



**Supplemental Draft
Environmental Impact Statement and
Updated Draft Section 4(f) Evaluation**

APPENDIX A

**TRAFFIC EVALUATION MEMORANDUM:
ALTERNATIVE 9 – PHASE 1 SOUTH**



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I. Introduction

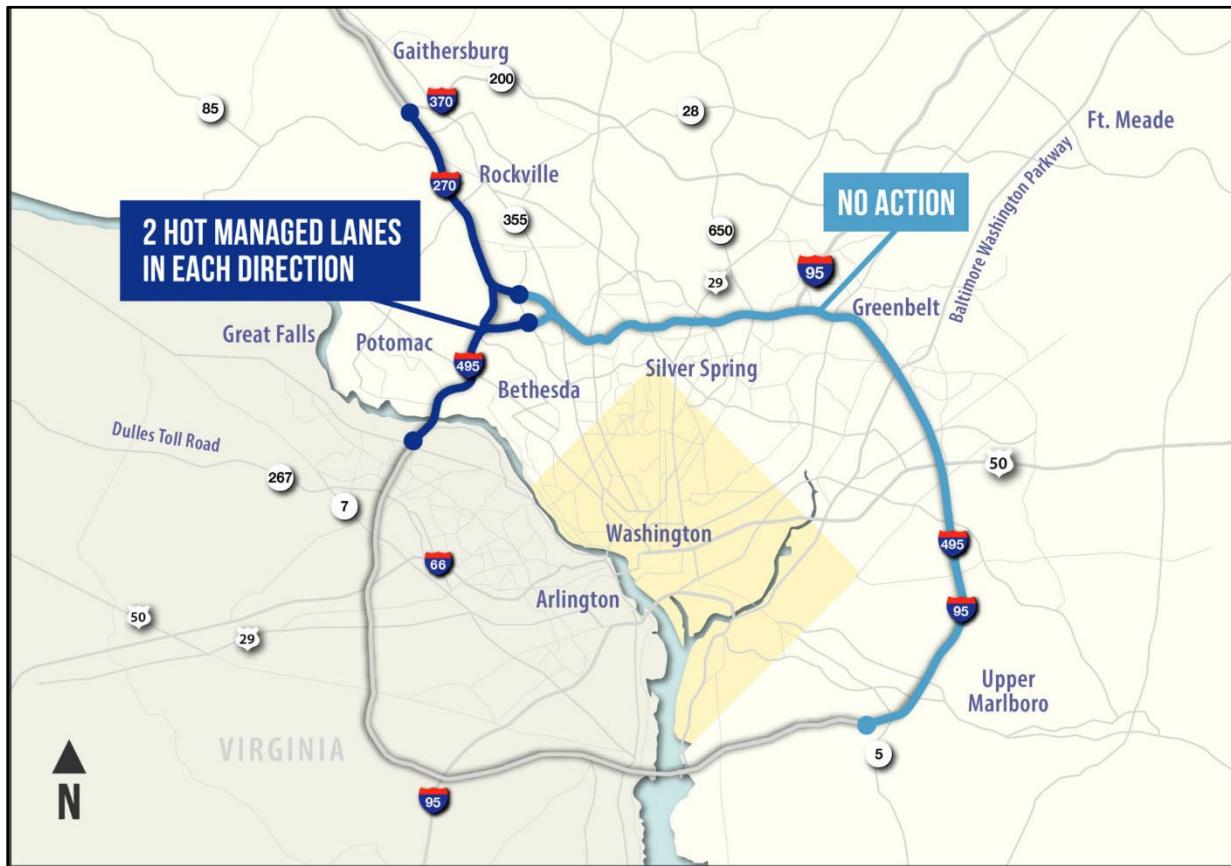
The Maryland Department of Transportation State Highway Administration (MDOT SHA), as the Local Project Sponsor, along with the Federal Highway Administration (FHWA), as the Lead Federal Agency, evaluated an additional alternative for the I-495 & I-270 Managed Lanes Study (MLS) called Alternative 9 - Phase 1 South in response to public and agency comments.

The purpose of this analysis was to evaluate Alternative 9 - Phase 1 South to the same level of detail as the Alternatives presented in the Draft Environmental Impact Statement (DEIS) using traffic metrics to quantify the operational benefits compared to the No Build Alternative. Analyses were conducted using an updated design year of 2045. This document describes the methodology and the results of these traffic analyses.

II. Description

Alternative 9 - Phase 1 South would include the same improvements as Alternative 9, but only in the portion of the study area known as Phase 1 South. Alternative 9 would add two HOT-managed lanes in each direction on I-495 and convert one existing HOV lane to a HOT-managed lane and add one HOT managed lane in each direction on I-270. Alternative 9 - Phase 1 South would include no action in the remaining portions of the study area, as shown in **Figure 1**.

Figure 1: Map of Alternative 9 - Phase 1 South





A. Travel Forecasting for 2045 No Build and Alternative 9 - Phase 1 South

Regional forecasting models were developed for the No Build Alternative and Alternative 9 - Phase 1 South using the Metropolitan Washington Council of Governments Travel Demand Model (MWCOG model), which is the model typically used by MDOT SHA and other transportation agencies to evaluate projects in the Washington, DC metro area. For this analysis, MDOT SHA used an updated version of the MWCOG model, Version 2.3.75, which was released in Fall 2018. Previous alternatives evaluated in the Draft Environmental Impact Statement (DEIS) used an earlier version of the MWCOG model, Version 2.3.71.

There are three primary differences between the MWCOG model versions. First, land use data was updated from Round 9.0 to Round 9.1. Second, the transportation network was updated with new projects per the latest Constrained Long-Range Plan (CLRP). Finally, forecasts were performed at five-year intervals out to the year 2045, instead of stopping at 2040. This allowed the project team to extend the design year to 2045 for the purposes of this analysis. The traffic forecasts were developed using a four-step process similar to the forecasts for the Screened Alternatives evaluated in the DEIS. Key steps included:

- Step 1: Apply MWCOG model trends to mainline General Purpose and Managed Lane volumes
- Step 2: Adjust ramp volumes to balance mainline volumes
- Step 3: Apply MWCOG model trends to cross road volumes
- Step 4: Review of volumes vs. MWCOG model trends; repeat steps as needed

The resulting 2045 No Build and Alternative 9 - Phase 1 South projected traffic volumes for the AM peak period (6:00 AM to 10:00 AM) and the PM peak period (3:00 PM to 7:00 PM) are shown in **Attachment A**. These volumes were used in the VISSIM modeling to generate the traffic analysis results presented in the following section. The data is also summarized by link in the table in **Attachment B**.

A comparative analysis of the 2040 versus 2045 forecasts was previously completed as part of the DEIS (refer to Appendix J of the *Traffic Technical Report – “Forecast Comparison Memo”* in the DEIS), which demonstrated that the relative merit of the alternatives studied in the DEIS would have been the same if either 2040 or 2045 forecasts were used. This conclusion would also apply to the alternative evaluated in this document, Alternative 9 – Phase 1 South, as it is similar to the alternatives evaluated in the DEIS.

B. Traffic Analysis Results for 2045 No Build and Alternative 9 - Phase 1 South

Traffic simulation models for Alternative 9 - Phase 1 South were developed using VISSIM software, Version 10.00-09. Separate models were created for the projected 2045 AM peak and the 2045 PM peak. The VISSIM models included the proposed geometric configurations described above and were populated with the traffic volumes developed during the previous step from the MWCOG model. The VISSIM model covers the same limits as were used to evaluate the Screened Alternatives, as shown in **Figure 2**.

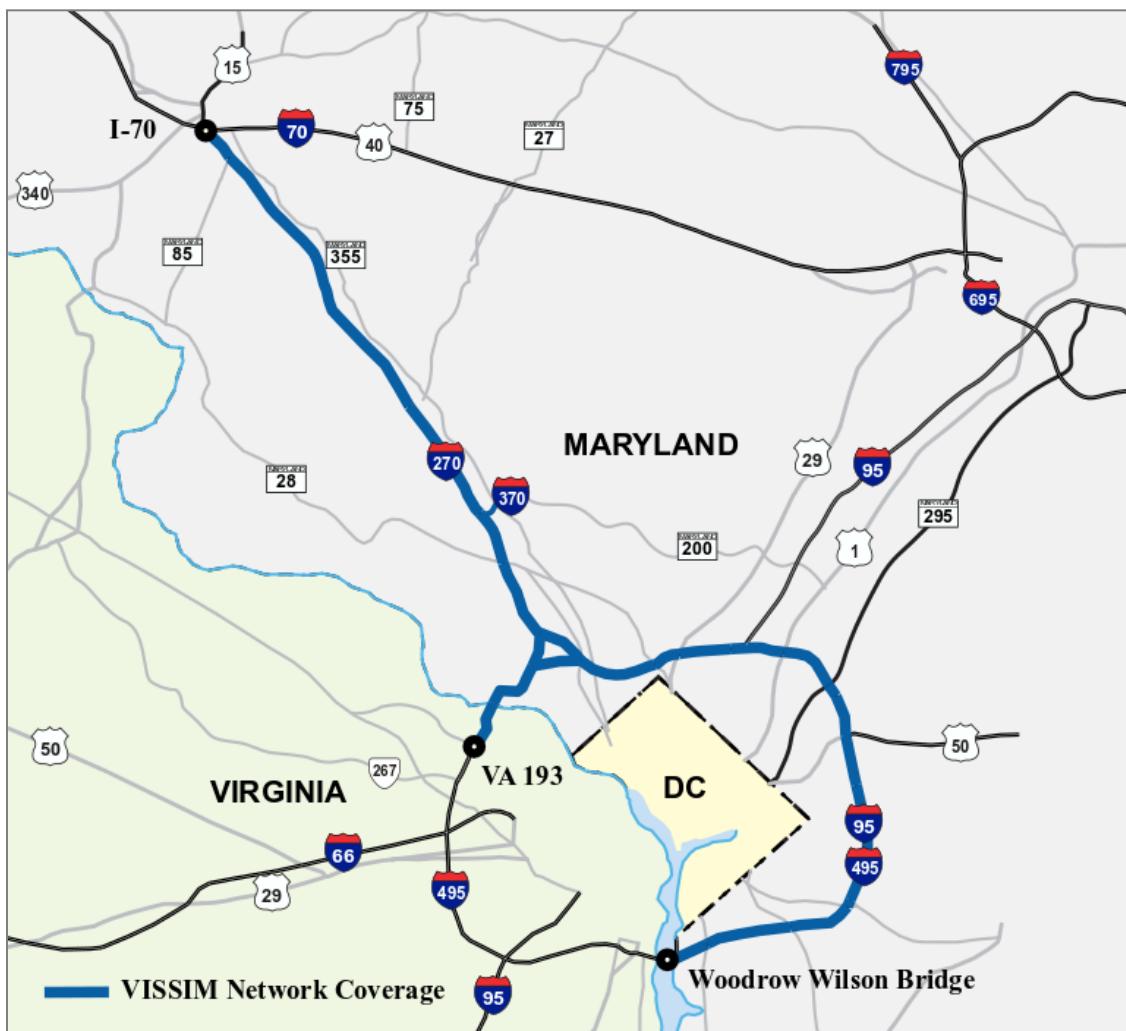
As with the Screened Alternatives, Alternative 9 - Phase 1 South was evaluated using six key traffic operational metrics. These included:

- System-Wide Delay
- Corridor Travel Time and Speed
- Density and Level of Service (LOS)

- Travel Time Index (TTI)
- Vehicle Throughput
- Effect on Local Roadway Network

The following sections summarize the performance of Alternative 9 - Phase 1 South compared to the 2045 No Build Alternative for each metric, as they relate to the Study's Purpose and Need screening criteria.

Figure 2: VISSIM Network Coverage



1. System-Wide Delay

This metric was used to assist in evaluating the criterion of Existing Traffic and Long-Term Traffic Growth. System-wide delay reflects the average amount of time each vehicle in the VISSIM simulation model is delayed while trying to reach its destination. Delay can be caused by slow travel due to congestion or when vehicles must yield right-of-way at a stop-controlled or signalized intersection. System-wide delay is reported in the unit of seconds per vehicle and minutes per vehicle. The results for the No Build Alternative and Alternative 9 - Phase 1 South in the design year 2045 are shown in **Table 1** and were generated from the VISSIM outputs. For the raw delay values, lower numbers are better, reflecting a



reduction in congestion. For the percent improvement compared to the No Build Alternative, higher numbers are better, reflecting a greater benefit.

For this metric, Alternative 9 - Phase 1 South would reduce the average delay per vehicle in the system by approximately 18 percent during the AM peak period and by approximately 32 percent during the PM peak period compared to the No Build Alternative in 2045.

2. Corridor Travel Time and Speed

This metric was also used to assist in the evaluation of the criterion of Existing Traffic and Long-Term Traffic Growth. Corridor travel time represents the amount of time it would take a vehicle to travel from one end of the Study limits to the other along either I-495 or I-270 during the peak hour in the design year of 2045. Similarly, corridor speed represents the average speed during the trip. Results were generated for the I-495 Outer Loop from MD 5 to George Washington Memorial Parkway, the I-495 Inner Loop from George Washington Memorial Parkway to MD 5, I-270 Northbound from I-495 to I-370, and I-270 Southbound from I-370 to I-495. Results were also generated separately for travel in the general purpose lanes and the managed lanes. Because Alternative 9 - Phase 1 South includes HOT lanes for only a portion of I-495 within the Study limits, the results presented for the HOT lanes reflect vehicles that use the HOT lanes where available but join the general purpose traffic stream within the no action areas.

The results for the No Build Alternative and Alternative 9 - Phase 1 South in the design year 2045 are shown in **Table 2** and were generated from the VISSIM outputs. For travel times, lower numbers are better, reflecting more efficient travel. For speeds, higher numbers are better. More detailed information is provided in **Attachment C** (Speed Maps), **Attachment D** (Travel Time Matrices), and **Attachment E** (Travel Time Savings Charts).

The results of the corridor travel time analysis indicated that Alternative 9 - Phase 1 South would be projected to improve travel times along I-495 in both directions during both the AM and the PM peak periods compared to No Build conditions, but travel times would still be high on the Inner Loop during the PM peak period due to congestion that would form downstream of the Phase 1 South limits within the no action area on the top side of I-495.

The weighted average speed was calculated for the Study area by taking the average speed for vehicles traveling in the general purpose lanes on each segment of I-495 and I-270 within the Study area, weighed by segment length. The results indicated that the weighted average speed throughout the Study area is 29 miles per hour under Alternative 9 - Phase 1 South, which is 5 miles per hour higher than the weighted average speed under the No Build Alternative.

3. Density and Level of Service (LOS)

This metric was used to assist in the evaluation of the criterion of Existing Traffic and Long-Term Traffic Growth. Density is the number of vehicles occupying a given length of a roadway at a particular instant. Density is averaged over time and is expressed in passenger car equivalents per mile per lane (pc/mi/ln). Higher density values are indicative of more friction in the system and more congestion. Level of Service (LOS) is a letter grade assigned to a section of roadway that measures the quality of traffic flow, ranging from LOS A to LOS F. LOS A represents optimal, free-flow conditions, while LOS F represents failing conditions where demand exceeds capacity. For freeway segments, the Highway Capacity Manual assigns LOS grades based on density. Urban freeway segments reach failing (LOS F) conditions when the density exceeds 45 pc/mi/ln.



For this metric, the percentage of lane-miles operating at LOS F was calculated within the Study limits during the AM peak period and the PM peak period. The results are shown in **Table 3** and were generated from the VISSIM outputs. Lower percentages are better, reflecting fewer failing roadway segments. Full details of the level of service and density for every link in the Study area are shown in **Attachment F**.

The results indicated that Alternative 9 - Phase 1 South would be projected to have a lower number of failing lane miles during both the AM peak period and the PM peak period compared to the No Build Alternative but that 29 percent of the lane miles would be projected to continue to operate at LOS F in the design year of 2045, primarily in the no action areas along I-495.

4. Travel Time Index (TTI)

While corridor travel time and speed provide one way to compare alternatives, few vehicles will travel from one end to the other during their trip, particularly along I-495. Therefore, the metric of TTI was also evaluated along shorter trip segments. This metric was used to assist in the evaluation of the criterion of Trip Reliability. TTI is a metric used by MDOT SHA to quantify congestion levels on highways and expressways. It is defined as the average (50th percentile) travel time on a segment of highway/expressway for a particular hour compared to the travel time of the same trip during free-flow or uncongested conditions. The higher the TTI, the longer the travel times. For example, a TTI of 2.0 indicates that a trip that would normally take 15 minutes in light traffic would take 30 minutes in the peak hour due to congestion. TTI values were calculated for the general purpose lanes for eight total highway segments, including four segments in each direction: I-495 from George Washington Memorial Parkway to I-270, I-495 from I-270 to I-95, I-495 from I-95 to MD 5, and I-270 from I-495 to I-370. The results for 2045 No Build and Alternative 9 - Phase 1 South are shown in **Table 4** and were generated from the VISSIM outputs. MDOT SHA defines various levels of congestion in four categories based on TTI as follows:

- Uncongested (TTI < 1.15)
- Moderate Congestion (1.15 < TTI < 1.3)
- Heavy Congestion (1.3 < TTI < 2.0)
- Severe Congestion (TTI > 2.0)

The results indicated that Alternative 9 - Phase 1 South would improve three segments during the 2045 AM peak period into the “uncongested” category that would have a TTI of 1.2 or greater under No Build conditions. However, three other segments in the no action areas would be projected to operate in the “severe congestion” category during the 2045 AM peak period under Alternative 9 - Phase 1 South. During the 2045 PM peak period, Alternative 9 - Phase 1 South is projected to improve two segments along the Outer Loop into the “uncongested” category but two segments along the Inner Loop would remain in the “severe congestion” category under Alternative 9 - Phase 1 South, similar to No Build conditions.

Overall, Alternative 9 - Phase 1 South outperforms the No Build Alternative in the metric of TTI with an average TTI value in the general purpose lanes of 2.01 compared to 2.36, but the average TTI would be in the “severe congestion” category for both Alternatives in the design year of 2045.

5. Vehicle Throughput

This metric was used to assist in the evaluation of the criterion of Movement of Goods and Services. Throughput represents the number of vehicles and/or people that pass by a given point in the roadway network in a set amount of time. Throughput quantifies the efficiency of the roadway network in getting people, goods, and services to their destinations. Benefits of increased throughput on the highway



include reduced peak spreading (i.e., less congestion in the off-peak hours) and reduced burden on the surrounding roadway network.

The combined vehicle throughput results generated from the VISSIM outputs for the general purpose lanes and the managed lanes, are shown in **Table 5**. While the VISSIM model can calculate the vehicle throughput at every single location in the model, this evaluation focused on throughput at four key, representative locations, consistent with the evaluation of the other alternatives in the DEIS. These locations cover the four main segments of the Study corridors, separated by major freeway junctions and are therefore representative of the Study corridors as a whole. The four representative locations are I-495 crossing the American Legion Bridge, I-495 west of I-95, I-495 at MD 5, and I-270 at Montrose Road. Results are reported in terms of percent increase in vehicle-throughput for Alternative 9 – Phase 1 South compared to the No Build Alternative, rounded to the nearest five percent. Detailed throughput information for all roadway segments can be found in **Attachment G**. A comparison of throughput and demand is provided in **Attachment H** (in table form) and **Attachment I** (in chart form).

Alternative 9 - Phase 1 South would add capacity along I-270 and along the west side of I-495 via two managed lanes but would provide no improvements on I-495 east of the I-270 west spur. The results of the throughput analysis indicated that there is a correlation between increased capacity and increased throughput. Alternative 9 - Phase 1 South would increase throughput across the American Legion Bridge by 30 percent during the AM peak and by 25 percent during the PM peak compared to the No Build. On I-270, Alternative 9 - Phase 1 South would increase throughput by 15 percent during the AM peak and by 20 percent during the PM peak compared to the No Build. On I-495 west of I-95 and at MD 5, where no action is proposed, throughput would increase minimally or decrease during the peak hours compared to the No Build Alternative.

Overall, Alternative 9 - Phase 1 South would outperform the No Build Alternative in the metric of vehicle throughput with an average value of 17,584 vehicles per hour at the four key locations compared to 15,572 vehicles per hour despite only providing capacity improvements in two of the four locations.

6. Effect on Local Roadway Network

This metric was used to assist in the evaluation of the criterion of Movement of Goods and Services. While the focus of the Study is to provide benefits to travelers using I-495 and I-270, the Study would also have impacts on the surrounding local roadway network. This impact was quantified to assist in the evaluation of Alternative 9 – Phase 1 South by calculating the projected reduction in delay on the local road network. The results are shown in **Table 6** and were generated from the MWCOG regional model outputs. Values are presented in terms of total vehicle hours of delay each day on all arterials in Montgomery County, Maryland; Prince George's County, Maryland; and the District of Columbia. Other regions in Maryland and Virginia showed negligible change in local delay. Lower values are better, representing less delay for local travelers. **Table 6** also shows the percent reduction in delay versus the No Build Alternative. Higher values of the percent reduction in delay are better, reflecting greater benefit.

The results indicated that Alternative 9 - Phase 1 South would be expected to reduce delay on the arterials in Montgomery and Prince George's counties and the District of Columbia compared to the No Build conditions by approximately 3.5 percent. The largest benefit would be felt in Montgomery County, where the capacity improvements along I-495 and I-270 are proposed, but some benefits would also be experienced in Prince George's County and the District of Columbia.

Table 1: Summary of System-Wide Delay Results from VISSIM Model

CRITERIA	PEAK PERIOD	METRIC	EXISTING	2045	
				No Build	Alternative 9 - Phase 1 South
Accommodate Long-Term Traffic Growth	AM Peak	Average Delay (sec/veh)	267	776	638
		Average Delay (min/veh)	4.45	12.93	10.63
		Percent Improvement vs. No Build	N/A	N/A	18%
	PM Peak	Average Delay (sec/veh)	240	819	552
		Average Delay (min/veh)	4.00	13.65	9.21
		Percent Improvement vs. No Build	N/A	N/A	32%

Legend: Green ≥ 30%; Yellow 20-30%; Orange 10-20%; Red < 10%



Table 2: Summary of Corridor Travel Time Results from VISSIM Model

CRITERIA	METRIC	PEAK PERIOD	CORRIDOR	TRAVEL LANES	EXISTING	2045	
						No Build	Alternative 9 - Phase 1 South
Average Travel Time (minutes)	AM Peak	I-495 Outer Loop from MD 5 to George Washington Memorial Parkway	General Purpose	65	102	94	
			HOT/Express Toll Lane	N/A	N/A	94	
		I-495 Inner Loop from George Washington Memorial Parkway to MD 5	General Purpose	44	85	84	
			HOT/Express Toll Lane	N/A	N/A	83	
		I-270 Northbound from I-495 to I-370	General Purpose	9	9	9	
			HOT/Express Toll Lane	N/A	N/A	9	
	PM Peak	I-270 Southbound from I-370 to I-495	General Purpose	29	13	12	
			HOT/Express Toll Lane	N/A	N/A	10	
		I-495 Outer Loop from MD 5 to George Washington Memorial Parkway	General Purpose	76	104	56	
			HOT/Express Toll Lane	N/A	N/A	55	
Accommodate Long-Term Traffic Growth	AM Peak	I-495 Inner Loop from George Washington Memorial Parkway to MD 5	General Purpose	89	157	144	
			HOT/Express Toll Lane	N/A	N/A	103	
		I-270 Northbound from I-495 to I-370	General Purpose	15	19	19	
			HOT/Express Toll Lane	N/A	N/A	15	
		I-270 Southbound from I-370 to I-495	General Purpose	11	10	11	
			HOT/Express Toll Lane	N/A	N/A	11	
	Average Speed (mph)	I-495 Outer Loop from MD 5 to George Washington Memorial Parkway	General Purpose	36	23	25	
			HOT/Express Toll Lane	N/A	N/A	25	
		I-495 Inner Loop from George Washington Memorial Parkway to MD 5	General Purpose	53	27	27	
			HOT/Express Toll Lane	N/A	N/A	28	
		I-270 Northbound from I-495 to I-370	General Purpose	63	63	61	
			HOT/Express Toll Lane	N/A	N/A	63	
		I-270 Southbound from I-370 to I-495	General Purpose	21	46	50	
			HOT/Express Toll Lane	N/A	N/A	58	
	PM Peak	I-495 Outer Loop from MD 5 to George Washington Memorial Parkway	General Purpose	31	22	41	
			HOT/Express Toll Lane	N/A	N/A	42	
		I-495 Inner Loop from George Washington Memorial Parkway to MD 5	General Purpose	26	15	16	
			HOT/Express Toll Lane	N/A	N/A	22	
		I-270 Northbound from I-495 to I-370	General Purpose	36	29	28	
			HOT/Express Toll Lane	N/A	N/A	37	
		I-270 Southbound from I-370 to I-495	General Purpose	54	60	56	
			HOT/Express Toll Lane	N/A	N/A	56	
Weighted Average Speed			General Purpose	36	24	29	

Legend: Green ≥ 40 mph; Yellow 35-40 mph; Orange 25-35 mph; Red < 25 mph



Table 3: Summary of Density and Level of Service (LOS) Results from VISSIM Model

CRITERIA	PEAK PERIOD	METRIC	EXISTING	2045	
				No Build	Alternative 9 - Phase 1 South
Accommodate Long-Term Traffic Growth	AM Peak	Total Lane-Miles	465	477	512
		Lane-Miles Operating at LOS F based on Density*	100	155	147
		Percent of Lane-Miles Operating at LOS F based on Density*	22%	33%	29%
	PM Peak	Total Lane-Miles	465	477	512
		Lane-Miles Operating at LOS F based on Density*	177	238	149
		Percent of Lane-Miles Operating at LOS F based on Density*	38%	50%	29%
Average Percent of Lane-Miles Operating at LOS F based on Density*			30%	41%	29%

* LOS F is reached at a density of 45.0 passenger cars per mile per lane (pc/mi/ln)

Legend: Green < 15%; Yellow 15-25%; Orange 25-35%; Red ≥ 35%

Table 4: Summary of Travel Time Index (TTI) Results for General Purpose (GP) Lanes from VISSIM Model

CRITERIA	METRIC	PEAK PERIOD	CORRIDOR	EXISTING	2045	
					No Build	Alternative 9 - Phase 1 South
Provide a Reliable Travel Time	Travel Time Index (TTI)* in General Purpose (GP) Lanes**	AM Peak	I-495 Inner Loop from Virginia 193 to I-270	1.4	1.7	1.0
			I-495 Outer Loop from I-270 to Virginia 193	1.2	1.3	1.1
			I-495 Inner Loop from I-270 to I-95	1.0	1.3	2.7
			I-495 Outer Loop from I-95 to I-270	2.8	2.9	2.6
			I-495 Inner Loop from I-95 to MD 5	1.0	2.5	1.9
			I-495 Outer Loop from MD 5 to I-95	1.2	2.5	2.5
			I-270 Northbound from I-495 to I-370	1.0	1.0	1.0
		PM Peak	I-270 Southbound from I-370 to I-495	2.6	1.2	1.1
			I-495 Inner Loop from Virginia 193 to I-270	3.7	6.6	6.9
			I-495 Outer Loop from I-270 to Virginia 193	2.8	1.6	1.1
			I-495 Inner Loop from I-270 to I-95	2.7	4.8	3.0
			I-495 Outer Loop from I-95 to I-270	1.1	3.5	1.1
			I-495 Inner Loop from I-95 to MD 5	1.5	1.5	1.8
			I-495 Outer Loop from MD 5 to I-95	1.9	2.4	1.5
			I-270 Northbound from I-495 to I-370	1.5	1.9	1.9
		Overall Average Travel Time Index (TTI)* in General Purpose (GP) Lanes**		1.78	2.36	2.01

* Note: MDOT SHA defines various levels of congestion based on TTI: Uncongested (green) – TTI ≤ 1.15; Moderate Congestion (yellow) – 1.15 < TTI ≤ 1.3; Heavy Congestion (orange) – 1.3 < TTI < 2.0; and, Severe Congestion (red) – TTI ≥ 2.0.

**Note: This table summarizes TTI in the GP lanes. All HOT/Express Toll Lanes would have TTI values in the uncongested range (TTI less than 1.15).

Table 5: Summary of Vehicle-Throughput Results from VISSIM Model

CRITERIA	METRIC	PEAK PERIOD	LOCATION	EXISTING	2045	
					No Build	Alternative 9 - Phase 1 South
Improve Movement of Goods and Services	Vehicle-Throughput (veh/hr)	AM Peak	I-495 at American Legion Bridge	17,105	17,869	22,930
			I-495 west of I-95	14,591	15,393	14,523
			I-495 at MD 5	12,377	10,661	12,197
			I-270 at Montrose Rd	16,225	17,765	20,774
		PM Peak	I-495 at American Legion Bridge	16,299	15,999	19,635
			I-495 west of I-95	15,561	14,896	15,965
			I-495 at MD 5	13,609	14,591	14,086
			I-270 at Montrose Rd	18,375	17,403	20,563
	Average Vehicle-Throughput (veh/hr)			15,518	15,572	17,584
Percent Change in Vehicle-Throughput vs. 2045 No Build	AM Peak	I-495 at American Legion Bridge	N/A	0%	30%	
		I-495 west of I-95	N/A	0%	< 0%	
		I-495 at MD 5	N/A	0%	15%	
		I-270 at Montrose Rd	N/A	0%	15%	
	PM Peak	I-495 at American Legion Bridge	N/A	0%	25%	
		I-495 west of I-95	N/A	0%	5%	
		I-495 at MD 5	N/A	0%	< 0%	
		I-270 at Montrose Rd	N/A	0%	20%	

Legend: Green ≥ 19,000 veh/hr; Yellow 18,000-19,000 veh/hr; Orange 17,000-18,000 veh/hr; Red < 17,000 veh/hr



Table 6: Summary of the Effects on the Local Roadway Network from MWCOG Model

CRITERIA	PERIOD	METRIC	EXISTING	2045	
				No Build	Alternative 9 - Phase 1 South
Improve Movement of Goods and Services	Daily	Daily Delay (vehicle-hours) for All Arterials in Montgomery County*	144,028	242,408	230,882
		Percent Reduction vs. No Build (Montgomery County)	N/A	0%	4.8%
		Daily Delay (vehicle-hours) for All Arterials in Prince George's County*	98,421	160,143	157,832
		Percent Reduction vs. No Build (Prince George's County)	N/A	0%	1.4%
		Daily Delay (vehicle-hours) for All Arterials in District of Columbia (DC)	105,257	176,612	169,859
		Percent Reduction vs. No Build (District of Columbia)	N/A	0%	3.8%
		Total Daily Delay (vehicle-hours) for All Arterials in Montgomery County, Prince George's County, and District of Columbia (DC)	347,706	579,163	558,573
		Percent Reduction vs. No Build (Total)	N/A	0%	3.5%

* Note: All other Counties in Maryland and Virginia are expected to experience negligible changes in daily delay (less than 3% for all alternatives).

Legend: Green ≥ 5%; Yellow 0-5%; Red 0%



III. Conclusions / Next Steps

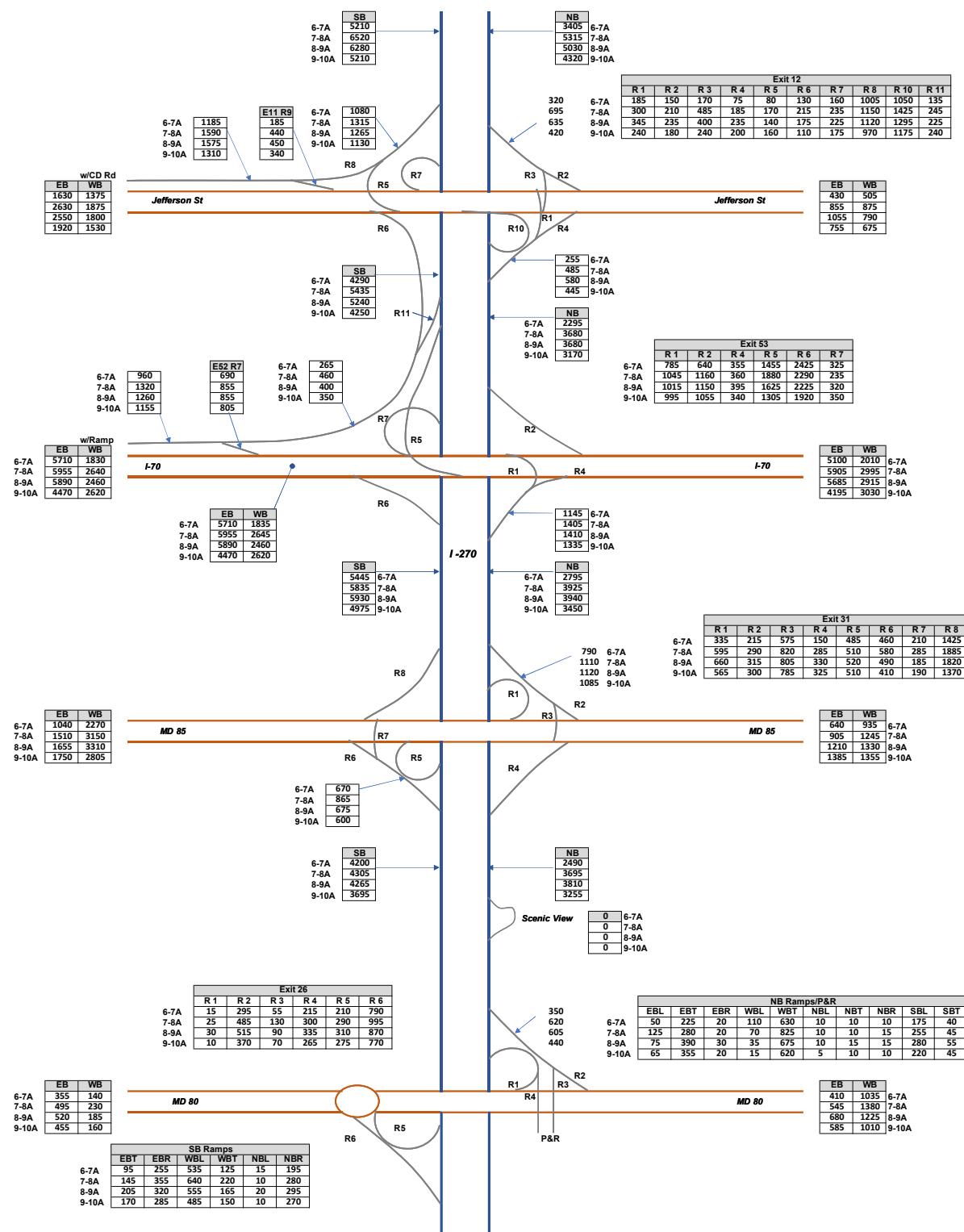
MDOT SHA evaluated Alternative 9 - Phase 1 South to the same level of detail as the Screened Alternatives using an updated design year of 2045. The traffic analysis results indicated that Alternative 9 - Phase 1 South would be expected to provide operational benefits compared to the No Build alternative in six key metrics, including system-wide delay, corridor travel time and speed, density and level of service, travel time index (TTI), vehicle throughput, and local network delay. Although the effectiveness of Alternative 9 - Phase 1 South is limited because this alternative provides no additional capacity on I-495 east of I-270, it would provide tangible traffic benefits and meet the Study's Purpose and Need.

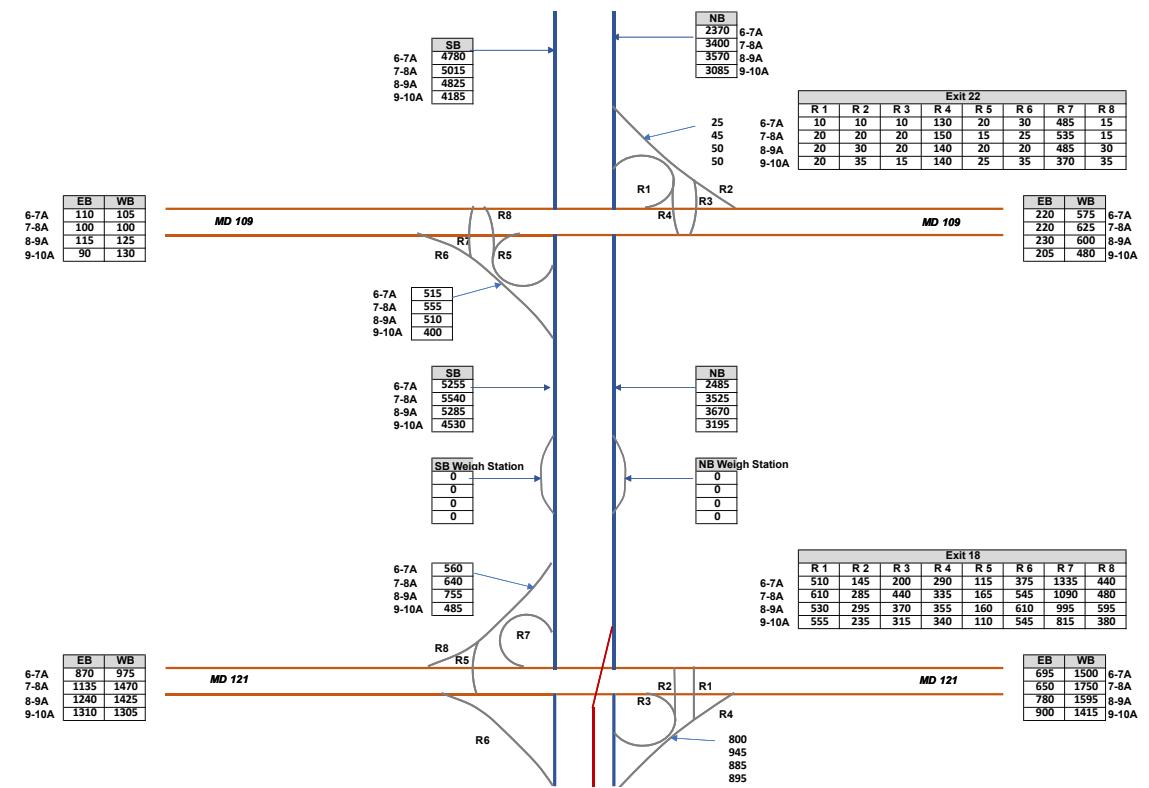
The modeling results summarized in this document were prepared to support development of the Supplemental Draft Environmental Impact Statement (SDEIS), which identified Alternative 9 – Phase 1 South as the Preferred Alternative. In the next steps, traffic models will be updated once the design of the Preferred Alternative is refined and finalized based on stakeholder feedback and agency coordination. The updated traffic results will be presented in the Interstate Access Point Approval (IAPA) documentation and in the Final Environmental Impact Statement (FEIS). The IAPA and FEIS will include a more-detailed review of the updated model results, including an assessment of the localized impacts of the Preferred Alternative, its impact on the surrounding roadway network, and a summary of proposed mitigation.

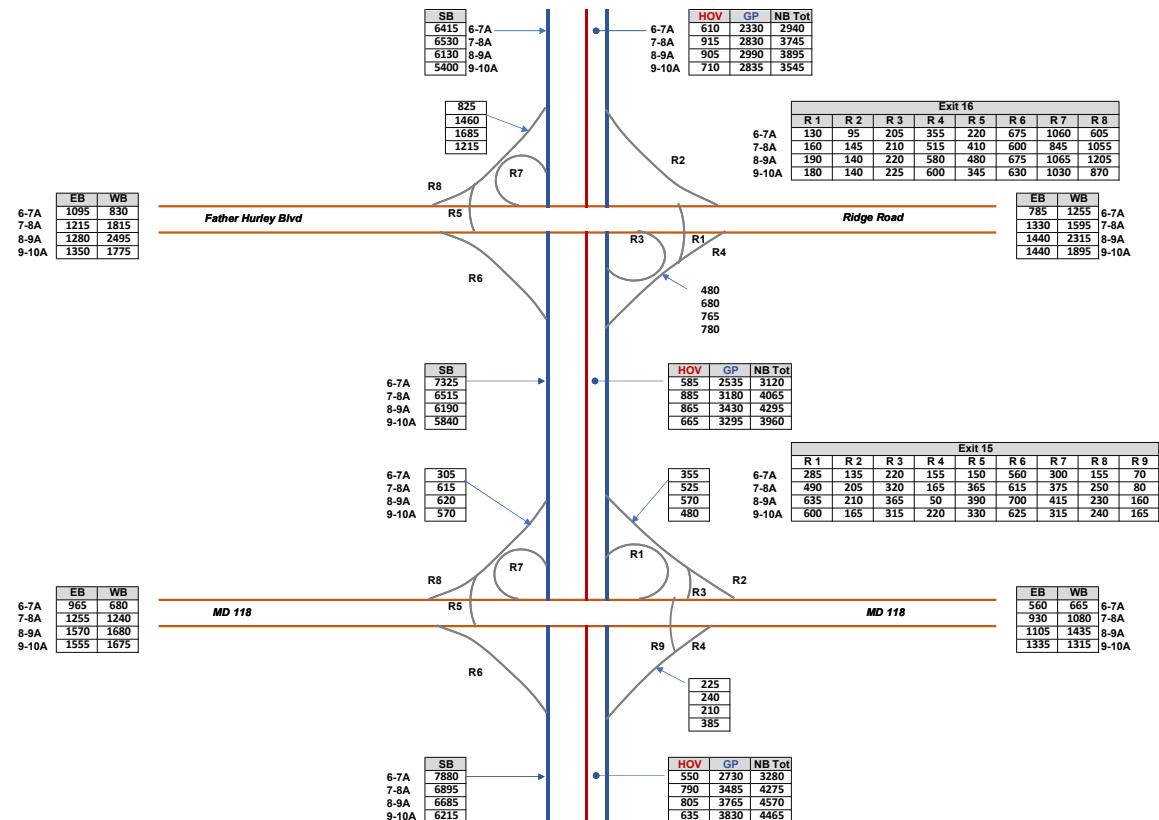


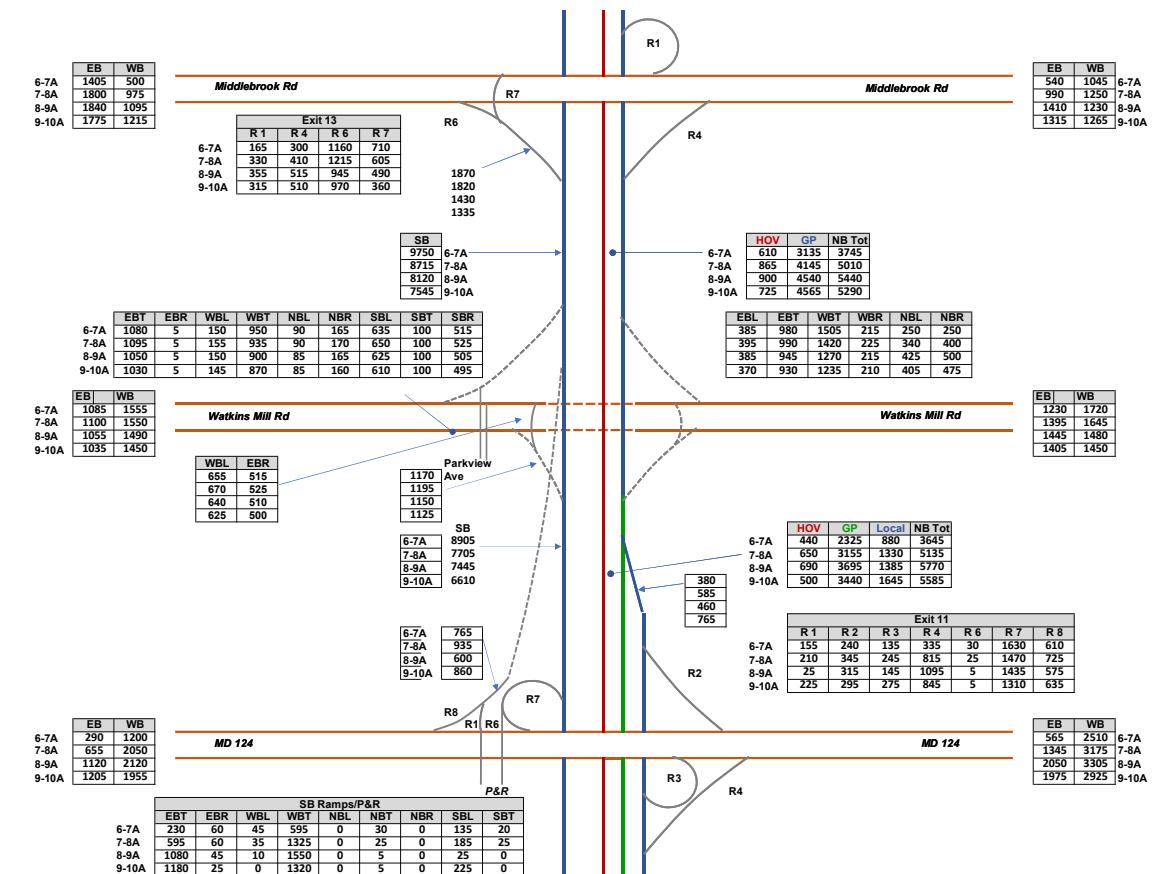
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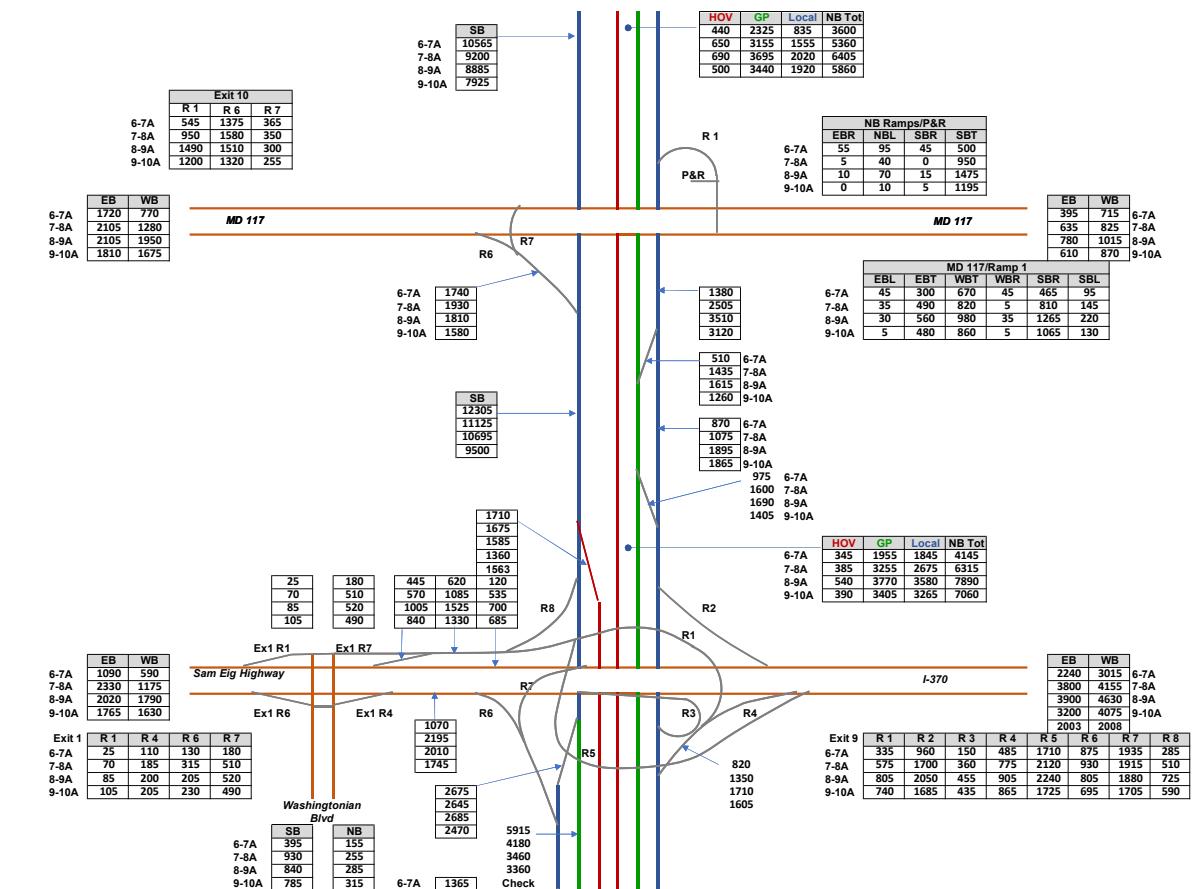
Peak Period Volumes

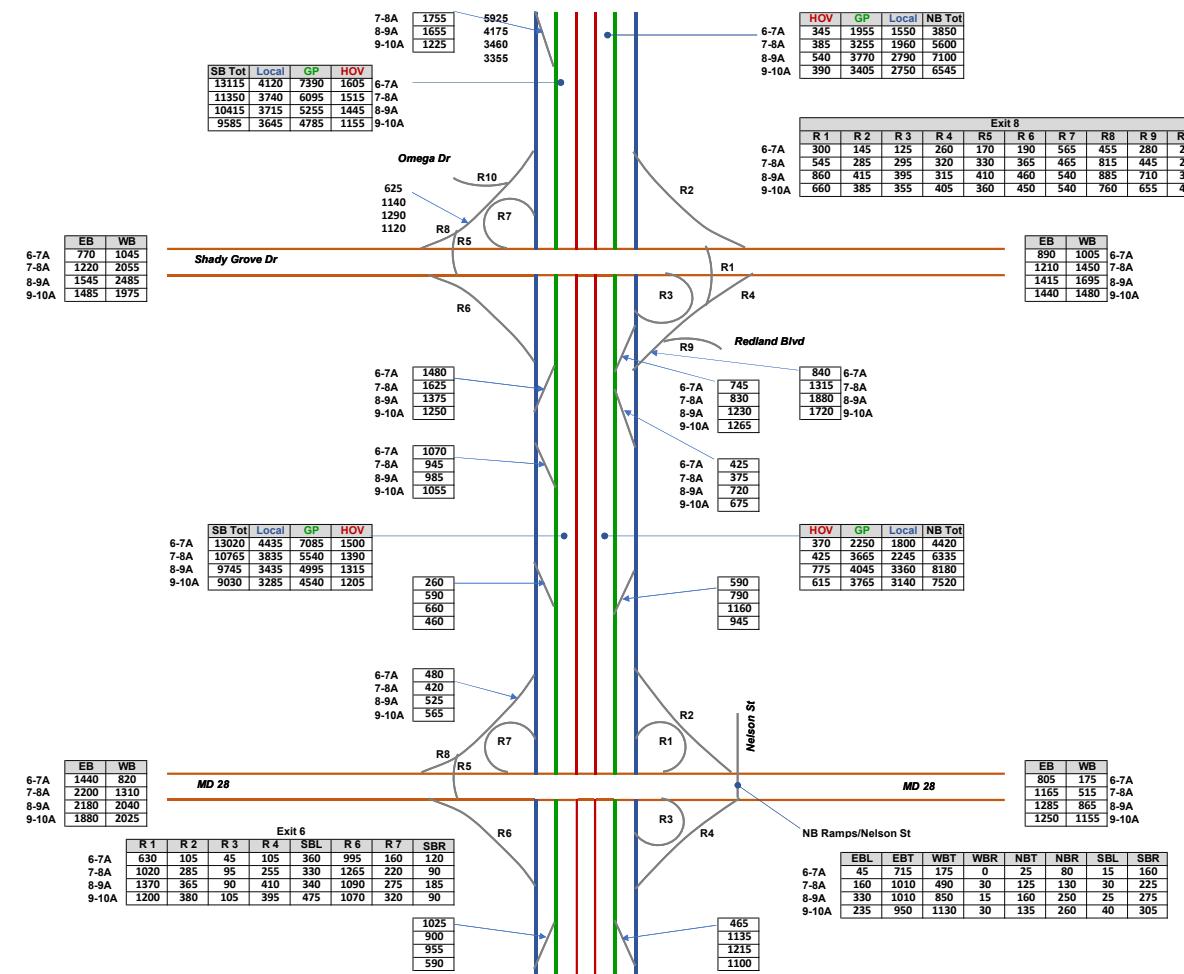


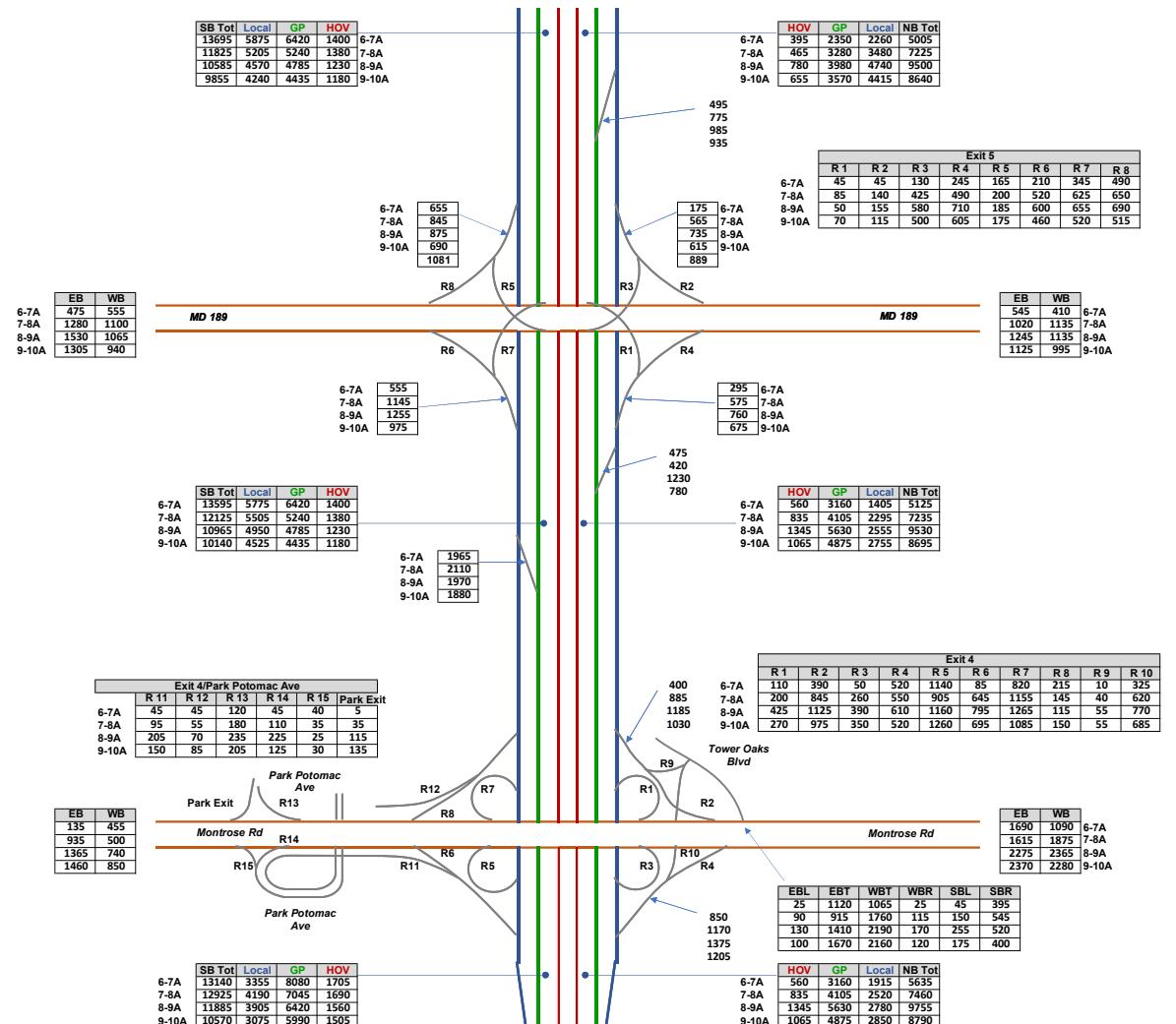


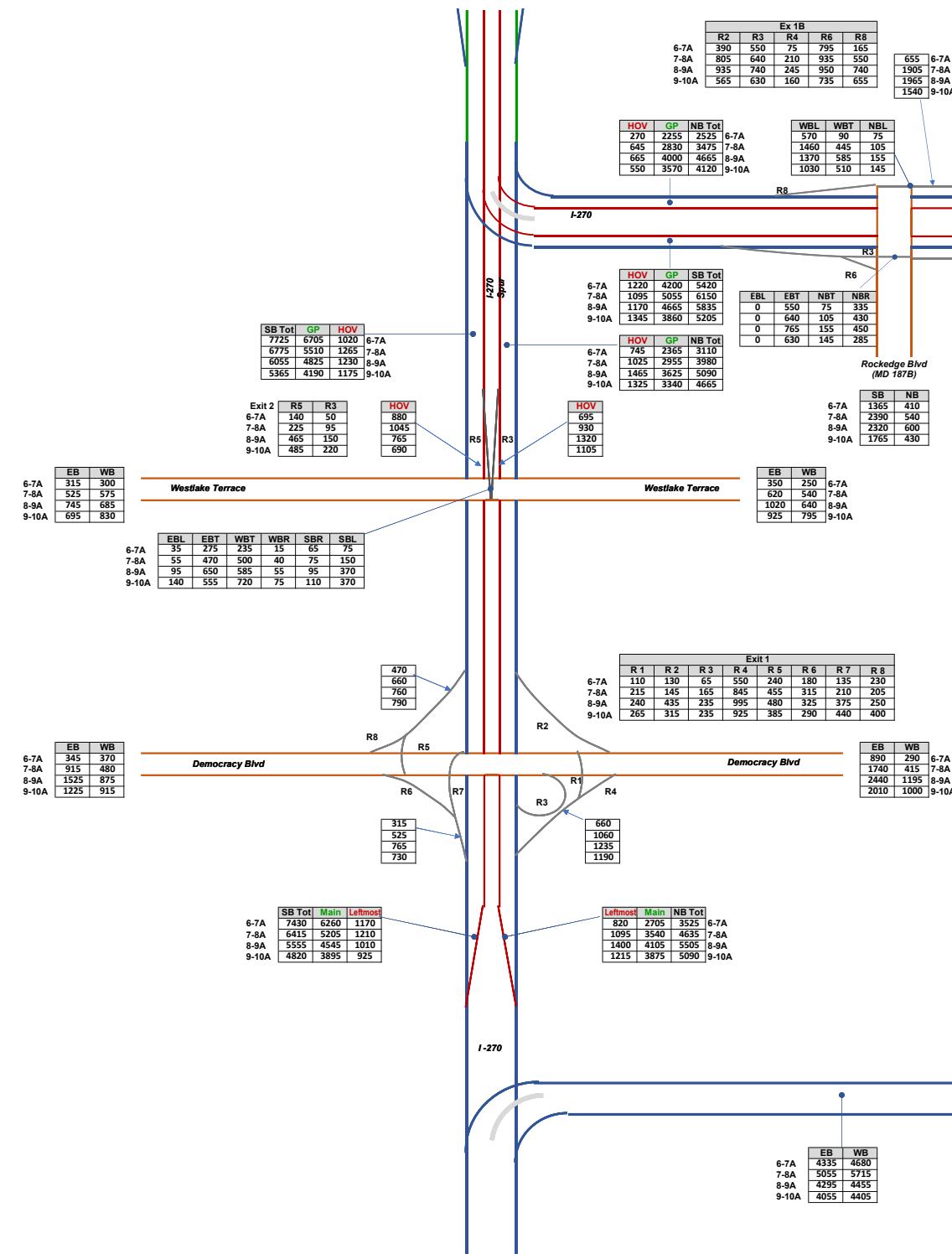


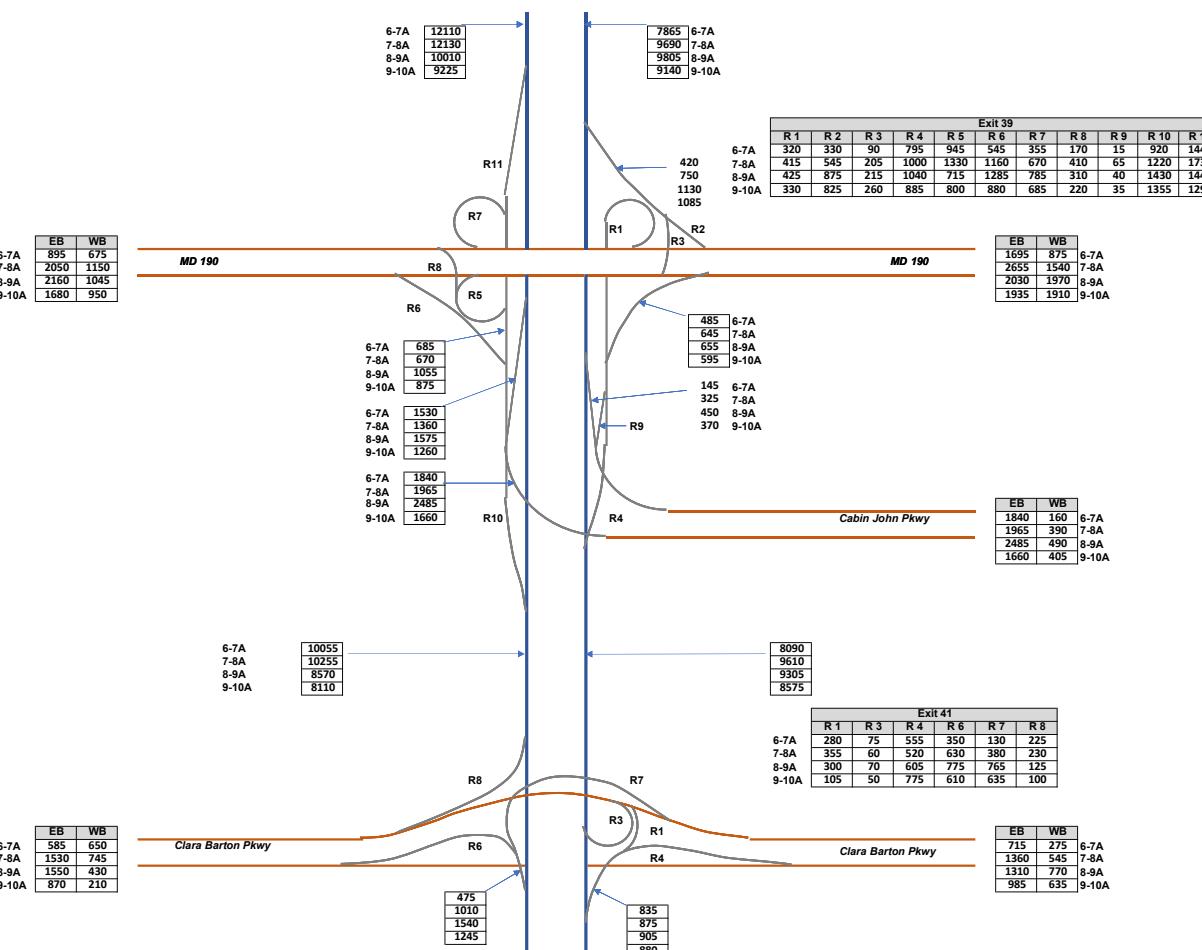


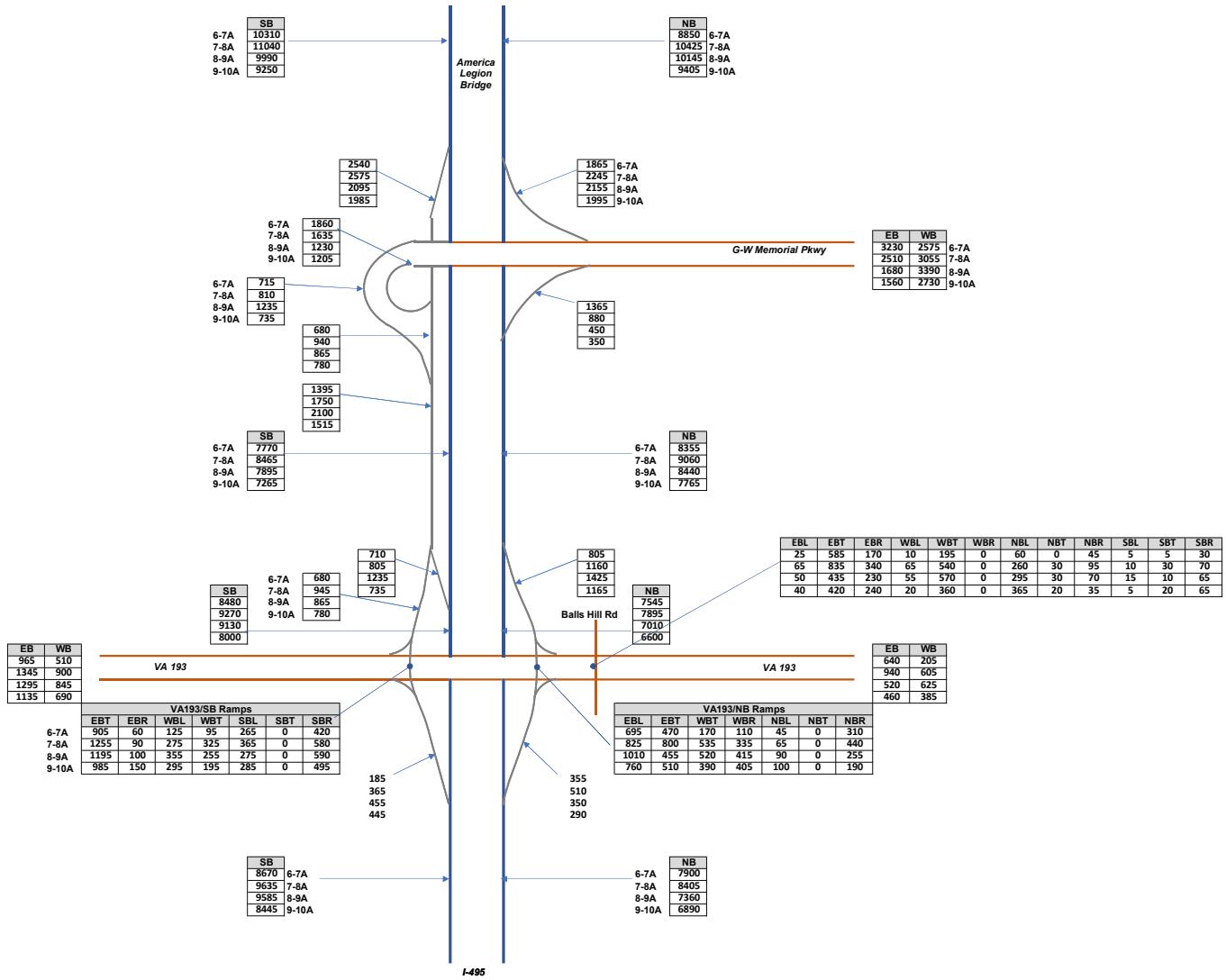


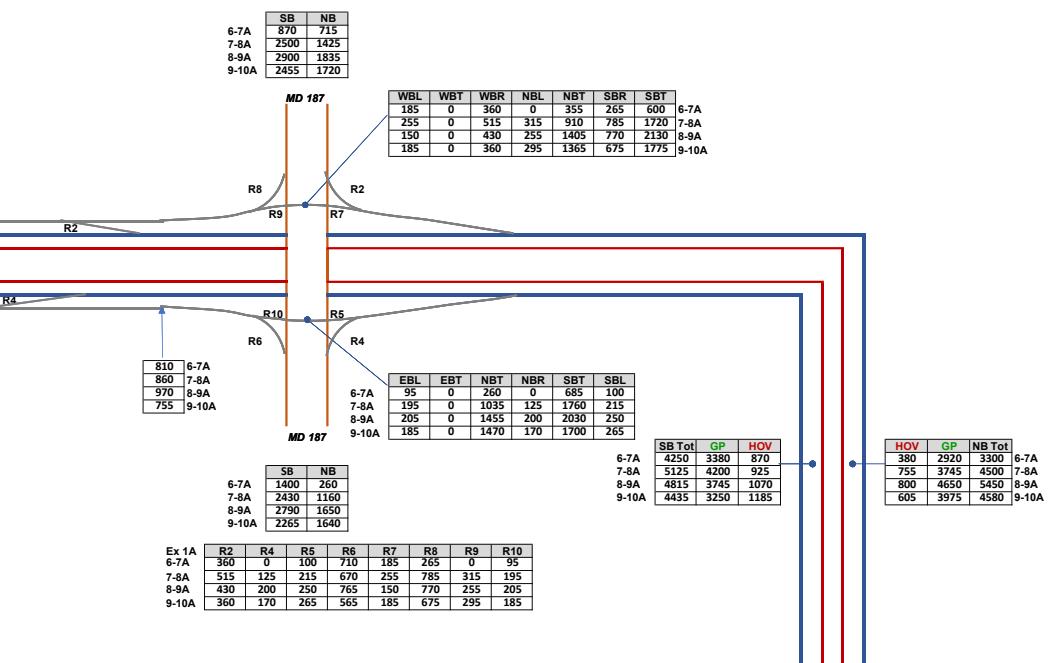


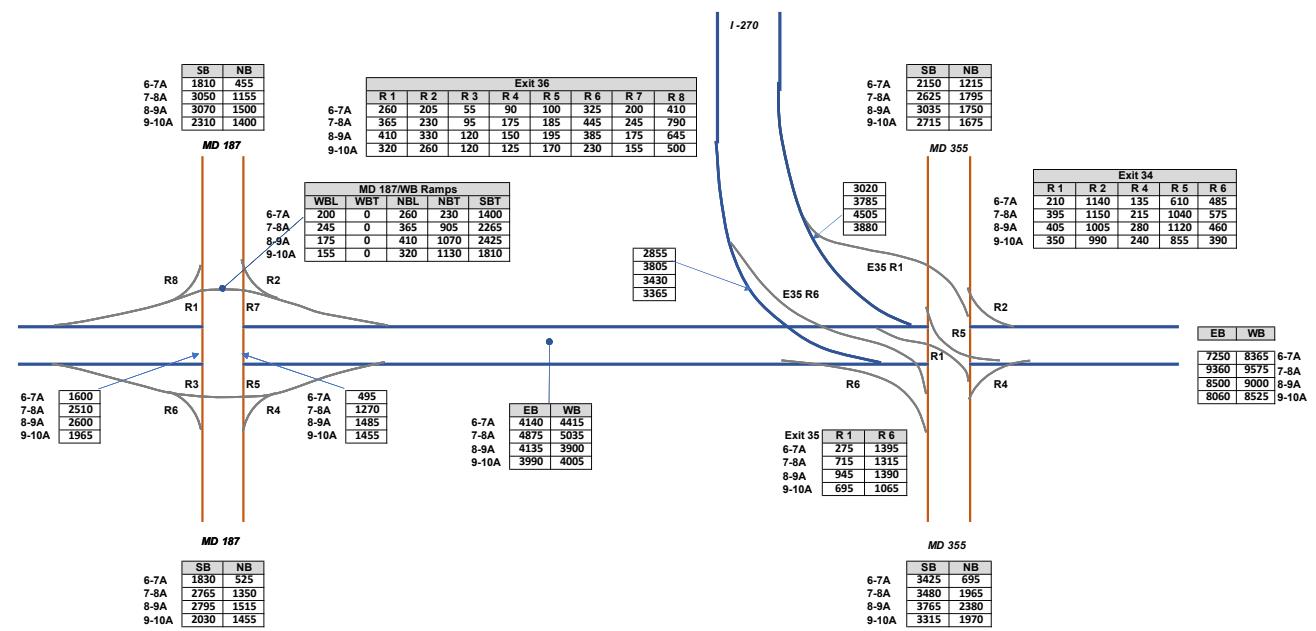


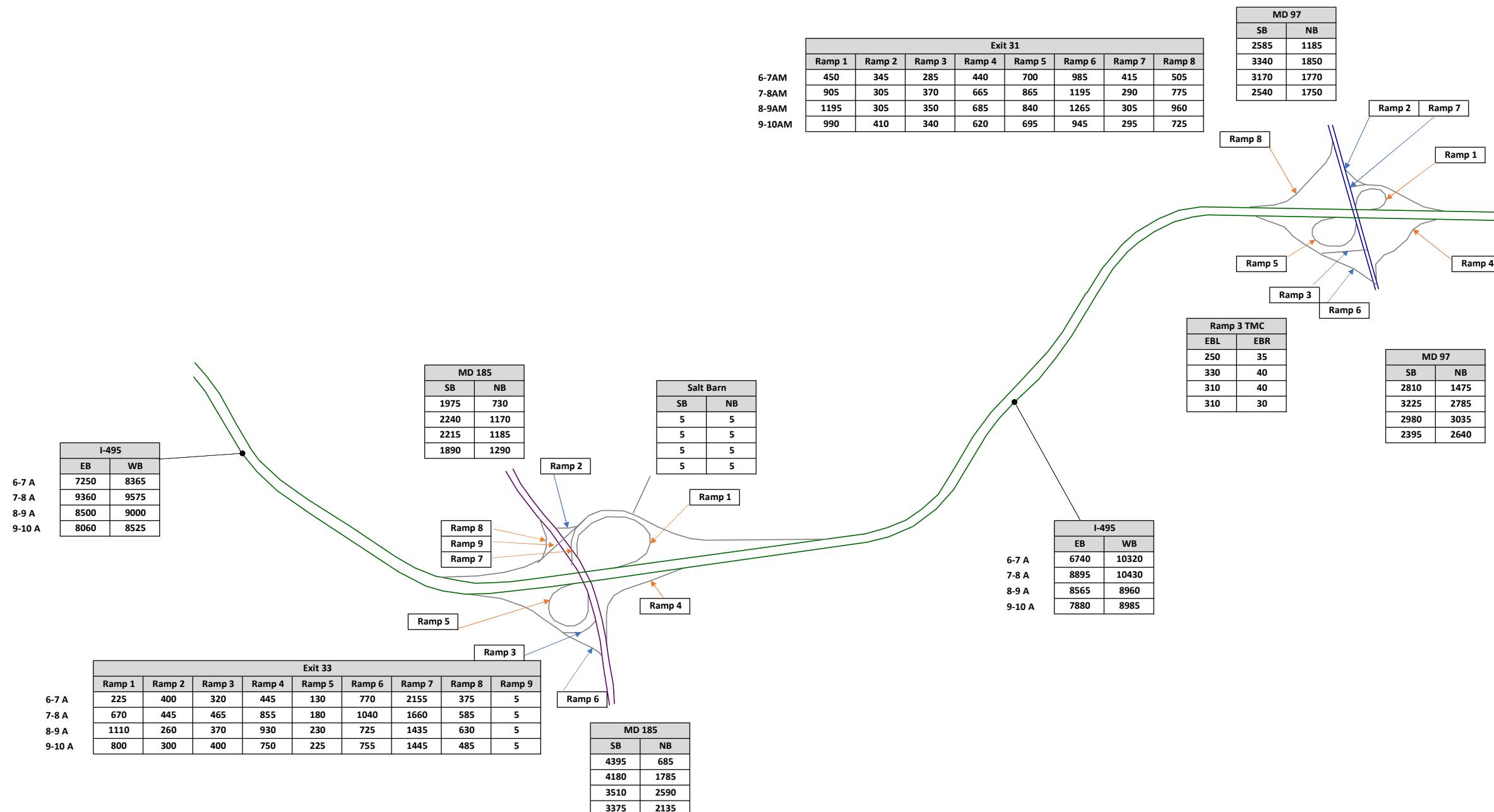


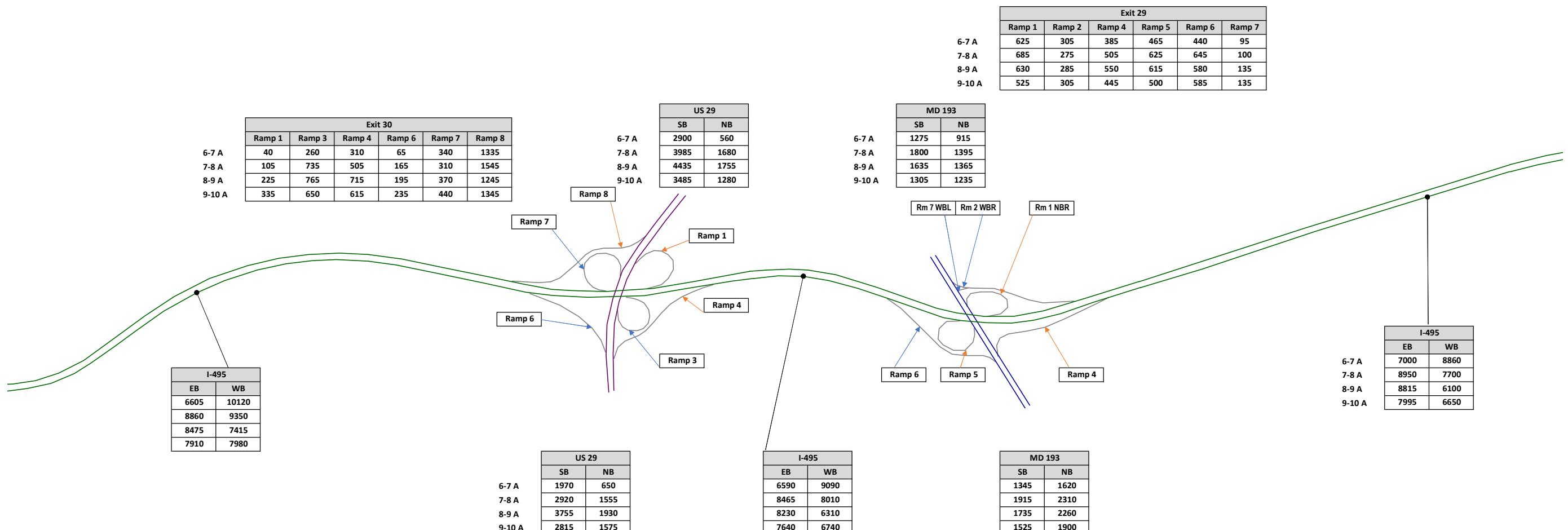


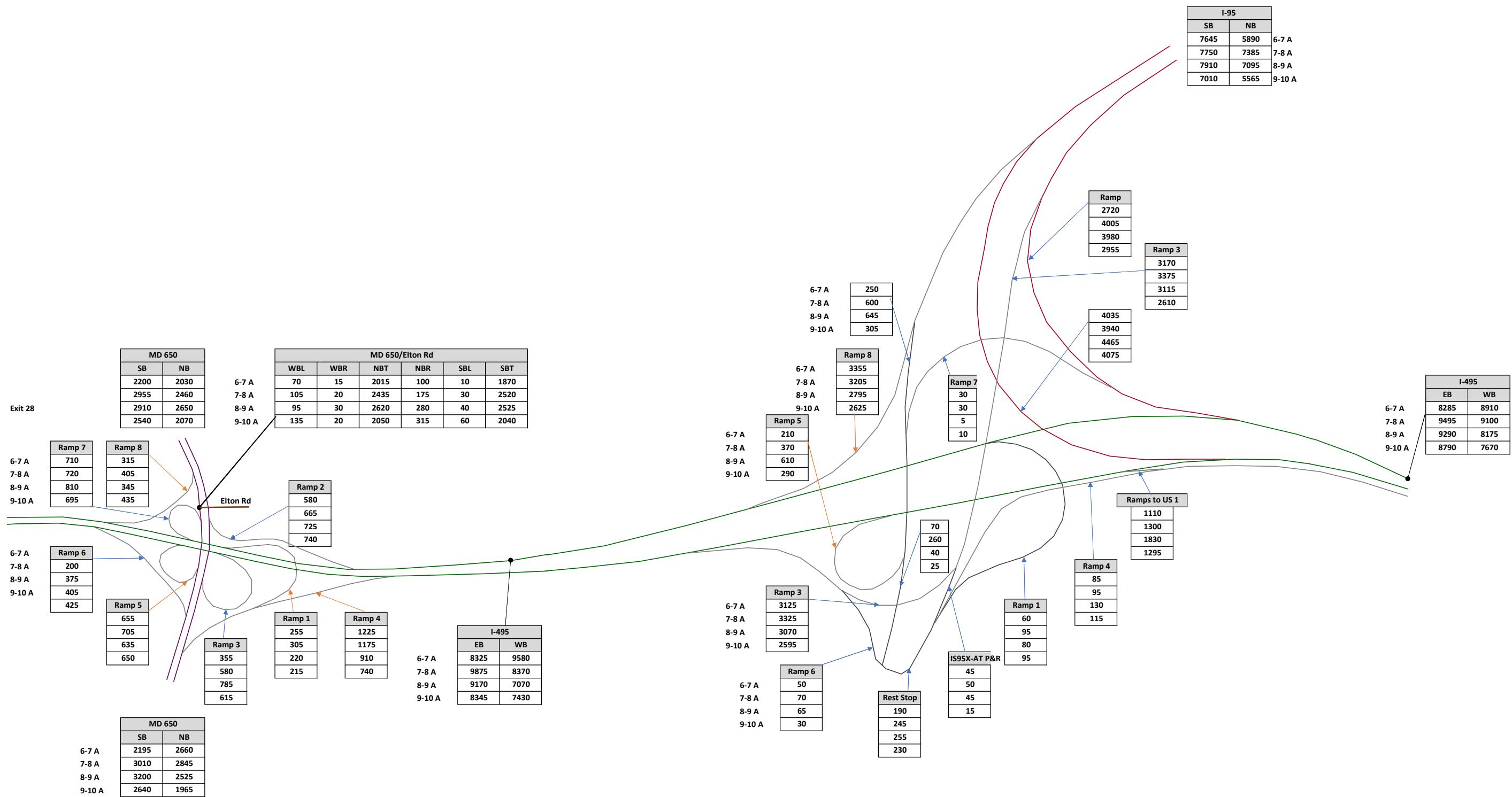


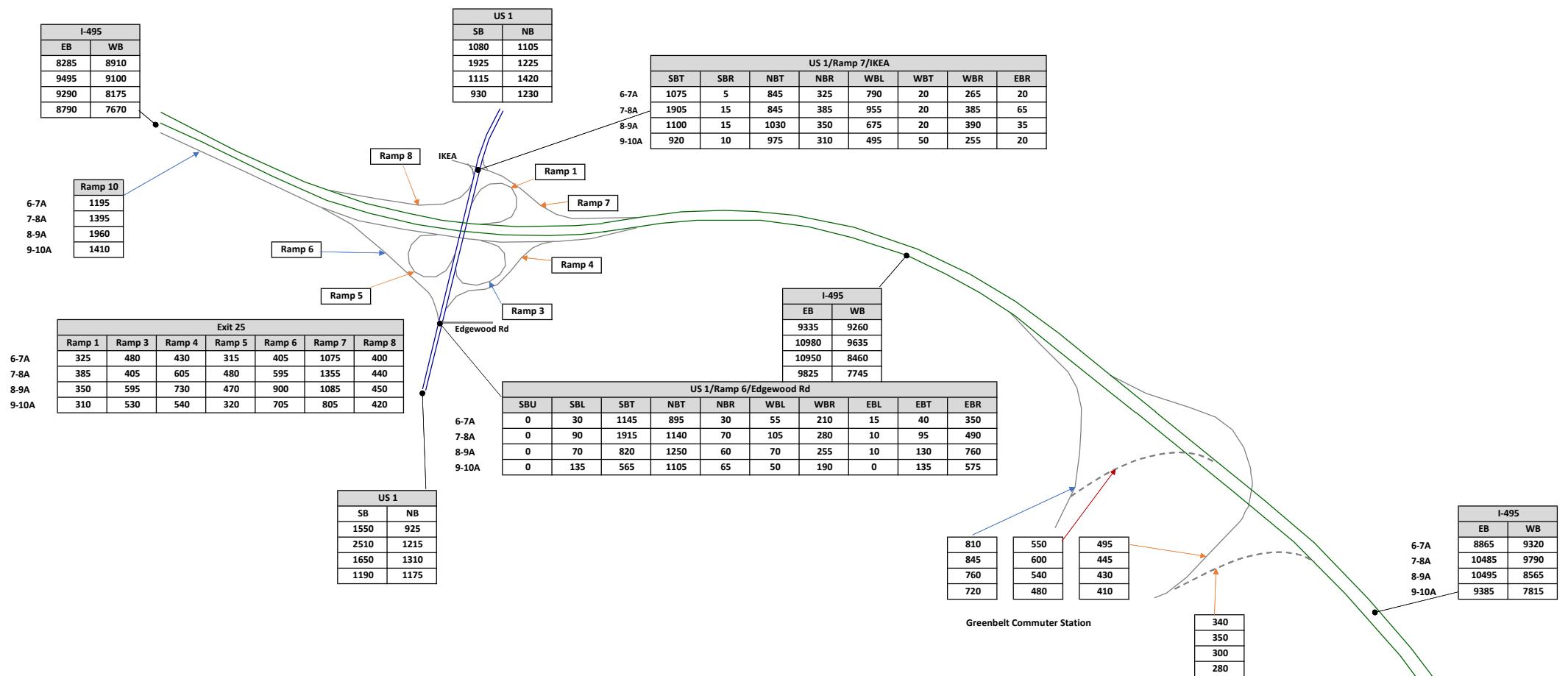


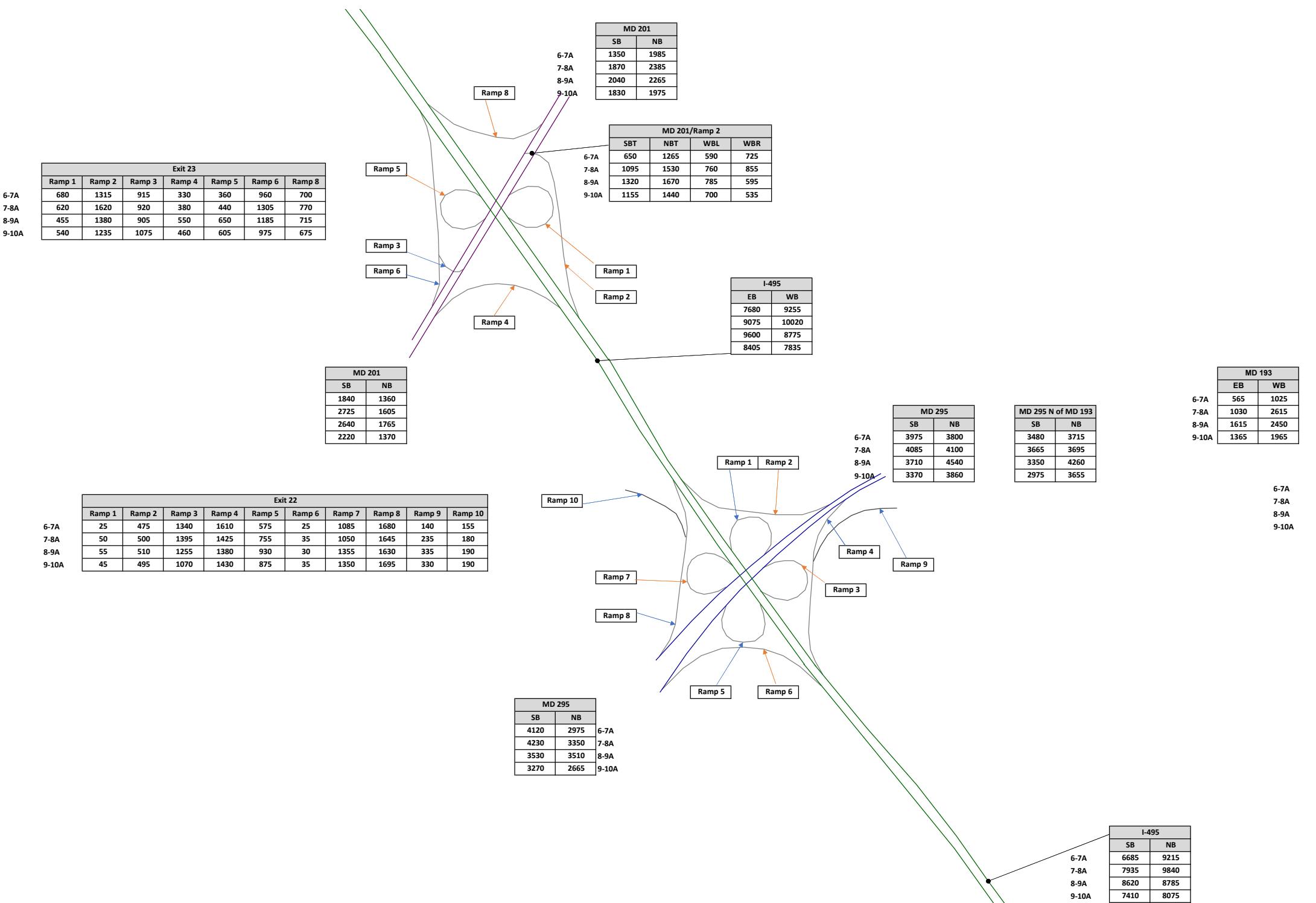


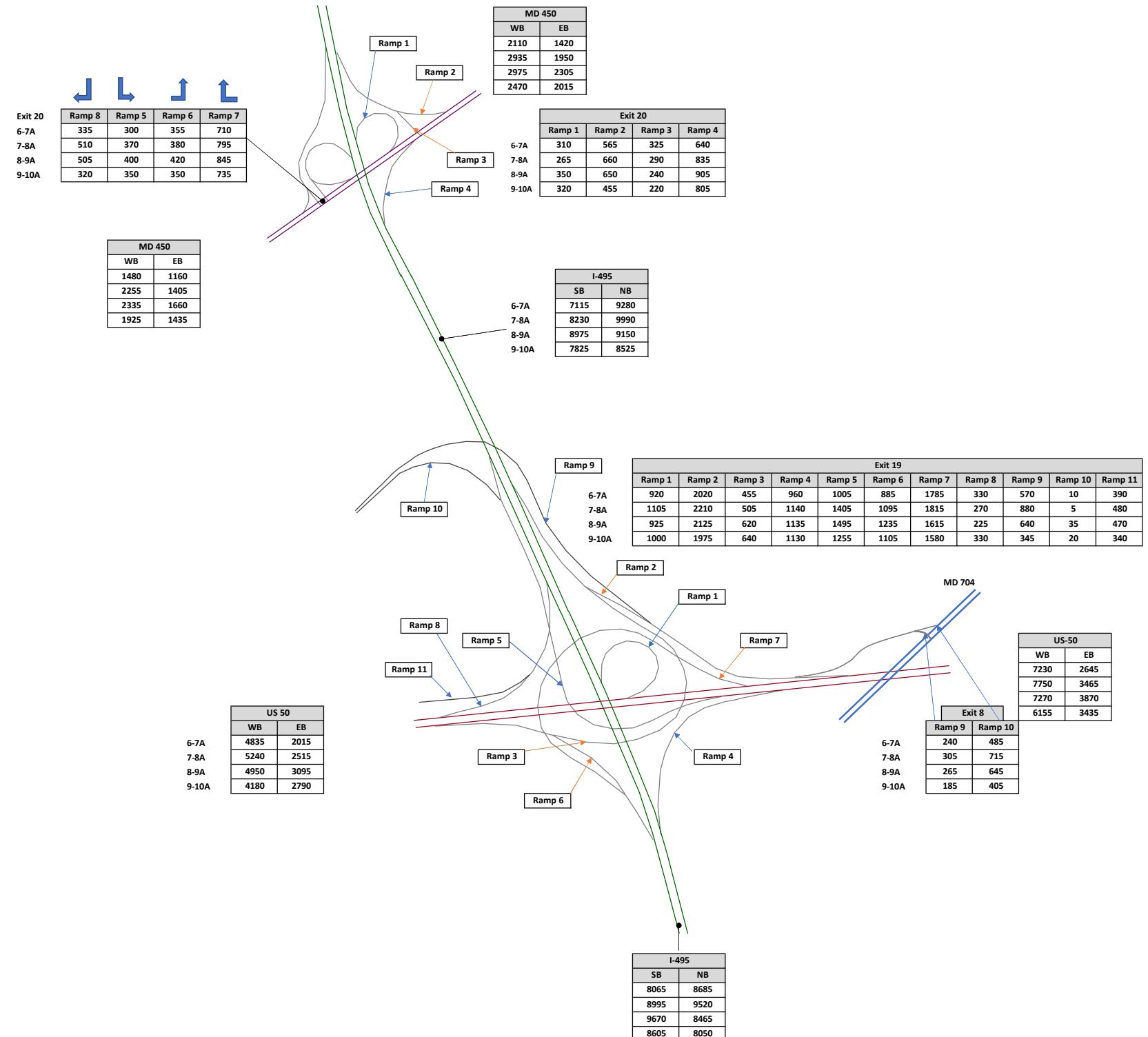


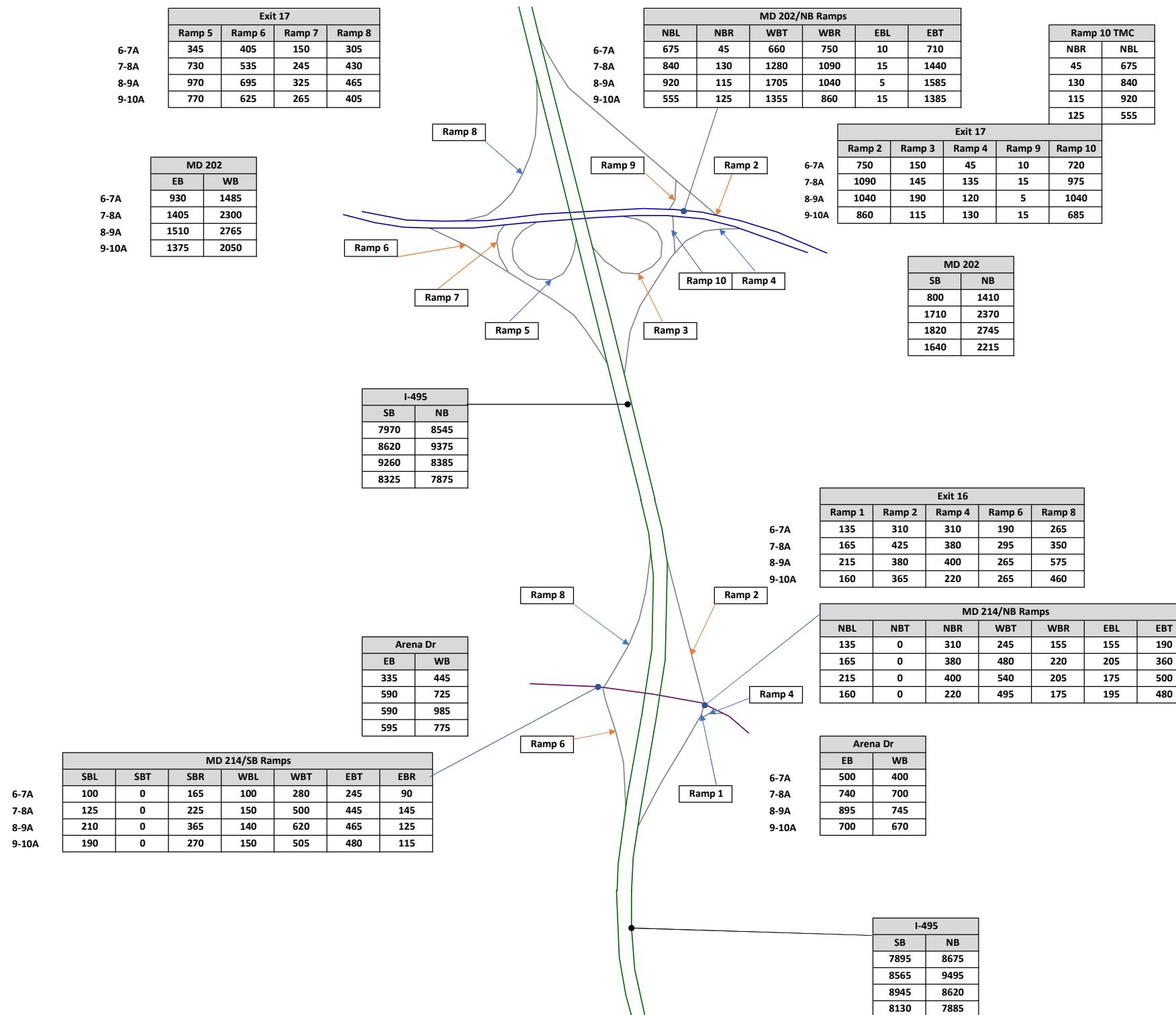


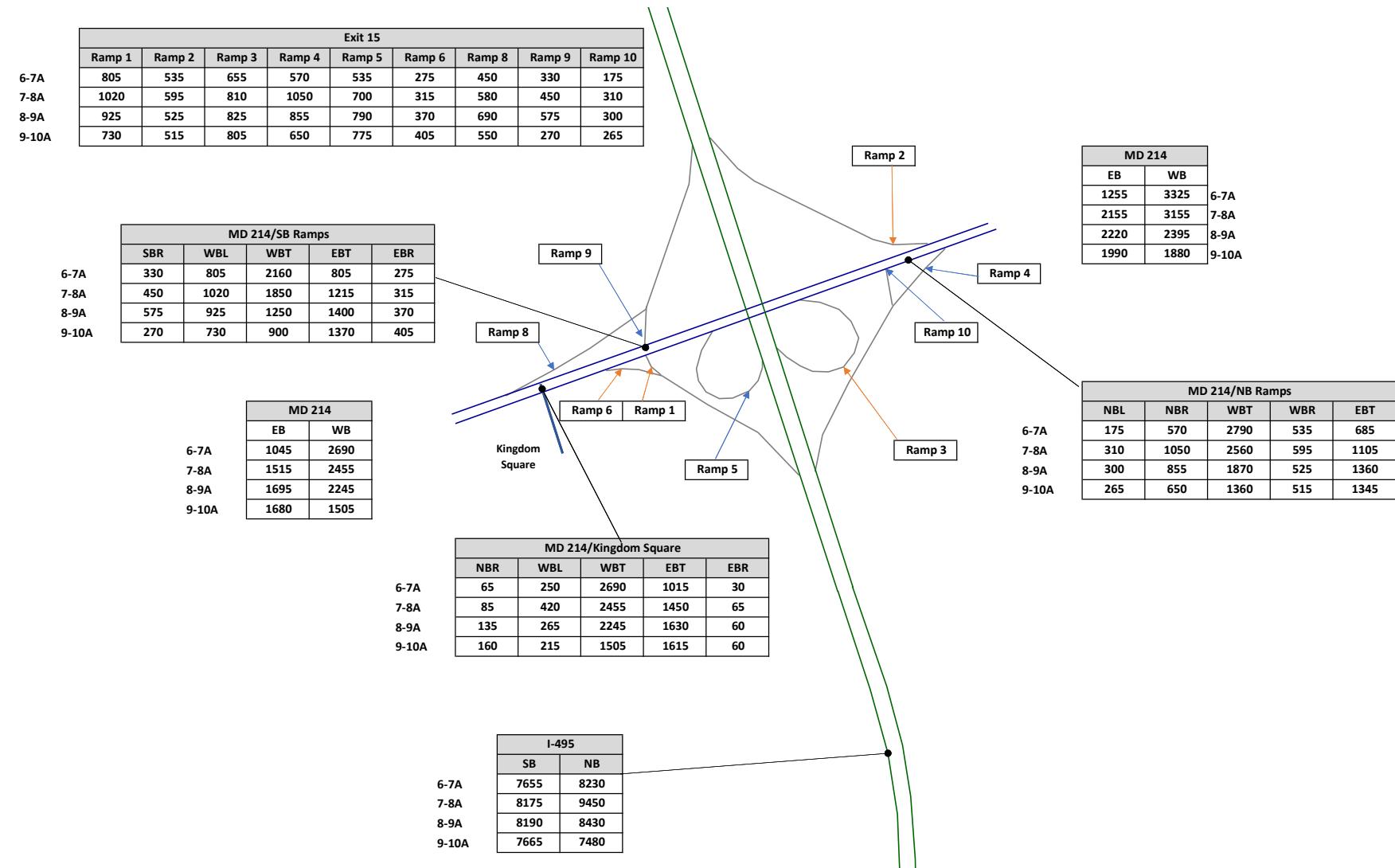


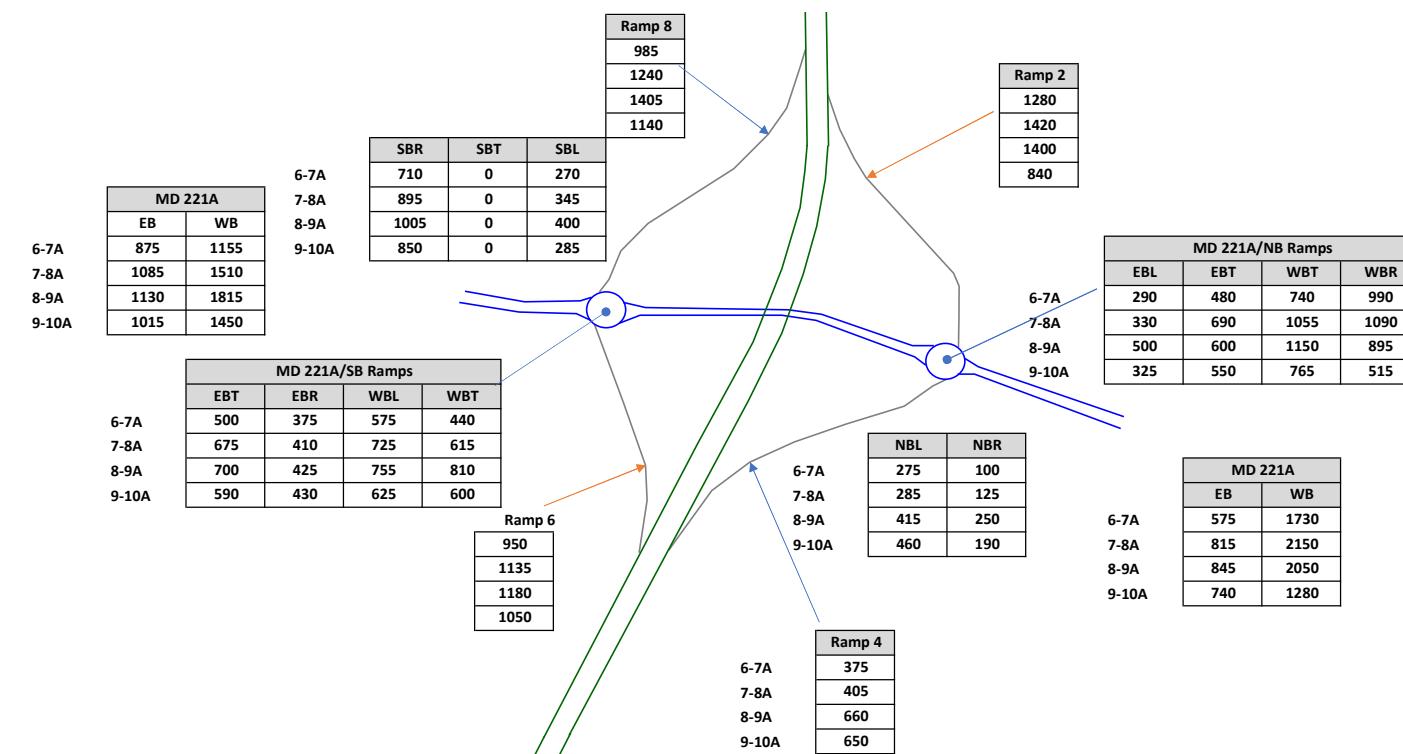


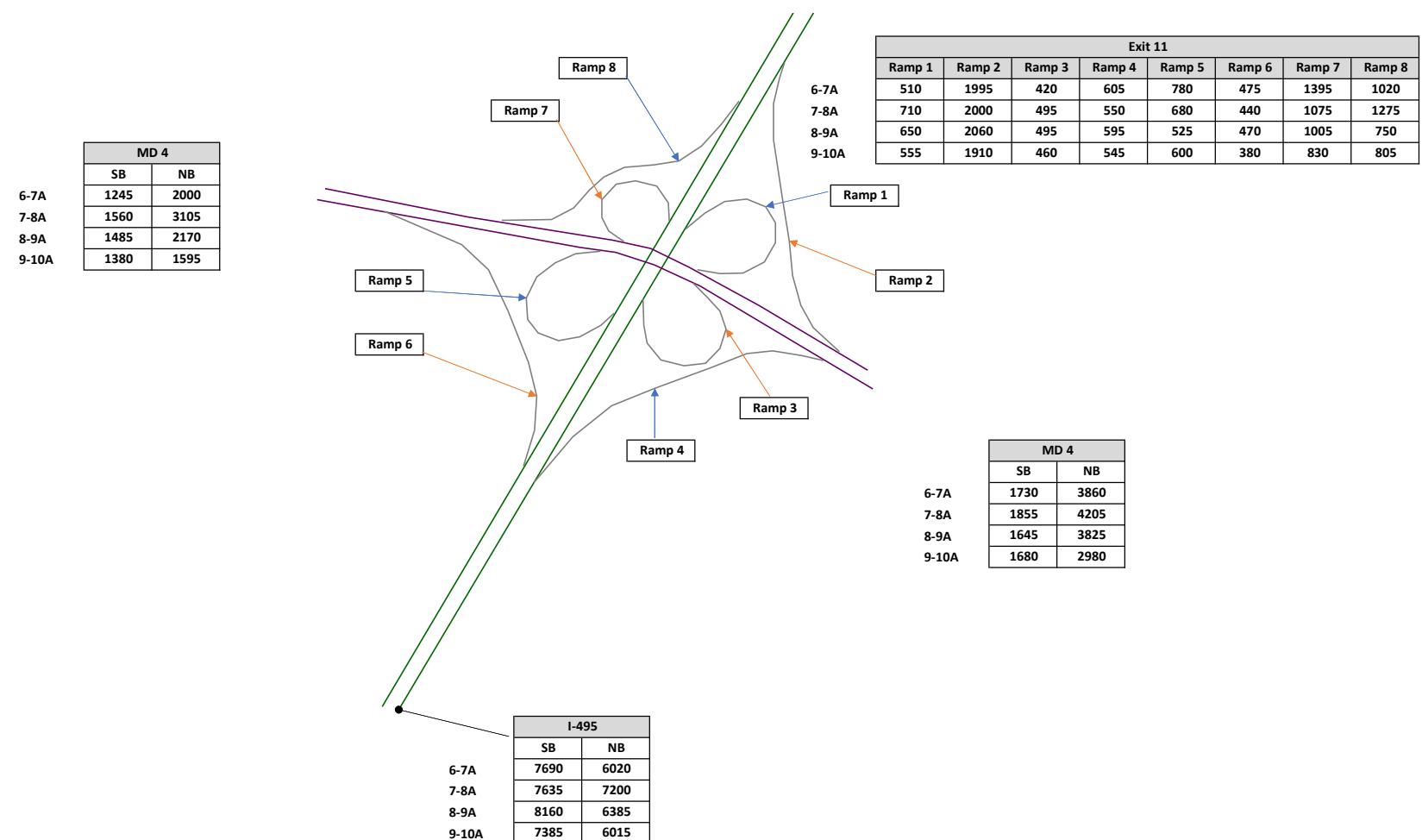


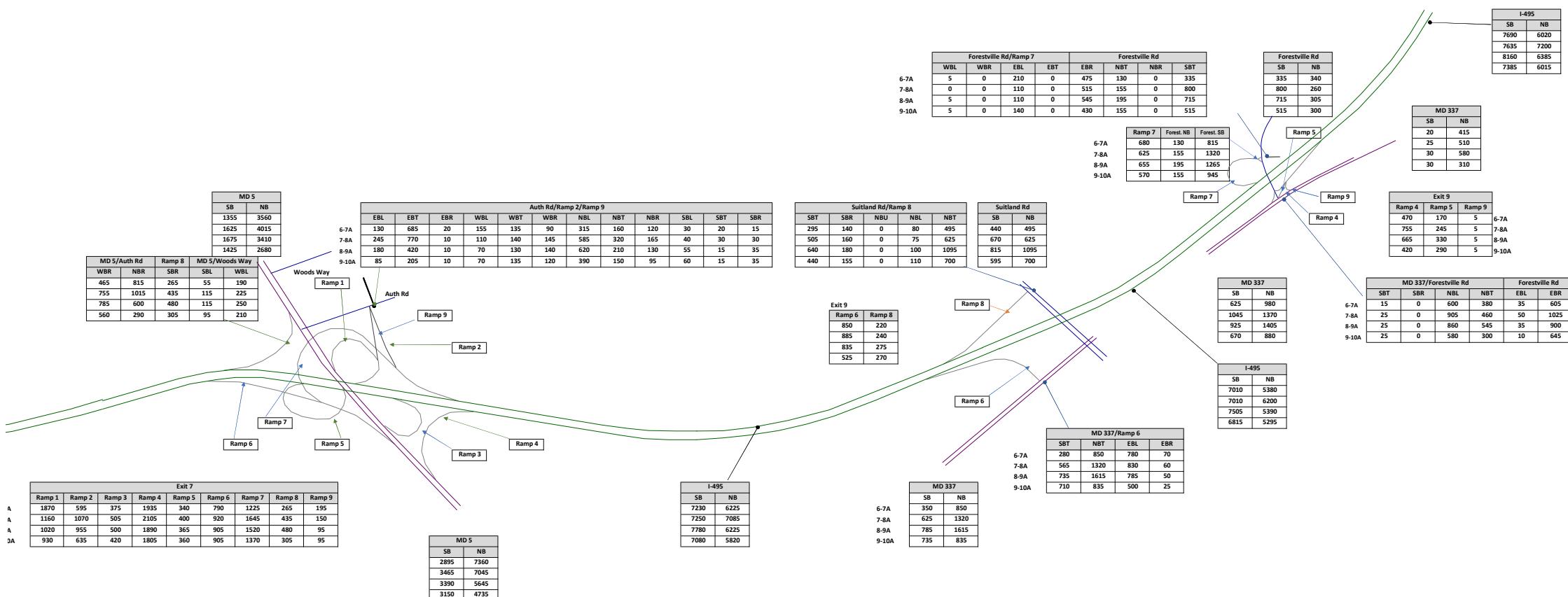


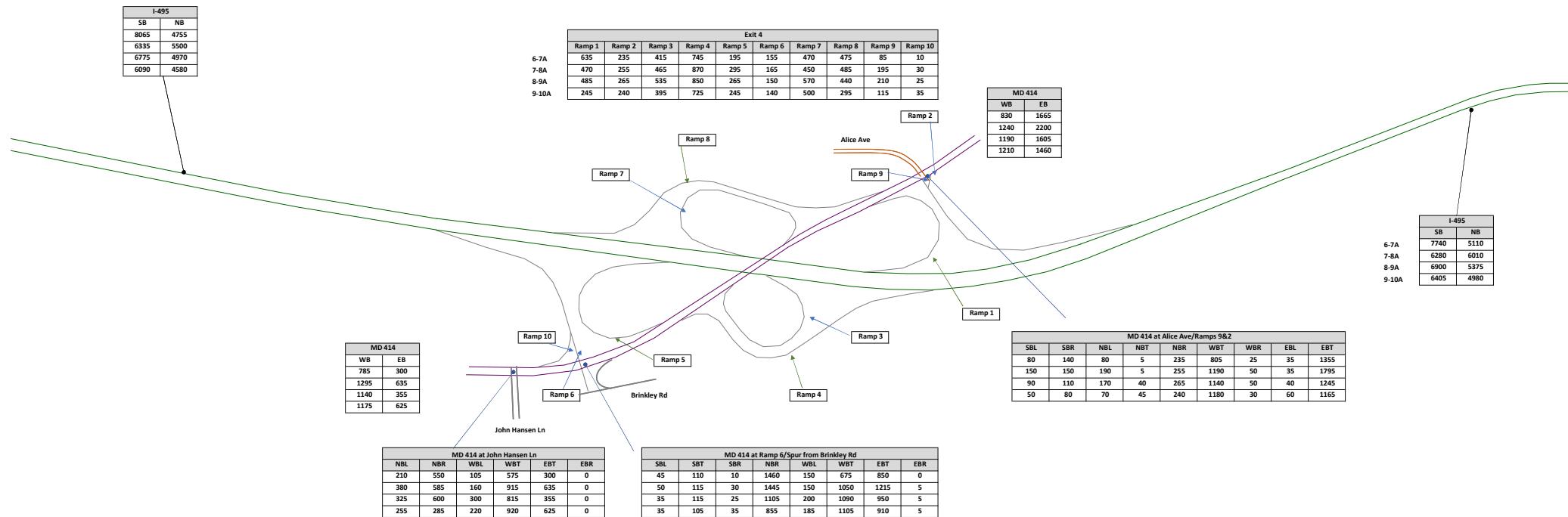


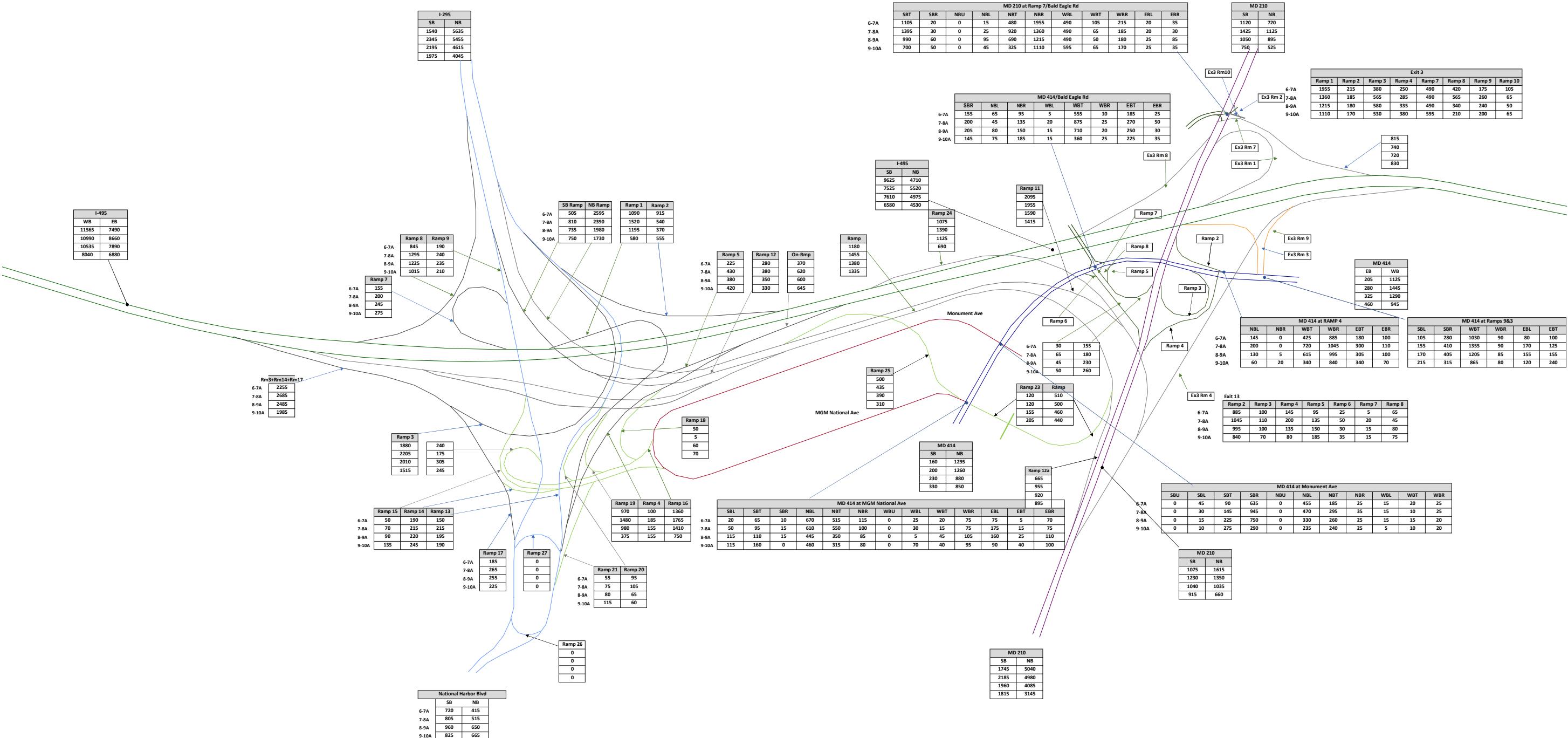


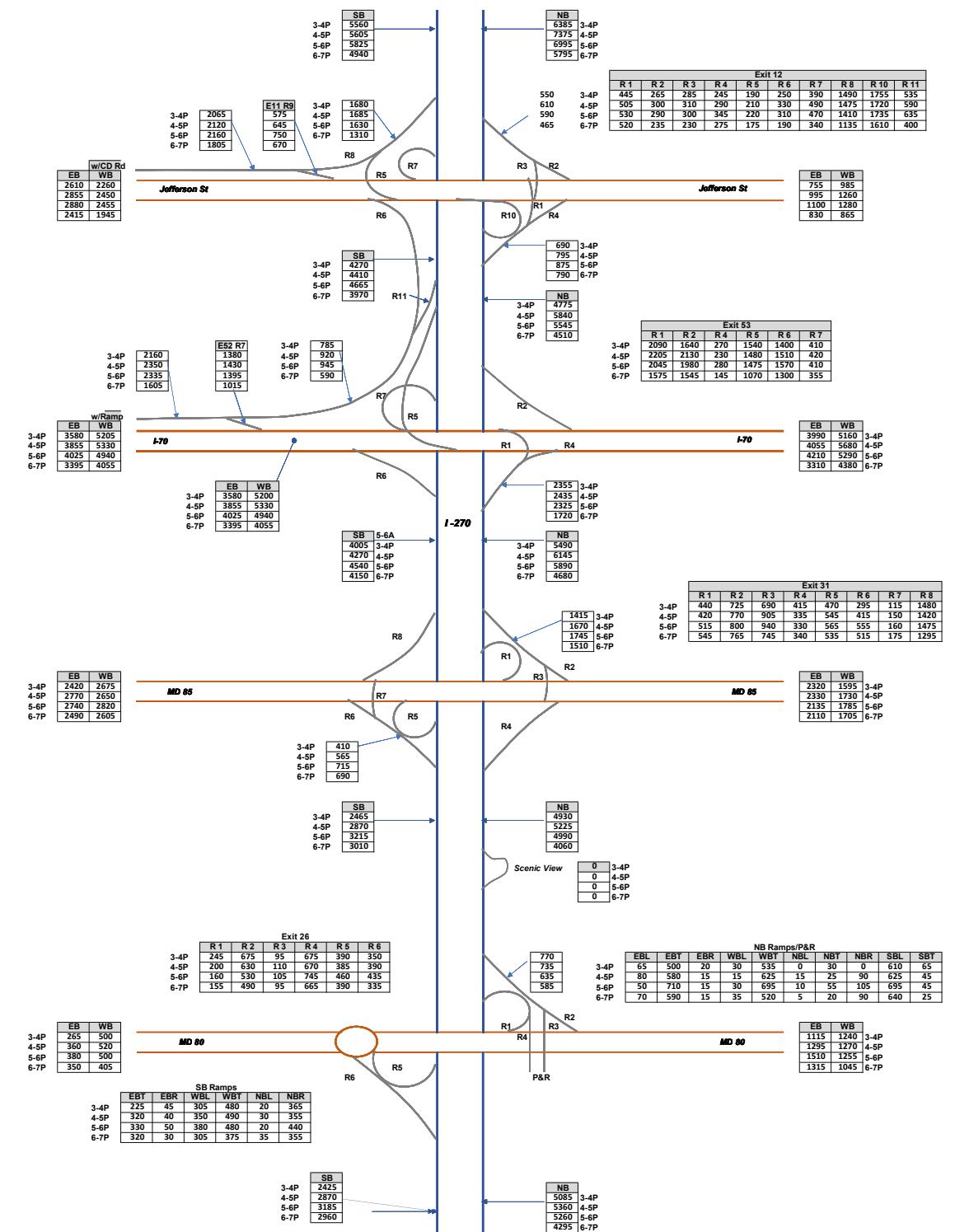


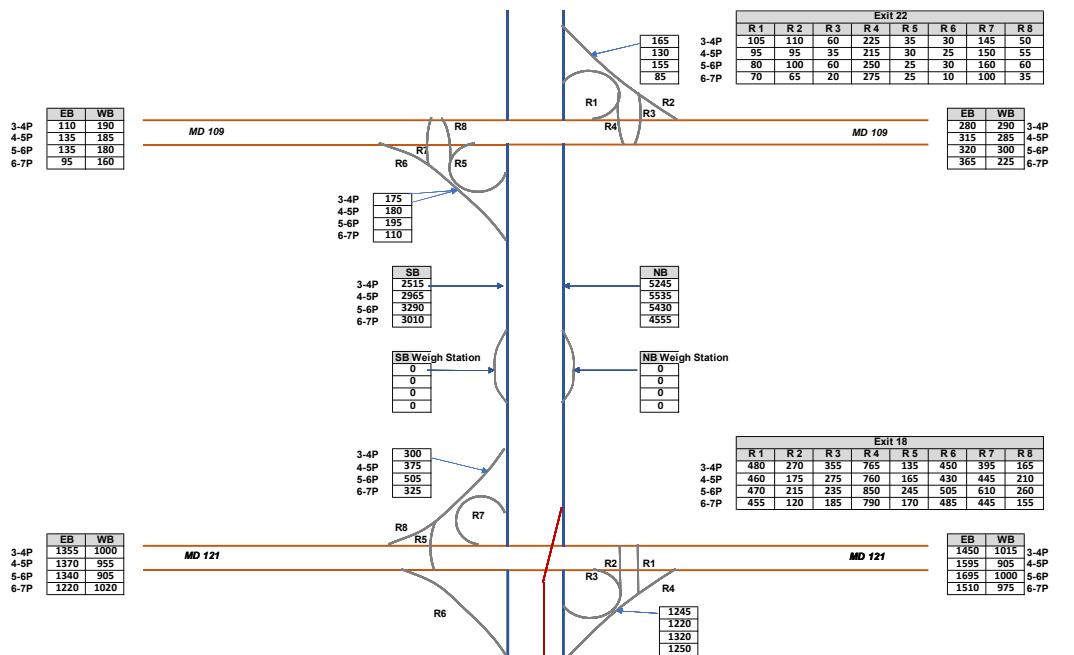


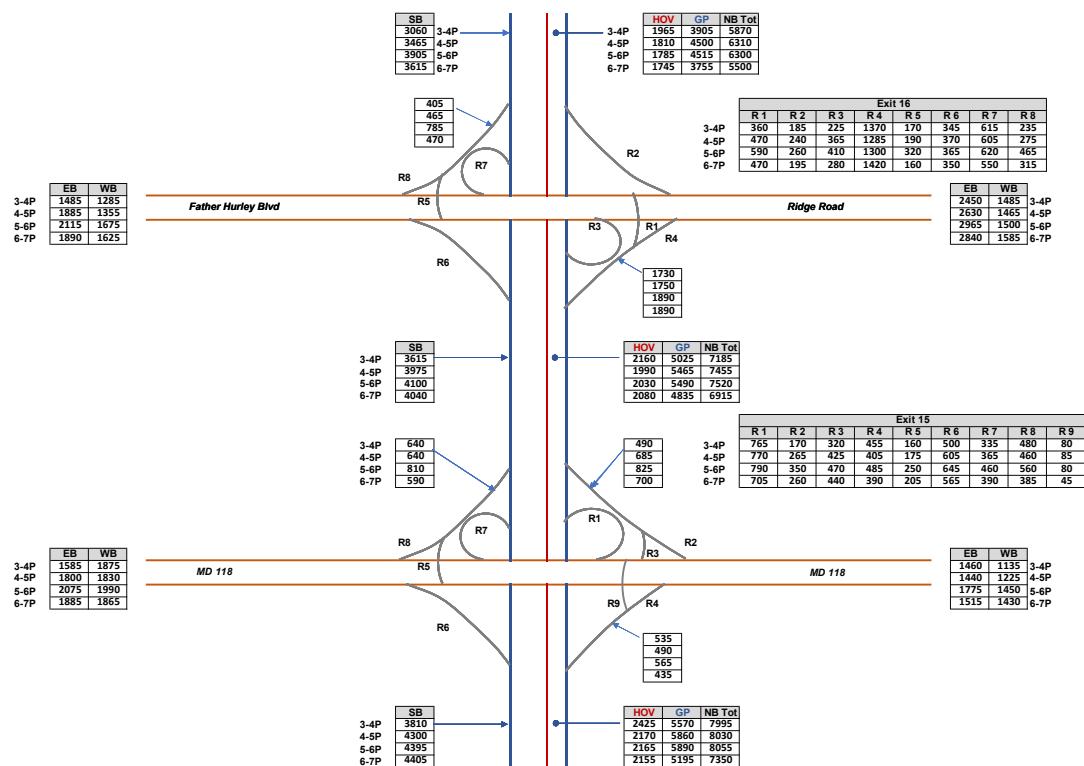


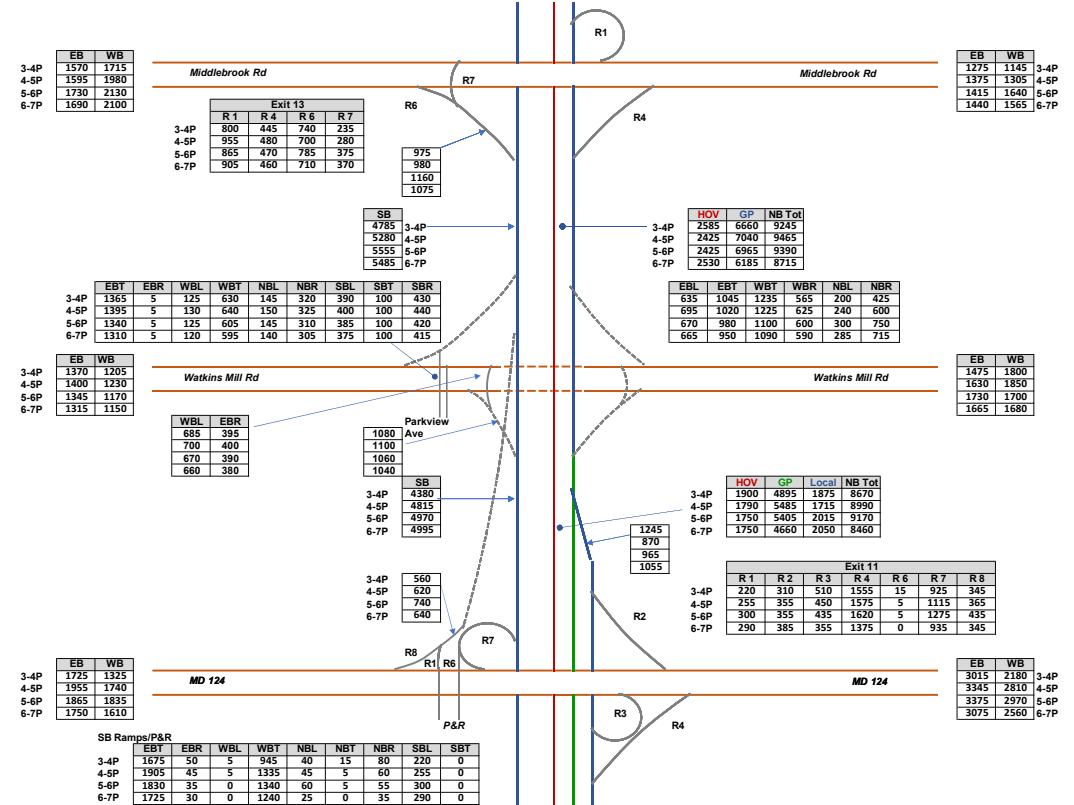


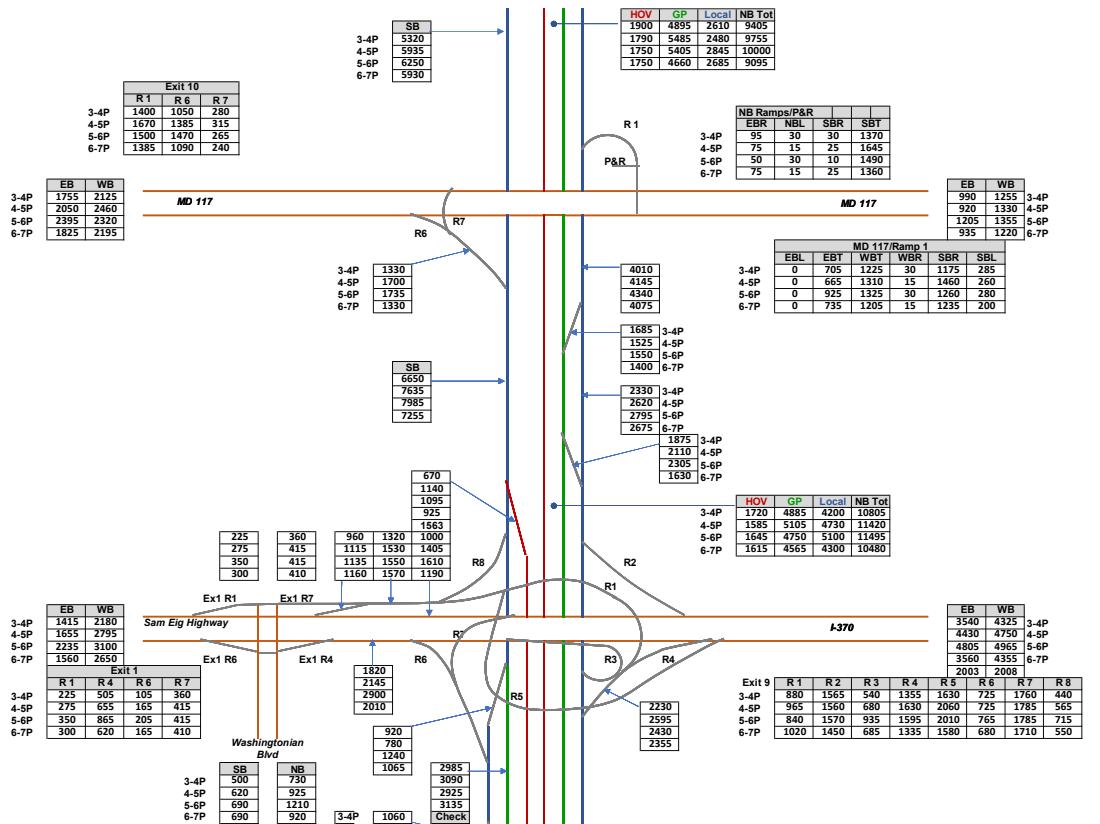


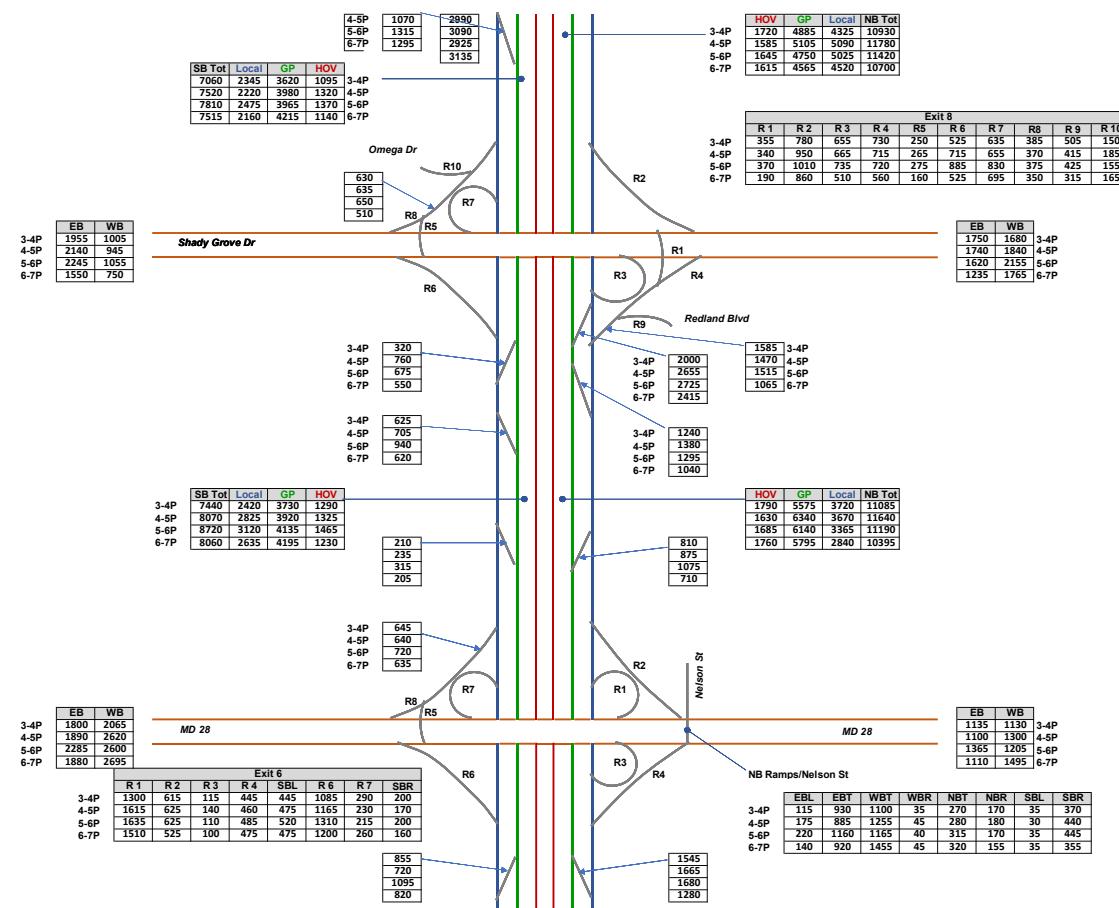


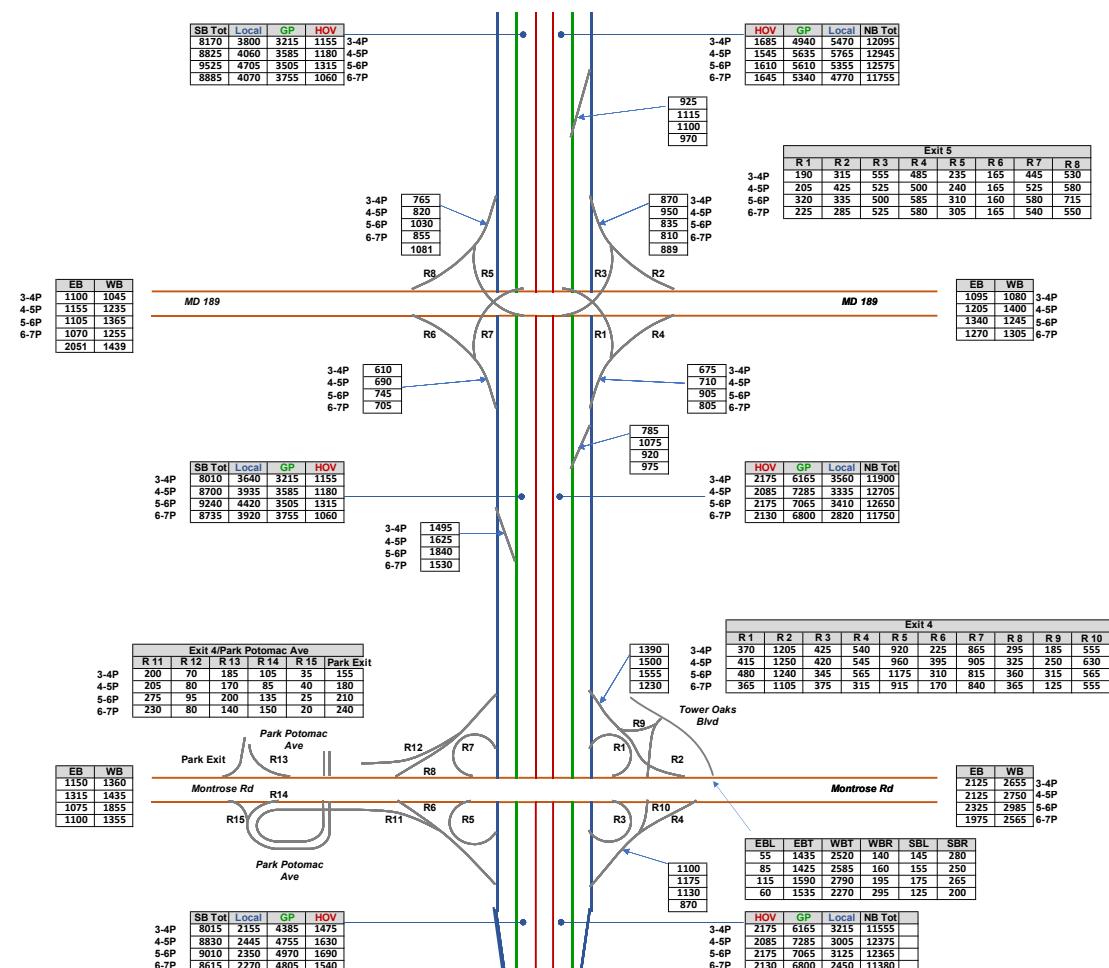


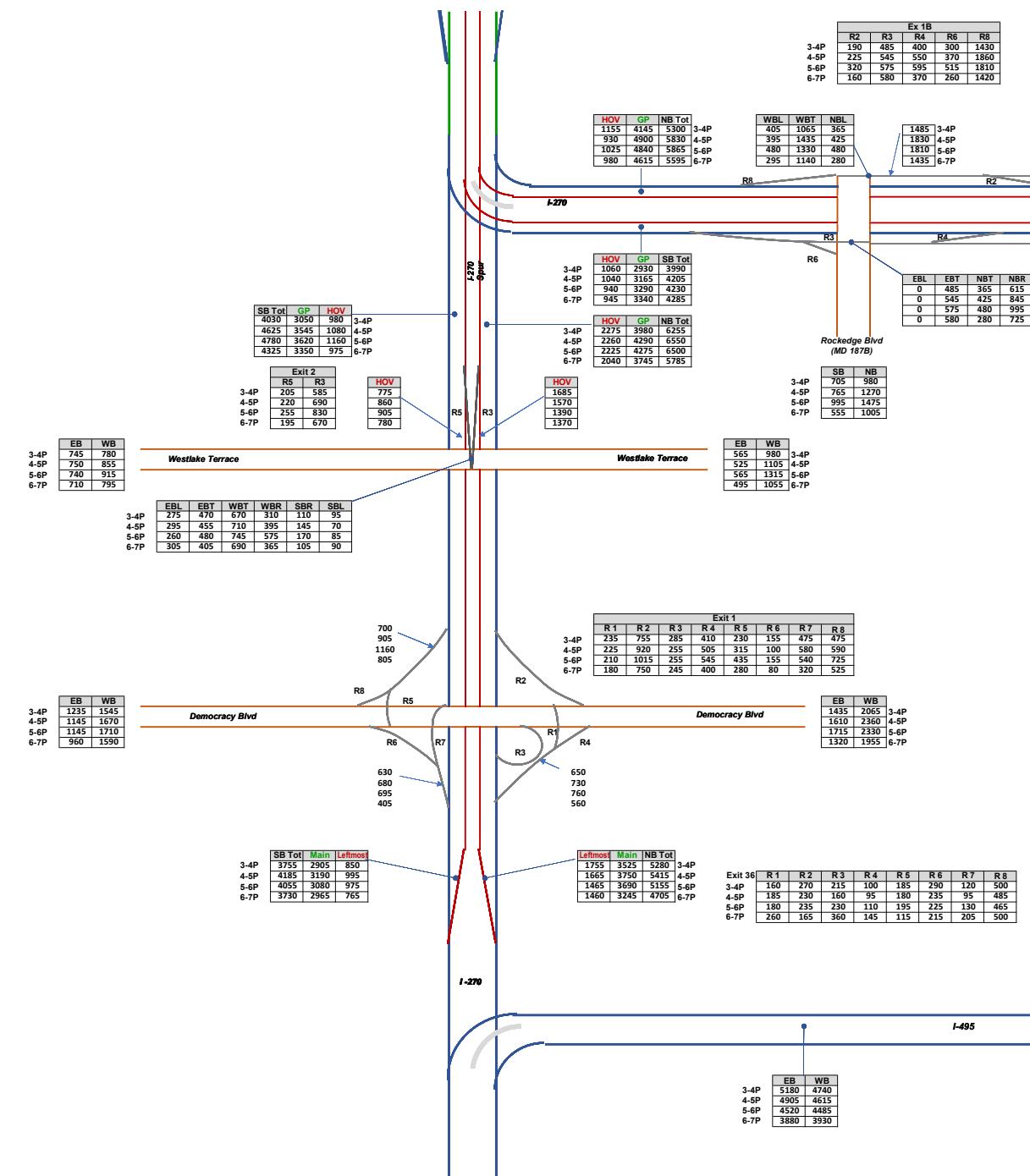


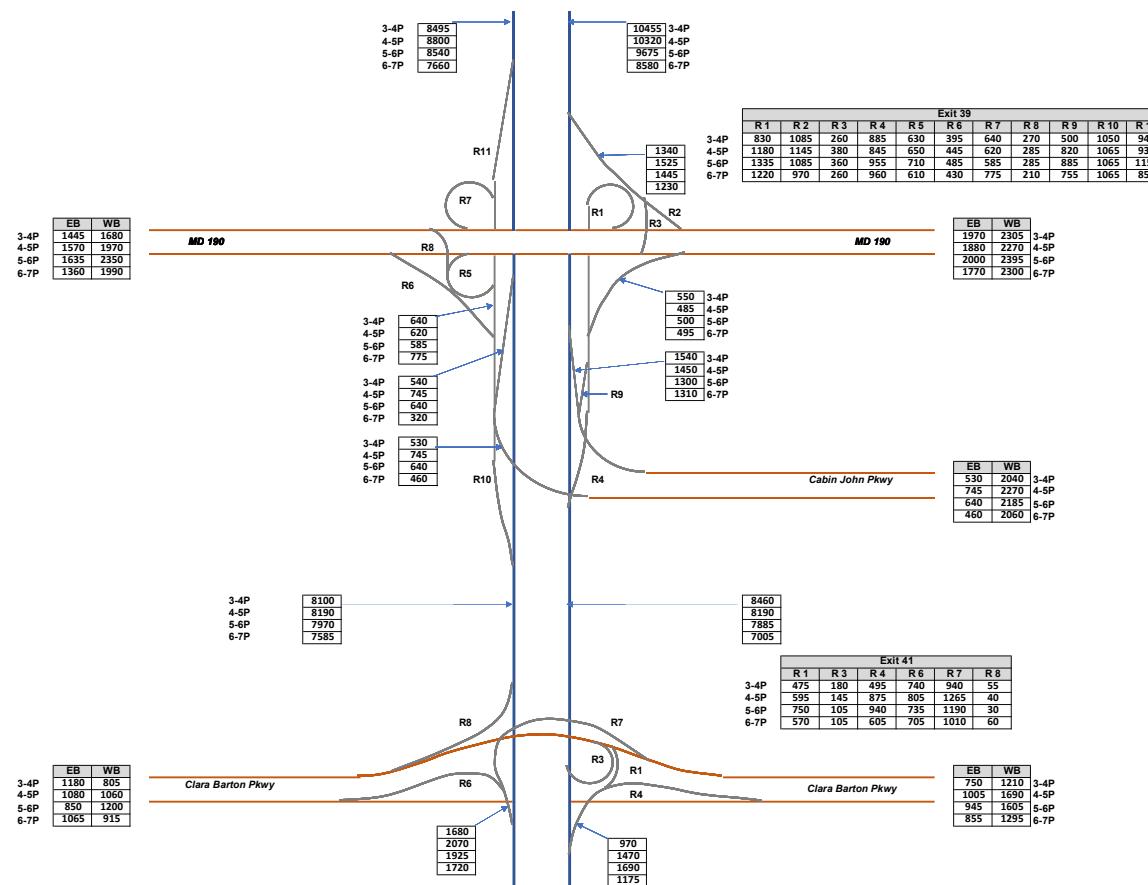


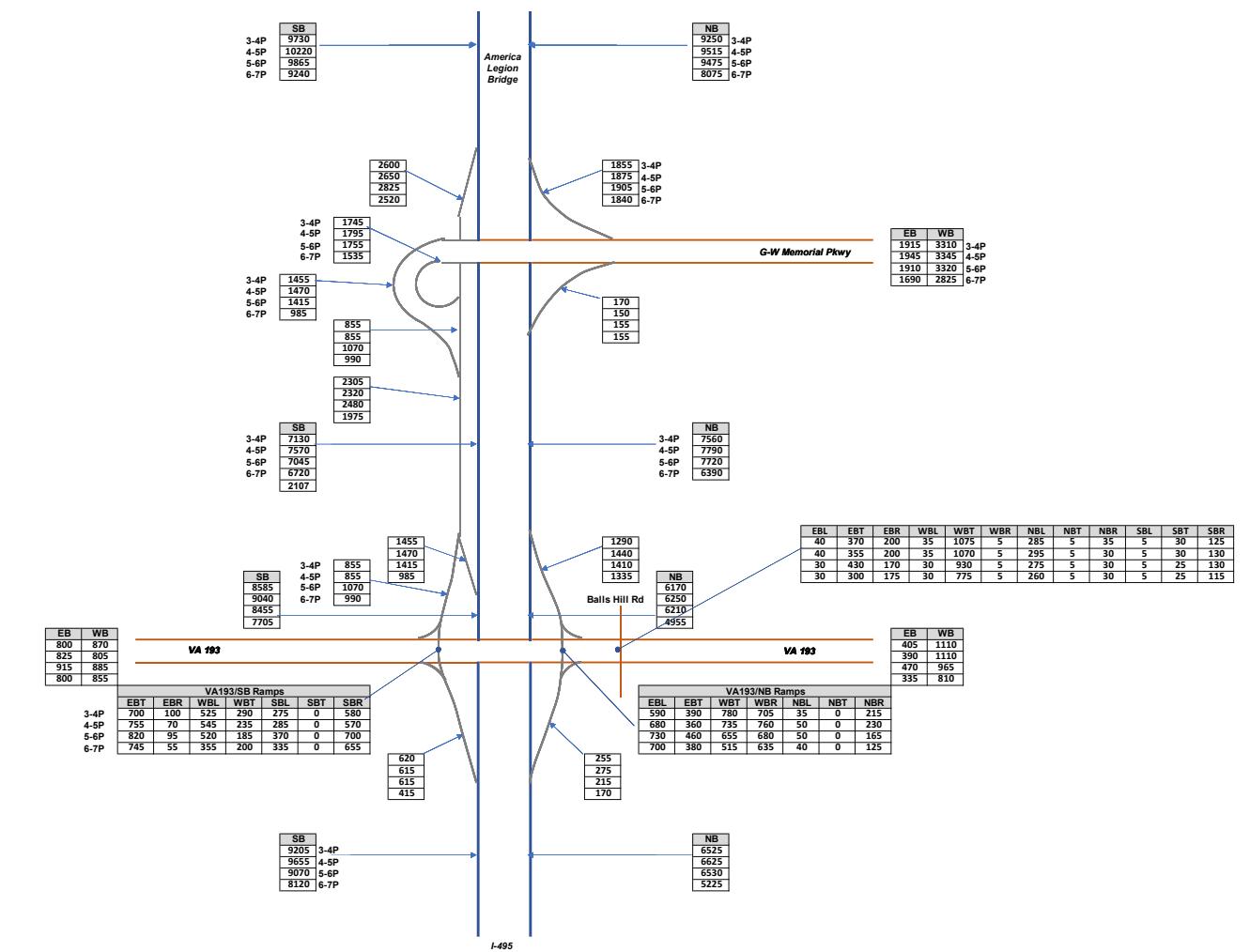


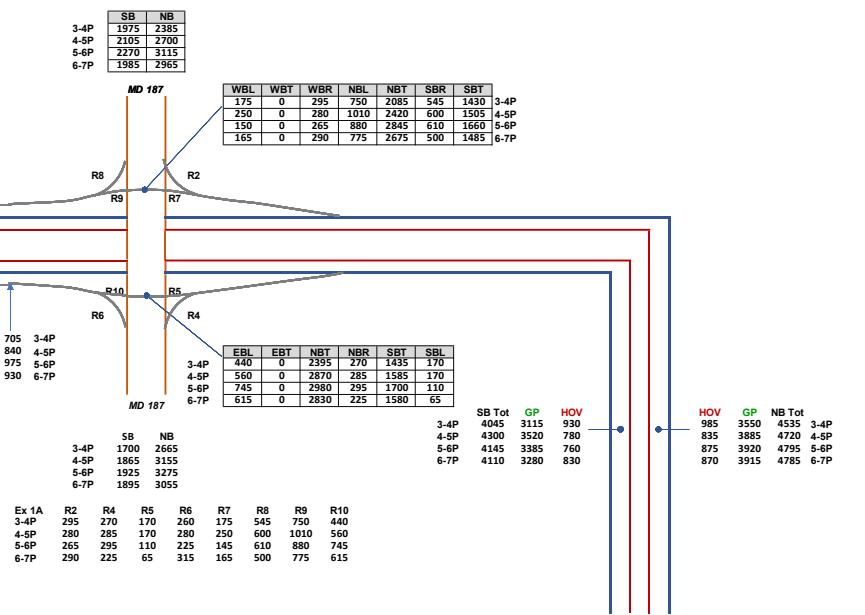


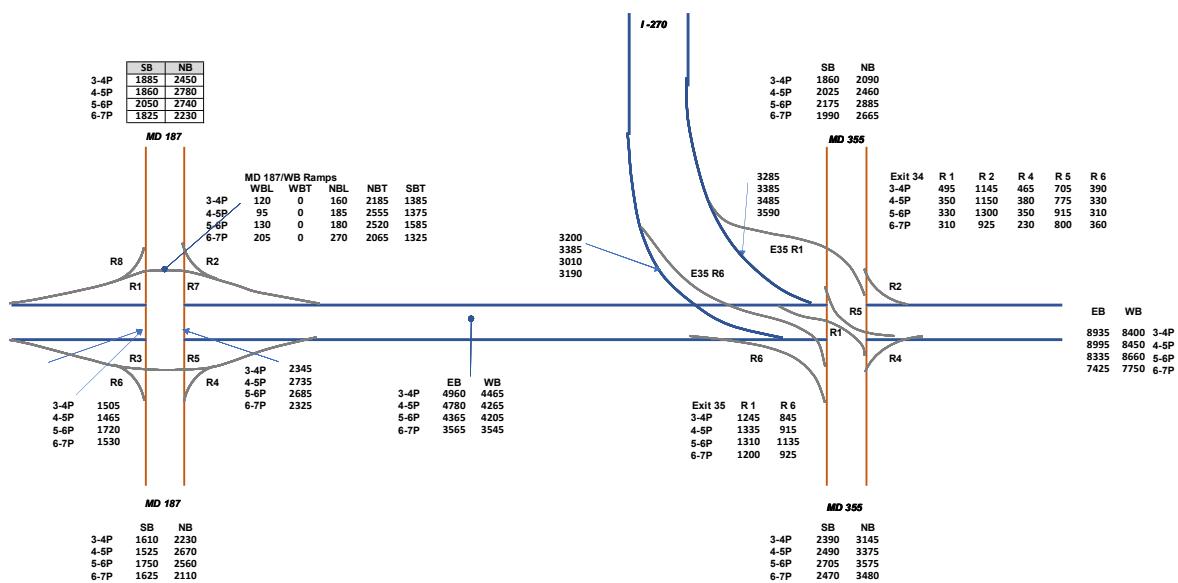


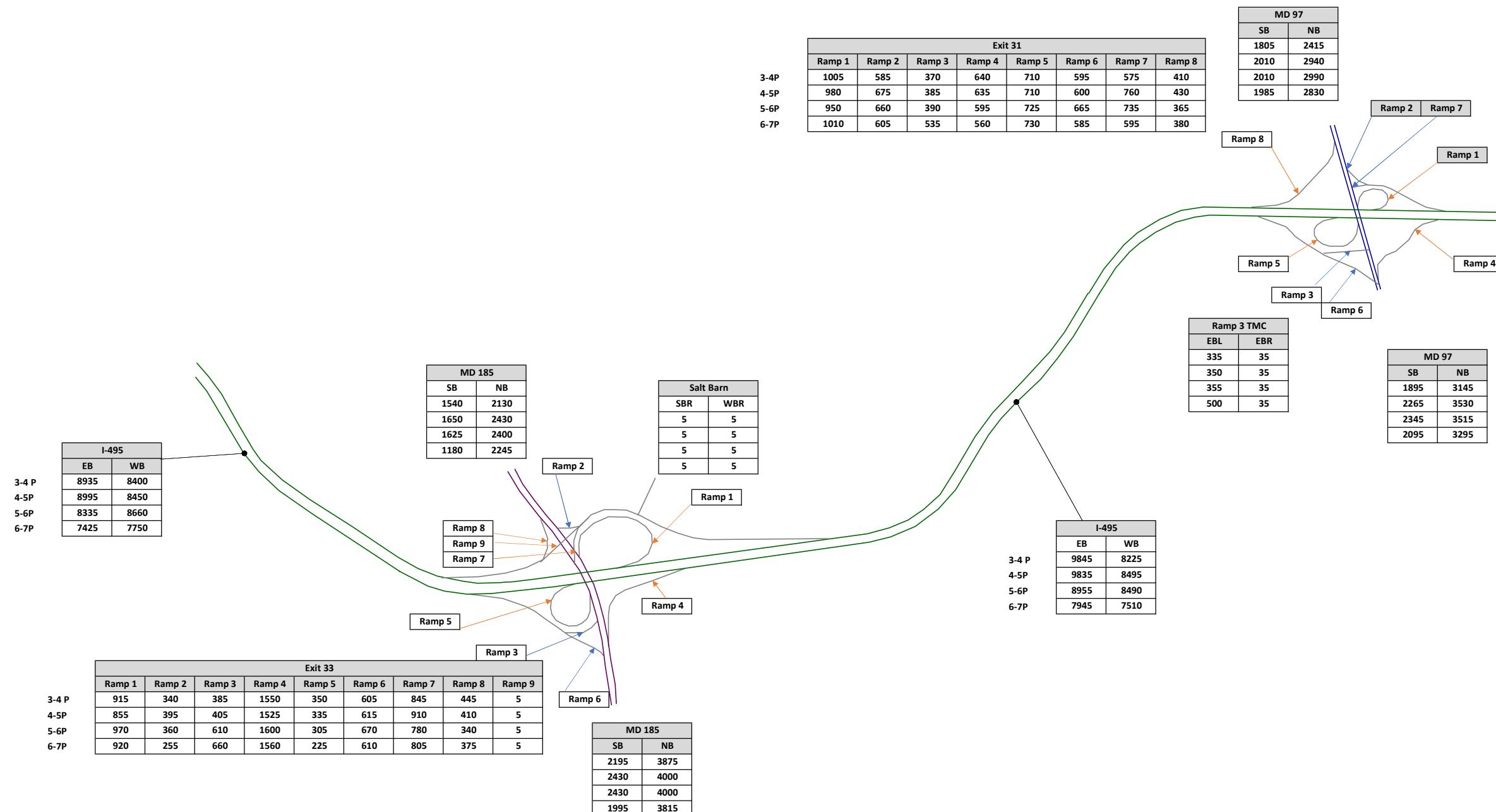


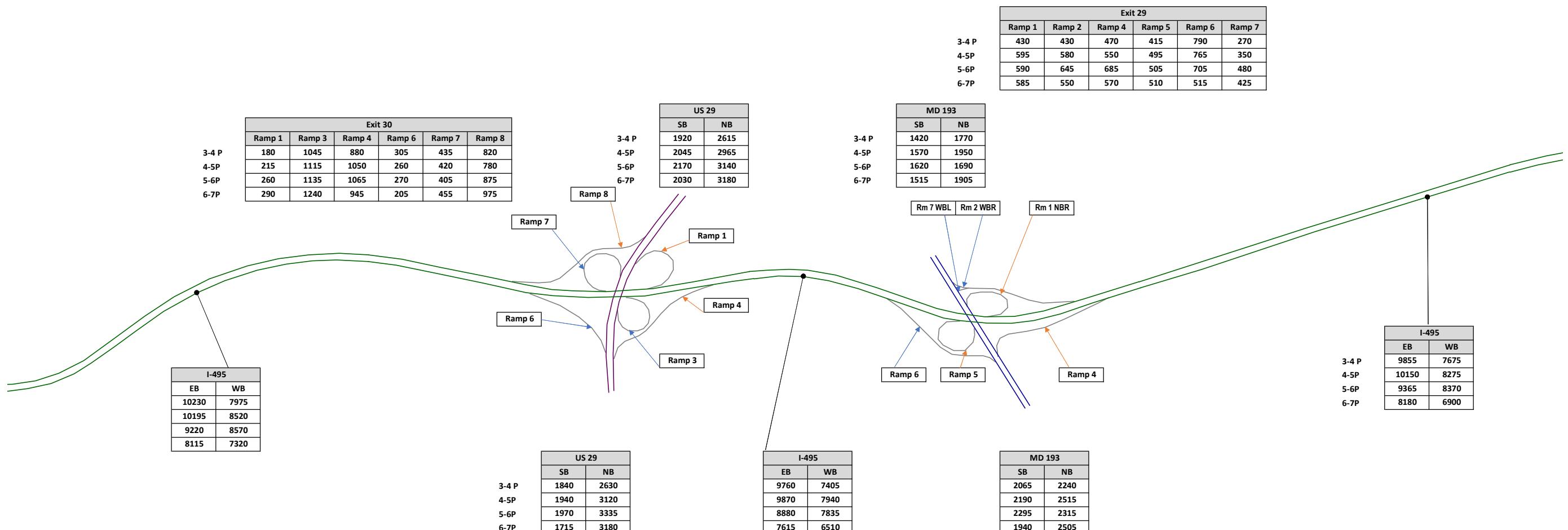


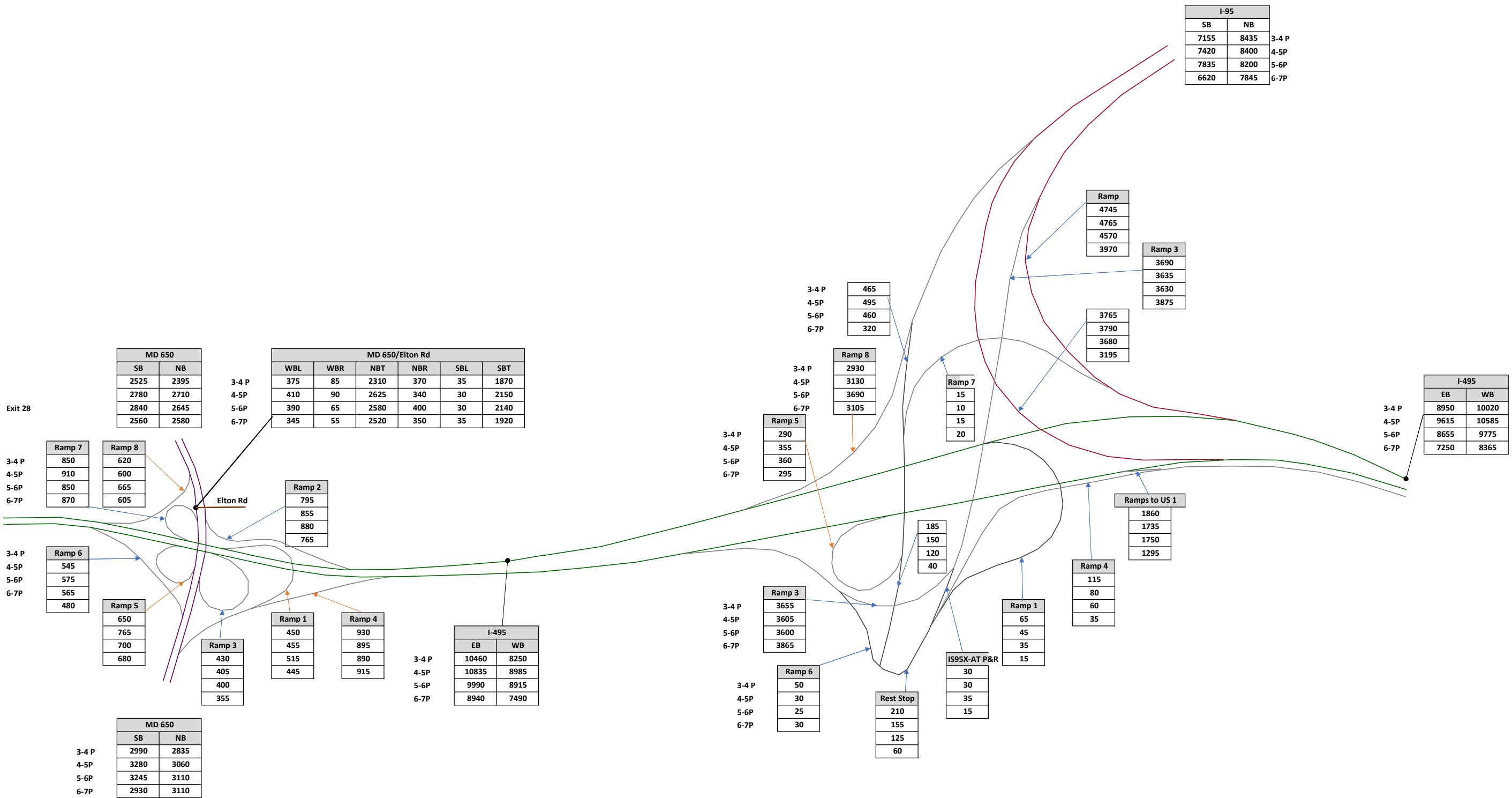


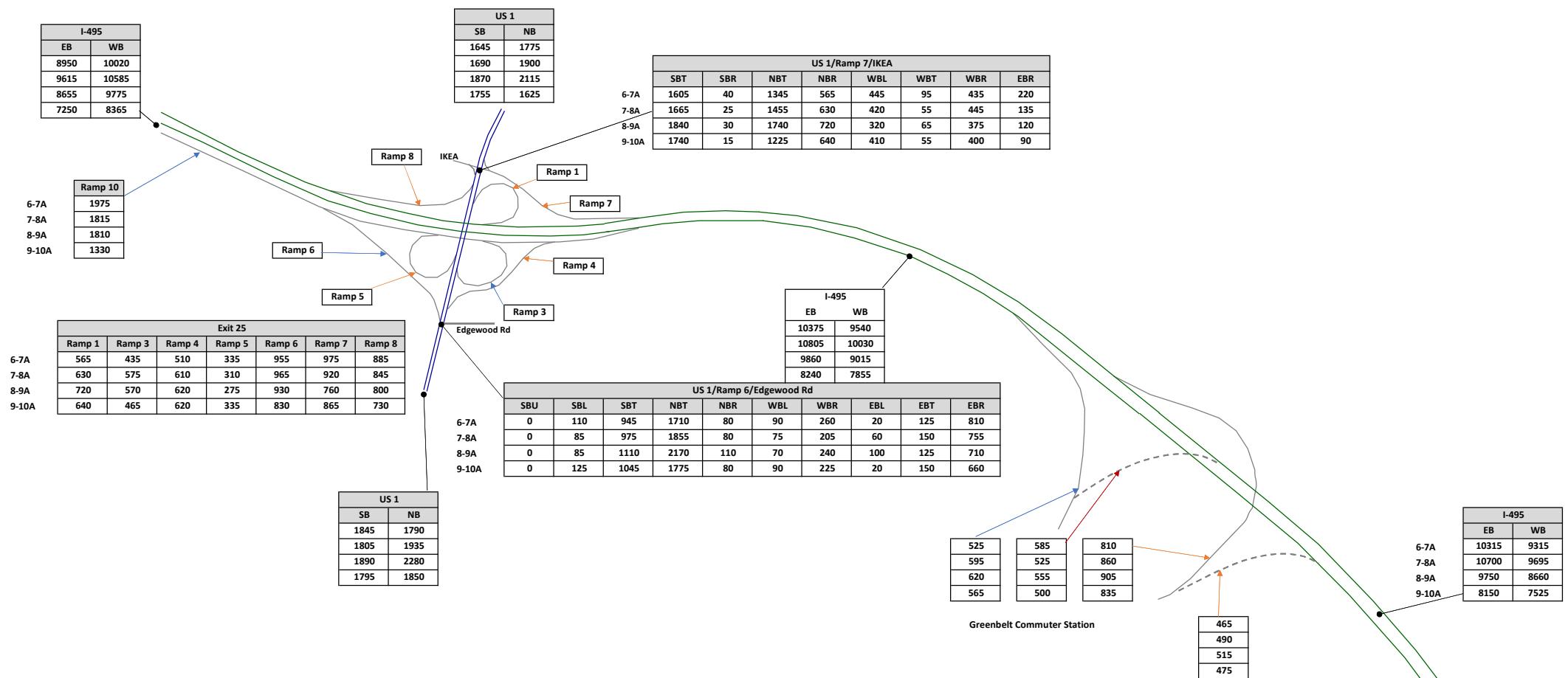


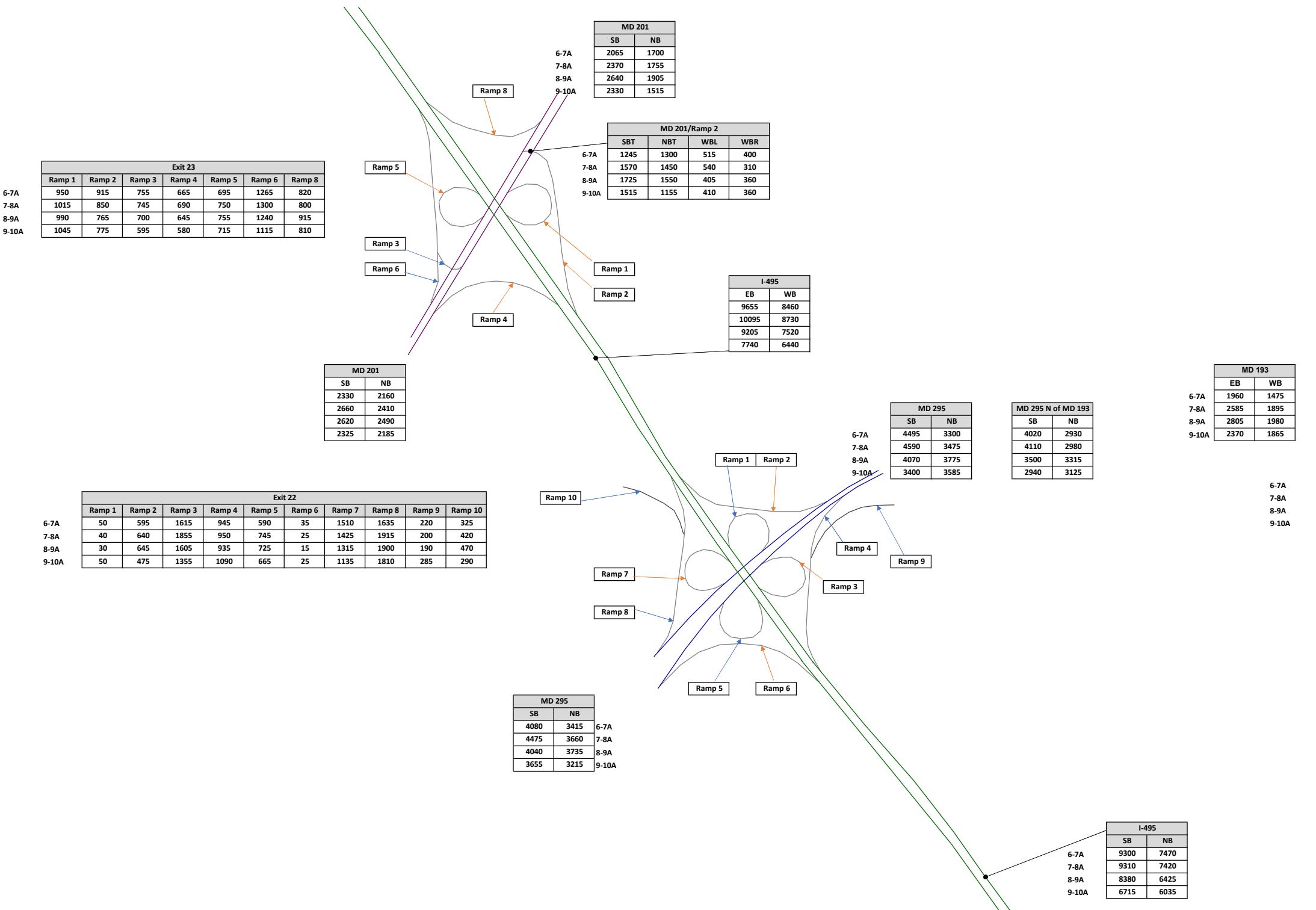


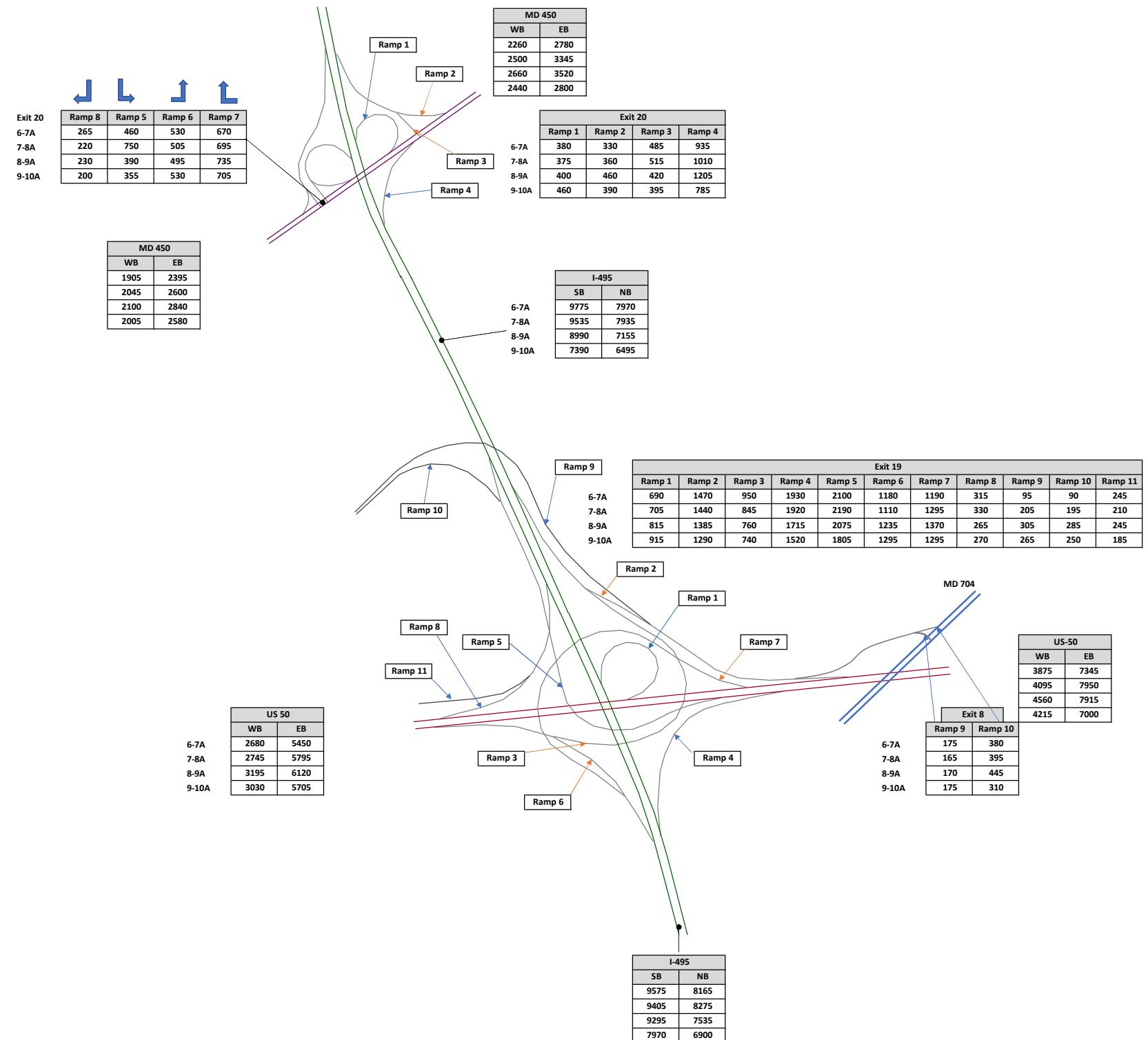


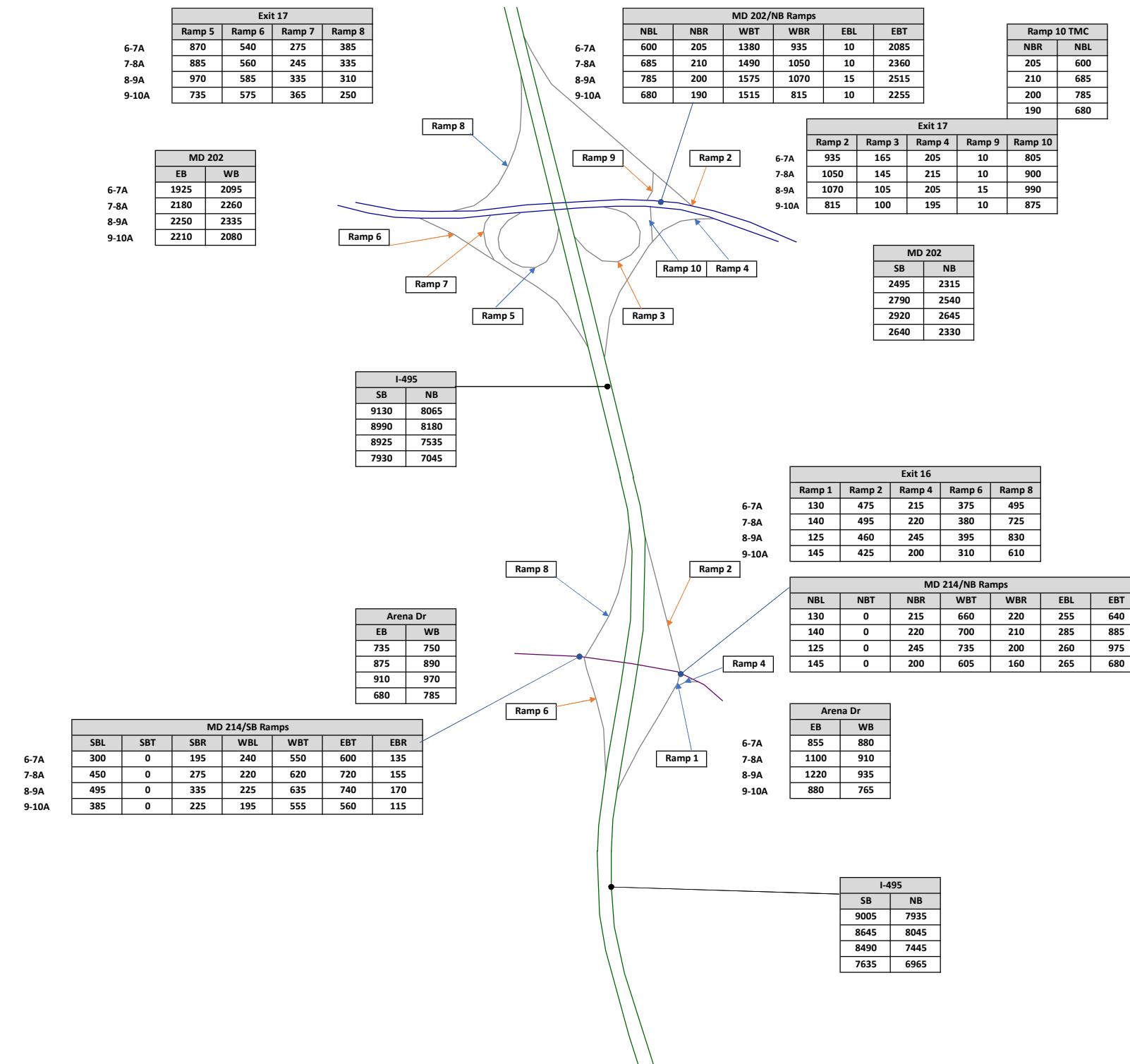


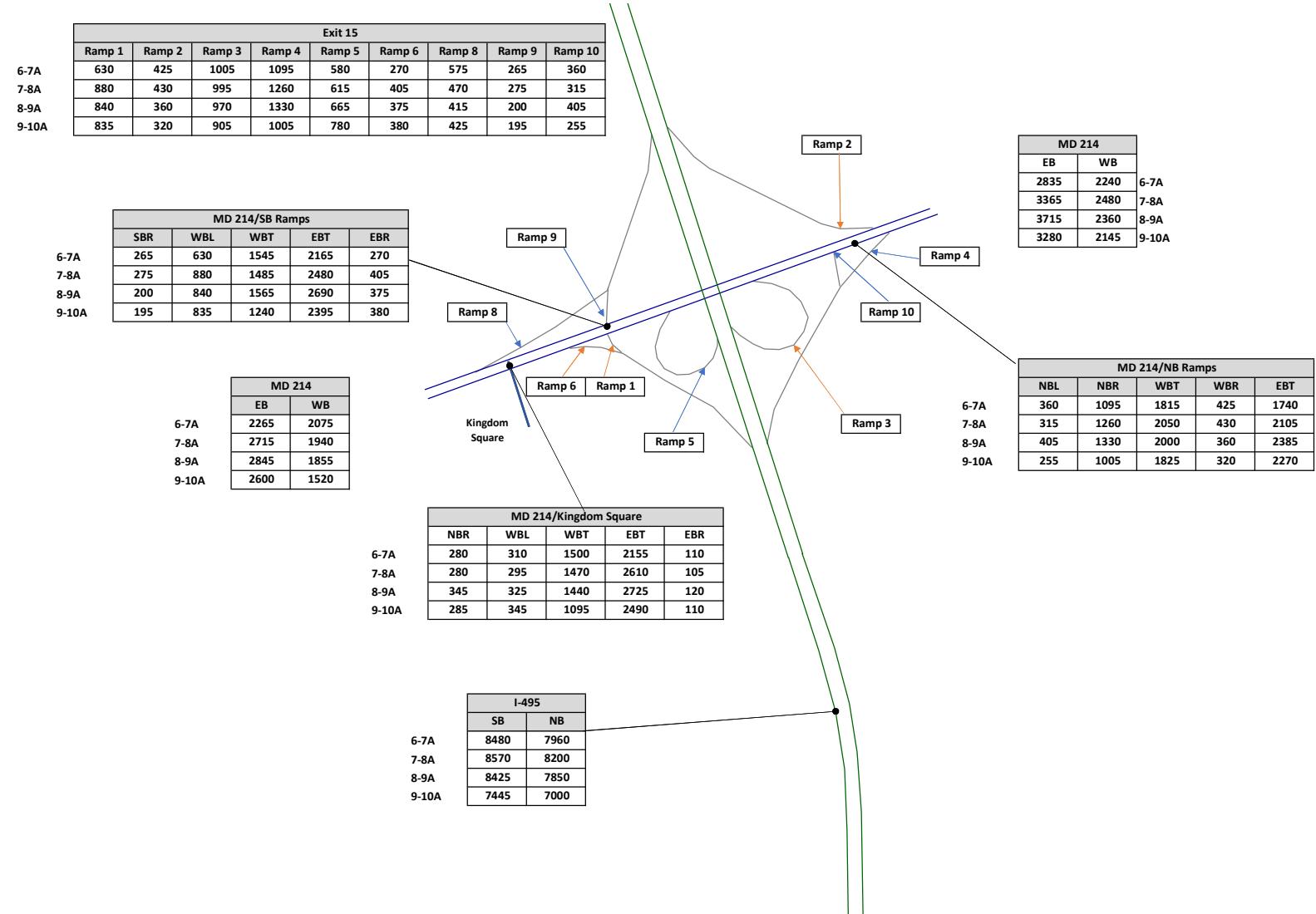


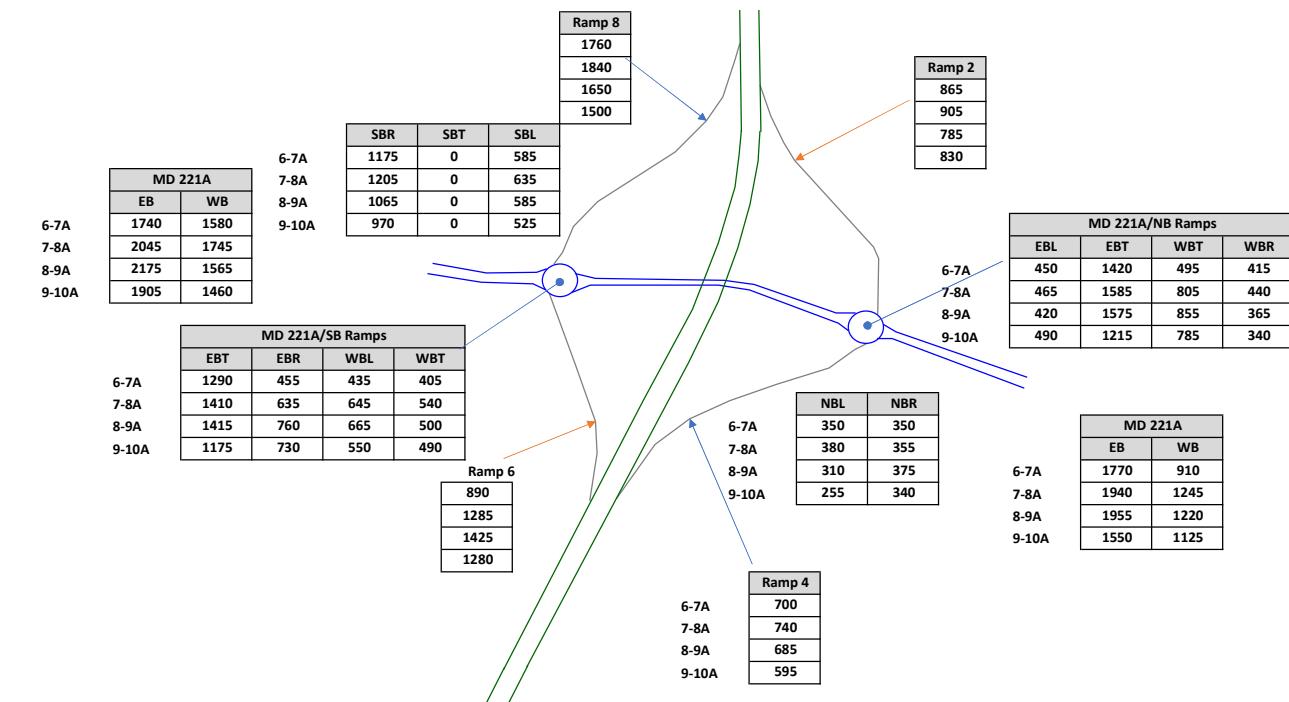


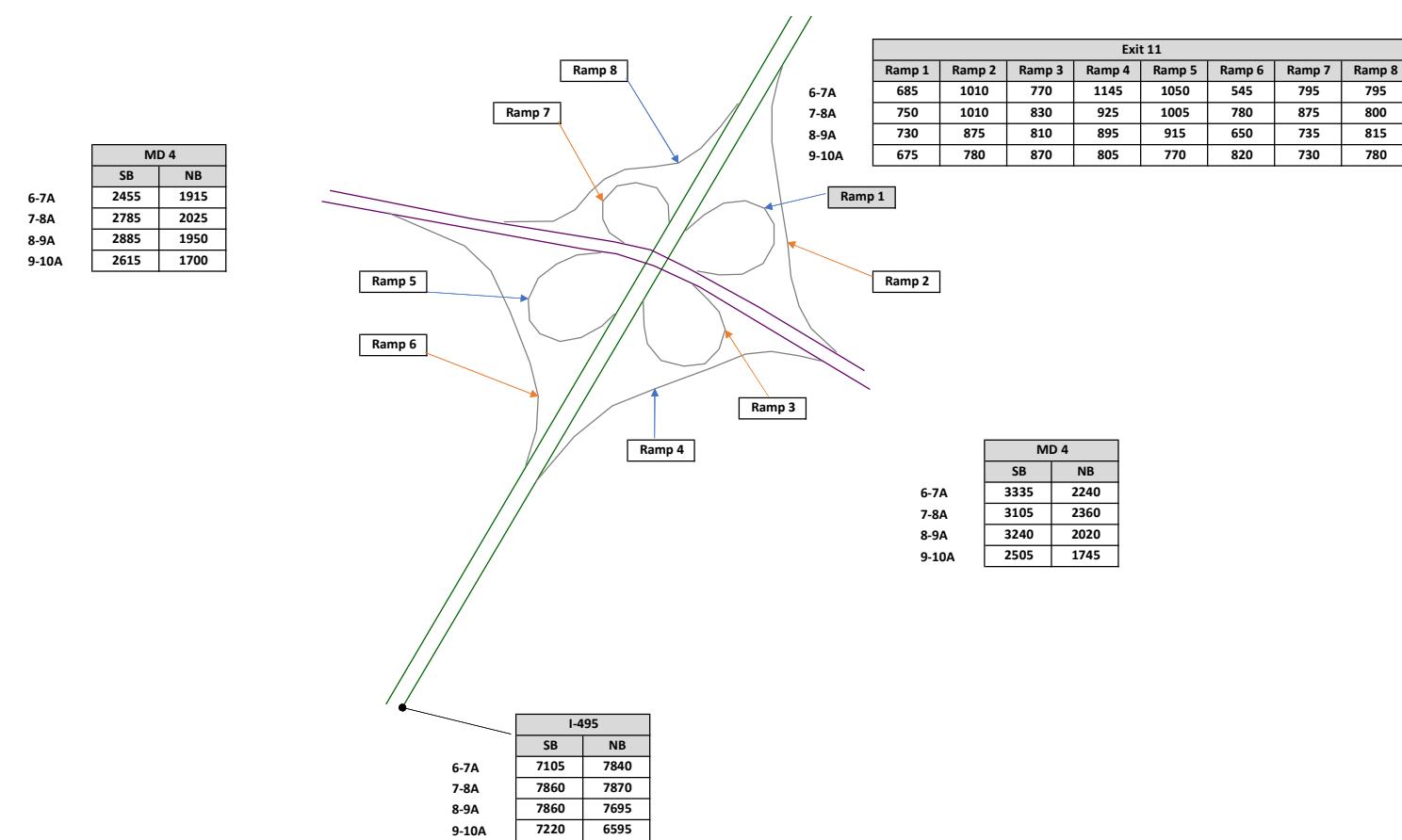


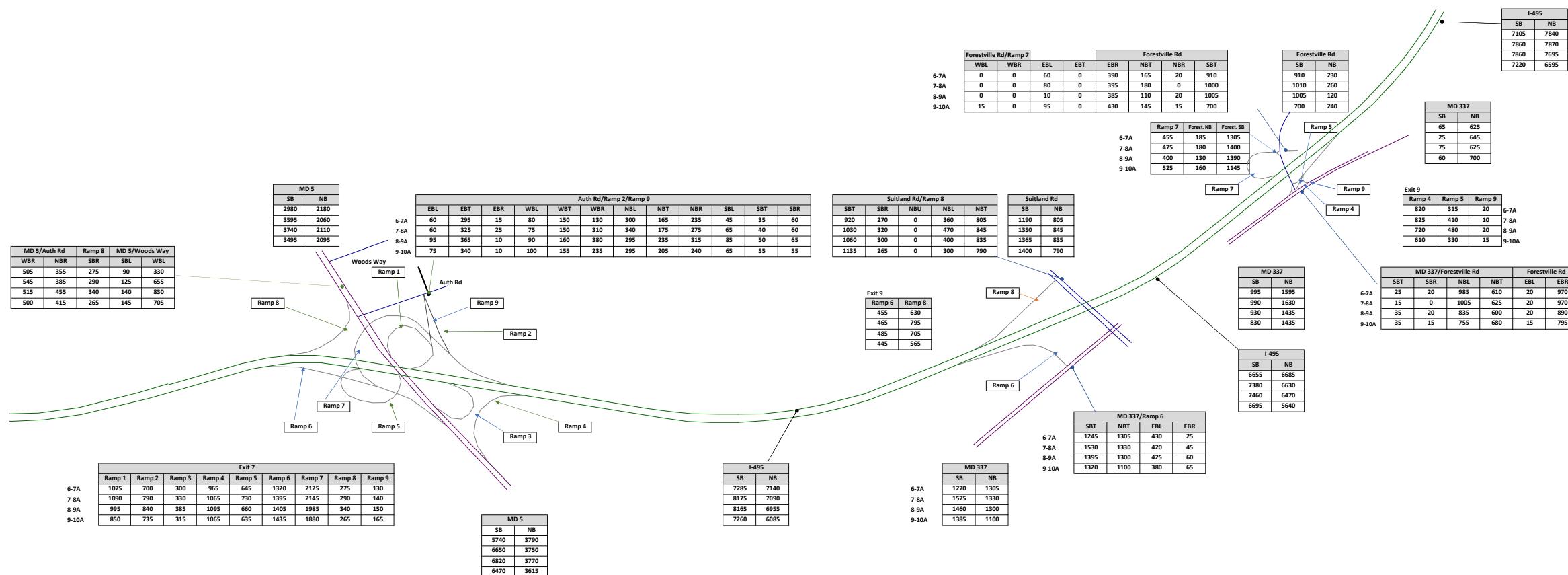


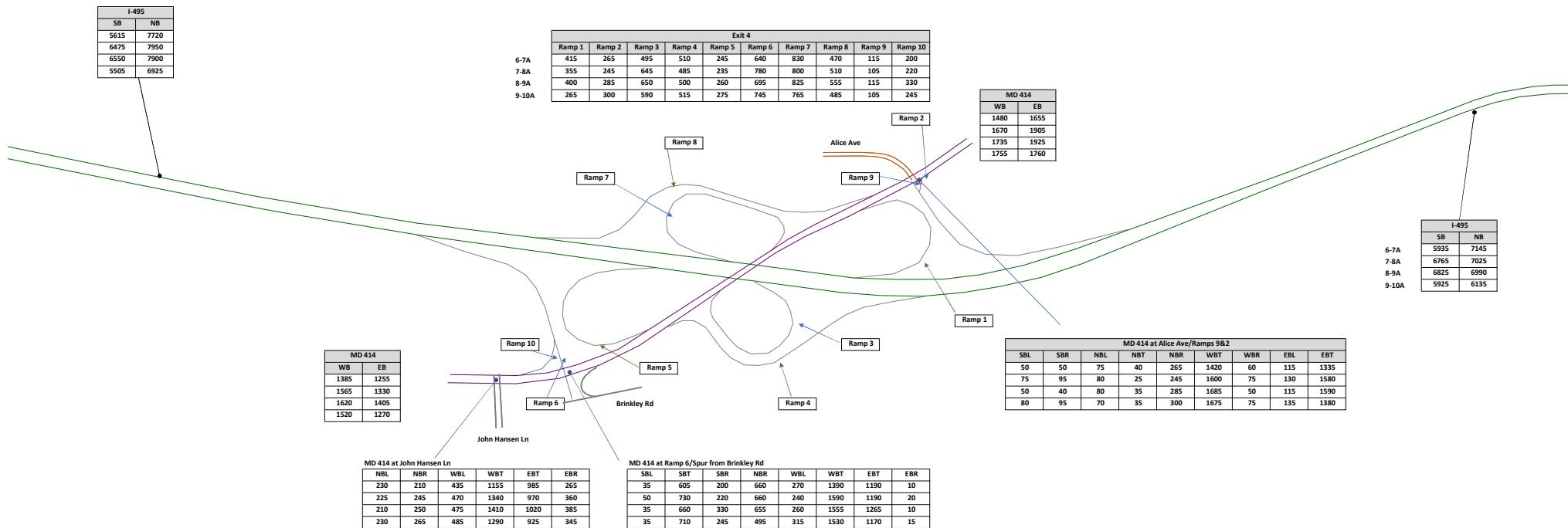


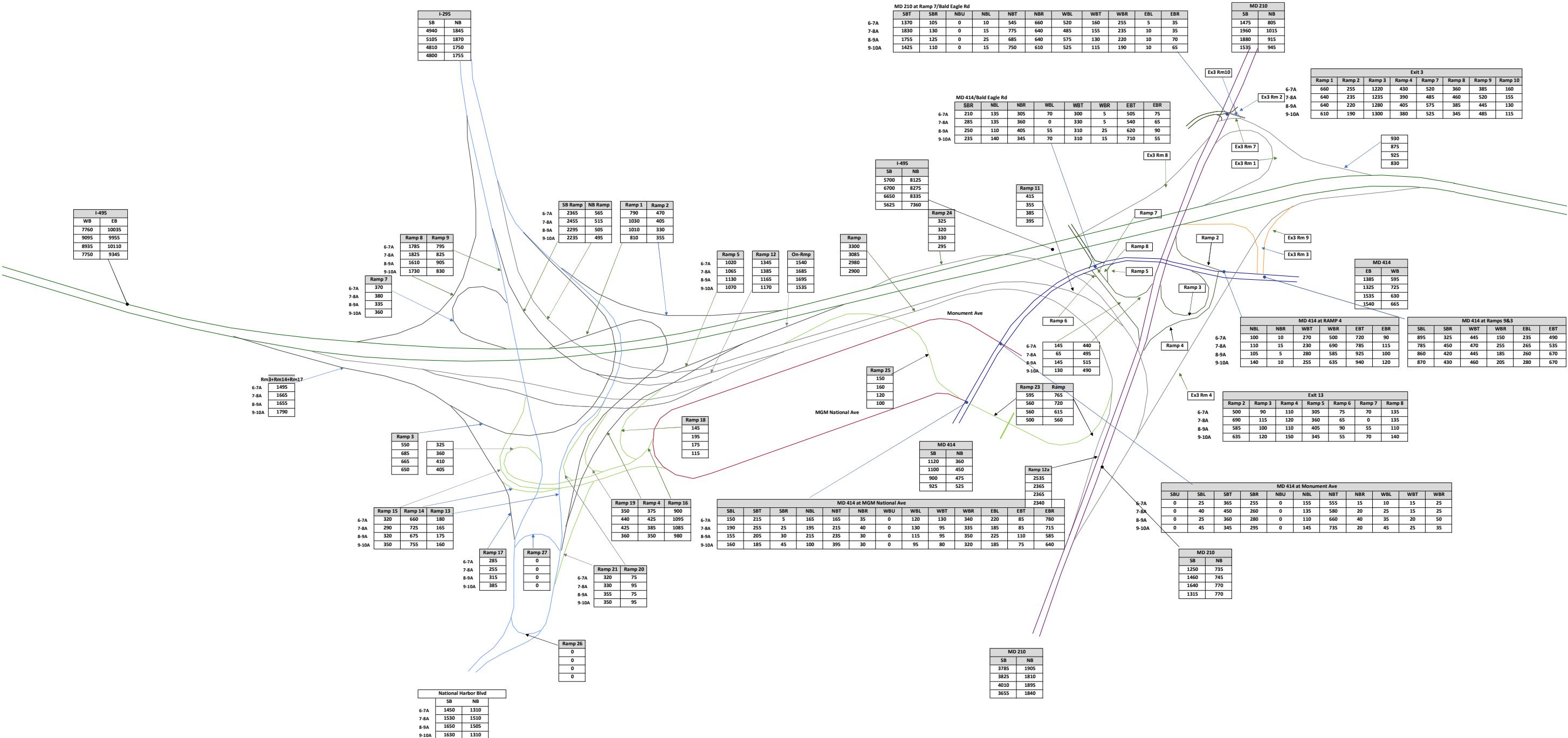


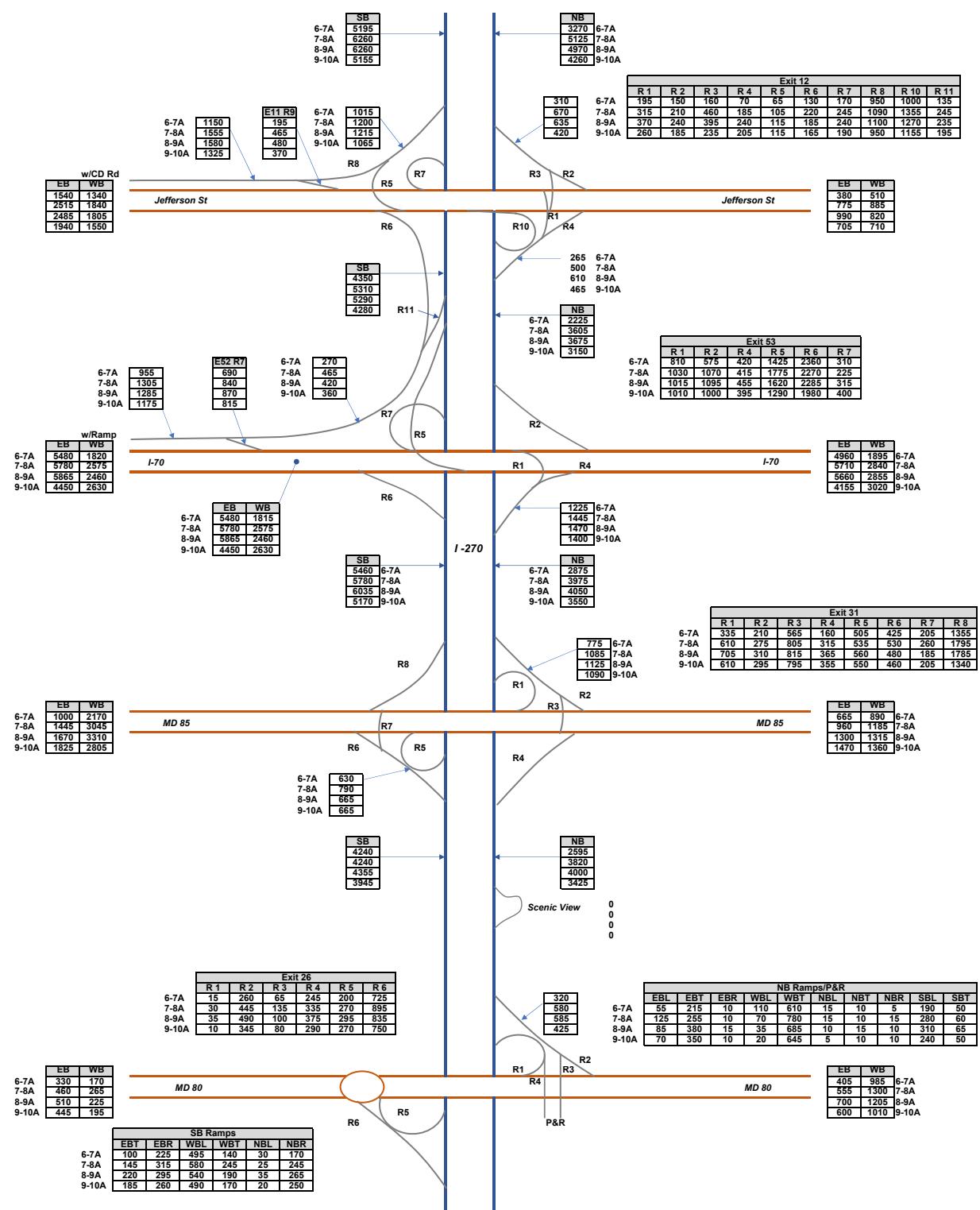


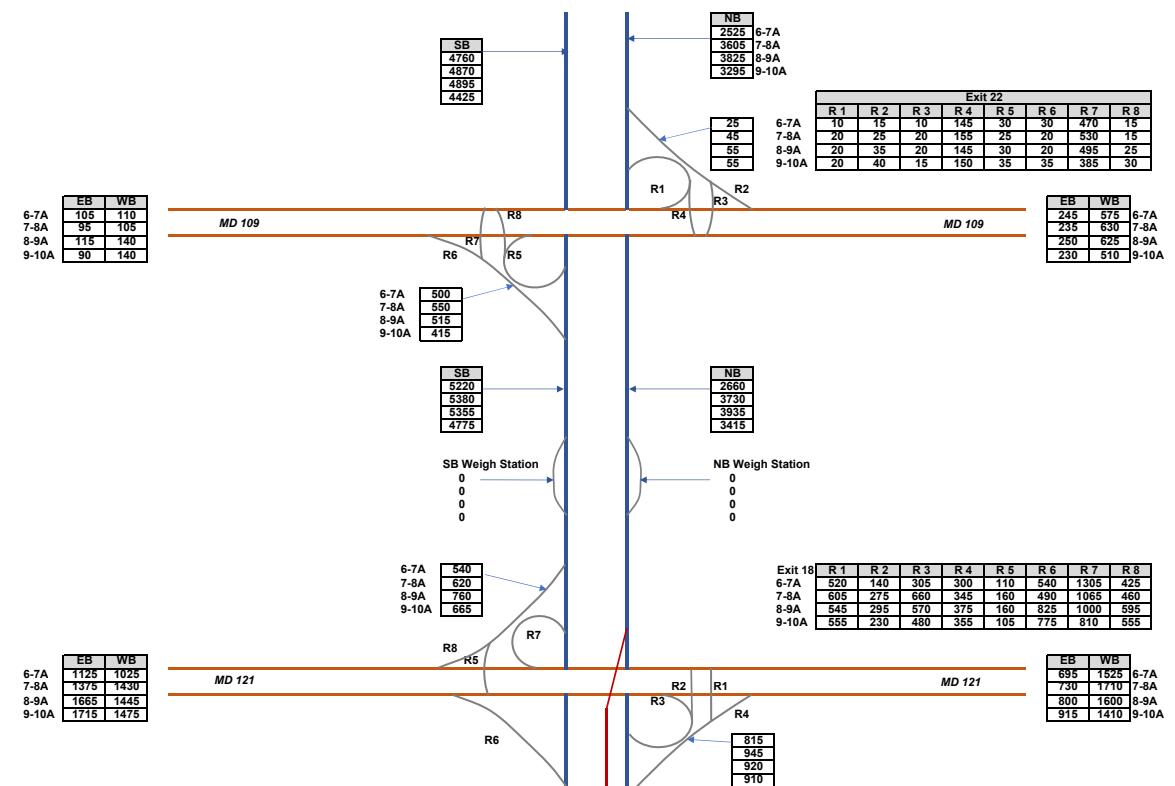


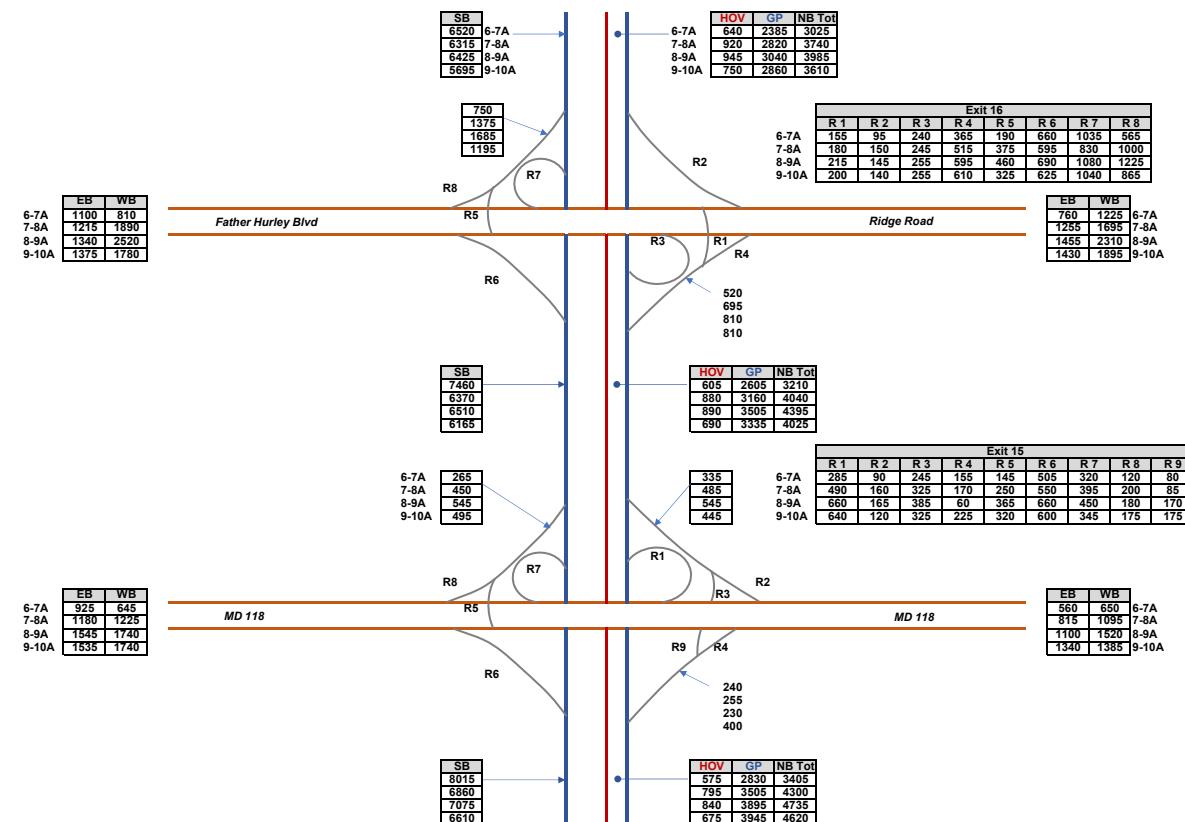


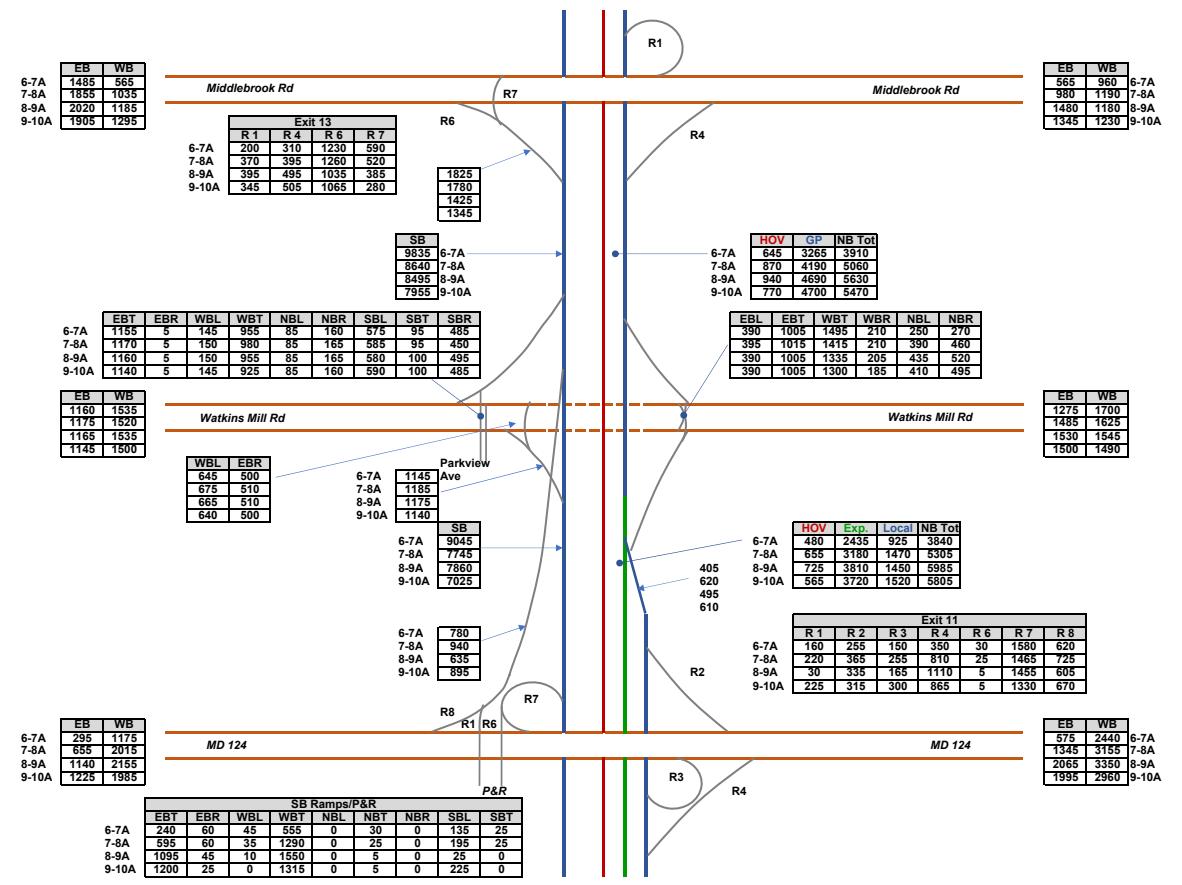


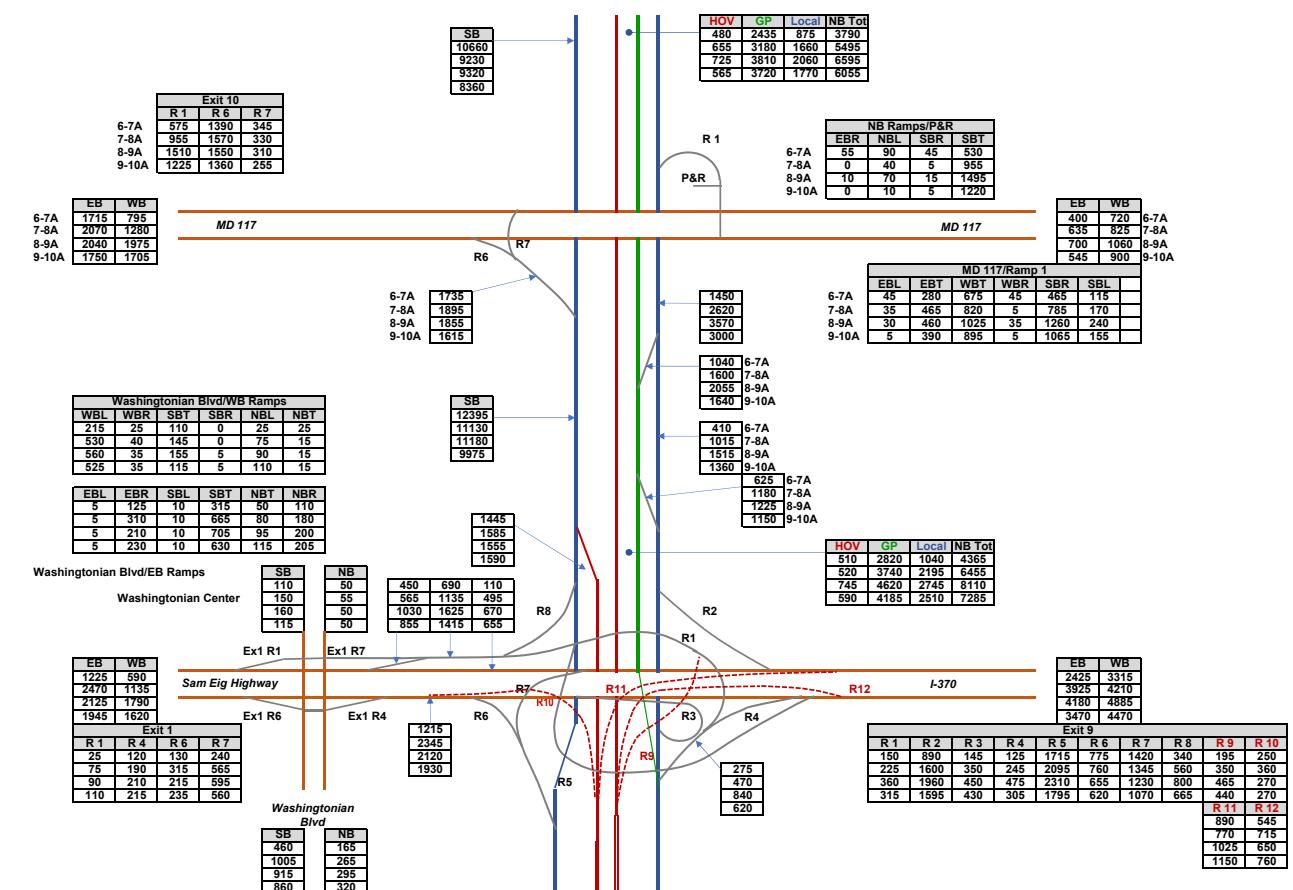


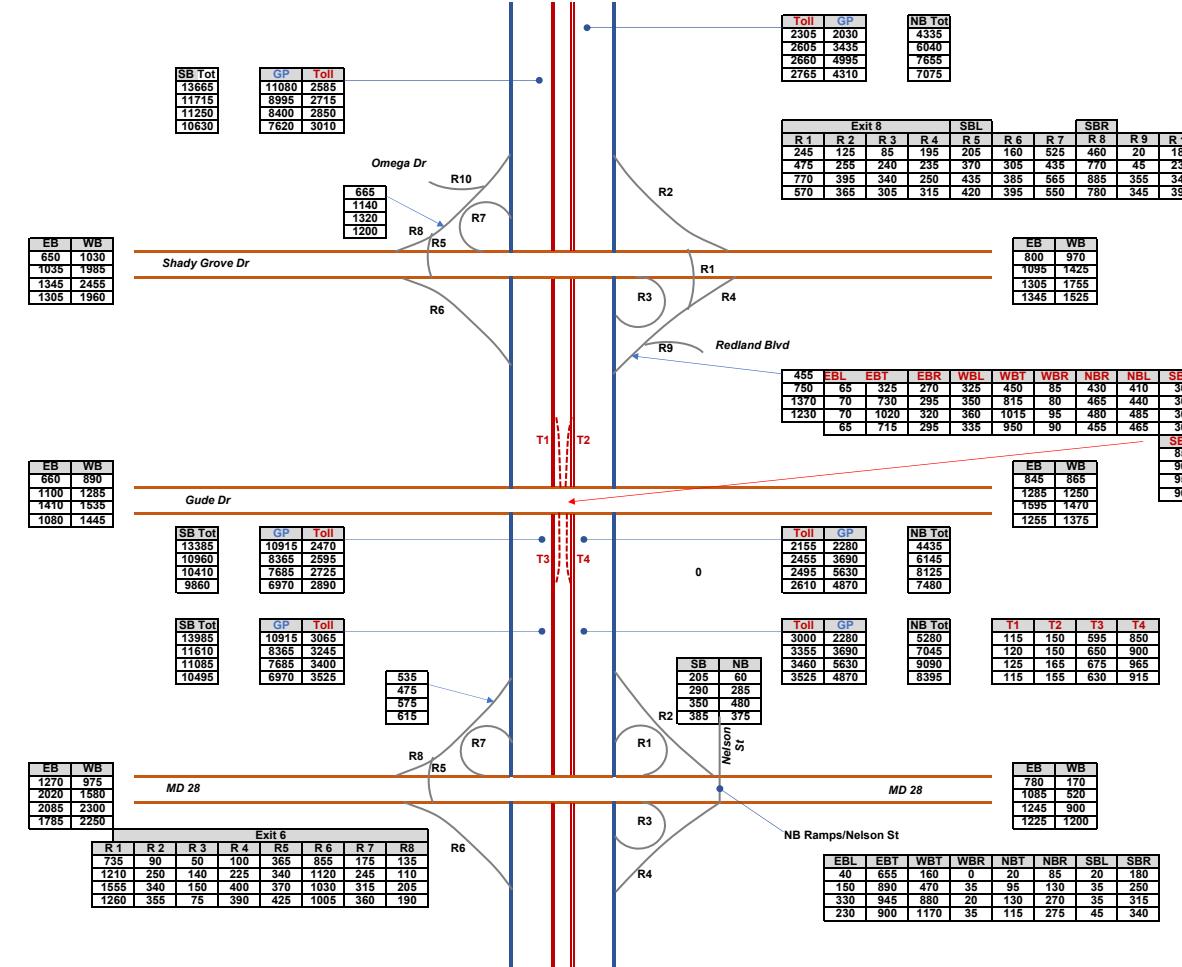


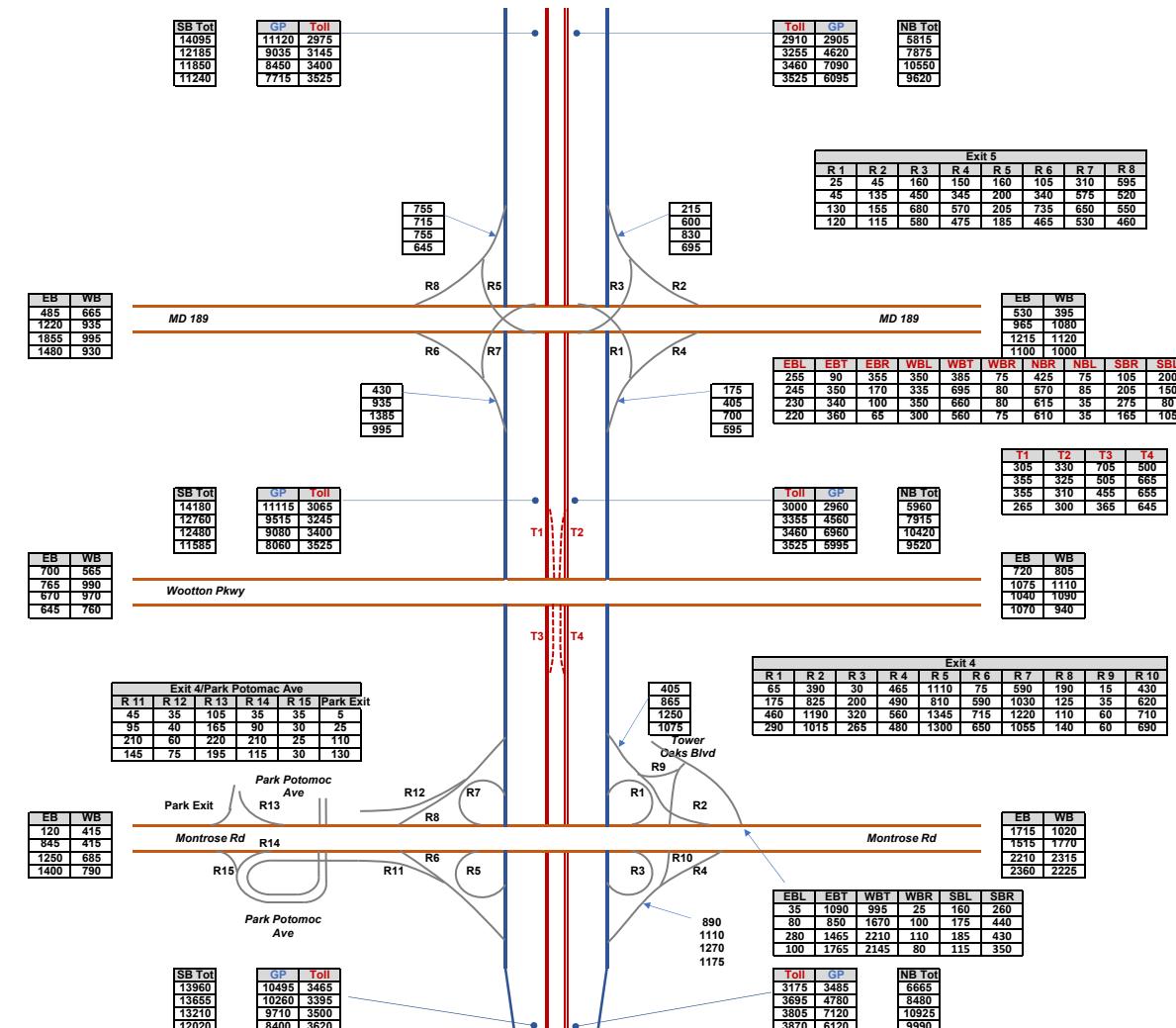


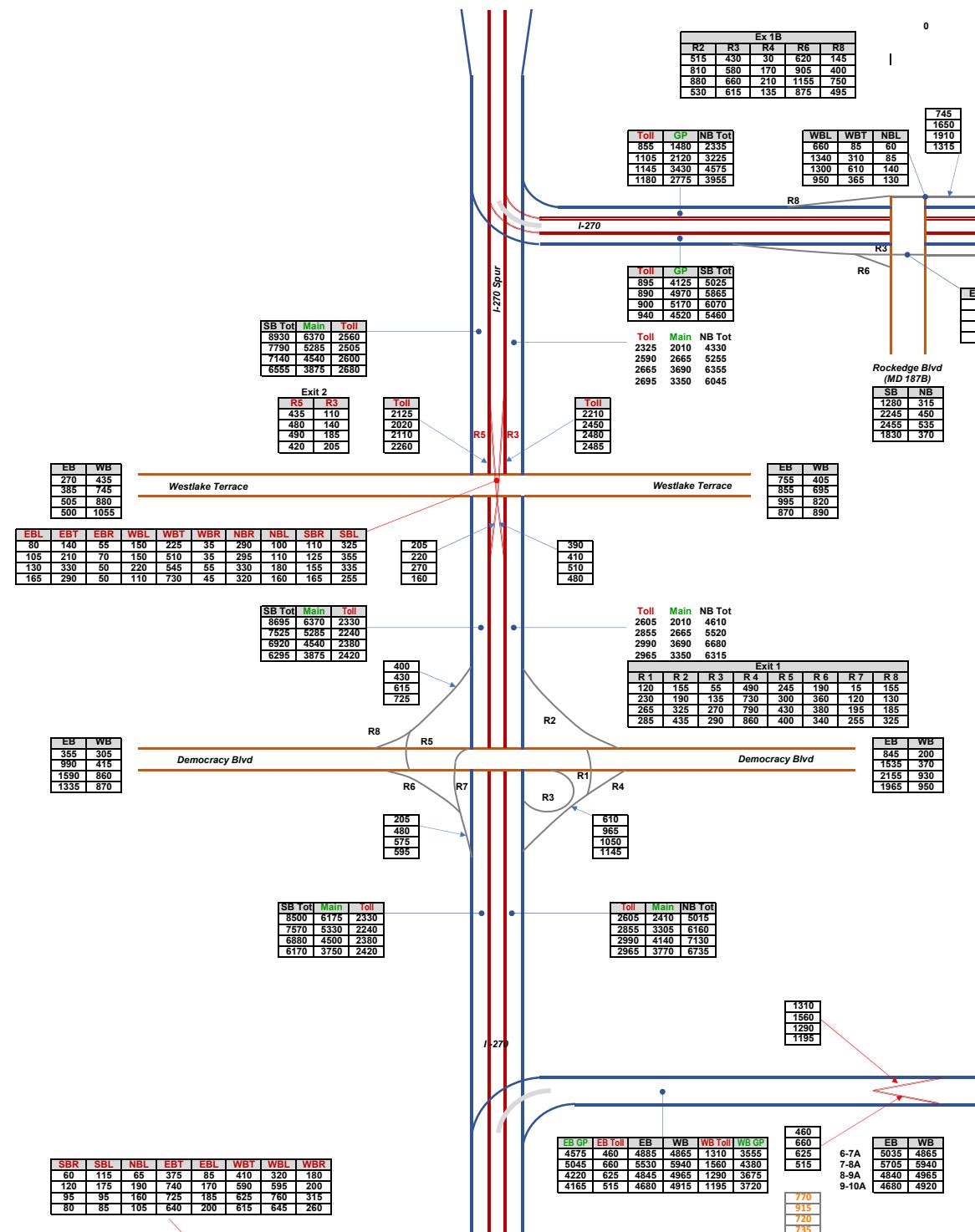


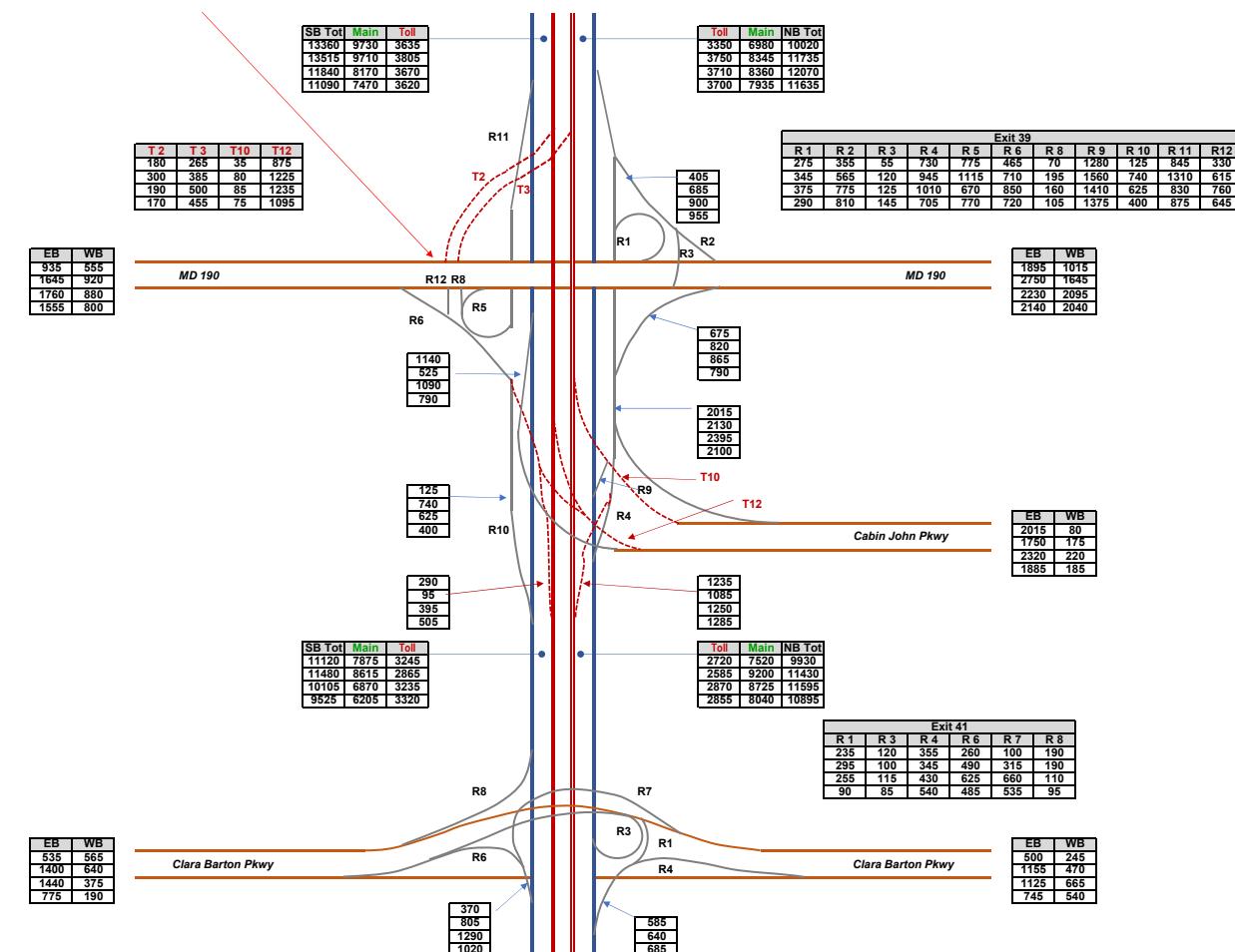


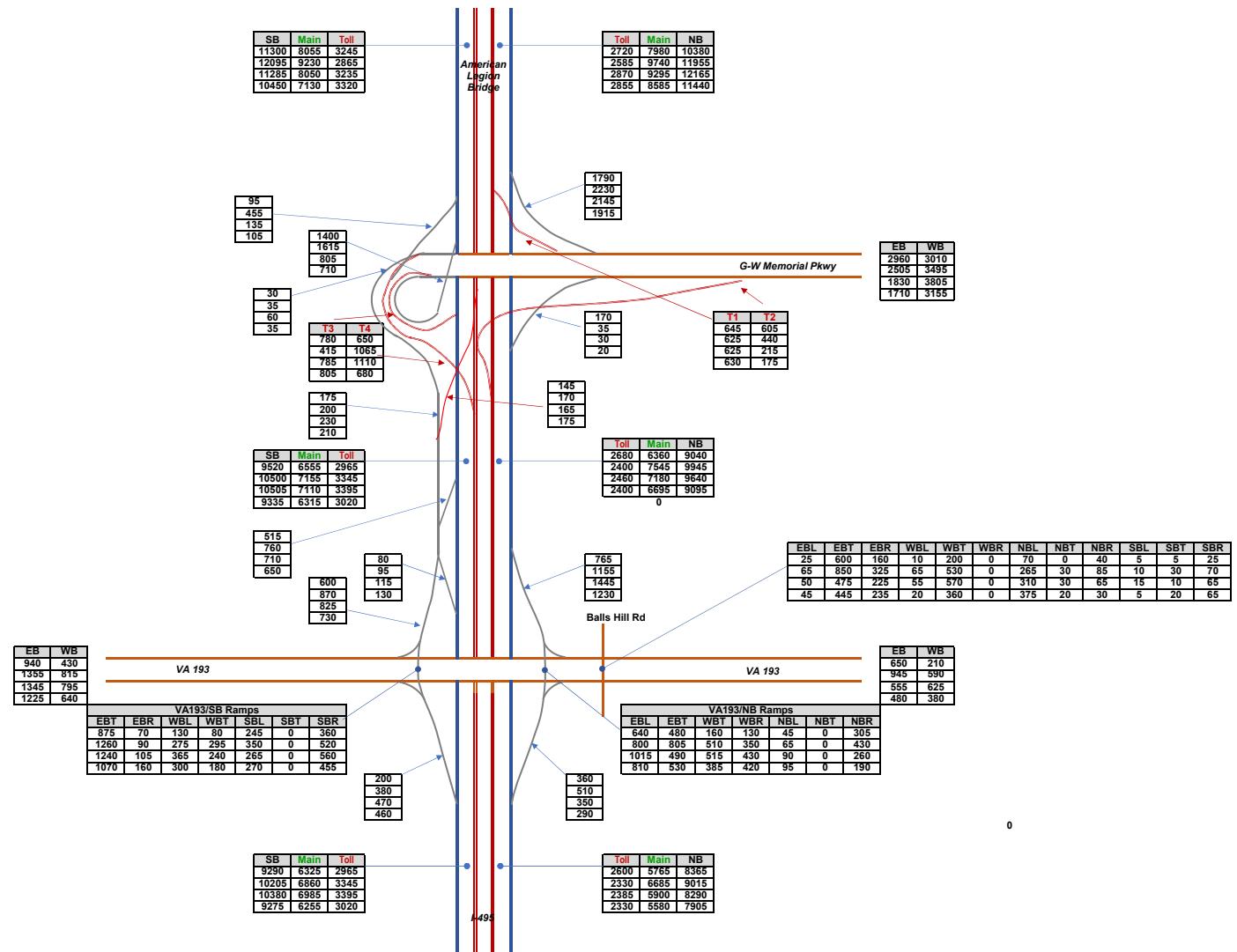


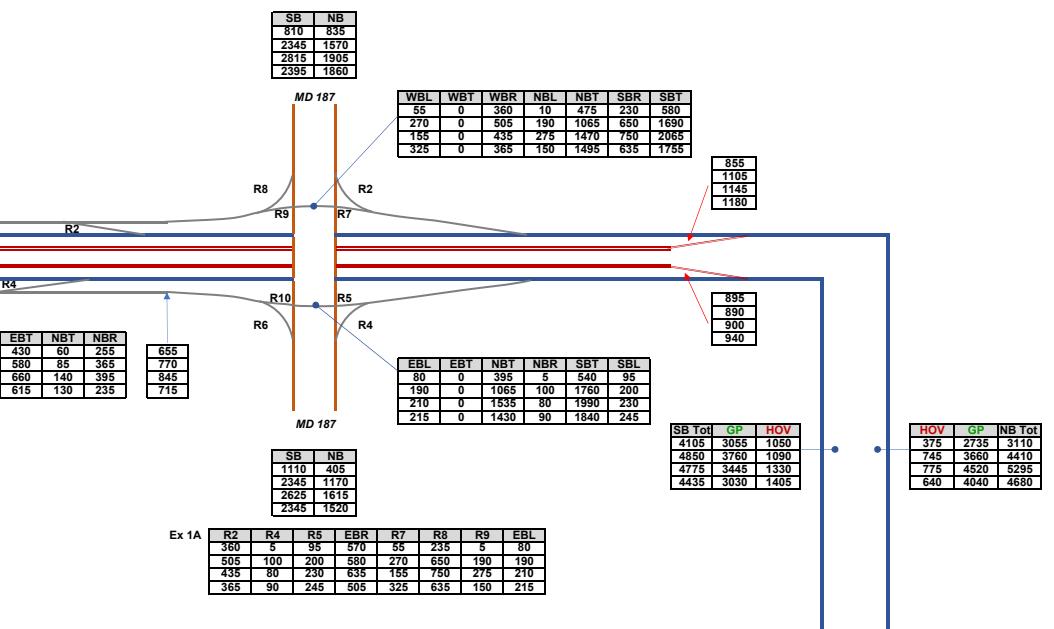


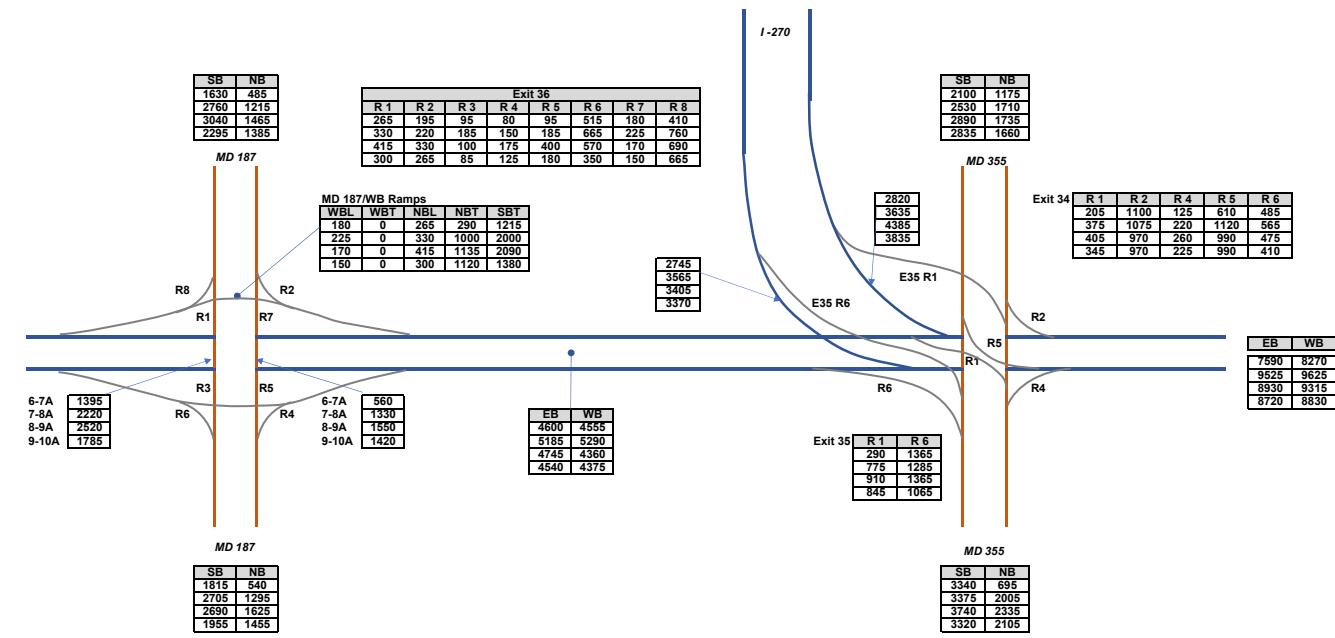


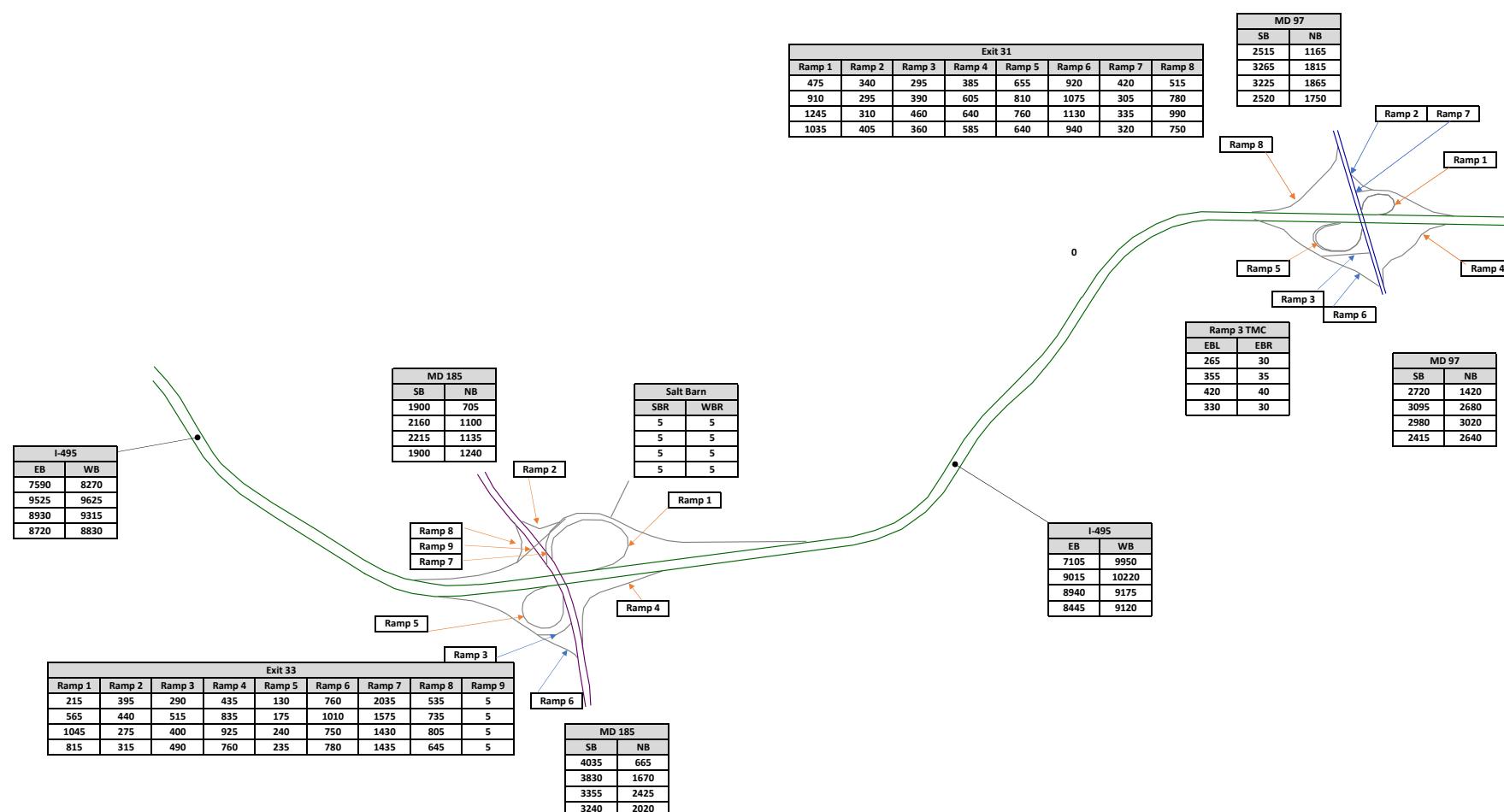


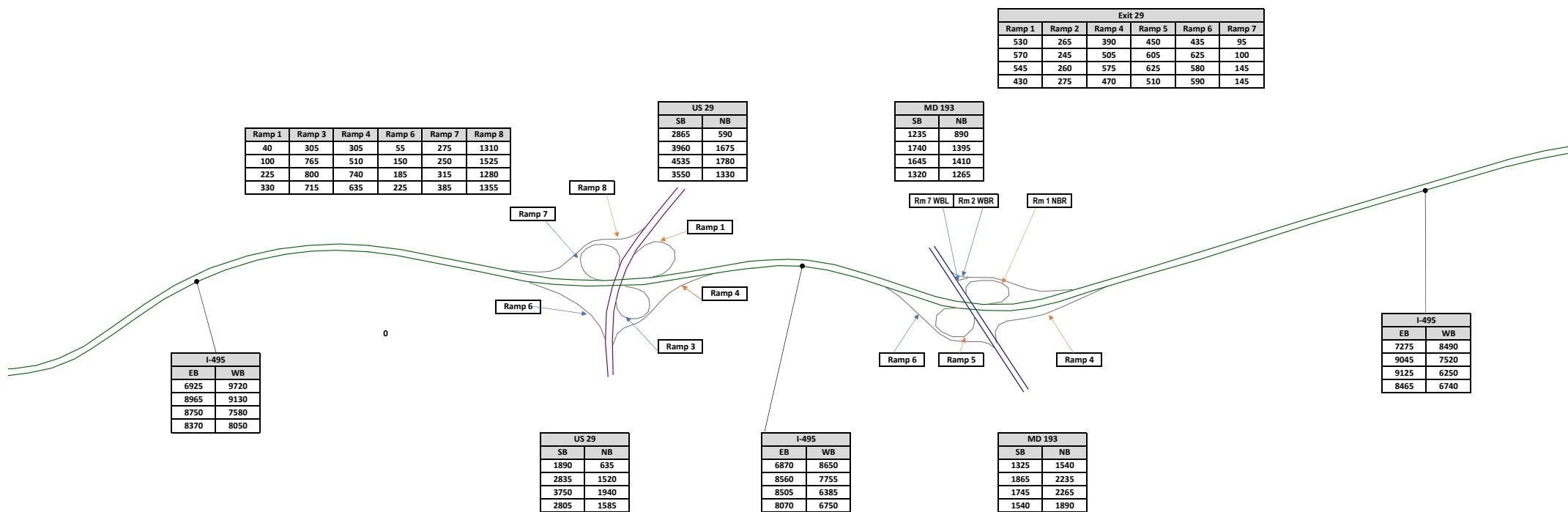


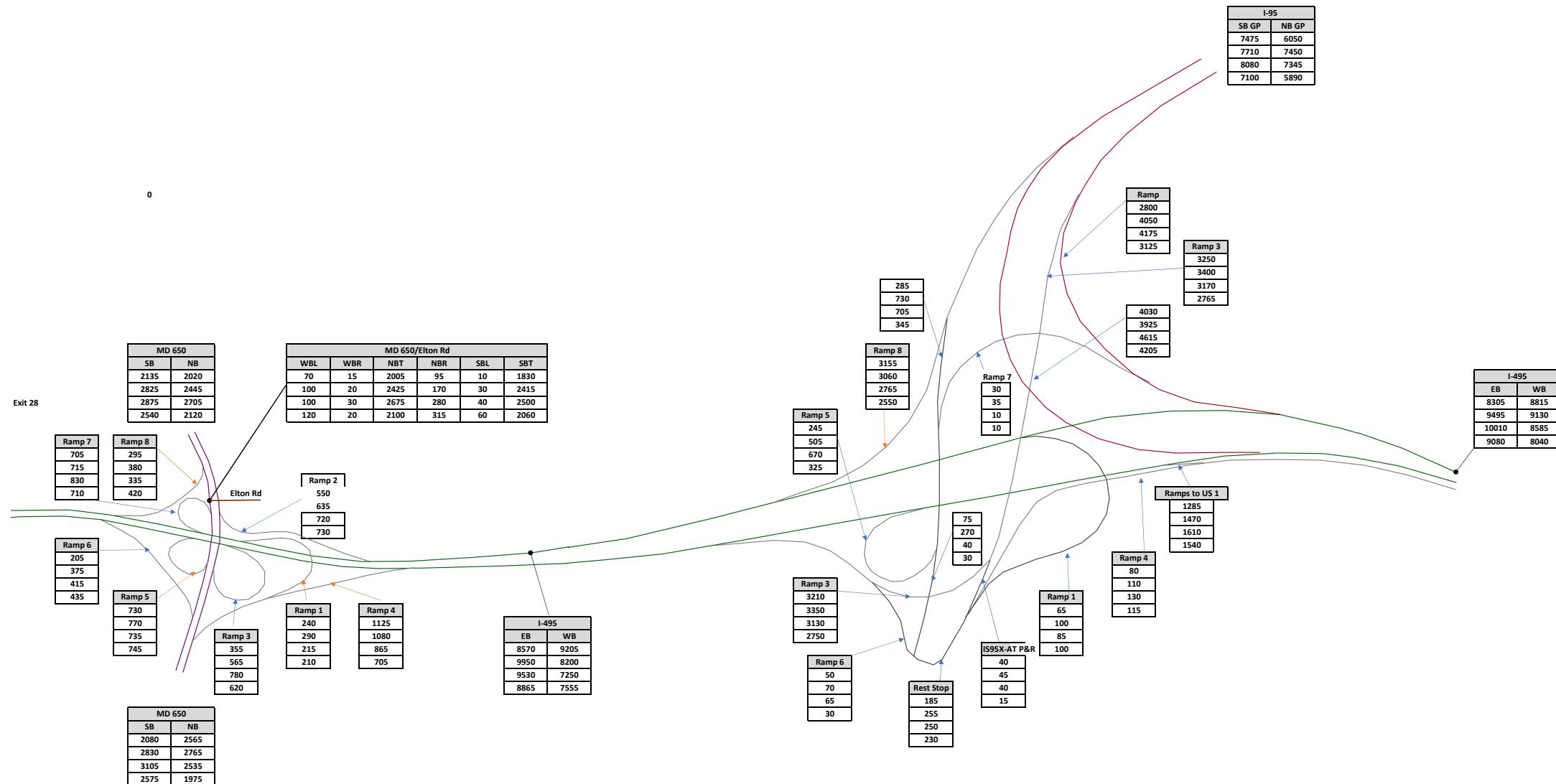


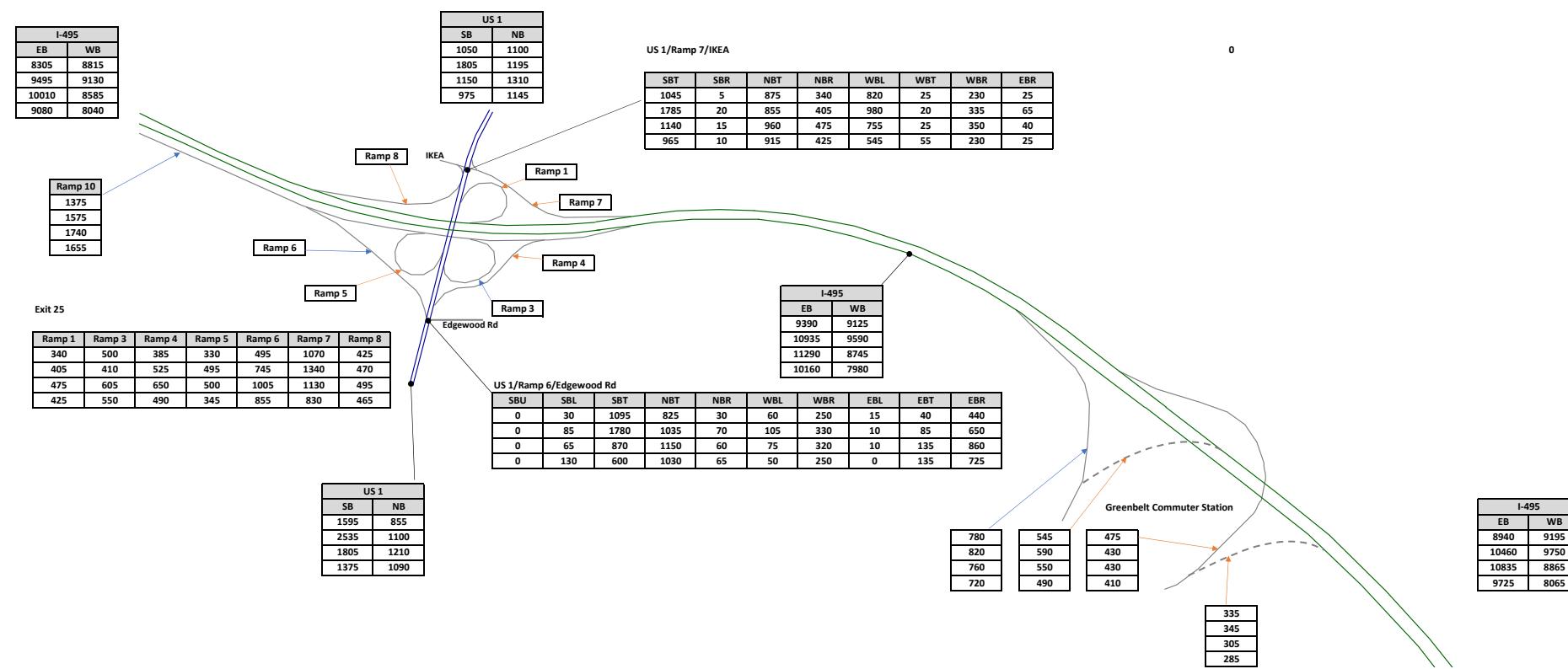


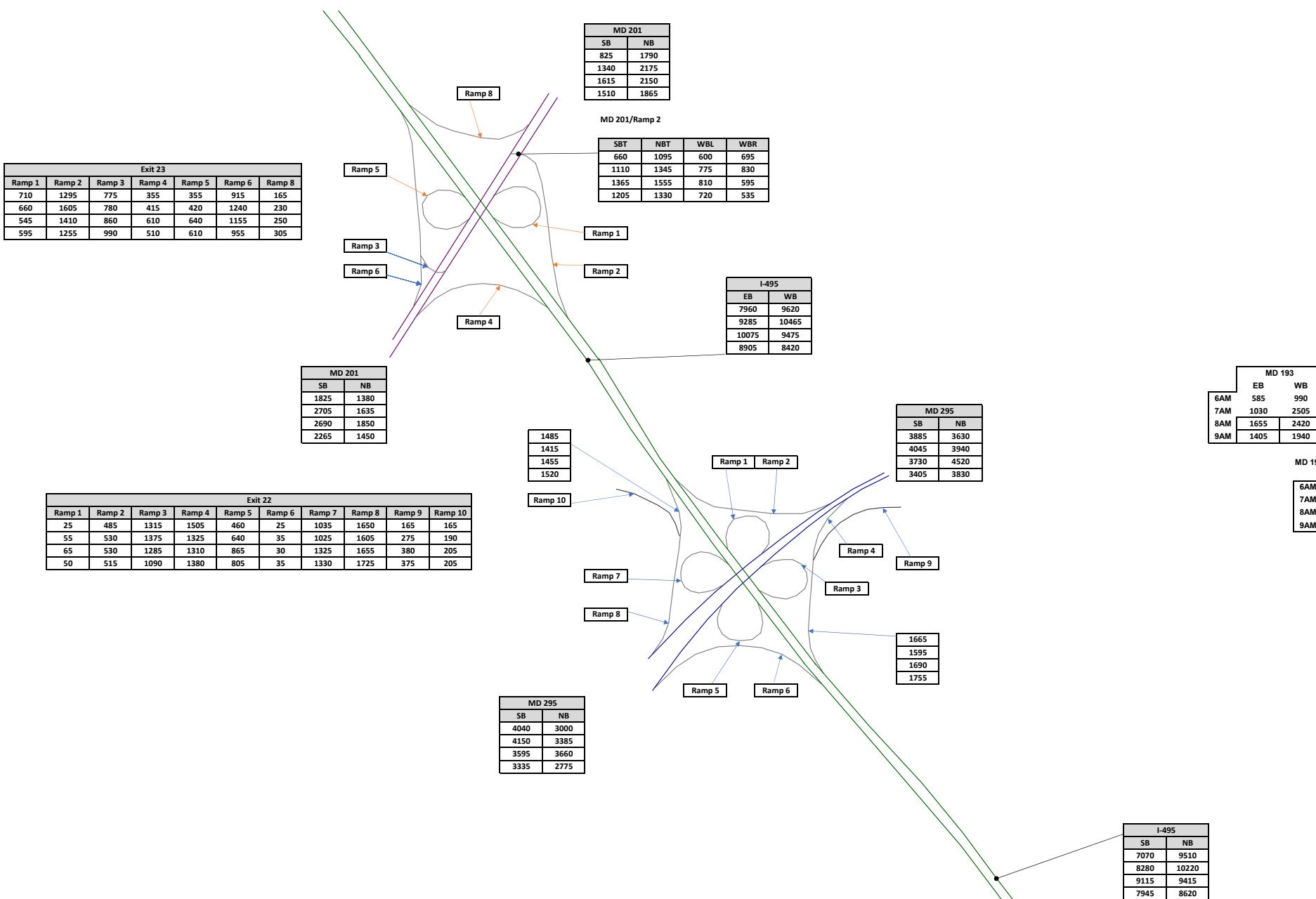


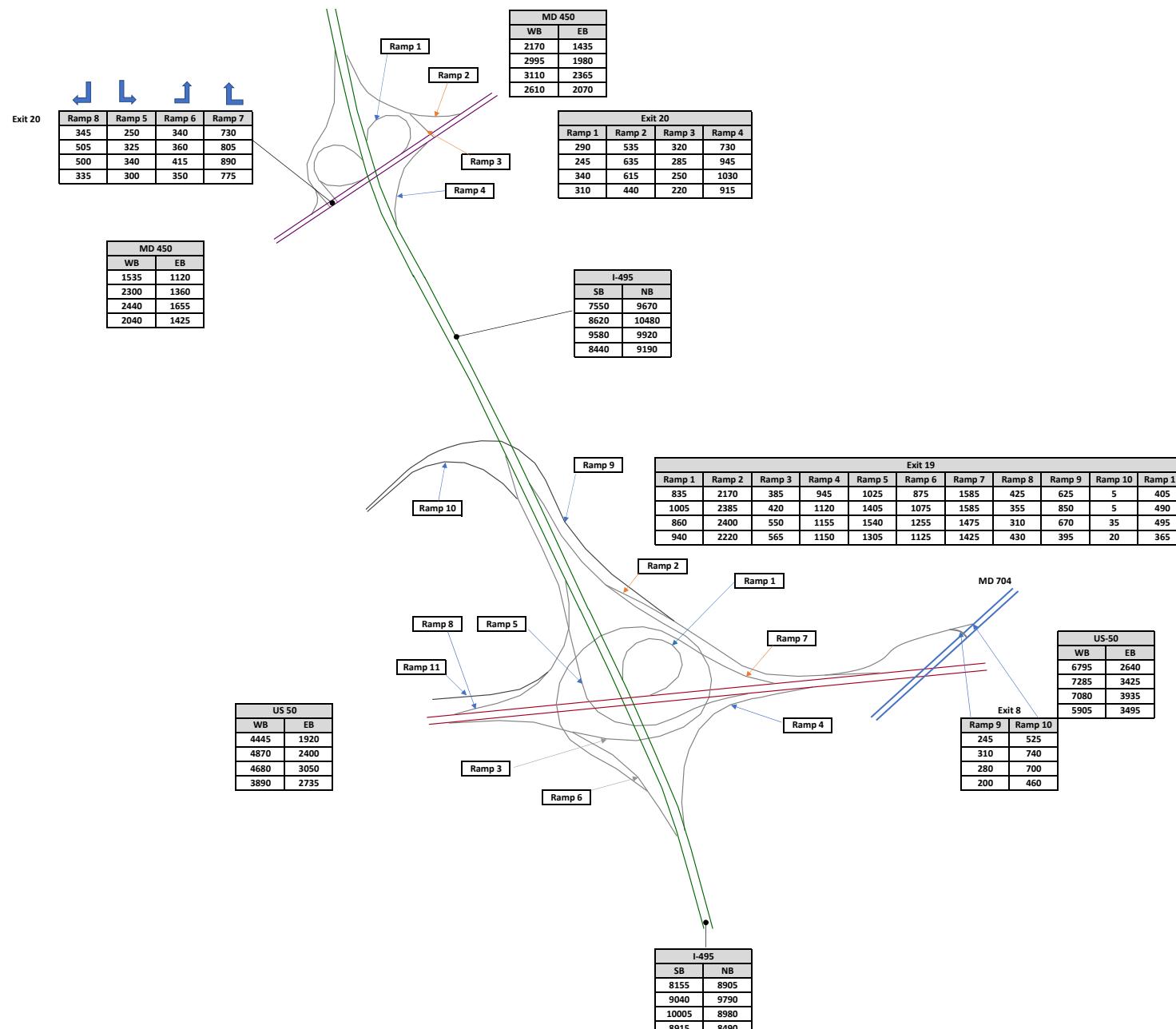


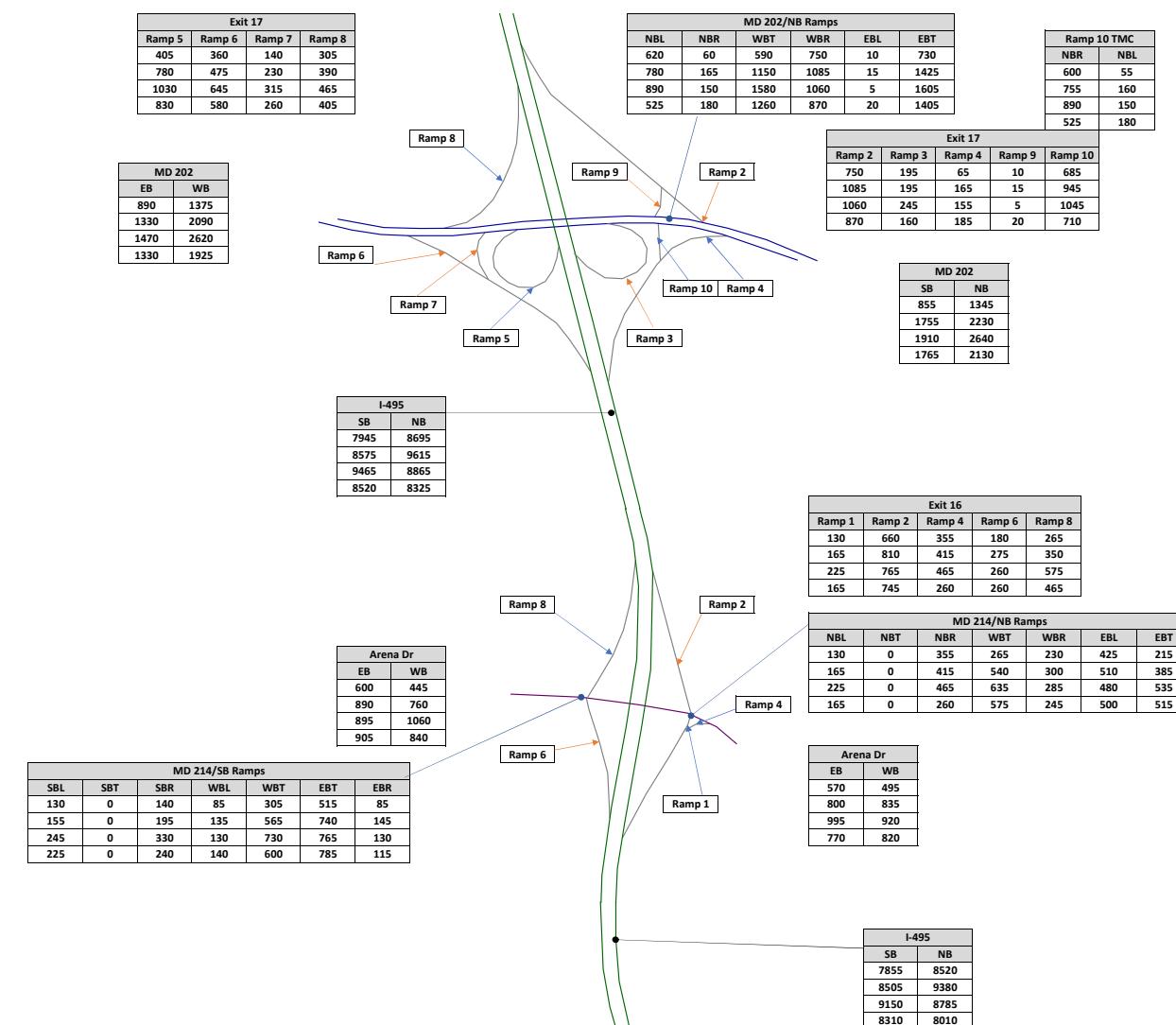


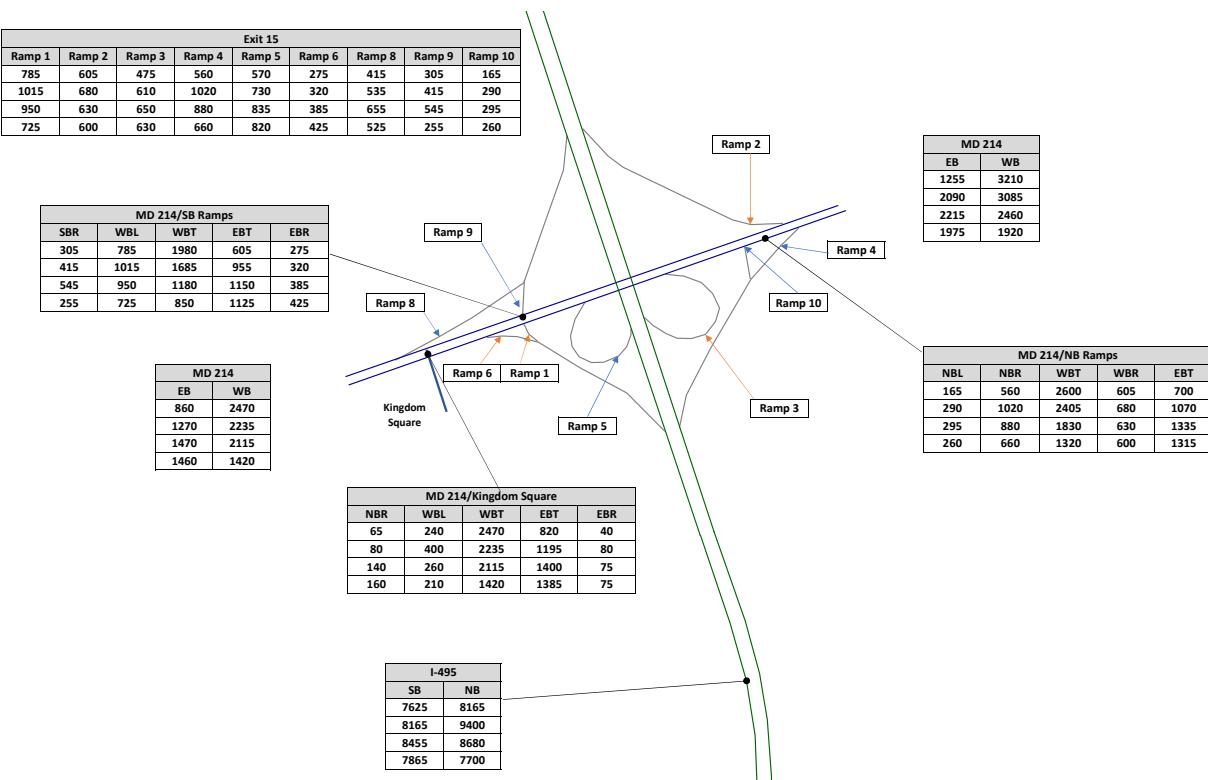


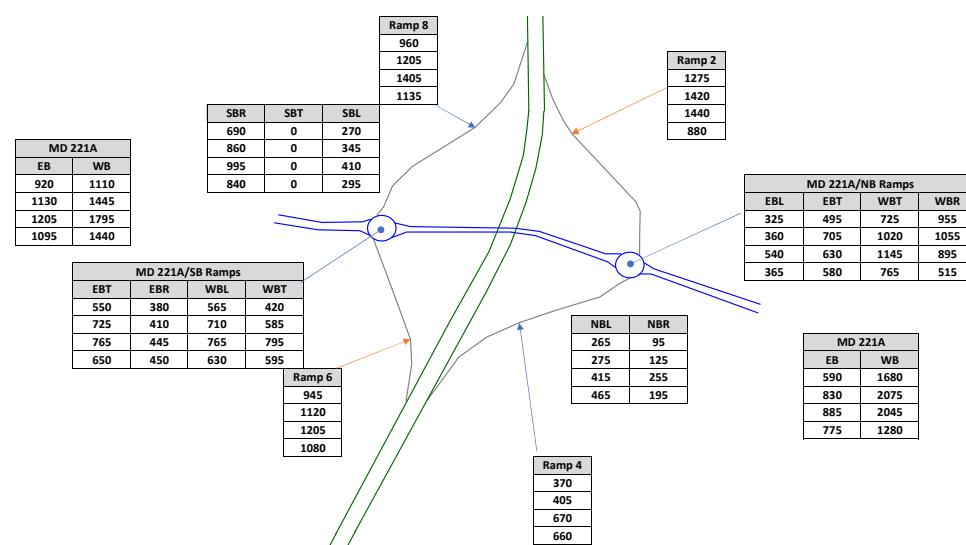


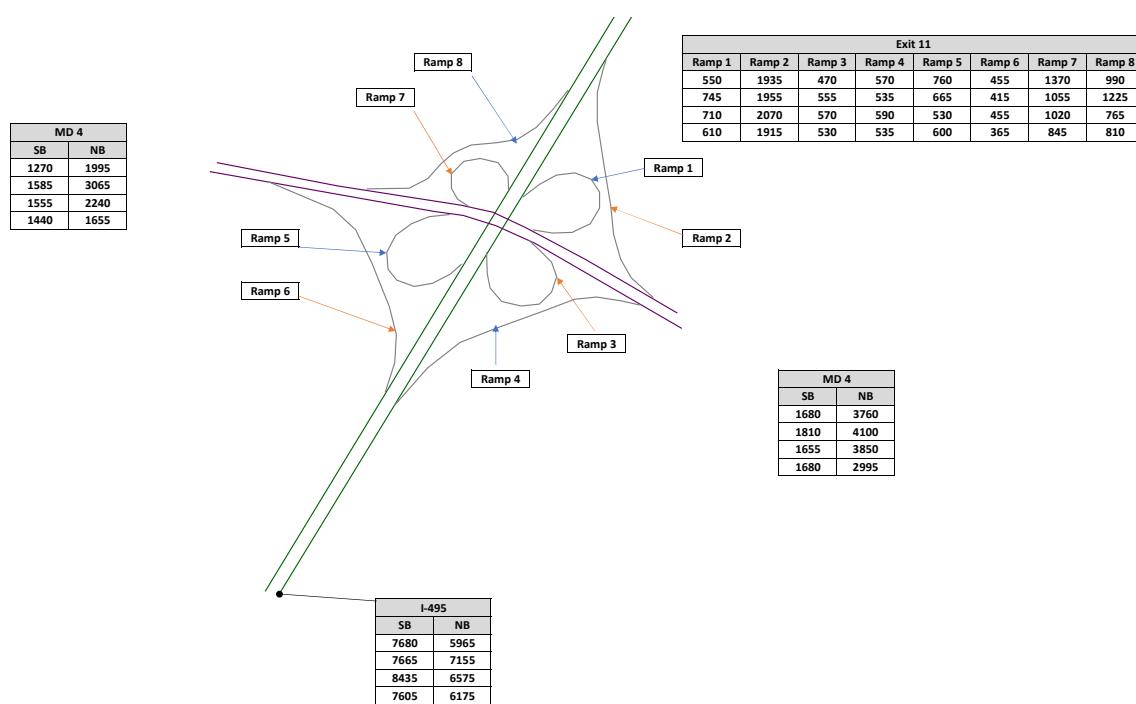


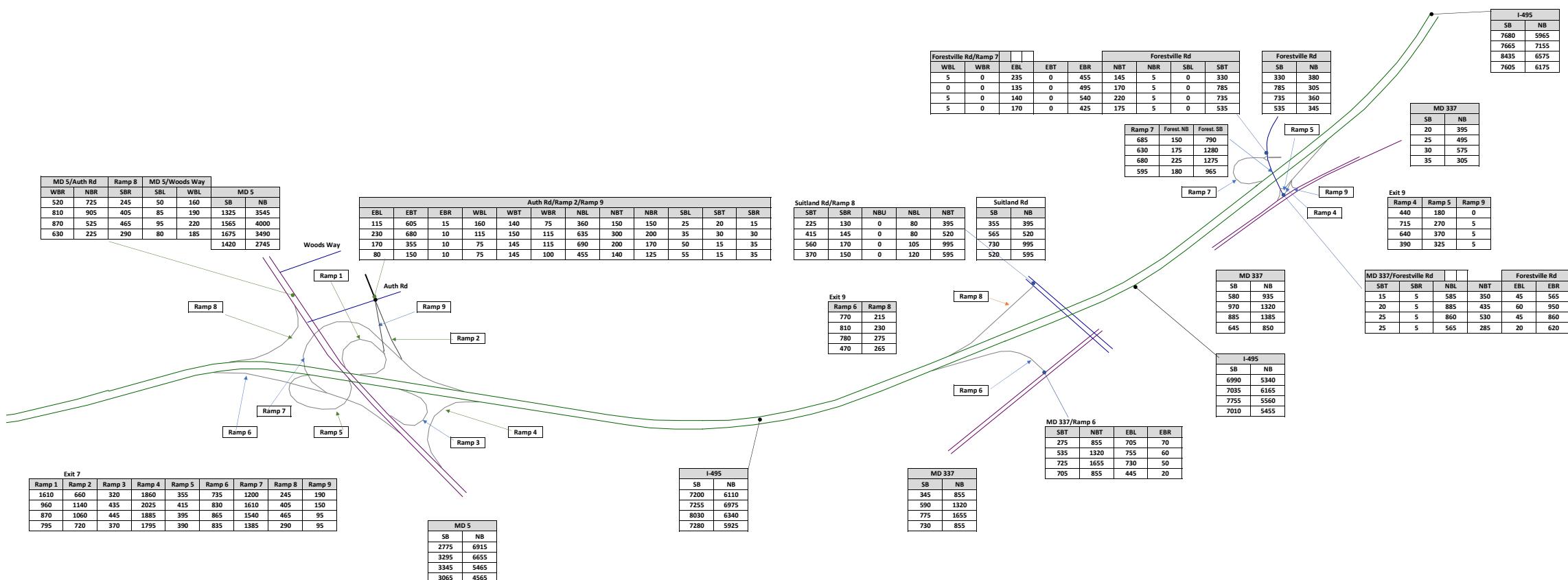


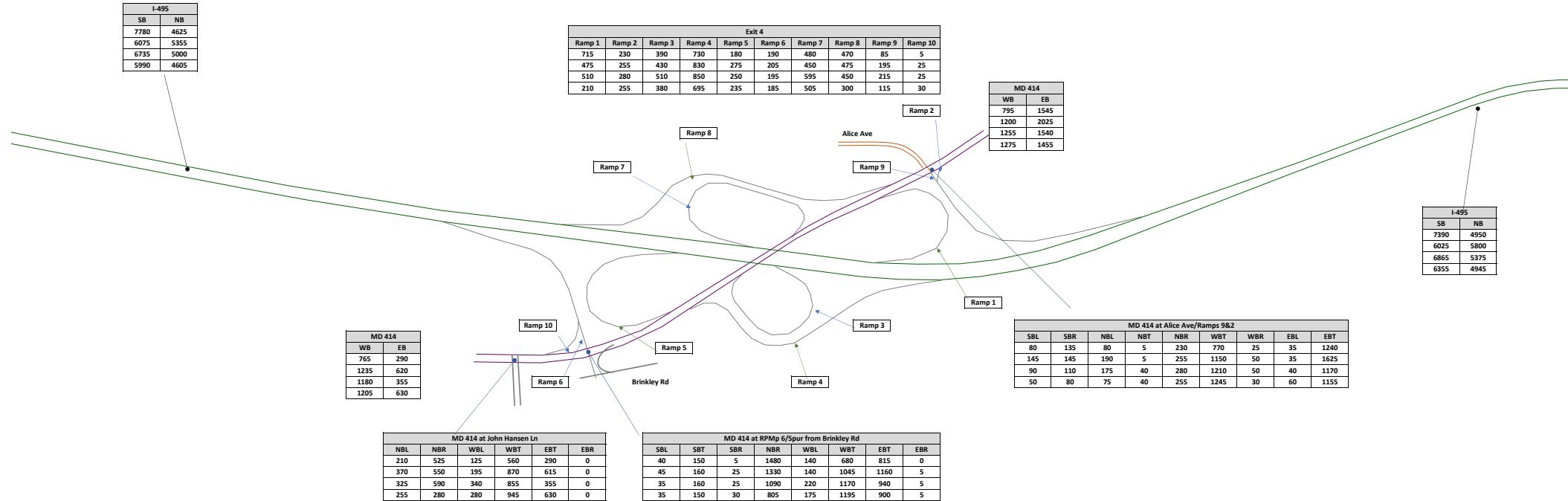


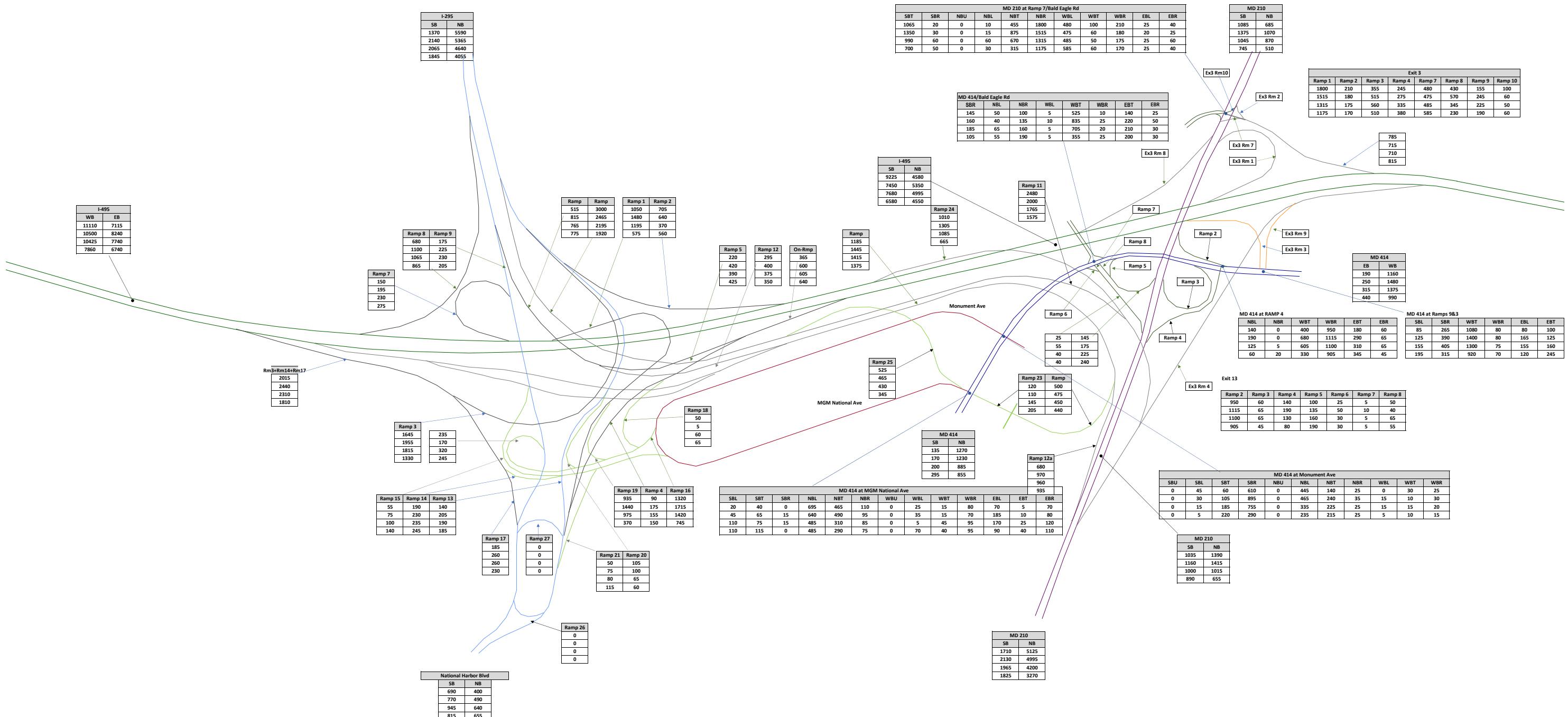


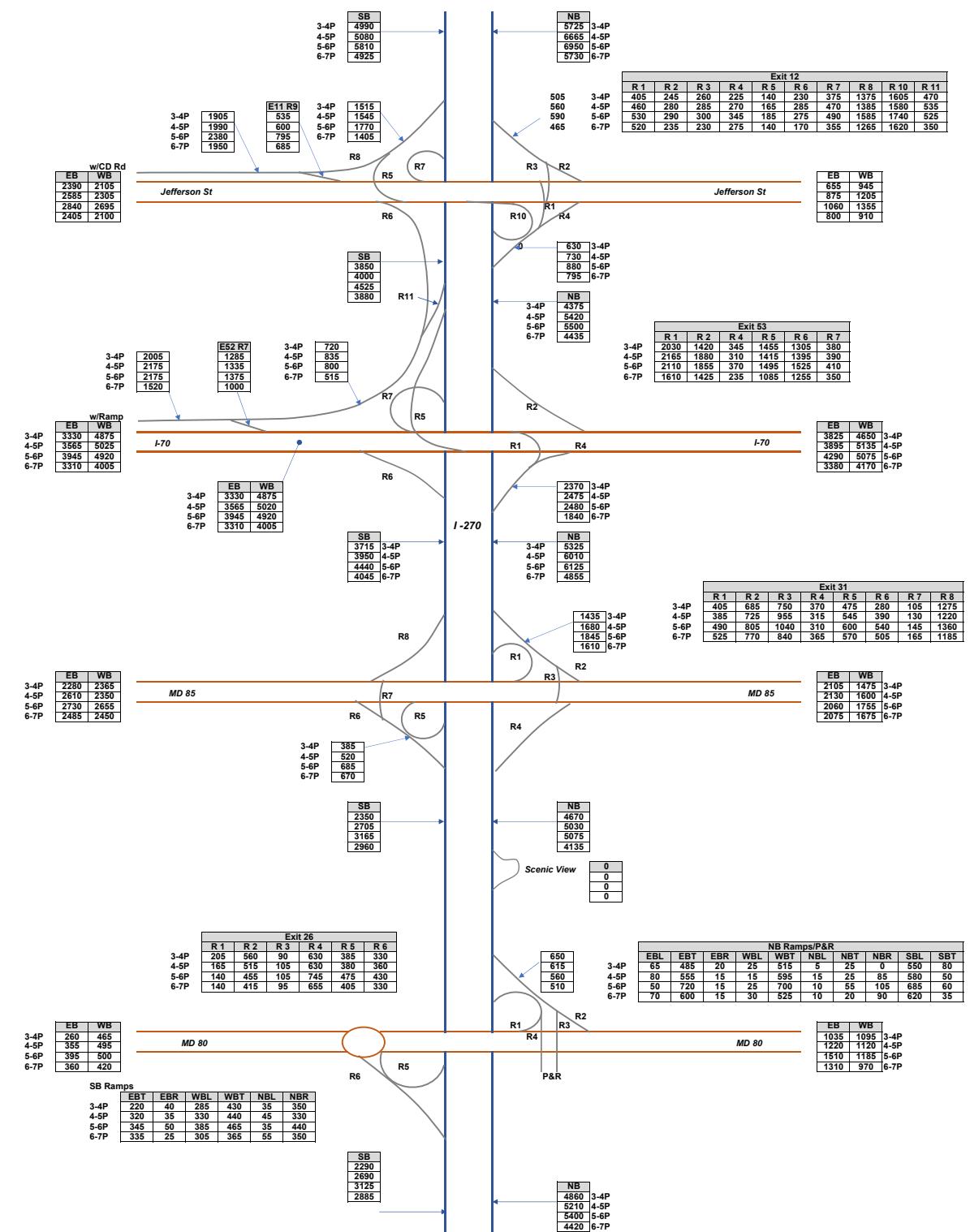


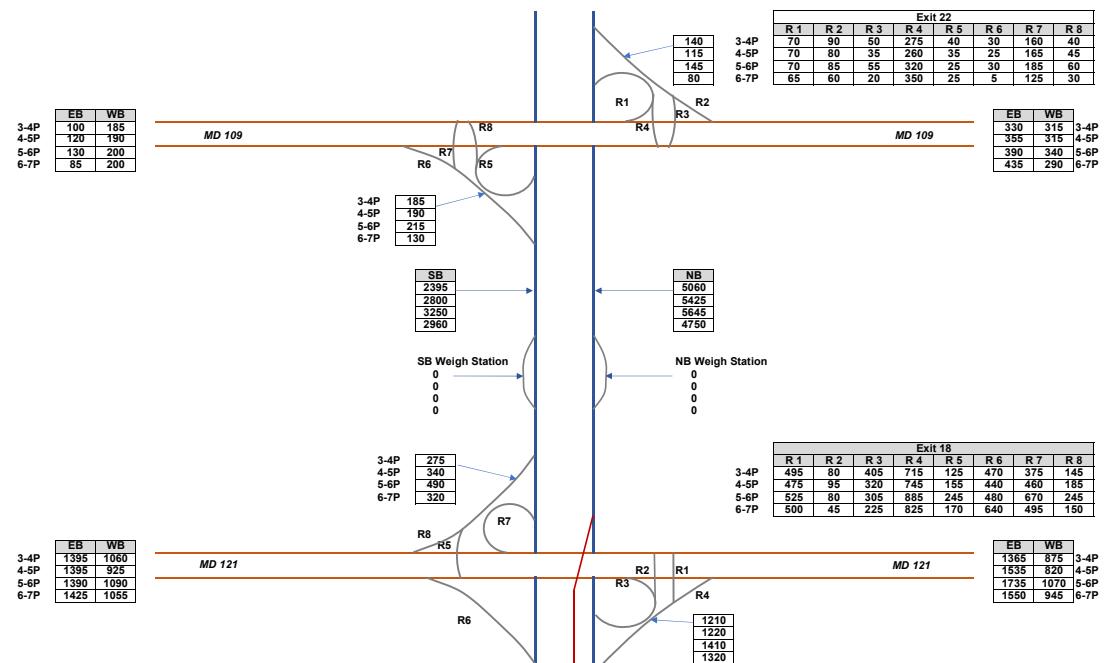


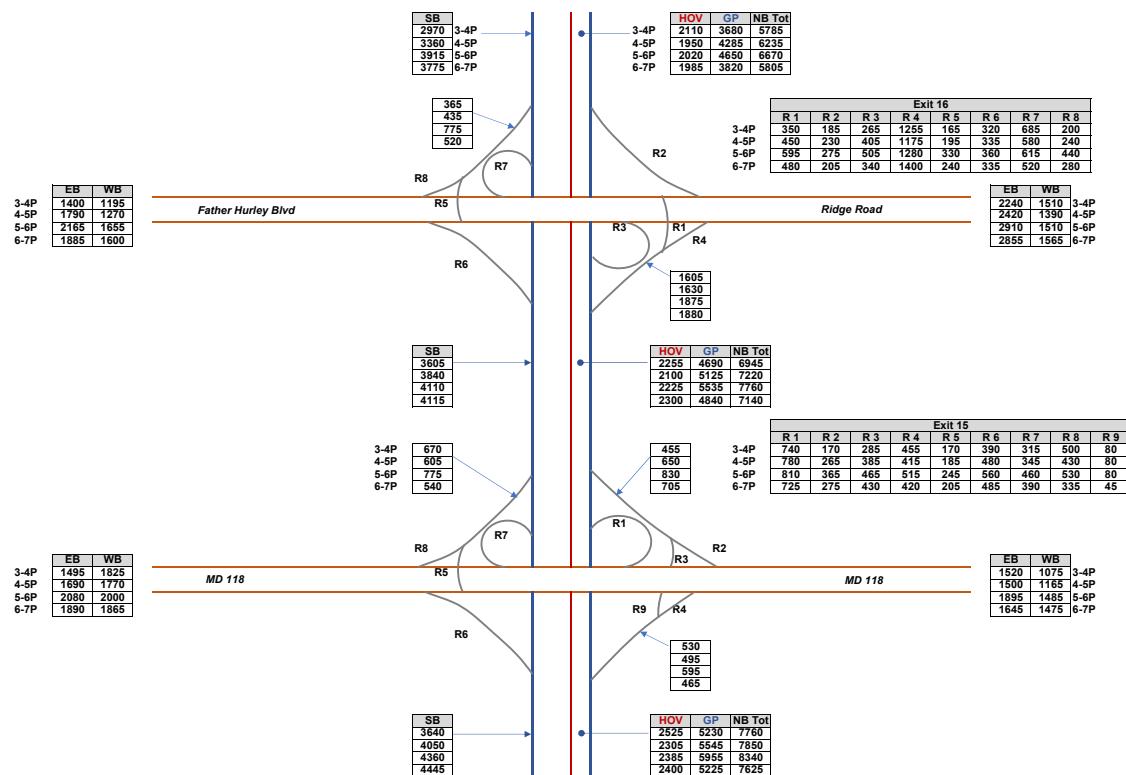


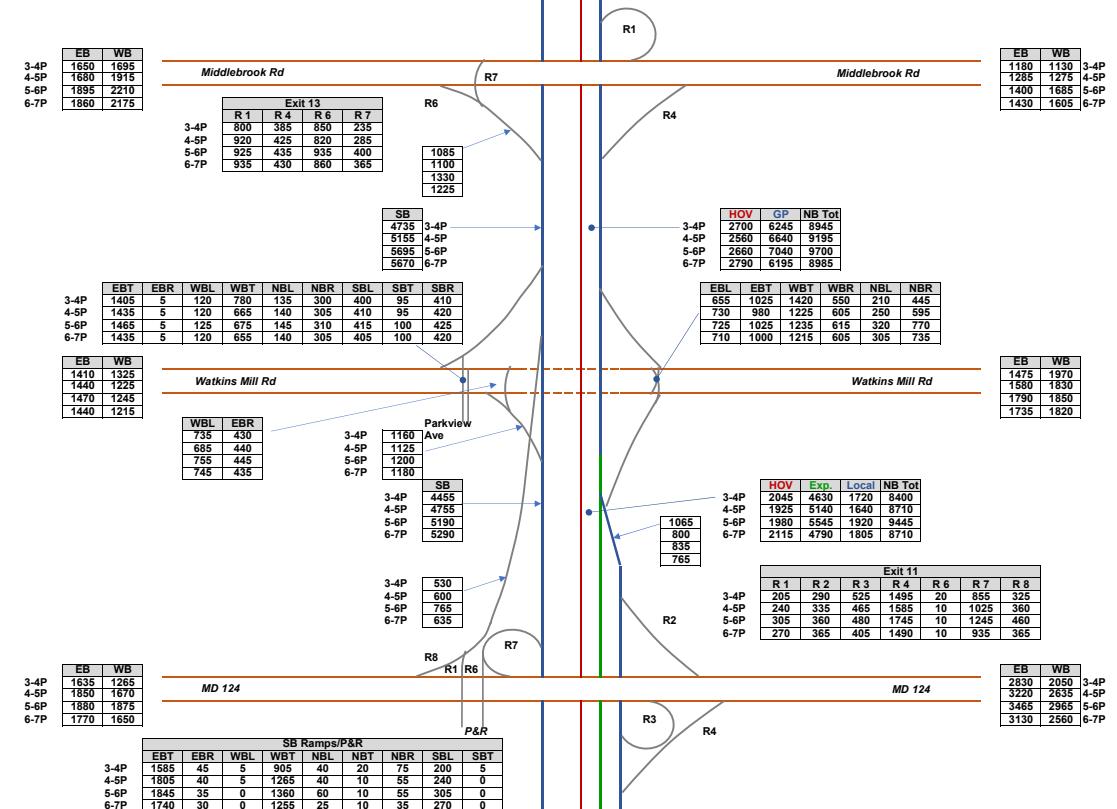


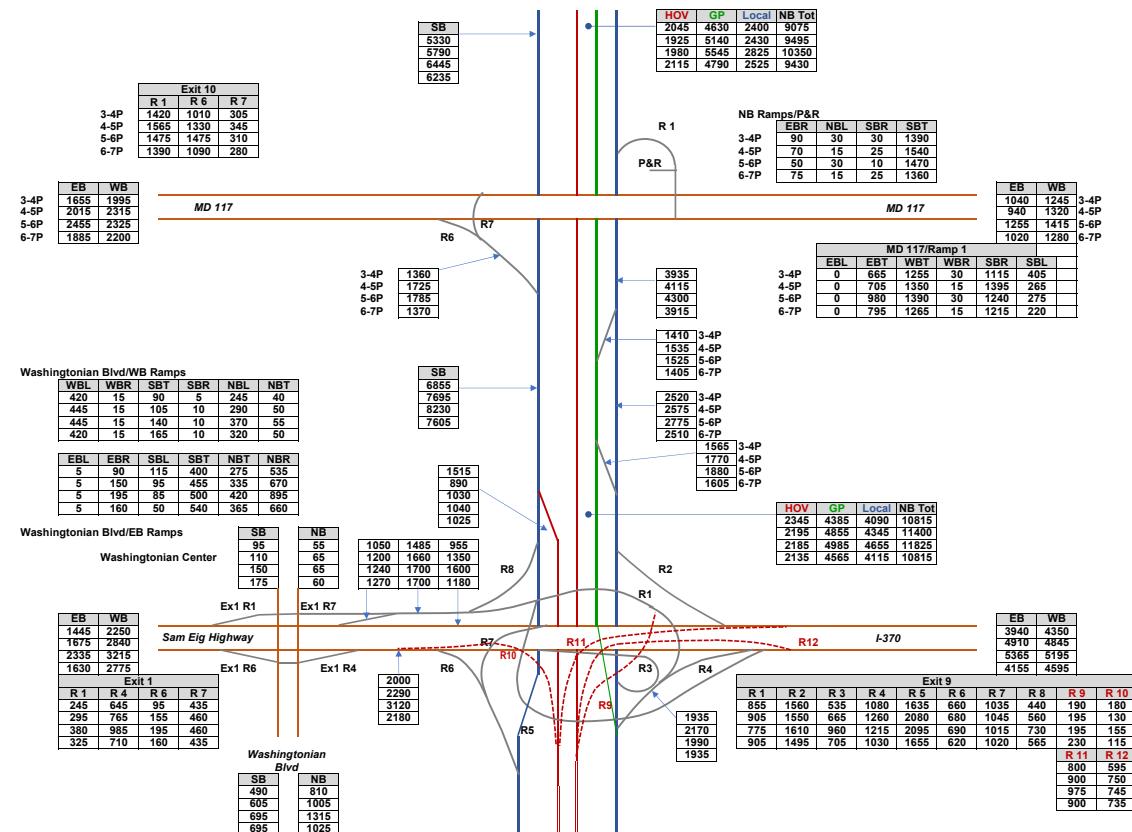


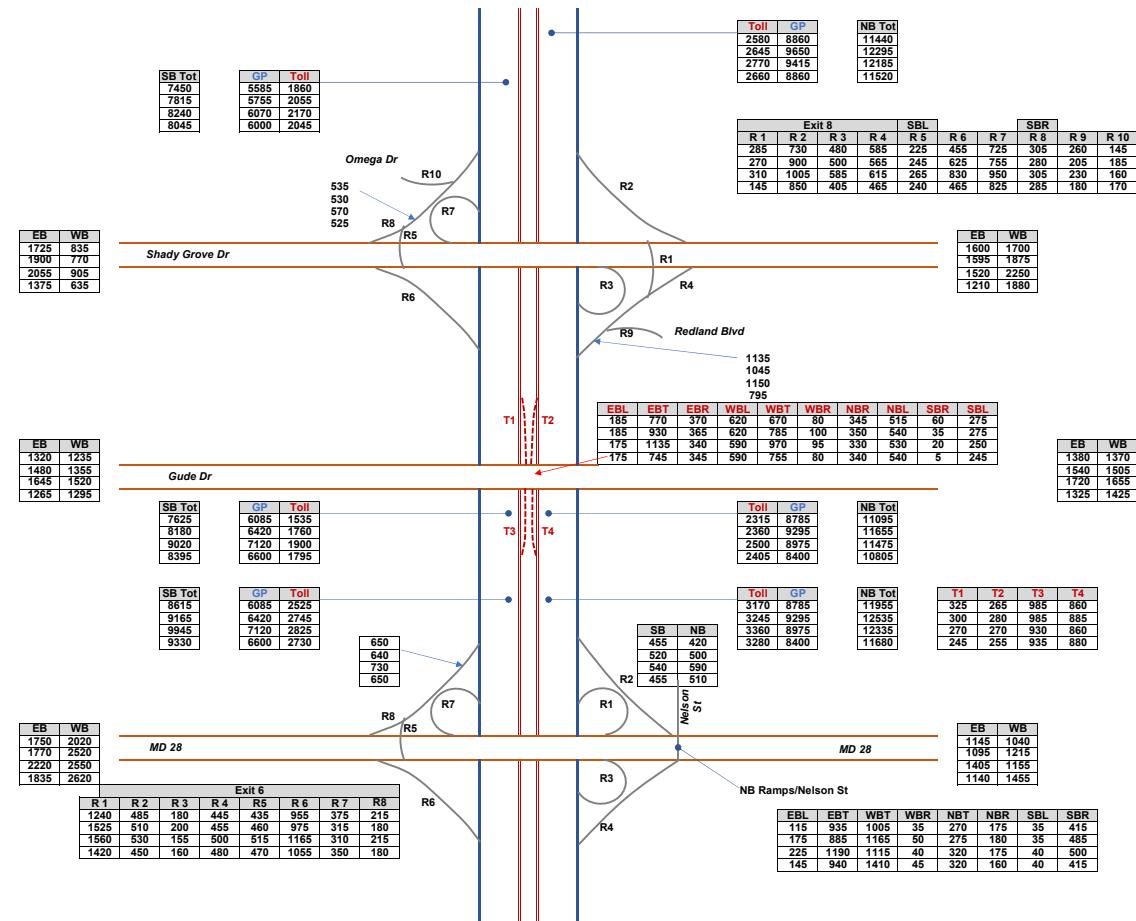


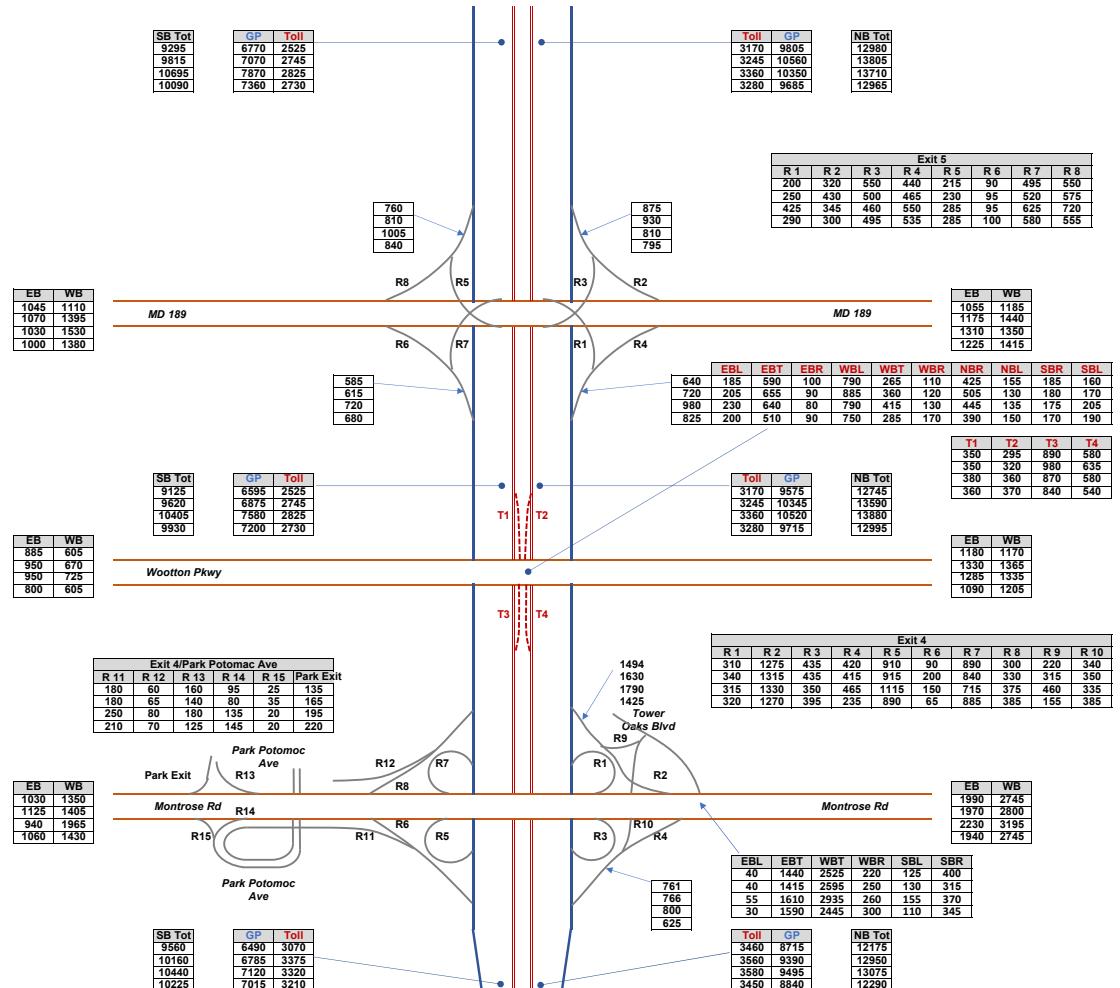


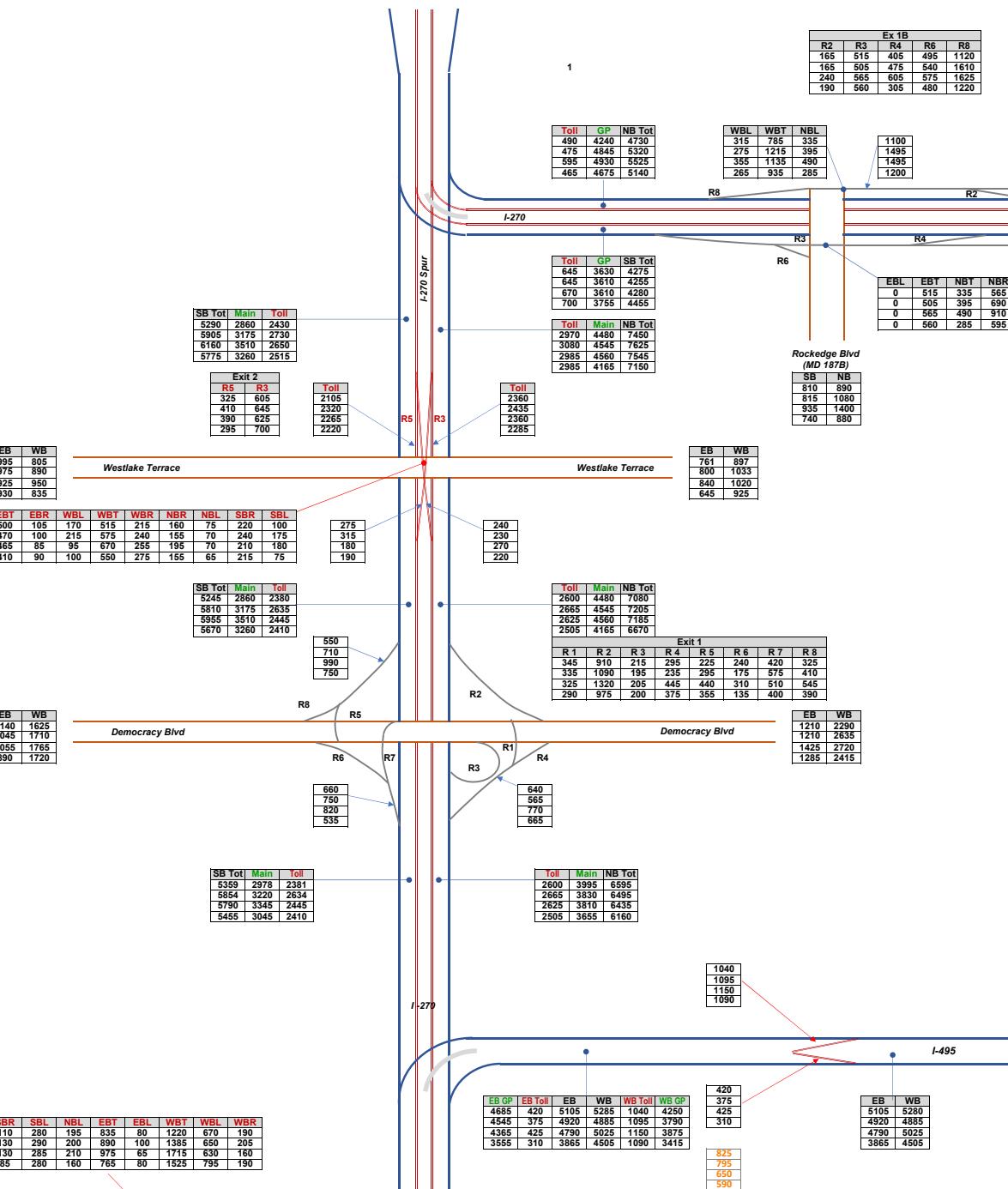


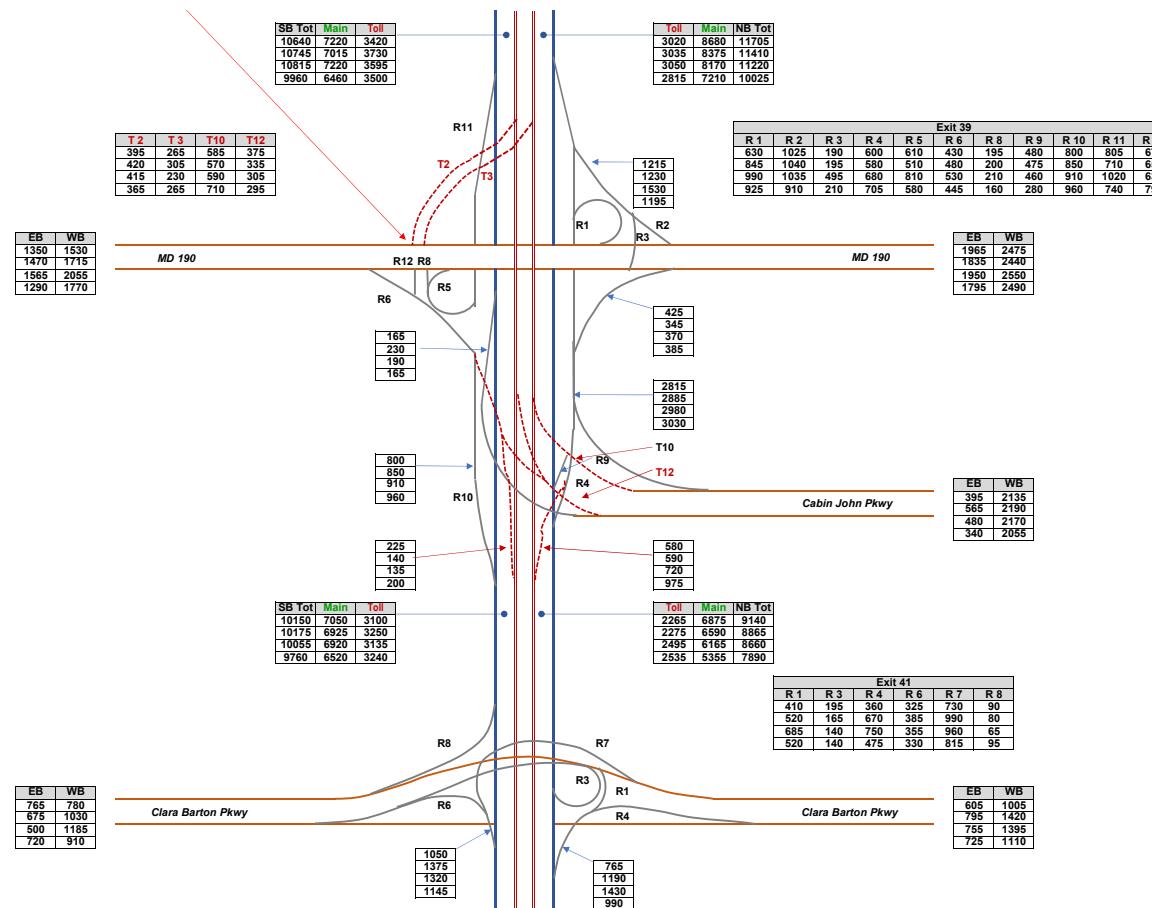


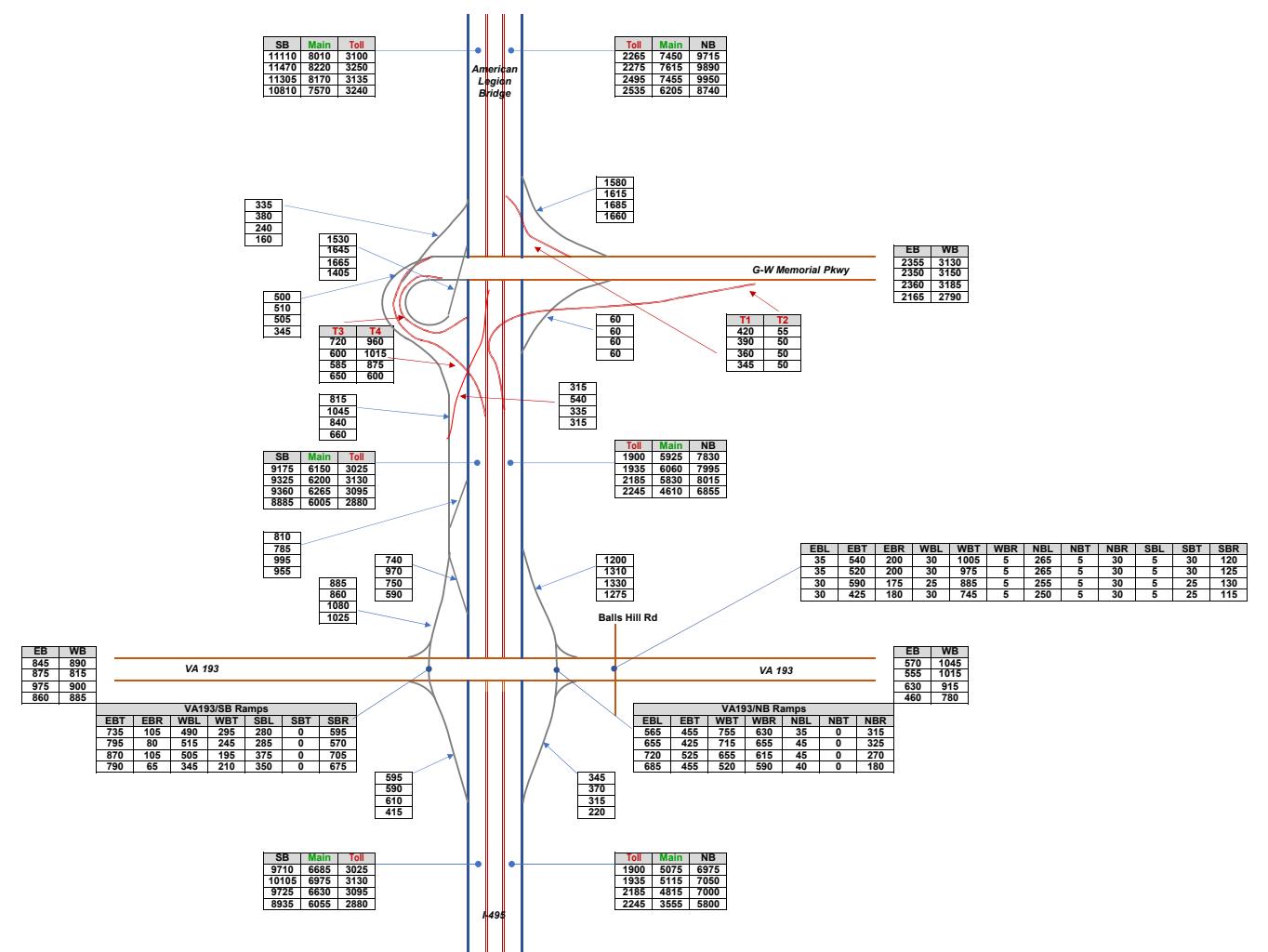


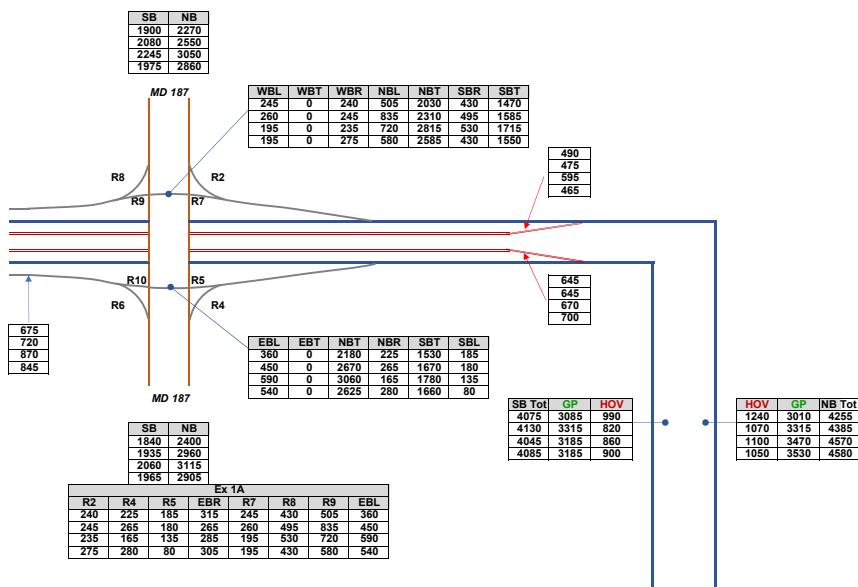


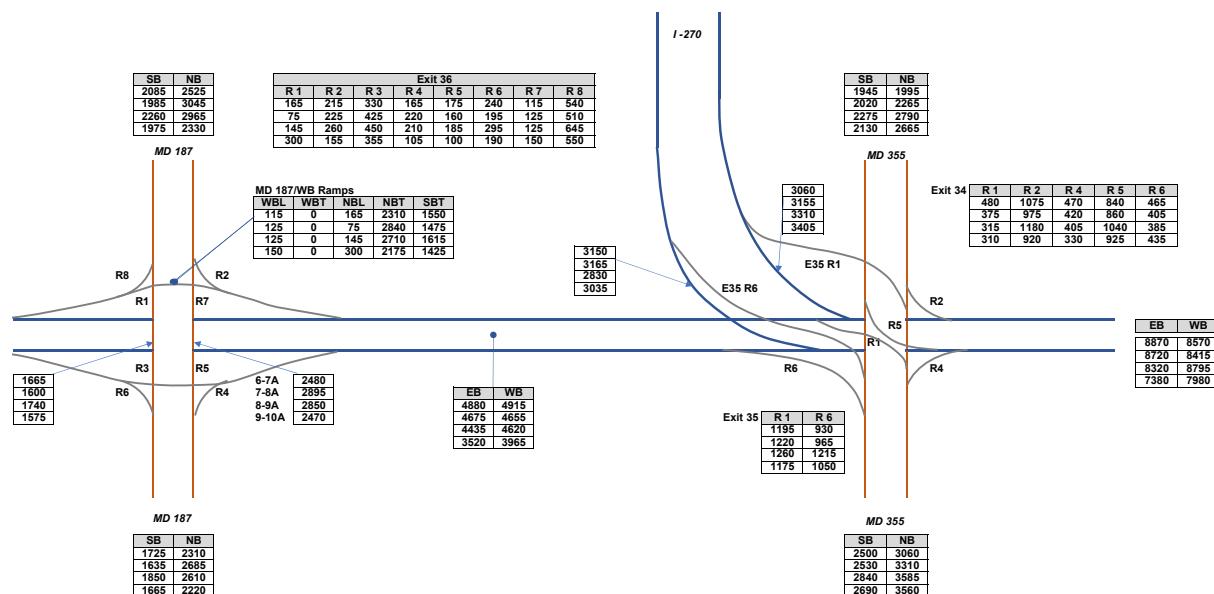


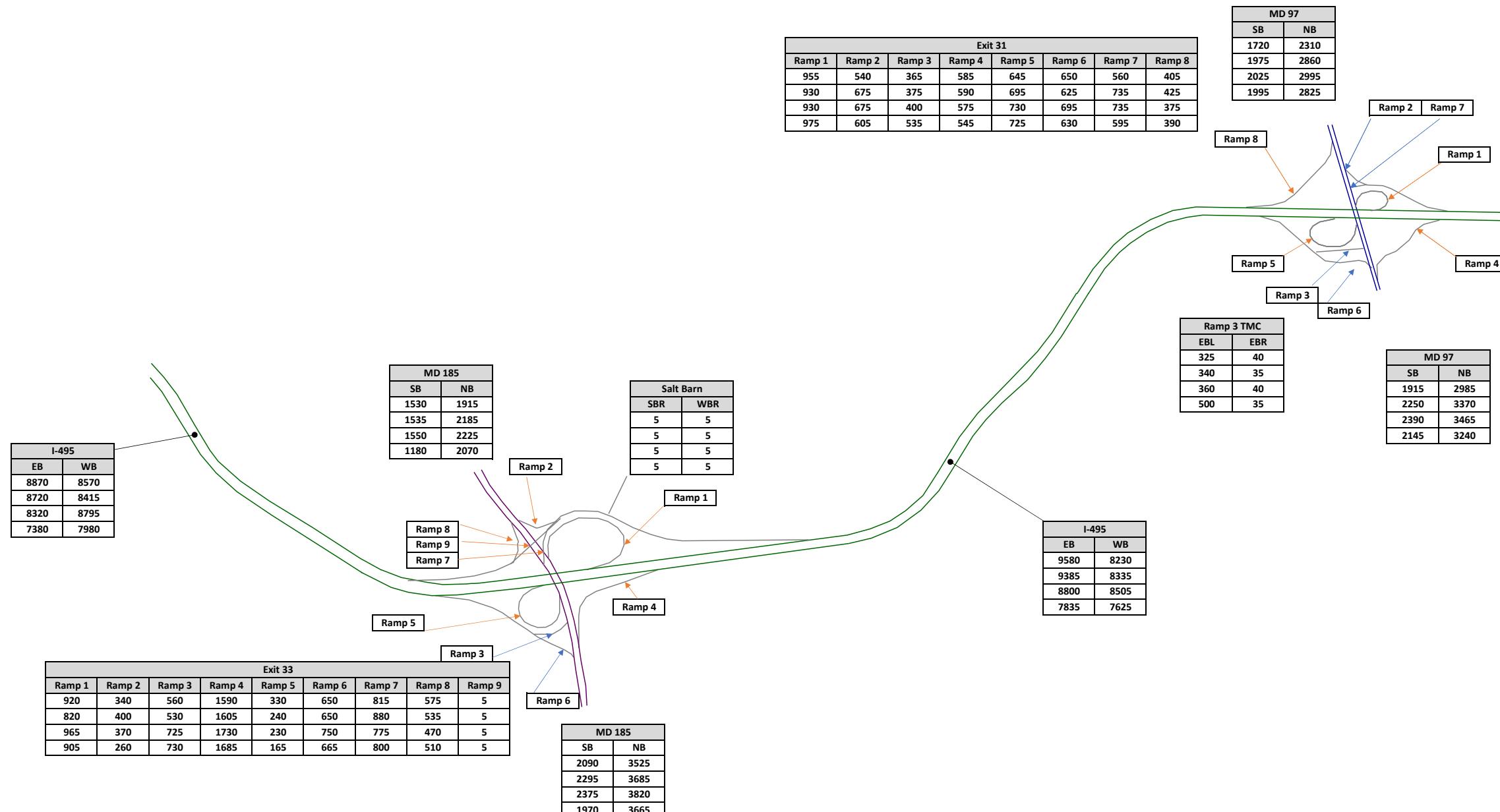


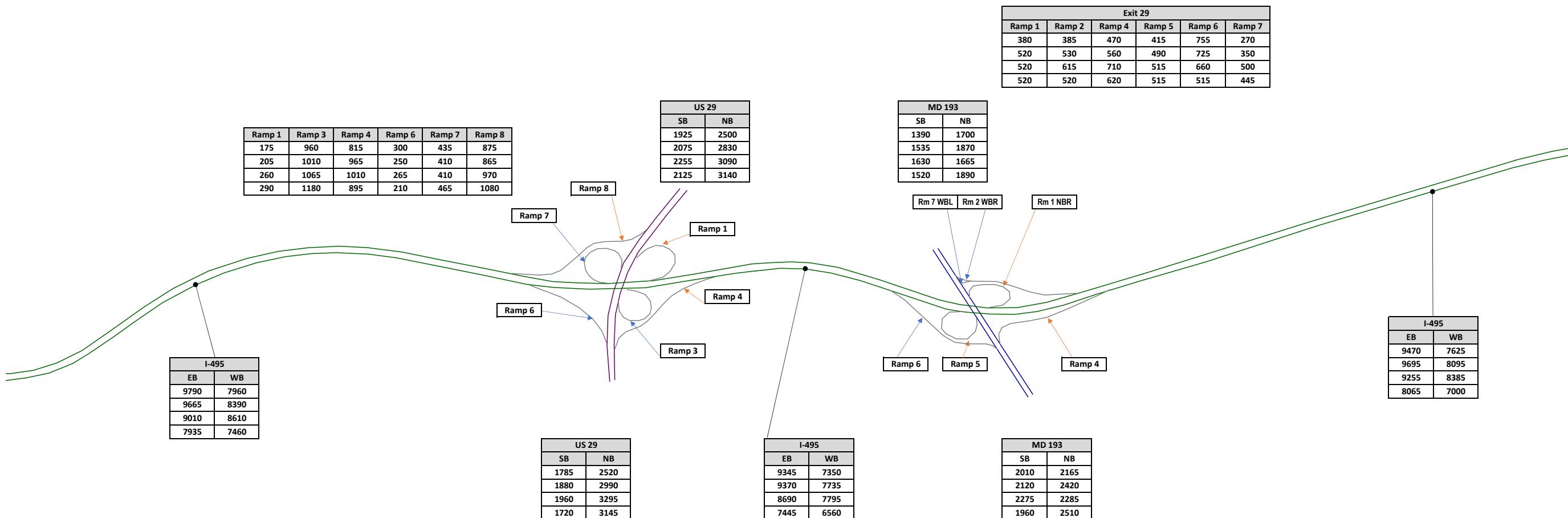


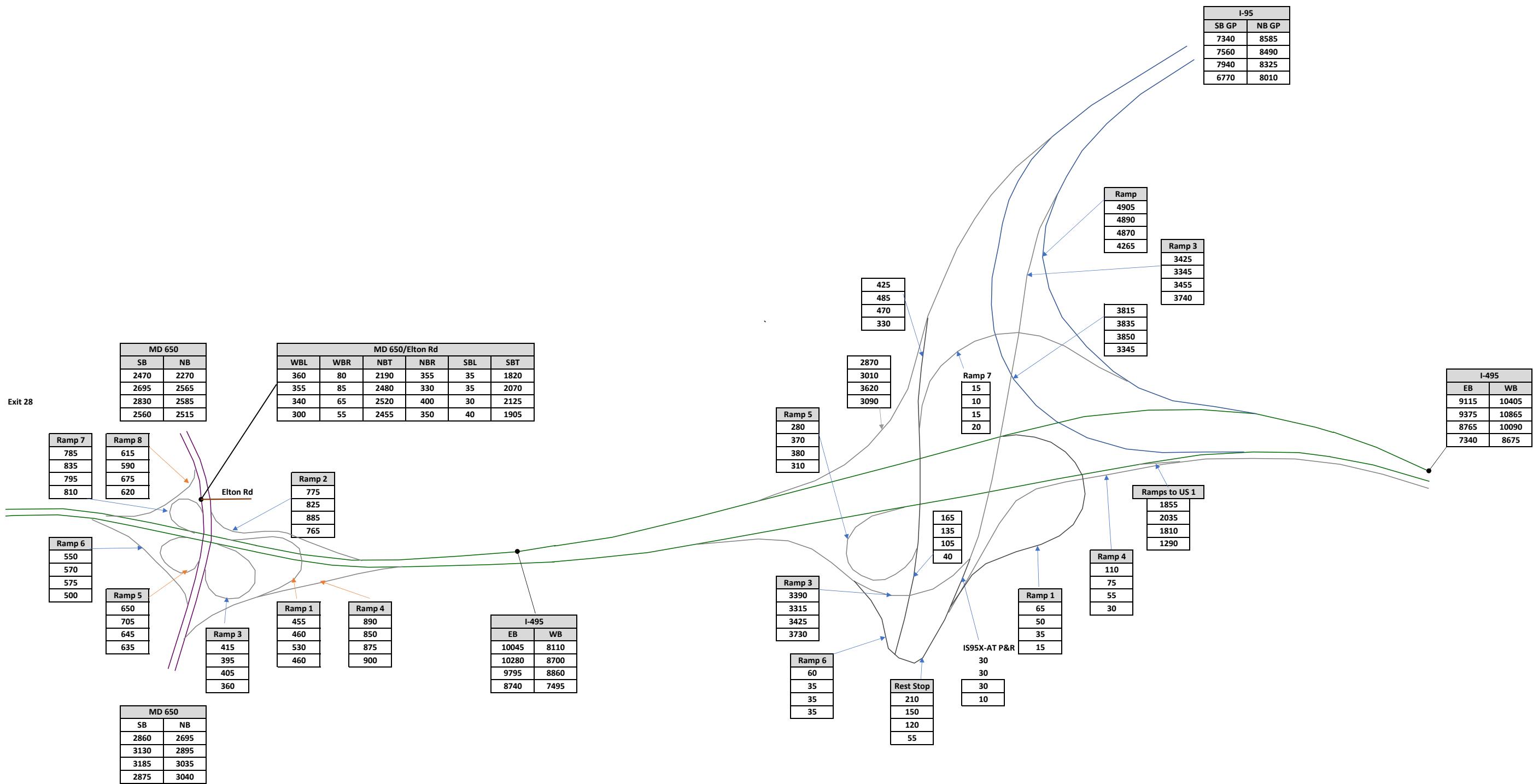


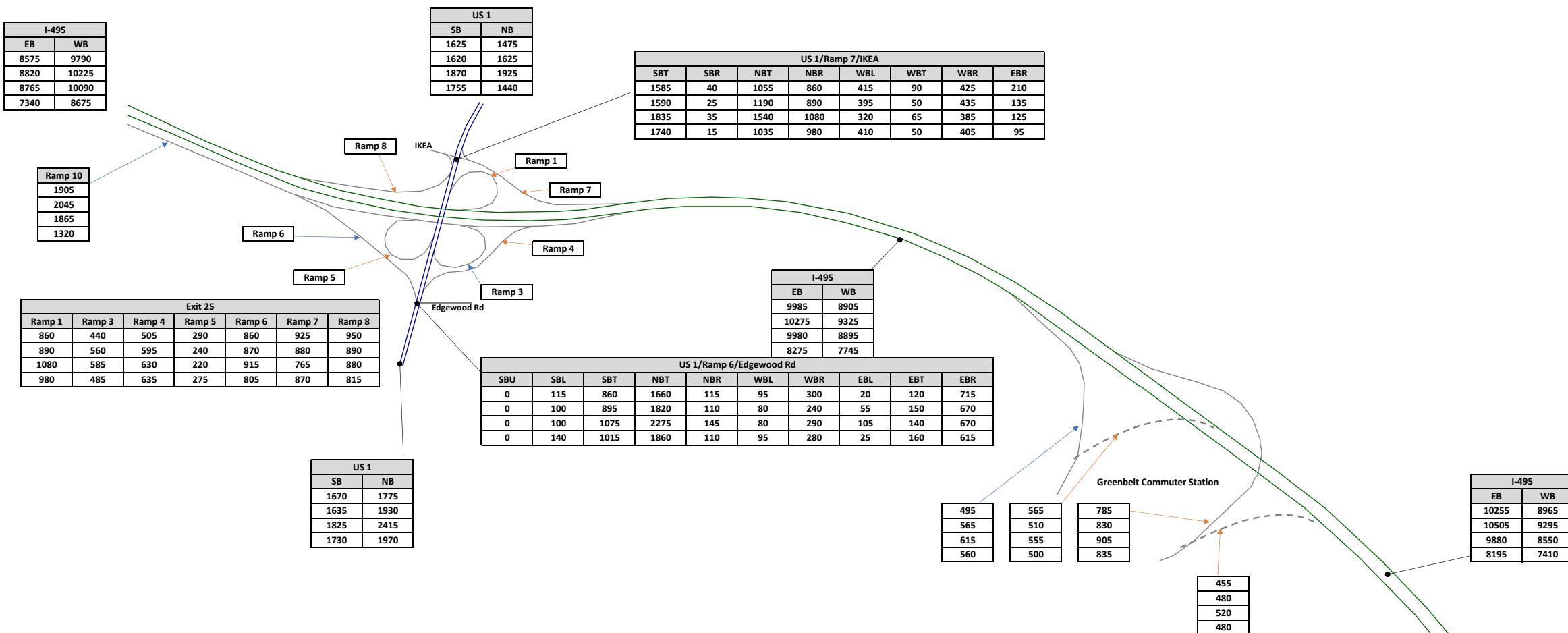


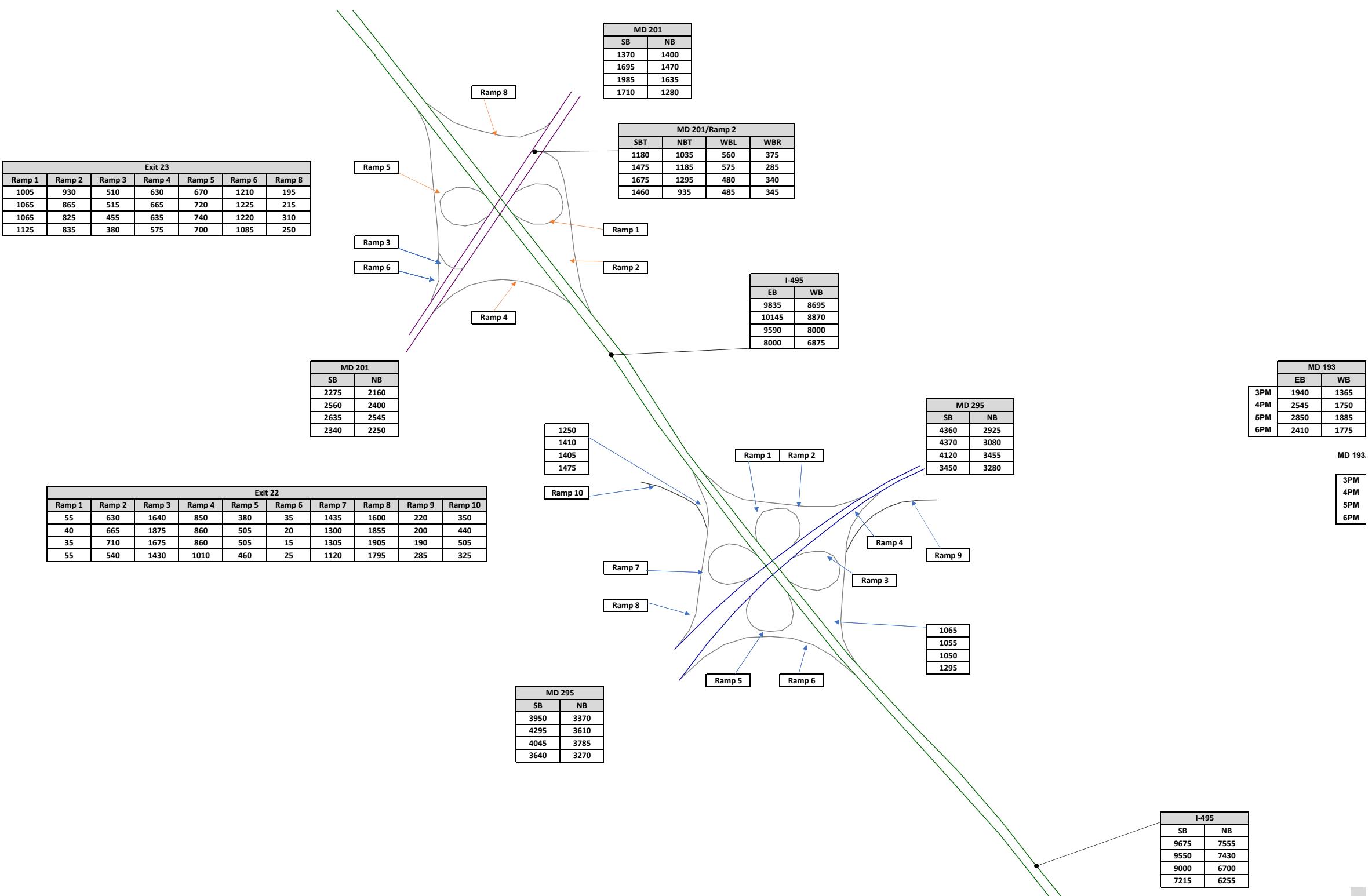


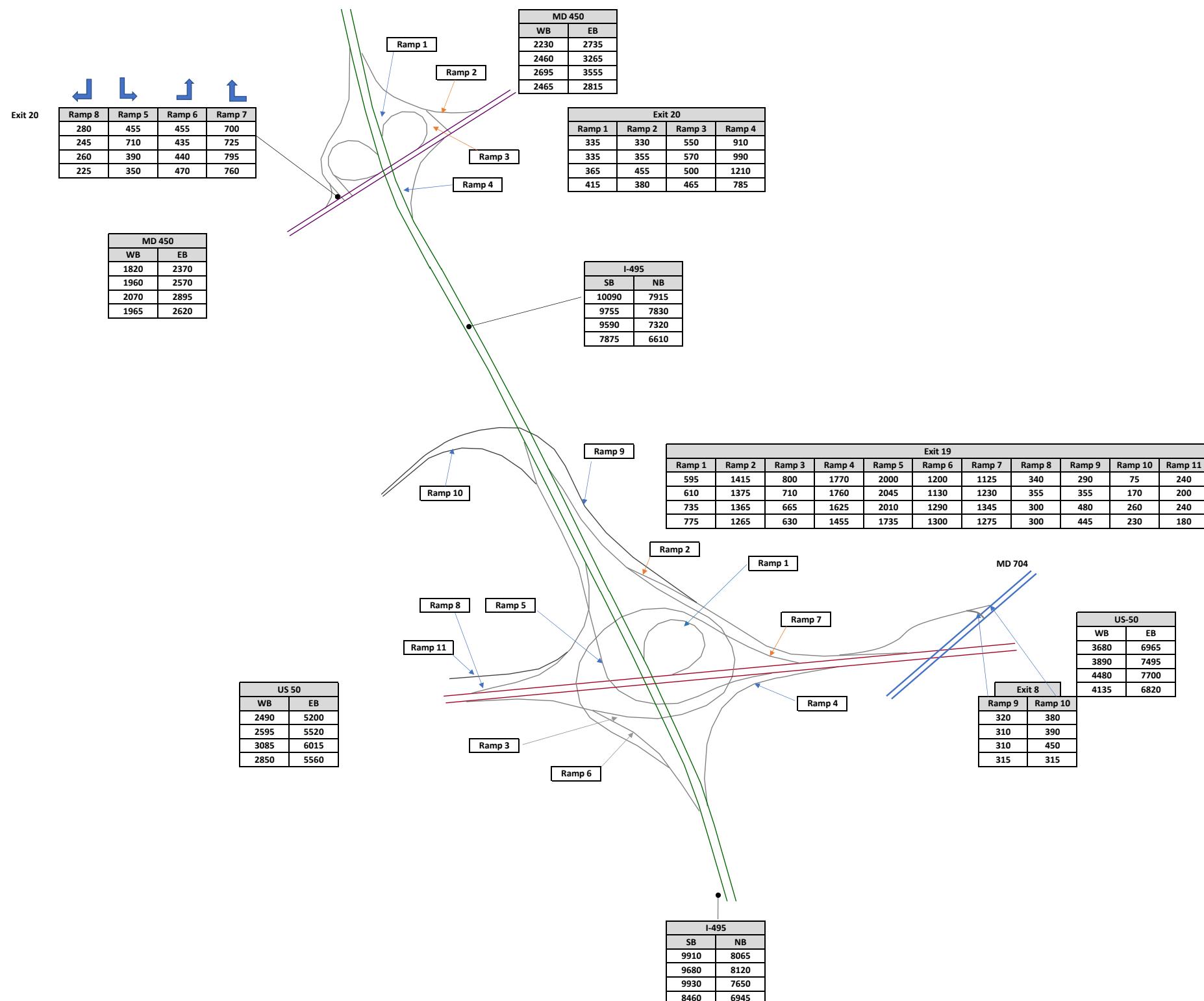


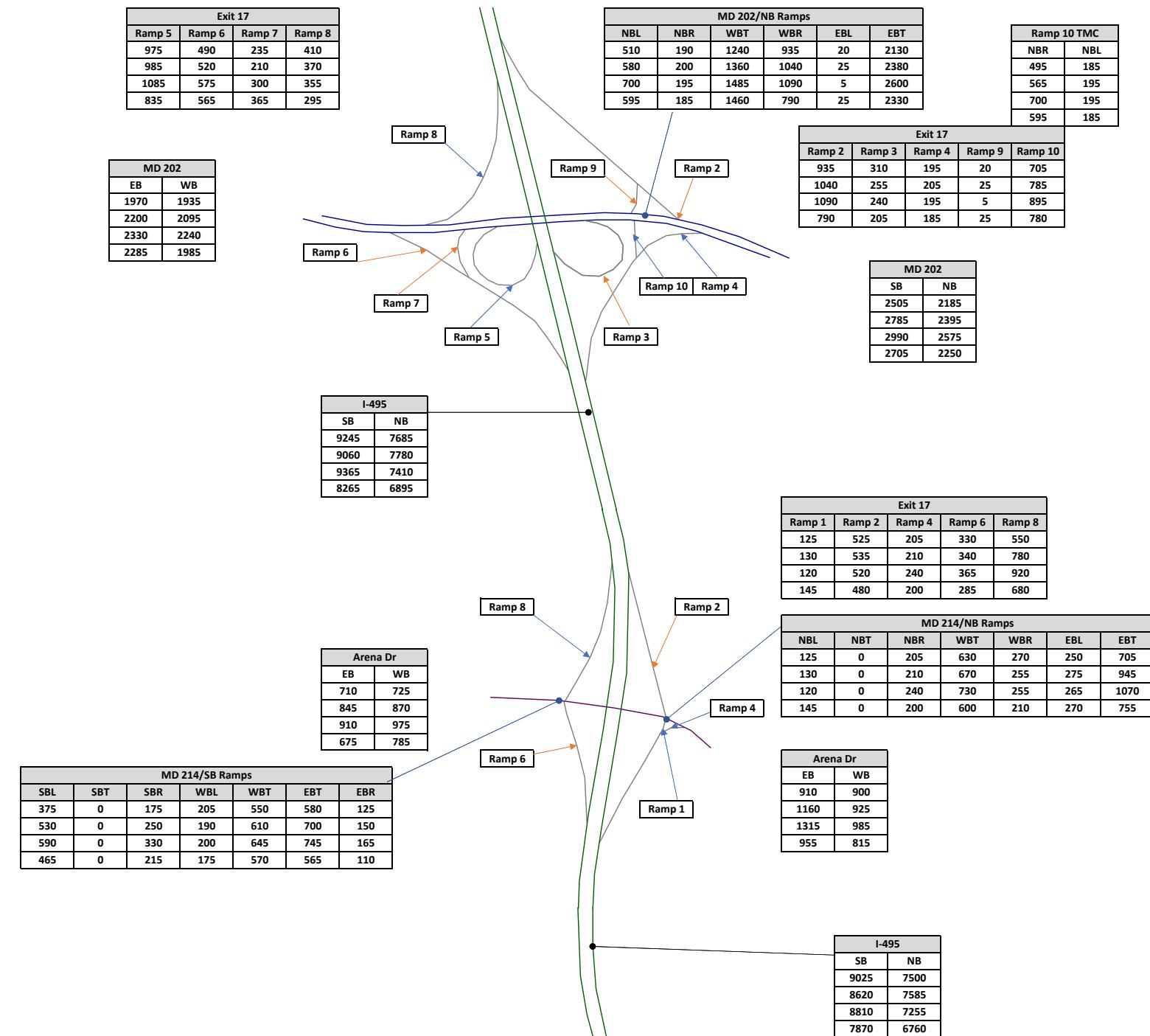


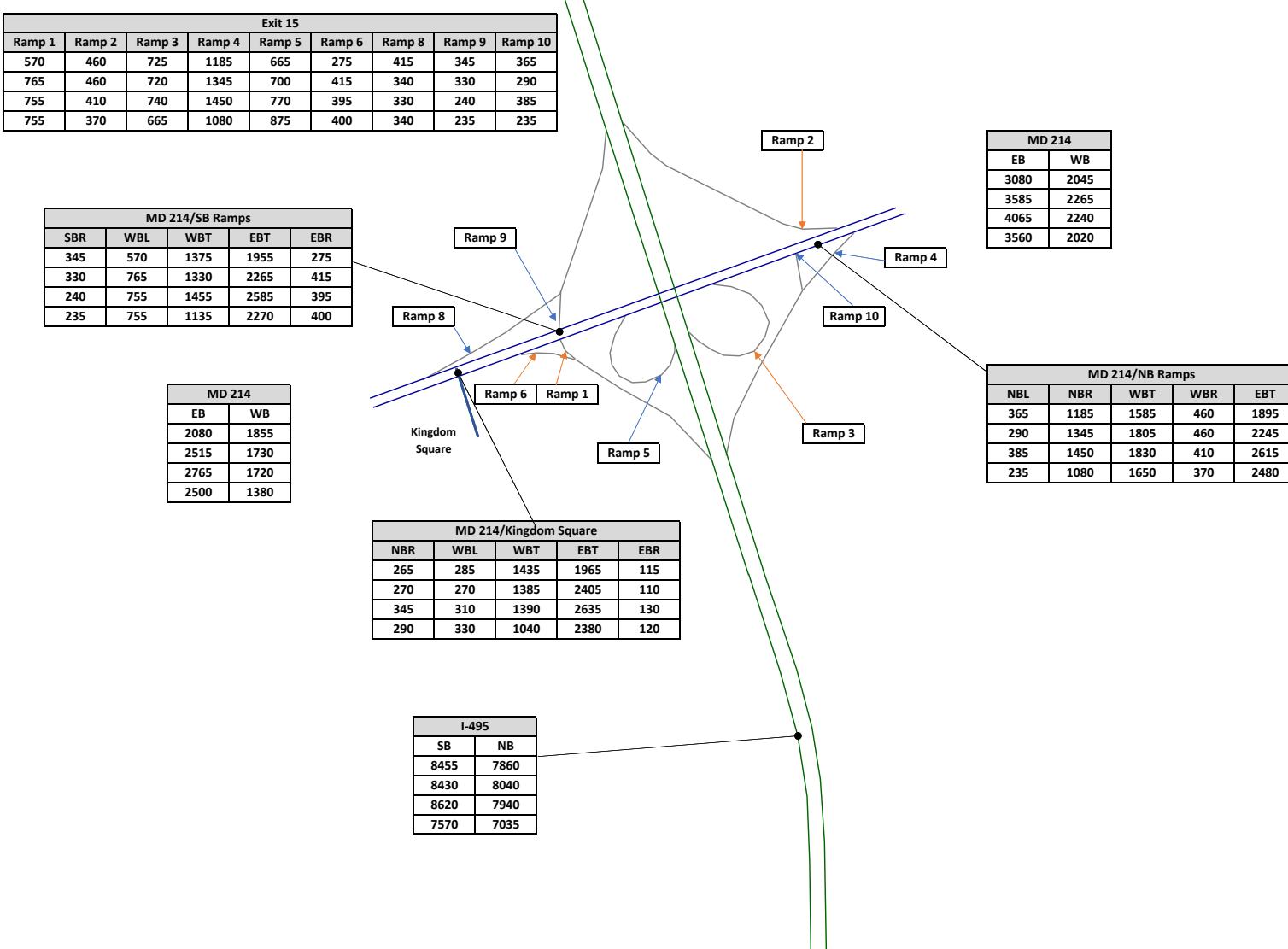


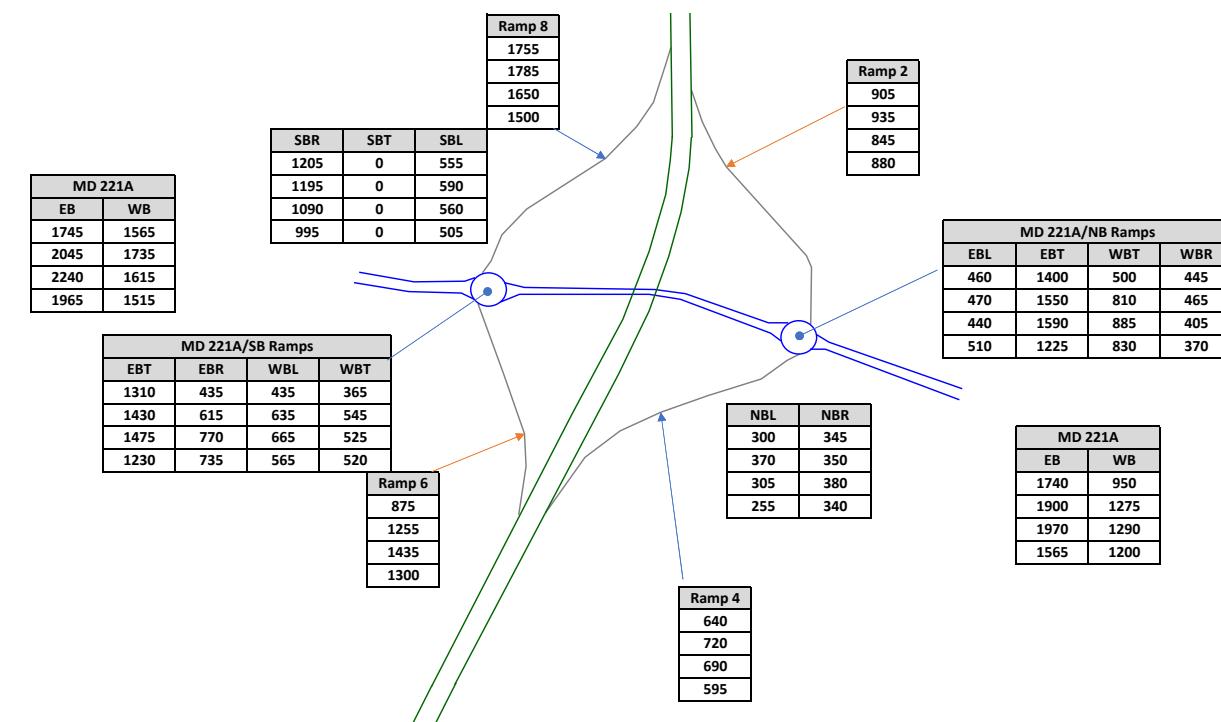


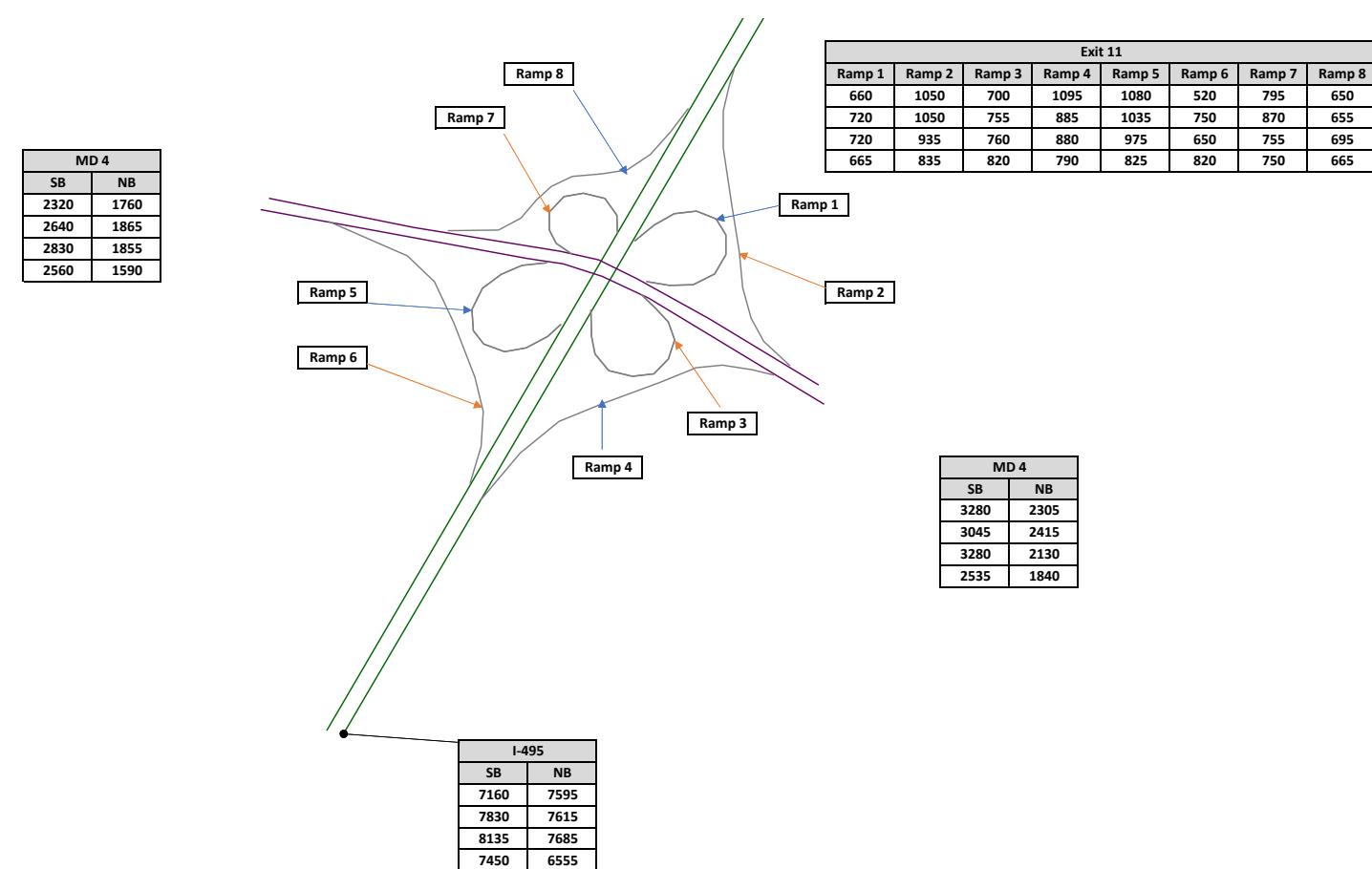


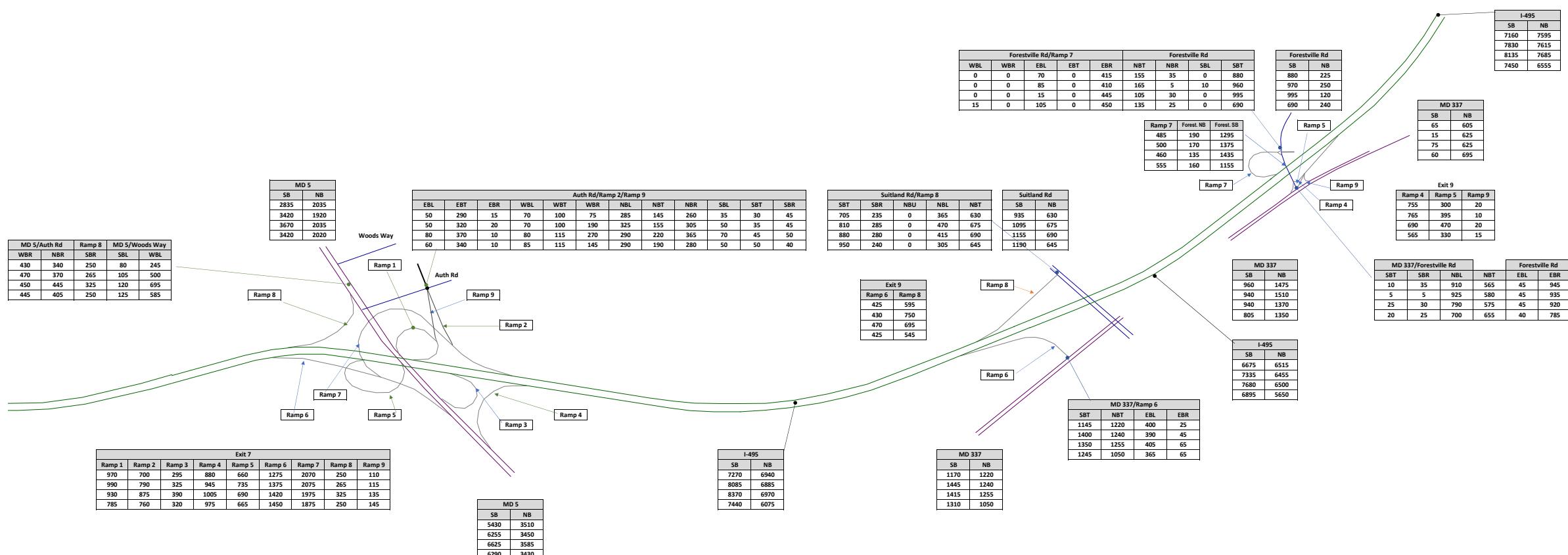


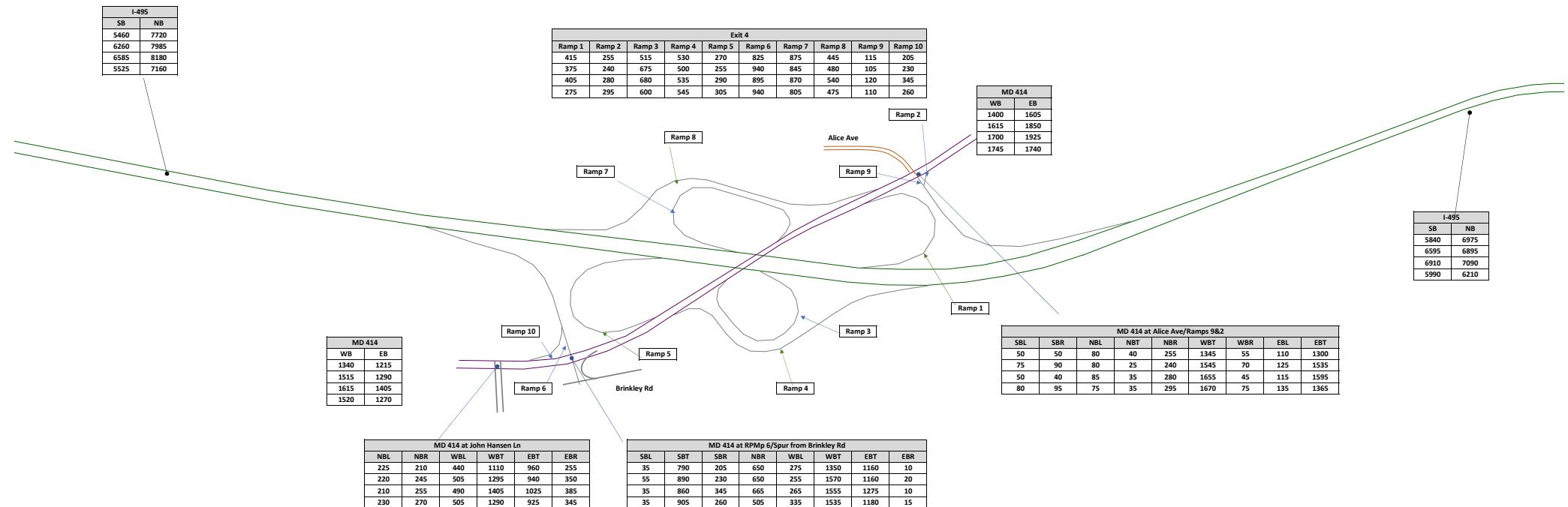


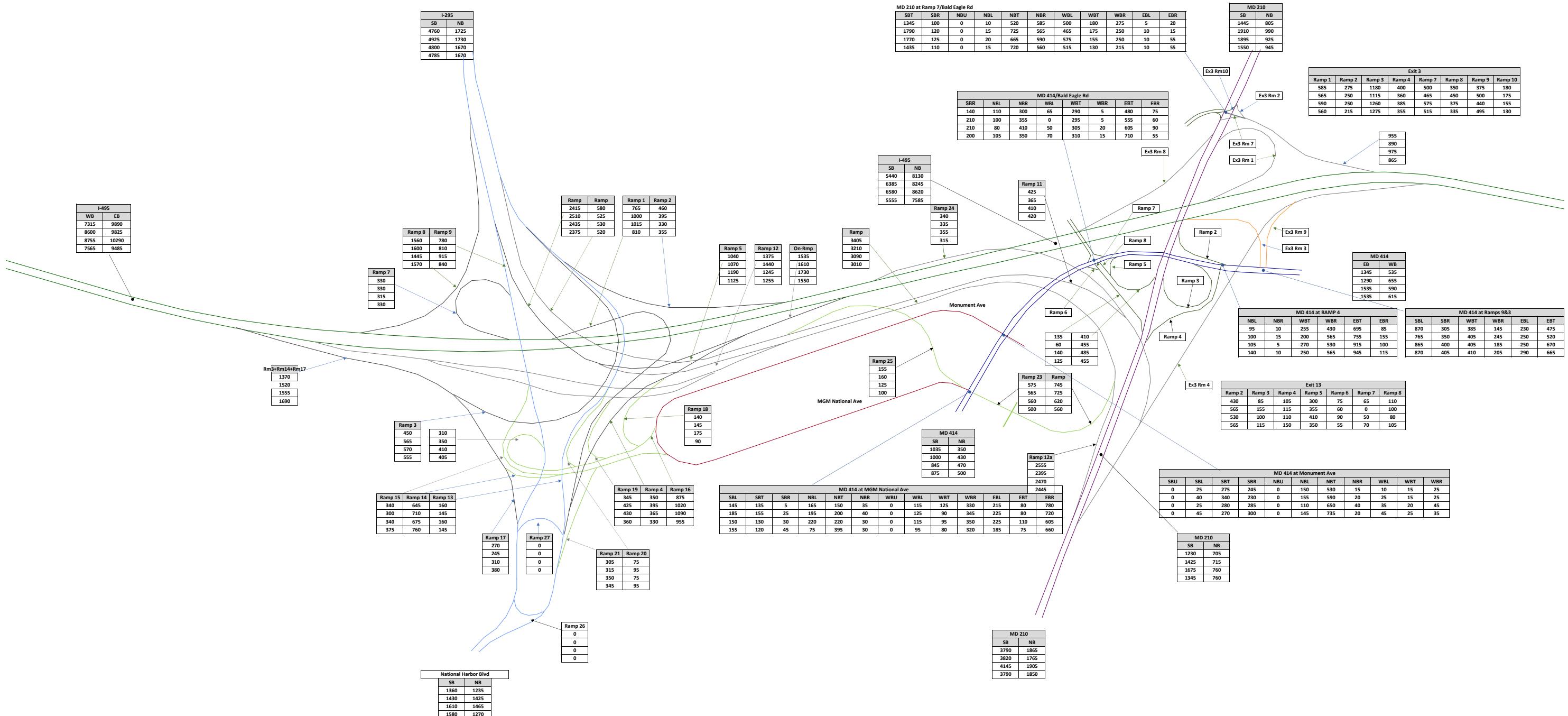














Attachment B

Travel Demand Tables

2045 No-Build Travel Demand

I-495 2045 No-Build Demand	AM Peak								PM Peak							
	Inner Loop				Outer Loop				Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	8355	9060	8440	7765	7770	8465	7895	7265	7560	7790	7720	6390	7130	7570	7045	6720
AMERICAN LEGION BRIDGE	8850	10425	10145	9405	10310	11040	9990	9250	9250	9515	9475	8075	9730	10220	9865	9240
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	8090	9610	9305	8575	10055	10255	8570	8110	8460	8190	7885	7005	8100	8190	7970	7585
BETWEEN MD 190 AND I-270	7865	9690	9805	9140	12110	12130	10010	9225	10455	10320	9675	8580	8495	8800	8540	7660
BETWEEN I-270 WEST AND MD 187	4335	5055	4295	4055	4680	5715	4455	4405	5180	4905	4520	3880	4740	4615	4485	3930
BETWEEN I-270 EAST AND MD 187	4140	4875	4135	3990	4415	5035	3900	4005	4960	4780	4365	3565	4465	4265	4205	3545
BETWEEN MD 355 AND MD 185	7250	9360	8500	8060	8365	9575	9000	8525	8935	8995	8335	7425	8400	8450	8660	7750
BETWEEN MD 185 AND MD 97	6740	8895	8565	7880	10320	10430	8960	8985	9845	9835	8955	7945	8225	8495	8490	7510
BETWEEN MD 97 AND US 29	6605	8860	8475	7910	10120	9350	7415	7980	10230	10195	9220	8115	7975	8520	8570	7320
BETWEEN MD US 29 AND MD 193	6590	8465	8230	7640	9090	8010	6310	6740	9760	9870	8880	7615	7405	7940	7835	6510
BETWEEN MD 193 AND MD 650	7000	8950	8815	7995	8860	7700	6100	6650	9855	10150	9365	8180	7675	8275	8370	6900
BETWEEN MD 650 AND I-95	8325	9875	9170	8345	9580	8370	7070	7430	10460	10835	9990	8940	8250	8985	8915	7490
BETWEEN US 1 AND I-95	8285	9495	9290	8790	8910	9100	8175	7670	8950	9615	8655	7250	10020	10585	9775	8365
BETWEEN GREENBELT STATION AND US 1	9335	10980	10950	9825	9260	9635	8460	7745	10375	10805	9860	8240	9540	10030	9015	7855
BETWEEN GREENBELT STATION AND MD 201	8865	10485	10495	9385	9320	9790	8565	7815	10315	10700	9750	8150	9315	9695	8660	7525
BETWEEN MD 201 AND MD 295	7680	9075	9600	8405	9255	10020	8775	7835	9655	10095	9205	7740	8460	8730	7520	6440
BETWEEN MD 295 AND MD 450	6685	7935	8620	7410	9215	9840	8785	8075	9300	9310	8380	6715	7470	7420	6425	6035
BETWEEN MD 450 AND US 50	7115	8230	8975	7825	9280	9990	9150	8525	9775	9535	8990	7390	7970	7935	7155	6495
BETWEEN US 50 AND MD 202	8065	8995	9670	8605	8685	9520	8465	8050	9575	9405	9295	7970	8165	8275	7535	6900
BETWEEN MD 202 AND ARENA DR	7970	8620	9260	8325	8545	9375	8385	7875	9130	8990	8925	7930	8065	8180	7535	7045
BETWEEN ARENA DR AND MD 214	7895	8565	8945	8130	8675	9495	8620	7885	9005	8645	8490	7635	7935	8045	7445	6965
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7655	8175	8190	7665	8230	9450	8430	7480	8480	8570	8425	7445	7960	8200	7850	7000
BETWEEN RITCHIE MARLBORO AND MD 4	7620	8070	7965	7575	7325	8435	7690	7290	7610	8010	8205	7230	7795	8035	7750	6765
BETWEEN MD 4 AND FORESTVILLE RD	7690	7635	8160	7385	6020	7200	6385	6015	7105	7860	7860	7220	7840	7870	7695	6595
BETWEEN FORESTVILLE AND MD 218	7010	7010	7505	6815	5380	6200	5390	5295	6655	7380	7460	6695	6685	6630	6470	5640
BETWEEN MD 218 AND MD 5	7230	7250	7780	7080	6225	7085	6225	5820	7285	8175	8165	7260	7140	7090	6955	6085
BETWEEN MD 5 AND MD 414	7740	6280	6900	6405	5110	6010	5375	4980	5935	6765	6825	5925	7145	7025	6990	6135
BETWEEN MD 414 AND MD 210	8065	6335	6775	6090	4755	5500	4970	4580	5615	6475	6550	5505	7720	7950	7900	6925
BETWEEN MD 210 AND I-295	9625	7525	7610	6580	4710	5520	4975	4530	5700	6700	6650	5625	8125	8275	8335	7360
WOODROW WILSON BRIDGE	11565	10990	10535	8040	7490	8660	7890	6880	7760	9095	8935	7750	10035	9955	10110	9345

I-270 2045 No-Build Demand	AM Peak								PM Peak							
	Southbound				Northbound				Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	4200	4305	4265	3695	2490	3695	3810	3255	2465	2870	3215	3010	4930	5225	4990	4060
BETWEEN MD 80 AND MD 109	4780	5015	4825	4185	2370	3400	3570	3085	2425	2870	3185	2960	5085	5360	5260	4295
BETWEEN MD 109 AND MD 121	5255	5540	5285	4530	2485	3525	3670	3195	2515	2965	3290	3010	5245	5535	5430	4555
BETWEEN MD 121 AND MD 27	6415	6530	6130	5400	2940	3745	3895	3545	3060	3465	3905	3615	5870	6310	6300	5500
BETWEEN MD 27 AND MD 118	7325	6515	6190	5840	3120	4065										

2045 Alt 9 Phase 1 Travel Demand

I-495 2045 Alt 9 Phase 1 Demand	AM Peak								PM Peak							
	Inner Loop				Outer Loop				Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	9040	9947	9640	9095	9521	10500	10505	9335	7828	7993	8015	6855	9176	9327	9360	8885
AMERICAN LEGION BRIDGE	10378	11954	12165	11440	11301	12096	11285	10450	9715	9889	9950	8740	11111	11470	11305	10810
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	9931	11432	11595	10895	11121	11480	10105	9525	9142	8866	8660	7890	10151	10175	10055	9760
BETWEEN MD 190 AND I-270	10021	11733	12070	11635	13362	13517	11840	11090	11703	11412	11220	10025	10641	10743	10815	9960
BETWEEN I-270 WEST AND MD 187	5034	5704	4840	4680	4865	5941	4965	4920	5107	4918	4790	3865	5282	4884	5025	4505
BETWEEN I-270 EAST AND MD 187	4598	5185	4745	4540	4554	5291	4360	4375	4879	4675	4435	3520	4913	4656	4620	3965
BETWEEN MD 355 AND MD 185	7590	9525	8930	8720	8269	9627	9315	8830	8871	8720	8320	7380	8570	8415	8795	7980
BETWEEN MD 185 AND MD 97	7105	9016	8940	8445	9952	10219	9175	9120	9579	9385	8800	7835	8230	8337	8505	7625
BETWEEN MD 97 AND US 29	6926	8963	8750	8370	9719	9128	7580	8050	9792	9666	9010	7935	7959	8391	8610	7460
BETWEEN MD US 29 AND MD 193	6872	8560	8505	8070	8652	7755	6385	6750	9346	9370	8690	7445	7348	7736	7795	6560
BETWEEN MD 193 AND MD 650	7275	9045	9125	8465	8488	7522	6250	6740	9472	9695	9255	8065	7624	8095	8385	7000
BETWEEN MD 650 AND I-95	8570	9952	9530	8865	9205	8201	7250	7555	10044	10282	9795	8740	8109	8701	8860	7495
BETWEEN US 1 AND I-95	8303	9496	10010	9080	8817	9128	8585	8040	8576	8821	8765	7340	9790	10223	10090	8675
BETWEEN GREENBELT STATION AND US 1	9390	10937	11290	10160	9123	9588	8745	7980	9983	10275	9980	8275	8906	9324	8895	7745
BETWEEN GREENBELT STATION AND MD 201	8939	10461	10835	9725	9196	9749	8865	8065	10253	10505	9880	8195	8963	9293	8550	7410
BETWEEN MD 201 AND MD 295	7959	9283	10075	8905	9618	10466	9475	8420	9836	10146	9590	8000	8696	8871	8000	6875
BETWEEN MD 295 AND MD 450	7071	8279	9115	7945	9511	10219	9415	8620	9676	9550	9000	7215	7556	7430	6700	6255
BETWEEN MD 450 AND US 50	7551	8618	9580	8440	9671	10481	9920	9190	10088	9753	9590	7875	7915	7828	7320	6610
BETWEEN US 50 AND MD 202	8153	9040	10005	8915	8905	9792	8980	8490	9909	9681	9930	8460	8066	8119	7650	6945
BETWEEN MD 202 AND ARENA DR	7944	8575	9465	8520	8696	9613	8865	8325	9244	9060	9365	8265	7687	7779	7410	6895
BETWEEN ARENA DR AND MD 214	7857	8507	9150	8310	8521	9380	8785	8010	9026	8618	8810	7870	7498	7585	7255	6760
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7624	8167	8455	7865	8163	9399	8680	7700	8454	8429	8620	7570	7862	8041	7940	7035
BETWEEN RITCHIE MARLBORO AND MD 4	7610	8085	8255	7805	7251	8381	7910	7480	7576	7896	8405	7370	7595	7823	7780	6755
BETWEEN MD 4 AND FORESTVILLE RD	7678	7663	8435	7605	5966	7154	6575	6175	7159	7828	8135	7450	7595	7615	7685	6555
BETWEEN FORESTVILLE AND MD 218	6989	7033	7755	7010	5340	6164	5560	5455	6674	7333	7680	6895	6514	6455	6500	5650
BETWEEN MD 218 AND MD 5	7202	7256	8030	7280	6111	6974	6340	5925	7270	8085	8370	7440	6940	6887	6970	6075
BETWEEN MD 5 AND MD 414	7391	6024	6865	6355	4952	5801	5375	4945	5839	6596	6910	5990	6974	6897	7090	6210
BETWEEN MD 414 AND MD 210	7779	6077	6735	5990	4627	5354	5000	4605	5461	6261	6585	5525	7721	7983	8180	7160
BETWEEN MD 210 AND I-295	9225	7450	7680	6580	4578	5350	4995	4550	5442	6387	6580	5555	8129	8245	8620	7585
WOODROW WILSON BRIDGE	11111	10500	10425	7860	7115	8240	7740	6740	7314	8599	8755	7565	9889	9826	10290	9485

I-270 2045 Alt 9 Phase 1 Demand	AM Peak								PM Peak							
	Southbound				Northbound				Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	4239	4239	4355	3945	2595	3822	4000	3425	2348	2705	3165	2960	4672	5029	5075	4135
BETWEEN MD 80 AND MD 109	4758	4869	4895	4425	2527	3604	3825	3295	2291	2691	3125	2885	4860	5208	5400	4420
BETWEEN MD 109 AND MD 121	5219	5379	5355	4775	2658	3730	3935	3415	2395	2799	3250	2960	5062	5424	5645	4750
BETWEEN MD 121 AND MD 27	6518	6315	6425	5695	3026	3739	3985	3610	2969	3359	3915	3775	5787	6233	6670	5805
BETWEEN MD 27 AND MD 118	7459	6368</														

AM Peak Travel Demand - 2045 No-Build vs. 2045 Alt 9 Phase 1

AM Peak - I-495	2045 No-Build Demand								2045 Alt 9 Phase 1 Demand							
	Inner Loop				Outer Loop				Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM
BETWEEN VA-193 AND GW MEMORIAL PKWY	8355	9060	8440	7765	7770	8465	7895	7265	9040	9947	9640	9095	9521	10500	10505	9335
AMERICAN LEGION BRIDGE	8850	10425	10145	9405	10310	11040	9990	9250	10378	11954	12165	11440	11301	12096	11285	10450
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	8090	9610	9305	8575	10055	10255	8570	8110	9931	11432	11595	10895	11121	11480	10105	9525
BETWEEN MD 190 AND I-270	7865	9690	9805	9140	12110	12130	10010	9225	10021	11733	12070	11635	13362	13517	11840	11090
BETWEEN I-270 WEST AND MD 187	4335	5055	4295	4055	4680	5715	4455	4405	5034	5704	4840	4680	4865	5941	4965	4920
BETWEEN I-270 EAST AND MD 187	4140	4875	4135	3990	4415	5035	3900	4005	4598	5185	4745	4540	4554	5291	4360	4375
BETWEEN MD 355 AND MD 185	7250	9360	8500	8060	8365	9575	9000	8525	7590	9525	8930	8720	8269	9627	9315	8830
BETWEEN MD 185 AND MD 97	6740	8895	8565	7880	10320	10430	8960	8985	7105	9016	8940	8445	9952	10219	9175	9120
BETWEEN MD 97 AND US 29	6605	8860	8475	7910	10120	9350	7415	7980	6926	8963	8750	8370	9719	9128	7580	8050
BETWEEN MD US 29 AND MD 193	6590	8465	8230	7640	9090	8010	6310	6740	6872	8560	8505	8070	8652	7755	6385	6750
BETWEEN MD 193 AND MD 650	7000	8950	8815	7995	8860	7700	6100	6650	7275	9045	9125	8465	8488	7522	6250	6740
BETWEEN MD 650 AND I-95	8325	9875	9170	8345	9580	8370	7070	7430	8570	9952	9530	8865	9205	8201	7250	7555
BETWEEN US 1 AND I-95	8285	9495	9290	8790	8910	9100	8175	7670	8303	9496	10010	9080	8817	9128	8585	8040
BETWEEN GREENBELT STATION AND US 1	9335	10980	10950	9825	9260	9635	8460	7745	9390	10937	11290	10160	9123	9588	8745	7980
BETWEEN GREENBELT STATION AND MD 201	8865	10485	10495	9385	9320	9790	8565	7815	8939	10461	10835	9725	9196	9749	8865	8065
BETWEEN MD 201 AND MD 295	7680	9075	9600	8405	9255	10020	8775	7835	7959	9283	10075	8905	9618	10466	9475	8420
BETWEEN MD 295 AND MD 450	6685	7935	8620	7410	9215	9840	8785	8075	7071	8279	9115	7945	9511	10219	9415	8620
BETWEEN MD 450 AND US 50	7115	8230	8975	7825	9280	9990	9150	8525	7551	8618	9580	8440	9671	10481	9920	9190
BETWEEN US 50 AND MD 202	8065	8995	9670	8605	8685	9520	8465	8050	8153	9040	10005	8915	8905	9792	8980	8490
BETWEEN MD 202 AND ARENA DR	7970	8620	9260	8325	8545	9375	8385	7875	7944	8575	9465	8520	8696	9613	8865	8325
BETWEEN ARENA DR AND MD 214	7895	8565	8945	8130	8675	9495	8620	7885	7857	8507	9150	8310	8521	9380	8785	8010
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7655	8175	8190	7665	8230	9450	8430	7480	7624	8167	8455	7865	8163	9399	8680	7700
BETWEEN RITCHIE MARLBORO AND MD 4	7620	8070	7965	7575	7325	8435	7690	7290	7610	8085	8255	7805	7251	8381	7910	7480
BETWEEN MD 4 AND FORESTVILLE RD	7690	7635	8160	7385	6020	7200	6385	6015	7678	7663	8435	7605	5966	7154	6575	6175
BETWEEN FORESTVILLE AND MD 218	7010	7010	7505	6815	5380	6200	5390	5295	6989	7033	7755	7010	5340	6164	5560	5455
BETWEEN MD 218 AND MD 5	7230	7250	7780	7080	6225	7085	6225	5820	7202	7256	8030	7280	6111	6974	6340	5925
BETWEEN MD 5 AND MD 414	7740	6280	6900	6405	5110	6010	5375	4980	7391	6024	6865	6355	4952	5801	5375	4945
BETWEEN MD 414 AND MD 210	8065	6335	6775	6090	4755	5500	4970	4580	7779	6077	6735	5990	4627	5354	5000	4605
BETWEEN MD 210 AND I-295	9625	7525	7610	6580	4710	5520	4975	4530	9225	7450	7680	6580	4578	5350	4995	4550
WOODROW WILSON BRIDGE	11565	10990	10535	8040	7490	8660	7890	6880	11111	10500	10425	7860	7115	8240	7740	6740

AM Peak - I-270	2045 No-Build Demand								2045 Alt 9 Phase 1 Demand							
	Southbound				Northbound				Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM	6-7 AM	7-8 AM	8-9 AM	9-10AM
BETWEEN MD 85 AND MD 80	4200	4305	4265	3695	2490	3695	3810	3255	4239	4239	4355	3945	2595	3822	4000	3425
BETWEEN MD 80 AND MD 109	4780	5015	4825	4185	2370	3400	3570	3085	4758	4869	4895	4425	2527	3604	3825	3295
BETWEEN MD 109 AND MD 121	5255	5540	5285	4530	2485	3525	3670	3195	5219	5379	5355	4775	2658	3730	3935	3415
BETWEEN MD 121 AND MD 27	6415	6530	6130	5400	2940	3745	3895	3545	6518	6315	6425	5695	3026	3739	3985	36

PM Peak Travel Demand - 2045 No-Build vs. 2045 Alt 9 Phase 1

PM Peak - I-495	2045 No-Build Demand								2045 Alt 9 Phase 1 Demand							
	Inner Loop				Outer Loop				Inner Loop				Outer Loop			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	7560	7790	7720	6390	7130	7570	7045	6720	7828	7993	8015	6855	9176	9327	9360	8885
AMERICAN LEGION BRIDGE	9250	9515	9475	8075	9730	10220	9865	9240	9715	9889	9950	8740	11111	11470	11305	10810
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	8460	8190	7885	7005	8100	8190	7970	7585	9142	8866	8660	7890	10151	10175	10055	9760
BETWEEN MD 190 AND I-270	10455	10320	9675	8580	8495	8800	8540	7660	11703	11412	11220	10025	10641	10743	10815	9960
BETWEEN I-270 WEST AND MD 187	5180	4905	4520	3880	4740	4615	4485	3930	5107	4918	4790	3865	5282	4884	5025	4505
BETWEEN I-270 EAST AND MD 187	4960	4780	4365	3565	4465	4265	4205	3545	4879	4675	4435	3520	4913	4656	4620	3965
BETWEEN MD 355 AND MD 185	8935	8995	8335	7425	8400	8450	8660	7750	8871	8720	8320	7380	8570	8415	8795	7980
BETWEEN MD 185 AND MD 97	9845	9835	8955	7945	8225	8495	8490	7510	9579	9385	8800	7835	8230	8337	8505	7625
BETWEEN MD 97 AND US 29	10230	10195	9220	8115	7975	8520	8570	7320	9792	9666	9010	7935	7959	8391	8610	7460
BETWEEN MD US 29 AND MD 193	9760	9870	8880	7615	7405	7940	7835	6510	9346	9370	8690	7445	7348	7736	7795	6560
BETWEEN MD 193 AND MD 650	9855	10150	9365	8180	7675	8275	8370	6900	9472	9695	9255	8065	7624	8095	8385	7000
BETWEEN MD 650 AND I-95	10460	10835	9990	8940	8250	8985	8915	7490	10044	10282	9795	8740	8109	8701	8860	7495
BETWEEN US 1 AND I-95	8950	9615	8655	7250	10020	10585	9775	8365	8576	8821	8765	7340	9790	10223	10090	8675
BETWEEN GREENBELT STATION AND US 1	10375	10805	9860	8240	9540	10030	9015	7855	9983	10275	9980	8275	8906	9324	8895	7745
BETWEEN GREENBELT STATION AND MD 201	10315	10700	9750	8150	9315	9695	8660	7525	10253	10505	9880	8195	8963	9293	8550	7410
BETWEEN MD 201 AND MD 295	9655	10095	9205	7740	8460	8730	7520	6440	9836	10146	9590	8000	8696	8871	8000	6875
BETWEEN MD 295 AND MD 450	9300	9310	8380	6715	7470	7420	6425	6035	9676	9550	9000	7215	7556	7430	6700	6255
BETWEEN MD 450 AND US 50	9775	9535	8990	7390	7970	7935	7155	6495	10088	9753	9590	7875	7915	7828	7320	6610
BETWEEN US 50 AND MD 202	9575	9405	9295	7970	8165	8275	7535	6900	9909	9681	9930	8460	8066	8119	7650	6945
BETWEEN MD 202 AND ARENA DR	9130	8990	8925	7930	8065	8180	7535	7045	9244	9060	9365	8265	7687	7779	7410	6895
BETWEEN ARENA DR AND MD 214	9005	8645	8490	7635	7935	8045	7445	6965	9026	8618	8810	7870	7498	7585	7255	6760
BETWEEN MD 214 AND RITCHIE MARLBORO RD	8480	8570	8425	7445	7960	8200	7850	7000	8454	8429	8620	7570	7862	8041	7940	7035
BETWEEN RITCHIE MARLBORO AND MD 4	7610	8010	8205	7230	7795	8035	7750	6765	7576	7896	8405	7370	7595	7823	7780	6755
BETWEEN MD 4 AND FORESTVILLE RD	7105	7860	7860	7220	7840	7870	7695	6595	7159	7828	8135	7450	7595	7615	7685	6555
BETWEEN FORESTVILLE AND MD 218	6655	7380	7460	6695	6685	6630	6470	5640	6674	7333	7680	6895	6514	6455	6500	5650
BETWEEN MD 218 AND MD 5	7285	8175	8165	7260	7140	7090	6955	6085	7270	8085	8370	7440	6940	6887	6970	6075
BETWEEN MD 5 AND MD 414	5935	6765	6825	5925	7145	7025	6990	6135	5839	6596	6910	5990	6974	6897	7090	6210
BETWEEN MD 414 AND MD 210	5615	6475	6550	5505	7720	7950	7900	6925	5461	6261	6585	5525	7721	7983	8180	7160
BETWEEN MD 210 AND I-295	5700	6700	6650	5625	8125	8275	8335	7360	5442	6387	6580	5555	8129	8245	8620	7585
WOODROW WILSON BRIDGE	7760	9095	8935	7750	10035	9955	10110	9345	7314	8599	8755	7565	9889	9826	10290	9485

PM Peak - I-270	2045 No-Build Demand								2045 Alt 9 Phase 1 Demand							
	Southbound				Northbound				Southbound				Northbound			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	2465	2870	3215	3010	4930	5225	4990	4060	2348	2705	3165	2960	4672	5029	5075	4135
BETWEEN MD 80 AND MD 109	2425	2870	3185	2960	5085	5360	5260	4295	2291	2691	3125	2885	4860	5208	5400	4420
BETWEEN MD 109 AND MD 121	2515	2965	3290	3010	5245	5535	5430	4555	2395	2799	3250	2960	5062	5424	5645	4750
BETWEEN MD 121 AND MD 27	3060	3465	3905	3615	5870	6310	6300	5500	2969	3359	3915	3775	5787	6233	6670	5805
BETWEEN MD 27 AND MD 118	3615</															

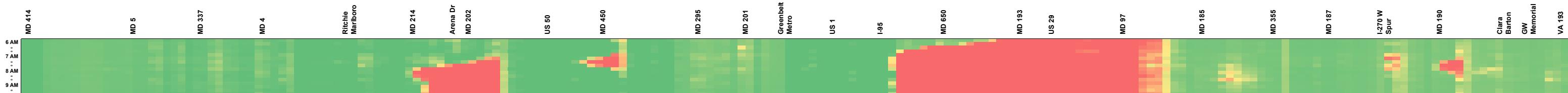


Attachment C

Speed Maps

I-495 OL Speed AM

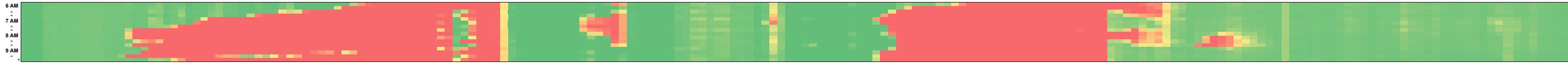
Existing AM - I-495 OL Speed Map



2045 No-Build AM - I-495 OL Speed Map



2045 Alt 9 Phase 1 AM - I-495 OL Speed Map (GP)

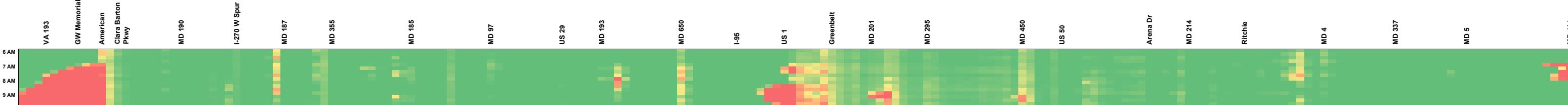


2045 Alt 9 Phase 1 AM - I-495 OL Speed Map (ETL)



I-495 IL Speed AM

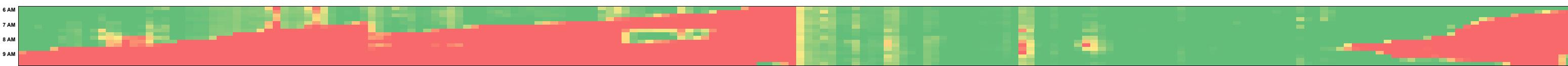
Existing AM - I-495 IL Speed Map



2045 No-Build AM - I-495 IL Speed Map



2045 Alt 9 Phase 1 AM - I-495 IL Speed Map (GP)

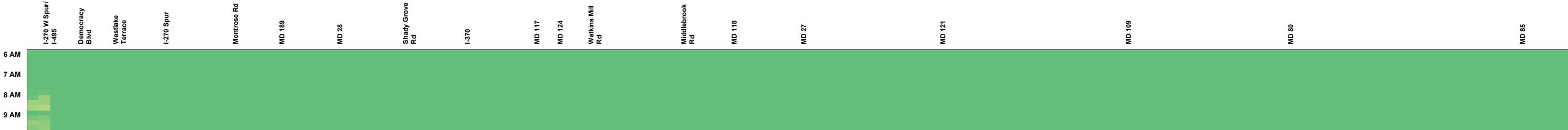


2045 Alt 9 Phase 1 AM - I-495 IL Speed Map (ETL)



I-270 NB Speed AM

Existing AM - I-270 NB Speed Map



2045 No-Build AM - I-270 NB Speed Map



2045 Alt-9 Phase-1 AM - I-270 NB Speed Map (GP)



2045 Alt-9 Phase-1 AM - I-270 NB Speed Map (ETL)



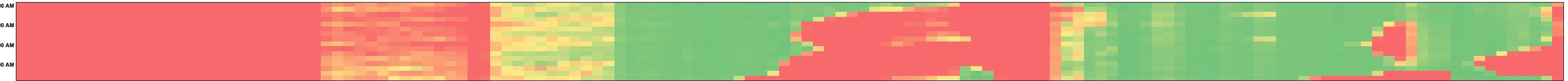
I-270 SB Speed AM

9/9/2021

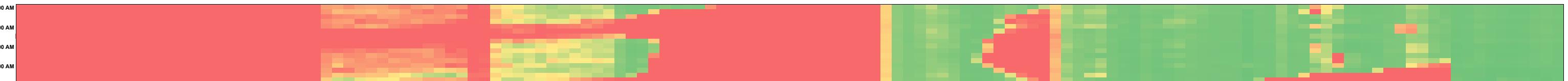
Existing AM - I-270 SB Speed Map



2045 No-Build AM - I-270 SB Speed Map



2045 Alt-9 Phase-1 AM - I-270 SB Speed Map (GP)

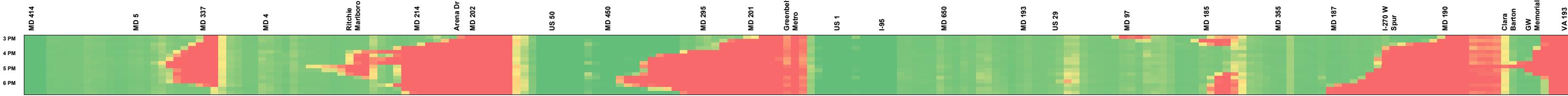


2045 Alt-9 Phase-1 AM - I-270 SB Speed Map (ETL)

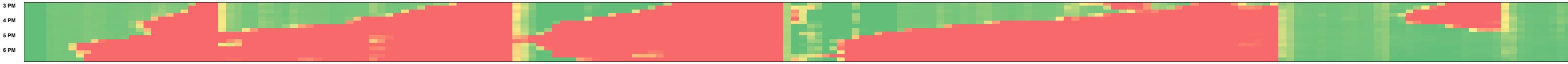


I-495 OL Speed PM

Existing PM - I-495 OL Speed Map



2045 No-Build PM - I-495 OL Speed Map



2045 Alt-9 Phase-1 PM - I-495 OL Speed Map (GP)

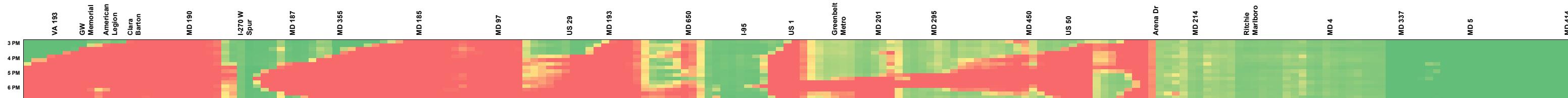


2045 Alt-9 Phase-1 PM - I-495 OL Speed Map (ETL)

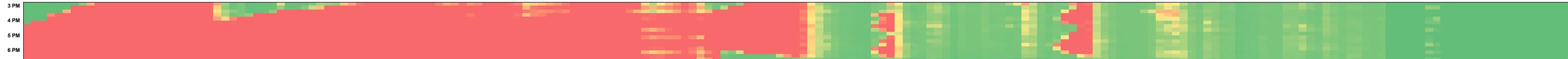


I-495 IL Speed PM

Existing PM - I-495 IL Speed Map



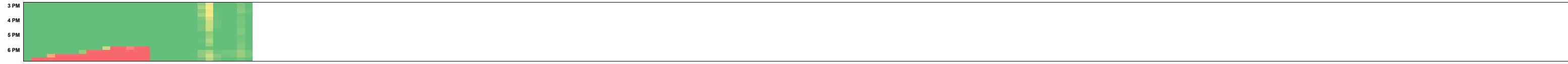
2045 No-Build PM - I-495 IL Speed Map



2045 Alt-9 Phase-1 PM - I-495 IL Speed Map (GP)



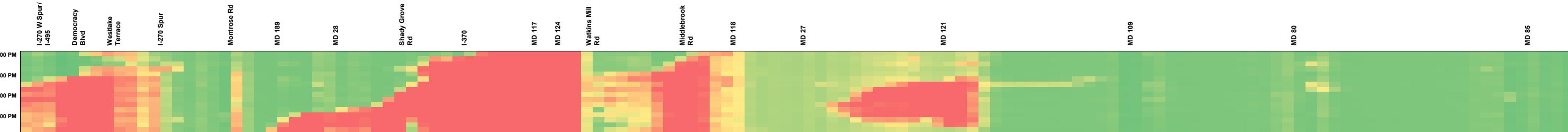
2045 Alt-9 Phase-1 PM - I-495 IL Speed Map (ETL)



I-270 NB Speed PM

9/9/2021

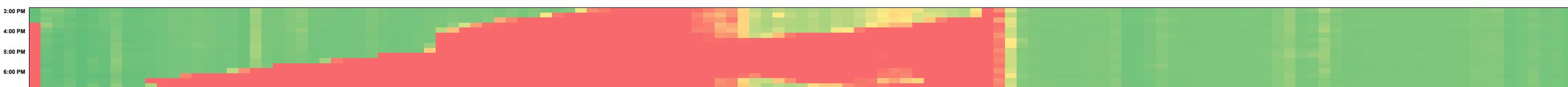
Existing PM - I-270 NB Speed Map



2045 No-Build PM - I-270 NB Speed Map



2045 Alt-9 Phase-1 PM - I-270 NB Speed Map (GP)



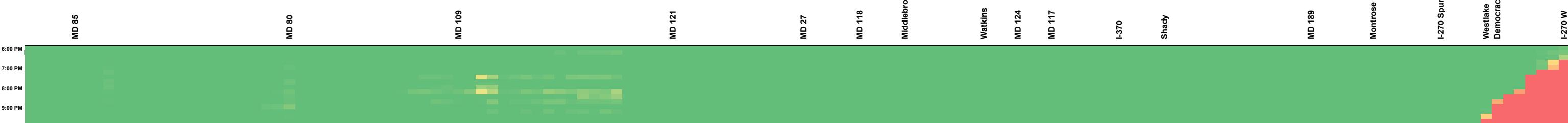
2045 Alt-9 Phase-1 PM - I-270 NB Speed Map (ETL)



I-270 SB Speed PM

9/9/2021

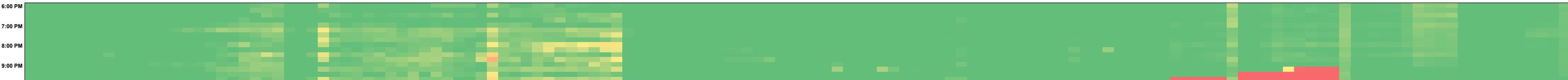
Existing PM - I-270 SB Speed Map



2045 No-Build PM - I-270 SB Speed Map



2045 Alt-9 Phase-1 PM - I-270 SB Speed Map (GP)



2045 Alt-9 Phase-1 PM - I-270 SB Speed Map (ETL)





Attachment D

Travel Time Matrix

Travel Time Matrix - 2045 No Build (AM Peak)

Unit: Minute

From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33	
I-370	I-270 Exit 9	0	1.1	3.4	4.5	6.0	8.7	9.6	10.1	9.2	9.9	18.4	17.2	16.5	14.3	13.0	11.0	N/A	11.4	11.8	14.1
Shady Grove Rd	I-270 Exit 8	0.9	0	2.3	3.5	4.9	7.6	8.5	9.0	8.1	8.9	17.4	16.2	15.4	13.3	12.0	9.9	N/A	10.3	10.8	13.0
MD 28 (W Montgomery Ave)	I-270 Exit 6	2.7	1.8	0	1.1	2.6	5.3	6.2	6.7	5.8	6.5	15.1	13.9	13.1	10.9	9.6	7.6	N/A	8.0	8.4	10.7
MD 189 (Falls Rd)	I-270 Exit 5	3.5	2.7	0.8	0	1.5	4.2	5.0	5.6	4.6	5.4	13.9	12.7	12.0	9.8	8.5	6.4	N/A	6.9	7.3	9.5
Montrose Rd	I-270 Exit 4	4.7	3.9	2.1	1.2	0	2.7	3.5	4.1	3.2	3.9	12.4	11.2	10.5	8.3	7.0	5.0	N/A	5.4	5.8	8.1
Split	I-270	6.0	5.2	3.3	2.5	1.3	0	0.9	1.4	0.5	1.2	9.7	8.6	7.8	5.6	4.3	2.3	N/A	2.7	3.1	5.4
Westlake Terrace	I-270 W Spur	6.8	6.0	4.1	3.3	2.1	0.8	0	0.5	N/A	N/A	8.9	7.7	6.9	4.8	3.5	1.4	N/A	N/A	N/A	N/A
Democracy Blvd	I-270 Exit 1	7.2	6.4	4.5	3.7	2.5	1.2	0.4	0	N/A	N/A	8.4	7.2	6.4	4.2	2.9	0.9	N/A	N/A	N/A	N/A
Rockledge Dr	I-270 Exit 1B	6.6	5.7	3.9	3.1	1.8	0.6	N/A	N/A	0	0.8	N/A	2.2	2.7	4.9						
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	7.3	6.4	4.6	3.7	2.5	1.2	N/A	N/A	0.7	0	N/A	1.4	1.9	4.1						
VA 193 (Georgetown Pike)	I-495 Exit 44	17.9	17.1	15.3	14.4	13.2	11.9	11.1	10.7	N/A	N/A	0	4.5	6.3	8.1	8.4	9.9	11.9	12.7	13.1	15.4
George Washington Memorial Pkwy	I-495 Exit 43	13.5	12.6	10.8	10.0	8.7	7.5	6.6	6.2	N/A	N/A	1.2	0	1.8	3.6	4.0	5.4	7.4	8.2	8.7	10.9
Clara Barton Pkwy	I-495 Exit 41	11.7	10.8	9.0	8.2	6.9	5.7	4.9	4.5	N/A	N/A	2.0	0.8	0	1.8	2.2	3.6	5.6	6.4	6.9	9.1
Cabin John Pkwy	I-495 Exit 40	9.9	9.0	7.2	6.3	5.1	3.8	3.0	2.6	N/A	N/A	4.1	2.9	2.2	0	0.3	1.8	3.8	4.6	5.0	7.3
MD 190 (River Rd)	I-495 Exit 39	9.5	8.7	6.8	6.0	4.8	3.5	2.7	2.3	N/A	N/A	5.4	4.2	3.5	1.3	0	1.5	3.5	4.3	4.7	7.0
I-270 West Spur	I-495 Exit 38	8.1	7.2	5.4	4.5	3.3	2.0	1.2	0.8	N/A	N/A	7.5	6.3	5.5	3.3	2.1	0	2.0	2.8	3.3	5.5
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12.3	11.1	10.3	8.1	6.8	4.8	0	0.8	1.2	3.5
I-270 East Spur	I-495 Exit 35	8.6	7.8	5.9	5.1	3.9	2.6	N/A	N/A	2.0	1.4	13.3	12.1	11.4	9.2	7.9	5.9	1.1	0	0.4	2.7
MD 355 (Rockville Pike)	I-495 Exit 34	8.9	8.1	6.2	5.4	4.2	2.9	N/A	N/A	2.3	1.7	13.6	12.5	11.7	9.5	8.2	6.2	1.4	0.3	0	2.2
MD 185 (Connecticut Ave)	I-495 Exit 33	10.6	9.8	7.9	7.1	5.9	4.6	N/A	N/A	4.0	3.4	15.4	14.2	13.4	11.2	9.9	7.9	3.1	2.0	1.7	0
MD 97 (Georgia Ave)	I-495 Exit 31	14.4	13.5	11.7	10.8	9.6	8.3	N/A	N/A	7.8	7.1	19.1	17.9	17.1	15.0	13.7	11.6	6.8	5.7	5.4	3.7
US 29 (Colesville Rd)	I-495 Exit 30	17.5	16.6	14.8	13.9	12.7	11.4	N/A	N/A	10.9	10.2	22.2	21.0	20.2	18.1	16.8	14.7	9.9	8.9	8.6	6.8
MD 193 (University Blvd E)	I-495 Exit 29	19.9	19.0	17.2	16.4	15.2	13.9	N/A	N/A	13.3	12.6	24.6	23.4	22.7	20.5	19.2	17.2	12.4	11.3	11.0	9.3
MD 650 (New Hampshire Ave)	I-495 Exit 28	29.6	28.8	26.9	26.1	24.9	23.6	N/A	N/A	23.0	22.4	34.4	33.2	32.4	30.2	28.9	26.9	22.1	21.0	20.7	19.0
I-95	I-495 Exit 27	35.9	35.0	33.2	32.3	31.1	29.8	N/A	N/A	29.3	28.6	40.6	39.4	38.6	36.5	35.2	33.1	28.3	27.3	27.0	25.2
US 1 (Baltimore Ave)	I-495 Exit 25	39.7	38.9	37.1	36.2	35.0	33.7	N/A	N/A	33.2	32.5	44.5	43.3	42.5	40.3	39.1	37.0	32.2	31.1	30.8	29.1
Greenbelt Metro Station	I-495 Exit 24	40.7	39.9	38.0	37.2	36.0	34.7	N/A	N/A	34.1	33.5	45.4	44.3	43.5	41.3	40.0	38.0	33.2	32.1	31.8	30.1
MD 201 (Kenilworth Ave)	I-495 Exit 23	42.7	41.9	40.0	39.2	38.0	36.7	N/A	N/A	36.1	35.4	47.4	46.2	45.5	43.3	42.0	40.0	35.2	34.1	33.8	32.1
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	43.8	43.0	41.1	40.3	39.1	37.8	N/A	N/A	37.3	36.6	48.6	47.4	46.6	44.4	43.2	41.1	36.3	35.2	34.9	33.2
MD 450 (Annapolis Rd)	I-495 Exit 20	46.9	46.1	44.2	43.4	42.2	40.9	N/A	N/A	40.3	39.6	51.6	50.4	49.7	47.5	46.2	44.2	39.4	38.3	38.0	36.3
US 50 (John Hanson Hwy)	I-495 Exit 19	48.5	47.7	45.8	45.0	43.8	42.5	N/A	N/A	41.9	41.3	53.3	52.1	51.3	49.1	47.8	45.8	41.0	39.9	39.6	37.9
MD 202 (Landover Rd)	I-495 Exit 17	54.1	53.2	51.4	50.5	49.3	48.0	N/A	N/A	47.5	46.8	58.8	57.6	56.8	54.7	53.4	51.3	46.5	45.5	45.2	43.4
Arena Dr	I-495 Exit 16	56.6	55.7	53.9	53.1	51.8	50.6	N/A	N/A	50.0	49.3	61.3	60.1	59.4	57.2	55.9	53.8	51.9	48.0	47.7	46.0
MD 214 (Central Ave)	I-495 Exit 15	61.1	60.3	58.4	57.6	56.4	55.1	N/A	N/A	54.5	53.9	64.7	63.9	61.7	60.5	58.4	53.6	52.5	52.2	50.5	50.5
Ritchie-Marlboro Rd	I-495 Exit 13	68.4	67.5	65.7	64.8	63.6	62.4	N/A	N/A	61.8	61.1	73.1	71.9	71.1	69.0	67.7	65.6	60.8	59.8	59.5	57.7
MD 4 (Pennsylvania Ave)	I-495 Exit 11	81.0	80.1	78.3	77.4	76.2	74.9	N/A	N/A	74.4	73.7	85.7	84.5	83.7	81.6	80.3	78.2	73.4	72.4	70.3	70.3
MD 337 (Suitland Pkwy)	I-495 Exit 9	85.4	84																		

Travel Time Matrix - 2045 No Build (PM Peak)

Unit: Minute

From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33	
I-370	I-270 Exit 9	0	0.9	2.9	3.9	5.0	6.4	7.2	7.7	12.1	17.6	16.4	15.6	12.2	10.9	8.5	N/A	22.9	26.2	36.9	
Shady Grove Rd	I-270 Exit 8	5.0	0	2.0	3.0	4.1	5.6	6.3	6.8	7.0	11.2	16.7	15.5	14.7	11.4	10.0	7.6	N/A	22.0	25.3	36.1
MD 28 (W Montgomery Ave)	I-270 Exit 6	8.5	3.5	0	1.0	2.1	3.6	4.3	4.8	5.0	9.2	14.7	13.5	12.7	9.4	8.0	5.6	N/A	20.0	23.3	34.1
MD 189 (Falls Rd)	I-270 Exit 5	9.5	4.5	1.0	0	1.1	2.6	3.3	3.8	4.0	8.2	13.7	12.5	11.7	8.4	7.0	4.6	N/A	19.0	22.3	33.1
Montrose Rd	I-270 Exit 4	11.0	6.0	2.5	1.5	0	1.5	2.2	2.7	2.9	7.1	12.6	11.4	10.6	7.3	5.9	3.5	N/A	17.9	21.2	32.0
Split	I-270	12.5	7.6	4.1	3.0	1.6	0	0.8	1.3	1.4	5.7	11.1	9.9	9.2	5.8	4.5	2.0	N/A	16.5	19.8	30.5
Westlake Terrace	I-270 W Spur	13.5	8.6	5.0	4.0	2.5	1.0	0	0.5	N/A	N/A	10.3	9.2	8.4	5.0	3.7	1.3	N/A	N/A	N/A	N/A
Democracy Blvd	I-270 Exit 1	14.0	9.0	5.5	4.5	3.0	1.4	0.5	0	N/A	N/A	9.9	8.7	7.9	4.5	3.2	0.8	N/A	N/A	N/A	N/A
Rockledge Dr	I-270 Exit 1B	14.1	9.1	5.6	4.6	3.1	1.6	N/A	N/A	0	4.3	N/A	15.1	18.4	29.1						
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	17.4	12.5	8.9	7.9	6.4	4.9	N/A	N/A	3.3	0	N/A	10.8	14.1	24.8						
VA 193 (Georgetown Pike)	I-495 Exit 44	53.4	48.5	45.0	43.9	42.5	40.9	39.9	39.5	N/A	N/A	0	11.4	16.1	26.4	29.1	38.6	66.4	75.9	79.2	89.9
George Washington Memorial Pkwy	I-495 Exit 43	42.0	37.1	33.5	32.5	31.0	29.5	28.5	28.1	N/A	N/A	1.2	0	4.7	15.0	17.7	27.1	55.0	64.5	67.8	78.5
Clara Barton Pkwy	I-495 Exit 41	37.3	32.4	28.9	27.8	26.4	24.8	23.8	23.4	N/A	N/A	2.0	0.8	0	10.3	13.0	22.5	50.3	59.8	63.1	73.8
Cabin John Pkwy	I-495 Exit 40	27.0	22.0	18.5	17.5	16.0	14.5	13.5	13.0	N/A	N/A	5.3	4.1	3.4	0	2.6	12.1	39.9	49.5	52.8	63.5
MD 190 (River Rd)	I-495 Exit 39	24.4	19.4	15.9	14.8	13.4	11.8	10.8	10.4	N/A	N/A	6.7	5.5	4.7	1.3	0	9.5	37.3	46.8	50.1	60.9
I-270 West Spur	I-495 Exit 38	14.9	9.9	6.4	5.4	3.9	2.3	1.4	0.9	N/A	N/A	9.1	7.9	7.1	3.8	2.4	0	27.8	37.4	40.7	51.4
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.1	9.9	9.1	5.7	4.4	2.0	0	9.5	12.9	23.6
I-270 East Spur	I-495 Exit 35	23.0	18.0	14.5	13.5	12.0	10.4	N/A	N/A	8.9	5.5	12.1	10.9	10.1	6.8	5.5	3.0	1.1	0	3.3	14.0
MD 355 (Rockville Pike)	I-495 Exit 34	23.3	18.3	14.8	13.8	12.3	10.8	N/A	N/A	9.2	5.9	12.4	11.3	10.5	7.1	5.8	3.4	1.4	0.3	0	10.7
MD 185 (Connecticut Ave)	I-495 Exit 33	28.4	23.4	19.9	18.9	17.4	15.9	N/A	N/A	14.3	11.0	17.6	16.4	15.6	12.2	10.9	8.5	6.5	5.4	5.1	0
MD 97 (Georgia Ave)	I-495 Exit 31	37.9	32.9	29.4	28.3	26.9	25.3	N/A	N/A	23.8	20.4	27.0	25.8	25.0	21.7	20.4	17.9	16.0	14.9	14.6	9.5
US 29 (Colesville Rd)	I-495 Exit 30	42.2	37.2	33.7	32.7	31.2	29.7	N/A	N/A	28.1	24.8	31.4	30.2	29.4	26.0	24.7	22.3	20.3	19.2	18.9	13.8
MD 193 (University Blvd E)	I-495 Exit 29	46.9	41.9	38.4	37.4	35.9	34.3	N/A	N/A	32.8	29.5	36.0	34.9	34.1	30.7	29.4	27.0	25.0	23.9	23.6	18.5
MD 650 (New Hampshire Ave)	I-495 Exit 28	54.2	49.2	45.7	44.6	43.2	41.6	N/A	N/A	40.1	36.7	43.3	42.1	41.3	38.0	36.7	34.2	32.3	30.9	30.9	25.8
I-95	I-495 Exit 27	55.0	50.1	46.5	45.5	44.0	42.5	N/A	N/A	40.9	37.6	44.2	43.0	42.2	38.9	37.5	35.1	33.1	32.1	31.7	26.6
US 1 (Baltimore Ave)	I-495 Exit 25	56.1	51.2	47.6	46.6	45.2	43.6	N/A	N/A	42.0	38.7	45.3	44.1	43.3	40.0	38.6	36.2	34.2	33.2	32.8	27.7
Greenbelt Metro Station	I-495 Exit 24	57.2	52.2	48.7	47.7	46.2	44.6	N/A	N/A	43.1	39.8	46.3	45.2	44.4	41.0	39.7	37.3	35.3	34.2	33.9	28.8
MD 201 (Kenilworth Ave)	I-495 Exit 23	59.8	54.8	51.3	50.3	48.8	47.2	N/A	N/A	45.7	42.4	48.9	47.8	47.0	43.6	42.3	39.9	37.9	36.8	36.5	31.4
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	63.8	58.9	55.4	54.3	52.9	51.3	N/A	N/A	49.7	46.4	53.0	51.8	51.0	47.7	46.3	43.9	41.9	40.9	40.5	35.4
MD 450 (Annapolis Rd)	I-495 Exit 20	74.7	69.7	66.2	65.2	63.7	62.1	N/A	N/A	60.6	57.3	63.8	62.7	61.9	58.5	57.2	54.8	52.8	51.7	51.4	46.3
US 50 (John Hanson Hwy)	I-495 Exit 19	80.3	75.3	71.8	70.8	69.3	67.8	N/A	N/A	66.2	62.9	69.5	68.3	67.5	64.1	62.8	60.4	58.4	57.3	57.0	51.9
MD 202 (Landover Rd)	I-495 Exit 17	86.3	81.3	77.8	76.8	75.3	73.7	N/A	N/A	72.2	68.9	75.4	74.3	73.5	70.1	68.8	66.4	64.4	63.3	63.0	57.9
Arena Dr	I-495 Exit 16	89.3	84.3	80.8	79.8	78.3	76.7	N/A	N/A	75.2	78.4	77.3	76.5	73.1	71.8	69.4	67.4	66.3	66.0	60.9	
MD 214 (Central Ave)	I-495 Exit 15	94.3	89.3	85.8	84.8	83.3	81.7	N/A	N/A	80.2	76.9	83.4	82.2	81.5	78.1	76.8	74.3	72.4	71.3	71.0	65.9
Ritchie-Marlboro Rd	I-495 Exit 13	99.4	94.4	90.9	89.9	88.4	86.9	N/A	N/A	85.3	82.0	88.5	87.4	86.6	83.2	81.9	79.5	77.5	76.4	76.1	71.0
MD 4 (Pennsylvania Ave)	I-495 Exit 11	103.6	98.6	95.1	94.1	92.6	91.0	N/A	N/A	89.5	86.2	92.7	91.6	90.8	8						

Travel Time Matrix - Alternative 9 Phase 1 - GP Lane (AM Peak)

Unit: Minute

From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33	
I-370	I-270 Exit 9	0	1.0	3.3	4.5	5.8	7.8	8.6	9.1	8.2	8.9	15.9	14.6	13.8	12.1	11.6	10.0	N/A	11.3	12.3	15.7
Shady Grove Rd	I-270 Exit 8	0.9	0	2.3	3.5	4.8	6.7	7.5	8.0	7.1	7.9	14.8	13.6	12.7	11.1	10.5	8.9	N/A	10.2	11.2	14.7
MD 28 (W Montgomery Ave)	I-270 Exit 6	2.9	2.0	0	1.2	2.5	4.4	5.2	5.7	4.8	5.6	12.5	11.3	10.4	8.8	8.2	6.6	N/A	7.9	8.9	12.4
MD 189 (Falls Rd)	I-270 Exit 5	3.6	2.7	0.8	0	1.4	3.3	4.1	4.6	3.7	4.4	11.4	10.1	9.3	7.6	7.1	5.5	N/A	6.8	7.8	11.2
Montrose Rd	I-270 Exit 4	5.0	4.1	2.1	1.4	0	1.9	2.7	3.2	2.3	3.1	10.0	8.8	7.9	6.3	5.7	4.1	N/A	5.4	6.4	9.9
Split	I-270	6.3	5.4	3.5	2.7	1.3	0	0.8	1.3	0.4	1.2	8.1	6.9	6.0	4.4	3.8	2.2	N/A	3.5	4.5	8.0
Westlake Terrace	I-270 W Spur	7.1	6.2	4.2	3.5	2.1	0.8	0	0.5	N/A	N/A	7.3	6.1	5.2	3.6	3.0	1.4	N/A	N/A	N/A	N/A
Democracy Blvd	I-270 Exit 1	7.5	6.6	4.6	3.9	2.5	1.1	0.4	0	N/A	N/A	6.8	5.5	4.7	3.0	2.5	0.9	N/A	N/A	N/A	N/A
Rockledge Dr	I-270 Exit 1B	6.8	5.9	4.0	3.2	1.8	0.5	N/A	N/A	0	0.8	N/A	3.1	4.1	7.5						
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	7.5	6.6	4.6	3.9	2.5	1.2	N/A	N/A	0.7	0	N/A	2.3	3.3	6.8						
VA 193 (Georgetown Pike)	I-495 Exit 44	14.5	13.6	11.6	10.9	9.5	8.2	7.4	7.0	N/A	N/A	0	1.3	2.2	4.1	4.5	6.1	10.5	12.9	13.9	17.3
George Washington Memorial Pkwy	I-495 Exit 43	13.2	12.3	10.4	9.6	8.2	6.9	6.1	5.7	N/A	N/A	1.2	0	0.9	2.9	3.2	4.8	9.2	11.6	12.6	16.1
Clara Barton Pkwy	I-495 Exit 41	12.3	11.4	9.4	8.7	7.3	5.9	5.2	4.8	N/A	N/A	2.1	0.8	0	1.9	2.3	3.9	8.3	10.7	11.7	15.1
Cabin John Pkwy	I-495 Exit 40	10.3	9.4	7.5	6.7	5.4	4.0	3.3	2.9	N/A	N/A	3.7	2.5	1.7	0	0.3	2.0	6.4	8.7	9.7	13.2
MD 190 (River Rd)	I-495 Exit 39	10.0	9.1	7.1	6.4	5.0	3.7	2.9	2.5	N/A	N/A	4.3	3.1	2.2	0.6	0	1.6	6.0	8.4	9.4	12.8
I-270 West Spur	I-495 Exit 38	8.4	7.5	5.5	4.8	3.4	2.1	1.3	0.9	N/A	N/A	5.9	4.7	3.8	2.2	1.6	0	4.4	6.8	7.8	11.2
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.9	6.7	5.8	4.1	3.6	2.0	0	2.4	3.4	6.8
I-270 East Spur	I-495 Exit 35	8.9	7.9	6.0	5.2	3.9	2.5	N/A	N/A	2.0	1.4	9.0	7.7	6.9	5.2	4.7	3.1	1.1	0	1.0	4.4
MD 355 (Rockville Pike)	I-495 Exit 34	9.2	8.2	6.3	5.5	4.2	2.8	N/A	N/A	2.3	1.7	9.3	8.0	7.2	5.5	5.0	3.4	1.4	0.3	0	3.4
MD 185 (Connecticut Ave)	I-495 Exit 33	10.9	9.9	8.0	7.2	5.9	4.5	N/A	N/A	4.0	3.4	11.0	9.7	8.9	7.2	6.6	5.1	3.1	2.0	1.7	0
MD 97 (Georgia Ave)	I-495 Exit 31	13.8	12.9	10.9	10.1	8.8	7.4	N/A	N/A	6.9	6.3	13.9	12.6	11.8	10.1	9.6	8.0	6.0	4.9	4.6	2.9
US 29 (Colesville Rd)	I-495 Exit 30	16.8	15.9	14.0	13.2	11.8	10.5	N/A	N/A	10.0	9.3	16.9	15.7	14.9	13.2	12.6	11.0	9.0	8.0	7.7	6.0
MD 193 (University Blvd E)	I-495 Exit 29	18.5	17.6	15.7	14.9	13.5	12.2	N/A	N/A	11.7	11.0	18.6	17.4	16.5	14.9	14.3	12.7	10.7	9.7	9.4	7.7
MD 650 (New Hampshire Ave)	I-495 Exit 28	28.1	27.1	25.2	24.4	23.1	21.7	N/A	N/A	21.2	20.6	26.9	26.1	24.4	23.8	22.3	20.3	19.2	18.9	17.2	17.2
I-95	I-495 Exit 27	32.3	31.4	29.4	28.7	27.3	26.0	N/A	N/A	25.5	24.8	32.4	31.2	30.3	28.6	28.1	26.5	24.5	23.4	23.1	21.4
US 1 (Baltimore Ave)	I-495 Exit 25	33.7	32.8	30.9	30.1	28.7	27.4	N/A	N/A	26.9	26.3	33.8	32.6	31.8	30.1	29.5	27.9	25.9	24.9	24.6	22.9
Greenbelt Metro Station	I-495 Exit 24	34.7	33.8	31.8	31.1	29.7	28.4	N/A	N/A	27.9	27.2	34.8	33.6	32.7	31.1	30.5	28.9	26.9	25.8	25.5	23.8
MD 201 (Kenilworth Ave)	I-495 Exit 23	36.3	35.3	33.4	32.6	31.3	29.9	N/A	N/A	29.4	28.8	36.4	35.1	34.3	32.6	32.1	30.5	28.5	27.4	25.4	25.4
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	37.4	36.5	34.5	33.7	32.4	31.0	N/A	N/A	30.5	29.9	37.5	36.2	35.4	33.7	33.2	31.6	29.6	28.5	28.2	26.5
MD 450 (Annapolis Rd)	I-495 Exit 20	40.6	39.7	37.7	37.0	35.6	34.3	N/A	N/A	33.8	33.1	40.7	39.5	38.6	36.9	36.4	34.8	32.8	31.7	31.4	29.7
US 50 (John Hanson Hwy)	I-495 Exit 19	42.8	41.9	39.9	39.1	37.8	36.4	N/A	N/A	35.9	35.3	42.9	41.6	40.8	39.1	38.6	37.0	35.0	33.9	33.6	31.9
MD 202 (Landover Rd)	I-495 Exit 17	47.0	46.1	44.1	43.4	40.4	40.7	N/A	N/A	40.2	39.5	47.1	45.9	45.0	43.4	42.8	41.2	39.2	38.1	37.8	36.2
Arena Dr	I-495 Exit 16	48.1	47.1	45.2	44.4	43.1	41.7	N/A	N/A	41.2	40.6	48.2	46.9	46.1	44.4	43.9	42.3	40.3	38.9	37.2	
MD 214 (Central Ave)	I-495 Exit 15	53.9	53.0	51.0	50.3	48.9	47.5	N/A	N/A	47.0	46.4	54.0	52.7	51.9	50.2	49.7	48.1	46.1	45.0	44.7	43.0
Ritchie-Marlboro Rd	I-495 Exit 13	62.5	61.6	59.6	58.9	57.5	56.2	N/A	N/A	55.7	55.0	62.6	61.4	60.5	58.9	58.3	56.7	54.7	53.7	53.4	51.7
MD 4 (Pennsylvania Ave)	I-495 Exit 11	76.1	75.2	73.2	72.5	71.1	69.8	N/A	N/A	69.3	68.6	76.2	75.0	74.1	72.5	71.9	70.3	68.3	67.3	67.0	65.3
MD 337 (Suitland Pkwy)	I-495 Exit 9	81.5	80.6	78.6																	

Travel Time Matrix - Alternative 9 Phase 1 - ETL (AM Peak)

Unit: Minute

From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33		
I-370	I-270 Exit 9	0	0.9	2.9	3.8	4.9	6.2	7.0	7.4	6.6	7.4	13.4	12.3	11.5	10.0	9.5	8.3	N/A	9.7	10.7	14.2	
Shady Grove Rd	I-270 Exit 8	0.9	0	1.9	2.9	4.0	5.3	6.0	6.5	5.7	6.5	12.5	11.4	10.6	9.1	8.6	7.3	N/A	8.8	9.8	13.3	
MD 28 (W Montgomery Ave)	I-270 Exit 6	2.7	1.9	0	1.0	2.0	3.4	4.1	4.5	3.8	4.5	10.6	9.4	8.7	7.2	6.6	5.4	N/A	6.9	7.9	11.3	
MD 189 (Falls Rd)	I-270 Exit 5	3.6	2.7	0.8	0	1.1	2.4	3.1	3.6	2.8	3.6	9.6	8.5	7.7	6.2	5.7	4.4	N/A	5.9	6.9	10.4	
Montrose Rd	I-270 Exit 4	4.8	3.9	2.1	1.2	0	1.3	2.1	2.5	1.8	2.5	8.6	7.4	6.7	5.2	4.6	3.4	N/A	4.9	5.9	9.3	
Split	I-270	6.0	5.1	3.3	2.4	1.2	0	0.7	1.2	0.4	1.2	7.2	6.1	5.3	3.8	3.3	2.0	N/A	3.5	4.5	8.0	
Westlake Terrace	I-270 W Spur	6.9	6.1	4.2	3.3	2.1	0.9	0	0.4	N/A	N/A	6.5	5.3	4.6	3.1	2.5	1.3	N/A	N/A	N/A	N/A	
Democracy Blvd	I-270 Exit 1	7.3	6.4	4.6	3.7	2.5	1.3	0.4	0	N/A	N/A	6.0	4.9	4.1	2.6	2.1	0.9	N/A	N/A	N/A	N/A	
Rockledge Dr	I-270 Exit 1B	6.5	5.6	3.8	2.9	1.7	0.5	N/A	N/A	0	0.8	N/A	3.1	4.1	7.5							
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	7.2	6.3	4.4	3.6	2.4	1.2	N/A	N/A	0.7	0	N/A	2.3	3.3	6.8							
VA 193 (Georgetown Pike)	I-495 Exit 44	13.2	12.4	10.5	9.7	8.4	7.2	6.3	5.9	N/A	N/A	0	1.1	1.9	1.3	1.1	0.9	N/A	N/A	11.8	12.8	16.3
George Washington Memorial Pkwy	I-495 Exit 43	12.1	11.3	9.4	8.5	7.3	6.1	5.2	4.8	N/A	N/A	1.1	0	0.8	2.4	2.7	4.0	8.3	10.7	11.7	15.2	
Clara Barton Pkwy	I-495 Exit 41	11.4	10.5	8.6	7.8	6.6	5.4	4.5	4.1	N/A	N/A	1.9	0.8	0	1.6	1.9	3.3	7.6	10.0	11.0	14.4	
Cabin John Pkwy	I-495 Exit 40	9.8	8.9	7.0	6.2	5.0	3.8	2.8	2.5	N/A	N/A	3.4	2.3	1.5	0	0.3	1.6	6.0	8.4	9.4	12.8	
MD 190 (River Rd)	I-495 Exit 39	9.5	8.6	6.7	5.9	4.7	3.4	2.5	2.2	N/A	N/A	3.9	2.8	2.0	0.5	0	1.3	5.7	8.1	9.1	12.5	
I-270 West Spur	I-495 Exit 38	8.1	7.3	5.4	4.5	3.3	2.1	1.2	0.8	N/A	N/A	5.2	4.0	3.3	1.8	1.2	0	4.3	6.7	7.7	11.2	
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.3	6.2	5.4	3.9	3.4	2.1	0	2.4	3.4	6.8	
I-270 East Spur	I-495 Exit 35	8.5	7.7	5.8	5.0	3.7	2.5	N/A	N/A	2.0	1.4	8.4	7.2	6.5	5.0	4.4	3.2	1.1	0	1.0	4.4	
MD 355 (Rockville Pike)	I-495 Exit 34	8.8	8.0	6.1	5.3	4.0	2.8	N/A	N/A	2.3	1.7	8.7	7.5	6.8	5.3	4.7	3.5	1.4	0.3	0	3.4	
MD 185 (Connecticut Ave)	I-495 Exit 33	10.5	9.7	7.8	7.0	5.7	4.5	N/A	N/A	4.0	3.4	10.4	9.2	8.5	7.0	6.4	5.2	3.1	2.0	1.7	0	
MD 97 (Georgia Ave)	I-495 Exit 31	13.4	12.6	10.7	9.9	8.6	7.4	N/A	N/A	6.9	6.3	13.3	12.1	11.4	9.9	9.3	8.1	6.0	4.9	4.6	2.9	
US 29 (Colesville Rd)	I-495 Exit 30	16.5	15.6	13.8	12.9	11.7	10.5	N/A	N/A	10.0	9.3	16.3	15.2	14.4	12.9	12.4	11.2	9.0	8.0	7.7	6.0	
MD 193 (University Blvd E)	I-495 Exit 29	18.2	17.3	15.5	14.6	13.4	12.2	N/A	N/A	11.7	11.0	18.0	16.9	16.1	14.6	14.1	12.9	10.7	9.7	9.4	7.7	
MD 650 (New Hampshire Ave)	I-495 Exit 28	27.7	26.9	25.0	24.2	22.9	21.7	N/A	N/A	21.2	20.6	27.6	26.4	25.7	24.2	23.6	22.4	20.3	19.2	18.9	17.2	
I-95	I-495 Exit 27	32.0	31.1	29.2	28.4	27.2	26.0	N/A	N/A	25.5	24.8	31.8	30.7	29.9	28.4	27.9	26.6	24.5	23.4	21.4	21.4	
US 1 (Baltimore Ave)	I-495 Exit 25	33.4	32.6	30.7	29.8	28.6	27.4	N/A	N/A	26.9	26.3	33.2	32.1	31.3	29.8	29.3	28.1	25.9	24.9	24.6	22.9	
Greenbelt Metro Station	I-495 Exit 24	34.4	33.5	31.6	30.8	29.6	28.4	N/A	N/A	27.9	27.2	34.2	33.1	32.3	30.8	30.3	29.0	26.9	25.8	25.5	23.8	
MD 201 (Kenilworth Ave)	I-495 Exit 23	35.9	35.1	33.2	32.4	31.1	29.9	N/A	N/A	29.4	28.8	35.8	34.6	33.9	32.4	31.8	30.6	28.5	27.4	25.4	25.4	
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	37.0	36.2	34.3	33.5	32.2	31.0	N/A	N/A	30.5	29.9	36.9	35.7	35.0	33.5	32.9	31.7	29.6	28.5	28.2	26.5	
MD 450 (Annapolis Rd)	I-495 Exit 20	40.3	39.4	37.5	36.7	35.5	34.3	N/A	N/A	33.8	33.1	40.1	39.0	38.2	36.7	36.2	34.9	32.8	31.7	31.4	29.7	
US 50 (John Hanson Hwy)	I-495 Exit 19	42.4	41.6	39.7	38.9	37.6	36.4	N/A	N/A	35.9	35.3	42.3	41.1	40.4	38.9	38.3	37.1	35.0	33.9	33.6	31.9	
MD 202 (Landover Rd)	I-495 Exit 17	46.7	45.8	43.9	43.1	41.9	40.7	N/A	N/A	40.2	39.5	46.5	45.4	44.6	43.1	42.6	41.3	39.2	38.1	37.8	36.2	
Arena Dr	I-495 Exit 16	47.7	46.9	45.0	44.2	42.9	41.7	N/A	N/A	41.2	40.6	47.6	46.4	45.7	44.2	43.6	42.4	40.3	38.9	37.2	37.2	
MD 214 (Central Ave)	I-495 Exit 15	53.5	52.7	50.8	50.0	48.7	47.5	N/A	N/A	47.0	46.4	53.4	52.2	51.5	50.0	49.5	48.2	46.1	45.0	44.7	43.0	
Ritchie-Marlboro Rd	I-495 Exit 13	62.2	61.3	59.5	58.6	57.4	56.2	N/A	N/A	55.7	55.0	62.0	60.9	60.1	58.6	58.1	56.8	53.7	53.4	51.7	51.7	
MD 4 (Pennsylvania Ave)	I-495 Exit 11	75.8	74.9	73.0	72.2	71.0	69.8	N/A	N/A	69.3	68.6	75.6	74.5	73.7	72.2	71.7	70.4	68.3	67.3	67.0	65.3	
MD 337 (Suitland Pkwy)	I-495 Exit 9	81.2	80.3	78.4	77.6																	

Travel Time Matrix - Alternative 9 Phase 1 - GP Lane (PM Peak)

Unit: Minute

From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33	
I-370	I-270 Exit 9	0	0.9	3.1	4.2	5.5	7.1	7.8	8.3	7.6	8.5	15.1	13.9	13.0	11.3	10.7	9.2	N/A	11.4	13.6	20.9
Shady Grove Rd	I-270 Exit 8	5.2	0	2.2	3.3	4.6	6.2	6.9	7.4	6.6	7.5	14.2	12.9	12.1	10.4	9.8	8.3	N/A	10.5	12.7	20.0
MD 28 (W Montgomery Ave)	I-270 Exit 6	8.5	3.3	0	1.1	2.4	4.0	4.7	5.2	4.5	5.4	12.0	10.8	9.9	8.2	7.6	6.1	N/A	8.3	10.5	17.8
MD 189 (Falls Rd)	I-270 Exit 5	9.5	4.3	1.0	0	1.3	2.9	3.6	4.1	3.4	4.3	10.9	9.7	8.8	7.5	5.8	5.0	N/A	7.2	9.4	16.7
Montrose Rd	I-270 Exit 4	11.1	5.8	2.6	1.6	0	1.6	2.4	2.9	2.1	3.0	9.6	8.4	7.5	5.8	5.2	3.7	N/A	5.9	8.2	15.5
Split	I-270	12.7	7.5	4.2	3.2	1.7	0	0.8	1.3	0.5	1.4	8.0	6.8	5.9	4.2	3.6	2.1	N/A	4.3	6.6	13.9
Westlake Terrace	I-270 W Spur	13.6	8.4	5.1	4.1	2.6	0.9	0	0.5	N/A	N/A	7.3	6.0	5.1	3.4	2.9	1.3	N/A	N/A	N/A	N/A
Democracy Blvd	I-270 Exit 1	14.1	8.8	5.6	4.6	3.0	1.4	0.5	0	N/A	N/A	6.8	5.5	4.7	3.0	2.4	0.9	N/A	N/A	N/A	N/A
Rockledge Dr	I-270 Exit 1B	13.3	8.1	4.8	3.8	2.2	0.6	N/A	N/A	0	0.9	N/A	3.8	6.1	13.4						
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	14.0	8.8	5.5	4.5	3.0	1.3	N/A	N/A	0.7	0	N/A	2.9	5.2	12.5						
VA 193 (Georgetown Pike)	I-495 Exit 44	55.2	49.9	46.7	45.6	44.1	42.4	41.5	41.1	N/A	N/A	0	3.1	6.6	19.6	24.4	40.1	66.2	73.3	75.6	82.9
George Washington Memorial Pkwy	I-495 Exit 43	52.1	46.8	43.6	42.5	41.0	39.3	38.4	38.0	N/A	N/A	1.2	0	3.5	16.6	21.3	37.0	63.2	70.3	72.5	79.8
Clara Barton Pkwy	I-495 Exit 41	48.6	43.3	40.1	39.0	37.5	35.8	34.9	34.5	N/A	N/A	2.1	0.9	0	13.1	17.8	33.5	59.7	66.8	69.0	76.3
Cabin John Pkwy	I-495 Exit 40	35.5	30.3	27.0	26.0	24.4	22.8	21.9	21.4	N/A	N/A	3.8	2.6	1.7	0	4.7	20.5	46.6	53.7	56.0	63.2
MD 190 (River Rd)	I-495 Exit 39	30.8	25.6	22.3	21.3	19.7	18.1	17.2	16.7	N/A	N/A	4.4	3.1	2.3	0.6	0	15.8	41.9	49.0	51.2	58.5
I-270 West Spur	I-495 Exit 38	15.1	9.8	6.5	4.0	2.3	1.4	1.0	N/A	N/A	5.9	4.7	3.8	2.1	1.5	0	26.1	33.2	35.5	42.8	
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.9	6.7	5.8	4.1	3.5	2.0	0	7.1	9.3	16.6	
I-270 East Spur	I-495 Exit 35	15.5	10.3	7.0	6.0	4.4	2.8	N/A	N/A	2.2	1.5	9.0	7.7	6.9	5.2	4.6	3.1	1.1	0	2.3	9.6
MD 355 (Rockville Pike)	I-495 Exit 34	15.8	10.6	7.3	6.3	4.7	3.1	N/A	N/A	2.5	1.8	9.3	8.0	7.2	5.5	4.9	3.4	1.4	0.3	0	7.3
MD 185 (Connecticut Ave)	I-495 Exit 33	17.6	12.3	9.1	8.0	6.5	4.8	N/A	N/A	4.3	3.5	11.0	9.8	8.9	7.2	6.6	5.1	3.1	2.0	1.7	0
MD 97 (Georgia Ave)	I-495 Exit 31	20.2	15.0	11.7	10.7	9.1	7.5	N/A	N/A	6.9	6.2	13.7	12.4	11.6	9.9	9.3	7.8	5.8	4.7	4.4	2.7
US 29 (Colesville Rd)	I-495 Exit 30	21.4	16.2	12.9	11.9	10.3	8.7	N/A	N/A	8.1	7.4	14.9	13.6	12.7	11.0	10.5	8.9	6.9	5.9	5.6	3.8
MD 193 (University Blvd E)	I-495 Exit 29	22.8	17.6	14.3	13.3	11.8	10.1	N/A	N/A	9.5	8.8	16.3	15.1	14.2	12.5	11.9	10.4	8.4	7.3	7.0	5.3
MD 650 (New Hampshire Ave)	I-495 Exit 28	25.3	20.1	16.8	15.8	14.2	12.6	N/A	N/A	12.0	11.3	18.8	17.5	16.6	14.9	14.4	12.8	10.9	9.8	9.5	7.7
I-95	I-495 Exit 27	26.3	21.1	17.8	16.8	15.2	13.6	N/A	N/A	13.0	12.3	19.8	18.5	17.6	15.9	15.4	13.9	11.9	10.8	10.5	8.8
US 1 (Baltimore Ave)	I-495 Exit 25	27.5	22.2	19.0	17.9	16.4	14.7	N/A	N/A	14.2	13.4	20.9	19.7	18.8	17.1	16.5	15.0	13.0	11.9	11.6	9.9
Greenbelt Metro Station	I-495 Exit 24	28.6	23.3	20.1	19.0	17.5	15.8	N/A	N/A	15.3	14.5	22.0	20.8	19.9	18.2	17.6	16.1	14.1	13.0	12.7	11.0
MD 201 (Kenilworth Ave)	I-495 Exit 23	31.1	25.8	22.6	21.5	20.0	18.3	N/A	N/A	17.7	17.0	24.5	23.3	22.4	20.7	20.1	18.6	16.6	15.5	15.2	13.5
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	34.3	29.0	25.8	24.7	23.2	21.5	N/A	N/A	21.0	20.2	27.7	26.5	25.6	23.9	23.3	21.8	19.8	18.7	18.4	16.7
MD 450 (Annapolis Rd)	I-495 Exit 20	40.8	35.5	32.3	31.2	29.7	28.0	N/A	N/A	27.5	26.7	34.2	33.0	32.1	30.4	29.8	28.3	26.3	25.2	24.9	23.2
US 50 (John Hanson Hwy)	I-495 Exit 19	42.4	37.1	33.9	32.9	31.3	29.6	N/A	N/A	29.1	28.3	35.8	34.6	33.7	32.0	31.5	29.9	27.9	26.9	26.6	24.8
MD 202 (Landover Rd)	I-495 Exit 17	47.3	42.0	38.8	37.7	36.2	34.5	N/A	N/A	34.0	33.2	40.7	39.5	38.6	36.9	36.3	34.8	32.8	31.4	31.1	29.7
Arena Dr	I-495 Exit 16	48.7	43.4	40.2	39.1	37.6	35.9	N/A	N/A	35.4	34.6	42.1	40.9	40.0	38.3	37.7	36.2	34.2	33.1	32.8	31.1
MD 214 (Central Ave)	I-495 Exit 15	49.9	44.6	41.4	40.3	38.8	37.1	N/A	N/A	36.6	35.8	43.3	42.1	41.2	39.5	38.9	37.4	35.4	34.3	34.0	32.3
Ritchie-Marlboro Rd	I-495 Exit 13	51.7	46.5	43.2	42.2	40.7	39.0	N/A	N/A	38.4	37.7	45.2	44.0	43.1	41.4	40.8	39.3	37.3	36.2	35.9	34.2
MD 4 (Pennsylvania Ave)	I-495 Exit 11	54.5	49.3	46.0	45.0	43.5	41.8	N/A	N/A	41.2	40.5	48.0	46.8	45.9	44.2	43.6	42.1	40.1	39.0	38.7	37.0
MD 337 (Suitland Pkwy																					

Travel Time Matrix - Alternative 9 Phase 1 - ETL (PM Peak)

Unit: Minute

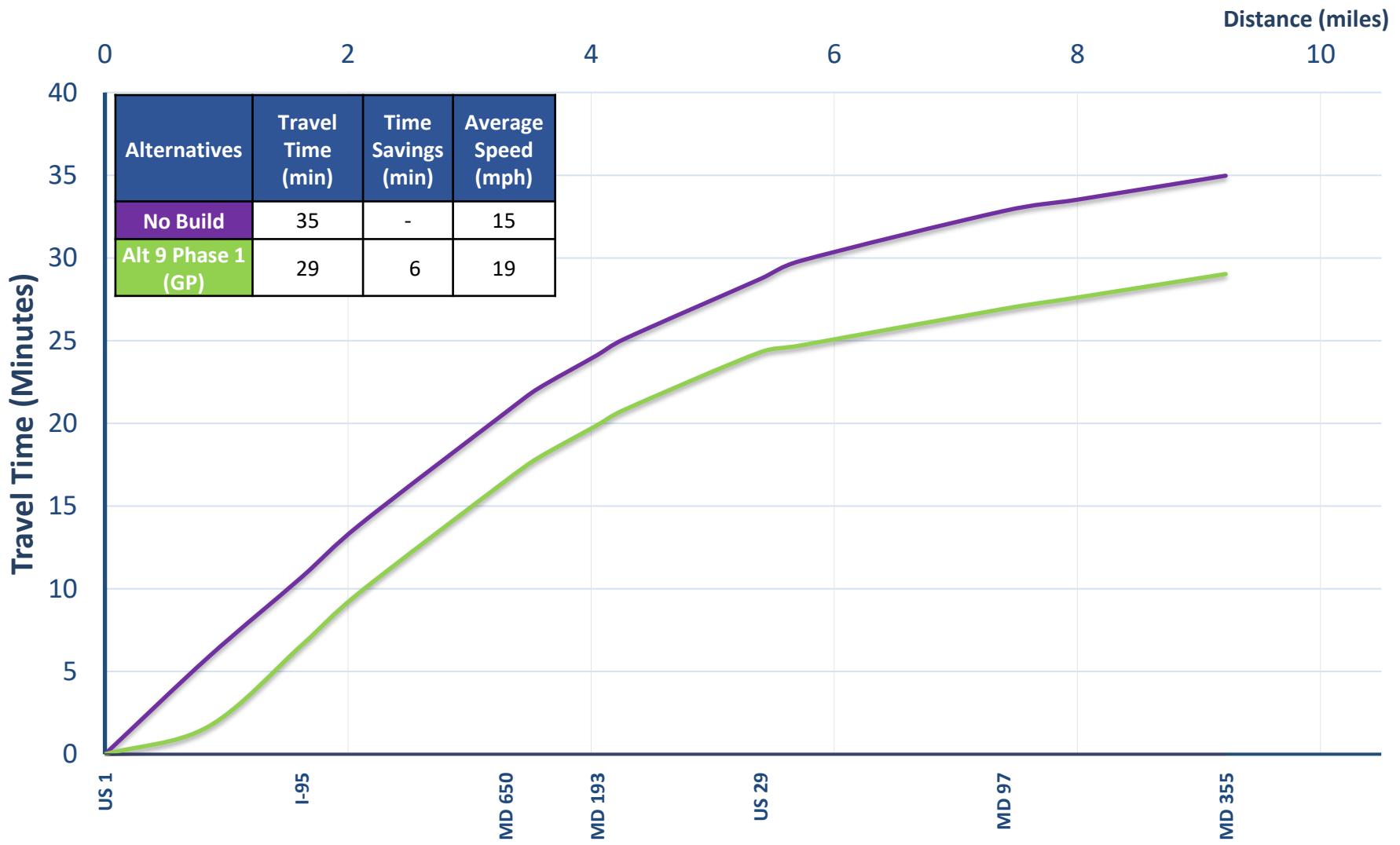
From \ To	I-270 Exit 9	I-270 Exit 8	I-270 Exit 6	I-270 Exit 5	I-270 Exit 4	I-270 Split	Westlake Terr	I-270 Exit 1	I-270 Exit 1B	I-270 Exit 1A	I-495 Exit 44	I-495 Exit 43	I-495 Exit 41	I-495 Exit 40	I-495 Exit 39	I-495 Exit 38	I-495 Exit 36	I-495 Exit 35	I-495 Exit 34	I-495 Exit 33	
I-370	I-270 Exit 9	0	1.1	3.1	4.2	5.3	6.7	7.5	7.9	7.2	8.1	13.8	12.8	12.0	10.5	10.0	8.9	N/A	11.0	13.2	20.5
Shady Grove Rd	I-270 Exit 8	3.3	0	2.1	3.1	4.3	5.6	6.4	6.9	6.1	7.0	12.8	11.7	11.0	9.5	9.0	7.8	N/A	9.9	12.2	19.5
MD 28 (W Montgomery Ave)	I-270 Exit 6	5.7	2.4	0	1.1	2.2	3.6	4.4	4.8	4.1	5.0	10.7	9.6	8.9	7.4	6.9	5.7	N/A	7.9	10.1	17.4
MD 189 (Falls Rd)	I-270 Exit 5	6.7	3.4	1.0	0	1.1	2.5	3.3	3.8	3.0	3.9	9.7	8.6	7.8	6.4	5.9	4.7	N/A	6.8	9.1	16.4
Montrose Rd	I-270 Exit 4	8.2	4.9	2.5	1.5	0	1.4	2.2	2.6	1.9	2.8	8.5	7.4	6.7	5.2	4.7	3.5	N/A	5.7	7.9	15.2
Split	I-270	9.5	6.2	3.8	2.8	1.3	0	0.8	1.3	0.5	1.4	7.1	6.1	5.3	3.9	3.4	2.2	N/A	4.3	6.6	13.9
Westlake Terrace	I-270 W Spur	10.6	7.3	4.9	3.9	2.4	1.1	0	0.5	N/A	N/A	6.4	5.3	4.5	3.1	2.6	1.4	N/A	N/A	N/A	N/A
Democracy Blvd	I-270 Exit 1	11.0	7.7	5.4	4.3	2.9	1.5	0.4	0	N/A	N/A	5.9	4.8	4.1	2.6	2.1	0.9	N/A	N/A	N/A	N/A
Rockledge Dr	I-270 Exit 1B	10.1	6.8	4.4	3.4	1.9	0.6	N/A	N/A	0	0.9	N/A	3.8	6.1	13.4						
MD 187 (Old Georgetown Rd)	I-270 Exit 1A	10.8	7.5	5.1	4.1	2.6	1.3	N/A	N/A	0.7	0	N/A	2.9	5.2	12.5						
VA 193 (Georgetown Pike)	I-495 Exit 44	17.2	13.9	11.6	10.5	9.1	7.7	6.7	6.2	N/A	N/A	0	1.1	1.8	1.3	3.8	5.3	24.9	32.0	41.2	41.5
George Washington Memorial Pkwy	I-495 Exit 43	16.1	12.8	10.5	9.4	8.0	6.6	5.5	5.1	N/A	N/A	1.1	0	0.7	2.4	2.7	4.2	23.8	30.9	33.1	40.4
Clara Barton Pkwy	I-495 Exit 41	15.4	12.1	9.7	8.7	7.2	5.9	4.8	4.4	N/A	N/A	1.8	0.7	0	1.6	1.9	3.4	23.0	30.1	32.4	39.7
Cabin John Pkwy	I-495 Exit 40	13.7	10.4	8.1	7.0	5.6	4.2	3.2	2.7	N/A	N/A	3.3	2.2	1.5	0	0.3	1.8	21.4	28.5	30.7	38.0
MD 190 (River Rd)	I-495 Exit 39	13.4	10.1	7.8	6.8	5.3	3.9	2.9	2.4	N/A	N/A	3.8	2.7	2.0	0.5	0	1.5	21.1	28.2	30.4	37.7
I-270 West Spur	I-495 Exit 38	11.9	8.6	6.3	5.2	3.8	2.4	1.4	0.9	N/A	N/A	5.0	3.9	3.2	1.7	1.2	0	19.6	26.7	28.9	36.2
MD 187 (Old Georgetown Rd)	I-495 Exit 36	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.0	5.9	5.1	3.7	3.2	2.0	0	7.1	9.3	16.6
I-270 East Spur	I-495 Exit 35	12.3	9.0	6.6	5.6	4.1	2.8	N/A	N/A	2.2	1.5	8.0	6.9	6.2	4.7	4.2	3.0	1.1	0	2.3	9.6
MD 355 (Rockville Pike)	I-495 Exit 34	12.6	9.3	6.9	5.9	4.4	3.1	N/A	N/A	2.5	1.8	8.3	7.2	6.5	5.0	4.5	3.3	1.4	0.3	0	7.3
MD 185 (Connecticut Ave)	I-495 Exit 33	14.3	11.0	8.7	7.6	6.2	4.8	N/A	N/A	4.3	3.5	10.1	9.0	8.2	6.8	6.3	5.1	3.1	2.0	1.7	0
MD 97 (Georgia Ave)	I-495 Exit 31	17.0	13.7	11.3	10.3	8.8	7.5	N/A	N/A	6.9	6.2	12.7	11.6	10.9	9.4	8.9	7.7	5.8	4.7	4.4	2.7
US 29 (Colesville Rd)	I-495 Exit 30	18.2	14.9	12.5	11.5	10.0	8.7	N/A	N/A	8.1	7.4	13.9	12.8	12.1	10.6	10.1	8.9	6.9	5.9	5.6	3.8
MD 193 (University Blvd E)	I-495 Exit 29	19.6	16.3	13.9	12.9	11.5	10.1	N/A	N/A	9.5	8.8	15.3	14.3	13.5	12.0	11.5	10.4	8.4	7.3	7.0	5.3
MD 650 (New Hampshire Ave)	I-495 Exit 28	22.1	18.8	16.4	15.4	13.9	12.6	N/A	N/A	12.0	11.3	17.8	16.7	16.0	14.5	14.0	12.8	10.9	9.8	9.5	7.7
I-95	I-495 Exit 27	23.1	19.8	17.4	16.4	14.9	13.6	N/A	N/A	13.0	12.3	18.8	17.7	17.0	15.5	15.0	13.8	11.9	10.8	10.5	8.8
US 1 (Baltimore Ave)	I-495 Exit 25	24.2	20.9	18.6	17.5	16.1	14.7	N/A	N/A	14.2	13.4	20.0	18.9	18.1	16.7	16.2	15.0	13.0	11.9	11.6	9.9
Greenbelt Metro Station	I-495 Exit 24	25.3	22.0	19.7	18.6	17.2	15.8	N/A	N/A	15.3	14.5	21.1	20.0	19.2	17.8	17.3	16.1	14.1	13.0	12.7	11.0
MD 201 (Kenilworth Ave)	I-495 Exit 23	27.8	24.5	22.2	21.1	19.7	18.3	N/A	N/A	17.7	17.0	23.5	22.5	21.7	20.3	19.7	18.6	16.6	15.5	15.2	13.5
MD 295 (Baltimore-Washington Pkwy)	I-495 Exit 22	31.0	27.7	25.4	24.3	22.9	21.5	N/A	N/A	21.0	20.2	26.8	25.7	24.9	23.5	23.0	21.8	19.8	18.7	18.4	16.7
MD 450 (Annapolis Rd)	I-495 Exit 20	37.5	34.2	31.9	30.8	29.4	28.0	N/A	N/A	27.5	26.7	33.3	32.2	31.4	30.0	29.5	28.3	26.3	25.2	24.9	23.2
US 50 (John Hanson Hwy)	I-495 Exit 19	39.1	35.8	33.5	32.5	31.0	29.6	N/A	N/A	29.1	28.3	34.9	33.8	33.1	31.6	31.1	29.9	27.9	26.9	26.6	24.8
MD 202 (Landover Rd)	I-495 Exit 17	44.0	40.7	38.4	37.3	35.9	34.5	N/A	N/A	34.0	33.2	39.8	38.7	37.9	36.5	36.0	34.8	32.8	31.8	31.4	29.7
Arena Dr	I-495 Exit 16	45.4	42.1	39.8	38.7	37.3	35.9	N/A	N/A	35.4	34.6	41.2	40.1	39.3	37.9	37.4	36.2	34.2	33.1	32.8	31.1
MD 214 (Central Ave)	I-495 Exit 15	46.6	43.3	41.0	39.9	38.5	37.1	N/A	N/A	36.6	35.8	42.4	41.3	40.5	39.1	38.6	37.4	35.4	34.0	32.3	32.3
Ritchie-Marlboro Rd	I-495 Exit 13	48.5	45.2	42.8	41.8	40.3	39.0	N/A	N/A	38.4	37.7	44.2	43.2	42.4	40.9	40.4	39.3	36.2	35.9	34.2	32.3
MD 4 (Pennsylvania Ave)	I-495 Exit 11	51.3	48.0	45.6	44.6	43.1	41.8	N/A	N/A	41.2	40.5	47.0	46.0	45.2	43.7	43.2	42.1	40.1	39.0	38.7	37.0
MD 337 (Suitland Pkwy)	I-495 Exit 9	53.8	50.5</td																		



Attachment E

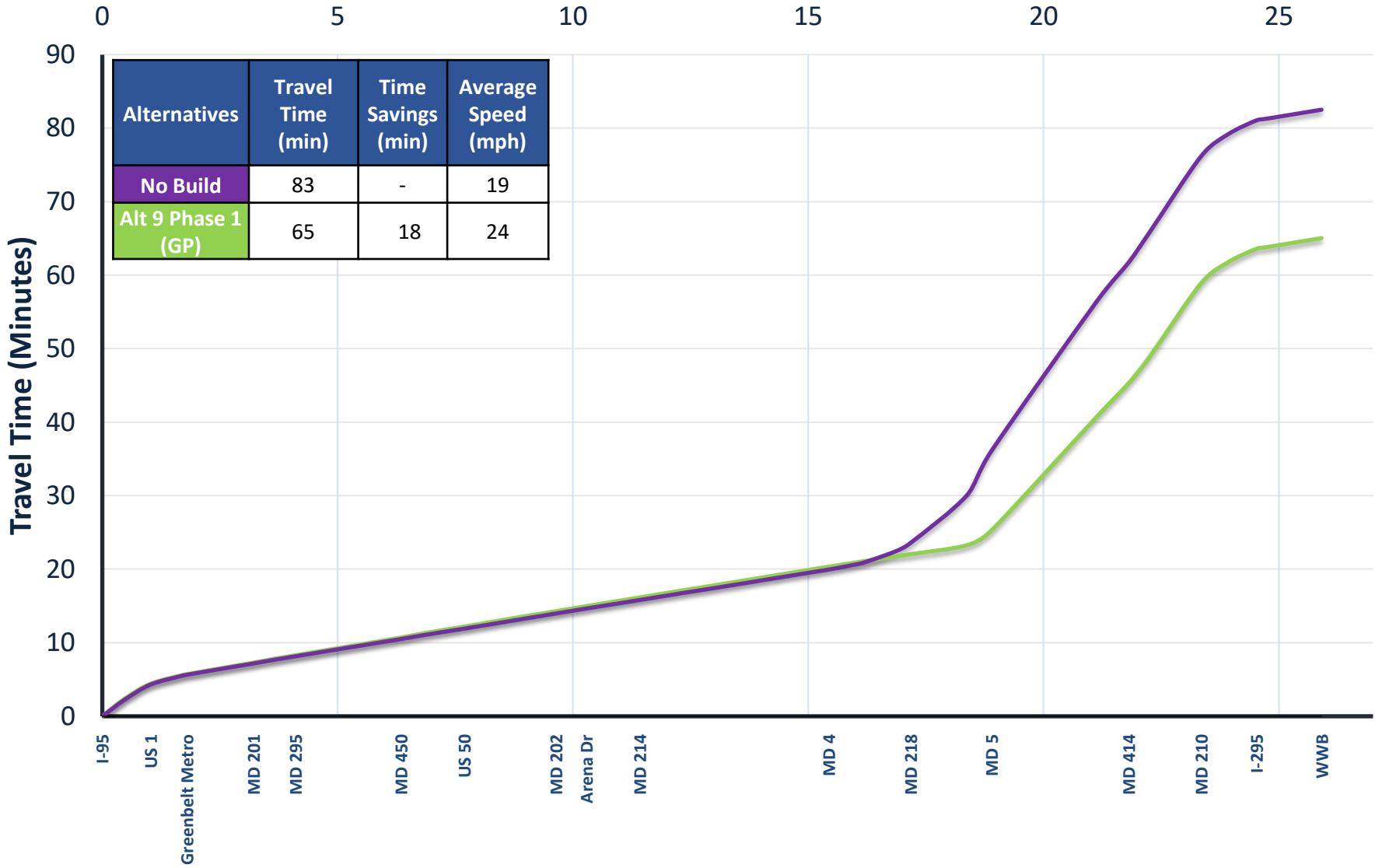
Travel Time Graphs for Key Segments

Commute from College Park to Bethesda (AM)

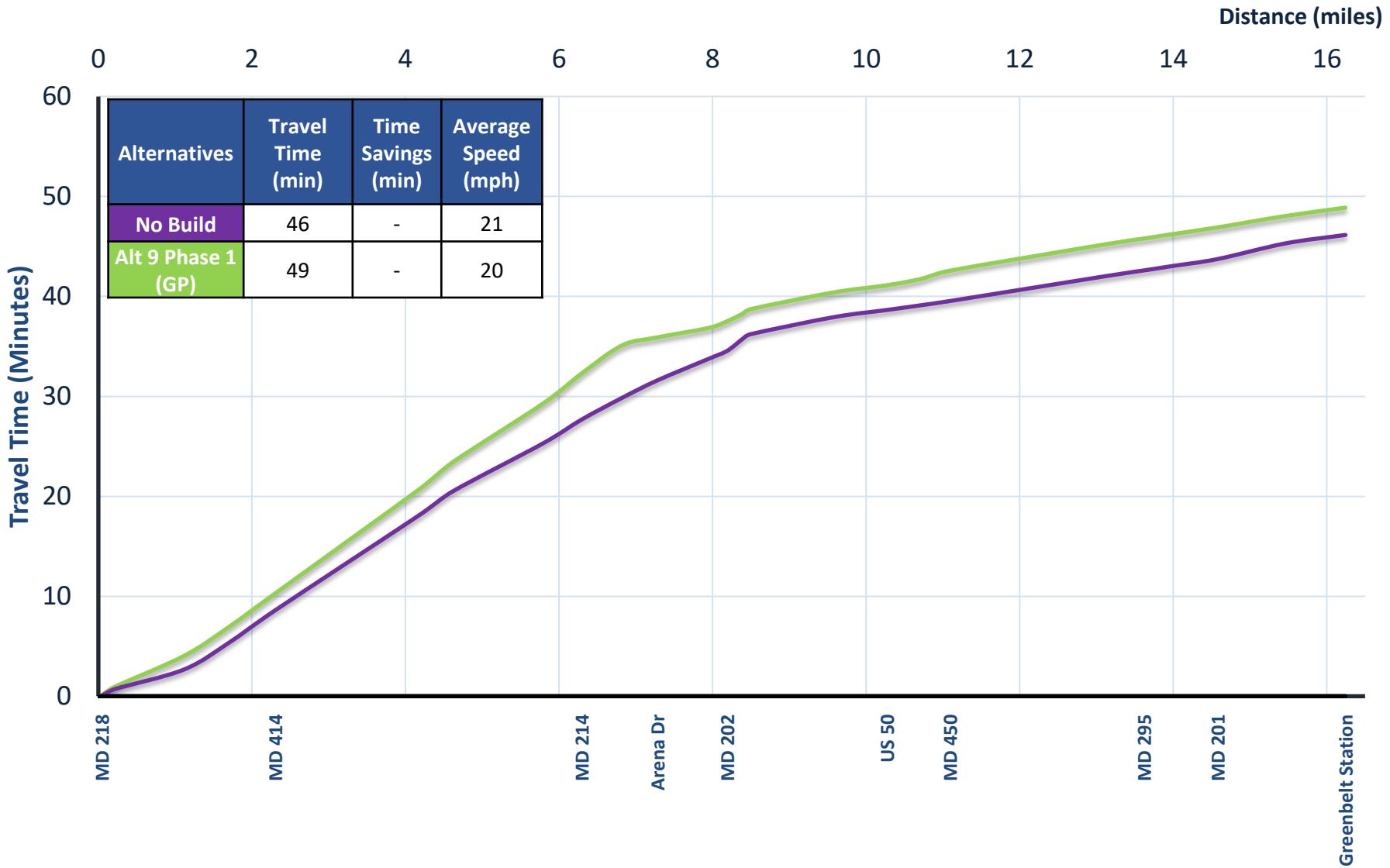


Commute from I-95 to Woodrow Wilson Bridge (AM)

Distance (miles)

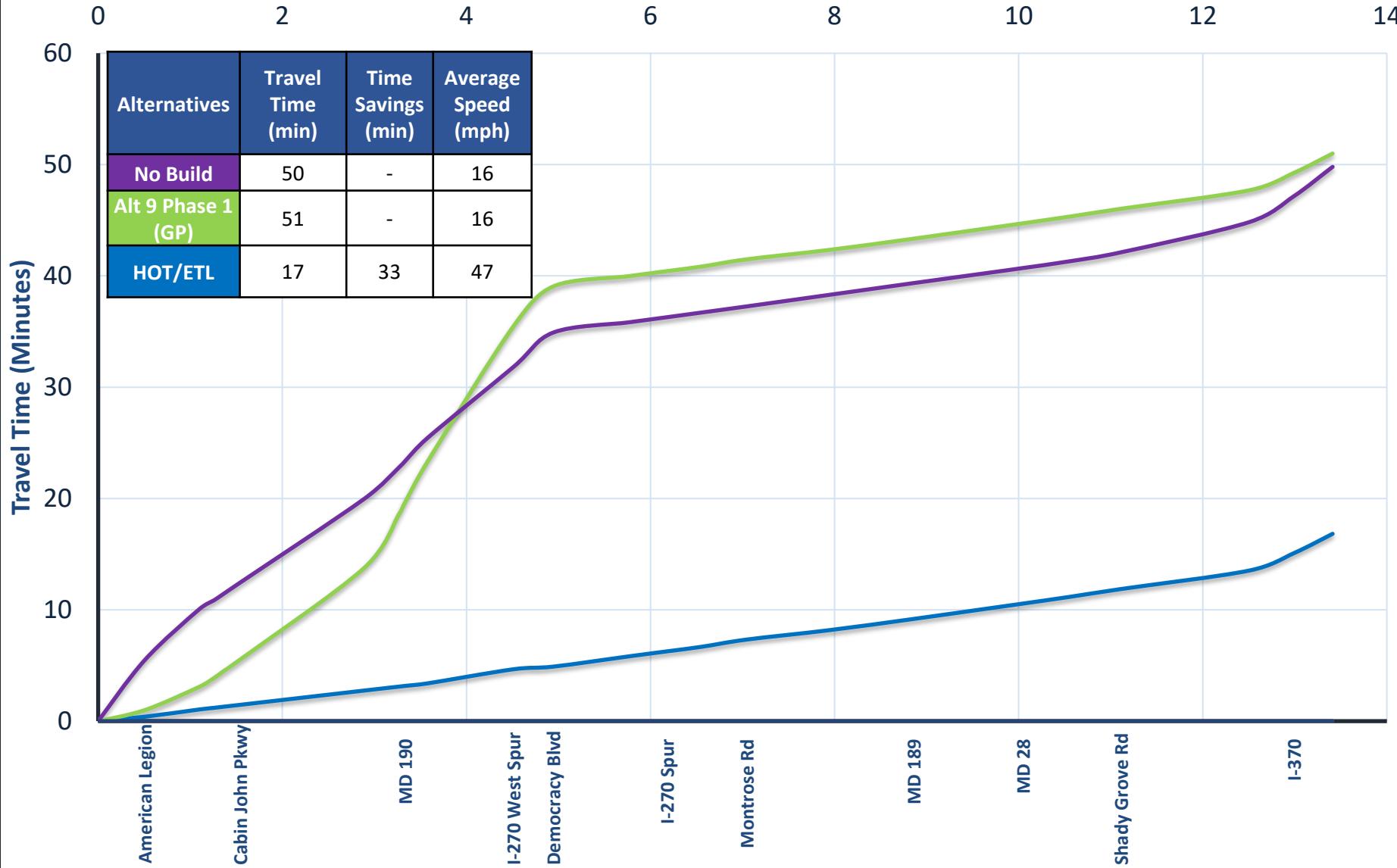


Commute from Suitland to Greenbelt Metro Station (AM)



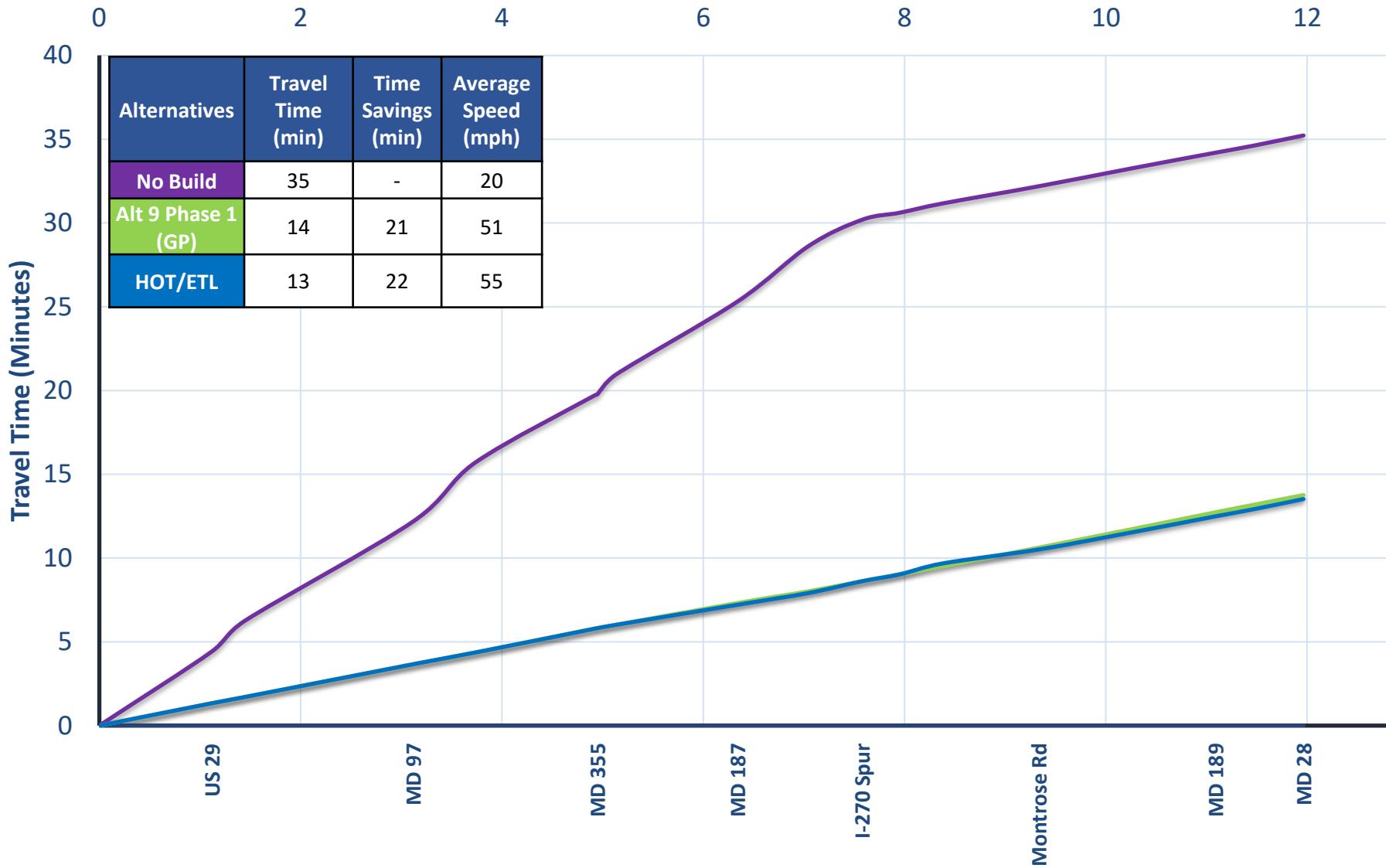
Commute from American Legion Bridge to ICC (PM)

Distance (miles)

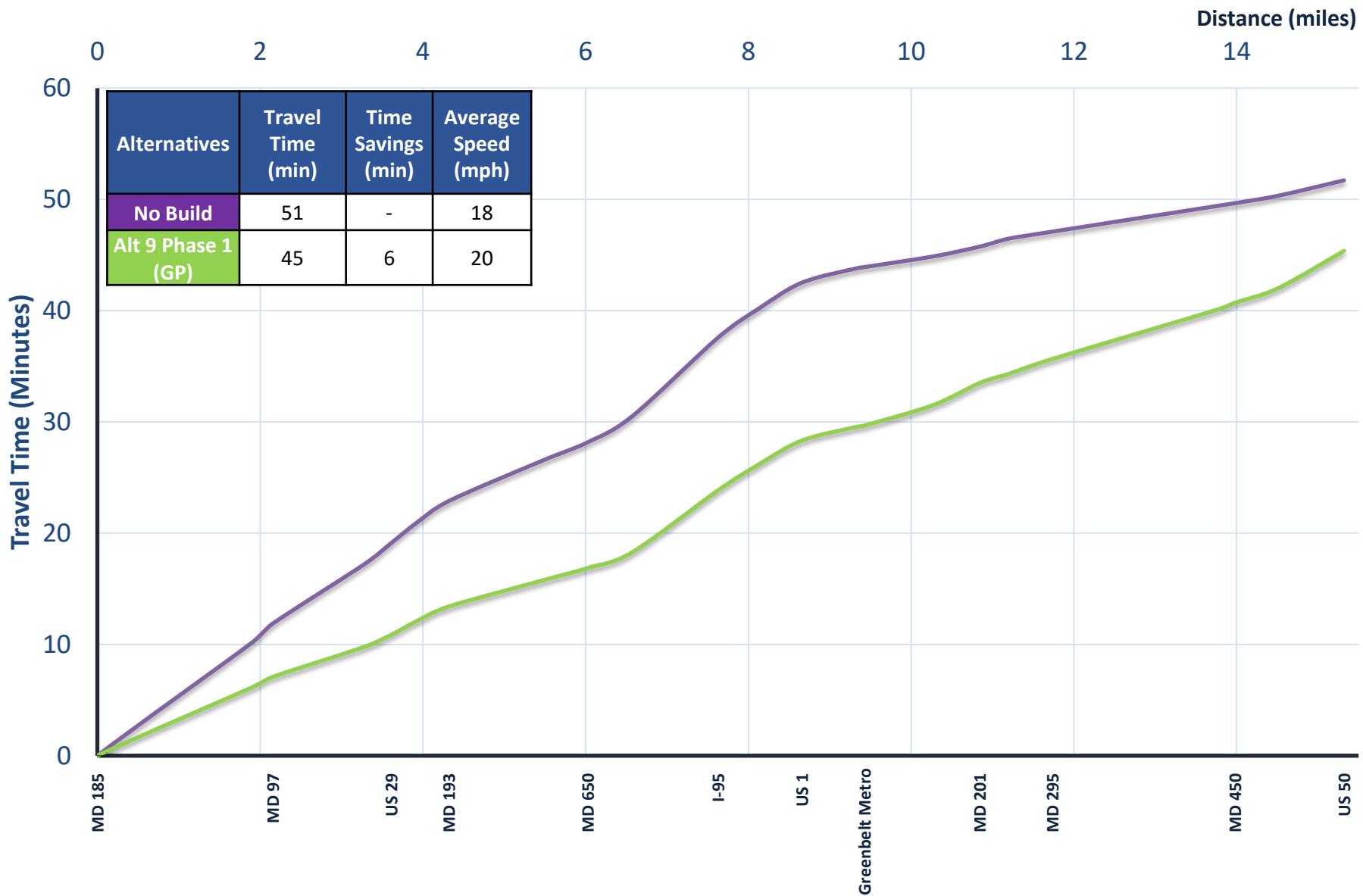


Commute from Silver Spring to Rockville (PM)

Distance (miles)



Commute from Chevy Chase to Landover (PM)



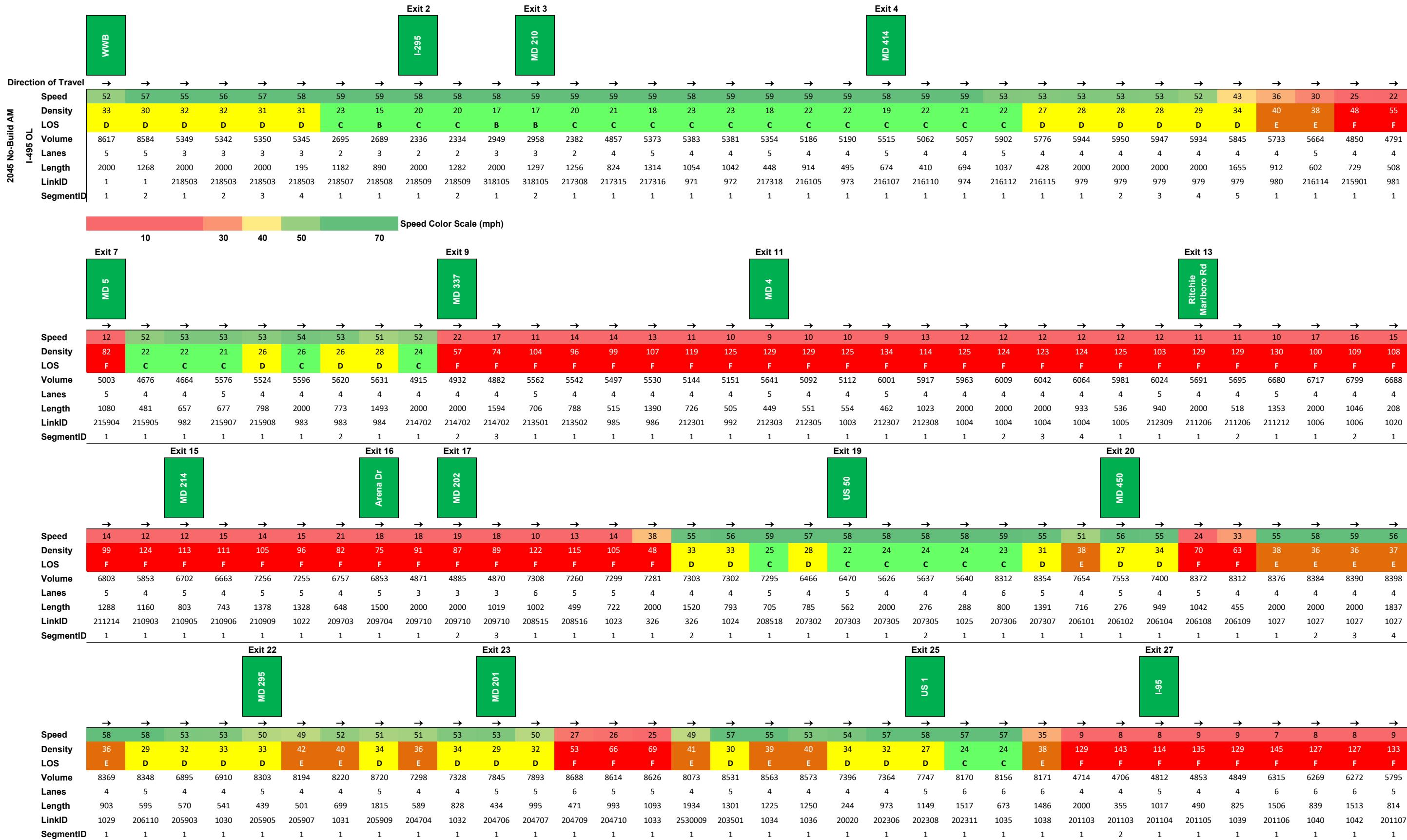


Attachment F

Link Evaluation

2045 No-Build AM - I-495 OL Link Evaluation Results

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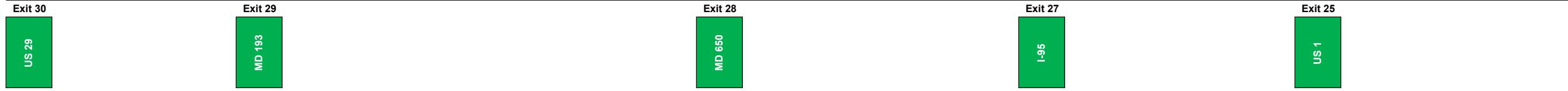
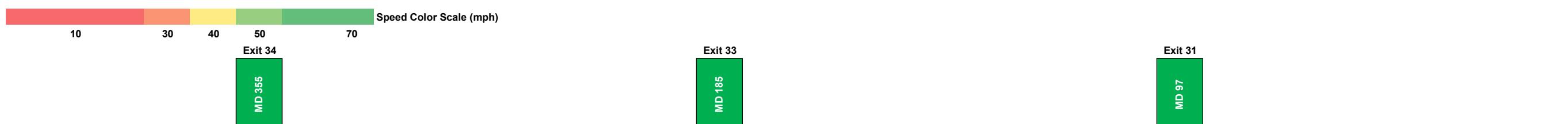
		Exit 28		Exit 29		Exit 30		Exit 31	
		MD 650		MD 193		US 29		MD 97	
Direction of Travel		→	→	→	→	→	→	→	→
Speed	9	7	8	8	7	9	8	14	13
Density	134	141	141	138	147	132	141	109	108
LOS	F	F	F	F	F	F	F	F	F
Volume	5735	6064	5570	5564	5970	5989	5927	5928	5843
Lanes	5	6	5	5	6	5	5	4	4
Length	509	450	501	284	347	1136	1629	1881	1185
LinkID	1043	7404	2000824	1046	7405	7409	1044	7407	1047
SegmentID	1	1	1	1	1	1	1	1	1

		Exit 33		Exit 34		Exit 36		Exit 39	
		MD 185		MD 355		MD 187		MD 190	
Direction of Travel		→	→	→	→	→	→	→	→
Speed	53	53	53	51	49	49	51	52	53
Density	28	34	30	39	40	40	38	38	30
LOS	D	D	D	E	E	E	E	D	C
Volume	7225	7185	7844	7811	7842	7840	7852	7838	7821
Lanes	5	4	5	4	4	4	4	5	4
Length	752	746	998	526	1257	2000	87	1045	402
LinkID	1953310	1953311	1953312	1953313	1058	1247	1247	1059	1248
SegmentID	1	1	1	1	1	2	1	1	1

		Exit 41		Bridge		Exit 43		Exit 44	
		Clara Barton Pkwy		American Legion		GW Memorial Pkwy		VA 193	
Direction of Travel		→	→	→	→	→	→	→	→
Speed	46	51	52	52	50	52	53	53	52
Density	46	41	40	33	42	36	34	27	22
LOS	F	E	E	D	E	E	D	D	C
Volume	8446	8480	8330	8454	8302	9287	7102	7101	7103
Lanes	4	4	4	5	4	5	4	6	6
Length	2000	1149	521	922	1713	1560	280	1428	2000
LinkID	495415	495415	1067	495416	495417	495418	11230	1069	2530014
SegmentID	1	2	1	1	1	1	1	2	1

2045 No-Build AM - I-495 IL Link Evaluation Results

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Exit 9		Exit 7		Exit 4																																	
	MD 337		MD 5		MD 414																																
→	35	→	31	→	26	19	15	13	15	16	12	8	7	4	4	5	5	6	6	6	6	6	6	6	6	7	7	9	8	8	12	11	7	7	5		
43	38	51	67	84	77	88	82	102	126	145	174	165	165	159	156	156	155	156	151	154	155	127	152	132	114	113	113	108	92	92	137	101	F	F	153		
E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F
6073	5969	5379	5230	5040	5196	5137	5123	5015	4955	4881	3059	3583	3600	3932	3889	3923	3924	3889	3847	3820	3784	3754	3612	3576	4079	3854	3838	4278	4301	4204	1995	1995	1574				
4	5	4	4	4	5	4	4	4	5	5	4	5	4	5	4	4	4	4	4	4	4	5	4	4	5	4	4	5	4	4	2	3	2				
896	625	2000	2000	770	663	823	2000	727	761	1487	1134	789	706	691	807	2000	2000	2000	2000	670	860	617	1155	507	909	508	589	349	2000	55	1054	1707	1386				
1154	112309	113503	113503	113503	114701	114702	1155	1155	114703	1157	115905	115910	115911	115913	115914	1158	1158	1158	1158	1159	115915	116102	1161	116104	116106	1162	116108	116109	116109	116110	116111	117301					
D	1	1	1	2	3	1	1	1	2	1	1	1	1	1	1	1	1	1	2	3	4	5	1	1	1	1	1	1	1	1	2	1	1	1			

Exit 3		Exit 2										WWB	
MD 210		I-295											
→	→	→	→	→	→	→	→	→	→	→	→	→	→
5	7	9	12	13	14	17	42	57	57	58	57	48	57
146	136	101	99	88	112	91	53	34	33	33	33	40	34
F	F	F	F	F	F	F	F	D	D	D	D	E	D
2992	2945	3527	3519	3534	3097	4538	4449	5752	5753	5737	5704	9631	9656
4	3	4	3	3	2	3	2	3	3	3	3	5	5
907	581	640	2000	598	1132	851	1030	2000	2000	2000	1329	2000	1262
117307	117308	117310	117311	117311	118503	118504	118506	118508	118508	118508	118508	44	44
D	1	1	1	1	2	1	1	1	2	3	4	1	2

2045 No-Build AM - I-270 NB Link Evaluation Results

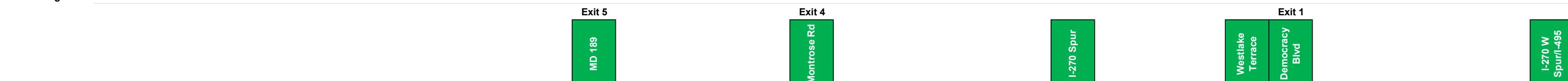
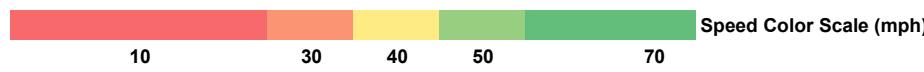
6/23/2021

I-270 NB	Exit 1		Exit 4		Exit 5		Exit 6		Exit 8	
	I-270 W Spur/I-495	Democracy Blvd	Westlake Terrace	I-270 Spur	Montrose Rd	MD 189	MD 28	Shady Grove Rd		
	Direction of Travel	→	→	→	→	→	→	→	→	→
	Speed	57	56	61	61	63	63	62	64	64
	Density	24	23	21	16	16	13	15	14	12
	LOS	C	C	C	B	B	B	B	B	B
	Volume	8171	3915	3920	3923	3001	3185	3145	3332	3164
	Lanes	6	3	3	4	3	4	5	4	4
	Length	1509	2000	1447	894	790	887	457	820	2000
	LinkID	1118	495372	495372	232	234	235	237	134	1523
	SegmentID	1	1	2	1	1	1	1	1	1
I-270 NB	Exit 9		Exit 10		Exit 13		Exit 15		Exit 16	
	I-370	MD 117	MD 117	Watkins Mill Rd	Middlebrook Rd	MD 118	MD 27			
	Speed	64	64	64	64	63	63	62	63	63
	Density	12	10	12	12	12	13	13	15	17
	LOS	B	A	B	B	B	B	B	B	B
	Volume	3151	3144	3144	3138	3143	3137	4682	4701	3253
	Lanes	4	5	4	4	4	5	5	4	3
	Length	1947	337	1171	633	2000	1616	531	843	687
	LinkID	327	335	339	749	411	411	347	348	380
	SegmentID	2	1	1	1	1	2	3	4	1
I-270 NB	Exit 18		Exit 22		Exit 31		Exit 34		Exit 35	
	MD 121	MD 109	MD 109	MD 85	MD 85	MD 85	MD 85	MD 85	MD 85	MD 85
	Speed	63	63	63	63	63	63	63	63	62
	Density	13	18	18	18	18	18	18	15	21
	LOS	B	B	B	B	B	B	C	C	C
	Volume	3354	3373	3381	3368	3364	3361	3353	3337	2735
	Lanes	4	3	3	3	3	3	4	3	2
	Length	457	1044	2000	2000	2000	718	756	767	2000
	LinkID	383	384	767	767	767	768	385	387	425
	SegmentID	1	1	1	2	3	4	5	1	1
I-270 NB	Exit 26		Exit 34		Exit 35		Exit 36		Exit 37	
	MD 80	MD 80	MD 80	MD 80	MD 80	MD 80	MD 80	MD 80	MD 80	MD 80
	Speed	62	62	62	62	62	58	62	58	63
	Density	22	22	22	22	22	15	20	15	18
	LOS	C	C	C	C	C	B	C	B	B
	Volume	2729	2726	2718	2714	2708	2695	2659	2434	3342
	Lanes	2	2	2	2	2	3	2	2	4
	Length	1502	2000	1497	2000	698	1279	214	773	392
	LinkID	771	412	412	446	446	783	403	405	577
	SegmentID	5	1	2	1	2	1	1	1	1

2045 No-Build AM - I-270 SB Link Evaluation Results

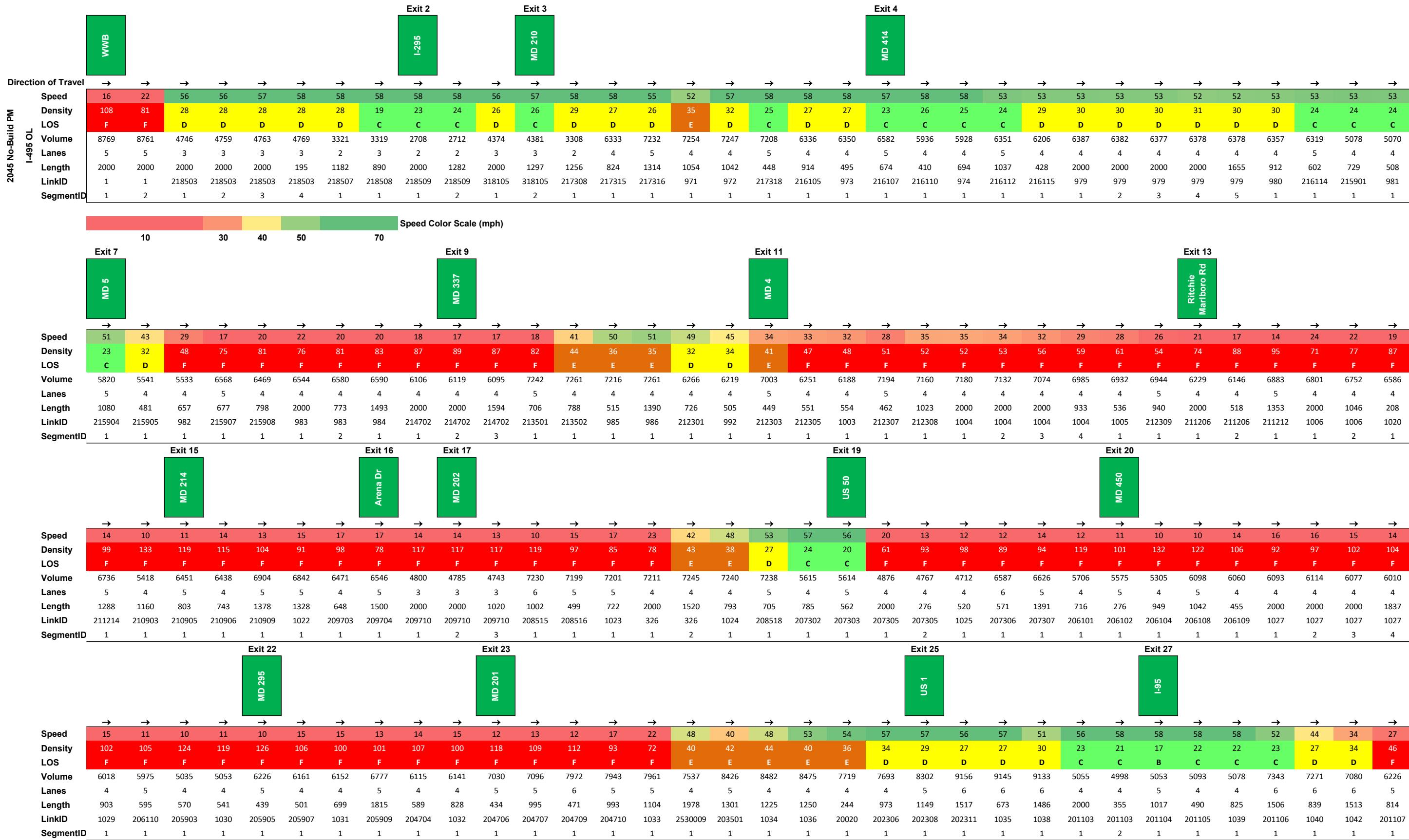
6/23/2021

I-270 SB		2045 No-Build AM																				I-270 NB													
Location	Link ID	Exit 31					Main Segment																		Exit 26										
		Direction of Travel		Speed			Density			LOS			Volume			Lanes			Length			Link ID			Segment ID										
		→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→								
		11	11	11	9	9	9	8	7	15	15	15	15	15	15	15	16	16	16	16	16	16	12	13	14	19	27	29							
		109	108	110	140	138	97	146	143	98	97	97	98	97	96	96	97	94	95	95	94	94	95	80	107	85	98	67	62						
		F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F						
		3681	3671	3683	2512	2523	2518	2215	3002	2991	2981	2978	2957	2970	2972	2939	2931	2955	2944	2961	2957	2972	2965	2956	2936	2739	3674	3675	3675	3646	3673	3674	3588	3678	3692
		3	3	3	2	2	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	3	2	2	2	2	2	2				
		931	404	446	474	1052	294	849	378	1140	2000	2000	2000	2000	2000	2000	262	2000	2000	2000	2000	2000	548	1088	376	654	1400	110	1849	565	2000	2000	57	2000	2000
		683	2000012	157	2000014	699	2000016	2000017	2000020	2000021	703	703	703	703	703	448	448	448	448	448	448	448	704	201	2000022	2000025	2000026	705	447	455	455	455	453	453	
		1	1	1	1	1	1	1	1	1	2	3	4	5	6	1	2	3	4	5	6	7	1	1	1	1	1	1	2	3	1	2			



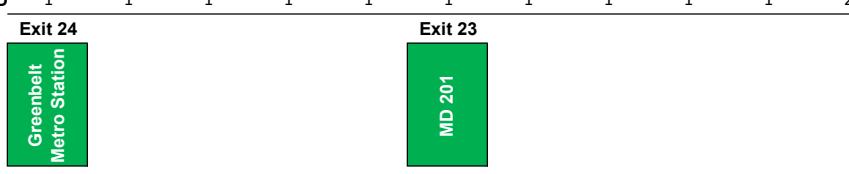
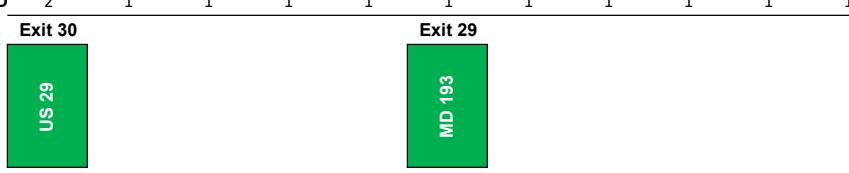
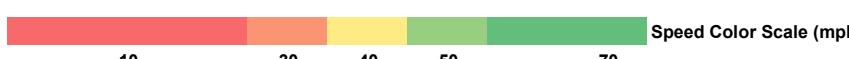
2045 No-Build PM - I-495 OL Link Evaluation Results

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2045 No-Build PM - I-495 IL Link Evaluation Results

6/23/2021

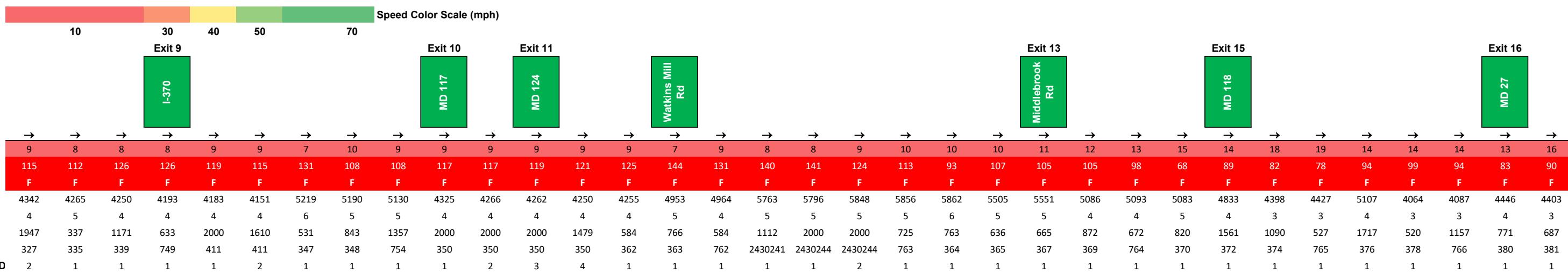


Exit 9				Exit 7												Exit 4																	
→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→				
53	53	61	63	63	61	58	53	53	60	62	63	62	62	63	63	63	63	63	62	62	63	63	61	61	62	60	61	62	63	63			
35	28	28	27	27	25	33	36	36	25	24	19	19	24	20	25	25	25	25	25	20	24	24	21	23	22	20	25	24	26	17	19		
D	D	D	D	D	C	D	E	E	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	D	B	C				
7315	7319	6875	6879	6837	7618	7583	7636	7611	7622	7619	4802	5983	5995	6238	6284	6308	6304	6303	6295	6289	6251	6245	5978	5932	6336	5595	5579	6116	6132	6029	3249	3253	2437
4	5	4	4	4	5	4	4	4	5	4	5	4	5	4	4	4	4	4	4	4	4	5	4	4	5	4	4	2	3	2			
896	625	2000	2000	770	663	823	2000	727	761	1487	1134	789	706	691	807	2000	2000	2000	2000	670	860	617	1155	507	909	508	589	349	2000	55	1054	1707	1386
1154	112309	113503	113503	113503	114701	114702	1155	1155	114703	1157	115905	115910	115911	115913	115914	1158	1158	1158	1158	1159	115915	116102	1161	116104	116106	1162	116108	116109	116109	116110	116111	117305	
D	1	1	1	2	3	1	1	1	2	1	1	1	1	1	1	1	2	3	4	5	1	1	1	1	1	1	2	1	1	1			

segmentID	1	1	1	1	2	3	1	1	1	2	3	4	1	2
Exit 3	MD 210	Exit 2	I-285	WWB										
speed	60	60	59	57	57	57	51	52	52	53	53	53	57	57
density	13	17	15	20	20	27	27	36	35	34	34	34	30	30
OS	B	B	B	C	C	D	D	E	D	D	D	D	D	D
volume	3033	3010	3479	3468	3460	3050	4090	3721	5457	5455	5451	5416	8587	8604
lanes	4	3	4	3	3	2	3	2	3	3	3	3	5	5
length	907	581	640	2000	598	1132	851	1030	2000	2000	2000	1329	2000	1262
linkID	117307	117308	117310	117311	117311	118503	118504	118506	118508	118508	118508	118508	44	44
segmentID	1	1	1	1	2	1	1	1	1	2	3	4	1	2

2045 No-Build PM - I-270 NB Link Evaluation Results

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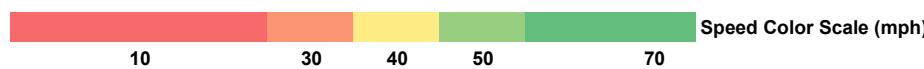


Speed	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→				
	52	52	52	52	52	51	50	53	51	49	52	52	52	52	52	52	52	52	52	52	52	52	51	53	53	52	53				
	Density	40	40	40	41	40	41	28	33	28	44	41	40	40	40	40	40	40	40	40	40	40	41	41	41	26	37	25	34		
OS	E	E	E	E	E	E	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	D	E	C	D	C	C		
Volume	4226	4235	4228	4232	4233	4212	4159	3506	4239	4229	4245	4249	4248	4244	4240	4221	4224	4181	4238	4231	4227	4224	4226	4226	4203	4215	3935	3882	3604	5224	5217
Anes	2	2	2	2	2	2	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	3	2	4	4	
Length	1502	2000	1497	2000	698	1279	214	773	615	868	2000	2000	2000	2000	1813	539	1225	391	2000	2000	2000	2000	2000	178	1025	473	1416	241	945	1115	392
LinkID	771	412	412	446	446	783	403	405	407	408	784	784	784	784	1010	1017	1007	869	869	869	869	869	869	785	415	417	421	423	425	577	
SegmentID	5	1	2	1	2	1	1	1	1	1	1	2	3	4	5	1	1	1	2	3	4	5	6	1	1	1	1	1	1		

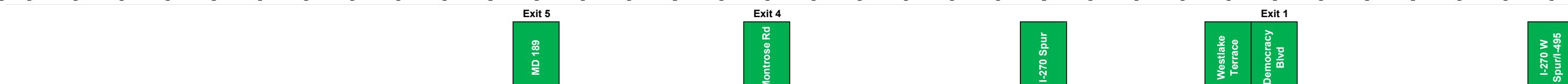
2045 No-Build PM - I-270 SB Link Evaluation Results

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I-270 SB		Exit 31																				Exit 26																			
Direction of Travel	Speed	56	57	56	57	58	56	59	55	58	62	63	63	63	63	63	62	61	60	58	57	56	56	57	59	56	53	54	56	57	56	56	55	54							
Density	25	24	25	25	25	17	20	17	24	23	23	23	23	23	23	23	23	24	25	25	25	25	16	21	17	27	26	25	25	25	25	25	26								
LOS	C	C	C	C	C	B	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B	C	B	D	D	C	C	C	C	C	C								
Volume	4205	4196	4216	2849	2850	2828	2298	2838	2815	2825	2824	2836	2839	2854	2824	2844	2844	2850	2859	2856	2849	2847	2841	2830	2440	2840	2844	2841	2820	2833	2830	2758	2803	2809							
Lanes	3	3	3	2	2	3	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	3	2	2	2	2	2	2	2	2							
Length	931	404	446	474	1052	294	849	378	1140	2000	2000	2000	2000	2000	262	2000	2000	2000	2000	2000	2000	548	1088	377	654	1399	88	1849	565	2000	2000	57	2000	2000							
LinkID	683	2000012	157	2000014	699	2000016	2000017	2000020	2000021	703	703	703	703	703	448	448	448	448	448	448	448	704	201	2000022	2000025	2000026	705	447	455	455	455	453	453								
SegmentID	1	1	1	1	1	1	1	1	1	1	2	3	4	5	6	1	2	3	4	5	6	7	1	1	1	1	1	1	2	3	1	1	2								

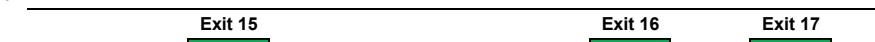


	Exit 22				Exit 18			
	MD 169				MD 121			
Speed	53	53	53	53	55	56	55	63
Density	26	26	26	26	17	24	17	15
LOS	D	D	D	C	B	C	B	B
Volume	2798	2791	2783	2763	2744	2662	2836	2864
Lanes	2	2	2	2	3	2	3	3
Length	2000	1801	1775	948	546	716	1665	130
LinkID	453	453	410	706	2000027	2000029	2000031	2000032
SegmentID	3	4	1	1	1	1	1	1



2045 Alt-9 Phase-1 AM - I-495 OL Link Evaluation Results (GP)

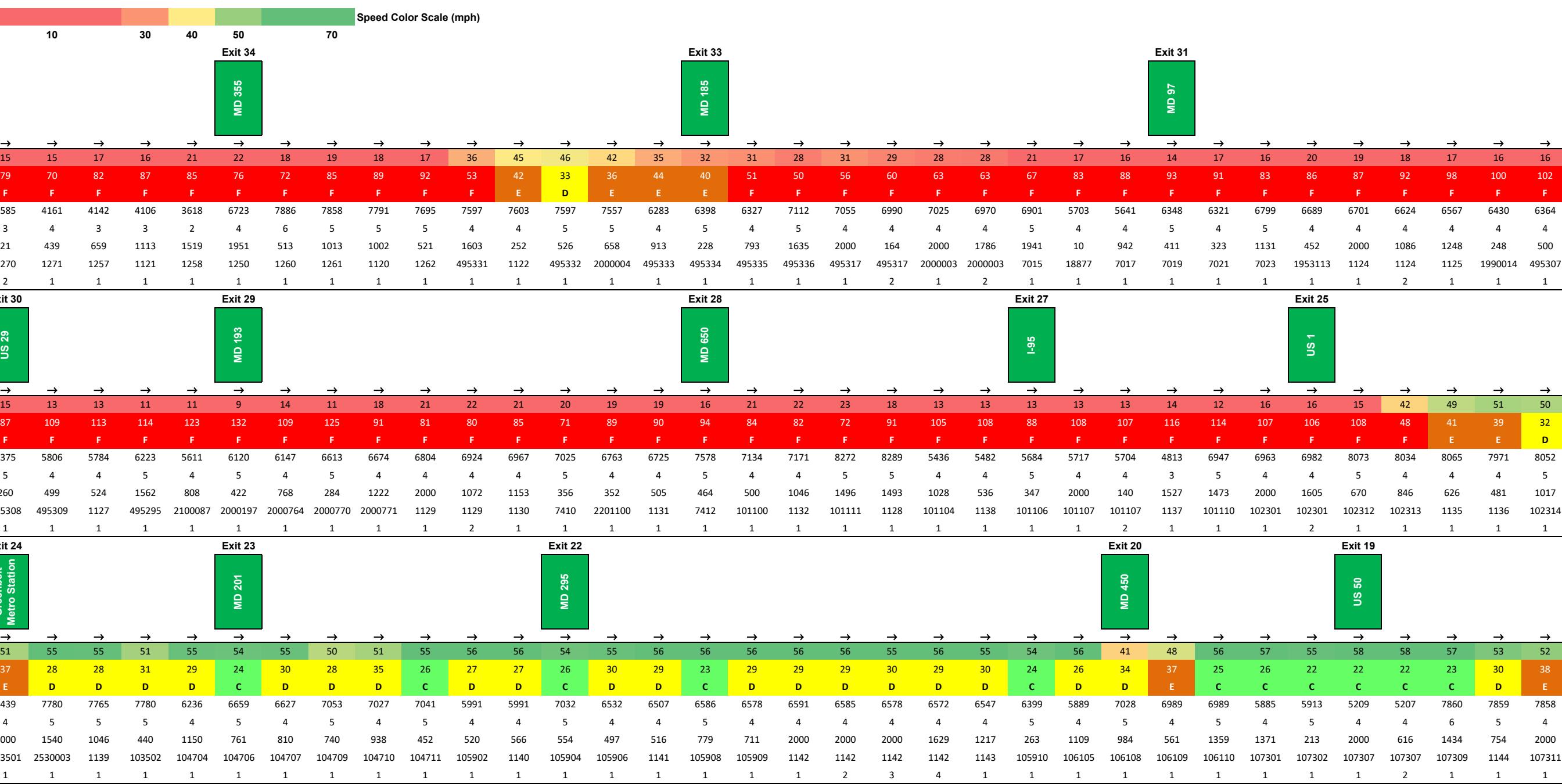
6/23/2021



	Exit 33		Exit 34												Exit 36																			
	MD 185		MD 355												MD 187																			
Speed	53	53	53	52	51	50	52	52	53	53	53	49	53	53	53	53	53	53	51	52	53	53	53	52	49	52	52	52	53	53	52			
Density	27	34	30	38	39	39	38	38	30	33	25	23	28	28	19	21	25	22	24	32	32	30	23	23	28	34	36	34	34	28	29	34	34	30
LOS	D	D	D	E	E	E	E	E	D	D	C	C	D	D	C	C	C	C	D	D	D	C	C	D	D	E	D	D	D	D	D			
Volume	7173	7140	7946	7907	7938	7932	7936	7925	7907	7028	3995	4450	4456	4452	5171	4443	4019	3576	4947	4947	4948	4719	3680	3694	8830	8838	8841	8798	8815	8741	7623	7123	7141	7912
Lanes	5	4	5	4	4	4	4	4	5	4	3	4	3	3	5	4	3	3	4	3	3	3	3	6	5	5	5	5	6	5	4	4	5	
Length	752	746	998	526	1257	2000	87	1045	402	1593	288	910	494	913	398	325	2000	22	406	1088	1137	1682	627	2000	244	757	2000	672	1759	507	870	1301	7	1742
LinkId	1953310	1953311	1953312	1953313	1058	1247	1247	1059	1248	1249	1251	1273	1276	1060	1061	1272	1275	1275	1274	495373	9000013	11205	11224	1071	495375	495392	1064	1064	1990208	495408	958	495406	1990205	495401
SegmentID	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	1		

2045 Alt-9 Phase-1 AM - I-495 IL Link Evaluation Results (G)

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2045 Alt-9 Phase-1 AM - I-270 NB Link Evaluation Results (GP)

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	I-270 W Spur/I-495		Exit 1		Exit 4		Exit 5		Exit 6		Exit 8	
Direction of Travel	→	→	→	→	→	→	→	→	→	→	→	→
Speed	52	52	61	55	63	62	63	62	64	64	64	60
Density	30	30	26	19	18	13	19	14	13	13	12	59
LOS	D	D	C	C	B	B	C	B	B	B	A	A
Volume	7839	3112	3114	3064	2208	2349	2354	2555	2551	2553	2549	2667
Lanes	5	2	2	3	2	3	3	3	3	6	6	5
Length	1401	2000	2000	313	640	919	376	992	1165	716	1449	859
LinkID	1118	495372	495372	232	234	235	237	134	241	242	275	747
SegmentID	1	1	2	1	1	1	1	1	1	1	1	1

Speed Color Scale (mph)



	→	→	→	→	→	→	→	→	→	→	→	→
Speed	58	58	58	58	56	56	56	57	56	57	57	58
Density	9	9	10	15	18	18	15	18	19	16	16	16
LOS	A	A	A	B	C	B	C	B	B	B	B	C
Volume	3191	3172	2751	2546	4015	4021	5146	5171	5156	3662	3664	3659
Lanes	6	6	5	3	4	4	6	5	5	4	4	5
Length	1789	619	514	2000	354	1984	531	843	1357	2000	2000	1479
LinkID	2541658	335	339	749	411	2541578	347	348	754	350	350	362
SegmentID	1	1	1	1	1	1	1	1	1	1	1	1

Exit 18

	→	→	→	→	→	→	→	→	→	→	→	→
Speed	58	58	58	58	58	58	57	57	59	54	58	59
Density	15	20	20	20	20	20	20	15	14	15	15	20
LOS	B	C	C	C	C	C	C	B	B	C	C	D
Volume	3465	3481	3492	3492	3493	3488	3487	3476	3478	2558	3363	3373
Lanes	4	3	3	3	3	3	3	4	3	3	2	2
Length	457	1044	2000	2000	2000	2000	718	756	736	920	211	877
LinkID	383	384	767	767	767	767	768	385	387	1001	390	769
SegmentID	1	1	1	2	3	4	5	1	1	1	1	2

Exit 18

	→	→	→	→	→	→	→	→	→	→	→	→
Speed	55	55	54	55	54	53	50	56	53	52	58	62
Density	29	29	29	29	29	30	21	25	21	32	29	27
LOS	D	D	D	D	D	D	C	C	C	D	D	D
Volume	3196	3181	3152	3160	3158	3130	3082	2788	3376	3375	3397	3372
Lanes	2	2	2	2	2	2	3	2	2	2	2	2
Length	1502	2000	1497	2000	698	1279	214	773	615	868	2000	2000
LinkID	771	412	412	446	446	783	403	405	407	408	784	784
SegmentID	5	1	2	1	2	1	1	1	1	2	3	4

Exit 18

	→	→	→	→	→	→	→	→	→	→	→	→
Speed	55	55	54	55	54	53	50	56	53	52	58	62
Density	29	29	29	29	29	30	21	25	21	32	29	27
LOS	D	D	D	D	D	D	C	C	C	D	D	D
Volume	3196	3181	3152	3160	3158	3130	3082	2788	3376	3375	3397	3372
Lanes	2	2	2	2	2	2	3	2	2	2	2	2
Length	1502	2000	1497	2000	698	1279	214	773	615	868	2000	2000
LinkID	771	412	412	446	446	783	403	405	407	408	784	784
SegmentID	5	1	2	1	2	1	1	1	1	2	3	4

Exit 18

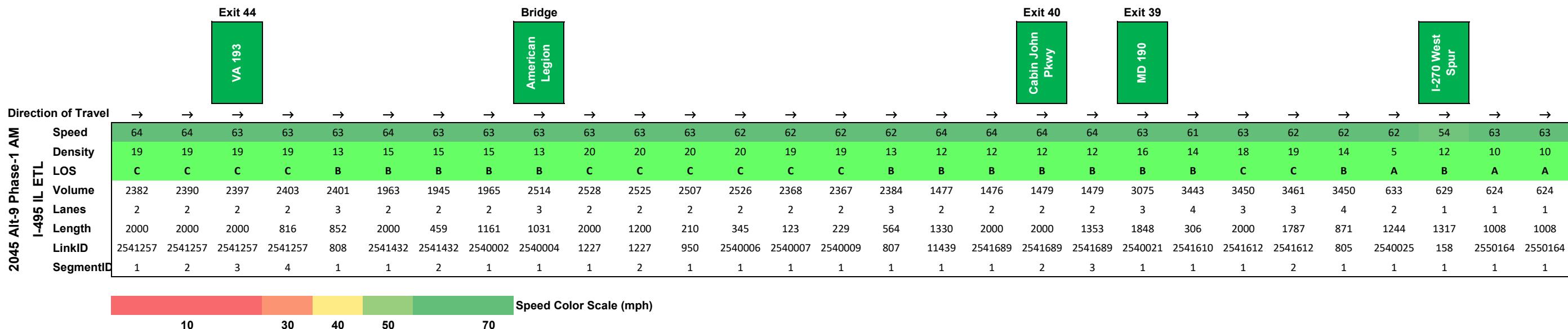
	→	→	→	→	→	→	→	→	→	→	→	→
Speed	55	55	54	55	54	53	50	56	53	52	58	62
Density	29	29	29	29	29	30	21	25	21	32	29	27
LOS	D	D	D	D	D	D	C	C	C	D	D	D
Volume	3196	3181	3152	3160	3158	3130	3082	2788	3376	3375	3397	3372
Lanes	2	2	2	2	2	2	3	2	2	2	2	2
Length	1502	2000	1497	2000	698	1279	214	773	615	868	2000	2000
LinkID	771	412	412	446	446	783	403	405	407	408	784	784
SegmentID	5	1	2	1	2	1	1	1	1	2	3	4

Exit 18

2045 Alt-9 Phase-1 AM - I-270 SB Link Evaluation Results (GP)

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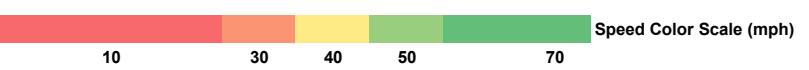




9/9/2021

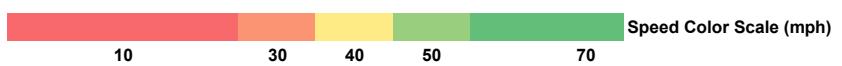
2045 Alt-9 Phase-1 AM - I-270 NB Link Evaluation Results (ETL) 9/9/2021

Direction of Travel	I-270 West Spur/I-495		Exit 1		Democracy Blvd		I-270 Spur		Exit 4		Montrose Rd		Exit 5		MD 189		Exit 6		MD 28		Exit 8		Shady Grove Rd		Exit 9															
	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→													
Speed	63	63	63	62	60	63	63	63	63	63	63	63	63	63	63	61	63	63	62	62	63	63	63	63	62	62	63	62												
Density	23	22	22	23	16	19	19	19	14	20	20	14	18	18	18	18	19	23	23	17	25	25	25	25	25	26	26	19												
LOS	C	C	C	C	B	C	C	C	B	C	C	C	C	C	C	C	C	B	C	C	C	C	C	C	D	C	C													
NB ETL	2822	2823	2826	2814	2800	2419	2422	2424	2562	2556	2552	3457	3473	3479	3479	3473	3473	3467	3473	2844	2845	3163	3168	3167	3168	3174	3172	3179	3183	3169	3178	2368	2363	2471	2498	2493	2488	1492	1492	1487
Lanes	2	2	2	2	3	2	2	2	3	2	2	4	3	3	3	3	3	3	2	2	3	2	2	2	2	2	2	3	2	2	3	2	1	1	1					
Length	2000	1579	996	479	305	1386	979	647	552	2000	631	656	2000	2000	1509	485	1076	618	715	2000	1248	504	2000	1966	1820	270	848	2000	1041	347	300	2000	1378	504	2000	258	1040	2000	1905	1006
LinkID	2540027	2540027	2541361	331	148	333	329	2541631	803	2541633	2541633	2541365	2541364	2541364	2541381	2541383	2541373	2541393	2541399	10498	10498	804	145	145	2541341	2541347	2541345	2541338	2541335	130	136	136	136	802	2541327	2541327	2541324	2541321	2541321	2541722
SegmentID	1	2	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	1	2	1	1	2	1	1	1		



2045 Alt-9 Phase-1 AM - I-270 SB Link Evaluation Results (ETL) 9/9/2021

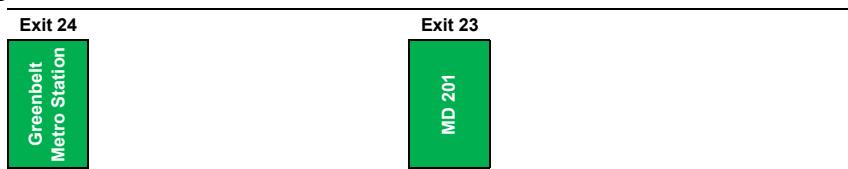
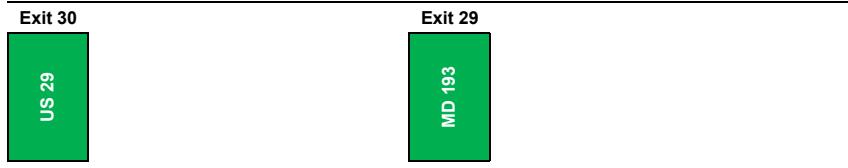
Exit 9		Exit 8		Exit 6		Exit 5		Exit 4		Exit 1		I-270 West Spur/I-495	
Direction of Travel	→	→	→	→	→	→	→	→	→	→	→	→	→
Speed	51	56	57	61	62	63	62	63	63	61	63	63	63
Density	26	24	24	20	20	20	13	19	19	25	24	24	16
LOS	D	C	C	C	C	B	C	C	C	C	C	B	B
Volume	1350	1351	1349	2501	2497	2501	2498	2483	2359	2358	2999	2988	2990
Lanes	1	1	1	2	2	2	3	2	2	2	2	2	2
Length	856	281	1499	1253	2000	364	209	309	2000	1730	363	2000	1064
LinkID	2541720	2541308	2541322	800	2541326	2541326	2541330	93	131	131	2541334	2541589	2541589
SegmentID	1	1	1	1	2	1	1	1	2	1	1	1	2



2045 Alt-9 Phase-1 PM - I-495 OL Link Evaluation Results (GF)

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Direction of Travel		Exit 16		Exit 15		Exit 13		Exit 11	
		→	→	→	→	→	→	→	→
I-495 IL 2045 Alt-9 Phase-1 PM	Speed	50	52	52	52	52	51	48	44
	Density	43	33	33	39	39	35	32	35
	LOS	E	D	D	E	E	E	F	D
	Volume	8472	8486	8521	6107	6093	6082	7268	7617
	Lanes	4	5	5	3	3	4	5	5
	Length	190	855	1495	2000	2000	1908	1069	1470
LinkID		107311	107312	1145	108500	108500	109704	109707	1146
SegmentID		2	1	1	1	1	1	1	1
Exit 9		Exit 7		Exit 4					
Speed		→	→	→	→	→	→	→	→
I-495 IL 2045 Alt-9 Phase-1 PM	Density	53	53	61	63	63	62	57	56
	LOS	D	D	D	D	C	D	D	D
	Volume	7137	7135	6662	6701	6674	7412	7383	7434
	Lanes	4	5	4	4	5	4	4	5
	Length	896	625	2000	2000	770	663	823	2000
	LinkID	1154	112309	113503	113503	113503	114701	114702	1155
SegmentID		1	1	1	2	3	1	1	1
Exit 3		Exit 2		Exit 1					
Speed		→	→	→	→	→	→	→	→
I-495 IL 2045 Alt-9 Phase-1 PM	Density	60	60	58	57	57	58	52	53
	LOS	B	B	B	C	C	C	D	D
	Volume	2869	2849	3308	3292	3299	2907	3889	3589
	Lanes	4	3	4	3	3	2	3	3
	Length	907	581	640	2000	598	1132	851	1030
	LinkID	117307	117308	117310	117311	117311	118503	118504	118506
SegmentID		1	1	1	1	2	1	1	2

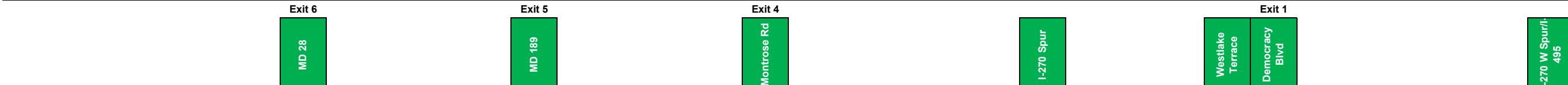
2045 Alt-9 Phase-1 PM - I-270 NB Link Evaluation Results (GP)

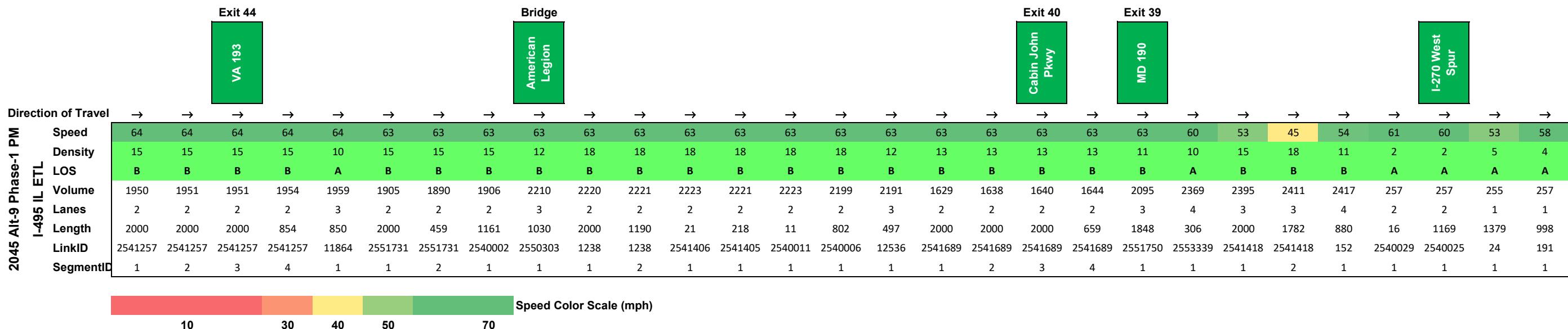
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		Exit 1		Exit 4		Exit 5		Exit 6			
		I-270 W Spur/I-495	Democracy Blvd	Westlake Terrace	I-270 Spur	Montrose Rd	MD 189	MD 28			
Direction of Travel		→	→	→	→	→	→	→	→	→	→
2045 Alt-9 Phase-1 PM I-270 NB	Speed	6	53	53	54	55	54	52	54	53	52
Density	136	17	17	12	14	11	17	19	18	19	23
LOS	F	B	B	B	B	C	C	C	C	C	C
Volume	3965	1831	1861	1866	1586	1797	1808	2947	2965	2968	2982
Lanes	5	2	2	3	2	3	3	3	6	6	6
Length	1421	2000	2000	313	618	920	380	973	1151	706	1492
LinkID	1118	495372	495372	949	234	235	237	134	241	242	274
SegmentID	1	1	2	1	1	1	1	1	1	1	1
		10	30	40	50	70					
		Exit 8	Exit 9	Exit 10	Exit 11	Exit 12	Exit 13	Exit 14	Exit 15	Exit 16	
Shady Grove Rd	I-370	MD 117	MD 124	Watkins Mill Rd	Middlebrook Rd	MD 118	MD 27				
		→	→	→	→	→	→	→	→	→	→
Speed	10	11	10	8	9	10	10	12	13	13	14
Density	110	95	96	135	134	119	99	104	96	97	95
LOS	F	F	F	F	F	F	F	F	F	F	F
Volume	5323	6047	4629	3219	4637	4638	6017	6079	6070	5167	5145
Lanes	5	6	5	3	4	4	6	5	5	4	4
Length	884	479	473	2000	356	1584	531	843	1357	2000	2000
LinkID	323	336	339	749	411	1209	347	348	754	350	350
SegmentID	1	1	1	1	1	1	1	1	1	1	1
		10	30	40	50	70					
		Exit 18	Exit 22	Exit 26	Exit 31						
MD 121	MD 109	MD 80	MD 85								
		→	→	→	→	→	→	→	→	→	→
Speed	12	15	16	16	16	17	16	17	14	10	11
Density	97	101	97	93	93	89	92	91	81	116	92
LOS	F	F	F	F	F	F	F	F	F	F	F
Volume	4485	4488	4499	4514	4527	4541	4541	4529	4542	3654	4047
Lanes	4	3	3	3	3	3	3	4	3	3	2
Length	457	1044	2000	2000	2000	2000	718	756	736	920	211
LinkID	383	384	767	767	767	767	768	385	387	1001	390
SegmentID	1	1	1	2	3	4	5	1	1	1	1
		10	30	40	50	70					
		Exit 26	Exit 31	Exit 35	Exit 41	Exit 40	Exit 41	Exit 40	Exit 41	Exit 40	Exit 40
MD 80	MD 85										
		→	→	→	→	→	→	→	→	→	→
Speed	41	38	40	39	38	40	46	49	37	39	38
Density	49	52	50	51	52	49	28	34	35	51	52
LOS	F	F	F	F	F	F	D	E	F	F	F
Volume	3942	3950	3967	3963	3961	3942	3889	3306	3939	3942	3957
Lanes	2	2	2	2	2	3	2	3	2	2	2
Length	1502	2000	1497	2000	698	1279	214	773	615	868	2000
LinkID	771	412	412	446	446	783	403	405	407	784	784
SegmentID	5	1	2	1	2	1	1	1	1	2	3

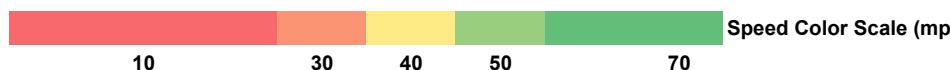
2045 Alt-9 Phase-1 PM - I-270 SB Link Evaluation Results (GP)

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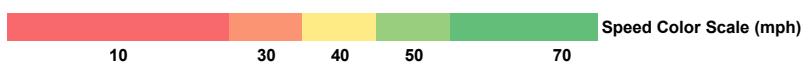


Direction of Travel	I-270 West Spur		Exit 39		Exit 40		Cabin John Pkwy		Bridge		Exit 44																			
	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→					
Speed	52	61	63	57	64	61	61	61	62	59	60	60	60	59	58	58	57	57	57	56	54	59	60	59	60	57	58	59	59	
Density	20	16	8	9	8	15	19	15	17	18	25	25	17	26	27	27	27	27	27	28	29	18	17	17	17	17	26	25	26	
LOS	C	B	A	A	A	B	C	B	B	C	C	B	D	D	D	D	D	D	D	D	B	B	B	B	B	C	C	C		
Volume	1015	1009	998	1010	1010	3554	3551	3544	3161	3144	2985	2978	3105	3113	3109	3090	3104	3103	3101	3102	3103	3092	3073	3082	2093	2079	2986	2998	2999	2994
Lanes	1	1	2	2	2	4	3	4	3	3	2	2	3	2	2	2	2	2	2	2	3	3	3	2	2	3	2	2	2	
Length	360	1831	376	2000	1181	468	2000	359	2000	451	8	1626	993	1707	2000	306	510	13	2000	1677	6	1079	426	546	2000	1109	673	2000	2000	582
LinkID	9000012	10778	20922	2540024	2540024	2540022	10040793	12696	12695	12695	2551752	2551748	1295	1296	2540010	2540010	2540005	2541409	2541408	2541408	11746	11884	11893	11867	11850	11850	8973	2541438	2541438	2541438
SegmentID	1	1	1	1	2	1	1	1	1	2	1	1	1	1	1	1	2	1	1	2	1	1	1	1	2	1	1	2	3	



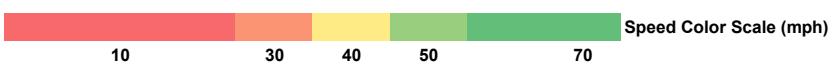
2045 Alt-9 Phase-1 PM - I-270 NB Link Evaluation Results (ETL) 9/9/2021

Direction of Travel	I-270 West Spur/I-495		Exit 1		Democracy Blvd		I-270 Spur		I-270		Exit 4		Montrose Rd		Exit 5		MD 189		Exit 6		MD 28		Exit 8		Shady Grove Rd		Exit 9														
	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→												
Speed	55	55	55	53	55	55	51	53	54	57	58	58	55	55	54	54	53	52	49	51	51	51	50	49	48	50	48	48	56	53	19	16	17	14	13	12					
Density	20	20	20	14	18	18	17	25	24	15	20	20	20	21	21	21	21	26	27	21	31	31	31	32	32	33	33	21	22	65	76	69	111	118	120						
LOS	C	C	C	B	C	B	C	B	C	C	C	C	C	C	C	C	D	D	C	D	D	D	D	D	D	D	C	C	F	F	F	F	F								
Volume	2176	2176	2181	2180	1976	1976	1983	2636	2624	2600	3377	3384	3390	3393	3399	3410	3396	3403	3407	2797	2786	3111	3127	3154	3170	3173	3175	3172	3169	3178	3176	2325	2327	2506	2440	2427	1516	1488	1479		
Lanes	2	2	2	3	2	2	3	2	2	4	3	3	3	3	3	3	3	3	2	2	3	2	2	2	2	2	2	2	2	2	1	1	1	1							
Length	2000	1521	1509	298	165	1326	1569	552	2000	622	651	2000	2000	1519	484	18	1065	235	1269	2000	1242	506	2000	1950	16	1867	4	291	6	828	2000	1039	2000	1364	2000	758	193	2000	1937	986	
LinkID	2540027	2540027	2541353	149	10705	436	479	2541573	2541575	2541575	2541357	2541357	2541356	2541356	2541373	2541375	2541377	2541365	2541385	2541391	150	150	793	143	143	2541382	2541333	2541340	2541339	2541338	2541337	2541330	2541330	2541324	2541324	2541319	2541316	1207	2541633	2541633	2541623
SegmentID	1	2	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	2	1	1	1	2	1							



2045 Alt-9 Phase-1 PM - I-270 SB Link Evaluation Results (ETL) 9/9/2021

Exit 9		Exit 8		Exit 6		Exit 5		Exit 4		Exit 1		I-270 West Spur/I-495	
Direction of Travel	→	→	→	→	→	→	→	→	→	→	→	→	→
Speed	40	47	46	46	59	59	58	60	61	57	58	58	58
Density	26	22	22	22	17	17	12	14	14	16	23	23	23
LOS	C	C	C	C	B	B	B	B	C	C	C	C	B
Volume	1024	1024	1023	1021	2014	2012	2011	1990	1716	1718	2653	2672	2670
Lanes	1	1	1	1	2	2	3	2	2	3	2	2	2
Length	284	331	2000	52	1091	2000	505	314	2000	1803	360	2000	928
LinkID	2541297	2541300	2541314	2541314	790	2541318	2541318	40	789	789	2541326	2541602	2541602
SegmentID	1	1	1	2	1	1	2	1	1	1	1	2	1





Attachment G

Throughput Tables

I-495 Throughput	Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN VA-193 AND GW MEMORIAL PKWY	8336	8470	7610	7449	6579	7101	6372	5975
AMERICAN LEGION BRIDGE	8467	8582	8555	8573	8624	9287	7870	7583
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	7709	7948	7787	7847	8397	8471	6333	6396
BETWEEN MD 190 AND I-270	7423	8001	8117	8134	10032	9875	7490	7144
BETWEEN I-270 WEST AND MD 187	4142	4244	3593	3471	3828	4624	2846	2125
BETWEEN I-270 EAST AND MD 187	3931	4081	3471	2709	3499	4244	3196	1763
BETWEEN MD 355 AND MD 185	6565	7989	7875	5571	6523	7811	8167	3947
BETWEEN MD 185 AND MD 97	6195	7516	7600	5359	7885	8179	8242	4921
BETWEEN MD 97 AND US 29	6099	7501	6358	5612	7477	6918	6812	4865
BETWEEN MD US 29 AND MD 193	6198	7303	5658	6158	6673	6227	6131	4393
BETWEEN MD 193 AND MD 650	6654	7731	5859	6664	6413	5989	5930	4801
BETWEEN MD 650 AND I-95	7545	9078	6299	7465	7392	6315	6227	6247
BETWEEN US 1 AND I-95	7889	7845	6961	7777	8262	8170	7946	7530
BETWEEN GREENBELT STATION AND US 1	7911	7938	7430	7406	8572	8563	8095	7545
BETWEEN GREENBELT STATION AND MD 201	7533	7660	7223	7112	8483	8614	8092	7530
BETWEEN MD 201 AND MD 295	6623	6825	6989	6606	8236	8720	8093	7498
BETWEEN MD 295 AND MD 450	5976	6274	6737	6154	8020	8312	7874	7389
BETWEEN MD 450 AND US 50	6466	6659	7263	6754	7953	8354	8116	7829
BETWEEN US 50 AND MD 202	7646	7864	8414	7690	7199	7281	7140	7082
BETWEEN MD 202 AND ARENA DR	7646	7648	8122	7548	6883	7222	6566	6930
BETWEEN ARENA DR AND MD 214	7584	7588	7897	7365	6953	7256	6530	7243
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7443	7339	6624	7674	6499	6717	6079	6616
BETWEEN RITCHIE MARLBORO AND MD 4	7378	7088	5367	8091	6838	5917	5469	6573
BETWEEN MD 4 AND FORESTVILLE RD	7338	6294	4646	8150	6048	5542	4275	6619
BETWEEN FORESTVILLE AND MD 218	6698	5379	4367	7625	5382	4915	2910	6358
BETWEEN MD 218 AND MD 5	6852	5137	4770	7948	6216	5524	3377	6970
BETWEEN MD 5 AND MD 414	6705	3889	4576	7113	5043	5776	3815	6106
BETWEEN MD 414 AND MD 210	5941	4301	5411	6943	4836	5383	4522	5040
BETWEEN MD 210 AND I-295	7206	5782	6632	7744	4748	5476	4944	4538
WOODROW WILSON BRIDGE	9542	9631	9375	9263	7493	8617	7846	6825

I-270 Throughput	Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN MD 85 AND MD 80	3156	2991	2930	3147	2222	2991	3185	2996
BETWEEN MD 80 AND MD 109	3687	3675	3730	3836	2078	2755	2915	2732
BETWEEN MD 109 AND MD 121	4095	4080	4125	4075	2128	2869	2964	2763
BETWEEN MD 121 AND MD 27	4078	4270	4241	4237	2656	3373	3401	3210
BETWEEN MD 27 AND MD 118	5204	4817	4565	4492	2811	3616	3758	3555
BETWEEN MD 118 AND MIDDLEBROOK RD	5585	5307	5192	5091	2882	3766	3900	3928
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	7195	7119	6666	6633	3339	4393	4623	4637
BETWEEN WATKINS MILL AND MD 124	6913	7089	6594	6978	3348	4548	5071	5014
BETWEEN MD 124 AND MD 117	7411	7269	7074	7320	3442	4822	5713	5303
BETWEEN MD 117 AND I-370	9212	9094	8895	9050	3936	5728	7142	6342
BETWEEN I-370 AND SHADY GROVE RD	10318	9756	8978	9139	3610	4928	6308	5622
BETWEEN SHADY GROVE RD AND MD 28	10404	9380	8491	8629	4191	5524	7204	6298
BETWEEN MD 28 AND MD 189	11071	10556	9444	9427	4721	6328	8496	7164
BETWEEN MD 189 AND MONTROSE RD	11068	10940	10033	9565	4750	6308	8491	7097
BETWEEN MONTROSE RD AND I-270 SPLIT	10907	11400	11267	9503	5137	6365	8642	6880
BETWEEN I-270 SPLIT AND MD 187	4463	5372	5528	4563	2081	2956	4291	2612
BETWEEN MD 187 AND I-495	3491	4532	4548	3609	2685	3783	4888	2593
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	6390	5733	5343	4361	2985	3332	4242	4029
BETWEEN DEMOCRACY BLVD AND I-495	6235	5664	5011	4689	3404	3915	4634	4558

I-495 Throughput	Inner Loop				Outer Loop			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	7217	5583	2313	2270	6469	7024	5446	4994
AMERICAN LEGION BRIDGE	8173	6674	2578	2915	8800	9325	7318	6687
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	7326	5648	2351	2435	7171	7070	5322	4968
BETWEEN MD 190 AND I-270	8892	5848	2473	2892	7854	7222	5843	5312
BETWEEN I-270 WEST AND MD 187	4092	2135	926	1370	4286	3568	3581	2848
BETWEEN I-270 EAST AND MD 187	3179	1974	1123	1803	3938	3259	3202	2343
BETWEEN MD 355 AND MD 185	6639	5020	4107	5076	7309	6299	6732	4865
BETWEEN MD 185 AND MD 97	7612	5514	5314	5880	7461	6093	6596	5424
BETWEEN MD 97 AND US 29	8042	5620	5984	6115	7223	5881	6242	5428
BETWEEN MD US 29 AND MD 193	7634	6030	5855	6242	6565	5421	5190	4692
BETWEEN MD 193 AND MD 650	7806	6789	6488	6945	6815	6136	5230	5004
BETWEEN MD 650 AND I-95	8440	7553	7368	7730	7139	7343	5250	5328
BETWEEN US 1 AND I-95	8138	7978	7870	6682	8867	9156	9255	8700
BETWEEN GREENBELT STATION AND US 1	7878	7767	7708	6808	8234	8482	8430	8240
BETWEEN GREENBELT STATION AND MD 201	7939	7819	7765	6838	7916	7943	7969	8009
BETWEEN MD 201 AND MD 295	7740	7744	7515	6842	6935	6777	6817	6989
BETWEEN MD 295 AND MD 450	7725	7567	7157	6038	6685	6060	6021	6646
BETWEEN MD 450 AND US 50	8294	7990	7901	6781	7167	6626	6567	7201
BETWEEN US 50 AND MD 202	8460	8434	8208	7954	7155	7211	6930	6894
BETWEEN MD 202 AND ARENA DR	8223	8105	8045	7849	6883	7012	6712	7099
BETWEEN ARENA DR AND MD 214	8128	7821	7701	7518	7026	6904	6629	6965
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7796	7899	7758	7507	7465	6801	6613	6959
BETWEEN RITCHIE MARLBORO AND MD 4	7078	7462	7601	7410	7232	7160	6713	6334
BETWEEN MD 4 AND FORESTVILLE RD	6676	7330	7407	7399	7203	7261	6316	5939
BETWEEN FORESTVILLE AND MD 218	6264	6875	7043	6846	6131	6106	5486	5084
BETWEEN MD 218 AND MD 5	6842	7583	7770	7356	6688	6469	5818	5647
BETWEEN MD 5 AND MD 414	5580	6284	6554	5988	6449	6206	6234	5821
BETWEEN MD 414 AND MD 210	5344	6132	6333	5620	7055	7254	7222	6693
BETWEEN MD 210 AND I-295	5487	6324	6497	5689	7267	7443	7533	7026
WOODROW WILSON BRIDGE	7549	8587	8845	7969	8790	8769	8705	8949

I-270 Throughput	Southbound				Northbound			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	2515	2815	3155	2981	4211	4229	4092	3961
BETWEEN MD 80 AND MD 109	2438	2844	3097	2973	4279	4231	4244	4127
BETWEEN MD 109 AND MD 121	2535	2842	3212	3017	4300	4329	4261	4228
BETWEEN MD 121 AND MD 27	3109	3289	3791	3643	4994	4641	4837	4880
BETWEEN MD 27 AND MD 118	3681	3868	3974	4037	6147	5107	5372	5951
BETWEEN MD 118 AND MIDDLEBROOK RD	3808	4179	4250	4341	6856	5086	5539	6058
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	4795	5136	5430	5448	7928	5856	6356	7230
BETWEEN WATKINS MILL AND MD 124	4947	4716	5244	5306	7586	5388	6231	6836
BETWEEN MD 124 AND MD 117	5395	5237	5727	5661	8397	5665	6148	7287
BETWEEN MD 117 AND I-370	6794	6919	7487	7045	9792	6591	6941	8422
BETWEEN I-370 AND SHADY GROVE RD	7160	6536	6467	6978	10374	7442	6579	8118
BETWEEN SHADY GROVE RD AND MD 28	7534	6967	6566	6900	10489	8781	6365	7144
BETWEEN MD 28 AND MD 189	8235	7817	7401	6104	11470	10502	6884	8020
BETWEEN MD 189 AND MONTROSE RD	8020	7671	6883	5024	11248	10158	7307	6789
BETWEEN MONTROSE RD AND I-270 SPLIT	7983	7953	5073	5281	10707	9450	8060	6846
BETWEEN I-270 SPLIT AND MD 187	4159	3761	2336	2744	4543	4520	4606	3660
BETWEEN MD 187 AND I-495	4083	3035	2358	2760	3828	3681	3902	2888
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	3694	3850	2217	2534	5535	4213	2579	2490
BETWEEN DEMOCRACY BLVD AND I-495	3511	3613	2219	2394	4981	3299	1473	1715

I-495 Throughput	Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN VA-193 AND GW MEMORIAL PKWY	8941	9908	9513	6480	9881	11009	10395	7995
AMERICAN LEGION BRIDGE	10579	11830	11039	6847	10140	11100	10378	8512
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	10173	11290	10411	6164	9992	10527	9145	7447
BETWEEN MD 190 AND I-270	9987	11281	9845	5927	11939	12236	10550	8428
BETWEEN I-270 WEST AND MD 187	5006	5286	3632	2182	5171	6210	4923	4479
BETWEEN I-270 EAST AND MD 187	4588	4142	3298	1804	3733	4456	3903	3292
BETWEEN MD 355 AND MD 185	7349	7858	7316	4386	6729	7907	8450	6318
BETWEEN MD 185 AND MD 97	7007	7055	6928	4560	7932	8196	8088	6191
BETWEEN MD 97 AND US 29	6771	6689	6383	4356	7355	7065	6570	5907
BETWEEN MD US 29 AND MD 193	6855	6223	6183	4500	6592	6313	5953	5296
BETWEEN MD 193 AND MD 650	7163	6674	6656	4910	6651	5970	5950	5380
BETWEEN MD 650 AND I-95	7819	8272	6742	5617	7733	6251	6916	6072
BETWEEN US 1 AND I-95	6965	6963	6943	6584	8023	8150	7981	7832
BETWEEN GREENBELT STATION AND US 1	7985	8034	8079	7964	8208	8432	8133	7637
BETWEEN GREENBELT STATION AND MD 201	7616	7765	7863	7688	8242	8437	8153	7690
BETWEEN MD 201 AND MD 295	6870	7027	7620	7271	8551	8916	8663	7980
BETWEEN MD 295 AND MD 450	6215	6578	7291	6755	8281	8423	8330	7786
BETWEEN MD 450 AND US 50	6777	6989	7883	7385	8336	8608	8541	8288
BETWEEN US 50 AND MD 202	7670	7859	8769	8103	7454	7352	7332	7161
BETWEEN MD 202 AND ARENA DR	7549	7546	8411	7781	6911	6875	6864	7002
BETWEEN ARENA DR AND MD 214	7472	7489	8103	7638	6848	6388	6606	6874
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7313	7376	7564	7474	6558	5996	6309	6195
BETWEEN RITCHIE MARLBORO AND MD 4	7321	6944	6854	7604	6779	5673	5782	6010
BETWEEN MD 4 AND FORESTVILLE RD	7339	6179	6584	6991	6045	5486	5399	5792
BETWEEN FORESTVILLE AND MD 218	6705	5590	5966	6483	5384	5328	4852	5280
BETWEEN MD 218 AND MD 5	6879	5833	5752	7128	6101	6364	5461	5394
BETWEEN MD 5 AND MD 414	7035	4597	5000	6597	4859	5610	5130	4754
BETWEEN MD 414 AND MD 210	6366	4689	5632	6905	4685	5287	4922	4650
BETWEEN MD 210 AND I-295	7628	6358	6932	7765	4598	5346	4929	4583
WOODROW WILSON BRIDGE	9455	9755	9490	9104	7123	8210	7683	6704

I-270 Throughput	Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN MD 85 AND MD 80	3195	3026	2720	3132	2493	3375	3712	3463
BETWEEN MD 80 AND MD 109	3745	3452	3645	3840	2484	3233	3485	3276
BETWEEN MD 109 AND MD 121	4111	3692	4174	4126	2529	3363	3613	3240
BETWEEN MD 121 AND MD 27	4745	5083	5352	5002	2929	3481	3612	3302
BETWEEN MD 27 AND MD 118	5628	5619	5586	5614	3059	3724	3995	3640
BETWEEN MD 118 AND MIDDLEBROOK RD	6180	6126	6178	6240	3218	4001	4231	4145
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	7993	7877	7652	7654	3726	4638	4982	4917
BETWEEN WATKINS MILL AND MD 124	7444	7097	7124	6904	3641	4912	5387	5196
BETWEEN MD 124 AND MD 117	8564	8023	8065	8117	3682	5187	5997	5385
BETWEEN MD 117 AND I-370	10223	9649	9722	9903	4209	6185	7364	6449
BETWEEN I-370 AND SHADY GROVE RD	10730	9522	8933	9104	4049	5155	6254	5119
BETWEEN SHADY GROVE RD AND MD 28	12258	10760	10196	10298	4998	6159	7706	6272
BETWEEN MD 28 AND MD 189	12944	11757	11106	10441	5601	7039	8561	6844
BETWEEN MD 189 AND MONTROSE RD	12626	11941	11810	9724	5466	6813	8250	6282
BETWEEN MONTROSE RD AND I-270 SPLIT	12711	12896	12563	8562	6411	7878	9596	7032
BETWEEN I-270 SPLIT AND MD 187	4460	5484	5706	2860	1981	2777	4271	3256
BETWEEN MD 187 AND I-495	3722	4460	4296	2343	2663	3738	4900	3715
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	8211	7406	6766	4832	4421	5111	5316	3786
BETWEEN DEMOCRACY BLVD AND I-495	7878	7311	6601	4768	5052	5934	5770	3667

I-495 Throughput	Inner Loop				Outer Loop			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	7479	6844	4757	4181	8484	8245	7559	5851
AMERICAN LEGION BRIDGE	9465	8633	7072	3430	11183	11002	10629	8004
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	8797	6585	4510	2932	10316	9762	9346	6846
BETWEEN MD 190 AND I-270	11195	6522	5283	3742	10809	10160	10103	6761
BETWEEN I-270 WEST AND MD 187	4023	2167	1641	1280	5360	4473	4659	2719
BETWEEN I-270 EAST AND MD 187	3455	2509	1802	1124	4983	4313	4258	1975
BETWEEN MD 355 AND MD 185	7250	6444	5716	3622	8515	7916	8031	4124
BETWEEN MD 185 AND MD 97	8336	7330	6177	4076	8057	7753	7855	6118
BETWEEN MD 97 AND US 29	8428	7705	6445	4492	7555	7657	7743	7287
BETWEEN MD US 29 AND MD 193	8051	7546	6379	4541	6909	6911	6775	6339
BETWEEN MD 193 AND MD 650	8222	8023	7035	5277	7171	7225	7272	6924
BETWEEN MD 650 AND I-95	8873	8426	7550	6696	7523	7539	7603	7330
BETWEEN US 1 AND I-95	6602	6627	5877	5982	9582	9715	9891	9495
BETWEEN GREENBELT STATION AND US 1	8389	8184	7078	7552	8587	8695	8654	8641
BETWEEN GREENBELT STATION AND MD 201	8435	8053	7049	7692	8297	8305	8316	8433
BETWEEN MD 201 AND MD 295	8104	7919	7148	7682	8143	7757	7760	7977
BETWEEN MD 295 AND MD 450	8184	7786	6943	7107	7255	6995	6782	6583
BETWEEN MD 450 AND US 50	8419	8273	7571	7701	7575	7495	7338	7055
BETWEEN US 50 AND MD 202	8580	8512	8379	8384	7731	7771	7631	7495
BETWEEN MD 202 AND ARENA DR	8179	7984	8058	8117	7467	7393	7396	7107
BETWEEN ARENA DR AND MD 214	7997	7617	7645	7671	7243	7466	7132	6905
BETWEEN MD 214 AND RITCHIE MARLBORO RD	7638	7612	7639	7514	7693	7940	7737	7233
BETWEEN RITCHIE MARLBORO AND MD 4	6941	7266	7639	7355	7362	7707	7581	6809
BETWEEN MD 4 AND FORESTVILLE RD	6673	7150	7571	7400	7435	7539	7521	6642
BETWEEN FORESTVILLE AND MD 218	6223	6662	7128	6904	6428	6359	6289	5621
BETWEEN MD 218 AND MD 5	6724	7383	7801	7411	6757	6703	6709	5995
BETWEEN MD 5 AND MD 414	5374	6099	6573	5939	6651	6530	6545	6053
BETWEEN MD 414 AND MD 210	5141	5830	6293	5612	7475	7914	7750	7090
BETWEEN MD 210 AND I-295	5184	5965	6329	5621	7800	8155	8098	7507
WOODROW WILSON BRIDGE	7151	8138	8566	7699	9416	9589	9309	9556

I-270 Throughput	Southbound				Northbound			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	2464	2782	3090	2924	3875	3942	3839	3677
BETWEEN MD 80 AND MD 109	2419	2732	3034	2900	3982	3964	3968	3834
BETWEEN MD 109 AND MD 121	2484	2792	3136	2997	4014	4083	4034	4084
BETWEEN MD 121 AND MD 27	3063	3379	3795	3769	4882	4488	4577	4917
BETWEEN MD 27 AND MD 118	3779	3900	3946	4149	6370	5073	4891	5986
BETWEEN MD 118 AND MIDDLEBROOK RD	3773	4058	4166	4439	7288	5611	4768	6113
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	4902	5172	5482	5694	8444	6666	5544	7092
BETWEEN WATKINS MILL AND MD 124	4604	4559	4610	4939	8066	6602	5503	6486
BETWEEN MD 124 AND MD 117	5538	5607	5807	5887	8851	6999	5794	6464
BETWEEN MD 117 AND I-370	6973	7343	7635	7331	7976	6079	4794	5466
BETWEEN I-370 AND SHADY GROVE RD	7563	7615	7894	7830	11563	8664	5883	6155
BETWEEN SHADY GROVE RD AND MD 28	8722	8900	9578	8236	11334	9989	5101	4202
BETWEEN MD 28 AND MD 189	9369	9579	10176	7499	12909	11817	6663	4186
BETWEEN MD 189 AND MONTROSE RD	9130	9377	9675	6164	12940	11755	8019	3877
BETWEEN MONTROSE RD AND I-270 SPLIT	9562	9852	9405	6195	12185	10711	9431	3974
BETWEEN I-270 SPLIT AND MD 187	4202	4117	3766	2374	4873	5103	5011	1096
BETWEEN MD 187 AND I-495	4015	4000	3692	2187	4331	4277	4293	1581
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	5334	5682	5661	3846	7286	5571	4926	3339
BETWEEN DEMOCRACY BLVD AND I-495	5437	5632	5409	3873	6266	4007	3250	2272



Attachment H

Percent Demand Met

I-495 Percent Vehicle Demand Met	Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN VA-193 AND GW MEMORIAL PKWY	100%	93%	90%	96%	85%	84%	81%	82%
AMERICAN LEGION BRIDGE	96%	82%	84%	91%	84%	84%	79%	82%
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	95%	83%	84%	92%	84%	83%	74%	79%
BETWEEN MD 190 AND I-270	94%	83%	83%	89%	83%	81%	75%	77%
BETWEEN I-270 WEST AND MD 187	96%	84%	84%	86%	82%	81%	64%	48%
BETWEEN I-270 EAST AND MD 187	95%	84%	84%	68%	79%	84%	82%	44%
BETWEEN MD 355 AND MD 185	91%	85%	93%	69%	78%	82%	91%	46%
BETWEEN MD 185 AND MD 97	92%	84%	89%	68%	76%	78%	92%	55%
BETWEEN MD 97 AND US 29	92%	85%	75%	71%	74%	74%	92%	61%
BETWEEN MD US 29 AND MD 193	94%	86%	69%	81%	73%	78%	97%	65%
BETWEEN MD 193 AND MD 650	95%	86%	66%	83%	72%	78%	97%	72%
BETWEEN MD 650 AND I-95	91%	92%	69%	89%	77%	75%	88%	84%
BETWEEN US 1 AND I-95	95%	83%	75%	88%	93%	90%	97%	98%
BETWEEN GREENBELT STATION AND US 1	85%	72%	68%	75%	93%	89%	96%	97%
BETWEEN GREENBELT STATION AND MD 201	85%	73%	69%	76%	91%	88%	94%	96%
BETWEEN MD 201 AND MD 295	86%	75%	73%	79%	89%	87%	92%	96%
BETWEEN MD 295 AND MD 450	89%	79%	78%	83%	87%	84%	90%	92%
BETWEEN MD 450 AND US 50	91%	81%	81%	86%	86%	84%	89%	92%
BETWEEN US 50 AND MD 202	95%	87%	87%	89%	83%	76%	84%	88%
BETWEEN MD 202 AND ARENA DR	96%	89%	88%	91%	81%	77%	78%	88%
BETWEEN ARENA DR AND MD 214	96%	89%	88%	91%	80%	76%	76%	92%
BETWEEN MD 214 AND RITCHIE MARLBORO RD	97%	90%	81%	100%	79%	71%	72%	88%
BETWEEN RITCHIE MARLBORO AND MD 4	97%	88%	67%	100%	93%	70%	71%	90%
BETWEEN MD 4 AND FORESTVILLE RD	95%	82%	57%	100%	100%	77%	67%	100%
BETWEEN FORESTVILLE AND MD 218	96%	77%	58%	100%	100%	79%	54%	100%
BETWEEN MD 218 AND MD 5	95%	71%	61%	100%	100%	78%	54%	100%
BETWEEN MD 5 AND MD 414	87%	62%	66%	100%	99%	96%	71%	100%
BETWEEN MD 414 AND MD 210	74%	68%	80%	100%	100%	98%	91%	100%
BETWEEN MD 210 AND I-295	75%	77%	87%	100%	100%	99%	99%	100%
WOODROW WILSON BRIDGE	83%	88%	89%	100%	100%	100%	99%	99%

<90% >90% 100%

I-270 Percent Vehicle Demand Met	Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN MD 85 AND MD 80	75%	69%	69%	85%	89%	81%	84%	92%
BETWEEN MD 80 AND MD 109	77%	73%	77%	92%	88%	81%	82%	89%
BETWEEN MD 109 AND MD 121	78%	74%	78%	90%	86%	81%	81%	86%
BETWEEN MD 121 AND MD 27	64%	65%	69%	78%	90%	90%	87%	91%
BETWEEN MD 27 AND MD 118	71%	74%	74%	77%	90%	89%	87%	90%
BETWEEN MD 118 AND MIDDLEBROOK RD	71%	77%	78%	82%	88%	88%	85%	88%
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	74%	82%	82%	88%	89%	88%	85%	88%
BETWEEN WATKINS MILL AND MD 124	78%	92%	89%	100%	92%	89%	88%	90%
BETWEEN MD 124 AND MD 117	70%	79%	80%	92%	96%	90%	89%	90%
BETWEEN MD 117 AND I-370	75%	82%	83%	95%	95%	91%	91%	90%
BETWEEN I-370 AND SHADY GROVE RD	79%	86%	86%	95%	94%	88%	89%	86%
BETWEEN SHADY GROVE RD AND MD 28	80%	87%	87%	96%	95%	87%	88%	84%
BETWEEN MD 28 AND MD 189	81%	89%	89%	96%	94%	88%	89%	83%
BETWEEN MD 189 AND MONTROSE RD	81%	90%	92%	94%	93%	87%	89%	82%
BETWEEN MONTROSE RD AND I-270 SPLIT	83%	88%	95%	90%	91%	85%	89%	78%
BETWEEN I-270 SPLIT AND MD 187	82%	87%	95%	88%	82%	85%	92%	63%
BETWEEN MD 187 AND I-495	82%	88%	94%	81%	81%	84%	90%	57%
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	83%	85%	88%	81%	96%	84%	83%	86%
BETWEEN DEMOCRACY BLVD AND I-495	84%	88%	90%	97%	97%	84%	84%	90%

I-495 Percent Vehicle Demand Met	Inner Loop				Outer Loop			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	95%	72%	30%	36%	91%	93%	77%	74%
AMERICAN LEGION BRIDGE	88%	70%	27%	36%	90%	91%	74%	72%
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	87%	69%	30%	35%	89%	86%	67%	65%
BETWEEN MD 190 AND I-270	85%	57%	26%	34%	92%	82%	68%	69%
BETWEEN I-270 WEST AND MD 187	79%	44%	20%	35%	90%	77%	80%	72%
BETWEEN I-270 EAST AND MD 187	64%	41%	26%	51%	88%	76%	76%	66%
BETWEEN MD 355 AND MD 185	74%	56%	49%	68%	87%	75%	78%	63%
BETWEEN MD 185 AND MD 97	77%	56%	59%	74%	91%	72%	78%	72%
BETWEEN MD 97 AND US 29	79%	55%	65%	75%	91%	69%	73%	74%
BETWEEN MD US 29 AND MD 193	78%	61%	66%	82%	89%	68%	66%	72%
BETWEEN MD 193 AND MD 650	79%	67%	69%	85%	89%	74%	62%	73%
BETWEEN MD 650 AND I-95	81%	70%	74%	86%	87%	82%	59%	71%
BETWEEN US 1 AND I-95	91%	83%	91%	92%	88%	86%	95%	100%
BETWEEN GREENBELT STATION AND US 1	76%	72%	78%	83%	86%	85%	94%	100%
BETWEEN GREENBELT STATION AND MD 201	77%	73%	80%	84%	85%	82%	92%	100%
BETWEEN MD 201 AND MD 295	80%	77%	82%	88%	82%	78%	91%	100%
BETWEEN MD 295 AND MD 450	83%	81%	85%	90%	89%	82%	94%	100%
BETWEEN MD 450 AND US 50	85%	84%	88%	92%	90%	84%	92%	100%
BETWEEN US 50 AND MD 202	88%	90%	88%	100%	88%	87%	92%	100%
BETWEEN MD 202 AND ARENA DR	90%	90%	90%	99%	85%	86%	89%	100%
BETWEEN ARENA DR AND MD 214	90%	90%	91%	98%	89%	86%	89%	100%
BETWEEN MD 214 AND RITCHIE MARLBORO RD	92%	92%	92%	100%	94%	83%	84%	99%
BETWEEN RITCHIE MARLBORO AND MD 4	93%	93%	93%	100%	93%	89%	87%	94%
BETWEEN MD 4 AND FORESTVILLE RD	94%	93%	94%	100%	92%	92%	82%	90%
BETWEEN FORESTVILLE AND MD 218	94%	93%	94%	100%	92%	92%	85%	90%
BETWEEN MD 218 AND MD 5	94%	93%	95%	100%	94%	91%	84%	93%
BETWEEN MD 5 AND MD 414	94%	93%	96%	100%	90%	88%	89%	95%
BETWEEN MD 414 AND MD 210	95%	95%	97%	100%	91%	91%	91%	97%
BETWEEN MD 210 AND I-295	96%	94%	98%	100%	89%	90%	90%	95%
WOODROW WILSON BRIDGE	97%	94%	99%	100%	88%	88%	86%	96%

<90% >90% 100%

I-270 Percent Vehicle Demand Met	Southbound				Northbound			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	100%	98%	98%	99%	85%	81%	82%	98%
BETWEEN MD 80 AND MD 109	100%	99%	97%	100%	84%	79%	81%	96%
BETWEEN MD 109 AND MD 121	100%	96%	98%	100%	82%	78%	78%	93%
BETWEEN MD 121 AND MD 27	100%	95%	97%	100%	85%	74%	77%	89%
BETWEEN MD 27 AND MD 118	100%	97%	97%	100%	86%	69%	71%	86%
BETWEEN MD 118 AND MIDDLEBROOK RD	100%	97%	97%	99%	86%	63%	69%	82%
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	100%	97%	98%	99%	86%	62%	68%	83%
BETWEEN WATKINS MILL AND MD 124	100%	98%	100%	100%	87%	60%	68%	81%
BETWEEN MD 124 AND MD 117	100%	88%	92%	95%	89%	58%	61%	80%
BETWEEN MD 117 AND I-370	100%	91%	94%	97%	91%	58%	60%	80%
BETWEEN I-370 AND SHADY GROVE RD	100%	87%	83%	93%	95%	63%	58%	76%
BETWEEN SHADY GROVE RD AND MD 28	100%	86%	75%	86%	95%	75%	57%	69%
BETWEEN MD 28 AND MD 189	100%	89%	78%	69%	95%	81%	55%	68%
BETWEEN MD 189 AND MONTROSE RD	100%	88%	74%	58%	95%	80%	58%	58%
BETWEEN MONTROSE RD AND I-270 SPLIT	100%	90%	56%	61%	93%	76%	65%	60%
BETWEEN I-270 SPLIT AND MD 187	100%	89%	55%	64%	86%	78%	79%	65%
BETWEEN MD 187 AND I-495	100%	71%	57%	67%	84%	78%	81%	60%
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	92%	83%	46%	59%	88%	64%	40%	43%
BETWEEN DEMOCRACY BLVD AND I-495	94%	86%	55%	64%	94%	61%	29%	36%

I-495 Percent Vehicle Demand Met	Inner Loop				Outer Loop			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN VA-193 AND GW MEMORIAL PKWY	99%	100%	99%	71%	100%	100%	99%	86%
AMERICAN LEGION BRIDGE	100%	99%	91%	60%	90%	92%	92%	81%
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	100%	99%	90%	57%	90%	92%	90%	78%
BETWEEN MD 190 AND I-270	100%	96%	82%	51%	89%	91%	89%	76%
BETWEEN I-270 WEST AND MD 187	99%	93%	75%	47%	100%	100%	99%	91%
BETWEEN I-270 EAST AND MD 187	100%	80%	70%	40%	82%	84%	90%	75%
BETWEEN MD 355 AND MD 185	97%	82%	82%	50%	81%	82%	91%	72%
BETWEEN MD 185 AND MD 97	99%	78%	77%	54%	80%	80%	88%	68%
BETWEEN MD 97 AND US 29	98%	75%	73%	52%	76%	77%	87%	73%
BETWEEN MD US 29 AND MD 193	100%	73%	73%	56%	76%	81%	93%	78%
BETWEEN MD 193 AND MD 650	98%	74%	73%	58%	78%	79%	95%	80%
BETWEEN MD 650 AND I-95	91%	83%	71%	63%	84%	76%	95%	80%
BETWEEN US 1 AND I-95	84%	73%	69%	73%	91%	89%	93%	97%
BETWEEN GREENBELT STATION AND US 1	85%	73%	72%	78%	90%	88%	93%	96%
BETWEEN GREENBELT STATION AND MD 201	85%	74%	73%	79%	90%	87%	92%	95%
BETWEEN MD 201 AND MD 295	86%	76%	76%	82%	89%	85%	91%	95%
BETWEEN MD 295 AND MD 450	88%	79%	80%	85%	87%	82%	88%	90%
BETWEEN MD 450 AND US 50	90%	81%	82%	88%	86%	82%	86%	90%
BETWEEN US 50 AND MD 202	94%	87%	88%	91%	84%	75%	82%	84%
BETWEEN MD 202 AND ARENA DR	95%	88%	89%	91%	79%	72%	77%	84%
BETWEEN ARENA DR AND MD 214	95%	88%	89%	92%	80%	68%	75%	86%
BETWEEN MD 214 AND RITCHIE MARLBORO RD	96%	90%	89%	95%	80%	64%	73%	80%
BETWEEN RITCHIE MARLBORO AND MD 4	96%	86%	83%	97%	93%	68%	73%	80%
BETWEEN MD 4 AND FORESTVILLE RD	96%	81%	78%	92%	100%	77%	82%	94%
BETWEEN FORESTVILLE AND MD 218	96%	79%	77%	92%	100%	86%	87%	97%
BETWEEN MD 218 AND MD 5	96%	80%	72%	98%	100%	91%	86%	91%
BETWEEN MD 5 AND MD 414	95%	76%	73%	100%	98%	97%	95%	96%
BETWEEN MD 414 AND MD 210	82%	77%	84%	100%	100%	99%	98%	100%
BETWEEN MD 210 AND I-295	83%	85%	90%	100%	100%	100%	99%	100%
WOODROW WILSON BRIDGE	85%	93%	91%	100%	100%	100%	99%	99%

<90% >90% 100%

I-270 Percent Vehicle Demand Met	Southbound				Northbound			
	6-7 AM	7-8 AM	8-9 AM	9-10 AM	6-7 AM	7-8 AM	8-9 AM	9-10 AM
BETWEEN MD 85 AND MD 80	75%	71%	62%	79%	96%	88%	93%	100%
BETWEEN MD 80 AND MD 109	79%	71%	74%	87%	98%	90%	91%	99%
BETWEEN MD 109 AND MD 121	79%	69%	78%	86%	95%	90%	92%	95%
BETWEEN MD 121 AND MD 27	73%	80%	83%	88%	97%	93%	91%	91%
BETWEEN MD 27 AND MD 118	75%	88%	86%	91%	95%	92%	91%	90%
BETWEEN MD 118 AND MIDDLEBROOK RD	77%	89%	87%	94%	95%	93%	89%	90%
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	81%	91%	90%	96%	95%	92%	88%	90%
BETWEEN WATKINS MILL AND MD 124	82%	92%	91%	98%	95%	93%	90%	90%
BETWEEN MD 124 AND MD 117	80%	87%	87%	97%	97%	94%	91%	89%
BETWEEN MD 117 AND I-370	82%	87%	87%	99%	96%	96%	91%	89%
BETWEEN I-370 AND SHADY GROVE RD	79%	81%	79%	86%	93%	85%	82%	72%
BETWEEN SHADY GROVE RD AND MD 28	92%	98%	98%	100%	100%	100%	95%	84%
BETWEEN MD 28 AND MD 189	92%	96%	94%	93%	96%	89%	81%	71%
BETWEEN MD 189 AND MONTROSE RD	89%	94%	95%	84%	92%	86%	79%	66%
BETWEEN MONTROSE RD AND I-270 SPLIT	91%	94%	95%	71%	96%	93%	88%	70%
BETWEEN I-270 SPLIT AND MD 187	89%	94%	94%	52%	85%	86%	93%	82%
BETWEEN MD 187 AND I-495	91%	92%	90%	53%	86%	85%	93%	79%
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	92%	95%	95%	74%	100%	97%	84%	63%
BETWEEN DEMOCRACY BLVD AND I-495	93%	97%	96%	77%	100%	96%	81%	54%

I-495 Percent Vehicle Demand Met	Inner Loop				Outer Loop			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN VA-193 AND GW MEMORIAL PKWY	96%	86%	59%	61%	92%	88%	81%	66%
AMERICAN LEGION BRIDGE	97%	87%	71%	39%	100%	96%	94%	74%
BETWEEN CLARA BARTON PARKWAY AND CABIN JOHN PARKWAY	96%	74%	52%	37%	100%	96%	93%	70%
BETWEEN MD 190 AND I-270	96%	57%	47%	37%	100%	95%	93%	68%
BETWEEN I-270 WEST AND MD 187	79%	44%	34%	33%	100%	92%	93%	60%
BETWEEN I-270 EAST AND MD 187	71%	54%	41%	32%	100%	93%	92%	50%
BETWEEN MD 355 AND MD 185	82%	74%	69%	49%	99%	94%	91%	52%
BETWEEN MD 185 AND MD 97	87%	78%	70%	52%	98%	93%	92%	80%
BETWEEN MD 97 AND US 29	86%	80%	72%	57%	95%	91%	90%	98%
BETWEEN MD US 29 AND MD 193	86%	81%	73%	61%	94%	89%	87%	97%
BETWEEN MD 193 AND MD 650	87%	83%	76%	65%	94%	89%	87%	99%
BETWEEN MD 650 AND I-95	88%	82%	77%	77%	93%	87%	86%	98%
BETWEEN US 1 AND I-95	77%	75%	67%	81%	98%	95%	98%	100%
BETWEEN GREENBELT STATION AND US 1	84%	80%	71%	91%	96%	93%	97%	100%
BETWEEN GREENBELT STATION AND MD 201	82%	77%	71%	94%	93%	89%	97%	100%
BETWEEN MD 201 AND MD 295	82%	78%	75%	96%	94%	87%	97%	100%
BETWEEN MD 295 AND MD 450	85%	82%	77%	99%	96%	94%	100%	100%
BETWEEN MD 450 AND US 50	83%	85%	79%	98%	96%	96%	100%	100%
BETWEEN US 50 AND MD 202	87%	88%	84%	99%	96%	96%	100%	100%
BETWEEN MD 202 AND ARENA DR	88%	88%	86%	98%	97%	95%	100%	100%
BETWEEN ARENA DR AND MD 214	89%	88%	87%	97%	97%	98%	98%	100%
BETWEEN MD 214 AND RITCHIE MARLBORO RD	90%	90%	89%	99%	98%	99%	97%	100%
BETWEEN RITCHIE MARLBORO AND MD 4	92%	92%	91%	100%	97%	99%	97%	100%
BETWEEN MD 4 AND FORESTVILLE RD	93%	91%	93%	99%	98%	99%	98%	100%
BETWEEN FORESTVILLE AND MD 218	93%	91%	93%	100%	99%	99%	97%	99%
BETWEEN MD 218 AND MD 5	92%	91%	93%	100%	97%	97%	96%	99%
BETWEEN MD 5 AND MD 414	92%	92%	95%	99%	95%	95%	92%	97%
BETWEEN MD 414 AND MD 210	94%	93%	96%	100%	97%	99%	95%	99%
BETWEEN MD 210 AND I-295	95%	93%	96%	100%	96%	99%	94%	99%
WOODROW WILSON BRIDGE	98%	95%	98%	100%	95%	98%	90%	100%

<90% >90% 100%

I-270 Percent Vehicle Demand Met	Southbound				Northbound			
	3-4 PM	4-5 PM	5-6 PM	6-7 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
BETWEEN MD 85 AND MD 80	100%	100%	98%	99%	83%	78%	76%	89%
BETWEEN MD 80 AND MD 109	100%	100%	97%	100%	82%	76%	73%	87%
BETWEEN MD 109 AND MD 121	100%	100%	96%	100%	79%	75%	71%	86%
BETWEEN MD 121 AND MD 27	100%	100%	97%	100%	84%	72%	69%	85%
BETWEEN MD 27 AND MD 118	100%	100%	96%	100%	92%	70%	63%	84%
BETWEEN MD 118 AND MIDDLEBROOK RD	100%	100%	96%	100%	94%	71%	57%	80%
BETWEEN MIDDLEBROOK RD AND WATKINS MILL	100%	100%	96%	100%	94%	72%	57%	79%
BETWEEN WATKINS MILL AND MD 124	100%	96%	89%	93%	76%	58%	43%	57%
BETWEEN MD 124 AND MD 117	100%	97%	90%	94%	72%	54%	40%	50%
BETWEEN MD 117 AND I-370	100%	95%	93%	96%	74%	53%	41%	51%
BETWEEN I-370 AND SHADY GROVE RD	100%	97%	96%	97%	100%	70%	48%	53%
BETWEEN SHADY GROVE RD AND MD 28	100%	100%	100%	98%	100%	86%	44%	39%
BETWEEN MD 28 AND MD 189	100%	98%	95%	74%	99%	86%	49%	32%
BETWEEN MD 189 AND MONTROSE RD	100%	97%	93%	62%	100%	86%	58%	30%
BETWEEN MONTROSE RD AND I-270 SPLIT	100%	97%	90%	61%	100%	83%	72%	32%
BETWEEN I-270 SPLIT AND MD 187	98%	97%	88%	53%	100%	96%	91%	21%
BETWEEN MD 187 AND I-495	99%	97%	91%	54%	100%	98%	94%	35%
BETWEEN I-270 SPLIT AND DEMOCRACY BLVD	100%	96%	92%	67%	98%	73%	65%	47%
BETWEEN DEMOCRACY BLVD AND I-495	100%	96%	93%	71%	95%	62%	51%	37%



Attachment I

Demand vs. Throughput Charts

Figure 1: I-495 2045 No-Build 7-8 AM Inner Loop Demand vs. Throughput and Percent Demand Unserved

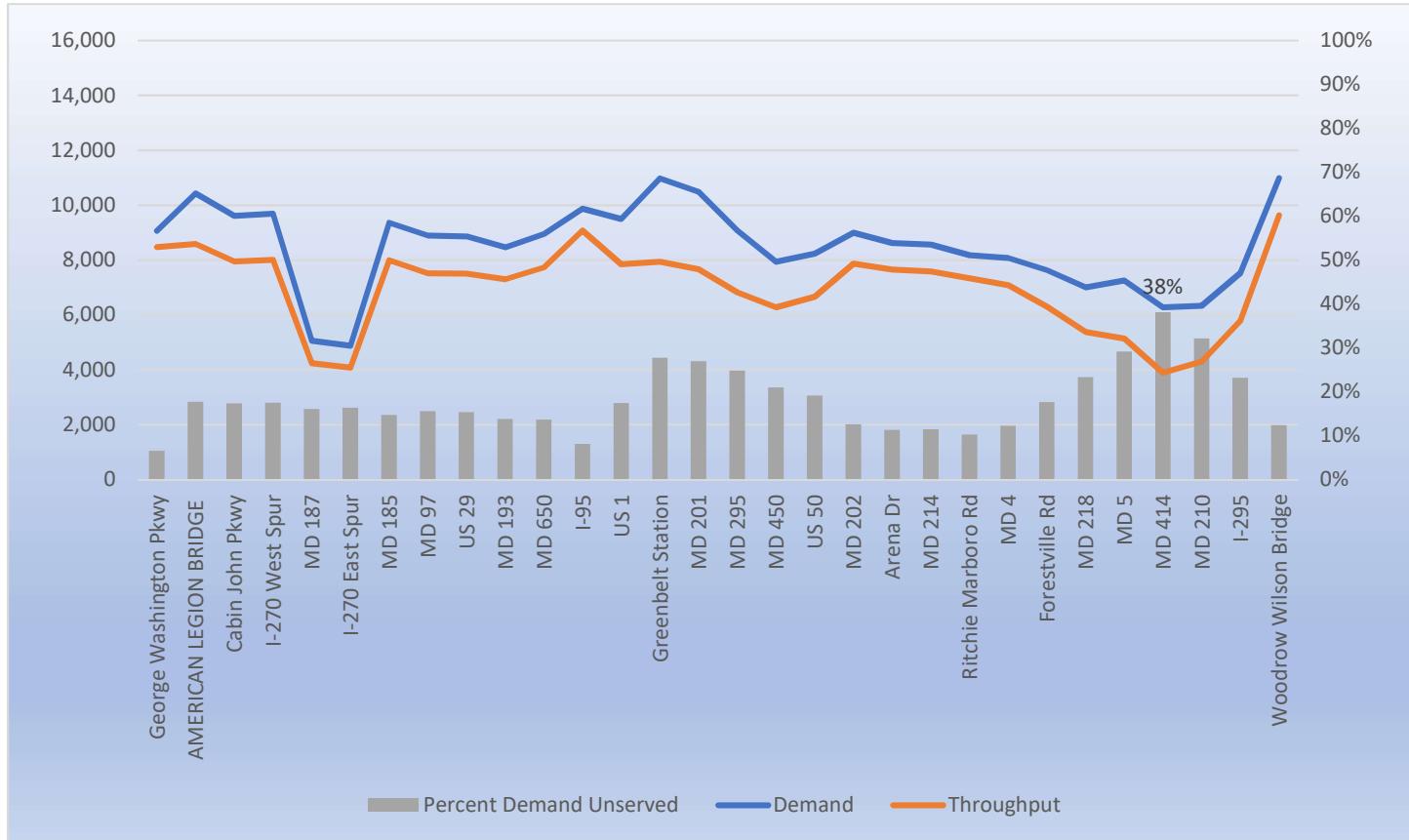


Figure 2: I-495 2045 No-Build 7-8 AM Outer Loop Demand vs. Throughput and Percent Demand Unserved

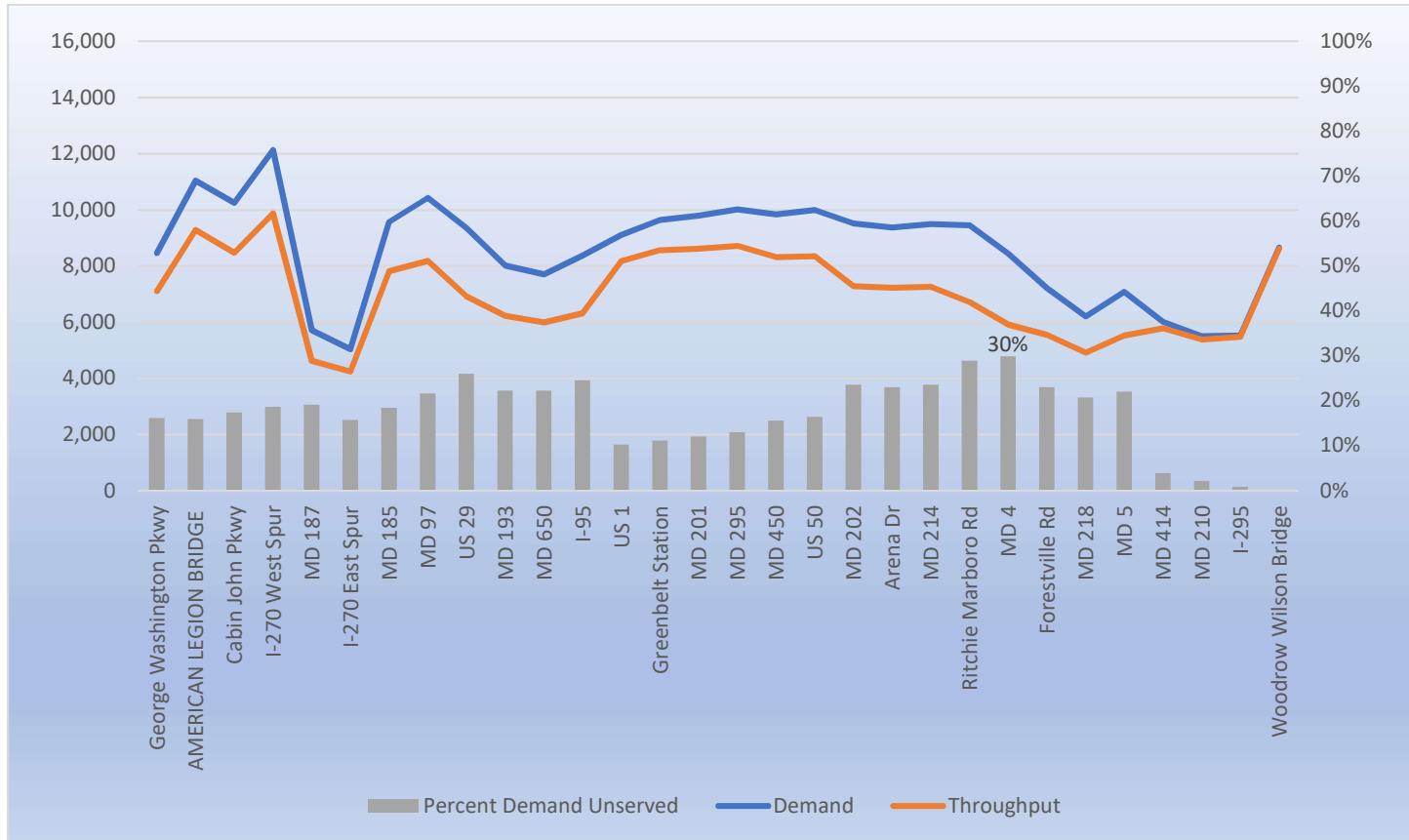


Figure 3: I-270 2045 No-Build 7-8AM Southbound Demand vs. Throughput and Percent Demand Unserved

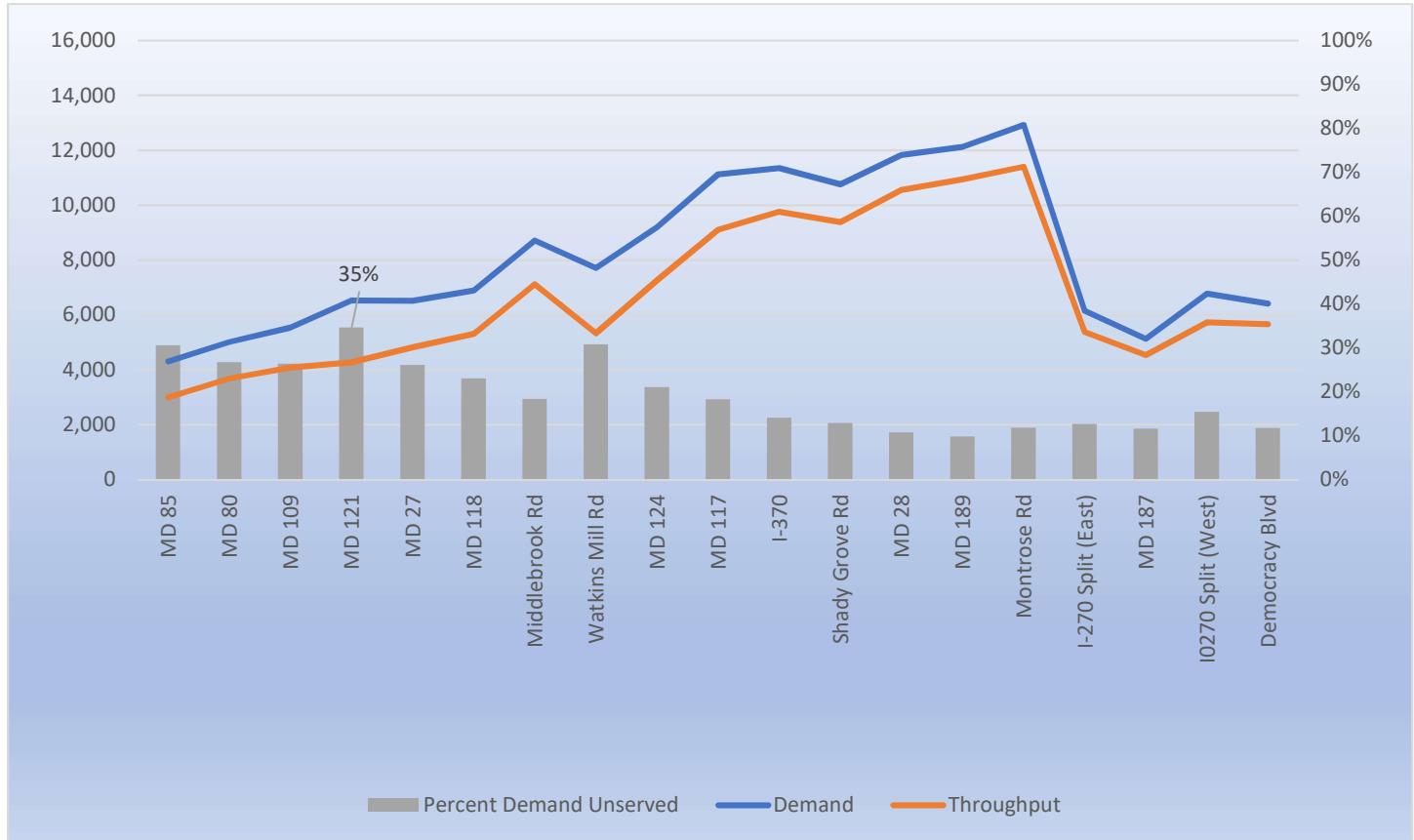


Figure 4: I-270 2045 No-Build 7-8AM Northbound Demand vs. Throughput and Percent Demand Unserved

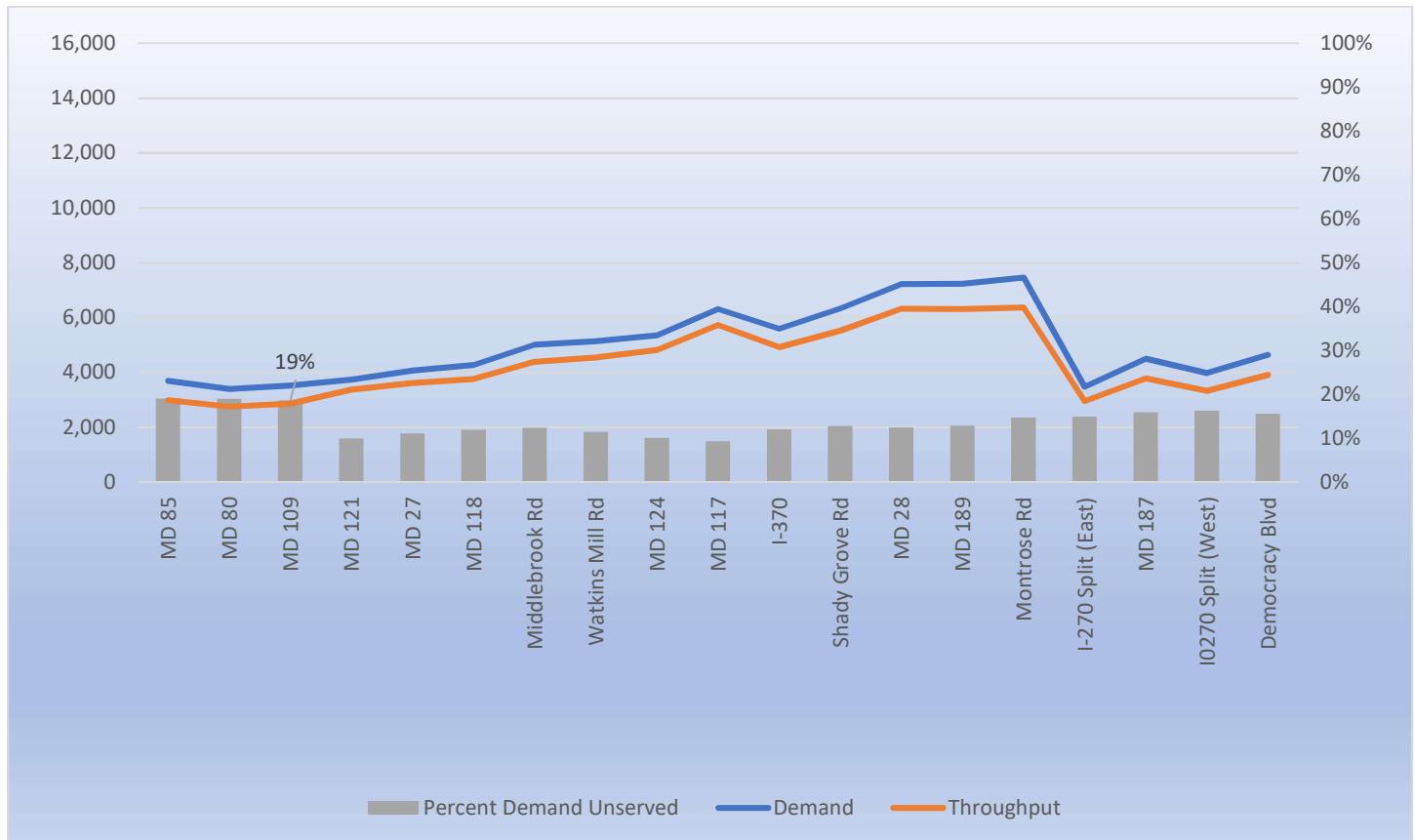


Figure 5: I-495 2045 No-Build 4-5 PM Inner Loop Demand vs. Throughput and Percent Demand Unserved

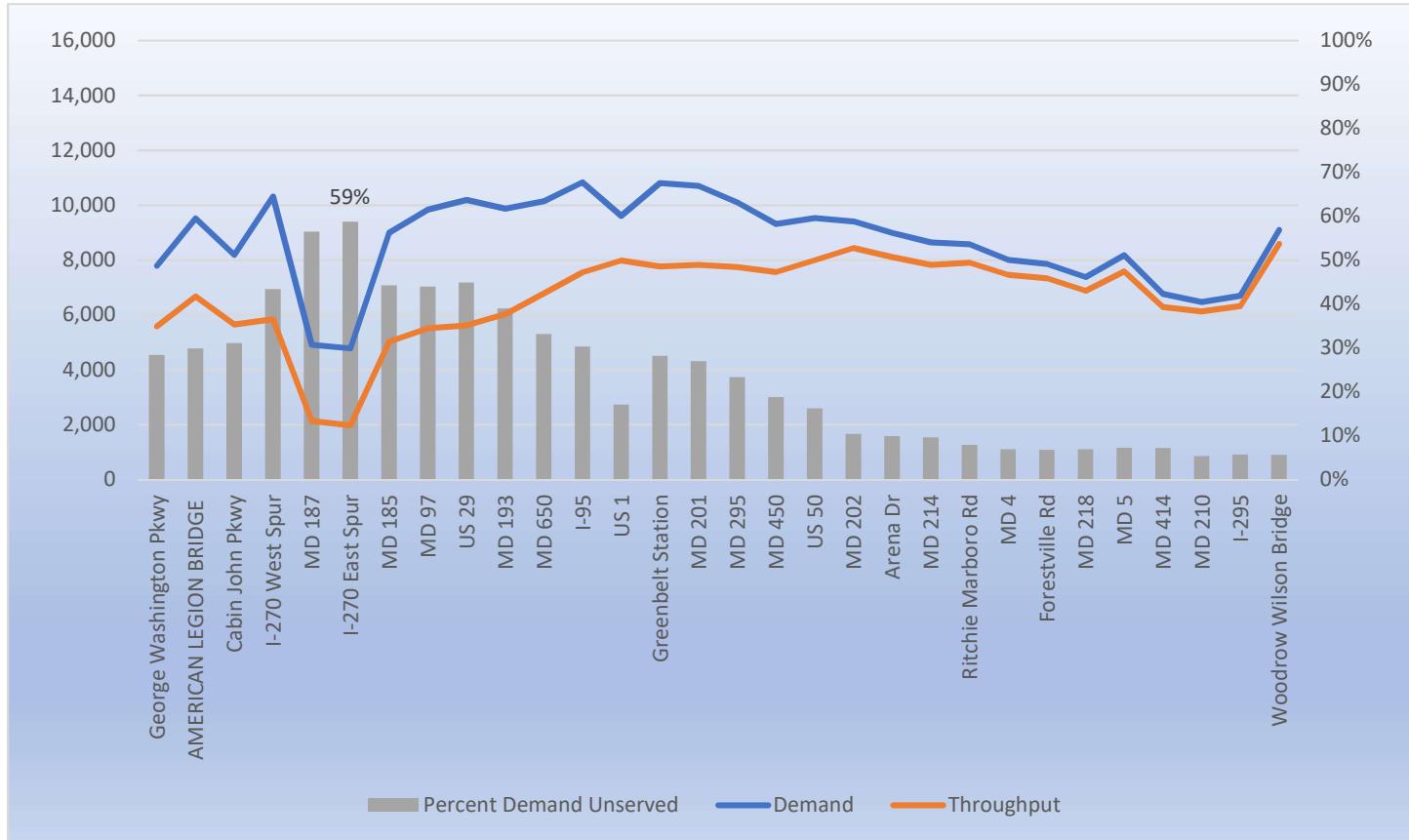


Figure 6: I-495 2045 No-Build 4-5 PM Outer Loop Demand vs. Throughput and Percent Demand Unserved

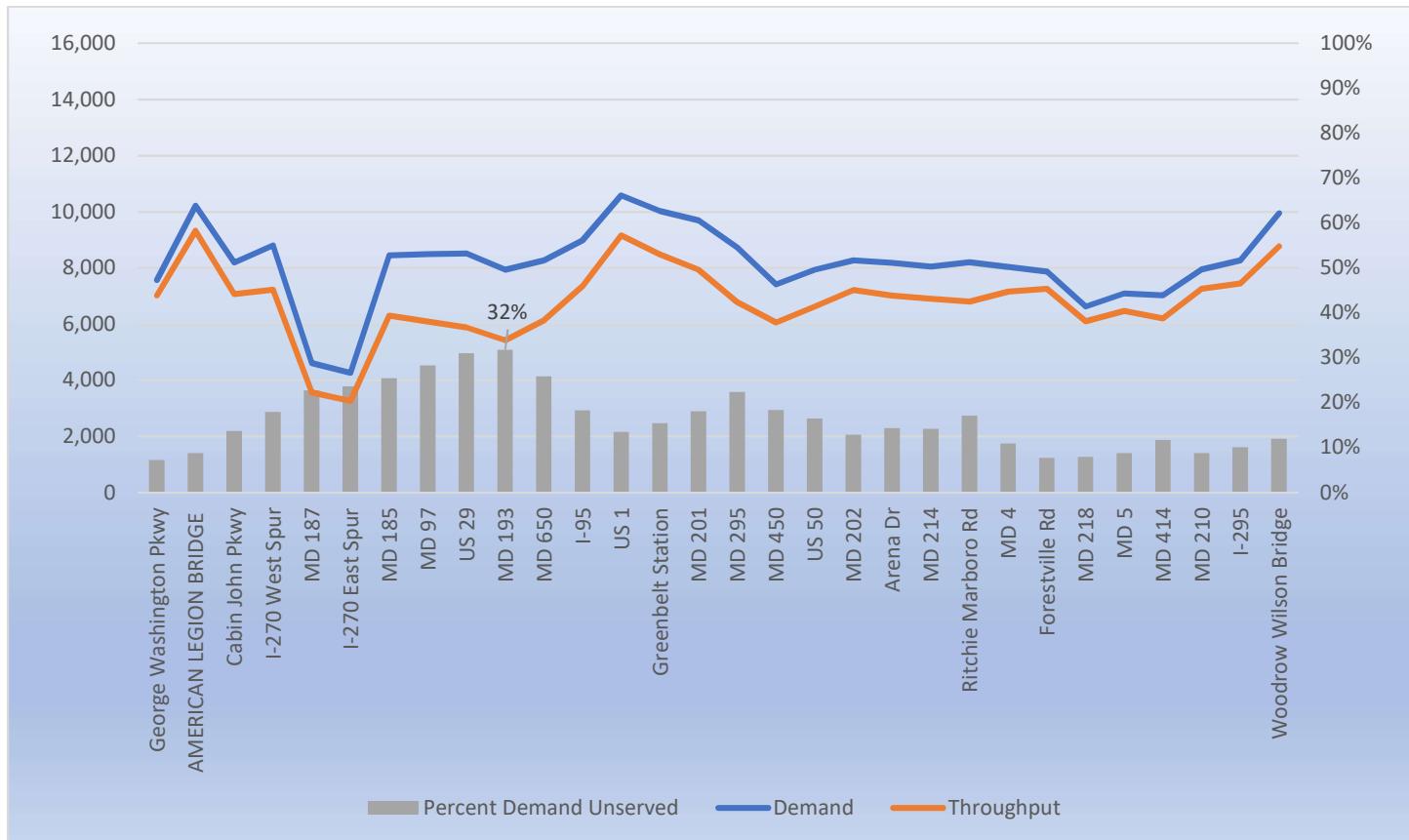


Figure 7: I-270 2045 No-Build 4-5 PM Southbound Demand vs. Throughput and Percent Demand Unserved



Figure 8: I-270 2045 No-Build 4-5 PM Northbound Demand vs. Throughput and Percent Demand Unserved

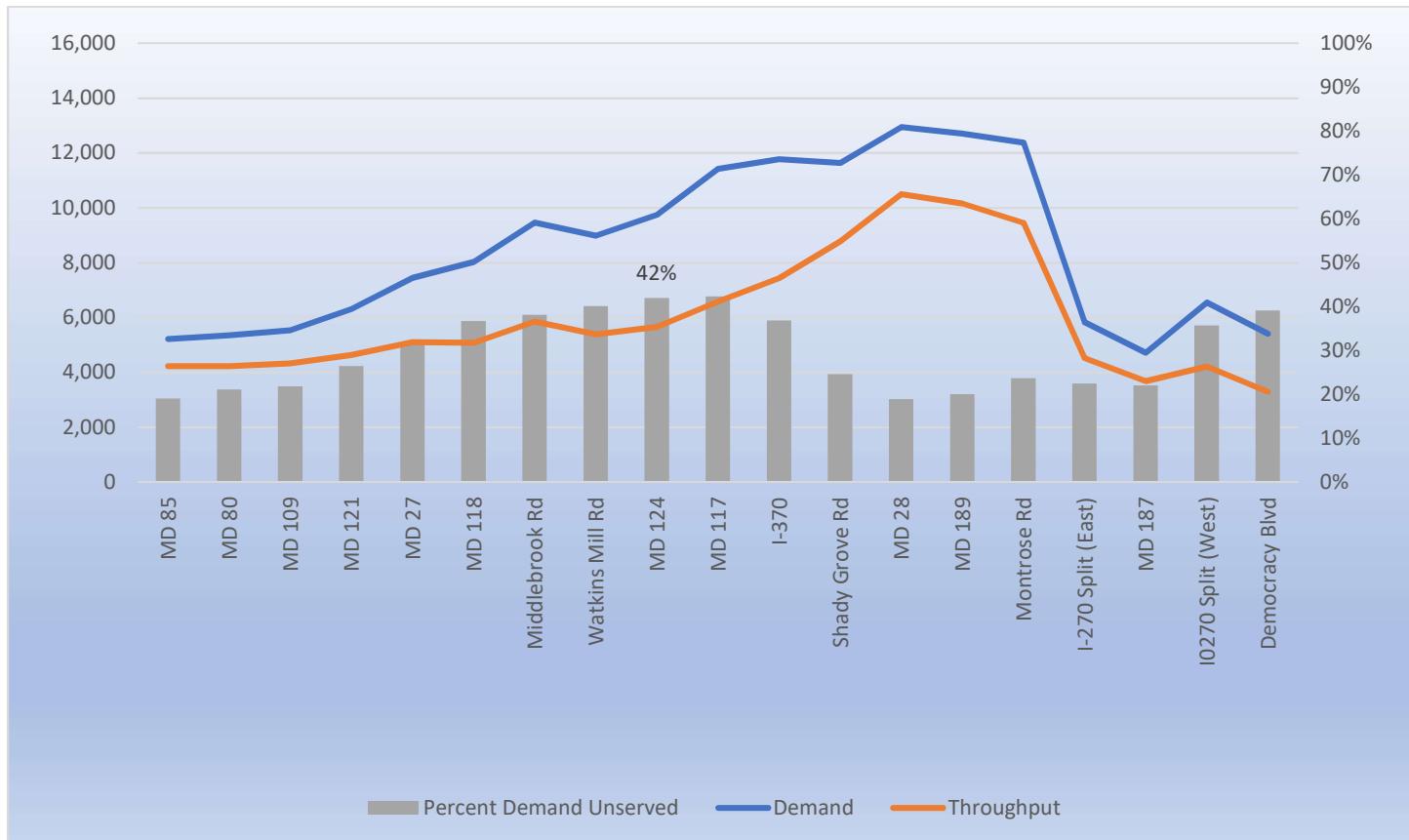


Figure 1: I-495 Alt 9 Phase 1 7-8 AM Inner Loop Demand vs. Throughput and Percent Demand Unserved

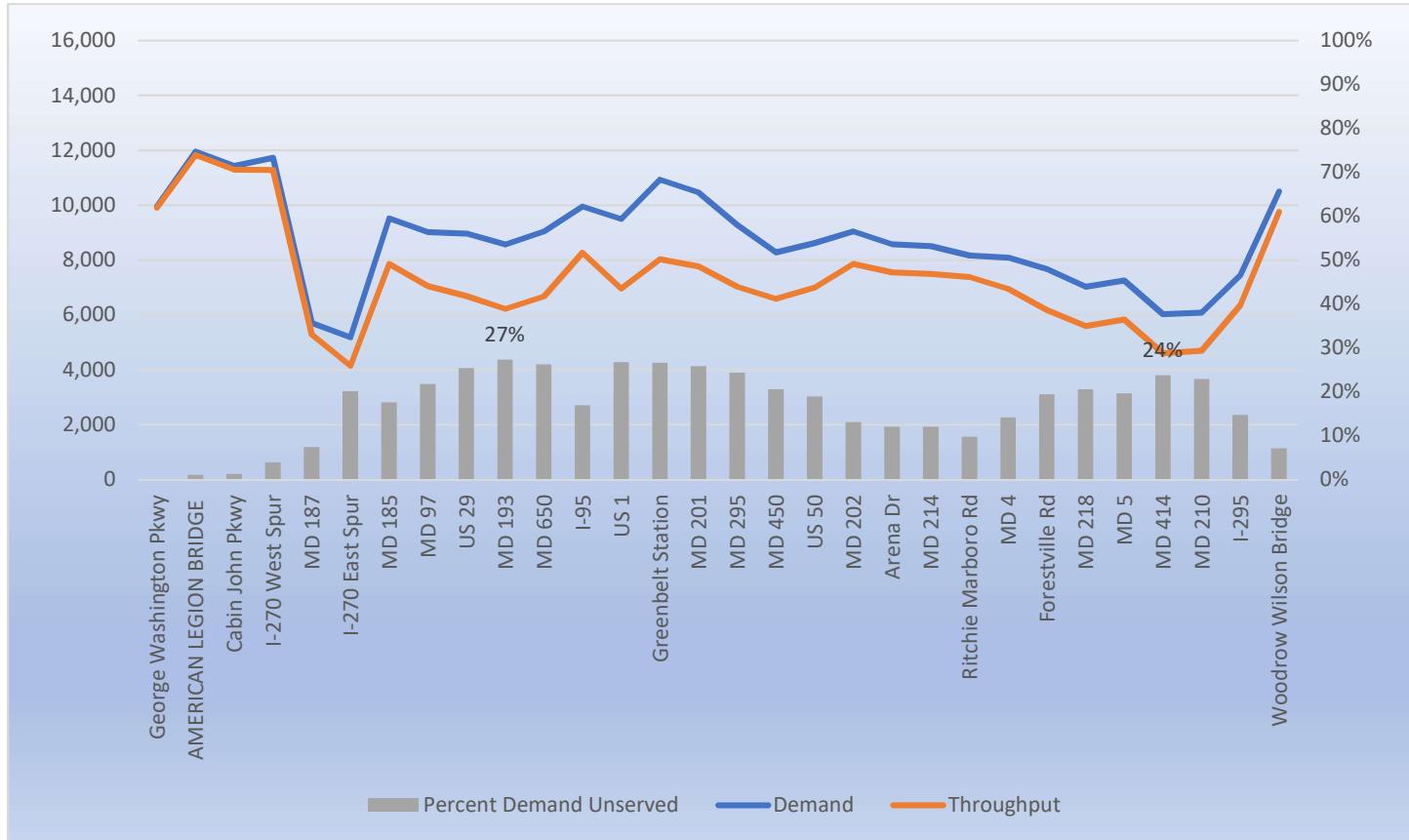


Figure 2: I-495 Alt 9 Phase 1 7-8 AM Outer Loop Demand vs. Throughput and Percent Demand Unserved

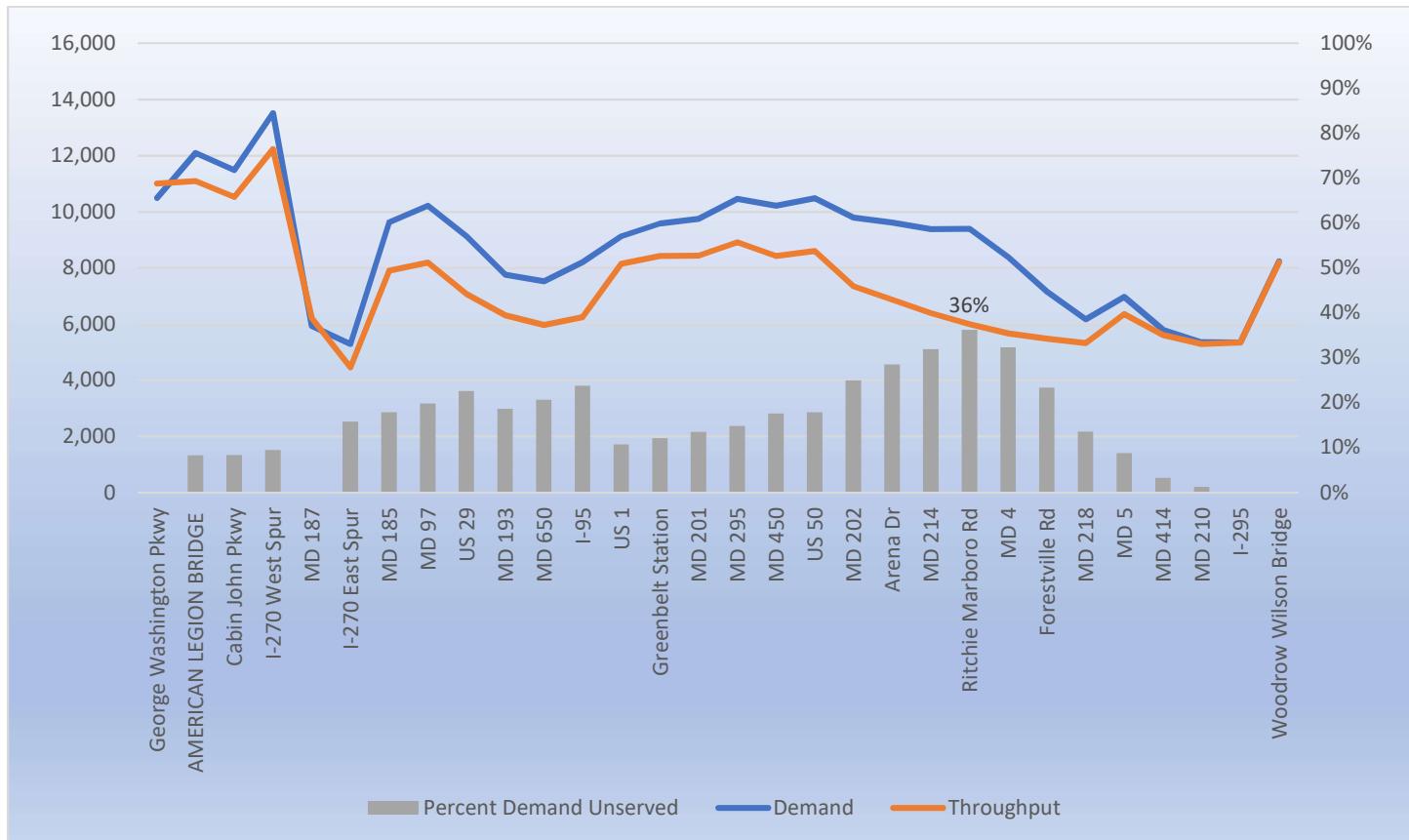


Figure 3: I-270 Alt 9 Phase 1 7-8AM Southbound Demand vs. Throughput and Percent Demand Unserved

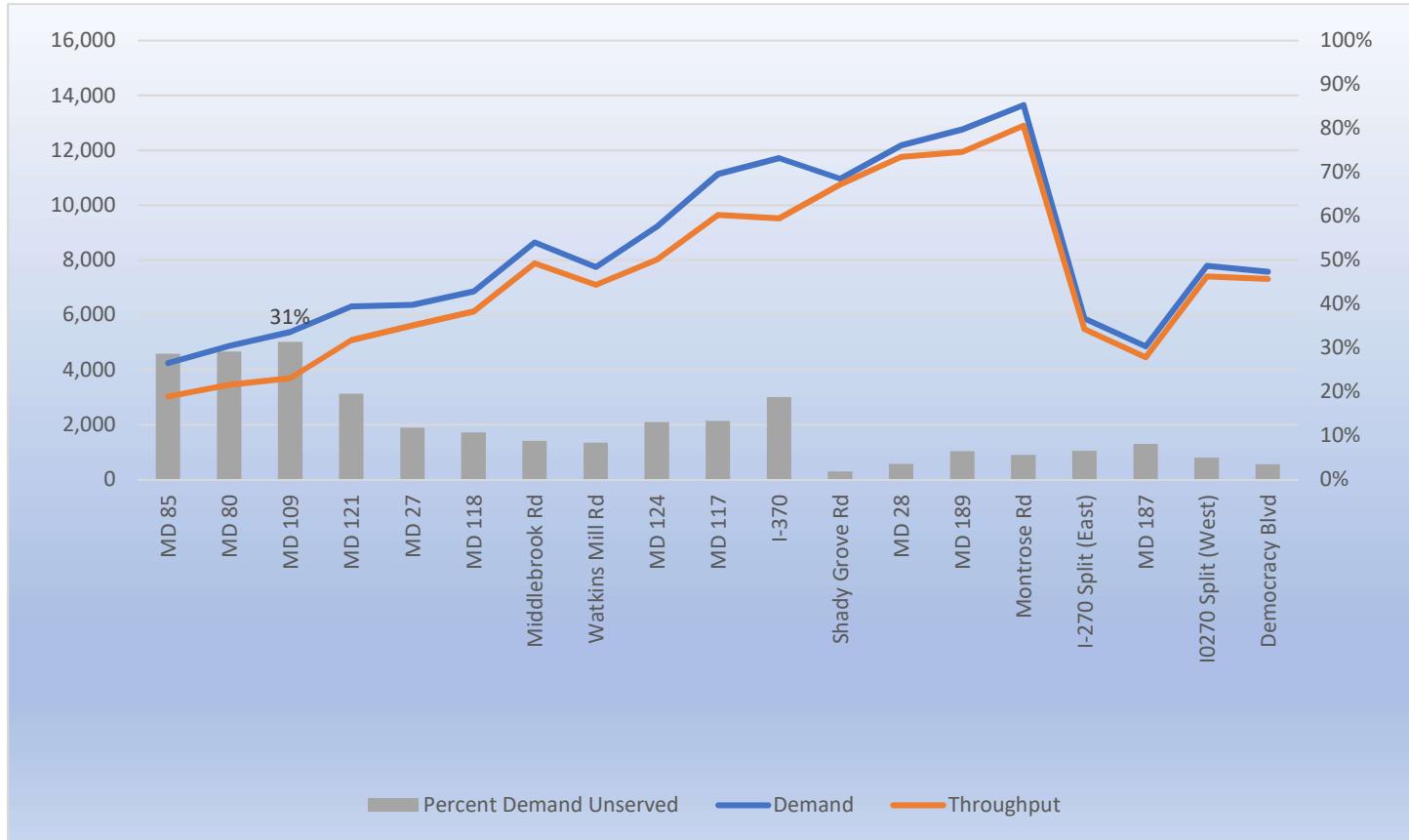


Figure 4: I-270 Alt 9 Phase 1 7-8AM Northbound Demand vs. Throughput and Percent Demand Unserved



Figure 5: I-495 Alt 9 Phase 1 4-5 PM Inner Loop Demand vs. Throughput and Percent Demand Unserved

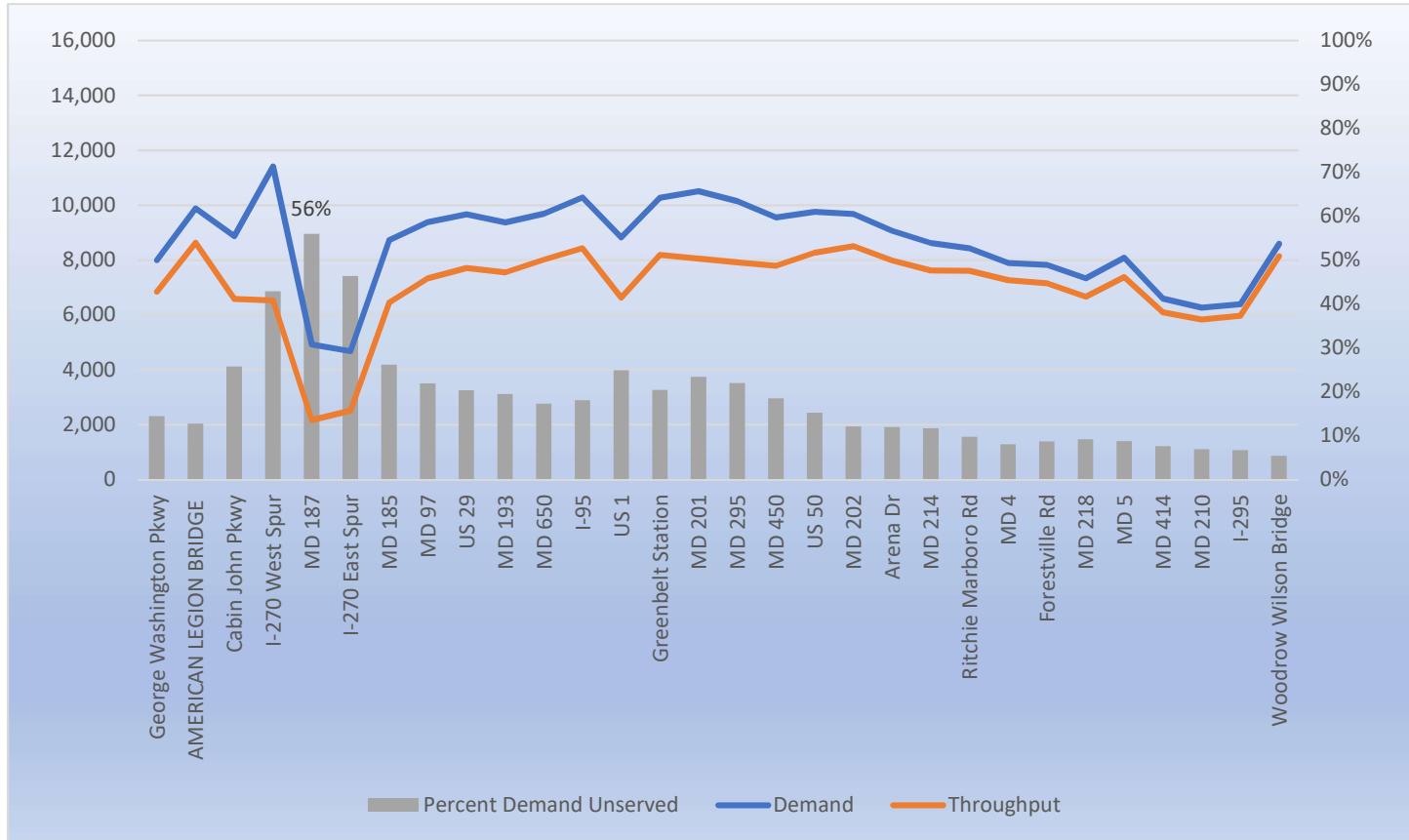


Figure 6: I-495 Alt 9 Phase 1 4-5 PM Outer Loop Demand vs. Throughput and Percent Demand Unserved

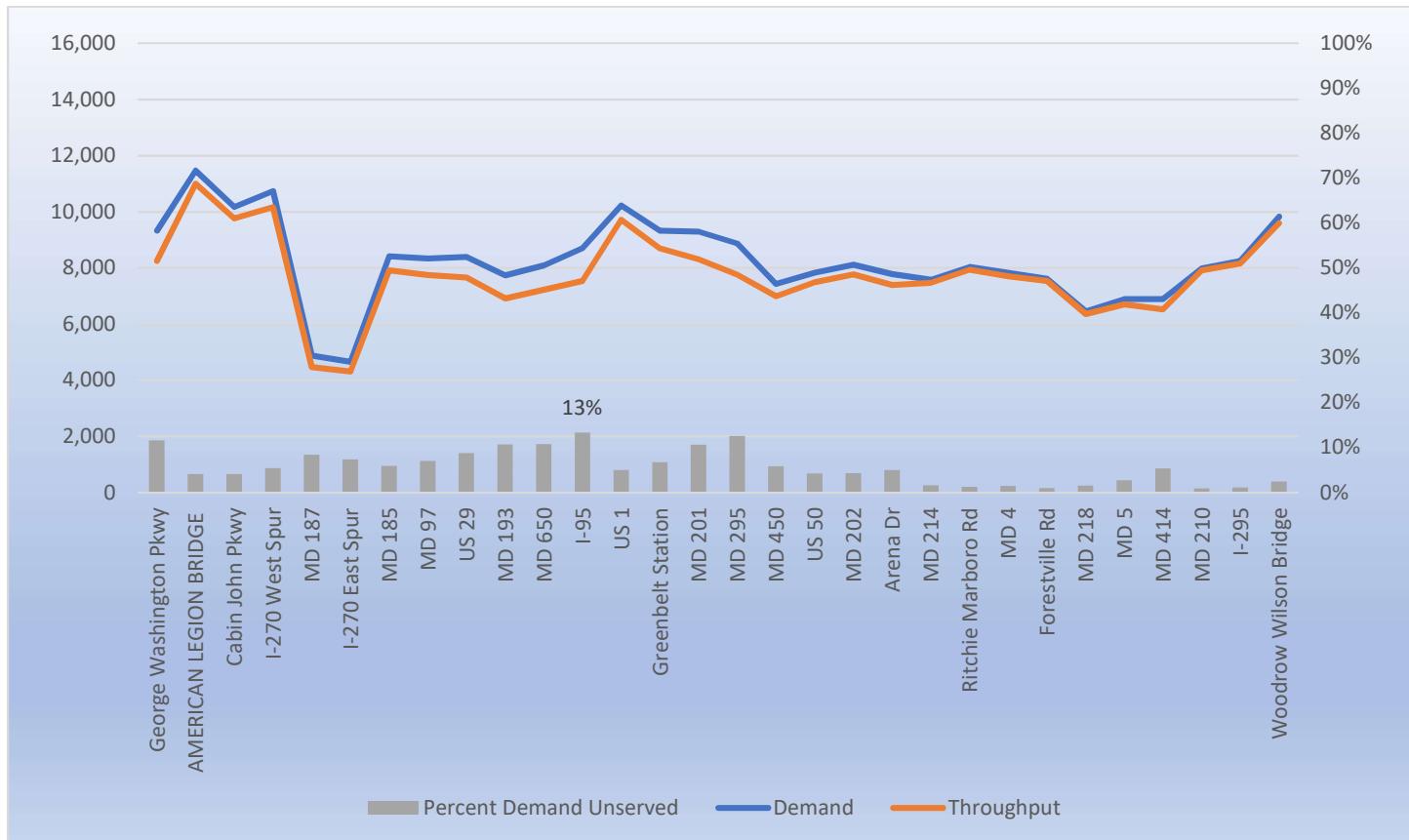


Figure 7: I-270 Alt 9 Phase 1 4-5 PM Southbound Demand vs. Throughput and Percent Demand Unserved



Figure 8: I-270 Alt 9 Phase 1 4-5 PM Northbound Demand vs. Throughput and Percent Demand Unserved

