

### **TECHNICAL MEMORANDUM**

To: Penny Evins Holton-Arms School

Tracey Fudge

Cc: Soo Lee-Cho Bregman, Berbert, Schwartz & Gilday

From: Lauren Buford

Maribel Donahue

Katie Wagner, PE, PTOE Exhibit 38 (c)

Date: October 17, 2025 OZAH Case No: CBA-1174-E

Subject: Holton-Arms School 2025 Supplemental Analysis

### Introduction

The following document presents supplemental analysis conducted for the proposed Holton-Arms School ("Holton-Arms" or "School") enrollment cap increase from 670 students to 870 students during the school year and 970 summer campers during the summer. The supplemental analysis is provided to expand on the traffic data used in the Holton-Arms Local Area Transportation Review submitted Friday, September 12<sup>th</sup>, 2025 (the "LATR"), and to review traffic flow through the Al Marah neighborhood potentially associated with Holton-Arms School.

The objectives of the supplemental analysis in this memo are the following:

- Compare the baseline traffic volumes used in the LATR collected on January 30 and October 9, 2024 to traffic counts collected on September 9, 2025.
- Review the impact of Holton-Arms School operations on traffic through the Al Marah neighborhood.

The findings of the supplemental analysis are summarized as follows:

- A comparison of the traffic volumes used in the LATR and the Fall 2025 traffic volumes shows that the LATR's baseline
  volumes are higher than the Fall 2025 counts; therefore, the LATR presents a conservative analysis of roadway
  conditions and the School's traffic impact.
- A review of the vehicles observed driving through the Al Marah neighborhood in the AM and PM peaks indicates Holton-Arms families who have students also enrolled at The Primary Day School ("Primary Day") are the main source of Holton-Arms associated vehicles driving through the Al Marah neighborhood.
  - A minimum number of vehicles were observed during a field visit to enter/exit the Al Marah neighborhood via Burdette Road and via Royal Dominion Drive from/into Holton-Arms. These trips do not preclude vehicles that travel between Holton-Arms and Primary Day.

# LATR Volume Comparison

The analysis contained in the LATR is based on traffic counts collected on Tuesday January 30, 2024 and Wednesday, October 9, 2024. The LATR included the following study periods:

- School Year AM School Peak Hour (7:15-8:15 AM)
  - This is when the number of School-generated trips on the network is highest, and any potential impact associated with the proposed enrollment increase would be highest at this time. The morning roadway peak hour (8:15 – 9:15 AM) was not analyzed as the School-generated trips are minimal during this time.

- School Year PM Roadway Peak Hour (3:15-4:15 PM)
  - The afternoon School peak hour (3:30-4:30 PM) and afternoon roadway peak hour (3:15-4:15 PM) overlapped.
     The afternoon roadway peak hour traffic volumes were used to establish the baseline roadway volumes to provide a conservative analysis.
- Summer Session PM Peak Hour (2:30-3:30 PM)
  - This is when the number of summer camp-generated afternoon trips on the network is highest, and any
    potential impact associated with the proposed summer camp enrollment increase would be highest at this
    time.
  - School year roadway volumes were used for the summer PM peak hour analysis as required by the LATR Guidelines. This provides a very conservative analysis scenario as traffic volumes during the summer are significantly lower than during the school year.

### Overall Volume Comparison

Additional traffic counts were collected at the study intersections included in the LATR on Tuesday September 9, 2025, when schools and the federal government were in session. The traffic counts are attached to this memo.

A comparison between the traffic volumes used in the LATR and the Fall 2025 counts show that 2025 traffic volumes were lower overall than the volumes analyzed in the LATR. The "peak hours," the hour when volumes are at their highest, were compared, Table 1 compares the traffic volumes collected among the study's seven (7) intersections. The general findings of the volume comparison are summarized as follows:

- The morning commuter peak hour is 45 minutes earlier at 7:30-8:30 AM, meaning commuters are more likely to encounter school traffic despite the decrease in roadway volumes.
- The LATR AM School Peak hour volumes are greater than the 2025 AM Roadway Peak hour volumes.
- Both the AM School Peak hour and the PM Roadway Peak hour did not change in time, still occurring at 7:15-8:15 AM and 3:15-4:15 PM, respectively.

Table 1: Percent Change in Study Area Total Volumes between 2024 and 2025

	2024 LATR Volumes to 20	025 Counts % Change	
AM School Peak	LATR AM School Peak vs 2025	PM Roadway Peak	Summer School Peak
(7:15-8:15 AM)	AM Roadway Peak*	(3:15-4:15 PM)	(2:30-3:30 PM)
-7.29%	-5.19%	-11.87%	-13.23%

\*In the LATR, the AM School Peak was analyzed, as it did not overlap with the AM Roadway (or commuter) Peak. As the 2025 AM Roadway Peak overlapped with the LATR AM School Peak, we compared the volumes in case there was more traffic on the roadway than in 2024. Volumes still decreased, meaning the LATR analysis was conservative.

As detailed above, traffic volumes throughout the corridor decreased between what was analyzed in the LATR and the Fall 2025 traffic counts. A likely explanation for this decrease in traffic volume is the stricter return to office mandates that have been put in place between the two time periods of data collection, which have changed commuting patterns. It is likely that fewer people are using the River Road corridor and are instead opting for roadways with a higher capacity or opting for public transportation instead of driving to work and paying for parking five days a week.

## Al Marah Neighborhood Traffic Review

An analysis was also completed to review the traffic traveling through the Al Marah neighborhood to better understand neighborhood comments and observations. Field observations were conducted at the intersection of River Road & Royal Dominion Drive as well as River Road & Burdette Road to observe traffic patterns and compare surveys of license plates entering and exiting the neighborhood. Based on field observations, much of the traffic on Royal Dominion Drive within the Al Marah neighborhood is generated by Primary Day located in the southeast quadrant of the River Road/Royal Dominion Drive intersection. Traffic entering the Holton-Arms driveway from the south is almost entirely made up of parents or staff/faculty dropping off students at Primary Day before arriving at Holton-Arms.

This analysis consisted of the following:

- A review of Holton-Arms families with siblings/children enrolled at Primary Day to determine the number of potential Holton-Arms trips generated from Primary Day.
- A review of Holton-Arms families that live in the Al Marah neighborhood to determine the number of potential Holton-Arms trips generated from the Al Marah neighborhood.
- Field survey conducted on Tuesday September 9, 2025, during the peak periods, while schools and the federal government were in session.
  - o Included observations of vehicles entering the Al Marah neighborhood via Burdette Road and vehicles traveling between the Holton-Arms and the Al Marah neighborhood via Royal Dominion Drive.
- A review of traffic volumes collected at the River Road and Burdette Road intersection and the River Road and Royal Dominion Drive intersection on the same day as the field survey.

The results of the analysis are summarized below:

### Primary Day School/Al Marah Enrollment at Holton-Arms School

- Holton-Arms has 18 families with children enrolled at the Primary Day School (15 student families and 3 employees).
- There are 4 Holton-Arms students who live in the Al Marah neighborhood.
  - o No students were observed walking to Holton-Arms from the neighborhood.
- Based on Primary Day enrollment and students living in the Al Marah neighborhood, there are up to 22 vehicles
  expected to travel between the Al Marah neighborhood and the Holton-Arms School.

#### Field Observations

To quantify the level cut-through trips associated with Holton-Arms, site observations were conducted at the intersection of River Road & Royal Dominion Drive as well as River Road & Burdette Road during the peak morning arrival and afternoon dismissal periods. The license plate numbers of vehicles entering and exiting the Al Marah neighborhood were surveyed at both intersections and then compared to find any instances of overlap. Vehicle trips recorded at both intersections were further evaluated relative to dual Holton-Arms/Primary Day enrollment numbers to determine whether these trips could fall outside dual Holton-Arms/Primary Day trips.

- License plate survey and field observations on September 9, 2025, show only 8 confirmed instances of vehicles entering or exiting Holton-Arms via the Al Marah neighborhood at Royal Dominion Drive, **as well as** entering or exiting the Al Marah neighborhood at Burdette Road.
  - 6 trips were observed in the morning

- 2 trips were observed in the afternoon
- One bus was captured entering Holton-Arms from the neighborhood.
  - This has been brought to the attention of the School, and it has been confirmed that a substitute bus driver from the bus company was working that day. This is not typical for the School, and the company has been notified so this will not happen again.

Based on the field survey, trips travelling into or out of the School via the Al Marah neighborhood are not all considered cutthrough trips. If the vehicles were not observed to enter/exit the neighborhood at the Burdette Road intersection, it was assumed that the traffic is generated from within the neighborhood or was generated by a vehicle who entered and exited via Royal Dominion Drive to access Primary Day. Due to the significant number of vehicles observed entering and exiting Primary Day, and the overlap in Holton-Arms and Primary Day enrollment, it is a reasonable assumption that the majority of trips observed traveling through the Al Marah neighborhood and entering/exiting Holton-Arms were also visiting Primary Day.

### 2025 Traffic Counts

As shown in Figure 1 below, the number of vehicles traveling between Holton-Arms and the Al Marah neighborhood is consistent with the number of Holton-Arms families with children enrolled at Primary Day and living in the neighborhood during the morning peak hours. This indicates that reports of cut-through traffic entering the Al Marah neighborhood via Burdette Road and exit at Royal Dominion Drive are not solely generated by Holton-Arms.

Figure 2 and Figure 3 also present a comparison of peak hour volumes entering/exiting the Al Marah neighborhood at the River Road and Burdette Road intersection and peak hour volumes entering/exiting Holton-Arms via the Al Marah neighborhood at the River Road and Royal Dominion Drive intersection. As Figure 2 and Figure 3 show and given that the number of trips going between Holton-Arms and Al Marah are fairly low and are consistent with the number of families enrolled at Primary Day or living in the neighborhood, the count data and field observations indicate Holton-Arms is not the source of cut-through activity in the Al Marah neighborhood. The vehicles traveling through the neighborhood are more likely related to vehicles that drop-off students at Primary Day and continue on eastbound River Road. As noted in the previous section, a total of eight (8) vehicles were observed to travel through the neighborhood for both the peak AM and PM periods, and the majority of cars observed travelling between the Holton-Arms driveway and the Al Marah neighborhood were observed entering Primary Day.

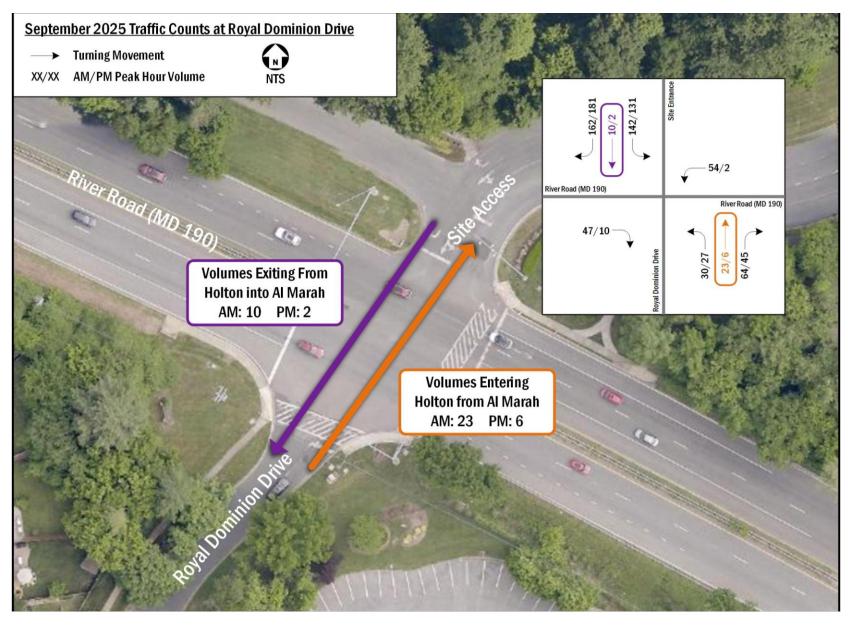


Figure 1: September 2025 Peak Hour Traffic Counts at Royal Dominion Drive

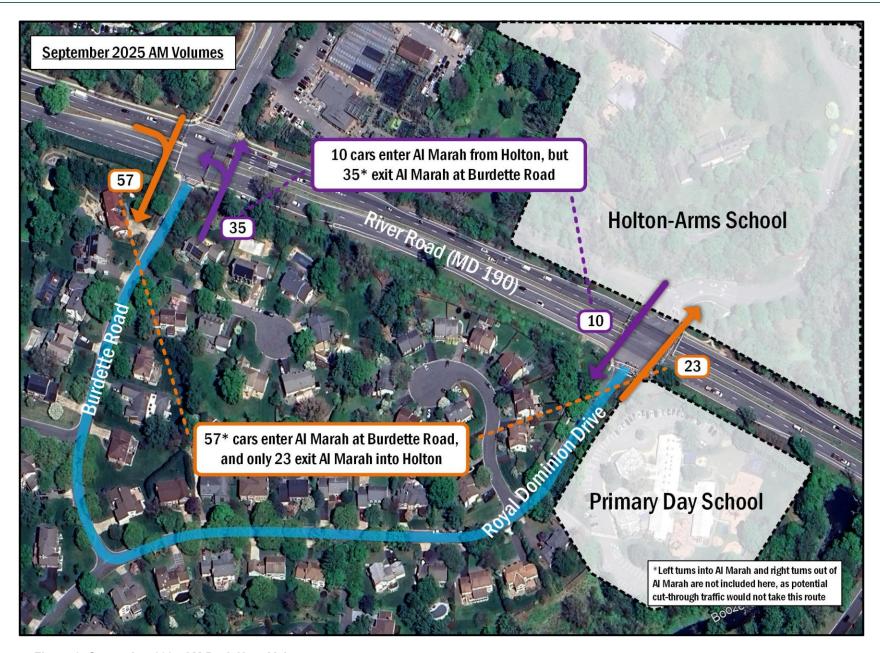


Figure 2: September 2025 AM Peak Hour Volumes

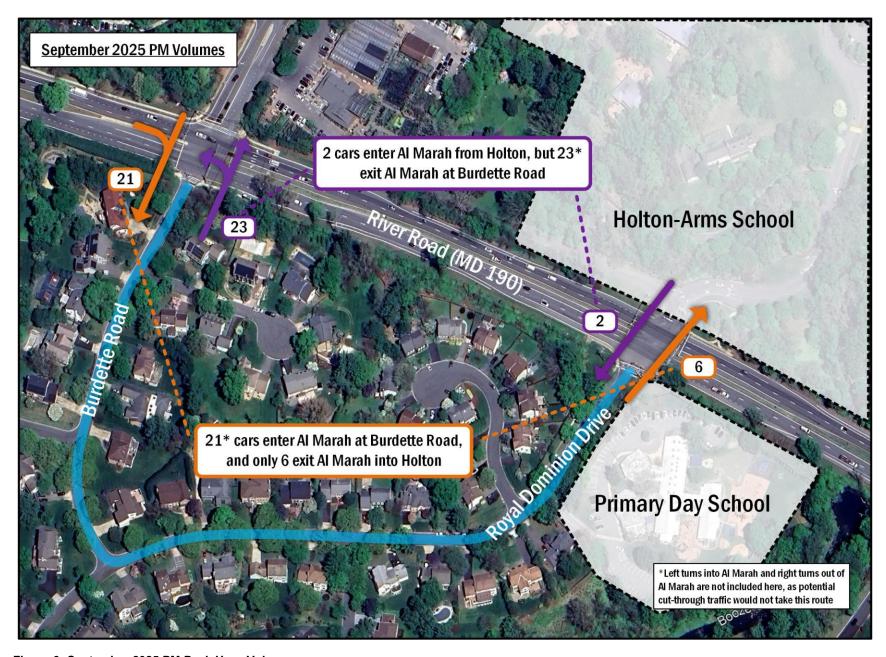


Figure 3: September 2025 PM Peak Hour Volumes

Project Name: Holton Arms School Expansion
Project #: 2009-005
Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

Volumes Displayed as: 3. User-Defined

06:30 AM to 09:30 AM

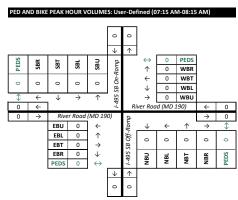
Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM

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

User-Defined Peak Hour: 07:15 AM to 08:15 AM

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07:45 AM to 08:00 AM	0	0	0	0	0	0	0	296	85	0	0	73	0	3	0	0	0	277	152	0
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	239	126	0	0	83	0	1	0	0	0	306	178	0
08:15 AM to 08:30 AM	0	0	0	0	0	0	0	213	144 86	0	0	42	0	0	0	0	0	269	207	0
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07:30 AM to 07:45 AM	0	0	0	0		0	0	12	0		0	5	0	0		0	0	20	6	
07:45 AM to 08:00 AM	0	0	0	0		0	0	19	3		0	5	0	1		0	0	16	3	
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08:30 AM to 08:45 AM	0	0	0	0		0	0	8	2		0	5	0	0		0	0	6	5	
08:45 AM to 09:00 AM	0	0	0	0		0	0	11	4		0	2	0	0		0	0	13	5	
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07:30 AM to 08:30 AM Heavy Vehicle % (PHV)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	48	2.5%	4.1%	0.0%	20	0.0%	20.0%	0 20/	0.0%	0.0%	6.2%	2.2%	4.7%
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Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc. Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

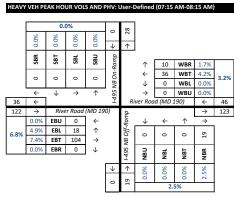
06:30 AM to 09:30 AM

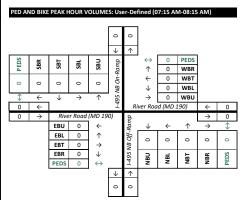
Volumes Displayed as: 3. User-Defined

s Period:	STUDY_PERIOL	)	06:30 AM	to	09:30 AM	_	Volumes Displayed as: 3. User-Defined
f Counts:	Tuesday, Septe	ember 9, 2025					Intersection Peak Hour (all vehicles):07:30 AM to08:30 AM
Weather:	Partly Cloudy						System Peak Hour (all vehicles): 07:30 AM to 08:30 AM
							User-Defined Peak Hour: 07:15 AM to 08:15 AM
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Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	ו ו
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07:30 AM to 07:45 AM	0	0	0	0	0	0	0	194	124	0	0	0	0	203	0	1	95	350	0	0	ı
07:45 AM to 08:00 AM	0	0	0	0	0	0	0	208	140	0	0	0	0	176	0	4	105	297	0	0	ı
08:00 AM to 08:15 AM	0	0	0	0	0	0	0	261	193	0	0	0	0	185	0	2	97	357	0	0	ı
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08:30 AM to 08:45 AM	0	0	0	0	0	1	0	187	183	0	0	0	0	147	0	1	82	215	0	0	١,
08:45 AM to 09:00 AM	0	0	0	0	0	0	0	167	172	0	0	0	0	159	0	1	72	235	0	0	ıŀ
09:00 AM to 09:15 AM 09:15 AM to 09:30 AM	0	0	0	0	0	0	0	174 235	182 158	0	0	0	0	129 147	0	2	64 77	258 192	0	0	ı
09:30 AM to 09:45 AM	ľ	·	·	Ü	Ü	ľ	·	233	150	Ū	ľ	·	Ü	147	Ü		,,	132	Ü	Ů	П
09:45 AM to 10:00 AM																					ı
10:00 AM to 10:15 AM																					ı
10:15 AM to 10:30 AM																					1
10:30 AM to 10:45 AM																					ı
10:45 AM to 11:00 AM																					ı
11:00 AM to 11:15 AM																					ı
11:15 AM to 11:30 AM  USER-DEFINED PEAK HR			0				1.	424				71	61				1	782			ı
07:15 AM to 08:15 AM	0	0	0	0	0	0	0	852	572	0	0	0	0	761	0	7	371	1404	0	0	ı
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB	ı
Factor (PHF) 0.91	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.82	0.74	0.78	n/a	n/a	n/a	0.94	0.94	0.44	0.88	0.88	n/a	0.94	ı
HEAVY Direction:		Sc	uthbou					Vestbou	nd				orthbou	ınd			E	astbour			I
VEHICLES Roadway:			NB On-					Road (M					NB Off-					Road (M			١.
(FHWA 4+) Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		ı
06:30 AM to 06:45 AM	0	0	0	0		0	0	3	1		0	0	0	6		0	0	14	0		ı
06:45 AM to 07:00 AM	0	0	0	0		0	0	3	4		0	0	0	8		0	1	27	0		ı
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0	0	0	0		0	0	4 14	3 2		0	0	0	6 4		0	3	29 22	0		ı
07:30 AM to 07:45 AM	0	0	0	0		0	0	3	1		0	0	0	4		0	6	27	0		ı
07:45 AM to 08:00 AM	0	0	0	0		0	0	10	4		0	0	0	5		0	5	28	0		ı
08:00 AM to 08:15 AM	0	0	0	0		0	0	9	3		0	0	0	6		0	4	27	0		ı
08:15 AM to 08:30 AM	0	0	0	0		0	0	10	9		0	0	0	10		0	7	24	0		ı
08:30 AM to 08:45 AM	0	0	0	0		0	0	10	2		0	0	0	3		0	3	19	0		١
08:45 AM to 09:00 AM	0	0	0	0		0	0	10	9		0	0	0	7		0	6	16	0		1 (
09:00 AM to 09:15 AM	0	0	0	0		0	0	6	16		0	0	0	2		0	7	17	0		
09:15 AM to 09:30 AM	0	0	0	0		0	0	13	26		0	0	0	6		0	7	11	0		ı
09:30 AM to 09:45 AM																					ı
09:45 AM to 10:00 AM																					ı
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM																					L
10:30 AM to 10:45 AM																					ı
10:45 AM to 11:00 AM																					ı
11:00 AM to 11:15 AM																					ı
11:15 AM to 11:30 AM																					ı
USER-DEFINED PEAK HR			0					46					19					22			ı
07:15 AM to 08:15 AM	0	0	0	0		0	0	36	10		0	0	0	19		0	18	104	0		ı
Heavy Vehicle % (PHV):	0.0%		0.0%	0.0%	0.0%	0.0%			1.7%	3.2%	0.0%		0.0%	2.5%	2.5%	0.0%	4.9%		0.0%	6.8%	ı
INT. PEAK HR (HV ONLY)	_		0			0	_	49	47		_		25	25				28	0		ı
07:30 AM to 08:30 AM Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0 0%	3.6%	2.6%	3.2%	0.0%	0 0%	0.0%	25	3.4%	0.0%	5.6%	7.7%		7 2%	ı
Direction:	0.071		uthbou		0.072	0.07.		Vestbou	_	0	0.0.1		orthbou			0.07		astbour			ı
BICYCLES Roadway:			NB On-					Road (M					NB Off-					Road (M			ı
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		ı
06:30 AM to 06:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
07:00 AM to 07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
07:15 AM to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		П
08:00 AM to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		H
08:15 AM to 08:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		П
08:30 AM to 08:45 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0		Ι'
08:45 AM to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		[
09:00 AM to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		Ιĺ
09:15 AM to 09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ĺ
09:30 AM to 09:45 AM																					ı
09:45 AM to 10:00 AM	l										1										ı
10:00 AM to 10:15 AM	l										1										ı
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM	l										1										ı
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM	l										1										ı
11:00 AM to 11:15 AM	1										1										ı
11:15 AM to 11:30 AM																					ı
USER-DEFINED PEAK HR			0					0				- (	0					0			ı
	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ĺ
07:15 AM to 08:15 AM	_												0					0			1
INT. PEAK HR (BIKES)  07:45 AM to 08:45 AM	0	0	0	0		0	0	1 1	0		0	0	0	0		0	0	0	0		1

		n	/a		0	943					
	n/a	n/a	n/a	n/a		_					
	-				$\downarrow$	1					
	SBR	SBT	SBL	SBU	I-495 NB On-Ramp		<b>1</b>	572	WBR	0.74	Г
	0	0	0	0	J-4C		←	852	WBT	0.82	0.7
	٥	0	"	0	NB (		$\downarrow$	0	WBL	n/a	0.,
	+	<b>\</b>	$\rightarrow$	1	35		$\rightarrow$	0	WBU	n/a	
859	+				7	Ri	ver Roa	d (MD :	190)	+	14
1782	$\rightarrow$	Rive	er Road	(MD 19	10)	du				$\rightarrow$	21
	0.44	EBU	7	<b>←</b>		Ran		<b>←</b>	$\uparrow$	$\rightarrow$	
0.94	0.88	EBL	371	1		-Hc	0	0	0	761	
0.54	0.88	EBT	1404	$\rightarrow$		NB (				26	
	n/a	EBR	0	$\downarrow$		I-495 NB Off-Ramp	NBU	NBL	NBT	NBR	
							Z	z	z	z	
					<u> </u>	+ 1	n/a	n/a	n/a	0.94	
					0	761		0.	94		i





Project Name : Holton Arms School Expansion
Project #: 2009-005
Location Montgomery County, MD
Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

Volumes Displayed as: 3. User-Defined

06:30 AM to 09:30 AM

		0.	.76		278	112				
	0.83	0.57	0.68	n/a	← 27	1				
	SBR	TBS	SBL	SBU		Ė	1 ↑	27	WBR	0.68
					Burdette Road		T ←	1225	WBT	0.68
	170	16	92	0	le tt		$\downarrow$	4	WBL	0.50
	+	<b>\</b>	$\rightarrow$	$\uparrow$	Burc		$\rightarrow$	0	WBU	n/a
1423	+				7	Ri	ver Roc	d (MD 1	190)	+
2161	$\rightarrow$	Rive	er Road	(MD 19	90)					$\rightarrow$
	n/a	EBU	0	←		pao		<b>←</b>	$\uparrow$	$\rightarrow$
0.91	0.65	EBL	78	$\uparrow$		Burdette Road	0	28	7	6
0.51	0.90	EBT	2042	$\rightarrow$		dett		2	,,	- 01
	0.73	EBR	41	$\downarrow$		Bur	NBU	NBL	NBT	NBR
					$\downarrow$	1	n/a	0.70	0.58	95.0
					61	4			79	0

	٠.				ક		Ψ.	- 4	WBL	0.50	
	+	<b>\</b>	$\rightarrow$	1	Burde		$\rightarrow$	0	WBU	n/a	
1423	+					R	iver Roa	d (MD :	190)	+	1256
2161	$\rightarrow$	Rive	er Road	(MD 19	10)					$\rightarrow$	2143
	n/a	EBU	0	←		paa		<b>←</b>	$\uparrow$	$\rightarrow$	
0.91	0.65	EBL	78	1		Burdette Road	0	28	7	6	
0.51	0.90	EBT	2042	$\rightarrow$		Je ti		7		٥,	
	0.73	EBR	41	$\downarrow$		Bun	NBU	NBI	NBT	NBR	
							ž	z	z	ž	
					$\downarrow$	$\uparrow$	n/a	0.70	0.58	0.56	
					61	4	<u> </u>			0.	
					٠	7		0.	79		
HEAVY	VEH PE	EAK HO	UR VOL	S AND	PHV: I	User-I	Defined	(07:15	AM-08:	15 AM)	
HEAVY	VEH PE		UR VOL	S AND	PHV: U	User-I	Defined	(07:15	AM-08:	15 AM)	

		2.	5%		7						
	2.9%	0.0%	2.2%	0.0%		3					
	2.	0	2.	0	$\downarrow$	1					
	SBR	SBT	SBL	SBU	ρι		<b>1</b>	5	WBR	18.5%	
					Burdette Road		÷	38	WBT	3.1%	
	5	0	2	0	ette		↓	1	WBL	25.0%	3.59
	+	<b>\</b>	$\rightarrow$	1	3urc		$\rightarrow$	0	WBU	0.0%	
45	<b>←</b>				ę	Ri	ver Roa	d (MD :	190)	+	44
111	$\rightarrow$	Rive	r Road	(MD 19	90)					$\rightarrow$	110
	0.0%	EBU	0	<b>←</b>		рос	$\downarrow$	←	$\uparrow$	$\rightarrow$	
5.1%	3.8%	EBL	3	1		Burdette Road	0	2	0	1	
3.170	5.2%	EBT	107	$\rightarrow$		dett		.,	Ŭ		
	2.4%	EBR	1	$\downarrow$		Bur	NBU	NBL	NBT	NBR	
							ž	z	z		
						^	%0:0	7.1%	%0:0	11.1%	
					2	m	_		8%		

	PED A	ND BIKE	PEAK H	HOUR V	OLUME	S: Us	er-De	fined (0	7:15 AI	M-08:15	AM)	
						0 →	0					
	PEDS	SBR	SBT	SBL	SBU	ad		←	0	PEDS WBR		
	0	0	0	0	0	Burdette Road		<b>←</b>	0	WBT		
	<b>\$</b>	+	<b>V</b>	$\rightarrow$	1	Burd		$\rightarrow$	0	WBU		
	0	←								1001		
		_ `					Ri	ver Roa	a (IVID .	190)	←	0
	0	$\rightarrow$	Rive	r Road	(MD 19	10)		ver kod	а (ІИІД .	190)	<b>←</b>	0
ı	0	_	Rive EBU	r Road	(MD 19	10)		ver kod ↓	α (IVID . ←	<u>190)</u>		_
ı	0	_		_	i	10)		<b>\</b>	· ←	^	<i>→</i>	0
İ	0	_	EBU	0	←	10)			•	,	$\rightarrow$	0
j	0	_	EBU EBL	0	<b>←</b>	10)	Burdette Road	0	<b>←</b>	^ 0	→ 0	1
j	0	_	EBU EBL EBT	0 0	← ↑ →	10)		<b>\</b>	· ←	^	<i>→</i>	0

Intersection:				d & Rive	r Pood	(MD 1	00)													_
Direction:	1.		uthbou		i Koau	(IVID I	_	Vestbou	nd			No	orthbou	ınd			E	astbour	nd	
VEHICLES Roadway:			dette R		D. d.			Road (N		Deale			dette R		D. d.			Road (M		Deale
Movement: 06:30 AM to 06:45 AM	0	Left 4	Thru 0	Right 19	Peds 0	0	Left 1	Thru 132	Right 2	Peds 0	0	Left 1	Thru 1	Right 1	Peds 0	U 2	Left 13	Thru 342	Right 1	Peds 0
06:45 AM to 07:00 AM	0	8	1	15	0	0	1	122	4	0	0	4	0	1	0	0	11	426	1	0
07:00 AM to 07:15 AM	0	5	1	20	0	0	1	225	4	1	0	5	0	0	0	1	15	547	7	0
07:15 AM to 07:30 AM	0	12 24	2	32 38	0	0	0	251 280	6	0	0	10	1	3	0	0	15 9	570 533	6 13	0
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0	22	7	49	0	0	1	292	9	0	0	7	3	0	0	0	24	426	14	0
08:00 AM to 08:15 AM	0	34	6	51	0	0	2	402	10	1	0	8	2	2	0	0	30	513	8	0
08:15 AM to 08:30 AM	0	14	1	45	0	0	3	379	10	0	0	9	1	2	0	1	20	521	8	0
08:30 AM to 08:45 AM 08:45 AM to 09:00 AM	0	11 6	1	48 39	0	1 0	0	316 300	8 7	2 0	0	8 2	0	3	0	0	18 16	343 361	3	0
09:00 AM to 09:15 AM	0	11	0	58	0	0	0	283	13	0	0	8	2	1	0	1	23	375	3	0
09:15 AM to 09:30 AM	0	16	1	88	0	0	1	300	11	2	0	4	0	0	0	0	18	311	2	0
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR			78	170	0	_	_	256		1	_		4		0		_	161	41	0
07:15 AM to 08:15 AM  Peak Hour Overall	U U	92 Left	16 Thru	170 Right	SB	U U	4 Left	1225 Thru	27 Right	WB	0 U	28 Left	7 Thru	9 Right	NB	U U	78 Left	2042 Thru	41 Right	EB
Factor (PHF) 0.88	n/a	0.68	0.57	0.83	0.76	n/a	0.50	0.76	0.68	0.76	n/a	0.70	0.58	0.56	0.79	n/a	0.65	0.90	0.73	0.91
HEAVY Direction:			uthbou					Vestbou					orthbou					astbour		
VEHICLES Roadway: (FHWA 4+) Movement:	U	Bur Left	dette R Thru	oad Right		U	River	Road (N Thru	ID 190) Right		U	Bur Left	dette R Thru	oad Right		U	River I	Road (M Thru	D 190) Right	
06:30 AM to 06:45 AM	0	1	0	0		0	0	5	0		0	0	0	0		0	0	20	0	
06:45 AM to 07:00 AM	0	1	0	1		0	0	6	1		0	0	0	0		0	0	33	1	
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0	1	1	0		0	0	7 13	3		0	1 2	0	0		0	1	33 20	3	
07:30 AM to 07:45 AM	0	0	0	1		0	0	3	1		0	0	0	1		0	0	30	1	
07:45 AM to 08:00 AM	0	0	0	2		0	1	12	2		0	0	0	0		0	1	31	0	
08:00 AM to 08:15 AM	0	1	0	2		0	0	10	1		0	0	0	0		0	1	26	0	
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0	0	0	1 2		0	0	18 11	2		0	0	0	0		0	0	43 19	2	
08:45 AM to 09:00 AM	0	1	0	1		0	0	18	1		0	0	0	0		0	2	19	0	
09:00 AM to 09:15 AM	0	1	0	4		0	0	18	4		0	0	0	0		0	0	21	0	
09:15 AM to 09:30 AM	0	1	0	4		0	0	35	3		0	0	0	0		0	0	16	0	
09:30 AM to 09:45 AM 09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM																				
10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR			7	-				44	-			:					_	11		
07:15 AM to 08:15 AM Heavy Vehicle % (PHV):	0.0%	2.2%	0.0%	2.9%	2.5%	0.0%	25.09	38	5 18.5%	3.5%	0.0%	7.1%	0.0%	11.1%	6.8%	0.0%	3.8%	5.2%	2.4%	5.1%
INT. PEAK HR (HV ONLY)	,3		7			2.070		50		2.2,3	2.078	7.170			2.5,3	2.070		35		
07:30 AM to 08:30 AM	0	1	0	6	2	0	1	43	6	2.55	0	0	0	1	2	0	2	130	3	6.654
Heavy Vehicle % (PHV): Direction:	0.0%	1.1% Sc	0.0% outhbou	3.3%	2.4%	0.0%		3.2% Vestbou	17.1% nd	3.6%	0.0%	0.0% No	0.0% orthbou	12.5% ind	2.4%	0.0%		6.5% astbour	7.0%	6.4%
BIGYCLES Roadway:			dette R					Road (N					dette R					Road (M		
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM to 07:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:15 AM to 07:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:45 AM to 08:00 AM 08:00 AM to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:15 AM to 08:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
08:30 AM to 08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
08:45 AM to 09:00 AM 09:00 AM to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:15 AM to 09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
09:30 AM to 09:45 AM																				
09:45 AM to 10:00 AM																				
10:00 AM to 10:15 AM 10:15 AM to 10:30 AM																				
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM 11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR			0					0					0					0		
07:15 AM to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
INT. PEAK HR (BIKES) 07:30 AM to 08:30 AM	0	0	0 0	0		0	0	1 1	0		0	0	0	0		0	0	0	0	
07.30 AIVI (0 06.30 AIVI		U	0	0		U	U	1	0		U	- 0	U	J		U	U	U	J	

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

Intersection:

ALL VEHICLES

Project Name: Holton Arms School Expansion
Project #: 2009-005
Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

Volumes Displayed as: 3. User-Defined

06:30 AM to 09:30 AM

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

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

 User-Defined Peak Hour:
 07:15 AM
 to
 08:15 AM

ALL	Direction.			utilbut					restboul					טטטווז וכ					astboui														
VEHICLES	Roadway:		Royal D	Ominic	n Drive			River F	Road (M	D 190)			Royal D	Oominio	n Drive			River F	Road (M														
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	VEHIC	LE PEAI	K HOUR	VOLS A	ND PH	IF: Use	r-Defir	ned (07	:15 AM	-08:15 /	AM)	
06:30 AM	to 06:45 AM	0	1	0	0	1	0	1	134	1	1	0	1	0	1	1	0	8	334	3	0												
06:45 AM	to 07:00 AM	0	1	0	1	0	0	0	125	1	3	0	1	0	4	4	0	12	420	3	0			0	.59		4	208					
07:00 AM	to 07:15 AM	0	4	1	5	0	0	1	224	13	1	0	0	1	3	1	1	34	514	3	0		99	63	23	n/a	m	25					
07:15 AM	to 07:30 AM	0	10	0	6	0	0	7	248	24	4	0	0	0	7	2	0	40	540	5	0		0.	0.	0	٦	$\downarrow$	$\uparrow$					
07:30 AM	to 07:45 AM	0	45	2	47	0	0	10	237	64	0	0	1	6	15	0	2	106	447	6	0		SBR	SBT	SBL	SBU	ive						
07:45 AM	to 08:00 AM	0	67	4	61	0	0	9	233	95	0	0	8	15	21	0	0	91	345	12	0		S	s	s	S	, D		1	197			
08:00 AM	to 08:15 AM	0	20	4	48	1	2	28	343	14	2	0	21	2	21	2	0	51	475	24	0		162	10	142		ojujo		+	1061	WBT	0.77	0.85
08:15 AM	to 08:30 AM	0	3	0	8	0	0	5	366	6	0	0	18	1	24	0	0	4	525	8	0		7	-	1		_ %		$\downarrow$	54	WBL	0.48	
	to 08:45 AM	0	2	1	2	0	0	3	319	0	1	0	2	0	2	2	2	4	350	2	0		· ←	_ ↓	$\rightarrow$	$\uparrow$	ya!		$\rightarrow$	2	WBU	0.25	
08:45 AM	to 09:00 AM	0	0	0	1	0	0	3	302	3	0	0	2	0	2	0	1	1	365	1	0	1255	<b>←</b>				Ro	Riv	ver Roa	d (MD 1	.90)	_	1314
	to 09:15 AM	0	1	0	1	0	0	2	294	2	0	0	0	0	8	0	1	2	383	1	0	2144	_	_	er Road	(MD 1	.90)	rive				_	2015
	to 09:30 AM	0	4	0	4	0	0	2	307	1	0	0	2	0	6	0	0	0	322	4	0		0.25	EBU	2	<b>←</b>		G .		+	1	<u>→</u>	
	to 09:45 AM																					0.92	0.68	EBL	288	1		inic	0	30	23	49	
	to 10:00 AM																						0.84	EBT	1807	$\rightarrow$		Don		,			
10:00 AM	to 10:15 AM																						0.49	EBR	47	$\downarrow$		yal	NBU	BE BE	NBT	NBR	
10:15 AM	to 10:30 AM																											Ro	z	z	z	z	
10:30 AM	to 10:45 AM																										$\downarrow$	1	n/a	36	38	92	
10:45 AM	to 11:00 AM																										11	117	_	Ö	Ö	Ö	
11:00 AM	to 11:15 AM																										7	1		0.0	66		
11:15 AM	to 11:30 AM																																
USER-DEF	INED PEAK HR		3	14		1		13	314		6		1	17		4		21	.44		0												
07:15 AM	to 08:15 AM	0	142	10	162		2	54	1061	197		0	30	23	64		2	288	1807	47													
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru		WB	U	Left		Right	NB	U	Left	Thru	Right	EB												
Factor (PHI	0.92	n/a	0.53	0.63	0.66	0.59	0.25	0.48	0.77	0.52	0.85	n/a	0.36	0.38	0.76	0.66	0.25	0.68	0.84	0.49	0.92												
HEAVY	Direction:		So	uthbou	ınd			W	/estbou	nd			No	orthbou	ınd			E	astbour	nd													

Northbound

		0.	59		314	208					
	99.0	0.63	0.53	n/a	3.	)5					
	0.	0.	0.	٢	$\downarrow$	1					
	SBR	SBT	SBL	SBU	Royal Dominion Drive		<b>1</b>	197	WBR	0.52	Ι
	7		7		noir		÷	1061	WBT	0.77	
	162	10	142	0	omi		$\downarrow$	54	WBL	0.48	0.85
	+	<b>\</b>	$\rightarrow$	$\uparrow$	al D		$\rightarrow$	2	WBU	0.25	İ
1255	+					Ri	ver Roa	d (MD :	190)	+	1314
2144	$\rightarrow$	Rive	er Road	(MD 19	10)	ive				$\rightarrow$	2015
	0.25	EBU	2	<b>←</b>		JQ u		<b>←</b>	$\uparrow$	$\rightarrow$	_
0.92	0.68	EBL	288	1		Royal Dominion Drive	0	30	23	64	
0.52	0.84	EBT	1807	$\rightarrow$		noc		e e	2	9	
	0.49	EBR	47	$\downarrow$		yal l	NBU	NBL	NBT	NBR	
						_	Z	z	z	z	
					$\downarrow$	1	n/a	0.36	0.38	92.0	
					111	117				0.	
					7	-		0.	66		l

																					$\overline{}$
Peak Hour	Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF)	0.92	n/a	0.53	0.63	0.66	0.59	0.25	0.48	0.77	0.52	0.85	n/a	0.36	0.38	0.76	0.66	0.25	0.68	0.84	0.49	0.92
HEAVY	Direction:		Sc	outhbou	ınd			W	/estbou	nd			No	orthbou	ınd			E	astbour	d	
VEHICLES	Roadway:		Royal E	Dominio	n Drive			River F	Road (M	ID 190)			Royal D	ominio	n Drive			River R	oad (M	D 190)	
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM to	06:45 AM	0	1	0	0		0	0	5	0		0	0	0	0		0	0	21	0	
06:45 AM to	07:00 AM	0	1	0	0		0	0	7	0		0	0	0	1		0	1	33	0	
07:00 AM to	07:15 AM	0	2	0	1		0	0	9	0		0	0	0	0		0	1	33	0	
07:15 AM to	07:30 AM	0	0	0	0		0	0	15	0		0	0	0	1		0	0	20	1	
07:30 AM to	07:45 AM	0	3	0	1		0	0	3	3		0	0	0	1		0	5	26	0	
07:45 AM to	MA 00:80	0	0	0	2		0	0	13	1		0	0	0	1		0	2	29	0	
08:00 AM to	08:15 AM	0	0	0	1		0	0	10	1		0	0	0	0		0	0	28	0	
08:15 AM to	08:30 AM	0	0	0	0		0	0	20	0		0	0	0	0		0	0	43	0	
08:30 AM to	08:45 AM	0	0	0	0		0	0	12	0		0	0	0	0		1	1	19	0	
08:45 AM to	09:00 AM	0	0	0	0		0	1	19	1		0	0	0	0		0	0	20	0	
09:00 AM to	09:15 AM	0	0	0	1		0	1	21	0		0	0	0	3		0	0	22	0	
09:15 AM to	09:30 AM	0	0	0	0		0	0	38	0		0	0	0	0		0	0	16	1	
09:30 AM to	09:45 AM																				
09:45 AM to	10:00 AM																				
10:00 AM to	10:15 AM																				
10:15 AM to	10:30 AM																				
10:30 AM to	10:45 AM																				
10:45 AM to	11:00 AM																				
11:00 AM to	11:15 AM																				
11:15 AM to	11:30 AM																				
USER-DEFIN	IED PEAK HR			7				4	16					3				1:	11		
07:15 AM to	08:15 AM	0	3	0	4		0	0	41	5		0	0	0	3		0	7	103	1	
Heavy Ve	hicle % (PHV):	0.0%	2.1%	0.0%	2.5%	2.2%	0.0%	0.0%	3.9%	2.5%	3.5%	0.0%	0.0%	0.0%	4.7%	2.6%	0.0%	2.4%	5.7%	2.1%	5.2%

Ų.	HEAVY	VEH P	AK HU	UR VOL	5 AND	HV:	Jser-L	Jerinea	(07:15	AIVI-U8	15 AIVI	
l			2.	2%				l				
ı		2.5%	0.0%	2.1%	%	7	12					
ı		2.5	0.0	2.1	%0'0	$\downarrow$	1					
L		SBR	SBT	SBL	SBU	Royal Dominion Drive						
L		s	s	s	S	n D.		$\uparrow$	5	WBR	2.5%	
L		4	0			ojui		$\leftarrow$	41	WBT	3.9%	3.5%
L		Ľ		,	,	Jon M		$\downarrow$	0	WBL	0.0%	3.370
ı		←	<b>V</b>	$\rightarrow$	$\uparrow$	/al I		$\rightarrow$	0	WBU	0.0%	
ı	45	+				Roy	Ri	ver Roa	d (MD :	190)	+	46
ı	111	$\rightarrow$	Rive	er Road	(MD 19	10)	ive				$\rightarrow$	109
ı		0.0%	EBU	0	<b>←</b>		Royal Dominion Drive	$\downarrow$	<b>←</b>	$\uparrow$	$\rightarrow$	
ı	5.2%	2.4%	EBL	7	1		ioini	0	0	0	3	l
ı	3.270	5.7%	EBT	103	$\rightarrow$		mou		~	ľ	,	
ı		2.1%	EBR	1	$\downarrow$		al E	NBU	<u> </u>	NBT	NBR	
ı							Roy	ž	NBL	ž	ž	
ı						$\downarrow$	1	%	%	%	%	İ
ı						1		0.0%	%0:0	0.0%	4.7%	
ı						"	3		2.	6%		1
						_						•

07:30 AM	to 08:30 AM	0	3	0	4		0	0	46	5		0	0	0	2		0	7	126	0	
Heavy	Vehicle % (PHV):	0.0%	2.2%	0.0%	2.4%	2.3%	0.0%	0.0%	3.9%	2.8%	3.6%	0.0%	0.0%	0.0%	2.5%	1.3%	0.0%	2.8%	7.0%	0.0%	6.3%
	Direction:		So	uthbou	nd			W	estbou/	nd			No	orthbou	nd			E	astboun	d	
BICYCLES	Roadway:		Royal D	ominio	n Drive			River R	Road (M	D 190)			Royal D	ominio	n Drive			River R	oad (M	D 190)	
	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
06:30 AM	to 06:45 AM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
06:45 AM	to 07:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
07:00 AM	to 07:15 AM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
07:15 AM	to 07:30 AM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
	to 07:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 08:30 AM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	to 08:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 09:45 AM																				
	to 10:00 AM																				
	to 10:15 AM																				
	to 10:30 AM																				
	to 10:45 AM																				
	to 11:00 AM																				
	to 11:15 AM																				
	to 11:30 AM																				
	FINED PEAK HR			0					1					)					)		
	to 08:15 AM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	0	0	
	PEAK HR (BIKES)	_		0	_			_	3	_		_		)			_		)		
06:30 AM	to 07:30 AM	0	0	0	0		0	0	0	3		0	0	0	0		0	0	0	0	

PED A	ND BIKE	PEAK I	IOUR V	OLUME	S: Us	er-De	fined (0	7:15 AI	M-08:15	AM)	
					0	1					
					$\downarrow$	1					
PEDS	SBR	SBT	SBL	SBU	ive		$\leftrightarrow$	1	PEDS		
PE	S	ıs	ıs	S	n Dr		$\uparrow$	1	WBR		
0	0	0	0	0	inio		$\leftarrow$	0	WBT		
	)		Ŭ		noc		$\downarrow$	0	WBL		
<b>1</b>	+	· ·	$\rightarrow$	1	Royal Dominion Drive		$\rightarrow$	0	WBU		
0	<b>←</b>	i .			6	0.0	Daa	d (MD :	1001	,	
	\ \				8	K	ver kou	u (IVID .	130)	←	1
0	$\rightarrow$	Rive	r Road	(MD 19		_	ver kou	u (IVID .	190)	<b>↓</b>	0
_	_	Rive EBU	r Road	(MD 19		_	ver kou ↓	u (IVID .	<u>190)</u>		
_	_		_	i		_	<b>\</b>	· ←	^	$\rightarrow$	0
_	_	EBU	0	←		_		•		$\rightarrow$	0
_	_	EBU EBL	0	<b>←</b>		_	0	< 0	^ 0	→ 0	0 \$
_	_	EBU EBL EBT	0 0	← ↑ →		Royal Dominion Drive	<b>\</b>	· ←	^	$\rightarrow$	0
_	_	EBU EBL EBT EBR	0 0 0	← ↑ ↓		_	0	< 0	^ 0	→ 0	0 \$

DATA COLLECTION NOTES :

INT. PEAK HR (HV ONLY)

Project Name : Holton Arms School Expansion

Project #: 2009-005 Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

06:30 AM to 09:30 AM

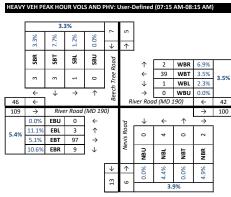
 
 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

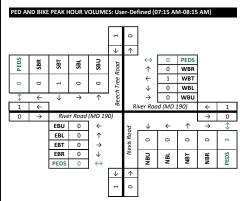
 System Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM
 User-Defined Peak Hour: 07:15 AM to 08:15 AM

Volumes Displayed as: 3. User-Defined

Intersection:	4 0-	och T "	and/Mi-	ic Daa	0. p:	r Door	(MID 10	n)												
Direction:	1. Bec	ech Tree R Southbo		is Koac	& KIVE		estbou				No	rthhou	nd			F	asthoun	d		
Roadway	F	Beech Tree					load (M					rthbou evis Roa					astboun Road (M			
VEHICLES Movement:		eft Thru		Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	١
06:30 AM to 06:45 AM	0 2	2 0	6	0	0	0	122	0	1	0	8	0	2	0	0	9	320	7	0	
06:45 AM to 07:00 AM		5 0	8	0	0	2	113	1	0	0	6	0	1	0	0	6	413	7	0	
07:00 AM to 07:15 AM		7 2	7	0	0	3	221	4	0	0	9	0	4	0	1	8	499	13	0	
07:15 AM to 07:30 AM		12 3	24	0	0	4	239	6	0	0	15	2	12	0	1	7	533	16	0	
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM		23 15	29 22	0	0	7 23	269 279	6 11	0	0	13 36	3 10	15 7	0	1	3 8	488 394	16 31	0	
08:00 AM to 08:15 AM		17 9	17	0	0	9	341	6	1	0	27	8	7	0	0	9	488	22	0	
08:15 AM to 08:30 AM		20 4	16	0	1	6	345	3	0	0	16	2	9	0	0	11	520	21	0	
08:30 AM to 08:45 AM		9 5	20	0	0	5	284	8	0	0	18	0	9	0	0	15	328	11	0	
08:45 AM to 09:00 AM	0 1	10 3	15	1	1	8	281	11	1	0	11	2	8	0	0	6	353	9	0	
09:00 AM to 09:15 AM	0 1	11 3	20	0	1	7	268	13	0	0	10	3	5	0	0	10	354	25	0	ſ
09:15 AM to 09:30 AM	0 2	22 2	37	0	0	7	263	7	1	0	11	1	5	0	0	9	314	10	0	-
09:30 AM to 09:45 AM																				-
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM																				-
10:00 AM to 10:13 AM																				L
10:30 AM to 10:45 AM																				
10:45 AM to 11:00 AM																				
11:00 AM to 11:15 AM																				
11:15 AM to 11:30 AM																				
USER-DEFINED PEAK HR		214		0			01		3			55		0			)17		0	
07:15 AM to 08:15 AM  Peak Hour Overall		33 39	92		1	43	1128	29		0	91	23	41		2	27	1903	85		
Peak Hour Overall Factor (PHF) 0.93		eft Thru .67 0.65		SB 0.80	U 0.25	Left 0.47	Thru 0.83	Right 0.66	WB 0.84	U n/a	Left 0.63	Thru 0.58	Right 0.68	NB 0.73	U 0.50	Left 0.75	Thru 0.89	Right 0.69	EB 0.91	
HEAVY Direction:	11/4 0.	Southbo		0.00	0.23		estbou		0.04	11/4		rthbou		0.73	0.50		astboun		0.51	
VEHICLES Roadway:	P	Beech Tree					load (M					evis Roa					Road (M			
(FHWA 4+) Movement:		eft Thru			U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		
06:30 AM to 06:45 AM		0 0	0		0	0	5	0		0	0	0	0		0	2	19	1		
06:45 AM to 07:00 AM	l .	0 0	2		0	0	4	0		0	1	0	0		0	1	32	2		
07:00 AM to 07:15 AM		0 0	0		0	0	7	0		0	2	0	0		0	3	28	4		
07:15 AM to 07:30 AM 07:30 AM to 07:45 AM		0 0	1		0	0	12 4	0		0	2	0	2		0	0	17 29	1		
07:45 AM to 08:00 AM		0 1	1		0	1	12	0		0	1	0	0		0	0	27	3		
08:00 AM to 08:15 AM		0 2	0		0	0	11	0		0	0	0	0		0	2	24	2		
08:15 AM to 08:30 AM		2 0	0		0	0	19	0		0	1	0	2		0	3	39	1		
08:30 AM to 08:45 AM	0 (	0 0	1		0	0	11	0		0	0	0	0		0	2	16	1		
08:45 AM to 09:00 AM	0 (	0 0	1		0	0	18	0		0	2	0	0		0			0		П
09:00 AM to 09:15 AM		0 0	1		0	1	21	2		0	0	0	2		U	0	20	U		
09:15 AM to 09:30 AM	0 3	3 0	14		0								_		0	1	18	6		Ī
09:30 AM to 09:45 AM	1				ľ	0	22	2		0	2	0	1					-		ŀ
09:45 AM to 10:00 AM					ľ	U	22	2		0	2	0	_		0	1	18	6		-
10:00 AM to 10:15 AM					0	U	22	2		0	2	0	_		0	1	18	6		
10:00 AM to 10:15 AM					0	U	22	2		0	2	0	_		0	1	18	6		
10:15 AM to 10:30 AM					U	U	22	2		0	2	0	_		0	1	18	6		
					Ü	U	22	2		0	2	0	_		0	1	18	6		
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM					U	Ü	22	2		0	2	0	_		0	1	18	6		
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM								2		0			_		0	1 2	18 13	6		
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM USER-DEFINED PEAK HR		7				4	2					ô	1		0 0	1 2	18 13	6 1		
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM USER-DEFINED PEAK HR 07:15 AM to 08:15 AM	-	1 3	3	2.29/	0	1	2 39	2	3 5%	0	4	0	1	3.0%	0 0	1 2	18 13	6 1	E 49/	
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10:15 AM to 10:30 AM 10:30 AM to 10:45 AM 10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM USER-DEFINED PEAK HR 07:15 AM to 08:15 AM Heavy Vehicle % (PHV): INT. PEAK HR (HV ONLY) 07:30 AM to 08:30 AM Heavy Vehicle % (PHV): BICYCLES ROADWS: Movement:	0.0% 1 0 3 0.0% 3 B U Le	1 3 2% 7.7% 8 3 3 3% 7.5% Southbo Beech Tree	3 3.3% 2 2.4% und Road Right		0 0.0% 0 0.0%	1 2.3% 1 2.2% W River F Left	39 3.5% -7 46 3.7% restbour toad (M Thru	2 6.9% 0 0.0% nd ID 190) Right		0 0.0% 0 0.0%	3 3 3.3% No No Left	0 0.0% 7 0 0.0% orthbou evis Roa Thru	2 4.9% 4 10.5% and ad Right		0 0 0.0%	1 2 3 11.1% 1 5 16.1% ERiver F	18 13 09 97 5.1% 31 119 6.3% astboun Road (M	9 10.6% 7 7.8% dd D 190)		
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	-				e R		÷	1128	WBT	0.83	_
	92	39	83	0	) Tre		$\downarrow$	43	WBL	0.47	0
	<b>←</b>	<b>V</b>	$\rightarrow$	1	eec		$\rightarrow$	1	WBU	0.25	
1313	+				В	Ri	ver Roc	d (MD 1	190)	+	12
2017	$\rightarrow$	Rive	r Road	(MD 19	10)					$\rightarrow$	20
	0.50	EBU	2	←		ρ		<b>←</b>	$\uparrow$	$\rightarrow$	
0.91	0.75	EBL	27	1		Nevis Road	0	91	23	41	
0.51	0.89	EBT	1903	$\rightarrow$		evis		6	2	4	
	0.69	EBR	85	$\downarrow$		×	NBU	NBL	NBT	NBR	
					_	_	z	z	z	z	
					4	2	n/a	0.63	0.58	0.68	
					167	15.			73		





06:30 AM to 07:30 AM DATA COLLECTION NOTES : 0 2

09:45 AM to 10:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM 10:30 AM to 10:45 AM

10:45 AM to 11:00 AM

11:00 AM to 11:15 AM 11:15 AM to 11:30 AM USER-DEFINED PEAK HR 07:15 AM to 08:15 AM INT. PEAK HR (BIKES) 1. Wilson Lane (MD 188) & River Road (MD 190)

Southbound

Wilson Lane (MD 188)

Project Name : Holton Arms School Expansion Project #: 2009-005

Intersection:

Direction:

07:15 AM to 07:30 AM

07:30 AM to 07:45 AM

07:45 AM to 08:00 AM

08:00 AM to 08:15 AM

08:15 AM to 08:30 AM

08:30 AM to 08:45 AM

08:45 AM to 09:00 AM

09:00 AM to 09:15 AM

09:15 AM to 09:30 AM

09:30 AM to 09:45 AM

09:45 AM to 10:00 AM

10:00 AM to 10:15 AM

10:15 AM to 10:30 AM

10:30 AM to 10:45 AM

10:45 AM to 11:00 AM 11:00 AM to 11:15 AM 11:15 AM to 11:30 AM USER-DEFINED PEAK HR

07:15 AM to 08:15 AM INT. PEAK HR (BIKES) 06:30 AM to 07:30 AM Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc

Westbound

River Road (MD 190)

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Northbound

Wilson Lane (MD 188)

Weather: Partly Cloudy

Volumes Displayed as: 3. User-Defined

06:30 AM to 09:30 AM

Eastbound

River Road (MD 190)

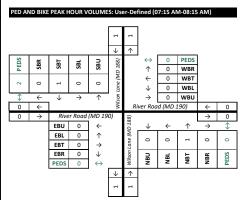
 
 Intersection Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM

 System Peak Hour (all vehicles):
 07:30 AM
 to
 08:30 AM
 User-Defined Peak Hour: 07:15 AM to 08:15 AM

коааway:		wiison																			_
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	V
o 06:45 AM	0	5	13	23	0	1	0	98	2	0	0	1	3	1	0	0	13	303	8	0	
o 07:00 AM	0	3	17	24	0	0	2	87	2	0	0	5		3	0	0	24	362	33	0	
	0			46											0		15	456			
																				- 1	
	_					_															
						=					-			=:		_				-	
o 08:45 AM																					_
o 09:00 AM	0	9	50	51	0	0	5	232	8	0	0	18	30	9	0	0	71	280	20	1	1
o 09:15 AM	0	13	57	66	0	1	4	212	4	0	0	11	15	11	0	0	43	307	20	0	2
o 09:30 AM	0	17	50	59	0	0	4	196	4	0	0	22	20	8	0	0	44	285	12	1	
o 09:45 AM																					١
o 10:00 AM																					١٠
o 10:15 AM																					
o 10:30 AM																					_
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0 07:15 AM 0 07:30 AM 0 07:30 AM 0 08:00 AM 0 08:00 AM 0 08:015 AM 0 08:05 AM 0 09:00 AM 0 09:15 AM 0 10:03 AM 0 10:03 AM 0 10:03 AM 0 10:03 AM 0 10:04 AM 0 11:15 AM	0 0 0 0 0 0 0 0 0 0 0	0 0 1 0 2 1 0 0 0 1 2 2 1 4 4.3% 4.3% 50 Wilson Left	0 1 1 3 0 0 2 2 0 2 2 2 2 2 2 2 1 4 2,5% unit bout a large (N	3 1 3 3 1 2 3 1 3 2 2 3 2 2 3 1 3 2 2 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0	4 10 3 10 12 12 8 16 21 18 35 4.0% 33 37 3.9% 6/estbou	0 0 0 4 0 0 1 0 0 1 1 0 0 1 1 4 4 7 8.2% 4 4 7.8% and defined the second of the second		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 2 0 1 1 0 4 1 2 4 4 4 1 1 2 4 4 5 1 1 4 7 5 8 1 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2 1 2 2 4 0 1 0 0 2 2 5.8%	0 1 0 2 1 2 0 0 0 1 0 0 1 0 0 1 2 5 3 3 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 3 3 2 5 3 2 1 0 1 1 1 3 5,7% 1 1 1 3 5,5% 1 1 1 1 3 5,5% 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	24 16 26 22 33 31 11 18 17 14	0 2 3 3 1 1 1 3 1 3 2 9 6.7% 8 8 6.6% bd		1
	Movement:  0 6:45 AM 0 7:30 AM 0 7:15 AM 0 7:30 AM 0 7:45 AM 0 8:30 AM 0 8:30 AM 0 8:30 AM 0 9:00 AM 0 9:50 AM 0 9:50 AM 0 9:50 AM 0 9:50 AM 10:50 AM 10:50 AM 10:50 AM 11:50 AM	Movement:   U   O6:45 AM   O   O7:00 AM   O   O7:15 AM   O   O7:30 AM   O   O7:30 AM   O   O8:30 AM   O   O9:30 AM   Movement: U Left	Movement:   U	Movement:   U	Movement:   U	Movement:   U	Movement:	Movement:   U   Left   Thru   Right   Peds   River Road (Mr   Road were)   River Road (Mr   Road were   Left   Thru   Right   SB   U   Left   Thru   Right   Left   Thru   Right   Road (Mr   Road were)   River Road (Mr   Road were)   Road were   Left   Thru   Right   Left   Thru   Road were   Left   Thru	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right	Movement:   U	Movement:	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right   Peds   U   Left   Left   Thru   Right   Peds   U   Left   Left   Thru   Right   Peds   U   Left   Thru   Right   Movement:	Movement:   U   Left   Thru   Right   Peds   O   D   D   Left   Thru   Right   Peds   O   D   D   D   D   D   D   D   D   D	Movement:   U   Left   Thru   Right   Peds   O   Co   Co   Co   Co   Co   Co   Co	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right   U   Left   Th	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right   Peds   U   Left   Thru   Right   Peds   U   Left   Left   Thru   Right   Peds   U   Left   Thru   Right   River   Roadwern:	Movement:   U	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right   U	Movement:   U   Left   Thru   Right   Peds   U   Left   Thru   Right   U		

		0.	83	ĺ	523	432					
	0.84	0.72	0.65	n/a	.5	.4					
	0.	0.	O.	_	$\downarrow$	1					
	SBR	SBT	SBL	SBU	Wilson Lane (MD 188)		<b>1</b>	49	WBR	0.72	_
		_			(MD		÷	871	WBT	0.84	
	284	169	8	0	ane		Ì	60	WBL	0.56	0.
	<b>←</b>	<b>V</b>	$\rightarrow$	1	on L		<b>→</b>	4	WBU	0.50	
1199	+	<u> </u>			Wiß	Ri	ver Roa	d (MD :	190)	+	9
2027	$\rightarrow$	Rive	r Road	(MD 19	90)	(8				$\rightarrow$	18
	n/a	EBU	0	←		0 18	$\downarrow$	$\leftarrow$	$\uparrow$	$\rightarrow$	
0.91	0.89	EBL	227	<b>↑</b>		(M	0	44	156	139	ĺ
0.51	0.87	EBT	1665	$\rightarrow$		ran		4	11	13	
	0.89	EBR	135	$\downarrow$		Wilson Lane (MD 188)	NBU	NBL	NBT	NBR	
						×	Z	z	z	z	
					$\downarrow$	1	n/a	0.73	0.61	0.54	
					364	339	_	0	0	0	

		3.:	1%		16	56					
	2.8%	3.0%	4.3%	0.0%	← 1	7					
					-	4.	ı				
	SBR	SBT	SBL	SBU	Wilson Lane (MD 188)		$\uparrow$	4	WBR	8.2%	
	8	2	3	0	N.		$\leftarrow$	35	WBT	4.0%	4.:
	8	۵,	(1)	ľ	Γαυε		$\downarrow$	0	WBL	0.0%	4
	+	$\downarrow$	$\rightarrow$	1	los,		$\rightarrow$	1	WBU	25.0%	
45	+				W	Ri	ver Roa	d (MD :	190)	+	4
109	$\rightarrow$	Rive	r Road	(MD 19	90)	(88				$\rightarrow$	9
	0.0%	EBU	0	<b>←</b>		D 18	$\downarrow$	<b>←</b>	$\uparrow$	$\rightarrow$	
5.4%	5.7%	EBL	13	1		ě	0	7	6	4	
37/0	5.2%	EBT	87	$\rightarrow$		Wilson Lane (MD 188)					
	6.7%	EBR	9	$\downarrow$		uosy	NBU	NBL	NBT	NBR	
						М	ž	z	z	ž	
					$\downarrow$	1	%0:0	%	%	2.9%	



DATA COLLECTION NOTES :

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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

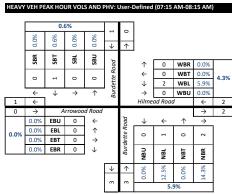
Volumes Displayed as: 3. User-Defined

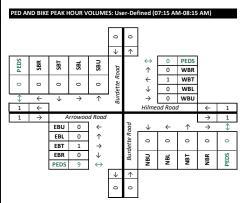
06:30 AM to 09:30 AM

| Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM System Peak Hour (all vehicles): 07:30 AM to 08:30 AM User-Defined Peak Hour: 07:15 AM to 08:15 AM

Intersection					
ALL Direction		Westbound Hilmead Road	Northbound  Burdette Road	Eastbound Arrowood Road	
VEHICLES Movement				U Left Thru Right Peds	VEHICLE PEAK HOUR VOLS AND PHF: User-Defined (07:15 AM-08:15 AM)
06:30 AM to 06:45 AM 06:45 AM to 07:00 AM	0 1 10 1 0 0 0 8 0 1	0 2 0 0 0 0 0 0 0 0 0	0 1 4 1 0 0 1 2 1 0	0 0 1 5 0 0 1 3 0	0.68
07:00 AM to 07:15 AM	0 1 10 0 0	0 0 0 0 0	0 1 3 1 3	0 1 1 5 0	0.50
07:15 AM to 07:30 AM	0 0 21 0 0	0 5 2 0 0	0 2 1 1 5	0 0 5 3 0	o o o <del>o</del> <del>o</del> ↓ ↑
07:30 AM to 07:45 AM 07:45 AM to 08:00 AM	0 3 39 1 0 0 0 42 0 0	0 14 1 1 0 0 7 2 2 0	0 1 3 3 3 0 0 1 9 5 0	0 0 2 11 0 0 2 9 0	# S S S S S S S S S S S S S S S S S S S
08:00 AM to 08:15 AM	0 4 56 1 0	0 7 2 2 0	0 1 9 5 0	0 0 2 9 0	m ← 6 WBT 0.75
08:15 AM to 08:30 AM	0 2 38 1 0	0 6 3 0 0	0 3 11 4 2	0 0 1 6 0	7 82 7 0 st 4 34 WBL 0.61 0.73
08:30 AM to 08:45 AM	0 0 49 1 0	0 5 2 1 0	0 1 5 3 0 0 0 4 4 3 1	0 0 1 5 0	
08:45 AM to 09:00 AM 09:00 AM to 09:15 AM	0 3 35 1 0 0 1 67 1 0	0 5 1 1 0 0 2 3 2 0	0 4 4 3 1 0 7 4 3 3	0 0 1 3 0 0 0 1 3 10 0	16         ←         Hilmead Road         ←         47           46         →         Arrowood Road         →         35
09:15 AM to 09:30 AM	0 0 76 1 1	0 3 0 2 0	0 4 11 3 1	0 1 1 3 0	n/a EBU 0 ←
09:30 AM to 09:45 AM					0.82 0.25 EBL 1 1 1 4 0 8 8 4
09:45 AM to 10:00 AM 10:00 AM to 10:15 AM					0.70   EBT   14   →   15   16   17   17   17   17   17   17   17
10:15 AM to 10:30 AM					0.70   EBR   31   \
10:30 AM to 10:45 AM					3 ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ←
10:45 AM to 11:00 AM 11:00 AM to 11:15 AM					25 23 72 0.51
11:15 AM to 11:30 AM					
USER-DEFINED PEAK HI	167 0	47 0	51 9	46 0	
07:15 AM to 08:15 AM	0 7 158 2	0 34 6 7	0 8 29 14	0 1 14 31	
Peak Hour Overall Factor (PHF) 0.69	U Left Thru Right SB n/a 0.44 0.71 0.50 <b>0.68</b>	U Left Thru Right WB n/a 0.61 0.75 0.44 0.73	U Left Thru Right <b>NB</b> n/a 0.50 0.45 0.70 <b>0.51</b>	U Left Thru Right <b>EB</b> n/a 0.25 0.70 0.70 <b>0.82</b>	
HEAVY Direction		Westbound	Northbound	Eastbound	
VEHICLES Roadway (FHWA 4+) Movement		Hilmead Road	Burdette Road U Left Thru Right	Arrowood Road	HEAVY VEH PEAK HOUR VOLS AND PHV: User-Defined (07:15 AM-08:15 AM)
06:30 AM to 06:45 AM	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	U Left Thru Right 0 0 0 0	TEAT - VETT EAR HOOR VOLS AND THV. OSEI-Deffice (07.13 ANY-08:15 ANI)
06:45 AM to 07:00 AM	0 0 0 0	0 0 0 0	0 0 0 1	0 0 0 0	0.6%
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0 1 0 0	0 0 0 0	0 0 0 1	0 0 0 1	
07:15 AM to 07:30 AM 07:30 AM to 07:45 AM	0 0 0 0	0 0 0 0	0 0 0 0 0 0 0 1	0 0 0 0	<del>                                    </del>
07:45 AM to 08:00 AM	0 0 1 0	0 1 0 0	0 0 0 1	0 0 0 0	88
08:00 AM to 08:15 AM	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 H O O St ← 0 WBT 0.0% 4.3%
08:15 AM to 08:30 AM 08:30 AM to 08:45 AM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0 0	← ↓ → ↑ \$\frac{\pi_0}{\pi_0}\$ → \$\frac{2}{\pi_0}\$ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
08:45 AM to 09:00 AM	0 0 2 0	0 0 0 0	0 0 2 0	0 0 0 0	1   ←   Hilmead Road   ← 2
09:00 AM to 09:15 AM	0 1 4 1	0 0 0 0	0 1 0 0	0 0 0 0	$0 \rightarrow Arrowood Road \rightarrow 2$
09:15 AM to 09:30 AM 09:30 AM to 09:45 AM	0 0 2 0	0 0 0 0	0 1 1 0	0 0 0 0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
09:45 AM to 10:00 AM					0.0%   0.0%   EBT   0   7   0   0   0   0   0   0   0   0
10:00 AM to 10:15 AM					0.0% EBR 0 \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
10:15 AM to 10:30 AM					
10:30 AM to 10:45 AM 10:45 AM to 11:00 AM					0.0   12.1
11:00 AM to 11:15 AM					m m 5.9%
11:15 AM to 11:30 AM  USER-DEFINED PEAK HI	2 1	2	3	0	
07:15 AM to 08:15 AM	0 0 1 0	0 2 0 0	0 1 0 2	0 0 0 0	
Heavy Vehicle % (PHV		5 0.0% 5.9% 0.0% 0.0% <b>4.3</b> %	5 0.0% 12.5% 0.0% 14.3% <b>5.9%</b>	0.0% 0.0% 0.0% 0.0% 0.0%	
INT. PEAK HR (HV ONLY) 08:30 AM to 09:30 AM	0 1 10 1	0 1 0 0	0 2 3 0	0 0 0 0	
Heavy Vehicle % (PHV				0.0% 0.0% 0.0% 0.0% 0.0%	
Direction		Westbound	Northbound	Eastbound	
BICYCLES Roadway  Movement		U Left Thru Right	Burdette Road U Left Thru Right	Arrowood Road U Left Thru Right	PED AND BIKE PEAK HOUR VOLUMES: User-Defined (07:15 AM-08:15 AM)
06:30 AM to 06:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
06:45 AM to 07:00 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0
07:00 AM to 07:15 AM 07:15 AM to 07:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0 0 0 0 1 0	<b>↓</b> ↑
07:30 AM to 07:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	Δ
07:45 AM to 08:00 AM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0	
08:00 AM to 08:15 AM 08:15 AM to 08:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	
08:30 AM to 08:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	↑ ← ↓ → ↑ ↑ 0 WBL
08:45 AM to 09:00 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	$1 \leftarrow Hilmead Road \leftarrow 1$
09:00 AM to 09:15 AM 09:15 AM to 09:30 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
09:30 AM to 09:45 AM					
09:45 AM to 10:00 AM					EBT 1 → tr d
10:00 AM to 10:15 AM					EBR   0
10:15 AM to 10:30 AM 10:30 AM to 10:45 AM					V ↑ ↑
10:45 AM to 11:00 AM					0 0
11:00 AM to 11:15 AM					_ <b>I</b>
11:15 AM to 11:30 AM  USER-DEFINED PEAK HI	0	1	0	1	
07:15 AM to 08:15 AM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 1 0	
INT. PEAK HR (BIKES		1 0 0 1 0	0 0 0	1 0 0 1 0	
07:00 AM to 08:00 AM	0 0 0 0	0 0 1 0	0 0 0 0	0 0 1 0	

		0.	68		167	37					
	0.50	0.71	0.44	n/a	→ 16	÷					
	SBR	SBT	SBL	SBU	paq		<b>↑</b>	7	WBR	0.44	
	2	158	7	0	Burdette Road		<b>←</b>	6 34	WBT	0.75 0.61	0.73
	+	<b>V</b>	$\rightarrow$	1	Burg		$\rightarrow$	0	WBU	n/a	
16	←						Hilme	ad Road	d	←	47
46	$\rightarrow$		rrowoo			_				$\rightarrow$	35
	n/a	EBU	0	<b>←</b>		000		<b>←</b>	<u> </u>	$\rightarrow$	
0.82	0.25	EBL	1	1		Burdette Road	0		59	14	
0.02	0.70	EBT	14	$\rightarrow$		det			.,		
	0.70	EBR	31	<b>V</b>		Bur	NBU	NBL	NBT	NBR	
					$\downarrow$	1	n/a	0.50	0.45	0.70	
					223	21			51	0	
						_		0.	-		





Project Name : Holton Arms School Expansion
2009-005

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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

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

SBU

 $\uparrow$ 

n/a n/a n/a

SBT SBL

> 0 0

n/a SBR

0 0

1199 → River Road

n/a EBU 0

n/a EBL 0

0.83 **EBT** 940 0.76 **EBR** 259

o →

02:00 PM to 07:00 PM

Intersection Peak Hour (all vehicles):	05:30 PM	to	06:30 PM	
System Peak Hour (all vehicles):	03:15 PM	to	04:15 PM	Ī
User-Defined Peak Hour:	03:00 PM	to	04:00 PM	

**\** 

NBU NBL NBT NBR

1-495 SB Off-

1 n/a 0.85 n/a n/a

259 266 294 WBR 0.85 1280 WBT 0.94

0 WBL n/a 0 WBU n/a ad (MD 190) ←

0 0

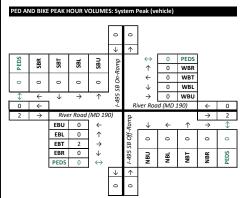
566 0

0.98

→ 940

Intersection:	1.	I-495 S	B On-R	amp/I-4	195 SB (	Off-Ran	np & Ri	ver Road	(MD 1	90)										
ALL Direction:			uthbou					Vestbou					rthbou					astbour		
VEHICLES Roadway:			SB On-		Dada			Road (M		Dodo	- 11		SB Off-		Dodo			toad (M		Dodo
Movement:	0	Left 0	Thru 0	Right	Peds 0	0	Left 0	Thru 166	Right 55	Peds 0	0	Left 73	Thru 0	Right 2	Peds 0	0	Left 0	Thru 179	Right 72	Peds 0
02:00 PM to 02:15 PM 02:15 PM to 02:30 PM	0	0	0	0	0	0	0	204	91	0	0	73 55	0	0	0	0	0	175	73	0
02:30 PM to 02:45 PM	l ő	0	0	0	0	0	0	236	82	0	0	51	0	0	0	0	0	194	65	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	246	71	0	0	50	0	0	0	0	0	216	62	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	246	83	0	0	65	0	0	0	0	0	224	66	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	322	80	0	0	58	0	0	0	0	0	240	82	0
03:30 PM to 03:45 PM	0	0	0	0	0	0	0	306	77	0	0	62	0	0	0	0	0	284	85	0
03:45 PM to 04:00 PM	0	0	0	0	0	0	0	313	86	0	0	78	0	0	0	0	0	187	50	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	339	51	0	0	68	0	0	0	0	0	229	42	0
04:15 PM to 04:30 PM	0	0	0	0	0	1	0	331	40	0	0	25	0	1	0	0	0	215	57	0
04:30 PM to 04:45 PM 04:45 PM to 05:00 PM	0	0	0	0	0	0	0	343 346	41 75	0	0	27 24	0	0	0	0	0	271 280	47 79	0
05:00 PM to 05:15 PM	١٥	0	0	0	0	0	0	368	63	0	0	22	0	0	0	1	0	195	70	0
05:15 PM to 05:30 PM	٥	0	0	0	0	0	0	337	78	0	0	16	0	0	0	0	0	227	86	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	322	107	0	0	23	0	0	0	0	0	234	103	0
05:45 PM to 06:00 PM	0	0	0	0	0	2	0	322	121	0	0	10	0	1	0	0	0	244	112	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	301	99	0	0	19	0	0	0	0	0	280	106	0
06:15 PM to 06:30 PM	0	0	0	0	0	1	0	370	116	0	0	34	0	0	0	0	0	193	70	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	321	78	0	0	29	0	0	0	0	0	179	79	0
06:45 PM to 07:00 PM SYSTEM PEAK HR (VEH.)	0	0	0	0	0	0	0	278 574	55	0	0	24	0	0	0	0	0	193 .99	108	0
03:15 PM to 04:15 PM	0	0	0	0	0	0	0	1280	294	0	0	266	0	0	0	0	0	940	259	0
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.93	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.94	0.85	0.98	n/a	0.85	n/a	n/a	0.85	n/a	n/a	0.83	0.76	0.81
HEAVY Direction:		So	uthbou	nd			V	Vestbou	nd			No	rthbou				E	astbour	nd	
VEHICLES Roadway:		I-495	SB On-	Ramp				Road (M					SB Off-					toad (M		
(FHWA 4+) Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	9	0		0	2	0	0		0	0	17	6	
02:15 PM to 02:30 PM	0	0	0	0		0	0	11	8		0	1	0	0		0	0	4	3	
02:30 PM to 02:45 PM 02:45 PM to 03:00 PM	0	0	0	0		0	0	17 10	1 5		0	1	0	0		0	0	18 13	2 4	
03:00 PM to 03:15 PM	١٥	0	0	0		0	0	6	6		0	2	0	0		0	0	10	2	
03:15 PM to 03:30 PM	0	0	0	0		0	0	9	8		0	3	0	0		0	0	12	9	
03:30 PM to 03:45 PM	0	0	0	0		0	0	7	1		0	0	0	0		0	0	14	3	
03:45 PM to 04:00 PM	0	0	0	0		0	0	5	5		0	1	0	0		0	0	13	4	
04:00 PM to 04:15 PM	0	0	0	0		0	0	15	6		0	0	0	0		0	0	8	2	
04:15 PM to 04:30 PM	0	0	0	0		0	0	12	3		0	0	0	0		0	0	12	5	
04:30 PM to 04:45 PM	0	0	0	0		0	0	12	3		0	0	0	0		0	0	4	2	
04:45 PM to 05:00 PM	0	0	0	0		0	0	11	12		0	0	0	0		0	0	4	3	
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0		0	0	11 10	4 2		0	0	0	0		0	0	3 6	2	
05:30 PM to 05:45 PM	0	0	0	0		0	0	8	1		0	0	0	0		0	0	1	4	
05:45 PM to 06:00 PM	0	0	0	0		0	0	6	3		0	0	0	0		0	0	2	7	
06:00 PM to 06:15 PM	0	0	0	0		0	0	4	4		0	0	0	0		0	0	4	3	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	1		0	0	0	0		0	0	8	2	
06:30 PM to 06:45 PM	0	0	0	0		0	0	11	2		0	1	0	0		0	0	2	2	
06:45 PM to 07:00 PM	0	0	0	0		0	0	3	0		0	1	0	0		0	0	2	1	
SYSTEM PEAK HR (VEH.)		_	0				_	56										5		
03:15 PM to 04:15 PM	0	0	0	0		0	0	36	20		0	4	0	0		0	0	47	18	
Heavy Vehicle % (PHV): INT. PEAK HR (HV ONLY)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		2.8%	6.8%	3.6%	0.0%	1.5%		0.0%	1.5%	0.0%	0.0%	5.0%	6.9%	5.4%
02:30 PM to 03:30 PM	0	0	0	0		0	0	42	20		0	7	0	0		0	0	53	17	
Heavy Vehicle % (PHV):			0.0%	0.0%	0.0%				6.3%	4.5%	0.0%	3.1%		0.0%	3.1%	0.0%	0.0%	6.1%	6.2%	6.1%
Direction:		_	uthbou	_			_	Vestbou	_			_	rthbou	_				astbour	_	
BICYCLES Roadway:		I-495	SB On-	Ramp			River I	Road (M	ID 190)			I-495	SB Off-	Ramp			River R	load (M	ID 190)	
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0	Ī	0	0	0	0		0	0	0	0	1
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM to 03:00 PM 03:00 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM to 03:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:45 PM to 04:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
SYSTEM PEAK HR (VEH.)		_	0				_	0					)					2		
03:15 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0	
INT. PEAK HR (BIKES)	0		0 0	0		0	0	0 0	0		0	0	0	0		0	0	3	0	
03:30 PM to 04:30 PM	U	0	0	U		U	U	U	U		U	U	U	U		0	U	3	U	

HEAVY	VEH PE	EAK HO	UR VOL	S AND I	PHV: S	Syster	n Peak	(vehicle	e)		
		0.0	0%				l				
	%0:0	0.0%	0.0%	0.0%	0   →	> 20					
	SBR	SBT	SBL	SBU	Затр		<b>↑</b>	20	WBR	6.8%	
	0	0	0	0	I-495 SB On-Ramp		<b>←</b>	36 0	WBT	2.8%	3.6%
	+	<b>V</b>	$\rightarrow$	1	495 5		$\rightarrow$	0	WBU	0.0%	
40	<b>⊢</b>					R	ver Roa	d (MD :	190)	<b>←</b>	56
65	$\rightarrow$	Rive	er Road	(MD 19	0)	dι				1	47
	0.0%	EBU	0	<b>←</b>		San	$\downarrow$	<b>←</b>	$\uparrow$	$\rightarrow$	
5.4%	0.0%	EBL	0	1		off-	0	4	0	0	
	5.0%	EBT	47	$\rightarrow$		SB					
	6.9%	EBR	18	<b>V</b>		I-495 SB Off-Ramp	NBU	NBL	NBT	NBR	
					18 ←	4	%0:0	1.5%	%0.0	%0:0	
					H.	4		1.	5%		



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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

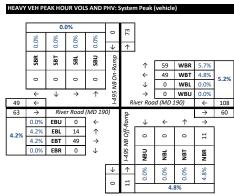
Weather: Partly Cloudy

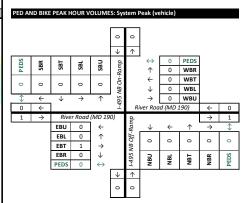
02:00 PM to 07:00 PM

Volumes Displayed as: 2. System Peak (vehicle)

Intersection:	1.	I-495 N	NB On-R	amp/I-	495 NB	Off-Ra	mp & R	iver Roa	d (MD :	190)										$\Box$
ALL Direction:			uthbou					/estbou					orthbou					astbour		
VEHICLES Roadway:	U	I-495 Left	NB On-		Dodo	U		Road (M		Peds	U	I-495 Left	NB Off-		Dodo	U		Road (M		Dodo
02:00 PM to 02:15 PM	0	0	Thru 0	Right 0	Peds 0	0	Left 0	Thru 136	Right 203	0	0	0	Thru 0	Right 50	Peds 0	1	Left 88	Thru 199	Right 0	Peds 0
02:15 PM to 02:30 PM	0	0	0	0	0	0	0	205	203	0	0	0	0	66	0	1	81	260	0	0
02:30 PM to 02:45 PM	0	0	0	0	0	0	0	212	220	0	0	0	0	65	0	1	83	306	0	0
02:45 PM to 03:00 PM	0	0	0	0	0	0	0	221	232	0	0	0	0	66	0	1	91	288	0	0
03:00 PM to 03:15 PM	0	0	0	0	0	0	0	227	234	0	0	0	0	82	0	1	96	280	0	0
03:15 PM to 03:30 PM	0	0	0	0	0	0	0	263	254	0	0	0	0	79	0	1	86	343	0	0
03:30 PM to 03:45 PM 03:45 PM to 04:00 PM	0	0	0	0	0	1 0	0	259 259	262 259	0	0	0	0	61 52	0	0	80 79	308 274	0	0
04:00 PM to 04:15 PM	0	0	0	0	0	0	0	248	267	0	0	0	0	35	0	1	85	248	0	0
04:15 PM to 04:30 PM	0	0	0	0	0	0	0	260	232	0	0	0	0	59	0	2	66	205	0	0
04:30 PM to 04:45 PM	0	0	0	0	0	0	0	241	250	0	0	0	0	71	0	1	91	239	0	0
04:45 PM to 05:00 PM	0	0	0	0	0	0	0	280	239	0	0	0	0	61	0	1	85	256	0	0
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0	0	0	0	274 280	247 241	0	0	0	0	64 69	0	1 2	82 41	191 212	0	0
05:30 PM to 05:45 PM	0	0	0	0	0	0	0	294	188	0	0	0	0	107	0	2	63	224	0	0
05:45 PM to 06:00 PM	0	0	0	0	0	0	0	281	161	0	0	0	0	133	0	3	41	226	0	0
06:00 PM to 06:15 PM	0	0	0	0	0	0	0	309	195	0	0	0	0	121	0	2	66	254	0	0
06:15 PM to 06:30 PM	0	0	0	0	0	0	0	311	233	0	0	0	0	96	0	0	84	210	0	0
06:30 PM to 06:45 PM	0	0	0	0	0	0	0	244	188	0	0	0	0	94	0	1	68	181	0	0
06:45 PM to 07:00 PM  SYSTEM PEAK HR (VEH.)	0		0	U	0	0	0	191	153		U		27	90		0	70	203	0	0
03:15 PM to 04:15 PM	0	0	0	0	0	1	0	1029	1042	0	0	0	0	227	0	3	330	1173	0	0
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.93	n/a	n/a	n/a	n/a	n/a	0.25	n/a	0.98	0.98	0.99	n/a	n/a	n/a	0.72	0.72	0.75	0.96	0.85	n/a	0.88
HEAVY Direction:			uthbou					/estbou					orthbou					astbour		
VEHICLES Roadway: (FHWA 4+) Movement:	U	I-495 Left	NB On- Thru	Ramp Right		U	River F	Road (M Thru	Right		U	I-495 Left	NB Off- Thru	Ramp Right		U	River F	Road (M Thru	D 190) Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	6	14		0	0	0	1		0	13	10	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	12	14		0	0	0	2		0	2	15	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	11	7		0	0	0	2		0	11	16	0	
02:45 PM to 03:00 PM	0	0	0	0		0	0	14	14		0	0	0	2		0	10	15	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	8	19		0	0	0	7		0	6	13	0	
03:15 PM to 03:30 PM	0	0	0	0		0	0	16	18		0	0	0	4		0	4	13	0	
03:30 PM to 03:45 PM 03:45 PM to 04:00 PM	0	0	0	0		0	0	6 8	8 14		0	0	0	2		0	3 6	14 13	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	19	19		0	0	0	2		0	1	9	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	14	15		0	0	0	1		0	2	9	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	14	19		0	0	0	2		0	4	2	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	15	10		0	0	0	0		0	2	2	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	7	7		0	0	0	2		0	2	2	0	
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	0	0	0		0	0	10 5	10 4		0	0	0	0 2		0	3 1	4	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	6	2		0	0	0	2		0	0	2	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	4	6		0	0	0	1		0	1	3	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	2	7		0	0	0	3		0	2	8	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	5	5		0	0	0	2		0	1	2	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	08	2		0	0	.1	0		0	3	1	0	
O3:15 PM to 04:15 PM	0	0	0	0		0	0	49	59		0	0	0	11		0	14	49	0	
Heavy Vehicle % (PHV):	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_	4.8%	5.7%	5.2%	0.0%	0.0%	0.0%	4.8%	4.8%	0.0%	4.2%	4.2%	0.0%	4.2%
INT. PEAK HR (HV ONLY)			0					07					.5					38		
02:30 PM to 03:30 PM	0	0	0	0		0	0	49	58		0	0	0	15		0	31	57	0	
Heavy Vehicle % (PHV):	0.0%	0.0%		0.0%	0.0%	0.0%	_		6.2%	5.7%	0.0%	_	0.0%	_	5.1%	0.0%			0.0%	5.6%
Direction: BICYCLES Roadway:			NB On-					Vestbou Road (M					orthbou NB Off-					astbour Road (M		
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM to 03:00 PM 03:00 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:00 PM to 03:15 PM 03:15 PM to 03:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:45 PM to 04:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	I
06:45 PM to 07:00 PM  SYSTEM PEAK HR (VEH.)	0	0	0	0		U	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
INT. PEAK HR (BIKES)			0					0					)					3		
03:30 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	3	0	

		n	/a		0	1372					
	n/a	n/a	n/a	n/a		13					
	L,	۵.	- C	c'	$\downarrow$	↑					
	SBR	SBT	SBL	SBU	dux		<b>1</b>	1042	WBR	0.98	_
					I-495 NB On-Ramp		÷	1042	WBT	0.98	
	0	0	0	0	VB C		<b>\</b>	0	WBL	n/a	0.9
	+	<b>V</b>	$\rightarrow$	1	95 /		$\rightarrow$	1	WBU	0.25	
1032	+				4	Ri	ver Roa	d (MD :	190)	+	20
1506	$\rightarrow$	Rive	er Road	(MD 19	90)	dι				$\rightarrow$	14
	0.75	EBU	3	←		Ran		←	$\uparrow$	$\rightarrow$	
0.88	0.96	EBL	330	1		-£c	0	0	0	227	
0.00	0.85	EBT	1173	$\rightarrow$		NB (				22	
	n/a	EBR	0	$\downarrow$		I-495 NB Off-Ramp	NBU	NBL	NBT	NBR	
					<b>→</b>	<u></u>					
							n/a	n/a	n/a	0.72	





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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

02:00 PM to 07:00 PM

Volumes Displayed as: 2. System Peak (vehicle)

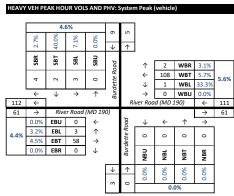
	Intersection:	1.	Burdet	tte Road	4 & Rive	r Road	(MD 1	90)													
A	Direction:			uthbou			<u> </u>		Vestbou	nd			No	orthbou	nd			E	astboun	nd	
ALL VEHICLES	Roadway:		Bur	dette R	oad			River I	Road (M	ID 190)			Bur	dette R	oad			River F	Road (M	D 190)	
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
	to 02:15 PM	0	16	0	29	0	0	0	314	5	0	0	0	0	1	0	2	19	231	2	0
	to 02:30 PM	0	5	0	28	1	0	1	383	5	0	0	4	1	0	0	0	29	282	5	0
	to 02:45 PM	0	5	2	35	0	0	3	392	14	1	0	4	1	6	0	2	21	341	5	0
	to 03:00 PM	0	22	1	20	0	0	0	432	10	0	0	7	0	0	0	0	31	307	7	0
	to 03:15 PM	0	8	0	41	0	0	1	416	9	0	0	4	1	2	0	4	31	337	5	0
	to 03:30 PM	0	9	2	45	0	1	1	446	19	0	0	6	1	2	0	2	25	402	4	0
	to 03:45 PM	0	14	1	31 39	0	1 0	1	487	14 20	0	0	4	1	0	0	2	25 25	304	6	0
	to 04:00 PM to 04:15 PM	0	6	2	33	0	0	0	480 492	12	2	0	6	2	0	0	1	18	323 248	6	0
	to 04:15 PM	0	15	0	46	0	0	2	492	14	1	0	6	1	2	1	1	20	233	6	0
	to 04:45 PM	0	17	2	37	0	0	2	463	5	1	0	3	0	0	0	7	24	282	3	0
	to 05:00 PM	0	17	2	43	0	0	1	429	9	1	0	7	3	0	0	6	25	290	6	0
	to 05:15 PM	0	27	2	53	0	1	1	471	14	1	0	8	2	2	0	9	17	223	5	0
	to 05:30 PM	0	25	1	49	0	0	0	453	7	0	0	5	2	0	0	6	19	259	2	0
	to 05:45 PM	0	20	2	59	0	1	0	444	11	0	0	6	0	1	0	5	17	279	7	0
	to 06:00 PM	0	37	0	87	0	0	0	328	6	0	0	7	1	0	0	9	27	334	6	0
06:00 PM	to 06:15 PM	0	22	6	73	0	1	0	386	6	2	0	7	2	0	0	12	31	319	8	0
06:15 PM	to 06:30 PM	0	12	0	34	0	2	0	485	9	0	0	1	2	3	0	6	21	281	5	0
06:30 PM	to 06:45 PM	0	10	1	34	0	0	0	394	12	0	0	5	1	0	0	1	24	241	5	0
	to 07:00 PM	0	1	2	22	0	0	0	296	5	2	0	6	0	1	0	1	26	262	5	0
	PEAK HR (VEH.)		1	95		0		19	975		4			:6		0			394		0
	to 04:15 PM	0	42	5	148		2	3	1905	65		0	19	4	3		8	93	1277	16	
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF		n/a	0.75	0.63	0.82	0.87	0.50	0.75	0.97	0.81	0.98	n/a	0.79	0.50	0.38	0.72	0.67	0.93	0.79	0.67	0.80
HEAVY VEHICLES	Direction:			uthbou					Vestbou					orthbou					astboun		
(FHWA 4+)	Roadway: Movement:	U	Left	rdette R Thru	Right		U	Left	Road (M Thru	Right		U	Left	dette R Thru	Right		U	Left	Road (M Thru	Right	
_	to 02:15 PM	0	2	0	1		0	0	24	1		0	0	0	0		0	0	9	1	
	to 02:30 PM	0	0	0	0		0	0	22	0		0	1	1	0		0	0	18	0	
	to 02:45 PM	0	0	0	1		0	1	15	1		0	0	0	0		0	1	16	0	
	to 03:00 PM	0	1	0	1		0	0	26	1		0	1	0	0		0	0	17	0	
	to 03:15 PM	0	0	0	1		0	0	28	0		0	0	0	0		0	0	19	0	
03:15 PM	to 03:30 PM	0	1	1	1		0	1	27	0		0	0	0	0		0	0	18	0	
03:30 PM	to 03:45 PM	0	0	1	0		0	0	19	1		0	0	0	0		0	0	15	0	
03:45 PM	to 04:00 PM	0	2	0	2		0	0	19	0		0	0	0	0		0	2	15	0	
04:00 PM	to 04:15 PM	0	0	0	1		0	0	43	1		0	0	0	0		0	1	10	0	
04:15 PM	to 04:30 PM	0	1	0	0		0	0	27	1		0	1	0	0		0	0	9	1	
04:30 PM	to 04:45 PM	0	0	0	2		0	0	34	1		0	0	0	0		0	1	3	0	
04:45 PM	to 05:00 PM	0	1	0	2		0	0	21	1		0	1	0	0		1	0	2	0	
	to 05:15 PM	0	1	0	0		0	0	19	1		0	0	0	0		0	0	4	0	
	to 05:30 PM	0	0	0	0		0	0	13	1		0	0	0	0		0	0	6	0	
	to 05:45 PM	0	1	0	0		0	0	8	0		0	0	0	0		0	0	3	0	
	to 06:00 PM	0	0	0	1		0	0	11	1		0	0	0	0		0	1	3	0	
	to 06:15 PM	0	0	0	0		0	0	6	0		0	0	0	0		0	0	3	0	
	to 06:30 PM	0	0	0	0		0	0	10 9	0		0	0	0	0		0	0	10 4	0	
	to 06:45 PM to 07:00 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	2	0	
	PEAK HR (VEH.)	J		9	U		U		.11	U		0		)	U		U		51	U	
	to 04:15 PM	0	3	2	4		0	1	108	2		0	0	0	0		0	3	58	0	
	/ehicle % (PHV):	0.0%	7.1%	40.0%		4.6%	0.0%	_	_	3.1%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	4.5%	0.0%	4.4%
	(HR (HV ONLY)	5.570		9	2.770	-1.578	0.078		.11	5.170	5.070	0.076	0.0%		0.070	0.070	0.078		1	0.070	-17/0
	to 04:15 PM	0	3	2	4		0	1	108	2		0	0	0	0		0	3	58	0	
	/ehicle % (PHV):	0.0%		40.0%	2.7%	4.6%		33.3%		3.1%	5.6%	0.0%		0.0%	0.0%	0.0%	0.0%		4.5%	0.0%	4.4%
	Direction:		Sc	uthbou	nd			V	Vestbou	nd			No	orthbou	nd			E	astboun	nd	
BICYCLES	Roadway:		Bur	dette R	oad			River I	Road (M	ID 190)			Bur	dette R	oad			River F	Road (M	D 190)	
إكسر	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
	to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 03:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 03:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 04:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
	to 04:35 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 05:45 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
	to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	1	0	
	to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	PEAK HR (VEH.)			0					0					0					1		
			0	_					10	_				0	_				_		

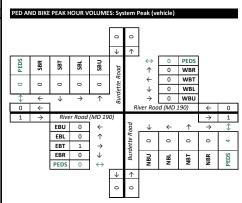
0 0 0 0

0 0 0 0

0 0 1 0

		0.	87		195	162					
	0.82	0.63	0.75	n/a	→ 15						
	SBR	SBT	SBL	SBU			' ↑	65	WBR	0.81	
	- op			_	Burdette Road		<b>←</b>	1905	WBT	0.97	0.9
	148	2	45	0	le tt		$\downarrow$	3	WBL	0.75	0.
	+	<b>\</b>	$\rightarrow$	1	Burc		$\rightarrow$	2	WBU	0.50	
2080	+					Ri	ver Roc	d (MD :	190)	+	19
1394	$\rightarrow$	Rive	er Road	(MD 19	90)					$\rightarrow$	13
	0.67	EBU	8	<b>←</b>		Burdette Road		<b>←</b>	$\uparrow$	$\rightarrow$	
0.80	0.93	EBL	93	$\uparrow$		e B	0	19	4	3	
0.00	0.79	EBT	1277	$\rightarrow$		dett		1	7	,	
	0.67	EBR	16	$\downarrow$		Bun	NBU	NBL	NBT	NBR	
					<b>→</b>	10	n/a	0.79	0.50	0.38	
					24	56		0.	72		





03:30 PM to 04:30 PM DATA COLLECTION NOTES :

INT. PEAK HR (BIKES)

03:15 PM to 04:15 PM 0 0 0 0

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

Project Name : Holton Arms School Expansion

Project #: 2009-005 Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

Volumes Displayed as: 2. System Peak (vehicle)

02:00 PM to 07:00 PM

 Intersection Peak Hour (all vehicles):
 03:00 PM
 to
 04:00 PM

 System Peak Hour (all vehicles):
 03:15 PM
 to
 04:15 PM

 User-Defined Peak Hour:
 03:00 PM
 to
 04:00 PM

ALL	Direction:		Sc	outhbou	ınd			W	Vestbou	ınd			N-	Iorthbou	ınd			Е	astbour	nd		ĺ
VEHICLES	Roadway:		Royal D	Dominic	n Drive			River F	Road (N	1D 190)			Royal [	Dominio	n Drive				Road (M			١.
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	
	to 02:15 PM	0	3	0	3	0	0	4	315	5	0	0	0	0	2	0	1	4	241	1	0	ĺ
	to 02:30 PM to 02:45 PM	0	3 1	0	6 2	0	0	2 11	381 405	2	0	0	2	0	5 4	0	0	9	272 333	6 10	0	ĺ
		0	2	0	9	0	1	20	434	12	0	0	0	0	2	0	1	13	303	10	0	ĺ
	to 03:00 PM	0	2	0	11	0	0	10	402	24	0	0	13	3	15	0	1	21	311	13	0	ĺ
	to 03:30 PM	0	9	0	9	0	0	7	446	20	0	0	12	3	30	0	0	36	376	2	0	i
	to 03:45 PM	0	45	1	59	0	0	3	437	34	2	0	7	1	7	1	0	24	290	5	0	i
	to 04:00 PM	0	56	1	70	0	0	4	427	18	2	0	2	1	2	3	1	24	311	2	0	i
	to 04:15 PM	0	21	0	43	0	2	4	455	23	0	0	6	1	6	1	0	13	240	1	0	i
	to 04:30 PM	0	13	0	24	0	1	3	430	16	1	0	9	0	6	0	0	21	225	4	0	
04:30 PM	to 04:45 PM	0	11	1	17	0	1	12	446	33	1	0	5	0	8	0	2	26	265	6	0	
04:45 PM	to 05:00 PM	0	13	0	23	0	0	9	409	13	0	0	6	1	11	0	1	13	289	3	0	
05:00 PM	to 05:15 PM	0	9	0	16	0	1	9	470	9	2	0	0	1	3	2	1	15	236	1	0	
	to 05:30 PM	0	12	0	14	0	0	6	441	14	1	0	2	1	8	1	1	9	269	5	0	
	to 05:45 PM	0	19	0	29	0	0	6	423	13	1	0	4	0	3	1	0	16	281	4	0	
	to 06:00 PM	0	11	0	30	0	0	6	299	15	0	0	3	0	3	0	2	20	345	4	0	ĺ
	to 06:15 PM	0	61	1	40	0	1	7	350	13	0	0	2	0	3	0	1	9	331	1	0	ĺ
	to 06:30 PM	0	21	0	22	0	0	6	473	12	0	0	1	0	5	0	1	4	292	1	0	ĺ
	to 06:45 PM	0	11	0	21	0	0	4	384	0	0	0	0	0	3	0	0	5	247	0	0	i
	to 07:00 PM PEAK HR (VEH.)	0	6	0	11	0	0	6	286 380	1	0	0	3	78	4	0	1	3	256 325	2	0	ı
	to 04:15 PM	0	131	14	181	0	2	18	1765	95	4	0	27	/8 6	45	5	1	97	1217	10	0	ı
Peak Hour		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB	ı
Factor (PHI		n/a	0.58	0.50	0.65	0.62	0.25	0.64	0.97	0.70	0.97	n/a	0.56		0.38	0.43	0.25	0.67	0.81	0.50	0.80	ı
HEAVY	Direction:			outhbou					/estbou					lorthbou					astbour			1
VEHICLES	Roadway:				n Drive				Road (N					Dominio					Road (M			ĺ
(FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		П
02:00 PM	to 02:15 PM	0	0	0	0		0	0	25	0		0	0	0	1		0	0	11	0		ľ
02:15 PM	to 02:30 PM	0	0	0	0		0	0	22	0		0	0	0	0		0	0	18	0		İ
02:30 PM	to 02:45 PM	0	0	0	0		0	1	17	0		0	0	0	1		0	0	16	0		i
02:45 PM	to 03:00 PM	0	0	0	1		1	0	26	0		0	0	0	0		0	0	18	0		İ
03:00 PM	to 03:15 PM	0	0	0	0		0	0	28	1		0	0	0	0		0	2	18	0		İ
03:15 PM	to 03:30 PM	0	0	0	0		0	0	28	1		0	0	0	1		0	2	17	0		İ
	to 03:45 PM	0	1	0	0		0	0	20	0		0	0	0	0		0	1	14	0		İ
	to 04:00 PM	0	3	0	3		0	0	16	0		0	0	1	0		0	0	17	0		İ
	to 04:15 PM	0	1	0	1		0	0	43	2		0	0	0	0		0	0	10	0		۱,
	to 04:30 PM	0	0	0	2		0	1	26	0		0	0	0	0		0	0	10	0		1 1
	to 04:45 PM	0	0	0	0		0	0	35	2		0	0	0	1		0	0	3	0		
	to 05:00 PM	0	0	0	0		0	0	22 21	0		0	0	0	0		0	0	3 5	0		ı
	to 05:15 PM to 05:30 PM	0	0	0	0		0	0	14	0		0	0	0	0		0	0	6	0		ı
	to 05:45 PM	0	0	0	0		0	0	8	0		0	0	0	0		0	1	3	0		ı
	to 06:00 PM	0	0	0	1		0	0	11	0		0	0	0	0		0	1	2	0		l '
	to 06:15 PM	0	3	0	1		0	0	5	0		0	0	0	0		0	0	3	0		i
	to 06:30 PM	0	0	0	1		0	0	9	2		0	0	0	0		0	0	11	0		İ
	to 06:45 PM	0	0	0	1		0	0	9	0		0	0	0	0		0	2	2	0		İ
06:45 PM	to 07:00 PM	0	0	0	0		0	0	4	0		0	0	0	0		0	0	2	0		İ
	PEAK HR (VEH.)			9				1	10					2				F	51			ı
03:15 PM	to 04:15 PM	0	5	0	4		0	0	107	3		0	0	1	1		0	3	58	0		İ
Heavy \	Vehicle % (PHV):	0.0%	3.8%	0.0%	2.2%	2.9%	0.0%	0.0%	6.1%	3.2%	5.9%	0.0%	0.0%	16.7%	2.2%	2.6%	0.0%	3.1%	4.8%	0.0%	4.6%	ĺ
INT. PEAR	K HR (HV ONLY)			9				1	10					2				E	51			ĺ
	to 04:15 PM	0	5	0	4		0	0	107	3		0	0	1	1		0	3	58	0		İ
Heavy \	Vehicle % (PHV):	0.0%	_	_	2.2%	2.9%	0.0%	_	_	3.2%	5.9%	0.0%	_	16.7%	_	2.6%	0.0%	3.1%		0.0%	4.6%	İ
BICYCLES	Direction:			outhbou					/estbou					lorthbou					astbour			ĺ
BICTCLES	Roadway: Movement:	U	Left	Thru	n Drive Right		U	Left	Road (N Thru	Right		U	Left	Dominio Thru	Right		U	Left	Road (M Thru	Right		
02:00 PM	to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		1 '
1	to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		İ
	to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	to 03:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	to 03:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
	to 03:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		H
	to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		H
	to 04:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
04:00 PM	to 04:15 PM	0	2	0	0		0	0	0	0		0	0	0	0		0	0	1	0		ľ
	to 04:30 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	2	0		H
04:30 PM	to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
04:45 PM	to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ľ
05:00 PM	to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		ı
							0	0	1	0		0	0	0	0		0	0	0	0		1
05:15 PM	to 05:30 PM	0	0	0	0																	1
05:15 PM 05:30 PM	to 05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	Ì	1
05:15 PM 05:30 PM 05:45 PM	to 05:30 PM																0	0				

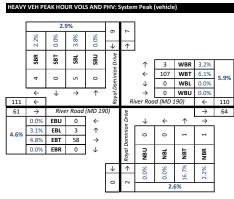
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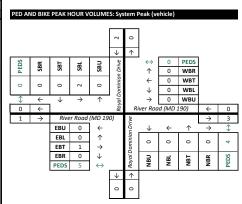
0 0

0 0

0 0 0 0

VEHIC	E PEAK	HOUR	VOLS A	ND PH	F: Syst	em Pe	-un (ve	nicie)			
		0.	62		314	198					
	0.65	0.50	0.58	n/a	← 31	→ 15					
	SBR	SBT	SBL	SBU	Royal Dominion Drive		<b>^</b>	95	WBR	0.70	
	181	2	131	0	inior		$\leftarrow$	1765	WBT	0.97	0.97
					Dom		$\downarrow$	18	WBL	0.64	0.57
	+	. ↓	$\rightarrow$	$\uparrow$	, ja		$\rightarrow$	2	WBU	0.25	
1974	←				2	Ri	ver Roc	id (MD 1	190)	←	1880
								•	,	,	
1325	$\rightarrow$	Rive	er Road	(MD 19		_		•		$\rightarrow$	1395
1325	→ 0.25	Rive EBU	r Road 1	(MD 19 ←		_	<b>V</b>	<b>+</b>	, 1		
	0.25	EBU EBL	1 97	<b>←</b>		_		1	1	<i>→</i>	
0.80	0.25 0.67 0.81	EBU EBL EBT	1 97 1217	← ↑ →		_	<b>\</b>	27 +		$\rightarrow$	
	0.25	EBU EBL	1 97	<b>←</b>		_	<b>\</b>	1		<i>→</i>	
	0.25 0.67 0.81	EBU EBL EBT	1 97 1217	← ↑ →	)O)	→ Royal Dominion Drive	<b>→</b>	27	9	45 ♦	
	0.25 0.67 0.81	EBU EBL EBT	1 97 1217	← ↑ →	90)	Royal Dominion Drive	NBU 0 ←	0.56 <b>NBL</b> 27	NBT 6	NBR 45 ← ←	





03:30 PM to 04:30 PM DATA COLLECTION NOTES :

06:00 PM to 06:15 PM

06:15 PM to 06:30 PM

06:30 PM to 06:45 PM

06:45 PM to 07:00 PM SYSTEM PEAK HR (VEH.)

03:15 PM to 04:15 PM

INT. PEAK HR (BIKES)

0 3 0 0

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

Project Name : Holton Arms School Expansion

Project #: 2009-005 Location Montgomery County, MD Data Source: Gorove/Slade Associates, Inc.

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

02:00 PM to 07:00 PM Volumes Displayed as: 2. System Peak (vehicle)

ALL	Direction:		Sc	outhbou	ınd			W	/estbou	nd			No	orthbou	ınd			E	astbour	nd	
VEHICLES	Roadway:		Beed	ch Tree	Road				Road (N	ID 190)				evis Ro	ad				Road (M	ID 190)	
	Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM	to 02:15 PM	0	8	1	13	0	0	4	295	6	0	0	15	2	6	0	1	6	227	12	0
02:15 PM	to 02:30 PM	0	4	0	9	0	0	5	371	8	1	0	6	1	3	0	0	12	255	14	0
02:30 PM	to 02:45 PM	0	5	3	13	0	0	17	393	11	1	0	14	1	7	0	0	20	301	18	0
02:45 PM	to 03:00 PM	0	4	10	19	0	0	11	434	7	0	0	14	0	8	0	0	4	274	30	0
03:00 PM	to 03:15 PM	0	3	4	12	0	0	6	381	13	0	0	42	13	10	0	1	6	308	13	0
03:15 PM	to 03:30 PM	0	5	3	9	0	0	7	443	13	0	0	21	4	6	0	0	19	378	19	0
03:30 PM	to 03:45 PM	0	8	0	15	0	0	4	438	11	0	0	20	1	8	0	1	14	311	16	0
03:45 PM	to 04:00 PM	0	9	4	27	0	1	7	408	13	1	0	17	5	5	0	0	19	339	12	0
04:00 PM	to 04:15 PM	0	15	0	19	0	1	8	446	12	0	0	19	2	6	0	0	9	243	17	0
04:15 PM	to 04:30 PM	0	11	4	20	0	1	5	412	12	0	0	20	2	4	0	0	1	240	4	0
04:30 PM	to 04:45 PM	0	8	0	16	0	2	7	449	6	0	0	25	3	12	0	0	8	269	9	0
04:45 PM	to 05:00 PM	0	10	4	12	0	1	9	406	8	0	0	14	3	6	0	0	16	292	6	0
05:00 PM	to 05:15 PM	0	8	1	13	0	0	9	456	7	0	0	20	0	6	0	0	7	239	3	0
05:15 PM	to 05:30 PM	0	6	6	12	0	0	11	432	7	0	0	17	2	9	0	0	11	261	15	0
05:30 PM	to 05:45 PM	0	20	2	18	0	1	9	408	12	0	0	15	8	6	0	0	7	285	10	0
05:45 PM	to 06:00 PM	0	13	1	12	0	3	10	289	13	0	0	19	5	10	0	0	11	335	13	0
06:00 PM	to 06:15 PM	0	21	4	16	0	0	13	344	16	0	0	11	5	10	0	0	16	370	8	0
06:15 PM	to 06:30 PM	0	5	1	11	1	0	17	472	12	0	0	8	1	5	0	0	16	292	11	0
06:30 PM	to 06:45 PM	0	11	0	18	1	0	7	364	6	1	0	5	1	2	0	0	14	242	4	0
06:45 PM	to 07:00 PM	0	3	3	6	0	0	8	276	8	0	0	11	3	3	0	0	13	241	12	0
SYSTEM	PEAK HR (VEH.)		1	.14		0		18	312		1		1	14		0		13	397		0
03:15 PM	to 04:15 PM	0	37	7	70		2	26	1735	49	1	0	77	12	25		1	61	1271	64	
Peak Hou	r Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PH	F) 0.93	n/a	0.62	0.44	0.65	0.71	0.50	0.81	0.97	0.94	0.97	n/a	0.92	0.60	0.78	0.92	0.25	0.80	0.84	0.84	0.84
HEAVY	Direction:		Sc	outhbou	ınd			W	/estbou	nd			No	orthbou	ınd			Е	astbour	nd	
VEHICLES	Roadway:		Beed	ch Tree	Road			River F	Road (N	ID 190)			N	evis Ro	ad			River F	Road (M	ID 190)	
FHWA 4+)	Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM	to 02:15 PM	0	1	1	0		0	0	24	1		0	1	1	0		1	1	9	1	
02:15 PM	to 02:30 PM	0	0	0	0		0	0	22	1		0	0	0	0		0	0	18	0	
02:30 PM	to 02:45 PM	0	1	0	0		0	0	16	2		0	2	0	0		0	1	16	0	
02:45 PM	to 03:00 PM	0	1	0	2		0	0	24	0		0	1	0	2		0	2	14	2	
03:00 PM	to 03:15 PM	0	0	0	1		0	0	28	0		0	0	1	0		0	1	16	1	
03:15 PM	to 03:30 PM	0	0	0	0		0	0	27	2		0	2	0	0		0	2	14	2	
03:30 PM	to 03:45 PM	0	0	0	2		0	0	18	1		0	0	0	0		0	1	14	0	
03:45 PM	to 04:00 PM	0	2	0	4		0	2	11	1		0	1	1	0		0	2	17	1	
04:00 PM	to 04:15 PM	0	5	0	4		0	0	41	1		0	0	0	0		0	0	11	0	
04:15 PM	to 04:30 PM	0	2	0	0		0	1	26	1		0	1	0	0		0	0	9	1	
04:30 PM	to 04:45 PM	0	1	0	1		0	0	33	0		0	3	0	0		0	0	2	2	
OA-AE DAA	+= OF-OO DN4	١,	0	0	2		1 4		10	4		١ ،	- 1	0			١ ۵		2		

		0.	71		4	2					
	35	4	52	,e	114	122					
	0.65	0.44	0.62	e/u	$\downarrow$	1					
	SBR	SBT	SBL	SBU	oad		<b>1</b>	49	WBR	0.94	<u> </u>
	20		37	0	Beech Tree Road		÷	1735	WBT	0.97	0.97
	4		3	)	h Tr		$\downarrow$	26	WBL	0.81	0.5
	+	<b>+</b>	$\rightarrow$	$\uparrow$	sec		$\rightarrow$	2	WBU	0.50	
1883	+				В	Ri	ver Roc	id (MD 1	190)	+	181
1397	$\rightarrow$	Rive	er Road	(MD 19	90)					$\rightarrow$	133
	0.25	EBU	1	<b>←</b>		p	$\downarrow$	$\leftarrow$	$\uparrow$	$\rightarrow$	
0.84	0.80	EBL	61	1		Nevis Road	0	77	12	25	ĺ
0.04	0.84	EBT	1271	$\rightarrow$		evis			1	2	
	0.84	EBR	64	$\downarrow$		N	NBU	NBL	NBT	NBR	
					<del></del>	_					
							n/a	0.92	09.0	0.78	
					97	114			92		

		14	.9%	%		11					
	14.3%	0.0%	18.9%	0.0%	17						
	17	0	18	_	$\downarrow$	1	l				
	SBR	SBT	SBL	SBU	Beech Tree Road		<b>1</b>	5	WBR	10.2%	Г
					se R		÷	97	WBT	5.6%	t
	01	0	_	0	Tr.		$\downarrow$	2	WBL	7.7%	l
	<b>—</b>	<b>V</b>	$\rightarrow$	1	sec		$\rightarrow$	0	WBU	0.0%	l
110	<b>←</b>				B	Ri	ver Roc	d (MD	190)	+	Ī
64	$\rightarrow$	Rive	er Road	(MD 19	10)					$\rightarrow$	Ī
	0.0%	EBU	0	<b>←</b>		p	$\downarrow$	<b>←</b>	$\uparrow$	$\rightarrow$	_
4.6%	8.2%	EBL	5	1		Nevis Road	0	3	1	0	l
4.070	4.4%	EBT	56	$\rightarrow$		evis		,			l
	4.7%	EBR	3	$\downarrow$		×	NBU	NBL	NBT	NBR	l
					<b>→</b>	1		_			l
							%0:0	3.9%	8.3%	%0:0	l
					5	4	_	- 2	5%	-	ł

03:15 PM to 04:15 PM	0	7	0	10		0	2	97	5		0	3	1	0		0	5	56	3	
Heavy Vehicle % (PHV):	0.0%	18.9%	0.0%	14.3%	14.9%	0.0%	7.7%	5.6%	10.2%	5.7%	0.0%	3.9%	8.3%	0.0%	3.5%	0.0%	8.2%	4.4%	4.7%	4.6%
Direction:		So	uthbou	ınd			V	/estbou	nd			No	orthbou	nd			E	astbour	nd	
BICYCLES Roadway:		Beec	h Tree	Road			River F	Road (N	ID 190)			N	evis Ro	ad			River R	oad (M	D 190)	
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM to 03:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM to 03:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:45 PM to 04:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	2	1	0	
04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	2	1	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	1	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	1	0		0	0	1	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	3	0		0	0	1	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
SYSTEM PEAK HR (VEH.)			)					0					0				3	3		
03:15 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	2	1	0	
INT. PEAK HR (BIKES)			)					0					0				- 6	5		
03:30 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	2	3	1	

PI	ED AN	ND BIKE	PEAK H	HOUR V	OLUMI	ES: Sys	tem F	Peak (ve	ehicle)			
						0 →	2					
Γ	PEDS	SBR	SBT	SBL	SBU			$\leftrightarrow$	0	PEDS		
$\vdash$					_	Beech Tree Road		÷	0	WBT		
	0	0	0	0	0	h Tn		$\downarrow$	0	WBL		
_	<b>\$</b>	+	· →	$\rightarrow$	1	seec		$\rightarrow$	0	WBU		
	0											
	U	<b>←</b>				В	Ri	ver Roa	d (MD :	190)	←	0
	3	←	Rive	r Road	(MD 19		Ri	ver Roa	d (MD :	190)	<b>←</b>	1
	_	_	Rive EBU	r Road	(MD 19			ver Roa	d (MD :	190)		
	_	_		_	i			<b>\</b>	· ←	^	$\rightarrow$	1
	_	_	EBU	0	←				•		$\rightarrow$	1
	_	_	EBU EBL EBT EBR	0 2 1	← ↑ → ↓		Nevis Road	0	< 0	^ 0	→ 0	1 ↓
	_	_	EBU EBL EBT	0 2 1	← ↑ →			<b>\</b>	· ←	^	$\rightarrow$	1
	_	_	EBU EBL EBT EBR	0 2 1	← ↑ → ↓			0	< 0	^ 0	→ 0	1 ↓

DATA COLLECTION NOTES :

04:45 PM to 05:00 PM

05:00 PM to 05:15 PM

05:15 PM to 05:30 PM

05:30 PM to 05:45 PM

05:45 PM to 06:00 PM

06:00 PM to 06:15 PM 06:15 PM to 06:30 PM

06:30 PM to 06:45 PM

06:45 PM to 07:00 PM SYSTEM PEAK HR (VEH.)

03:15 PM to 04:15 PM Heavy Vehicle % (PHV): INT. PEAK HR (HV ONLY) 0 7 0 10 0.0% 18.9% 0.0% 14.3% **14.9**%

0 0

0 2 97 5 0 3 1 0 5 56 3 0.0% 7.7% 5.6% 10.2% 5.7% 0.0% 3.9% 8.3% 0.0% 3.5% 0.0% 8.2% 4.4% 4.7% 4.6%

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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

Weather: Partly Cloudy

02:00 PM to 07:00 PM

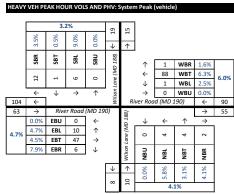
Volumes Displayed as: 2. System Peak (vehicle) Intersection Peak Hour (all vehicles): 03:15 PM to 04:15 PM

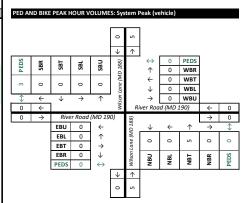
System Peak Hour (all vehicles): 03:15 PM to 04:15 PM

User-Defined Peak Hour: 03:00 PM to 04:00 PM

Intersection:	1.	Wilson	Lane (I	MD 188	) & Rive	er Road	(MD 1	90)												
ALL Direction:			uthbou					Vestbou					orthbou					astbour		
VEHICLES Roadway: Movement:	U	Wilson Left	Lane (N Thru	AD 188) Right	Peds	U	River	Road (M Thru	Right	Peds	U	Wilson Left	Lane (N Thru	MD 188) Right	Peds	U	River F Left	Road (M Thru	Right	Peds
02:00 PM to 02:15 PM	0	10	21	49	1	1	6	248	5	0	0	8	16	10	0	1	22	209	9	1
02:15 PM to 02:30 PM	0	9	21	54	0	0	6	313	11	0	0	17	23	10	0	0	34	220	8	0
02:30 PM to 02:45 PM	0	7	37	86	0	5	21	317	17	0	0	18	23	13	0	0	37	270	6	0
02:45 PM to 03:00 PM	0	13	29	59	0	1	7	369	16	0	0	24	23	10	0	2	35	242	7	1
03:00 PM to 03:15 PM	1	18	22	84	0	0	11	302	19	0	0	14	18	16	0	0	38	273	10	0
03:15 PM to 03:30 PM 03:30 PM to 03:45 PM	0	34 9	43 40	108 85	0	2	10 3	342 345	22 17	0	0	13 23	38 30	12 11	0	0	60 53	314 260	14 14	3
03:45 PM to 04:00 PM	0	12	47	93	0	0	12	323	9	0	1	13	33	15	0	0	55	280	18	0
04:00 PM to 04:15 PM	0	12	62	53	0	2	15	394	13	0	0	20	26	11	0	1	44	189	30	0
04:15 PM to 04:30 PM	0	21	60	80	0	0	8	333	17	0	0	17	42	13	0	0	27	210	19	0
04:30 PM to 04:45 PM	0	15	40	51	0	2	7	400	13	0	0	13	46	15	0	0	36	240	13	0
04:45 PM to 05:00 PM 05:00 PM to 05:15 PM	0	12 23	41 45	65 63	0	1	8 10	340 395	12 14	0	0	19 16	23 49	13 14	0	0	44 36	256 208	8 9	0
05:15 PM to 05:30 PM	0	12	45 53	94	0	1	7	395	15	0	0	31	34	23	0	0	35	208	11	1
05:30 PM to 05:45 PM	0	25	61	84	0	1	9	329	19	0	0	17	33	18	0	0	48	247	17	0
05:45 PM to 06:00 PM	0	27	52	77	0	1	9	227	32	0	0	13	45	11	0	0	64	275	17	0
06:00 PM to 06:15 PM	0	22	68	62	0	1	18	299	22	0	0	12	37	7	0	0	56	327	18	0
06:15 PM to 06:30 PM	0	18	40	61	0	1	6	426	18	0	0	14	20	9	0	0	42	247	13	0
06:30 PM to 06:45 PM	0	22	23	68	0	1	8 7	294	5	0	0	15	29	17	0	0	38 40	211	7 9	0
06:45 PM to 07:00 PM SYSTEM PEAK HR (VEH.)	0	12	42	47	0	3	<u> </u>	232	8	_	U	13	33 46	21	·	0		200	9	0
03:15 PM to 04:15 PM	2	67	192	339	0	4	40	1404	61	0	1	69	127	49	0	2	212	1043	76	3
Peak Hour Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB
Factor (PHF) 0.91	0.25	0.49	0.77	0.78	0.80	0.50	0.67	0.89	0.69	0.89	0.25	0.75	0.84	0.82	0.96	0.50	0.88	0.83	0.63	0.86
HEAVY Direction:			uthbou					Vestbou					orthbou					astbour		
VEHICLES Roadway: (FHWA 4+) Movement:	U	Wilson	Lane (N Thru	AD 188) Right		U	River	Road (M Thru	Right		U	Wilson Left	Lane (N Thru	MD 188) Right		U	River F	Road (M Thru	ID 190) Right	
02:00 PM to 02:15 PM	0	0	1	3		0	0	21	0		0	1	2	0		0	2	7	1	
02:15 PM to 02:30 PM	0	0	0	0		0	0	22	0		0	1	0	0		0	3	15	0	
02:30 PM to 02:45 PM	0	0	0	2		0	1	14	2		0	2	1	0		0	2	15	0	
02:45 PM to 03:00 PM	0	1	0	1		0	0	21	3		0	2	2	0		0	3	14	0	
03:00 PM to 03:15 PM	0	3	1	5		0	0	21	0		0	2	2	0		0	5	11	0	
03:15 PM to 03:30 PM	0	3	0	6		0	0	22	0		0	1	2	0		0	3	10	1	
03:30 PM to 03:45 PM 03:45 PM to 04:00 PM	0	2	1	1		0	0	16 13	0		0	1 0	1	0		0	1	12 13	1 2	
04:00 PM to 04:15 PM	0	1	0	3		0	1	37	1		0	2	0	1		0	2	12	2	
04:15 PM to 04:30 PM	0	2	1	5		0	0	21	1		0	2	0	1		0	2	6	2	
04:30 PM to 04:45 PM	0	0	1	2		0	0	30	2		0	1	2	0		0	3	1	0	
04:45 PM to 05:00 PM	0	0	1	4		0	0	16	0		0	2	1	0		0	0	2	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	15	0		0	1	0	0		0	2	4	0	
05:15 PM to 05:30 PM 05:30 PM to 05:45 PM	0	0	0	0		0	0	13 6	0		0	1 0	1 0	0		0	0 1	4	0	
05:45 PM to 06:00 PM	0	1	0	0		0	0	8	0		0	0	1	0		0	0	2	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	5	1		0	0	1	0		0	2	4	0	
06:15 PM to 06:30 PM	0	3	2	1		0	0	8	1		0	1	1	0		0	1	8	0	
06:30 PM to 06:45 PM	0	0	0	1		0	0	7	0		0	1	0	0		0	0	2	0	
06:45 PM to 07:00 PM	0	0	1	0		0	0	2	0		0	0	2	0		0	1	1	0	
O3:15 PM to 04:15 PM	0	6	1	12		0	1	90	1		0	4	4	2		0	10	47	6	
Heavy Vehicle % (PHV)		_	0.5%	3.5%	3.2%	0.0%	_	6.3%	1.6%	6.0%	0.0%	5.8%	3.1%	4.1%	4.1%	0.0%	4.7%	4.5%		4.7%
INT. PEAK HR (HV ONLY)			22					84					4					64		
02:30 PM to 03:30 PM	0	7	1	14		0	1	78	5		0	7	7	0		0	13	50	1	
Heavy Vehicle % (PHV)	0.0%		_	4.2%	4.1%	0.0%			6.8%	5.7%	0.0%	10.1%	_	_	6.3%	0.0%		4.5%	2.7%	4.9%
Direction: BICYCLES Roadway:			Lane (N					Vestbou Road (M				Wilson	orthbou					astbour Road (M		
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	2	0		0	1	0	0		0	0	1	0		0	0	0	0	
02:45 PM to 03:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
			0	0		0	0	0	0		0	0	2	0		0	0	0	0	
03:15 PM to 03:30 PM 03:30 PM to 03:45 PM	0	0					0	0	0		0	0	0	0			0	0	0	
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03:15 PM to 03:30 PM 03:30 PM to 03:45 PM 03:45 PM to 04:00 PM 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM	0 0 0 0	0 0 0	0 0 0	0 0		0 0	0 0	0 0	0 0		0	0	0	0		0 0	0 1 2	0 3 0	0	
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03:15 PM to 03:30 PM 03:30 PM to 03:45 PM 03:45 PM to 04:00 PM 04:00 PM to 04:15 PM 04:15 PM to 04:30 PM 04:30 PM to 04:45 PM 04:45 PM to 05:00 PM 05:00 PM to 05:15 PM 05:15 PM to 05:30 PM	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0		0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 1 0		0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0		0 0 0 0	0 1 2 0 0	0 3 0 0 1	0 0 0 0	
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		0.	80		600	402					
	0.78	0.77	0.49	0.25							
	-			_	\	1	l				
	SBR	SBT	SBL	SBU	Wilson Lane (MD 188)		<b>↑</b>	61	WBR	0.69	
	9	2		2	(MI		$\leftarrow$	1404	WBT	0.89	0.1
	339	192	67	2	Lane		$\downarrow$	40	WBL	0.67	0.0
	<b>—</b>	<b>V</b>	$\rightarrow$	$\uparrow$	son		$\rightarrow$	4	WBU	0.50	
1814	+				W	Ri	ver Roa	d (MD 1	190)	+	15
1333	$\rightarrow$	Rive	er Road	(MD 19	90)	(8)				$\rightarrow$	11
	0.50	EBU	2	<b>←</b>		D 18	$\downarrow$	$\leftarrow$	$\uparrow$	$\rightarrow$	
0.86	0.88	EBL	212	1		<i>®</i>	1	69	127	49	
0.00	0.83	EBT	1043	$\rightarrow$		ran		9	17	4	
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					_	_			z	z	
					_ ↓	1	0.25	0.75	0.84	0.82	
					309	246	0			0	
					3	2		0.	96		





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

Analysis Period: STUDY\_PERIOD

Date of Counts: Tuesday, September 9, 2025

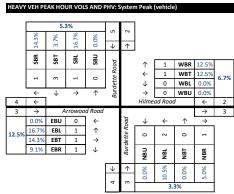
Weather: Partly Cloudy

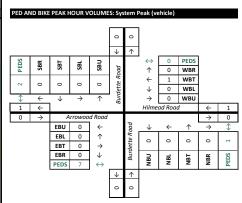
02:00 PM to 07:00 PM

Volumes Displayed as: 2. System Peak (vehicle)

Intersection:	1.	Burdet	tte Road	d & Hiln	nead Ro	ad/Arı	rowood	Road												
AIL Direction:		So	uthbou	ınd			٧	/estbou	nd			No	orthbou	ınd			E	astbour	nd	
VEHICLES Roadway:		Bur	dette R	oad			Hil	mead Re	oad			Bur	dette R	oad			Arro	wood F	Road	
Movement:	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds
02:00 PM to 02:15 PM	0	1	10	0	0	0	4	1	1	0	0	1	6	7	2	0	0	2	2	0
02:15 PM to 02:30 PM	0	0	13	0	0	0	6	1	1	1	1	1	8	1	2	0	0	2	3	0
02:30 PM to 02:45 PM	0	1	10	2	0	0	3	0	0	0	0	3	4	0	0	0	0	1	0	0
02:45 PM to 03:00 PM	0	0	18	2	0	0	3	0	3	1	0	6	6	0	2	0	1	0	2	0
03:00 PM to 03:15 PM	0	2	16	0	0	0	2	1	0	0	0	1	17	3	0	0	0	2	2	1
03:15 PM to 03:30 PM	0	3	18	5	0	0	2	2	3	1	0	5	5	6	2	0	2	0	1	1
03:30 PM to 03:45 PM	0	1	22	0	0	0	6	3	1	0	0	5	17	4	1	0	1	4	2	0
03:45 PM to 04:00 PM	0	0	26	1	0	0	3	3	2	0	0	2	18	4	1	0	3	2	4	1
04:00 PM to 04:15 PM	0	2	16	1	0	0	3	0	2	0	0	7	13	6	3	0	0	1	4	0
04:15 PM to 04:30 PM	0	1	25	0	0	0	4	4	1	0	0	1	20	5	1	0	1	0	4	0
04:30 PM to 04:45 PM	١.,	1	35	0	0	0	6	3	0	1	0	6	20	2	1	0	1	1	2	0
04:45 PM to 05:00 PM	0	0	29	1	0	0	3	3	0	1	0	3	21	1	1	0	0	1	4	0
05:00 PM to 05:15 PM	0	1	64	0	0	0	5	0	1	0	0	3	19	2	0	0	2	3	2	0
05:15 PM to 05:30 PM	0	1	40	1	0	1	2	4	1	0	0	3	13	4	2	0	1	0	8	0
05:30 PM to 05:45 PM	0	1	78	0	1	0	6	2	0	1	0	4	15	5	0	0	0	2	3	0
05:45 PM to 06:00 PM	0	2	106	4	0	0	8	4	4	0	0	5	23	5	1	0	0	3	2	1
06:00 PM to 06:15 PM	0	7	42	2	0	0	8	3	0	0	0	2	22	4	0	0	2	2	1	0
		0		0		0	4	2		0	0	5	20		1	0	1	4		
06:15 PM to 06:30 PM	0	1	22 26	2	0		4	3	1	0	0	2	14	3 9	0	0	3	4	6 4	0
06:30 PM to 06:45 PM	I -	-		-	-	0		-		-	-				-	-	-			0
06:45 PM to 07:00 PM	0	0	21	1	0	0	3	2	0	0	0	2	19	5	0	0	0	1	1	0
SYSTEM PEAK HR (VEH.)				7	0	_	_	30		1	_			20	7	_		4	11	2
03:15 PM to 04:15 PM	0	6	82		CD	0	14	8	8 Diaba	1410	0	19	53	20	A	0	6	7	11 Diaha	
Peak Hour Overall Factor (PHF) 0.89	U n/a	Left 0.50	Thru	Right	SB 0.88	U n/a	Left 0.58	Thru 0.67	Right	WB 0.75	U n/a	Left 0.68	Thru 0.74	Right 0.83	NB 0.88	U n/a	Left 0.50	Thru 0.44	Right	EB 0.67
	n/a		0.79	0.35	0.88	n/a			0.67	0.75	n/a		_		0.88	n/a			0.69	0.67
HEAVY Direction:			uthbou					/estbou					orthbou					astbour		
VEHICLES Roadway: (FHWA 4+) Movement:			dette R					mead Re					dette R					wood F		
	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM to 03:00 PM	0	0	0	1		0	0	0	0		0	1	0	0		0	0	0	0	
03:00 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM to 03:30 PM	0	0	1	1		0	0	1	0		0	1	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	1	1	0		0	0	0	0		0	0	0	0		0	0	1	0	
03:45 PM to 04:00 PM	0	0	1	0		0	0	0	1		0	0	0	0		0	1	0	1	
04:00 PM to 04:15 PM	0	0	0	0		0	0	0	0		0	1	0	1		0	0	0	0	
04:15 PM to 04:30 PM	0	1	0	0		0	0	0	0		0	0	2	0		0	0	0	0	
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	1	0	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	2		0	0	1	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
SYSTEM PEAK HR (VEH.)	Ė		5			Ė		2			Ė					Ė		3		
03:15 PM to 04:15 PM	0	1	3	1		0	0	1	1		0	2	0	1		0	1	1	1	
Heavy Vehicle % (PHV):	-	16.7%	_	14.3%	5.3%	0.0%	-	12.5%		6.7%	0.0%	10.5%	-	5.0%	3.3%	0.0%		14.3%		12 5%
INT. PEAK HR (HV ONLY)	0.070		5	2-1.5/0	5.570	0.078		2	12.570	5.773	5.078	10.5%		3.078	3.378	0.078		3	5.170	12.5/0
03:15 PM to 04:15 PM	0	1	3	1		0	0	1	1		0	2	0	1		0	1	1	1	
Heavy Vehicle % (PHV):		16.7%	_	14.3%	5.3%	0.0%		12.5%		6.7%	0.0%			5.0%	3.3%	0.0%			9.1%	12.5%
Direction:			uthbou				_	/estbou	_				orthbou	_				astbour		
BICYCLES Roadway:			dette R					mead R					dette R					wood F		
Movement:	U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right	
02:00 PM to 02:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:15 PM to 02:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:30 PM to 02:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
02:45 PM to 03:00 PM	l o	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:00 PM to 03:15 PM	l °	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:15 PM to 03:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
03:30 PM to 03:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
03:45 PM to 04:00 PM		0	0	0		0	0	0	0					0		0	0			
04:00 PM to 04:15 PM 04:15 PM to 04:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
						ı														
04:30 PM to 04:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
04:45 PM to 05:00 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
05:00 PM to 05:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	1	
05:15 PM to 05:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:30 PM to 05:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
05:45 PM to 06:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:00 PM to 06:15 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:15 PM to 06:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:30 PM to 06:45 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
06:45 PM to 07:00 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
SYSTEM PEAK HR (VEH.)		(	0					1				. (	)				. (	כ		
03:15 PM to 04:15 PM	0	0	0	0		0	0	1	0		0	0	0	0		0	0	0	0	
INT PEAK HR (RIKES)		- (	0					1				(	)					1		

		0.	88		95	29					
	0.35	0.79	0.50	n/a	- 01	9					
	0	0	0		$\downarrow$	1					
	SBR	SBT	SBL	SBU	pa		<b>1</b>	8	WBR	0.67	
					Burdette Road		·	8	WBT	0.67	
	7	82	9	0	ett		$\downarrow$	14	WBL	0.58	0.7
	<b>—</b>	<b>V</b>	$\rightarrow$	1	3urc		$\rightarrow$	0	WBU	n/a	
34	+				7		Hilme	ad Road	i	+	3
24	$\rightarrow$	Α	rrowoo	d Road						$\rightarrow$	33
	n/a	EBU	0	<b>←</b>		рос	$\downarrow$	$\leftarrow$	$\uparrow$	$\rightarrow$	
0.67	0.50	EBL	6	1		Burdette Road	0	19	53	20	
0.07	0.44	EBT	7	$\rightarrow$		dett	)	1	2	2	
	0.69	EBR	11	$\downarrow$		Bur	NBU	NBL	NBT	NBR	
					_						
					107  ←	7	n/a	0.68	0.74	0.83	
					1 2 1	95		_	88		





04:15 PM to 05:15 PM DATA COLLECTION NOTES :

INT. PEAK HR (BIKES)