

Appendix J:

HCM & CLV Summary Table

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)						Recommendations	
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM				
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio				
14	US 29/ MD 193 EB	Signal	1455 (1367)	E (D)	0.91(0.85)	38.2 (37.9)	D (D)	0.91 (0.89)	1651 (1843)	F (F)	1.03 (1.15)	47.7 (97.2)	D (F)	1.04 (1.20)	1556 (1522)	E (E)	0.97 (0.95)	27.6 (45.8)	C (D)	0.97 (1.00)	Add: 1 NBT and 1 EBT		
15	US 29 /MD 193 WB	Signal	1366 (1354)	D (D)	0.85 (0.85)	24.2 (23.7)	C (C)	0.86 (0.85)	1557 (1832)	E (F)	0.97 (1.14)	30.6 (80.3)	C (F)	0.98 (1.14)	1557 (1607)	E (F)	0.97 (1.00)	22.5 (26.6)	C (C)	0.98 (1.02)	Add: 1 NBT		
18	US 29/ Lorain	Signal	1301 (1294)	D (C)	0.81 (0.81)	>300s (131.6)	N/A (N/A)	> 2.00 (>2.00)	1486 (1757)	E (F)	0.93 (1.10)	>300s (>300s)	N/A (N/A)	> 2.00 (>2.00)	Too Many Lanes for HCM Unsignalized Analysis						Add: 1 NBT and 1 SBT		
19	US 29 /Southwood/ Eastwood	Signal	1450 (1376)	E (D)	0.91 (0.86)	20.6 (20.6)	C (C)	0.94 (0.88)	1613 (1828)	F (F)	1.01 (1.14)	52.3 (85.1)	D (F)	1.07 (1.16)	1222 (1442)	C (D)	0.76 (0.90)	19.0 (19.6)	B (B)	0.87 (0.95)	Add: 1 NBT and 1 SBT		
20	US 29 / Burnt Mills Shopping Ctr	Signal	1389 (1571)	D (E)	0.87 (0.98)	12.3 (14.3)	B (B)	0.88 (0.95)	1607 (1910)	F (F)	1.00 (1.19)	23.2 (85.1)	C (F)	0.98 (1.22)	1347 (1514)	D (E)	0.84 (0.95)	9.3 (17.5)	A (B)	0.78 (0.98)	Add: 1 NBT and 1 SBT		
21	US 29/ Lockwood	Signal	1414 (1447)	D (D)	0.88 (0.90)	18.5 (13.8)	B (B)	0.88 (0.88)	1622 (1804)	F (F)	1.01 (1.13)	30.9 (82.9)	C (F)	1.01 (1.20)	1320 (1601)	D (F)	0.83 (1.01)	25.7 (22.0)	C (C)	0.85 (0.99)	Add: 1 NBT and 1 SBT		
22	US 29 / Burnt Mills	Signal	1243 (1336)	C (D)	0.78 (0.84)	7.6 (6.5)	A (A)	0.80 (0.87)	1381 (1935)	D (F)	0.86 (1.21)	7.8 (77.4)	A (E)	0.91 (1.17)	1376 (1651)	D (F)	0.86 (1.03)	5.9 (10.1)	A (B)	0.73 (0.95)	Add: 1 NBT and 1 SBT		
23	US 29 / Prelude	Signal	1182 (1208)	C (C)	0.74 (0.76)	12.1 (8.4)	B (A)	0.77 (0.78)	1326 (1772)	D (F)	0.83 (1.11)	14.4 (50.8)	B (D)	0.88 (1.14)	1101 (1453)	B (E)	0.83 (1.11)	9.0 (10.9)	A (B)	0.71 (0.91)	Add: 1 NBT and 1 SBT		
24	US 29 / Stewart Lane	Signal	1154 (1741)	C (F)	0.72 (1.09)	18.4 (85.4)	B (F)	1.01 (1.11)	1999 (2677)	F (F)	1.25 (1.67)	83.5 (246.7)	F (F)	2.22 (1.71)									
26	US 29 / Industrial Parkway	Signal	1130 (1454)	B (E)	0.71 (0.91)	19.8 (75.9)	B (E)	0.71 (1.00)	1963 (2412)	F (F)	1.23 (1.51)	101.6 (156.7)	F (F)	1.26 (1.50)	1963 (2412)	F (F)	1.23 (1.51)	53.5 (64.2)	D (E)	1.06 (0.96)	Add: 1 SBL Relocation of NBR from intersection		
26a	US 29 Spur / Old Columbia Pike	Signal	Proposed Intersection							Proposed Intersection							1055 (1094)	B (B)	0.66 (0.68)	47.3 (40.1)	D (D)	0.67 (0.69)	Relocate NBR on US 29 to spur connecting to Old Columbia Pike just south of Industrial Pkwy
28	US 29 / Tech Road	Signal	1272 (1223)	C (C)	0.80 (0.76)	53.6 (68.8)	D (E)	0.99 (1.10)	2334 (2813)	F (F)	1.46 (1.76)	361.7 (399.8)	F (F)	1.82 (1.84)									
30	Randolph/ Cherry Hill/ US 29 Ramps	Signal	1324 (984)	D (A)	0.83 (0.62)	56.1 (41.3)	E (D)	0.89 (0.67)	1583 (1130)	E (B)	0.99 (0.71)	107.6 (51.9)	F (D)	1.08 (0.77)	1155 (1007)	C (B)	0.72 (0.63)	56.7 (43.6)	E (D)	0.87 (0.71)	Add: EBT Reconfigure: SBR to shared right-left		
31	US 29 / Musgrove*	Signal	1360 (1236)	D (C)	0.85 (0.77)	23.1 (30.3)	C (C)	0.87 (0.82)	2071 (1873)	F (F)	1.29 (1.17)	148.6 (96.0)	F (F)	1.23 (1.19)									
32	US 29 / Fairland*	Signal	1355 (1357)	D (E)	0.85 (0.96)	56.4 (57.8)	E (E)	0.91 (0.86)	1907 (2253)	F (F)	1.19 (1.41)	171.4 (146.3)	F (F)	1.32 (1.29)									

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

* Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Proposed Interchange

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)						Recommendation
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM			
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio			
1	MD 650/ Adelphi	Signal	1233 (1379)	C (D)	0.77 (0.86)	21.6 (27.5)	C (C)	0.76 (0.77)	1361 (1547)	D (E)	0.85 (0.97)	23.8 (31.0)	C (C)	0.85 (0.86)								
2	MD 650/ Oakview	Signal	1468 (1465)	E (E)	0.92 (0.92)	28.7 (26.4)	C (C)	0.88 (0.85)	1613 (1605)	F (F)	1.01 (1.00)	45.7 (39.8)	D (D)	0.96 (0.94)								
3	MD 650/ Elton/ 495 Ramps	Signal	915 (932)	A (A)	0.57 (0.58)	4.3 (6.7)	A (A)	0.56 (0.56)	1012 (1061)	B (B)	0.63 (0.66)	5.3 (7.9)	A (A)	0.69 (0.64)								
4	MD 650/ Powder Mill	Signal	1163 (1229)	C (C)	0.73 (0.77)	44.8 (43.0)	D (D)	0.81 (0.83)	1492 (1460)	E (E)	0.93 (0.91)	94.2 (72.1)	F (E)	1.03 (0.98)	1492 (1279)	E (C)	0.93 (0.80)	68.3 (62.2)	E (E)	0.99 (0.91)	Add: NBR	
5	MD 650/ Chalmers	Signal	922 (882)	A (A)	0.58 (0.55)	5.7 (7.2)	A (A)	0.54 (0.51)	1105 (1096)	B (B)	0.69 (0.68)	6.2 (11.6)	A (B)	0.69 (0.89)								
6	MD 650/ Mahan/ Schindler	Signal	895 (979)	A (A)	0.56 (0.61)	17.2 (29.3)	B (C)	0.62 (0.63)	1043 (1208)	B (C)	0.65 (0.76)	19.8 (35.3)	B (D)	0.72 (0.79)								
7	MD 650/ Michaelson/ Northwest	Signal	965 (1174)	A (C)	0.60 (0.73)	16.8 (25.1)	B (C)	0.65 (0.72)	1126 (1342)	B (D)	0.70 (0.84)	17.5 (27.9)	B (C)	0.75 (0.83)								
8	MD 650/ Lockwood	Signal	1232 (1148)	C (B)	0.77 (0.72)	55.8 (48.7)	E (D)	0.85 (0.76)	1594 (1526)	E (E)	1.00 (0.95)	110.6 (112.2)	F (F)	1.18 (1.10)	1494 (1456)	E (E)	0.93 (0.91)	71.4 (71.3)	E (E)	0.98 (0.93)	Add: NBL, WBT, receiving lane on west leg	
10	MD 650/ US 29 SB Ramps	Signal	1128 (872)	B (A)	0.70 (0.55)	4.7 (5.0)	A (A)	0.69 (0.52)	1170 (823)	A (B)	0.73 (0.51)	4.7 (3.8)	A (A)	0.72 (0.49)								
11	MD 650/ Milestone*	Two-Way Stop	985 (754)	A (A)	0.62 (0.47)	Too many lanes for HCM unsignalized analysis				1102 (838)	B (A)	0.69 (0.52)	Too many lanes for HCM unsignalized analysis									
12	MD 650/ Quaint Acres/ Heartfields*	Signal	997 (973)	A (A)	0.62 (0.61)	8.3 (9.4)	A (A)	0.67 (0.66)	1104 (1075)	B (B)	0.69 (0.67)	9.3 (10.5)	A (B)	0.75 (0.73)								
13	MD 650/ Jackson*	Signal	910 (1063)	A (B)	0.57 (0.66)	7.6 (12.6)	A (B)	0.60 (0.69)	1026 (1190)	B (C)	0.64 (0.74)	8.5 (15.7)	A (B)	0.68 (0.77)								

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

* Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)						Recommendations
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM			
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio			
35	Old Columbia Pike / Fairland Rd*	Signal	1364 (1213)	D (C)	0.85 (0.76)	54.8 (42.4)	D (D)	0.98 (0.81)	1990 (1745)	F (F)	1.24 (1.09)	142.4 (109.6)	F (F)	1.43 (1.21)	1135 (1422)	B (D)	0.71 (0.89)	30.7 (53.2)	C (D)	0.79 (0.92)	Add: 1 SBT, 1 SB Receiving, 1 WB Receiving, and 1 EBL Reconfigure: WBR to shared through right	
39	Old Columbia Pike / Stewart Ln	Three-Way Stop	518 (794)	A (A)	0.32 (0.50)	Three-way stop not analyzed in HCM				1180 (1535)	C (E)	0.74 (0.96)	Three-way stop not analyzed in HCM									
40	Old Columbia Pike / Tech Road*	All-Way Stop	551 (621)	A (A)	0.34 (0.39)	13.2 (12.5)	B (B)	0.53 (0.54)	1370 (1950)	D (F)	0.86 (1.22)	61.5 (54.5)	F (F)	1.00 (1.00)	1304 (1210)	D (C)	0.81 (0.76)	28.2 (28.1)	C (C)	0.89 (0.87)	Signalization Add: WBR	
41	Old Columbia Pike / Industrial	Two-Way Stop	658 (528)	A (A)	0.41 (0.33)	18.1 (18.6)	C (C)	0.33 (0.17)	2553 (2421)	F (F)	1.60 (1.51)	>300 (>300)	F (F)	>3.00 (>3.00)	1532 (1588)	E (E)	0.96 (0.99)	50.5 (64.2)	D (E)	1.04 (0.96)	Signalization Add: WBR	
42	Old Columbia Pike / Randolph*	Signal	897 (942)	A (A)	0.56 (0.59)	29.0 (32.0)	C (C)	0.66 (0.64)	1294 (1481)	C (E)	0.81 (0.93)	44.7 (99.0)	D (F)	1.00 (1.29)	1168 (1304)	C (D)	0.73 (0.81)	40.0 (51.1)	D (D)	0.84 (0.95)	Reconfigure: EB lane configuration to 2 lefts and shared through-right	

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

* Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)						Recommendations
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM			
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio			
28	US 29 / Tech Road	Signal	1272 (1223)	C (C)	0.80 (0.76)	53.6 (68.8)	D (E)	0.99 (1.10)	2334 (2813)	F (F)	1.46 (1.76)	361.7 (399.8)	F (F)	1.82 (1.84)								
40	Tech Road / Old Columbia Pike*	All-Way Stop	551 (621)	A (A)	0.34 (0.39)	13.2 (12.5)	B (B)	0.53 (0.54)	1370 (1950)	D (F)	0.86 (1.22)	61.5 (54.5)	F (F)	1.00 (1.00)	1304 (1210)	D (C)	0.81 (0.76)	28.2 (28.1)	C (C)	0.89 (0.87)	Signalization Add: WBR	
49	Tech Road / Prosperity	Two-Way Stop	553 (550)	A (A)	0.35 (0.34)	22.1 (34.7)	C (D)	0.20 (0.32)	1618 (2083)	F (F)	1.01 (1.30)	>500 (>500)	F (F)	>3.00 (>3.00)	1377 (1790)	D (F)	0.86 (1.12)	19.1 (26.3)	C (E)	0.56 (0.82)	Turn Restrictions: NBR, SBR only	
50	Tech Road / Broadbirch**	All-Way Stop	660 (716)	A (A)	0.41 (0.45)	16.6 (30.0)	C (D)	0.62 (0.85)	1563 (2512)	F (F)	0.98 (1.57)	70.9 (69.5)	F (F)	1.00 (1.00)	1563 (2512)	E (F)	0.98 (1.57)	14.3 (22.3)	B (C)	0.82 (0.84)	Signalization Add: WBR, NBR	
51	Tech Road / Industrial	All-Way Stop	452 (527)	A (A)	0.28 (0.33)	11.8 (12.1)	B (C)	0.47 (0.57)	3230 (3192)	F (F)	2.02 (1.99)	74.4 (79.9)	F (F)	1.00 (1.00)	1624 (1956)	F (F)	1.01 (1.22)	66.0 (41.3)	E (D)	0.99 (0.94)	Signalization Add: 2 SBL, 2 NBR, 1 WBL	

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

* Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

**Excludes Hospital TIS Recommended Improvements

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Proposed Interchange

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendation
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
52	MD 212 / Powder Mill	Signal	993 (1235)	A (C)	0.62 (0.77)	24.9 (33.6)	C (C)	0.64 (0.83)	975 (1315)	A (D)	0.61 (0.81)	25.6 (38.7)	C (D)	0.60 (0.88)							
53	MD 212 / Cherry Hill	Signal	912 (922)	A (A)	0.57 (0.58)	48.7 (53.4)	D (D)	0.66 (0.64)	1408 (1377)	D (D)	0.88 (0.86)	64.0 (72.4)	E (E)	0.98 (0.96)							
54	MD 212 / Beltsville	Signal	1076 (1012)	B (B)	0.67 (0.63)	28.5 (33.6)	C (C)	0.76 (0.66)	1409 (1300)	D (D)	0.88 (0.81)	43.0 (45.6)	D (D)	0.99 (0.89)							

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendations
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
14	US 29 / MD 193 EB	Signal	1455 (1367)	E (D)	0.91(0.85)	38.2 (37.9)	D (D)	0.91 (0.89)	1651 (1843)	F (F)	1.03 (1.15)	47.7 (97.2)	D (F)	1.04 (1.20)	1556 (1522)	E (E)	0.97 (0.95)	27.6 (45.8)	C (D)	0.97 (1.00)	Add: 1 NBT and 1 EBT
15	US 29 /MD 193 WB	Signal	1366 (1354)	D (D)	0.85 (0.85)	24.2 (23.7)	C (C)	0.86 (0.85)	1557 (1832)	E (F)	0.97 (1.14)	30.6 (80.3)	C (F)	0.98 (1.14)	1557 (1607)	E (F)	0.97 (1.00)	22.5 (26.6)	C (C)	0.98 (1.02)	Add: 1 NBT
16	MD 193 EB / Jughandle from EB	Signal	584 (560)	A (A)	0.36 (0.35)	7.5 (3.3)	A (A)	0.37 (0.47)	668 (645)	A (A)	0.42 (0.40)	7.5 (3.3)	A (A)	0.37 (0.47)							
17	MD 193 WB / Jughandle from WB	Signal	641 (791)	A (A)	0.40 (0.49)	31.2 (26.4)	C (C)	0.37 (0.39)	740 (914)	A (A)	0.46 (0.57)	31.2 (26.4)	C (C)	0.37 (0.39)							

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Intersection	Signal	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendation
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
32	US 29 / Fairland*	Signal	1355 (1357)	D (E)	0.85 (0.96)	56.4 (57.8)	E (E)	0.91 (0.86)	1907 (2253)	F (F)	1.19 (1.41)	171.4 (146.3)	F (F)	1.32 (1.29)							
35	Fairland / Old Columbia Pike	Signal	1364 (1213)	D (C)	0.85 (0.76)	54.8 (42.4)	D (D)	0.98 (0.81)	1990 (1745)	F (F)	1.24 (1.09)	142.4 (109.6)	F (F)	1.43 (1.21)	1135 (1422)	B (D)	0.71 (0.89)	30.7 (53.2)	C (D)	0.79 (0.92)	Add: 1 WBT, 1 WB Receiving, 1 NB Receiving, and 1 SBL Reconfigure: NBR to shared through-right
36	Fairland / Musgrove	Roundabout		Roundabout		6.5 (6.3)	A (A)	0.38 (0.29)		Roundabout		9.8 (7.6)	A (A)	0.60 (0.40)							
37	Fairland / US 29 SB Ramp	One-Way Stop	710 (581)	A (A)	0.44 (0.36)	12.4 (11.1)	B (B)	0.51 (0.34)	1020 (851)	B (B)	0.64 (0.53)	19.4 (11.6)	C (B)	0.73 (0.47)							
38	Fairland / Brahm's	Roundabout		Roundabout		5.3 (5.4)	A (A)	0.28 (0.23)		Roundabout		6.7 (6.3)	A (A)	0.39 (0.29)							

Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Proposed Interchange

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendations
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
30	Randolph / Cherry Hill / US 29 Ramps	Signal	1324 (984)	D (A)	0.83 (0.62)	56.1 (41.3)	E (D)	0.89 (0.67)	1583 (1130)	E (B)	0.99 (0.71)	107.6 (52.0)	F (D)	1.08 (0.77)	1155 (1007)	C (B)	0.72 (0.63)	56.7 (43.6)	E (D)	0.87 (0.71)	Add: EBT Reconfigure: SBR to shared right-left
42	Randolph / Old Columbia Pike*	Signal	897 (942)	A (A)	0.56 (0.59)	29.0 (32.0)	C (C)	0.66 (0.64)	1294 (1481)	C (E)	0.81 (0.93)	44.7 (99.0)	D (F)	1.00 (1.29)	1168 (1304)	C (D)	0.73 (0.81)	40.0 (51.1)	D (D)	0.84 (0.95)	Reconfigure: EB lane configuration to two lefts and shared through right
43	Randolph / Serpentine*	Signal	724 (706)	A (A)	0.45 (0.44)	6.9 (4.6)	A (A)	0.46 (0.43)	1013 (1000)	B (B)	0.63 (0.63)	7.5 (5.4)	A (A)	0.64 (0.61)							
44	Cherry Hill / Prosperity	Signal	1228 (1098)	C (B)	0.77 (0.69)	13.8 (24.7)	B (C)	0.76 (0.72)	1497 (1382)	E (D)	0.94 (0.86)	24.3 (37.8)	C (D)	0.93 (0.91)							
45	Cherry Hill / Broadbirch	Signal	1397 (1747)	D (F)	0.87 (1.09)	61.8 (92.4)	E (F)	1.92 (1.15)	2211 (2215)	F (F)	1.38 (1.38)	193.4 (144.8)	F (F)	3.26 (1.93)	1393 (1479)	D (E)	0.87 (0.92)	50.2 (45.9)	D(D)	1.04 (0.99)	Add:Original Hospital Imp. (1 EBL, 1 EBR, 1 SBR, and 1 EBT) + 1 WBT, +1 SBT, - EBL
46	Cherry Hill / Plum Orchard	Signal	1050 (1030)	B (A)	0.66 (0.64)	13.1 (20.2)	B (C)	0.60 (0.66)	1393 (1334)	D (D)	0.87 (0.83)	16.8 (22.7)	B (C)	0.85 (0.84)							
47	Cherry Hill / FDA Blvd	Signal	825 (852)	A (A)	0.52 (0.53)	5.1 (14.3)	A (B)	0.44 (0.53)	1430 (1206)	D (C)	0.89 (0.75)	35.1 (59.4)	D (E)	1.03 (1.05)	1430 (1206)	D (C)	0.89 (0.75)	41.7 (55.0)	D (E)	0.96 (0.95)	Adjust: Signal Timing
53	Cherry Hill / MD 212	Signal	912 (922)	A (A)	0.57 (0.58)	48.7 (53.4)	D (D)	0.66 (0.64)	1408 (1377)	D (D)	0.88 (0.86)	64.0 (72.5)	E (E)	0.98 (0.96)							

Thresholds are set at CLV of 1600 and v/c of 1.00 for Intersections within Silver Spring, White Oak, or Prince George's County policy areas unless otherwise noted. Values that exceed these thresholds are bolded.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

*Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendation
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
9	Lockwood Dr / White Oak Shopping Ctr	Signal	449 (463)	A (A)	0.28 (0.29)	10.6 (13.4)	B (B)	0.26 (0.30)	1026 (990)	B (A)	0.64 (0.62)	17.7 (19.7)	B (B)	0.54 (0.71)							
48	Calverton / Galway*	Signal	1165 (879)	C (A)	0.73 (0.55)	12.8 (9.8)	B (A)	0.74 (0.49)	1390 (1030)	D (B)	0.87 (0.64)	22.4 (12.4)	C (B)	0.89 (0.59)							

*Intersections located within Fairland policy. Thresholds are set at CLV of 1475 and v/c of 0.92.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

Intersection	Control	Existing Conditions AM (PM)							2040 White Oak Adopted Master Plan Full Build Land Use and Transportation AM (PM)							2040 Build AM (PM)					Recommendations
		Critical Lane Volume			HCM				Critical Lane Volume			HCM				Critical Lane Volume			HCM		
		CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio	CLV	Level of Service	V/C Ratio	Delay (sec)	Level of Service	V/C Ratio		
189	B-6 / Prosperity Dr	One-Way Stop	N/A	N/A	N/A	N/A	N/A	N/A	632 (676)	A (A)	0.40 (0.42)	30.9 (33.1)	D (D)	0.52 (0.71)							
190	Plum Orchard / Broadbirch Dr**	All-Way Stop	720 (1031)	A (B)	0.45 (0.64)	17.2 (50.4)	C (F)	0.66 (1.00)	1679 (1981)	F (F)	1.05 (1.24)	70.9 (74.1)	F(F)	1.00 (1.00)	1436 (1528)	D (E)	0.90 (0.96)	21.8 (38.5)	C (D)	0.88 (0.98)	Signalization Restripe: NB and SB Approaches to 4-lane Cross-Section
192	FDA Blvd / B-5	Two-Way Stop	N/A	N/A	N/A	N/A	N/A	N/A	2197 (2173)	F (F)	1.37 (1.36)	>300 (>300)	F(F)	9.33 (34.28)	1812 (1277)	F (C)	1.13 (0.80)	18.2 (25.2)	B (C)	0.79 (0.85)	Signalization Add: WBL, SB Channelized Right with Add Lane

Thresholds are set at CLV of 1600 and v/c of 1.00. Values that exceed these thresholds are bolded.

Unsignalized intersection: HCM performance measures are for critical stop-controlled movement only

**Excludes Hospital TIS Recommended Improvements