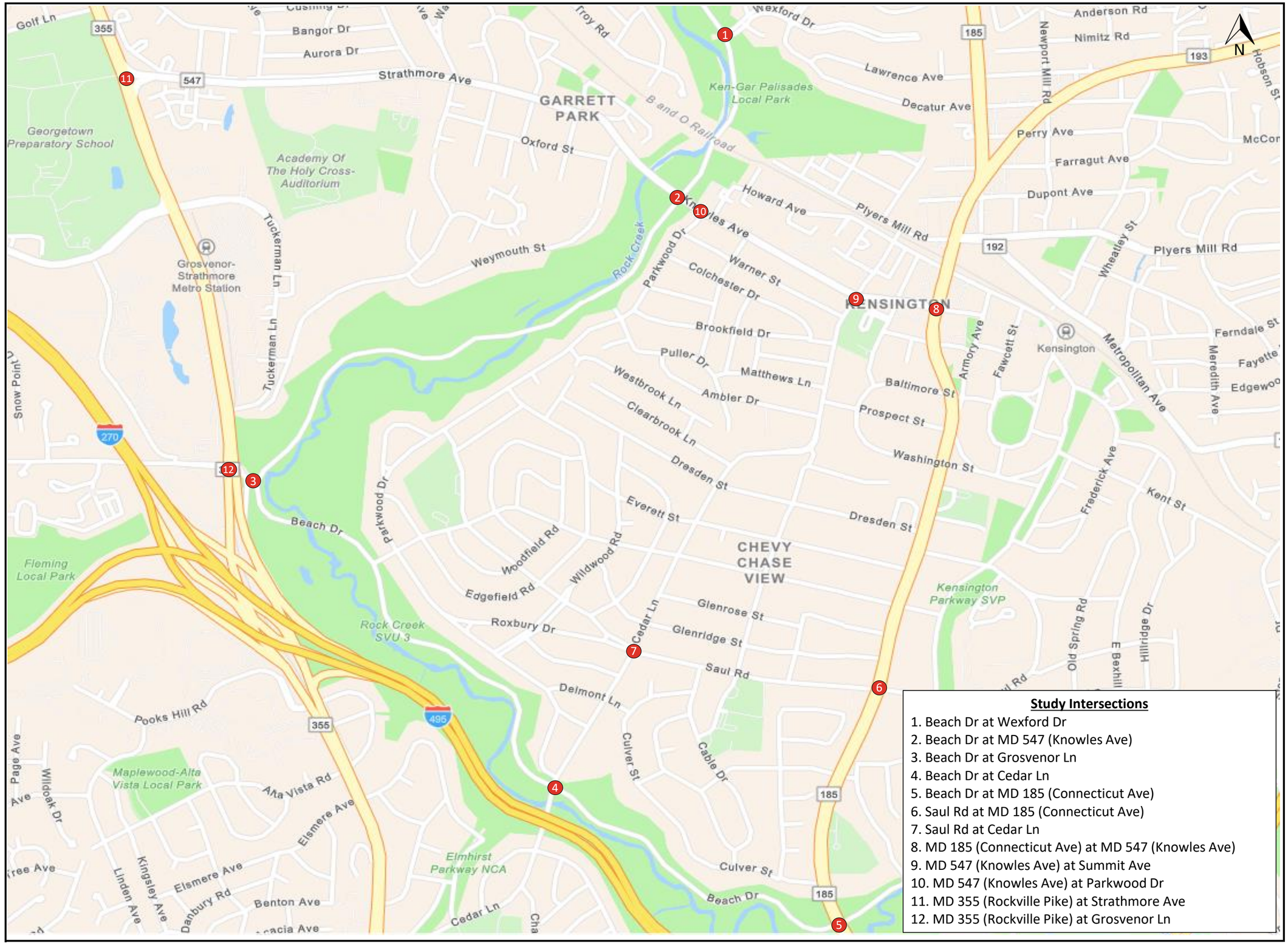
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:30	09:30	3				13:15	14:15	2		

Street Name-->	MD 355					MD 355					GROSVENOR					GROSVENOR					GRAND
HOUR	From North					From South					From East					From West					
ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	TOTAL
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	2
12:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**6**	**0**	**0**	**9**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**16**
AM Peak Vol	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0	3
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2

APPENDIX

B

Existing Balanced Peak Hour Volumes



Study Intersections

1. Beach Dr at Wexford Dr
2. Beach Dr at MD 547 (Knowles Ave)
3. Beach Dr at Grosvenor Ln
4. Beach Dr at Cedar Ln
5. Beach Dr at MD 185 (Connecticut Ave)
6. Saul Rd at MD 185 (Connecticut Ave)
7. Saul Rd at Cedar Ln
8. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
9. MD 547 (Knowles Ave) at Summit Ave
10. MD 547 (Knowles Ave) at Parkwood Dr
11. MD 355 (Rockville Pike) at Strathmore Ave
12. MD 355 (Rockville Pike) at Grosvenor Ln

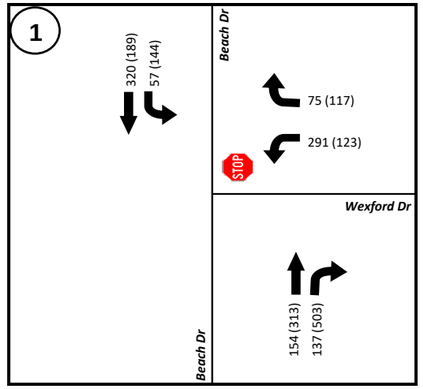
Existing Balanced Peak Hour Volumes

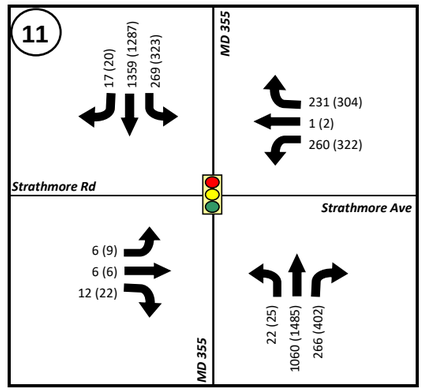
LEGEND

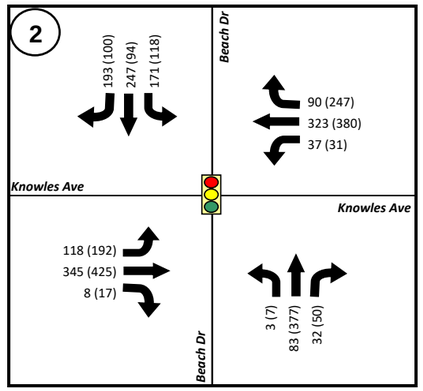
AM (PM) Peak Hour Vehicular Volume

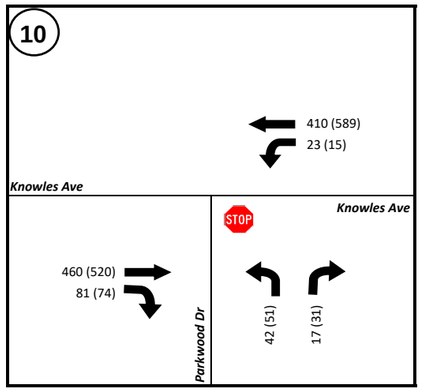
Signalized Intersection

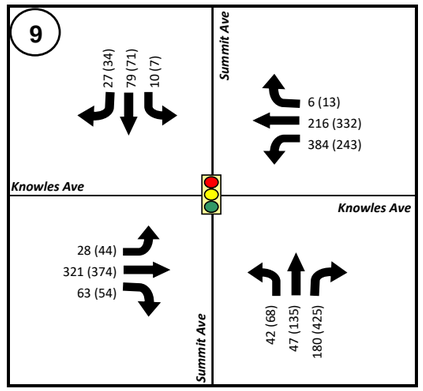
Stop Controlled Intersection

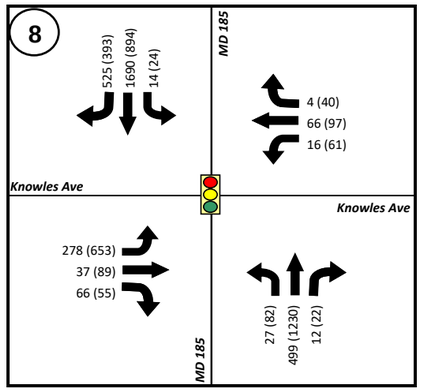


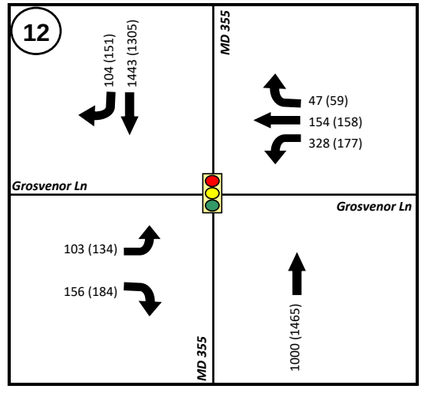


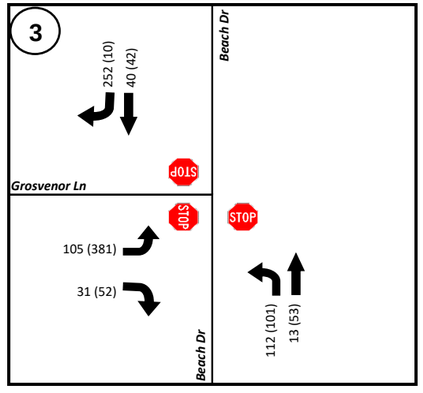


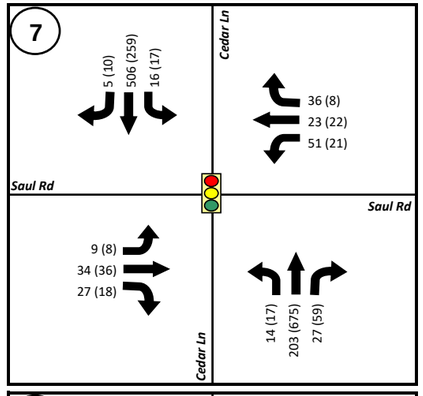


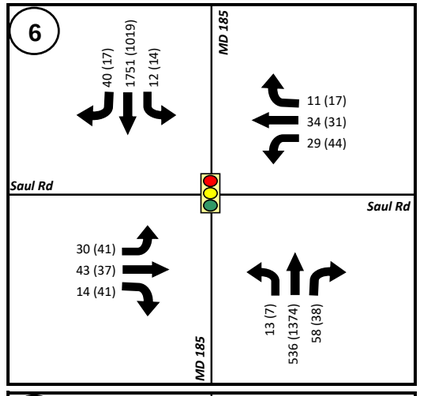


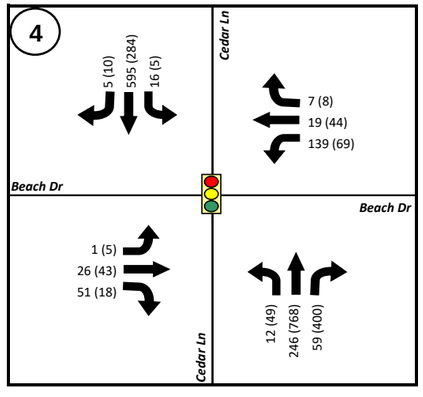


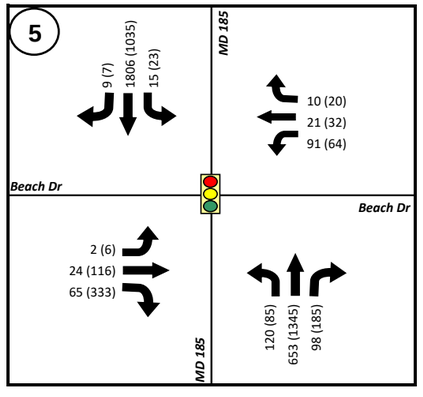












APPENDIX

C

Existing Conditions Synchro Outputs

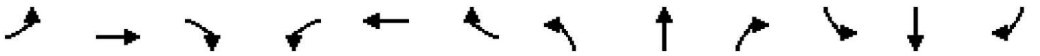
Intersection	
Int Delay, s/veh	23

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	291	75	154	137	57	320
Future Vol, veh/h	291	75	154	137	57	320
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	316	82	167	149	62	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	714	242	0	0	316	0
Stage 1	242	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	398	797	-	-	1244	-
Stage 1	798	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	374	797	-	-	1244	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	63.77	0	1.22
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	419	272	-
HCM Lane V/C Ratio	-	-	0.949	0.05	-
HCM Control Delay (s/veh)	-	-	63.8	8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	11	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	345	8	37	323	90	3	83	32	171	247	193
Future Volume (veh/h)	118	345	8	37	323	90	3	83	32	171	247	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	375	9	40	351	98	3	90	35	186	268	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	553	970	23	526	883	927	33	273	235	392	298	234
Arrive On Green	0.09	0.53	0.53	0.03	0.47	0.47	0.15	0.15	0.15	0.11	0.31	0.31
Sat Flow, veh/h	1781	1819	44	1781	1870	1585	16	1838	1585	1781	972	761
Grp Volume(v), veh/h	128	0	384	40	351	98	93	0	35	186	0	478
Grp Sat Flow(s),veh/h/ln	1781	0	1863	1781	1870	1585	1854	0	1585	1781	0	1733
Q Serve(g_s), s	3.9	0.0	14.5	1.4	14.6	3.3	0.0	0.0	2.3	10.1	0.0	31.7
Cycle Q Clear(g_c), s	3.9	0.0	14.5	1.4	14.6	3.3	5.3	0.0	2.3	10.1	0.0	31.7
Prop In Lane	1.00		0.02	1.00		1.00	0.03		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	553	0	993	526	883	927	306	0	235	392	0	532
V/C Ratio(X)	0.23	0.00	0.39	0.08	0.40	0.11	0.30	0.00	0.15	0.47	0.00	0.90
Avail Cap(c_a), veh/h	553	0	993	635	883	927	520	0	423	392	0	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	16.5	15.4	20.6	11.0	45.8	0.0	44.5	35.2	0.0	39.8
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.1	1.3	0.2	0.6	0.0	0.3	4.1	0.0	10.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	6.4	0.6	6.7	1.2	2.6	0.0	0.9	4.9	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	0.0	17.6	15.4	21.9	11.3	46.3	0.0	44.8	39.3	0.0	50.7
LnGrp LOS	B		B	B	C	B	D		D	D		D
Approach Vol, veh/h		512			489			128			664	
Approach Delay, s/veh		16.6			19.2			45.9			47.5	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	62.2	19.0	22.8	8.7	69.5		41.8				
Change Period (Y+Rc), s	5.0	5.5	5.5	5.0	5.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	42.5	13.5	32.0	11.0	42.5		51.0				
Max Q Clear Time (g_c+I1), s	5.9	16.6	12.1	7.3	3.4	16.5		33.7				
Green Ext Time (p_c), s	0.1	2.5	0.1	0.6	0.0	2.5		3.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	105	31	112	13	40	252
Future Vol, veh/h	105	31	112	13	40	252
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	114	34	122	14	43	274
Number of Lanes	1	0	0	1	1	0

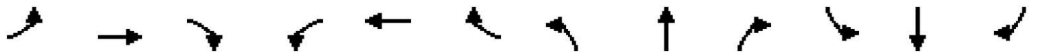
Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	9.2	8.9	9.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	90%	77%	0%
Vol Thru, %	10%	0%	14%
Vol Right, %	0%	23%	86%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	125	136	292
LT Vol	112	105	0
Through Vol	13	0	40
RT Vol	0	31	252
Lane Flow Rate	136	148	317
Geometry Grp	1	1	1
Degree of Util (X)	0.181	0.201	0.349
Departure Headway (Hd)	4.802	4.903	3.955
Convergence, Y/N	Yes	Yes	Yes
Cap	747	730	911
Service Time	2.832	2.944	1.976
HCM Lane V/C Ratio	0.182	0.203	0.348
HCM Control Delay, s/veh	8.9	9.2	9.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.7	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	26	51	139	19	7	12	246	59	16	595	5
Future Volume (veh/h)	1	26	51	139	19	7	12	246	59	16	595	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	28	55	151	21	8	13	267	64	17	647	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	49	85	162	274	26	10	100	1847	432	62	1273	1097
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.69	0.69	0.69	0.69	0.69	0.69
Sat Flow, veh/h	5	573	1097	1260	175	67	70	2668	624	18	1838	1585
Grp Volume(v), veh/h	84	0	0	180	0	0	181	0	163	664	0	5
Grp Sat Flow(s),veh/h/ln	1675	0	0	1502	0	0	1772	0	1590	1856	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	3.4	0.0	0.0	8.5	0.0	0.0	2.5	0.0	2.6	12.7	0.0	0.1
Prop In Lane	0.01		0.65	0.84		0.04	0.07		0.39	0.03		1.00
Lane Grp Cap(c), veh/h	296	0	0	310	0	0	1279	0	1101	1335	0	1097
V/C Ratio(X)	0.28	0.00	0.00	0.58	0.00	0.00	0.14	0.00	0.15	0.50	0.00	0.00
Avail Cap(c_a), veh/h	494	0	0	473	0	0	1279	0	1101	1335	0	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	0.0	30.6	0.0	0.0	3.9	0.0	4.0	5.5	0.0	3.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.7	0.0	0.0	0.2	0.0	0.3	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	3.2	0.0	0.0	0.8	0.0	0.7	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.2	0.0	0.0	32.3	0.0	0.0	4.2	0.0	4.2	6.8	0.0	3.6
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		84			180			344			669	
Approach Delay, s/veh		29.2			32.3			4.2			6.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.9		17.1		57.9		17.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		43.0		20.0		43.0		20.0				
Max Q Clear Time (g_c+I1), s		4.6		5.4		14.7		10.5				
Green Ext Time (p_c), s		2.3		0.3		5.2		0.7				

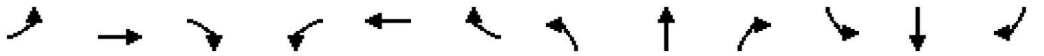
Intersection Summary		
HCM 7th Control Delay, s/veh	11.2	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	24	65	91	21	10	120	653	98	15	1806	9
Future Volume (veh/h)	2	24	65	91	21	10	120	653	98	15	1806	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	26	71	99	23	11	130	710	107	16	1963	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	186	163	155	123	59	260	3751	560	563	4099	21
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.84	0.84	1.00	1.00	1.00
Sat Flow, veh/h	39	1817	1585	1298	1196	572	1781	4484	669	669	5243	27
Grp Volume(v), veh/h	28	0	71	99	0	34	130	537	280	16	1274	699
Grp Sat Flow(s),veh/h/ln	1856	0	1585	1298	0	1767	1781	1702	1750	669	1702	1866
Q Serve(g_s), s	0.0	0.0	7.6	13.5	0.0	3.2	2.6	5.5	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	7.6	16.0	0.0	3.2	2.6	5.5	5.6	0.0	0.0	0.0
Prop In Lane	0.07		1.00	1.00		0.32	1.00		0.38	1.00		0.01
Lane Grp Cap(c), veh/h	212	0	163	155	0	181	260	2847	1463	563	2661	1459
V/C Ratio(X)	0.13	0.00	0.44	0.64	0.00	0.19	0.50	0.19	0.19	0.03	0.48	0.48
Avail Cap(c_a), veh/h	471	0	387	340	0	432	411	2847	1463	563	2661	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	73.6	0.0	75.9	80.9	0.0	73.9	3.2	2.9	2.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.8	4.3	0.0	0.5	1.5	0.1	0.3	0.1	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.2	4.8	0.0	1.5	0.9	1.7	1.8	0.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.9	0.0	77.7	85.1	0.0	74.4	4.7	3.0	3.2	0.1	0.5	0.9
LnGrp LOS	E		E	F		E	A	A	A	A	A	A
Approach Vol, veh/h		99			133			947			1989	
Approach Delay, s/veh		76.6			82.4			3.3			0.7	
Approach LOS		E			F			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		155.5		24.5	9.8	145.7		24.5				
Change Period (Y+Rc), s		5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		125.0		44.0	20.0	100.0		44.0				
Max Q Clear Time (g_c+I1), s		7.6		9.6	4.6	2.0		18.0				
Green Ext Time (p_c), s		6.3		0.4	0.3	29.1		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	7.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	43	14	29	34	11	13	536	58	12	1751	40
Future Volume (vph)	30	43	14	29	34	11	13	536	58	12	1751	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frt		1.00	0.85		0.98		1.00	0.99		1.00	1.00	
Flt Protected		0.98	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1825	1583		1790		1770	5011		1770	5068	
Flt Permitted		0.98	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1825	1583		1790		1770	5011		1770	5068	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	47	15	32	37	12	14	583	63	13	1903	43
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	80	15	0	81	0	14	646	0	13	1946	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		13.2	13.2		13.5		3.4	126.0		3.3	125.9	
Effective Green, g (s)		13.2	13.2		13.5		3.4	126.0		3.3	125.9	
Actuated g/C Ratio		0.07	0.07		0.08		0.02	0.70		0.02	0.70	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		133	116		134		33	3507		32	3544	
v/s Ratio Prot		c0.04			c0.05		c0.01	0.13		0.01	c0.38	
v/s Ratio Perm			0.01									
v/c Ratio		0.60	0.13		0.60		0.42	0.18		0.41	0.55	
Uniform Delay, d1		80.9	78.0		80.7		87.3	9.3		87.4	13.2	
Progression Factor		1.00	1.00		1.00		0.98	0.99		1.00	1.00	
Incremental Delay, d2		7.5	0.5		7.5		8.5	0.1		8.2	0.6	
Delay (s)		88.3	78.5		88.1		94.4	9.3		95.6	13.8	
Level of Service		F	E		F		F	A		F	B	
Approach Delay (s/veh)		86.8			88.1			11.1			14.4	
Approach LOS		F			F			B			B	

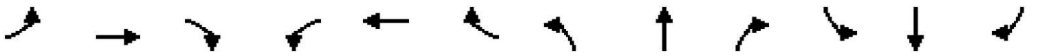
Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	34	27	51	23	36	14	203	27	16	506	5
Future Volume (veh/h)	9	34	27	51	23	36	14	203	27	16	506	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	37	29	55	25	39	15	221	29	17	550	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	253	174	234	111	134	83	1039	940	62	1089	940
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	110	947	652	615	418	504	54	1751	1585	21	1835	1585
Grp Volume(v), veh/h	76	0	0	119	0	0	236	0	29	567	0	5
Grp Sat Flow(s),veh/h/ln	1709	0	0	1537	0	0	1806	0	1585	1856	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.5	0.0	0.0	4.2	0.0	0.0	4.4	0.0	0.6	13.3	0.0	0.1
Prop In Lane	0.13		0.38	0.46		0.33	0.06		1.00	0.03		1.00
Lane Grp Cap(c), veh/h	510	0	0	480	0	0	1122	0	940	1151	0	940
V/C Ratio(X)	0.15	0.00	0.00	0.25	0.00	0.00	0.21	0.00	0.03	0.49	0.00	0.01
Avail Cap(c_a), veh/h	510	0	0	480	0	0	1122	0	940	1151	0	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	21.7	0.0	0.0	7.1	0.0	6.3	8.9	0.0	6.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.1	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.2	5.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	0.0	0.0	22.9	0.0	0.0	7.5	0.0	6.4	10.4	0.0	6.2
LnGrp LOS	C			C			A		A	B		A
Approach Vol, veh/h		76			119			265			572	
Approach Delay, s/veh		21.7			22.9			7.4			10.4	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	50.0	25.0	50.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	44.5	20.0	44.5	20.0
Max Q Clear Time (g_c+I1), s	6.4	4.5	15.3	6.2
Green Ext Time (p_c), s	1.6	0.3	4.2	0.5

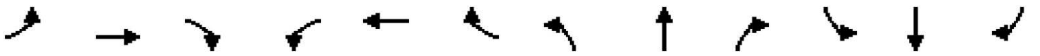
Intersection Summary	
HCM 7th Control Delay, s/veh	11.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	278	37	66	16	66	4	27	499	12	14	1690	525
Future Volume (vph)	278	37	66	16	66	4	27	499	12	14	1690	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	0.91	0.91		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.92		1.00	0.99		1.00	1.00		1.00	0.96	
Flt Protected	0.95	0.99		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	1550		1770	1848		1770	5067		1770	4904	
Flt Permitted	0.95	0.99		0.95	1.00		0.04	1.00		0.41	1.00	
Satd. Flow (perm)	3221	1550		1770	1848		79	5067		758	4904	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	302	40	72	17	72	4	29	542	13	15	1837	571
RTOR Reduction (vph)	0	0	0	0	1	0	0	1	0	0	25	0
Lane Group Flow (vph)	272	142	0	17	75	0	29	554	0	15	2383	0
Turn Type	Split	NA		Split	NA		Perm	NA		pm+pt	NA	
Protected Phases	4	4		3	3			2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)	22.2	22.2		12.6	12.6		119.4	119.4		128.2	128.2	
Effective Green, g (s)	22.2	22.2		12.6	12.6		119.4	119.4		128.2	128.2	
Actuated g/C Ratio	0.12	0.12		0.07	0.07		0.66	0.66		0.71	0.71	
Clearance Time (s)	6.0	6.0		6.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	397	191		123	129		52	3361		561	3492	
v/s Ratio Prot	0.08	c0.09		0.01	c0.04			0.11		0.00	c0.49	
v/s Ratio Perm							0.37			0.02		
v/c Ratio	0.69	0.74		0.14	0.58		0.56	0.16		0.03	0.68	
Uniform Delay, d1	75.6	76.2		78.6	81.1		16.2	11.5		7.7	14.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.8	14.5		0.5	6.5		36.8	0.1		0.0	1.1	
Delay (s)	80.4	90.6		79.1	87.7		53.0	11.6		7.7	15.6	
Level of Service	F	F		E	F		D	B		A	B	
Approach Delay (s/veh)		83.9			86.1			13.6			15.5	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	321	63	384	216	6	42	47	180	10	79	27
Future Volume (veh/h)	28	321	63	384	216	6	42	47	180	10	79	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	30	349	68	417	235	7	46	51	196	11	86	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	397	77	444	896	27	321	342	973	472	563	190
Arrive On Green	0.26	0.26	0.26	0.19	0.50	0.50	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1138	1521	296	1781	1807	54	658	812	1585	1133	1338	451
Grp Volume(v), veh/h	30	0	417	417	0	242	97	0	196	11	0	115
Grp Sat Flow(s),veh/h/ln	1138	0	1817	1781	0	1861	1470	0	1585	1133	0	1789
Q Serve(g_s), s	2.4	0.0	26.4	20.8	0.0	9.0	2.1	0.0	6.5	0.7	0.0	4.8
Cycle Q Clear(g_c), s	2.4	0.0	26.4	20.8	0.0	9.0	6.9	0.0	6.5	7.7	0.0	4.8
Prop In Lane	1.00		0.16	1.00		0.03	0.47		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	357	0	474	444	0	922	663	0	973	472	0	753
V/C Ratio(X)	0.08	0.00	0.88	0.94	0.00	0.26	0.15	0.00	0.20	0.02	0.00	0.15
Avail Cap(c_a), veh/h	582	0	833	471	0	1318	663	0	973	472	0	753
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.79	0.00	0.79	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	42.5	29.6	0.0	17.5	22.0	0.0	10.2	24.6	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.0	5.5	22.5	0.0	0.1	0.5	0.0	0.5	0.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	12.5	11.5	0.0	3.9	1.8	0.0	2.4	0.2	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	0.0	48.0	52.1	0.0	17.7	22.4	0.0	10.7	24.6	0.0	21.9
LnGrp LOS	C		D	D		B	C		B	C		C
Approach Vol, veh/h		447			659			293			126	
Approach Delay, s/veh		47.0			39.4			14.6			22.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		55.5	28.2	36.3		55.5		64.5				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		25.0	25.0	55.0		25.0		85.0				
Max Q Clear Time (g_c+I1), s		8.9	22.8	28.4		9.7		11.0				
Green Ext Time (p_c), s		1.1	0.3	2.9		0.5		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	35.5
HCM 7th LOS	D

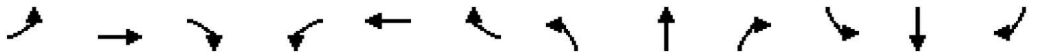
Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	460	81	23	410	42	17
Future Vol, veh/h	460	81	23	410	42	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	500	88	25	446	46	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	588	0	1040	544
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	987	-	255	539
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	987	-	247	539
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.46	20.74
HCM LOS			C

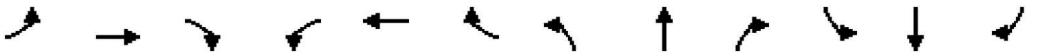
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	292	-	-	96	-
HCM Lane V/C Ratio	0.219	-	-	0.025	-
HCM Control Delay (s/veh)	20.7	-	-	8.7	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	12	260	1	231	22	1060	266	269	1359	17
Future Volume (vph)	6	6	12	260	1	231	22	1060	266	269	1359	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.5	6.5	4.0	5.0	5.5	5.5	5.0	5.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1817	1583	1681	1686	1583	1770	5085	1583	1770	5076	
Flt Permitted		0.98	1.00	0.95	0.95	1.00	0.16	1.00	1.00	0.18	1.00	
Satd. Flow (perm)		1817	1583	1681	1686	1583	297	5085	1583	338	5076	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	7	13	283	1	251	24	1152	289	292	1477	18
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	128	0	0	0
Lane Group Flow (vph)	0	14	0	141	143	251	24	1152	161	292	1495	0
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			Free	6		6	2		
Actuated Green, G (s)		5.1	5.1	19.1	19.1	150.0	87.6	83.6	83.6	107.8	98.8	
Effective Green, g (s)		5.1	5.1	19.1	19.1	150.0	87.6	83.6	83.6	107.8	98.8	
Actuated g/C Ratio		0.03	0.03	0.13	0.13	1.00	0.58	0.56	0.56	0.72	0.66	
Clearance Time (s)		6.0	6.0	6.5	6.5		5.0	5.5	5.5	5.0	5.5	
Vehicle Extension (s)		4.0	4.0	4.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		61	53	214	214	1583	212	2834	882	426	3343	
v/s Ratio Prot		0.01		0.08	c0.08		0.00	0.23		c0.09	0.29	
v/s Ratio Perm			0.00			c0.16	0.06		0.10	c0.40		
v/c Ratio		0.23	0.01	0.66	0.67	0.16	0.11	0.41	0.18	0.69	0.45	
Uniform Delay, d1		70.5	70.0	62.3	62.4	0.0	13.2	19.0	16.4	11.1	12.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.6	0.1	7.9	8.4	0.2	0.2	0.4	0.5	4.5	0.4	
Delay (s)		73.2	70.1	70.2	70.8	0.2	13.4	19.4	16.8	15.6	12.8	
Level of Service		E	E	E	E	A	B	B	B	B	B	
Approach Delay (s/veh)		71.7			37.5			18.8			13.3	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	156	328	154	47	0	1000	0	0	1443	104
Future Volume (veh/h)	103	0	156	328	154	47	0	1000	0	0	1443	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	112	0	0	357	167	0	0	1087	0	0	1568	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	159	0		665	199		0	3716	0	0	3716	1153
Arrive On Green	0.05	0.00	0.00	0.19	0.11	0.00	0.00	0.73	0.00	0.00	0.73	0.73
Sat Flow, veh/h	3456	112		3456	1870	1585	0	5443	0	0	5274	1585
Grp Volume(v), veh/h	112	76.1		357	167	0	0	1087	0	0	1568	113
Grp Sat Flow(s),veh/h/ln	1728	E		1728	1870	1585	0	1702	0	0	1702	1585
Q Serve(g_s), s	4.8			14.0	13.1	0.0	0.0	11.0	0.0	0.0	18.1	3.1
Cycle Q Clear(g_c), s	4.8			14.0	13.1	0.0	0.0	11.0	0.0	0.0	18.1	3.1
Prop In Lane	1.00			1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	159			665	199		0	3716	0	0	3716	1153
V/C Ratio(X)	0.70			0.54	0.84		0.00	0.29	0.00	0.00	0.42	0.10
Avail Cap(c_a), veh/h	346			1267	424		0	3716	0	0	3716	1153
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	70.5			54.6	65.8	0.0	0.0	7.1	0.0	0.0	8.0	6.0
Incr Delay (d2), s/veh	5.6			0.7	9.1	0.0	0.0	0.2	0.0	0.0	0.4	0.2
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3			6.2	6.8	0.0	0.0	3.8	0.0	0.0	6.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.1			55.2	74.9	0.0	0.0	7.3	0.0	0.0	8.4	6.2
LnGrp LOS	E			E	E			A			A	A
Approach Vol, veh/h					524			1087			1681	
Approach Delay, s/veh					61.5			7.3			8.2	
Approach LOS					E			A			A	

Timer - Assigned Phs	2	3	4		6	7
Phs Duration (G+Y+Rc), s	115.2	12.9	21.9		115.2	34.8
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0
Max Green Setting (Gmax), s	83.0	15.0	34.0		83.0	55.0
Max Q Clear Time (g_c+I1), s	13.0	6.8	15.1		20.1	16.0
Green Ext Time (p_c), s	9.5	0.2	0.8		18.1	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

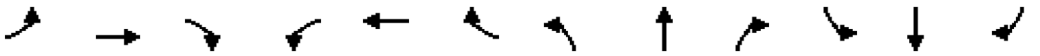
Intersection	
Int Delay, s/veh	19.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	123	117	313	503	144	189
Future Vol, veh/h	123	117	313	503	144	189
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	134	127	340	547	157	205

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1132	614	0	0	887	0
Stage 1	614	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	225	492	-	-	763	-
Stage 1	540	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	492	-	-	763	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	108.33	0	4.73
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	253	676	-
HCM Lane V/C Ratio	-	-	1.033	0.205	-
HCM Control Delay (s/veh)	-	-	108.3	10.9	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	10.4	0.8	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	425	17	31	380	247	7	377	50	118	94	100
Future Volume (veh/h)	192	425	17	31	380	247	7	377	50	118	94	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	462	18	34	413	268	8	410	54	128	102	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	820	32	358	739	765	34	463	397	247	317	339
Arrive On Green	0.09	0.46	0.46	0.03	0.40	0.40	0.25	0.25	0.25	0.09	0.38	0.38
Sat Flow, veh/h	1781	1788	70	1781	1870	1585	13	1850	1585	1781	827	884
Grp Volume(v), veh/h	209	0	480	34	413	268	418	0	54	128	0	211
Grp Sat Flow(s),veh/h/ln	1781	0	1858	1781	1870	1585	1863	0	1585	1781	0	1711
Q Serve(g_s), s	7.9	0.0	22.6	1.3	20.6	12.6	6.6	0.0	3.2	6.0	0.0	10.4
Cycle Q Clear(g_c), s	7.9	0.0	22.6	1.3	20.6	12.6	26.0	0.0	3.2	6.0	0.0	10.4
Prop In Lane	1.00		0.04	1.00		1.00	0.02		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	393	0	852	358	739	765	497	0	397	247	0	657
V/C Ratio(X)	0.53	0.00	0.56	0.10	0.56	0.35	0.84	0.00	0.14	0.52	0.00	0.32
Avail Cap(c_a), veh/h	393	0	852	470	739	765	620	0	502	247	0	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	23.7	21.3	28.2	19.3	43.4	0.0	34.9	30.7	0.0	26.0
Incr Delay (d2), s/veh	5.1	0.0	2.7	0.1	3.0	1.3	8.4	0.0	0.2	7.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	10.4	0.6	9.8	5.0	13.2	0.0	1.3	3.1	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.7	0.0	26.4	21.4	31.2	20.6	51.8	0.0	35.1	38.2	0.0	26.3
LnGrp LOS	C		C	C	C	C	D		D	D		C
Approach Vol, veh/h		689			715			472			339	
Approach Delay, s/veh		25.9			26.7			49.9			30.8	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	52.9	16.0	35.1	8.4	60.6		51.1				
Change Period (Y+Rc), s	5.0	5.5	5.5	5.0	5.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	39.5	10.5	38.0	11.0	39.5		54.0				
Max Q Clear Time (g_c+I1), s	9.9	22.6	8.0	28.0	3.3	24.6		12.4				
Green Ext Time (p_c), s	0.1	3.3	0.1	2.1	0.0	2.7		1.5				

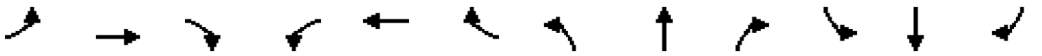
Intersection Summary	
HCM 7th Control Delay, s/veh	32.0
HCM 7th LOS	C

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	381	52	101	53	42	100
Future Vol, veh/h	381	52	101	53	42	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	57	110	58	46	109
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay, s/veh	16	10.4	9.4
HCM LOS	C	B	A

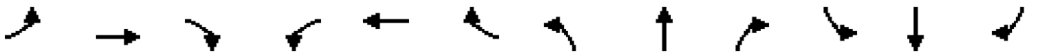
Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	66%	88%	0%
Vol Thru, %	34%	0%	30%
Vol Right, %	0%	12%	70%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	154	433	142
LT Vol	101	381	0
Through Vol	53	0	42
RT Vol	0	52	100
Lane Flow Rate	167	471	154
Geometry Grp	1	1	1
Degree of Util (X)	0.254	0.633	0.212
Departure Headway (Hd)	5.458	4.84	4.942
Convergence, Y/N	Yes	Yes	Yes
Cap	651	739	718
Service Time	3.55	2.912	3.034
HCM Lane V/C Ratio	0.257	0.637	0.214
HCM Control Delay, s/veh	10.4	16	9.4
HCM Lane LOS	B	C	A
HCM 95th-tile Q	1	4.6	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	43	18	69	44	8	49	768	400	5	284	10
Future Volume (veh/h)	5	43	18	69	44	8	49	768	400	5	284	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	47	20	75	48	9	53	835	435	5	309	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	57	133	53	166	72	12	114	1569	794	53	1352	1160
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	54	1232	495	842	665	110	85	2143	1085	6	1846	1585
Grp Volume(v), veh/h	72	0	0	132	0	0	719	0	604	314	0	11
Grp Sat Flow(s),veh/h/ln	1781	0	0	1618	0	0	1806	0	1507	1852	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.8	0.0	0.0	5.8	0.0	0.0	12.5	0.0	13.5	4.1	0.0	0.1
Prop In Lane	0.07		0.28	0.57		0.07	0.07		0.72	0.02		1.00
Lane Grp Cap(c), veh/h	244	0	0	250	0	0	1373	0	1103	1404	0	1160
V/C Ratio(X)	0.30	0.00	0.00	0.53	0.00	0.00	0.52	0.00	0.55	0.22	0.00	0.01
Avail Cap(c_a), veh/h	473	0	0	449	0	0	1373	0	1103	1404	0	1160
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	32.3	0.0	0.0	4.4	0.0	4.5	3.2	0.0	2.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.7	0.0	0.0	1.4	0.0	2.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.4	0.0	0.0	3.7	0.0	3.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.8	0.0	0.0	34.0	0.0	0.0	5.8	0.0	6.5	3.6	0.0	2.7
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		72			132			1323			325	
Approach Delay, s/veh		31.8			34.0			6.1			3.6	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.9		14.1		60.9		14.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		18.0		45.0		18.0				
Max Q Clear Time (g_c+I1), s		15.5		4.8		6.1		7.8				
Green Ext Time (p_c), s		12.0		0.2		2.2		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	116	333	64	32	20	85	1345	185	23	1035	7
Future Volume (veh/h)	6	116	333	64	32	20	85	1345	185	23	1035	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	126	362	70	35	22	92	1462	201	25	1125	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	448	390	219	264	166	411	3089	424	206	3218	23
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.03	0.68	0.68	1.00	1.00	1.00
Sat Flow, veh/h	37	1819	1585	908	1074	675	1781	4539	623	299	5231	37
Grp Volume(v), veh/h	133	0	362	70	0	57	92	1096	567	25	732	401
Grp Sat Flow(s),veh/h/ln	1856	0	1585	908	0	1749	1781	1702	1758	299	1702	1864
Q Serve(g_s), s	0.0	0.0	33.5	10.2	0.0	3.8	2.8	22.8	22.8	2.0	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	33.5	18.8	0.0	3.8	2.8	22.8	22.8	15.0	0.0	0.0
Prop In Lane	0.05		1.00	1.00		0.39	1.00		0.35	1.00		0.02
Lane Grp Cap(c), veh/h	482	0	390	219	0	430	411	2317	1197	206	2094	1147
V/C Ratio(X)	0.28	0.00	0.93	0.32	0.00	0.13	0.22	0.47	0.47	0.12	0.35	0.35
Avail Cap(c_a), veh/h	569	0	465	262	0	513	532	2317	1197	206	2094	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	45.9	0.0	55.2	53.5	0.0	44.1	9.1	11.3	11.3	1.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	22.8	0.8	0.0	0.1	0.3	0.7	1.3	1.2	0.4	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	16.0	2.4	0.0	1.7	1.1	8.5	9.0	0.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	0.0	78.0	54.4	0.0	44.2	9.4	12.0	12.6	2.2	0.4	0.8
LnGrp LOS	D		E	D		D	A	B	B	A	A	A
Approach Vol, veh/h		495			127			1755			1158	
Approach Delay, s/veh		69.5			49.8			12.1			0.6	
Approach LOS		E			D			B			A	

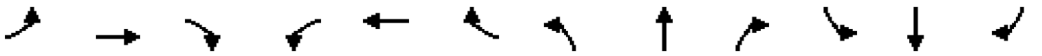
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.1		42.9	9.8	97.3		42.9				
Change Period (Y+Rc), s		5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		95.0		44.0	15.0	75.0		44.0				
Max Q Clear Time (g_c+I1), s		24.8		35.5	4.8	17.0		20.8				
Green Ext Time (p_c), s		19.3		1.4	0.1	10.7		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.7									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	37	41	44	31	17	7	1374	38	14	1019	17
Future Volume (vph)	41	37	41	44	31	17	7	1374	38	14	1019	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frt		1.00	0.85		0.98		1.00	1.00		1.00	1.00	
Flt Protected		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1815	1583		1775		1770	5065		1770	5073	
Flt Permitted		0.97	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1815	1583		1775		1770	5065		1770	5073	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	40	45	48	34	18	8	1493	41	15	1108	18
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	85	45	0	100	0	8	1534	0	15	1126	0
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		12.3	12.3		13.8		1.5	96.7		3.2	98.4	
Effective Green, g (s)		12.3	12.3		13.8		1.5	96.7		3.2	98.4	
Actuated g/C Ratio		0.08	0.08		0.09		0.01	0.64		0.02	0.66	
Clearance Time (s)		6.0	6.0		6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		148	129		163		17	3265		37	3327	
v/s Ratio Prot		c0.05			c0.06		0.00	c0.30		c0.01	0.22	
v/s Ratio Perm			0.03									
v/c Ratio		0.57	0.35		0.61		0.47	0.47		0.41	0.34	
Uniform Delay, d1		66.3	65.1		65.5		73.9	13.6		72.5	11.4	
Progression Factor		0.97	0.97		1.00		1.00	0.85		1.00	1.00	
Incremental Delay, d2		5.3	1.6		6.7		17.9	0.5		7.1	0.3	
Delay (s)		69.9	65.1		72.2		91.5	12.0		79.6	11.7	
Level of Service		E	E		E		F	B		E	B	
Approach Delay (s/veh)		68.2			72.2			12.4			12.6	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

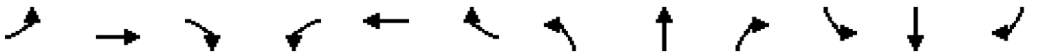
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	36	18	21	22	8	17	675	59	17	259	10
Future Volume (veh/h)	8	36	18	21	22	8	17	675	59	17	259	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	39	20	23	24	9	18	734	64	18	282	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	297	136	215	212	69	60	1092	940	79	1031	940
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	113	1113	511	553	795	258	18	1840	1585	48	1738	1585
Grp Volume(v), veh/h	68	0	0	56	0	0	752	0	64	300	0	11
Grp Sat Flow(s),veh/h/ln	1738	0	0	1607	0	0	1858	0	1585	1786	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.2
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.7	0.0	0.0	20.5	0.0	1.3	5.8	0.0	0.2
Prop In Lane	0.13		0.29	0.41		0.16	0.02		1.00	0.06		1.00
Lane Grp Cap(c), veh/h	518	0	0	496	0	0	1151	0	940	1111	0	940
V/C Ratio(X)	0.13	0.00	0.00	0.11	0.00	0.00	0.65	0.00	0.07	0.27	0.00	0.01
Avail Cap(c_a), veh/h	518	0	0	496	0	0	1151	0	940	1111	0	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	20.8	0.0	0.0	10.4	0.0	6.5	7.4	0.0	6.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	2.9	0.0	0.1	0.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.8	0.0	0.0	8.0	0.0	0.4	2.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.0	0.0	21.3	0.0	0.0	13.3	0.0	6.6	8.0	0.0	6.3
LnGrp LOS	C			C			B		A	A		A
Approach Vol, veh/h		68			56			816			311	
Approach Delay, s/veh		21.5			21.3			12.7			7.9	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		44.5		20.0		44.5		20.0				
Max Q Clear Time (g_c+I1), s		22.5		4.2		7.8		3.7				
Green Ext Time (p_c), s		5.9		0.2		2.1		0.2				

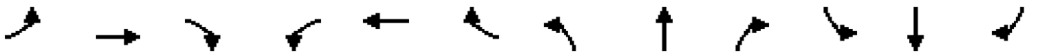
Intersection Summary												
HCM 7th Control Delay, s/veh			12.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	653	89	55	61	97	40	82	1230	22	24	894	393
Future Volume (vph)	653	89	55	61	97	40	82	1230	22	24	894	393
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		4.5	5.0		5.0	5.0	
Lane Util. Factor	0.91	0.91		1.00	1.00		1.00	0.91		1.00	0.91	
Frt	1.00	0.97		1.00	0.96		1.00	1.00		1.00	0.95	
Flt Protected	0.95	0.98		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3221	1606		1770	1782		1770	5072		1770	4852	
Flt Permitted	0.95	0.98		0.95	1.00		0.12	1.00		0.17	1.00	
Satd. Flow (perm)	3221	1606		1770	1782		218	5072		315	4852	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	710	97	60	66	105	43	89	1337	24	26	972	427
RTOR Reduction (vph)	0	0	0	0	9	0	0	1	0	0	40	0
Lane Group Flow (vph)	582	285	0	66	139	0	89	1360	0	26	1359	0
Turn Type	Split	NA		Split	NA		pm+pt	NA		Perm	NA	
Protected Phases	4	4		3	3		5	2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	37.3	37.3		19.2	19.2		106.5	106.5		92.7	92.7	
Effective Green, g (s)	37.3	37.3		19.2	19.2		106.5	106.5		92.7	92.7	
Actuated g/C Ratio	0.21	0.21		0.11	0.11		0.59	0.59		0.52	0.52	
Clearance Time (s)	6.0	6.0		6.0	6.0		4.5	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	667	332		188	190		209	3000		162	2498	
v/s Ratio Prot	c0.18	0.18		0.04	c0.08		0.02	c0.27			c0.28	
v/s Ratio Perm							0.23			0.08		
v/c Ratio	0.87	0.86		0.35	0.73		0.43	0.45		0.16	0.54	
Uniform Delay, d1	69.0	68.8		74.6	77.9		20.2	20.5		23.1	29.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.1	19.2		1.1	13.5		1.4	0.5		2.1	0.9	
Delay (s)	81.1	88.0		75.8	91.4		21.6	21.0		25.2	30.3	
Level of Service	F	F		E	F		C	C		C	C	
Approach Delay (s/veh)		83.4			86.6			21.0			30.2	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	374	54	243	332	13	68	135	425	7	71	34
Future Volume (veh/h)	44	374	54	243	332	13	68	135	425	7	71	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	407	59	264	361	14	74	147	462	8	77	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	458	66	316	804	31	273	525	933	372	557	268
Arrive On Green	0.29	0.29	0.29	0.12	0.45	0.45	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1008	1597	232	1781	1789	69	500	1125	1585	812	1194	574
Grp Volume(v), veh/h	48	0	466	264	0	375	221	0	462	8	0	114
Grp Sat Flow(s),veh/h/ln	1008	0	1829	1781	0	1858	1625	0	1585	812	0	1767
Q Serve(g_s), s	4.3	0.0	29.3	12.0	0.0	16.7	5.5	0.0	20.3	0.7	0.0	4.4
Cycle Q Clear(g_c), s	4.3	0.0	29.3	12.0	0.0	16.7	9.9	0.0	20.3	10.6	0.0	4.4
Prop In Lane	1.00		0.13	1.00		0.04	0.33		1.00	1.00		0.32
Lane Grp Cap(c), veh/h	349	0	524	316	0	836	799	0	933	372	0	825
V/C Ratio(X)	0.14	0.00	0.89	0.84	0.00	0.45	0.28	0.00	0.50	0.02	0.00	0.14
Avail Cap(c_a), veh/h	480	0	762	471	0	1239	799	0	933	372	0	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.74	0.00	0.74	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	41.0	28.4	0.0	22.8	19.6	0.0	14.3	23.0	0.0	18.2
Incr Delay (d2), s/veh	0.2	0.0	9.1	6.2	0.0	0.3	0.9	0.0	1.9	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	14.4	5.6	0.0	7.3	4.0	0.0	7.5	0.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.2	0.0	50.1	34.6	0.0	23.0	20.5	0.0	16.2	23.1	0.0	18.6
LnGrp LOS	C		D	C		C	C		B	C		B
Approach Vol, veh/h		514			639			683			122	
Approach Delay, s/veh		48.4			27.8			17.6			18.9	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		61.0	19.6	39.4		61.0		59.0				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		30.0	25.0	50.0		30.0		80.0				
Max Q Clear Time (g_c+I1), s		22.3	14.0	31.3		12.6		18.7				
Green Ext Time (p_c), s		2.0	0.6	3.1		0.6		2.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.1
HCM 7th LOS	C

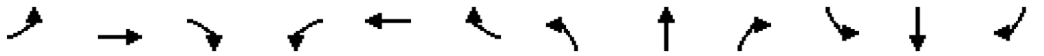
Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	520	74	15	589	51	31
Future Vol, veh/h	520	74	15	589	51	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	565	80	16	640	55	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	646	0	1278	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	673	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	940	-	183	497
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	507	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	940	-	178	497
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	493	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.22	29.3
HCM LOS			D

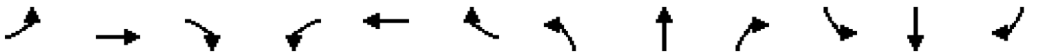
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	236	-	-	45	-
HCM Lane V/C Ratio	0.378	-	-	0.017	-
HCM Control Delay (s/veh)	29.3	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	6	22	322	2	304	25	1485	402	323	1287	20
Future Volume (vph)	9	6	22	322	2	304	25	1485	402	323	1287	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.5	6.5	4.0	5.0	5.5	5.5	5.0	5.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1810	1583	1681	1686	1583	1770	5085	1583	1770	5073	
Flt Permitted		0.97	1.00	0.95	0.95	1.00	0.18	1.00	1.00	0.07	1.00	
Satd. Flow (perm)		1810	1583	1681	1686	1583	328	5085	1583	135	5073	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	7	24	350	2	330	27	1614	437	351	1399	22
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	228	0	0	0
Lane Group Flow (vph)	0	17	1	175	177	330	27	1614	209	351	1421	0
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			Free	6		6	2		
Actuated Green, G (s)		5.3	5.3	21.7	21.7	150.0	75.6	71.6	71.6	105.0	96.0	
Effective Green, g (s)		5.3	5.3	21.7	21.7	150.0	75.6	71.6	71.6	105.0	96.0	
Actuated g/C Ratio		0.04	0.04	0.14	0.14	1.00	0.50	0.48	0.48	0.70	0.64	
Clearance Time (s)		6.0	6.0	6.5	6.5		5.0	5.5	5.5	5.0	5.5	
Vehicle Extension (s)		4.0	4.0	4.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		63	55	243	243	1583	203	2427	755	404	3246	
v/s Ratio Prot		0.01		0.10	c0.10		0.00	0.32		c0.16	0.28	
v/s Ratio Perm			0.00			c0.21	0.06		0.13	c0.44		
v/c Ratio		0.27	0.02	0.72	0.73	0.21	0.13	0.67	0.28	0.87	0.44	
Uniform Delay, d1		70.5	69.8	61.3	61.3	0.0	18.7	30.0	23.6	43.6	13.5	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.1	0.2	10.7	11.1	0.3	0.3	1.5	0.9	17.6	0.4	
Delay (s)		73.6	70.0	71.9	72.4	0.3	19.0	31.5	24.5	61.2	13.9	
Level of Service		E	E	E	E	A	B	C	C	E	B	
Approach Delay (s/veh)		71.5			37.4			29.8			23.3	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	184	177	158	59	0	1465	0	0	1305	151
Future Volume (veh/h)	134	0	184	177	158	59	0	1465	0	0	1305	151
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	146	0	0	192	172	0	0	1592	0	0	1418	164
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	198	0		709	202		0	3650	0	0	3650	1133
Arrive On Green	0.06	0.00	0.00	0.21	0.11	0.00	0.00	0.71	0.00	0.00	0.71	0.71
Sat Flow, veh/h	3456	146		3456	1870	1585	0	5443	0	0	5274	1585
Grp Volume(v), veh/h	146	74.9		192	172	0	0	1592	0	0	1418	164
Grp Sat Flow(s),veh/h/ln	1728	E		1728	1870	1585	0	1702	0	0	1702	1585
Q Serve(g_s), s	6.2			7.0	13.6	0.0	0.0	19.4	0.0	0.0	16.4	4.9
Cycle Q Clear(g_c), s	6.2			7.0	13.6	0.0	0.0	19.4	0.0	0.0	16.4	4.9
Prop In Lane	1.00			1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	198			709	202		0	3650	0	0	3650	1133
V/C Ratio(X)	0.74			0.27	0.85		0.00	0.44	0.00	0.00	0.39	0.14
Avail Cap(c_a), veh/h	530			1290	337		0	3650	0	0	3650	1133
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.6			50.2	65.7	0.0	0.0	8.9	0.0	0.0	8.4	6.8
Incr Delay (d2), s/veh	5.3			0.2	10.4	0.0	0.0	0.4	0.0	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9			3.1	7.1	0.0	0.0	6.7	0.0	0.0	5.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.9			50.4	76.1	0.0	0.0	9.2	0.0	0.0	8.8	7.1
LnGrp LOS	E			D	E			A			A	A
Approach Vol, veh/h					364			1592			1582	
Approach Delay, s/veh					62.5			9.2			8.6	
Approach LOS					E			A			A	

Timer - Assigned Phs	2	3	4		6	7
Phs Duration (G+Y+Rc), s	113.2	14.6	22.2		113.2	36.8
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0
Max Green Setting (Gmax), s	82.0	23.0	27.0		82.0	56.0
Max Q Clear Time (g_c+I1), s	21.4	8.2	15.6		18.4	9.0
Green Ext Time (p_c), s	17.5	0.4	0.6		15.7	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

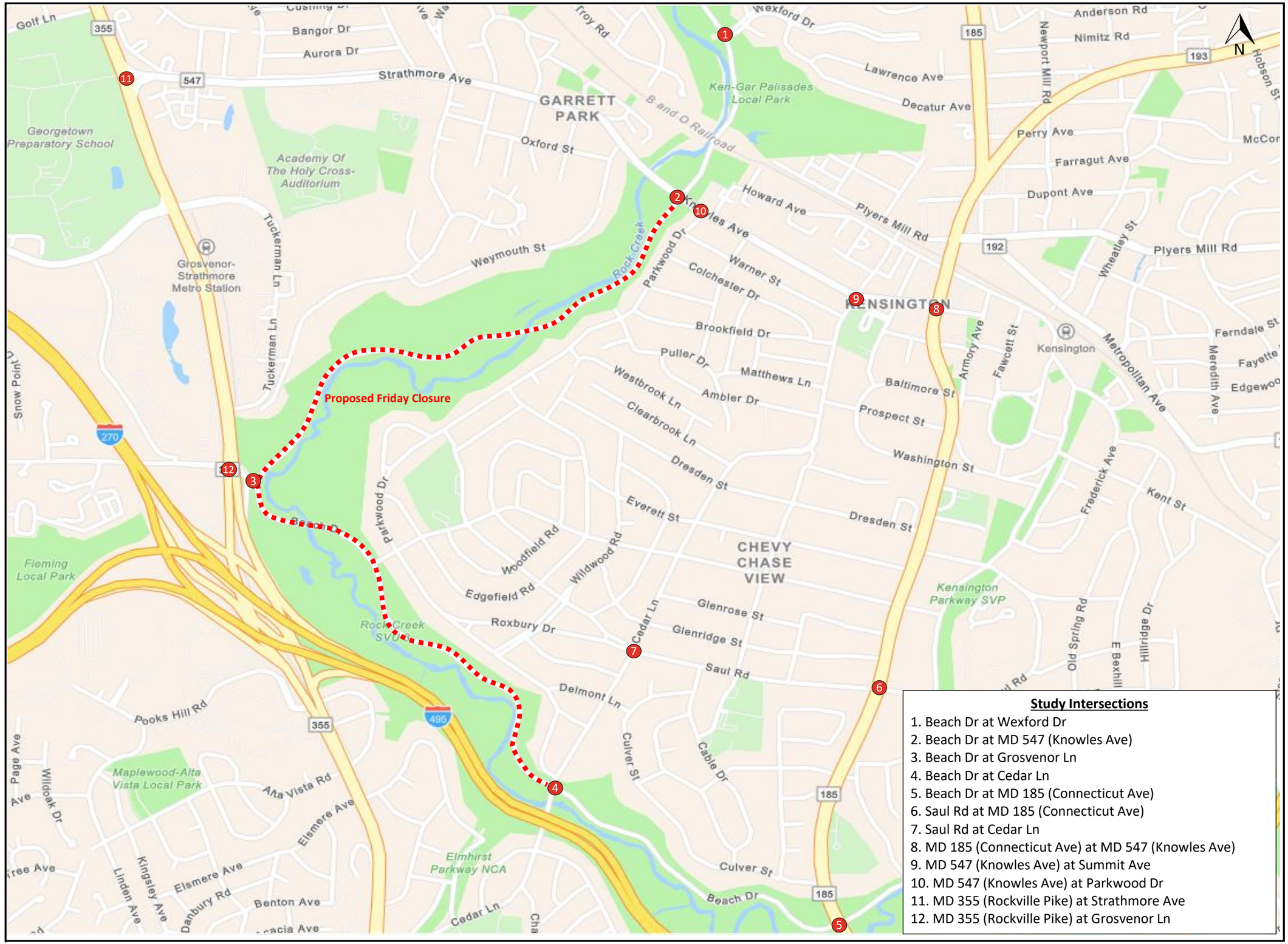
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX

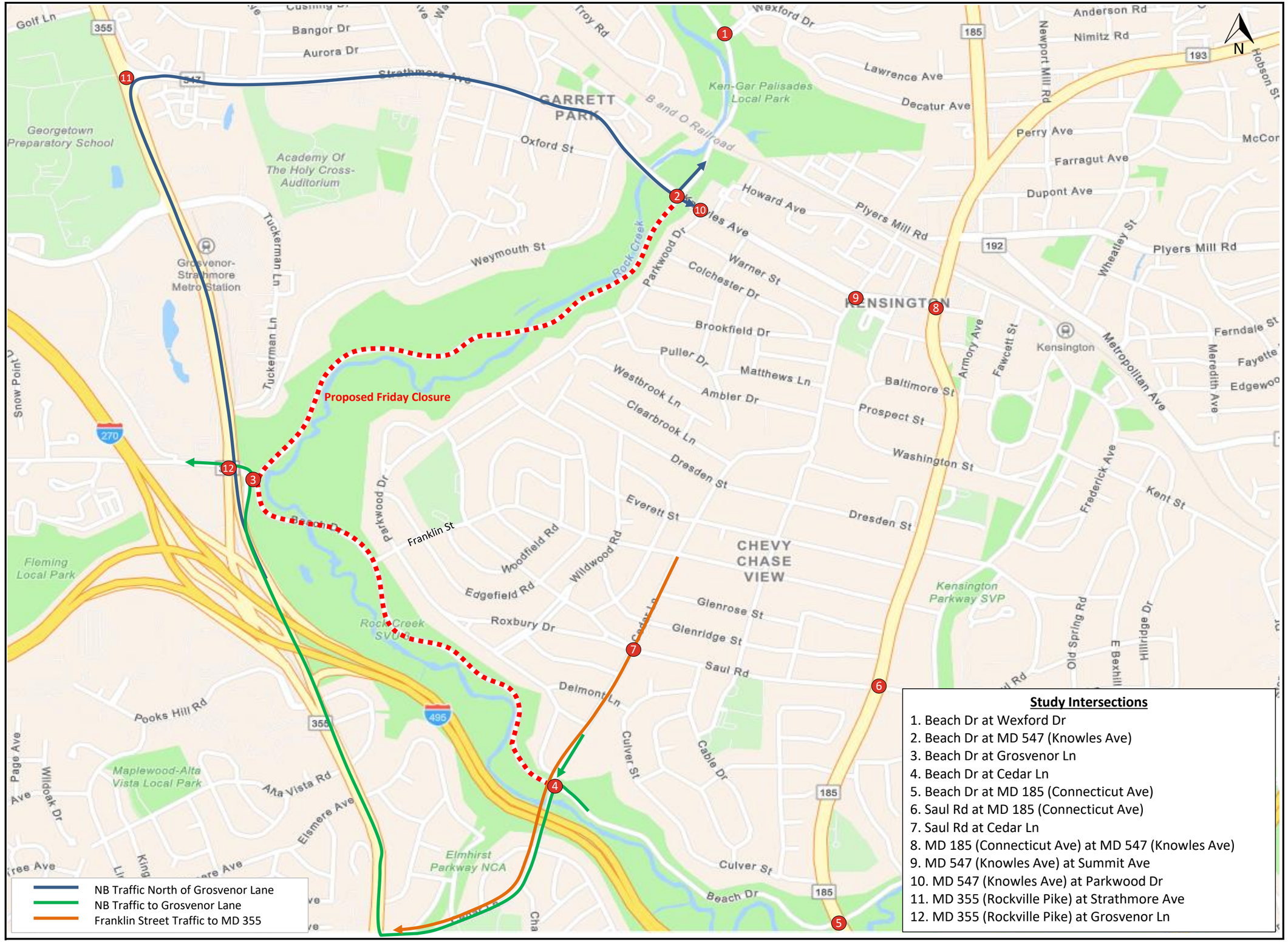
D

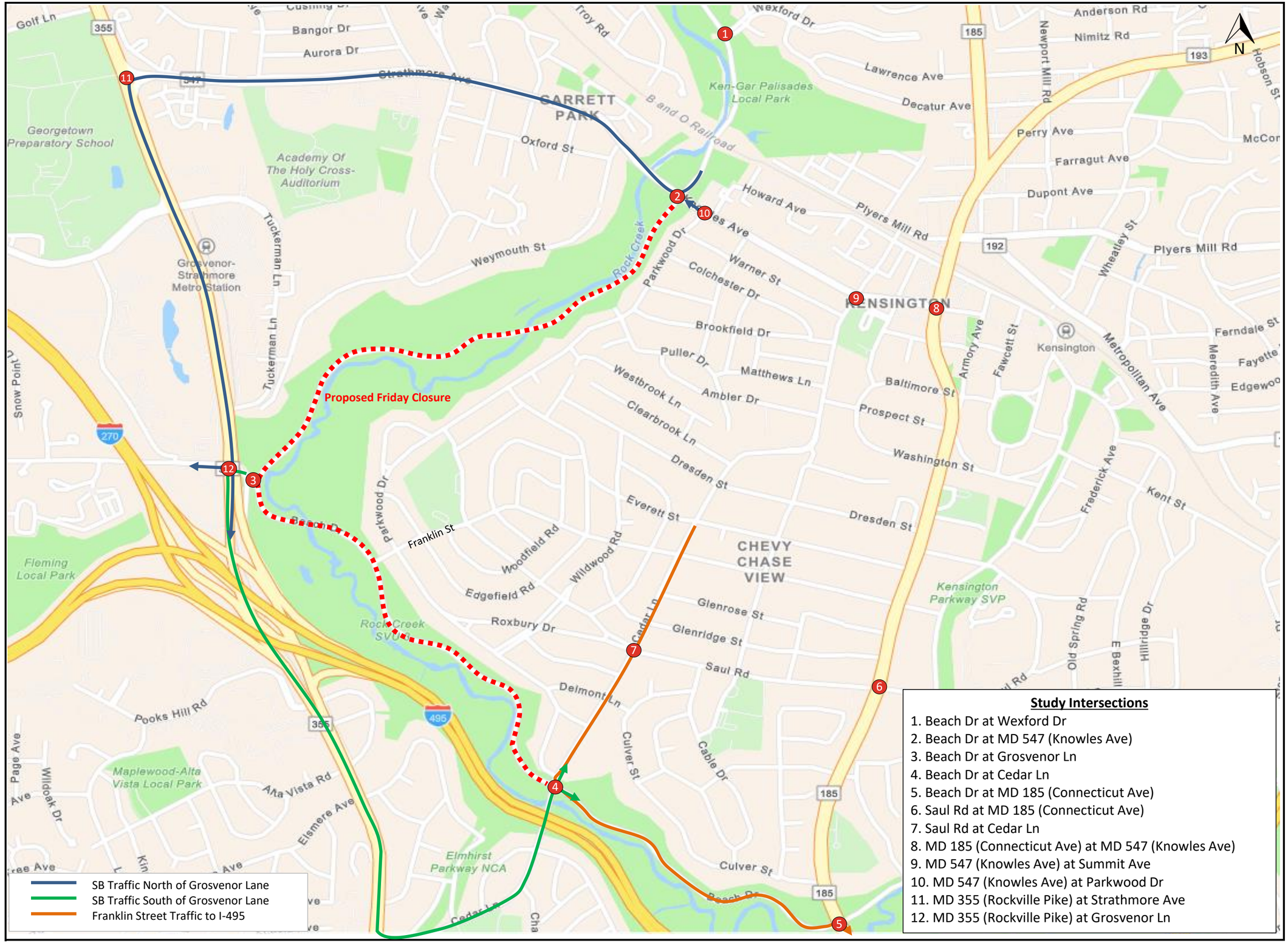
Friday Closure Peak Hour Volumes



Study Intersections

1. Beach Dr at Wexford Dr
2. Beach Dr at MD 547 (Knowles Ave)
3. Beach Dr at Grosvenor Ln
4. Beach Dr at Cedar Ln
5. Beach Dr at MD 185 (Connecticut Ave)
6. Saul Rd at MD 185 (Connecticut Ave)
7. Saul Rd at Cedar Ln
8. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
9. MD 547 (Knowles Ave) at Summit Ave
10. MD 547 (Knowles Ave) at Parkwood Dr
11. MD 355 (Rockville Pike) at Strathmore Ave
12. MD 355 (Rockville Pike) at Grosvenor Ln


Golf Ln
355
Bangor Dr
Aurora Dr
Strathmore Ave
Troy Rd
Wexford Dr
Anderson Rd
Nimitz Rd
185
193
Newport Mill Rd
Hobson St
Lawrence Ave
Decatur Ave
Perry Ave
Farragut Ave
Dupont Ave
Plyers Mill Rd
192
Wheatley St
Ferndale St
Fayette
Edgewood
Meredith Ave
Metropolitan Ave
Armory Ave
Fawcett St
Kensington
Baltimore St
Prospect St
Washington St
Frederick Ave
Kent St
Dresden St
Everett St
Franklin St
Parkwood Dr
Woodfield Rd
Wildwood Rd
Edgefield Rd
Roxbury Dr
Glenrose St
Glenridge St
Saul Rd
Delmont Ln
Culver St
Cable Dr
Beach Dr
Old Spring Rd
Hillridge Dr
Kensington Parkway SVP
CHEVY CHASE VIEW
KENSINGTON
GARRETT PARK
Ken-Gar Palisades Local Park
B and O Railroad
Rock Creek
Howard Ave
Knowles Ave
Warner St
Colchester Dr
Brookfield Dr
Puller Dr
Matthews Ln
Ambler Dr
Westbrook Ln
Clearbrook Ln
Oxford St
Weymouth St
Tuckerman Ln
Grosvenor-Strathmore Metro Station
Academy Of The Holy Cross-Auditorium
Georgetown Preparatory School
Rock Creek SVP
Elmhirst Parkway NCA
Maplewood-Alta Vista Local Park
Fleming Local Park
Pooks Hill Rd
Alta Vista Rd
Elsmere Ave
Wildoak Dr
Page Ave
Snow Point
270
495
N
1
2
3
4
5
6
7
8
9
10
11
12
Proposed Friday Closure
NB Traffic North of Grosvenor Lane
NB Traffic to Grosvenor Lane
Franklin Street Traffic to MD 355
Study Intersections
1. Beach Dr at Wexford Dr
2. Beach Dr at MD 547 (Knowles Ave)
3. Beach Dr at Grosvenor Ln
4. Beach Dr at Cedar Ln
5. Beach Dr at MD 185 (Connecticut Ave)
6. Saul Rd at MD 185 (Connecticut Ave)
7. Saul Rd at Cedar Ln
8. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
9. MD 547 (Knowles Ave) at Summit Ave
10. MD 547 (Knowles Ave) at Parkwood Dr
11. MD 355 (Rockville Pike) at Strathmore Ave
12. MD 355 (Rockville Pike) at Grosvenor Ln


Proposed Friday Closure
SB Traffic North of Grosvenor Lane
SB Traffic South of Grosvenor Lane
Franklin Street Traffic to I-495
Study Intersections
1. Beach Dr at Wexford Dr
2. Beach Dr at MD 547 (Knowles Ave)
3. Beach Dr at Grosvenor Ln
4. Beach Dr at Cedar Ln
5. Beach Dr at MD 185 (Connecticut Ave)
6. Saul Rd at MD 185 (Connecticut Ave)
7. Saul Rd at Cedar Ln
8. MD 185 (Connecticut Ave) at MD 547 (Knowles Ave)
9. MD 547 (Knowles Ave) at Summit Ave
10. MD 547 (Knowles Ave) at Parkwood Dr
11. MD 355 (Rockville Pike) at Strathmore Ave
12. MD 355 (Rockville Pike) at Grosvenor Ln
GARRETT PARK
KENSINGTON
CHEVY CHASE VIEW
Ken-Gar Palisades Local Park
Georgetown Preparatory School
Academy Of The Holy Cross-Auditorium
Grosvenor-Strathmore Metro Station
Rock Creek
Rock Creek SVP
Fleming Local Park
Maplewood-Alta Vista Local Park
Elmhirst Parkway NCA
Kensington Parkway SVP
Kensington
B and O Railroad
Wexford Dr
Troy Rd
Strathmore Ave
Oxford St
Howard Ave
Plyers Mill Rd
Weymouth St
Parkwood Dr
Colchester Dr
Warner St
Brookfield Dr
Puller Dr
Matthews Ln
Ambler Dr
Westbrook Ln
Clearbrook Ln
Baltimore St
Prospect St
Washington St
Dresden St
Everett St
Franklin St
Woodfield Rd
Wildwood Rd
Edgefield Rd
Roxbury Dr
Glenrose St
Glenridge St
Saul Rd
Delmont Ln
Culver St
Cable Dr
Cedar Ln
Tuckerman Ln
Pooks Hill Rd
Alta Vista Rd
Elsmere Ave
Wildoak Dr
Page Ave
Snow Point
Lawrence Ave
Decatur Ave
Perry Ave
Farragut Ave
Dupont Ave
Anderson Rd
Nimitz Rd
Newport Mill Rd
Hobson St
Wheatley St
Armory Ave
Fawcett St
Metropolitan Ave
Ferndale St
Meredith Ave
Frederick Ave
Kent St
Old Spring Rd
Hillridge Dr
Golf Ln
Bangor Dr
Aurora Dr
355
547
270
495
185
193
192
N

LEGEND

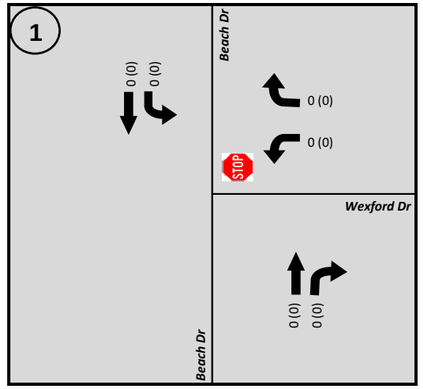
AM (PM) Peak Hour Vehicular Volume

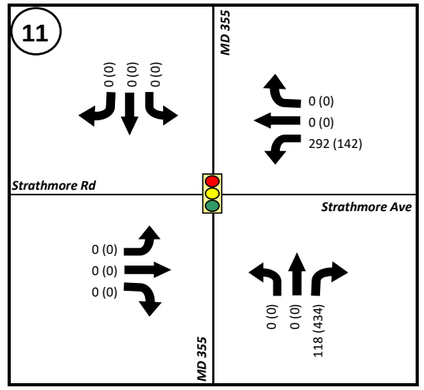
No Rerouted Traffic at these Intersections

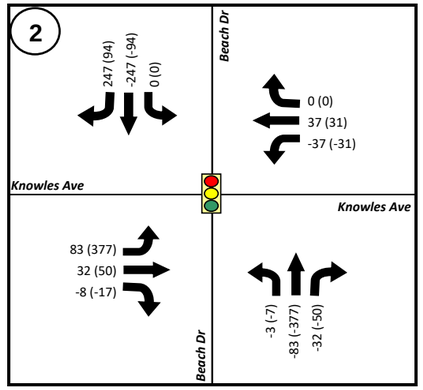
Signalized Intersection

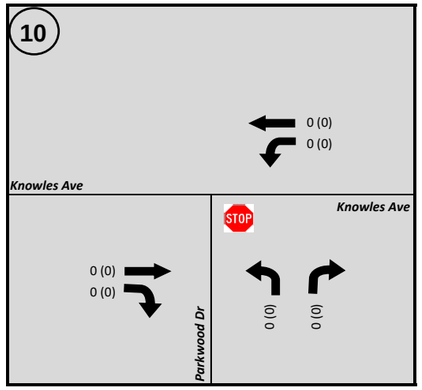
Stop Controlled Intersection

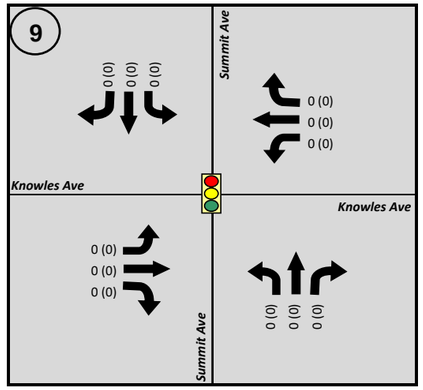
Rerouted Traffic

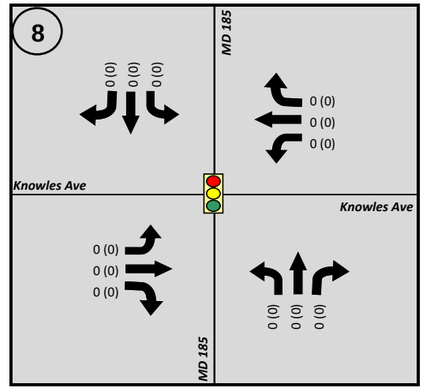


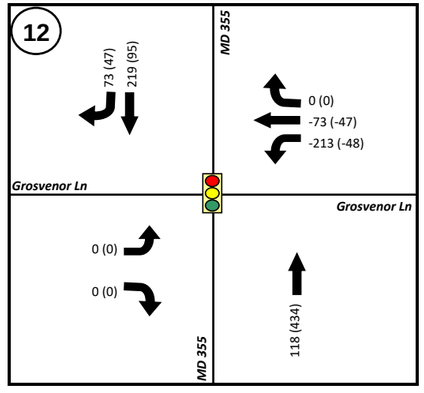


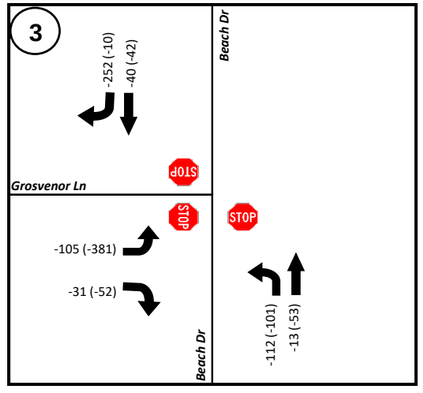


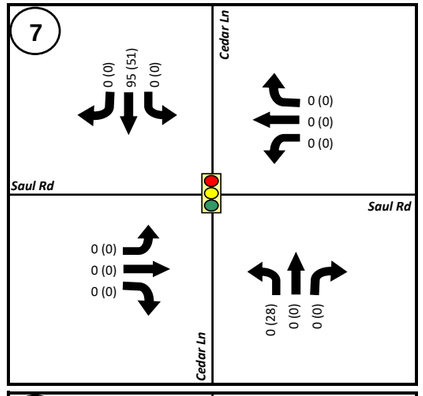


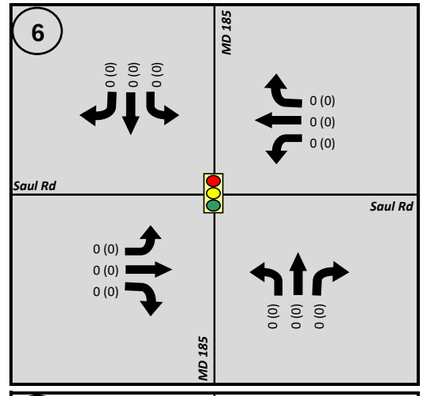


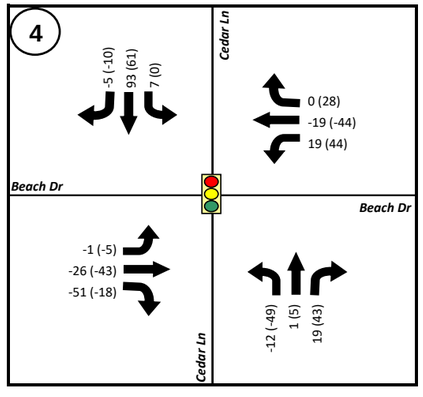


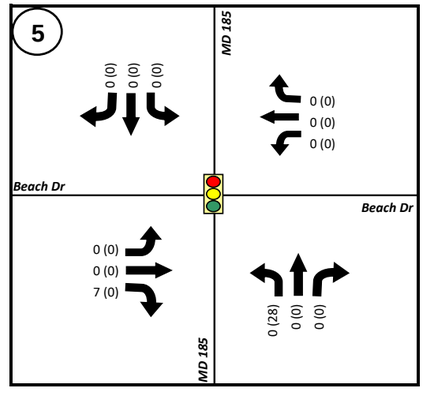












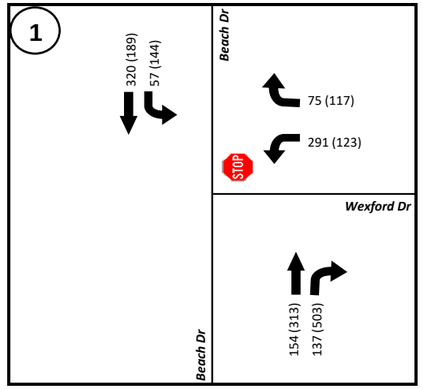
LEGEND

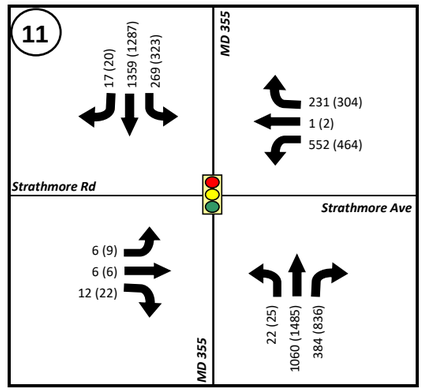
AM (PM) Peak Hour Vehicular Volume

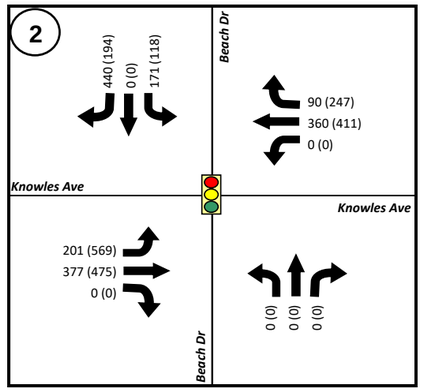
Signalized Intersection

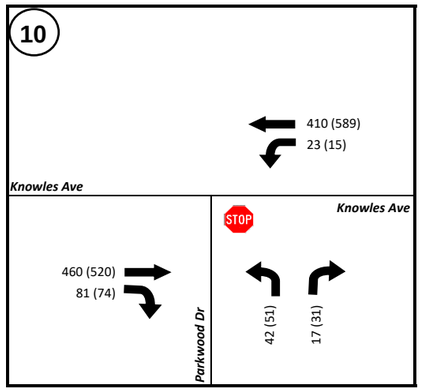
Stop Controlled Intersection

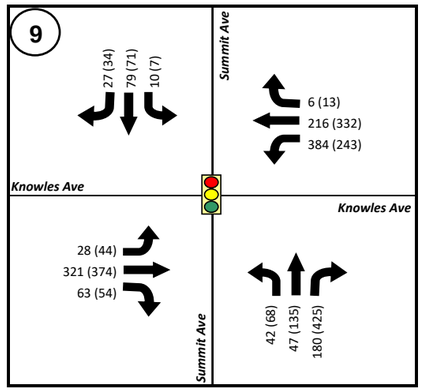
Friday Closure Peak Hour Volumes

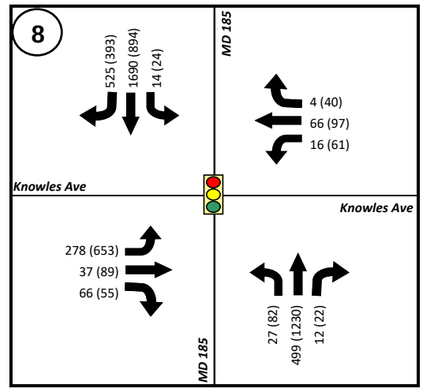


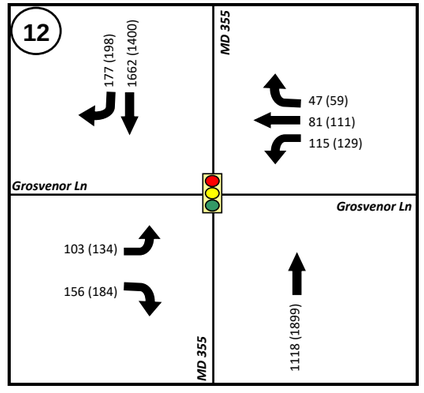


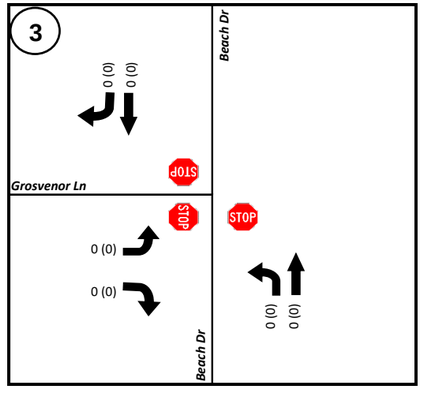


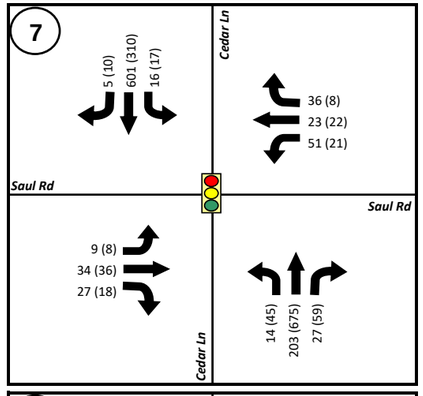


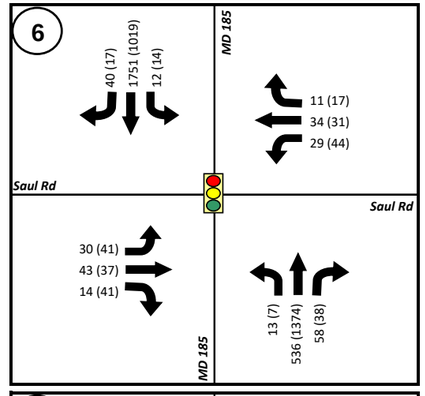


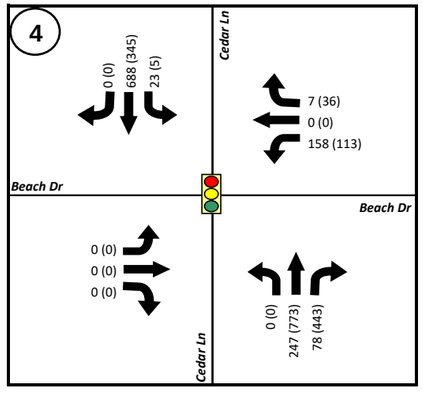


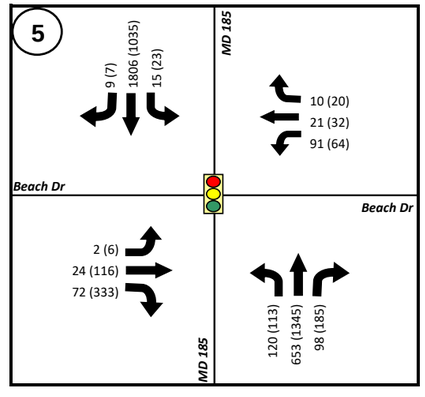








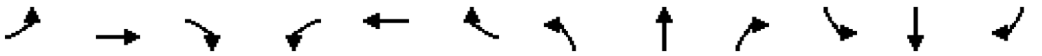




APPENDIX

E

Friday Closure Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	377	0	0	360	90	0	0	0	171	0	440
Future Volume (veh/h)	201	377	0	0	360	90	0	0	0	171	0	440
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	218	410	0	0	391	98	0	0	0	186	0	478
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	1088	0	499	838	889	0	323	274	505	0	525
Arrive On Green	0.09	0.58	0.00	0.00	0.45	0.45	0.00	0.00	0.00	0.11	0.00	0.33
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	1585	1781	0	1585
Grp Volume(v), veh/h	218	410	0	0	391	98	0	0	0	186	0	478
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	1585	1781	0	1585
Q Serve(g_s), s	7.4	14.1	0.0	0.0	17.5	3.5	0.0	0.0	0.0	9.8	0.0	34.7
Cycle Q Clear(g_c), s	7.4	14.1	0.0	0.0	17.5	3.5	0.0	0.0	0.0	9.8	0.0	34.7
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	1088	0	499	838	889	0	323	274	505	0	525
V/C Ratio(X)	0.44	0.38	0.00	0.00	0.47	0.11	0.00	0.00	0.00	0.37	0.00	0.91
Avail Cap(c_a), veh/h	498	1088	0	661	838	889	0	499	423	505	0	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	13.5	0.0	0.0	23.1	12.3	0.0	0.0	0.0	32.7	0.0	38.4
Incr Delay (d2), s/veh	2.8	1.0	0.0	0.0	1.9	0.3	0.0	0.0	0.0	2.1	0.0	14.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.1	0.0	0.0	8.1	1.3	0.0	0.0	0.0	4.6	0.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	14.5	0.0	0.0	25.0	12.6	0.0	0.0	0.0	34.7	0.0	52.6
LnGrp LOS	B	B			C	B				C		D
Approach Vol, veh/h		628			489			0			664	
Approach Delay, s/veh		15.8			22.5			0.0			47.6	
Approach LOS		B			C						D	

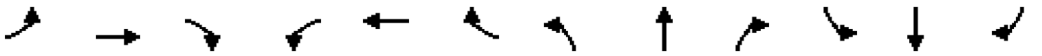
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	59.3	19.0	25.7	0.0	75.3		44.7				
Change Period (Y+Rc), s	5.0	5.5	5.5	5.0	5.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	42.5	13.5	32.0	11.0	42.5		51.0				
Max Q Clear Time (g_c+I1), s	9.4	19.5	11.8	0.0	0.0	16.1		36.7				
Green Ext Time (p_c), s	0.1	2.8	0.1	0.0	0.0	2.7		3.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	158	0	7	0	247	78	23	688	0
Future Volume (veh/h)	0	0	0	158	0	7	0	247	78	23	688	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	172	0	8	0	268	85	25	748	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	287	0	303	0	10	0	1833	569	68	1250	1088
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	0	1870	0	1361	0	63	0	2763	828	27	1821	1585
Grp Volume(v), veh/h	0	0	0	180	0	0	0	176	177	773	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1424	0	0	0	1777	1721	1848	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	2.6	2.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	9.2	0.0	0.0	0.0	2.6	2.7	16.6	0.0	0.0
Prop In Lane	0.00		0.00	0.96		0.04	0.00		0.48	0.03		1.00
Lane Grp Cap(c), veh/h	0	287	0	312	0	0	0	1220	1182	1318	0	1088
V/C Ratio(X)	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.14	0.15	0.59	0.00	0.00
Avail Cap(c_a), veh/h	0	499	0	474	0	0	0	1220	1182	1318	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	30.8	0.0	0.0	0.0	4.1	4.1	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.2	0.3	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.8	0.8	5.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	32.4	0.0	0.0	0.0	4.3	4.4	8.2	0.0	0.0
LnGrp LOS				C				A	A	A		
Approach Vol, veh/h		0			180			353			773	
Approach Delay, s/veh		0.0			32.4			4.4			8.2	
Approach LOS					C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	57.5	17.5	57.5	17.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	43.0	20.0	43.0	20.0
Max Q Clear Time (g_c+I1), s	4.7	0.0	18.6	11.2
Green Ext Time (p_c), s	2.3	0.0	6.2	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	24	72	91	21	10	120	653	98	15	1806	9
Future Volume (veh/h)	2	24	72	91	21	10	120	653	98	15	1806	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	26	78	99	23	11	130	710	107	16	1963	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	187	163	155	123	59	260	3748	560	563	4096	21
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.84	0.84	1.00	1.00	1.00
Sat Flow, veh/h	39	1817	1585	1290	1196	572	1781	4484	669	669	5243	27
Grp Volume(v), veh/h	28	0	78	99	0	34	130	537	280	16	1274	699
Grp Sat Flow(s),veh/h/ln	1856	0	1585	1290	0	1767	1781	1702	1750	669	1702	1866
Q Serve(g_s), s	0.0	0.0	8.4	13.6	0.0	3.2	2.6	5.5	5.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	8.4	16.1	0.0	3.2	2.6	5.5	5.6	0.0	0.0	0.0
Prop In Lane	0.07		1.00	1.00		0.32	1.00		0.38	1.00		0.01
Lane Grp Cap(c), veh/h	213	0	163	155	0	182	260	2845	1463	563	2660	1458
V/C Ratio(X)	0.13	0.00	0.48	0.64	0.00	0.19	0.50	0.19	0.19	0.03	0.48	0.48
Avail Cap(c_a), veh/h	471	0	387	338	0	432	411	2845	1463	563	2660	1458
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	73.5	0.0	76.2	80.8	0.0	73.8	3.2	2.9	2.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.2	4.3	0.0	0.5	1.5	0.1	0.3	0.1	0.5	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.6	4.8	0.0	1.5	0.9	1.7	1.8	0.0	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	73.8	0.0	78.3	85.1	0.0	74.3	4.7	3.0	3.2	0.1	0.5	0.9
LnGrp LOS	E		E	F		E	A	A	A	A	A	A
Approach Vol, veh/h		106			133			947			1989	
Approach Delay, s/veh		77.1			82.4			3.3			0.7	
Approach LOS		E			F			A			A	

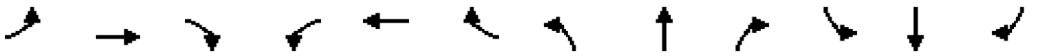
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		155.5		24.5	9.8	145.6		24.5				
Change Period (Y+Rc), s		5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		125.0		44.0	20.0	100.0		44.0				
Max Q Clear Time (g_c+I1), s		7.6		10.4	4.6	2.0		18.1				
Green Ext Time (p_c), s		6.3		0.4	0.3	29.1		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.4									
HCM 7th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	34	27	51	23	36	14	203	27	16	601	5
Future Volume (veh/h)	9	34	27	51	23	36	14	203	27	16	601	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	37	29	55	25	39	15	221	29	17	653	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	84	253	174	234	111	134	83	1033	940	60	1092	940
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	110	947	652	615	418	504	54	1741	1585	18	1840	1585
Grp Volume(v), veh/h	76	0	0	119	0	0	236	0	29	670	0	5
Grp Sat Flow(s),veh/h/ln	1709	0	0	1537	0	0	1795	0	1585	1859	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	2.5	0.0	0.0	4.2	0.0	0.0	4.4	0.0	0.6	17.0	0.0	0.1
Prop In Lane	0.13		0.38	0.46		0.33	0.06		1.00	0.03		1.00
Lane Grp Cap(c), veh/h	510	0	0	480	0	0	1116	0	940	1152	0	940
V/C Ratio(X)	0.15	0.00	0.00	0.25	0.00	0.00	0.21	0.00	0.03	0.58	0.00	0.01
Avail Cap(c_a), veh/h	510	0	0	480	0	0	1116	0	940	1152	0	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	0.0	21.7	0.0	0.0	7.1	0.0	6.3	9.7	0.0	6.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.2	0.0	0.0	0.4	0.0	0.1	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.8	0.0	0.0	1.6	0.0	0.2	6.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.7	0.0	0.0	22.9	0.0	0.0	7.5	0.0	6.4	11.8	0.0	6.2
LnGrp LOS	C			C			A		A	B		A
Approach Vol, veh/h		76			119			265			675	
Approach Delay, s/veh		21.7			22.9			7.4			11.8	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	50.0	25.0	50.0	25.0
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	44.5	20.0	44.5	20.0
Max Q Clear Time (g_c+I1), s	6.4	4.5	19.0	6.2
Green Ext Time (p_c), s	1.6	0.3	5.1	0.5

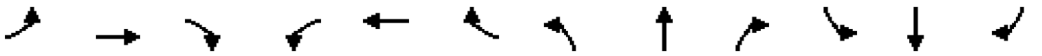
Intersection Summary	
HCM 7th Control Delay, s/veh	12.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	12	552	1	231	22	1060	384	269	1359	17
Future Volume (vph)	6	6	12	552	1	231	22	1060	384	269	1359	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.5	6.5	4.0	5.0	5.5	5.5	5.0	5.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1817	1583	1681	1686	1583	1770	5085	1583	1770	5076	
Flt Permitted		0.98	1.00	0.95	0.95	1.00	0.14	1.00	1.00	0.16	1.00	
Satd. Flow (perm)		1817	1583	1681	1686	1583	267	5085	1583	289	5076	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	7	13	600	1	251	24	1152	417	292	1477	18
RTOR Reduction (vph)	0	0	13	0	0	0	0	0	228	0	0	0
Lane Group Flow (vph)	0	14	0	300	301	251	24	1152	189	292	1495	0
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			Free	6		6	2		
Actuated Green, G (s)		5.1	5.1	34.2	34.2	150.0	72.3	68.1	68.1	92.7	83.5	
Effective Green, g (s)		5.1	5.1	34.2	34.2	150.0	72.3	68.1	68.1	92.7	83.5	
Actuated g/C Ratio		0.03	0.03	0.23	0.23	1.00	0.48	0.45	0.45	0.62	0.56	
Clearance Time (s)		6.0	6.0	6.5	6.5		5.0	5.5	5.5	5.0	5.5	
Vehicle Extension (s)		4.0	4.0	4.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		61	53	383	384	1583	170	2308	718	372	2825	
v/s Ratio Prot		0.01		0.18	c0.18		0.00	0.23		c0.10	0.29	
v/s Ratio Perm			0.00			c0.16	0.06		0.12	c0.38		
v/c Ratio		0.23	0.01	0.78	0.78	0.16	0.14	0.50	0.26	0.78	0.53	
Uniform Delay, d1		70.5	70.0	54.4	54.4	0.0	20.6	28.9	25.4	19.5	20.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.6	0.1	10.6	10.6	0.2	0.4	0.8	0.9	10.4	0.7	
Delay (s)		73.2	70.1	65.0	65.0	0.2	21.0	29.7	26.3	29.9	21.6	
Level of Service		E	E	E	E	A	C	C	C	C	C	
Approach Delay (s/veh)		71.7			45.9			28.7			23.0	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



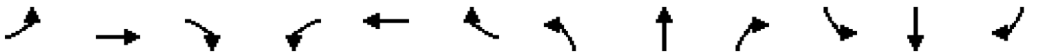
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	0	156	100	73	47	0	1118	0	0	1654	185
Future Volume (veh/h)	103	0	156	100	73	47	0	1118	0	0	1654	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	112	0	0	109	79	0	0	1215	0	0	1798	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	159	0		495	107		0	3966	0	0	3966	1231
Arrive On Green	0.05	0.00	0.00	0.14	0.06	0.00	0.00	0.78	0.00	0.00	0.78	0.78
Sat Flow, veh/h	3456	112		3456	1870	1585	0	5443	0	0	5274	1585
Grp Volume(v), veh/h	112	76.1		109	79	0	0	1215	0	0	1798	201
Grp Sat Flow(s),veh/h/ln	1728	E		1728	1870	1585	0	1702	0	0	1702	1585
Q Serve(g_s), s	4.8			4.2	6.2	0.0	0.0	10.5	0.0	0.0	18.2	4.9
Cycle Q Clear(g_c), s	4.8			4.2	6.2	0.0	0.0	10.5	0.0	0.0	18.2	4.9
Prop In Lane	1.00			1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	159			495	107		0	3966	0	0	3966	1231
V/C Ratio(X)	0.70			0.22	0.74		0.00	0.31	0.00	0.00	0.45	0.16
Avail Cap(c_a), veh/h	346			1267	424		0	3966	0	0	3966	1231
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	70.5			56.8	69.6	0.0	0.0	4.9	0.0	0.0	5.8	4.3
Incr Delay (d2), s/veh	5.6			0.2	9.5	0.0	0.0	0.2	0.0	0.0	0.4	0.3
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3			1.9	3.3	0.0	0.0	3.2	0.0	0.0	5.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.1			57.1	79.1	0.0	0.0	5.1	0.0	0.0	6.1	4.6
LnGrp LOS	E			E	E			A			A	A
Approach Vol, veh/h					188			1215			1999	
Approach Delay, s/veh					66.3			5.1			6.0	
Approach LOS					E			A			A	

Timer - Assigned Phs	2	3	4	6	7
Phs Duration (G+Y+Rc), s	122.5	12.9	14.6	122.5	27.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	83.0	15.0	34.0	83.0	55.0
Max Q Clear Time (g_c+I1), s	12.5	6.8	8.2	20.2	6.2
Green Ext Time (p_c), s	11.2	0.2	0.4	24.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	569	475	0	0	411	247	0	0	0	118	0	194
Future Volume (veh/h)	569	475	0	0	411	247	0	0	0	118	0	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	618	516	0	0	447	268	0	0	0	128	0	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	592	1410	0	610	1160	1122	0	48	40	252	0	252
Arrive On Green	0.09	0.75	0.00	0.00	0.62	0.62	0.00	0.00	0.00	0.09	0.00	0.16
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	1585	1781	0	1585
Grp Volume(v), veh/h	618	516	0	0	447	268	0	0	0	128	0	211
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	1585	1781	0	1585
Q Serve(g_s), s	11.0	11.3	0.0	0.0	14.3	7.1	0.0	0.0	0.0	8.1	0.0	15.5
Cycle Q Clear(g_c), s	11.0	11.3	0.0	0.0	14.3	7.1	0.0	0.0	0.0	8.1	0.0	15.5
Prop In Lane	1.00		0.00	1.00		1.00	0.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	592	1410	0	610	1160	1122	0	48	40	252	0	252
V/C Ratio(X)	1.04	0.37	0.00	0.00	0.39	0.24	0.00	0.00	0.00	0.51	0.00	0.84
Avail Cap(c_a), veh/h	592	1410	0	772	1160	1122	0	592	502	252	0	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	5.0	0.0	0.0	11.4	6.2	0.0	0.0	0.0	49.0	0.0	49.0
Incr Delay (d2), s/veh	48.9	0.7	0.0	0.0	1.0	0.5	0.0	0.0	0.0	7.1	0.0	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	4.1	0.0	0.0	6.0	2.4	0.0	0.0	0.0	4.1	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.6	5.8	0.0	0.0	12.3	6.7	0.0	0.0	0.0	56.1	0.0	56.3
LnGrp LOS	F	A			B	A				E		E
Approach Vol, veh/h		1134			715			0			339	
Approach Delay, s/veh		39.5			10.2			0.0			56.2	
Approach LOS		D			B						E	

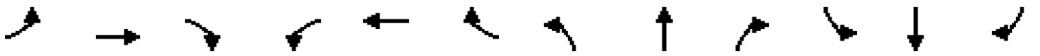
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	79.9	16.0	8.1	0.0	95.9		24.1				
Change Period (Y+Rc), s	5.0	5.5	5.5	5.0	5.0	5.5		5.0				
Max Green Setting (Gmax), s	11.0	39.5	10.5	38.0	11.0	39.5		54.0				
Max Q Clear Time (g_c+I1), s	13.0	16.3	10.1	0.0	0.0	13.3		17.5				
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	3.6		1.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	32.5
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	113	0	36	0	773	443	5	345	0
Future Volume (veh/h)	0	0	0	113	0	36	0	773	443	5	345	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	123	0	39	0	840	482	5	375	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	255	0	232	3	48	0	1539	872	52	1302	1116
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.70	0.70	0.70	0.70	0.00
Sat Flow, veh/h	0	1870	0	1087	21	351	0	2279	1239	5	1849	1585
Grp Volume(v), veh/h	0	0	0	162	0	0	0	681	641	380	0	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1460	0	0	0	1777	1647	1854	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	13.8	14.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	13.8	14.1	5.7	0.0	0.0
Prop In Lane	0.00		0.00	0.76		0.24	0.00		0.75	0.01		1.00
Lane Grp Cap(c), veh/h	0	255	0	283	0	0	0	1251	1160	1354	0	1116
V/C Ratio(X)	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.54	0.55	0.28	0.00	0.00
Avail Cap(c_a), veh/h	0	449	0	434	0	0	0	1251	1160	1354	0	1116
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	31.5	0.0	0.0	0.0	5.3	5.4	4.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	1.7	1.9	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.9	0.0	0.0	0.0	4.2	4.1	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	0.0	33.3	0.0	0.0	0.0	7.0	7.3	4.6	0.0	0.0
LnGrp LOS				C				A	A	A		
Approach Vol, veh/h		0			162			1322			380	
Approach Delay, s/veh		0.0			33.3			7.2			4.6	
Approach LOS					C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	58.8	16.2	58.8	16.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	45.0	18.0	45.0	18.0
Max Q Clear Time (g_c+I1), s	16.1	0.0	7.7	10.1
Green Ext Time (p_c), s	11.7	0.0	2.6	0.5

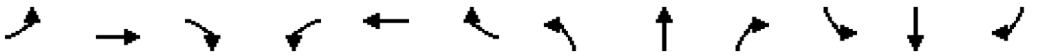
Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	116	333	64	32	20	113	1345	185	23	1035	7
Future Volume (veh/h)	6	116	333	64	32	20	113	1345	185	23	1035	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	126	362	70	35	22	123	1462	201	25	1125	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	448	390	219	264	166	420	3089	424	206	3179	23
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.04	0.68	0.68	1.00	1.00	1.00
Sat Flow, veh/h	37	1819	1585	908	1074	675	1781	4539	623	299	5231	37
Grp Volume(v), veh/h	133	0	362	70	0	57	123	1096	567	25	732	401
Grp Sat Flow(s),veh/h/ln	1856	0	1585	908	0	1749	1781	1702	1758	299	1702	1864
Q Serve(g_s), s	0.0	0.0	33.5	10.2	0.0	3.8	3.8	22.8	22.8	1.9	0.0	0.0
Cycle Q Clear(g_c), s	8.7	0.0	33.5	18.8	0.0	3.8	3.8	22.8	22.8	13.8	0.0	0.0
Prop In Lane	0.05		1.00	1.00		0.39	1.00		0.35	1.00		0.02
Lane Grp Cap(c), veh/h	482	0	390	219	0	430	420	2317	1197	206	2069	1133
V/C Ratio(X)	0.28	0.00	0.93	0.32	0.00	0.13	0.29	0.47	0.47	0.12	0.35	0.35
Avail Cap(c_a), veh/h	569	0	465	262	0	513	528	2317	1197	206	2069	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	45.9	0.0	55.2	53.5	0.0	44.1	9.3	11.3	11.3	0.9	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	22.8	0.8	0.0	0.1	0.4	0.7	1.3	1.2	0.5	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.0	16.0	2.4	0.0	1.7	1.5	8.5	9.0	0.1	0.1	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	0.0	78.0	54.4	0.0	44.2	9.7	12.0	12.6	2.1	0.5	0.8
LnGrp LOS	D		E	D		D	A	B	B	A	A	A
Approach Vol, veh/h		495			127			1786			1158	
Approach Delay, s/veh		69.5			49.8			12.0			0.6	
Approach LOS		E			D			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		107.1		42.9	10.9	96.2		42.9				
Change Period (Y+Rc), s		5.0		6.0	5.0	5.0		6.0				
Max Green Setting (Gmax), s		95.0		44.0	15.0	75.0		44.0				
Max Q Clear Time (g_c+I1), s		24.8		35.5	5.8	15.8		20.8				
Green Ext Time (p_c), s		19.3		1.4	0.2	10.7		0.6				

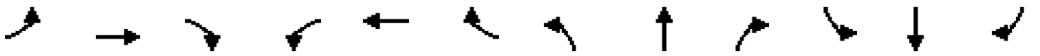
Intersection Summary	
HCM 7th Control Delay, s/veh	17.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	36	18	21	22	8	45	675	59	17	310	10
Future Volume (veh/h)	8	36	18	21	22	8	45	675	59	17	310	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	39	20	23	24	9	49	734	64	18	337	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	297	136	215	212	69	93	1034	940	72	1050	940
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	113	1113	511	553	795	258	71	1742	1585	37	1769	1585
Grp Volume(v), veh/h	68	0	0	56	0	0	783	0	64	355	0	11
Grp Sat Flow(s),veh/h/ln	1738	0	0	1607	0	0	1813	0	1585	1806	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	1.3	0.0	0.0	0.2
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.7	0.0	0.0	22.5	0.0	1.3	7.1	0.0	0.2
Prop In Lane	0.13		0.29	0.41		0.16	0.06		1.00	0.05		1.00
Lane Grp Cap(c), veh/h	518	0	0	496	0	0	1127	0	940	1122	0	940
V/C Ratio(X)	0.13	0.00	0.00	0.11	0.00	0.00	0.69	0.00	0.07	0.32	0.00	0.01
Avail Cap(c_a), veh/h	518	0	0	496	0	0	1127	0	940	1122	0	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	0.0	20.8	0.0	0.0	10.7	0.0	6.5	7.7	0.0	6.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	3.5	0.0	0.1	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.8	0.0	0.0	8.6	0.0	0.4	2.7	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.0	0.0	21.3	0.0	0.0	14.2	0.0	6.6	8.4	0.0	6.3
LnGrp LOS	C			C			B		A	A		A
Approach Vol, veh/h		68			56			847			366	
Approach Delay, s/veh		21.5			21.3			13.7			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		25.0		50.0		25.0				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		44.5		20.0		44.5		20.0				
Max Q Clear Time (g_c+I1), s		24.5		4.2		9.1		3.7				
Green Ext Time (p_c), s		6.1		0.2		2.5		0.2				

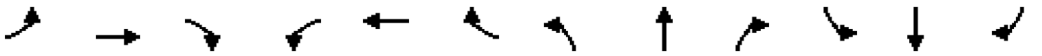
Intersection Summary												
HCM 7th Control Delay, s/veh			12.9									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	6	22	464	2	304	25	1485	836	323	1287	20
Future Volume (vph)	9	6	22	464	2	304	25	1485	836	323	1287	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.5	6.5	4.0	5.0	5.5	5.5	5.0	5.5	
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1810	1583	1681	1686	1583	1770	5085	1583	1770	5073	
Flt Permitted		0.97	1.00	0.95	0.95	1.00	0.18	1.00	1.00	0.06	1.00	
Satd. Flow (perm)		1810	1583	1681	1686	1583	328	5085	1583	108	5073	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	7	24	504	2	330	27	1614	909	351	1399	22
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	373	0	0	0
Lane Group Flow (vph)	0	17	1	252	254	330	27	1614	536	351	1421	0
Turn Type	Split	NA	Perm	Split	NA	Free	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	3		4	4		1	6		5	2	
Permitted Phases			3			Free	6		6	2		
Actuated Green, G (s)		5.3	5.3	28.4	28.4	150.0	68.4	64.3	64.3	98.3	89.2	
Effective Green, g (s)		5.3	5.3	28.4	28.4	150.0	68.4	64.3	64.3	98.3	89.2	
Actuated g/C Ratio		0.04	0.04	0.19	0.19	1.00	0.46	0.43	0.43	0.66	0.59	
Clearance Time (s)		6.0	6.0	6.5	6.5		5.0	5.5	5.5	5.0	5.5	
Vehicle Extension (s)		4.0	4.0	4.0	4.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		63	55	318	319	1583	188	2179	678	392	3016	
v/s Ratio Prot		0.01		0.15	c0.15		0.00	0.32		c0.17	0.28	
v/s Ratio Perm			0.00			c0.21	0.06		0.34	c0.42		
v/c Ratio		0.27	0.02	0.79	0.80	0.21	0.14	0.74	0.79	0.90	0.47	
Uniform Delay, d1		70.5	69.8	58.0	58.0	0.0	22.5	35.9	37.0	47.7	17.1	
Progression Factor		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.1	0.2	13.4	13.6	0.3	0.4	2.3	9.1	22.1	0.5	
Delay (s)		73.6	70.0	71.3	71.6	0.3	22.9	38.2	46.2	69.8	17.6	
Level of Service		E	E	E	E	A	C	D	D	E	B	
Approach Delay (s/veh)		71.5			43.4			40.9			28.0	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	0	184	129	111	59	0	1899	0	0	1400	198
Future Volume (veh/h)	134	0	184	129	111	59	0	1899	0	0	1400	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	146	0	0	140	121	0	0	2064	0	0	1522	215
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	198	0		613	150		0	3792	0	0	3792	1177
Arrive On Green	0.06	0.00	0.00	0.18	0.08	0.00	0.00	0.74	0.00	0.00	0.74	0.74
Sat Flow, veh/h	3456	146		3456	1870	1585	0	5443	0	0	5274	1585
Grp Volume(v), veh/h	146	74.9		140	121	0	0	2064	0	0	1522	215
Grp Sat Flow(s),veh/h/ln	1728	E		1728	1870	1585	0	1702	0	0	1702	1585
Q Serve(g_s), s	6.2			5.2	9.5	0.0	0.0	26.2	0.0	0.0	16.4	6.1
Cycle Q Clear(g_c), s	6.2			5.2	9.5	0.0	0.0	26.2	0.0	0.0	16.4	6.1
Prop In Lane	1.00			1.00		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	198			613	150		0	3792	0	0	3792	1177
V/C Ratio(X)	0.74			0.23	0.81		0.00	0.54	0.00	0.00	0.40	0.18
Avail Cap(c_a), veh/h	530			1290	337		0	3792	0	0	3792	1177
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00			1.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.6			52.9	67.9	0.0	0.0	8.3	0.0	0.0	7.1	5.7
Incr Delay (d2), s/veh	5.3			0.2	9.8	0.0	0.0	0.6	0.0	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9			2.3	5.0	0.0	0.0	8.8	0.0	0.0	5.5	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.9			53.1	77.6	0.0	0.0	8.9	0.0	0.0	7.4	6.1
LnGrp LOS	E			D	E			A			A	A
Approach Vol, veh/h					261			2064			1737	
Approach Delay, s/veh					64.5			8.9			7.2	
Approach LOS					E			A			A	

Timer - Assigned Phs	2	3	4	6	7
Phs Duration (G+Y+Rc), s	117.4	14.6	18.0	117.4	32.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	82.0	23.0	27.0	82.0	56.0
Max Q Clear Time (g_c+I1), s	28.2	8.2	11.5	18.4	7.2
Green Ext Time (p_c), s	26.9	0.4	0.5	18.2	0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

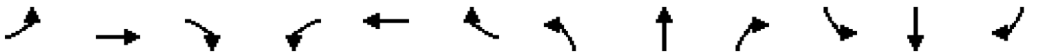
Notes

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

APPENDIX

F

Friday Closure Synchro Outputs - Mitigated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	569	475	0	0	411	247	0	0	0	118	0	194
Future Volume (veh/h)	569	475	0	0	411	247	0	0	0	118	0	194
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870				1870	1870	1870
Adj Flow Rate, veh/h	618	516	0	0	447	268				128	0	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2				2	2	2
Cap, veh/h	667	1239	0	60	616	911				438	0	390
Arrive On Green	0.29	0.66	0.00	0.00	0.33	0.33				0.25	0.00	0.25
Sat Flow, veh/h	1781	1870	0	885	1870	1585				1781	0	1585
Grp Volume(v), veh/h	618	516	0	0	447	268				128	0	211
Grp Sat Flow(s),veh/h/ln	1781	1870	0	885	1870	1585				1781	0	1585
Q Serve(g_s), s	30.0	15.4	0.0	0.0	25.3	10.4				7.0	0.0	13.9
Cycle Q Clear(g_c), s	30.0	15.4	0.0	0.0	25.3	10.4				7.0	0.0	13.9
Prop In Lane	1.00		0.00	1.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	667	1239	0	60	616	911				438	0	390
V/C Ratio(X)	0.93	0.42	0.00	0.00	0.73	0.29				0.29	0.00	0.54
Avail Cap(c_a), veh/h	667	1239	0	60	616	911				438	0	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	25.8	9.4	0.0	0.0	35.5	13.0				36.8	0.0	39.4
Incr Delay (d2), s/veh	20.9	1.0	0.0	0.0	7.3	0.8				1.7	0.0	5.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	6.3	0.0	0.0	12.7	3.9				3.3	0.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	10.5	0.0	0.0	42.8	13.9				38.5	0.0	44.7
LnGrp LOS	D	B			D	B				D		D
Approach Vol, veh/h		1134			715						339	
Approach Delay, s/veh		30.2			32.0						42.3	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	40.0	45.0				85.0		35.0				
Change Period (Y+Rc), s	5.0	5.5				5.5		5.5				
Max Green Setting (Gmax), s	35.0	39.5				79.5		29.5				
Max Q Clear Time (g_c+I1), s	32.0	27.3				17.4		15.9				
Green Ext Time (p_c), s	0.8	3.1				3.9		1.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			32.7									
HCM 7th LOS			C									