

ATTACHMENT D
Total Future Phase I – US I Corridor Analysis

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PLANNING ANALYSIS

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: AM Peak
 Urban Street: US 1 (btw Paint Branch/Rossboro)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT	22970	vpd
Planning analysis hour factor, K	0.100	
Directional distribution factor, D	0.620	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	6	%

Roadway Characteristics

Number of through lanes one direction, N	2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	0.21	miles
Median	Yes	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	5	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.650	

Results

Annual average daily traffic, AADT	22970	vpd
Two-way hourly volume	2297	vph
Hourly directional volume	1424	vph
Through-volume 15-min. flow rate	1409	v
Running time	30.2	sec
v/c ratio	0.60	
Through capacity	2339	vph
Progression factor, PF	0.000	
Uniform delay	15.1	sec
Filtering/metering factor, I	0.766	
Incremental delay	0.9	sec
Control delay	0.9	sec/v
Total travel speed, Sa	23.6	mph
Total urban street LOS	C	

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Analysis Time Period: PM Peak
Urban Street: US 1(btw Paint Branch/Rossboro
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 27074 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.540
Peak-hour factor, PHF 0.960
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 6 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.21 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 27074 vpd
Two-way hourly volume 2707 vph
Hourly directional volume 1461 vph
Through-volume 15-min. flow rate 1430 v
Running time 30.2 sec
v/c ratio 0.61
Through capacity 2339 vph
Progression factor, PF 0.000
Uniform delay 15.2 sec
Filtering/metering factor, I 0.757
Incremental delay 0.9 sec
Control delay 0.9 sec/v
Total travel speed, Sa 23.6 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: SAT Peak
Urban Street: US 1 (btw Paint Branch/Rossboro)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 32010 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.530
Peak-hour factor, PHF 0.900
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 6 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.21 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 32010 vpd
Two-way hourly volume 3201 vph
Hourly directional volume 1696 vph
Through-volume 15-min. flow rate 1771 v
Running time 30.2 sec
v/c ratio 0.76
Through capacity 2339 vph
Progression factor, PF 0.000
Uniform delay 18.1 sec
Filtering/metering factor, I 0.568
Incremental delay 1.3 sec
Control delay 1.3 sec/v
Total travel speed, Sa 23.0 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: AM Peak
Urban Street: US 1 (btw Rossboro & College Av)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 21480 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.610
Peak-hour factor, PHF 0.930
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.23 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.750

Results

Annual average daily traffic, AADT 21480 vpd
Two-way hourly volume 2148 vph
Hourly directional volume 1310 vph
Through-volume 15-min. flow rate 1366 v
Running time 32.7 sec
v/c ratio 0.51
Through capacity 2700 vph
Progression factor, PF 0.000
Uniform delay 7.6 sec
Filtering/metering factor, I 0.853
Incremental delay 0.6 sec
Control delay 0.6 sec/v
Total travel speed, Sa 24.5 mph
Total urban street LOS B

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Analyst: sk
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Date Performed: 8/27/2012
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Urban Street: US 1 (btw Rossboro & College Av
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 25850 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.510
Peak-hour factor, PHF 0.960
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.23 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.750

Results

Annual average daily traffic, AADT 25850 vpd
Two-way hourly volume 2585 vph
Hourly directional volume 1318 vph
Through-volume 15-min. flow rate 1331 v
Running time 32.7 sec
v/c ratio 0.49
Through capacity 2700 vph
Progression factor, PF 0.000
Uniform delay 7.4 sec
Filtering/metering factor, I 0.863
Incremental delay 0.6 sec
Control delay 0.6 sec/v
Total travel speed, Sa 24.5 mph
Total urban street LOS B

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Date Performed: 8/27/2012
Analysis Time Period: SAT Peak
Urban Street: US 1 (btw Rossboro & College Av)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 28710 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.510
Peak-hour factor, PHF 0.930
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.23 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.750

Results

Annual average daily traffic, AADT 28710 vpd
Two-way hourly volume 2871 vph
Hourly directional volume 1464 vph
Through-volume 15-min. flow rate 1526 v
Running time 32.7 sec
v/c ratio 0.57
Through capacity 2700 vph
Progression factor, PF 0.000
Uniform delay 8.1 sec
Filtering/metering factor, I 0.803
Incremental delay 0.7 sec
Control delay 0.7 sec/v
Total travel speed, Sa 24.3 mph
Total urban street LOS B

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: AM Peak
Urban Street: US 1 (btw College Ave. & Knox)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT	21330	vpd
Planning analysis hour factor, K	0.100	
Directional distribution factor, D	0.620	
Peak-hour factor, PHF	0.940	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	3	%

Roadway Characteristics

Number of through lanes one direction, N	2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	0.07	miles
Median	Yes	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	5	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	140.0	sec
Effective green ratio, g/C	0.710	

Results

Annual average daily traffic, AADT	21330	vpd
Two-way hourly volume	2133	vph
Hourly directional volume	1322	vph
Through-volume 15-min. flow rate	1364	v
Running time	11.1	sec
v/c ratio	0.53	
Through capacity	2555	vph
Progression factor, PF	0.000	
Uniform delay	9.5	sec
Filtering/metering factor, I	0.831	
Incremental delay	0.7	sec
Control delay	0.7	sec/v
Total travel speed, Sa	20.3	mph
Total urban street LOS	C	

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 Analysis Time Period: PM Peak
 Urban Street: US 1 (btw College Ave. & Knox)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 24750 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.510
 Peak-hour factor, PHF 0.930
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.07 miles
 Median Yes
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 140.0 sec
 Effective green ratio, g/C 0.710

Results

Annual average daily traffic, AADT 24750 vpd
 Two-way hourly volume 2475 vph
 Hourly directional volume 1262 vph
 Through-volume 15-min. flow rate 1316 v
 Running time 11.1 sec
 v/c ratio 0.52
 Through capacity 2555 vph
 Progression factor, PF 0.000
 Uniform delay 9.3 sec
 Filtering/metering factor, I 0.846
 Incremental delay 0.6 sec
 Control delay 0.6 sec/v
 Total travel speed, Sa 20.4 mph
 Total urban street LOS C

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PLANNING ANALYSIS

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 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: SAT Peak
 Urban Street: US 1 (btw College Ave. & Knox)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 25140 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.530
 Peak-hour factor, PHF 0.960
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.07 miles
 Median Yes
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 140.0 sec
 Effective green ratio, g/C 0.710

Results

Annual average daily traffic, AADT 25140 vpd
 Two-way hourly volume 2514 vph
 Hourly directional volume 1332 vph
 Through-volume 15-min. flow rate 1345 v
 Running time 11.1 sec
 v/c ratio 0.53
 Through capacity 2555 vph
 Progression factor, PF 0.000
 Uniform delay 9.4 sec
 Filtering/metering factor, I 0.837
 Incremental delay 0.7 sec
 Control delay 0.7 sec/v
 Total travel speed, Sa 20.4 mph
 Total urban street LOS C

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 PLANNING ANALYSIS

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: AM Peak
 Urban Street: US 1(btw Knox & Calvert)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

 Traffic Characteristics

Annual average daily traffic, AADT	19670	vpd
Planning analysis hour factor, K	0.100	
Directional distribution factor, D	0.590	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

 Roadway Characteristics

Number of through lanes one direction, N	2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	0.15	miles
Median	Yes	
Left-turn bays	Yes	

 Signal Characteristics

Signalized intersections	2	
Arrival type, AT	5	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	140.0	sec
Effective green ratio, g/C	0.650	

 Results

Annual average daily traffic, AADT	19670	vpd
Two-way hourly volume	1967	vph
Hourly directional volume	1160	vph
Through-volume 15-min. flow rate	1208	v
Running time	22.5	sec
v/c ratio	0.52	
Through capacity	2339	vph
Progression factor, PF	0.000	
Uniform delay	12.9	sec
Filtering/metering factor, I	0.845	
Incremental delay	0.7	sec
Control delay	0.7	sec/v
Total travel speed, Sa	22.6	mph
Total urban street LOS	C	

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Date Performed: 8/27/2012
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Urban Street: US 1(btw Knox & Calvert)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 23750 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.540
Peak-hour factor, PHF 0.940
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.15 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 140.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 23750 vpd
Two-way hourly volume 2375 vph
Hourly directional volume 1282 vph
Through-volume 15-min. flow rate 1350 v
Running time 22.5 sec
v/c ratio 0.58
Through capacity 2339 vph
Progression factor, PF 0.000
Uniform delay 13.7 sec
Filtering/metering factor, I 0.791
Incremental delay 0.8 sec
Control delay 0.8 sec/v
Total travel speed, Sa 22.4 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: SAT Peak
Urban Street: US 1 (btw Knox & Calvert)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 23340 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.540
Peak-hour factor, PHF 0.950
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.15 miles
Median Yes
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 140.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 23340 vpd
Two-way hourly volume 2334 vph
Hourly directional volume 1260 vph
Through-volume 15-min. flow rate 1313 v
Running time 22.5 sec
v/c ratio 0.56
Through capacity 2339 vph
Progression factor, PF 0.000
Uniform delay 13.5 sec
Filtering/metering factor, I 0.806
Incremental delay 0.8 sec
Control delay 0.8 sec/v
Total travel speed, Sa 22.4 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: AM Peak
 Urban Street: US 1 (btw Calver & Guilford)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 19380 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.590
 Peak-hour factor, PHF 0.950
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.04 miles
 Median Yes
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 150.0 sec
 Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 19380 vpd
 Two-way hourly volume 1938 vph
 Hourly directional volume 1143 vph
 Through-volume 15-min. flow rate 1191 v
 Running time 6.4 sec
 v/c ratio 0.51
 Through capacity 2339 vph
 Progression factor, PF 0.000
 Uniform delay 13.7 sec
 Filtering/metering factor, I 0.851
 Incremental delay 0.7 sec
 Control delay 0.7 sec/v
 Total travel speed, Sa 18.5 mph
 Total urban street LOS C

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----- PLANNING ANALYSIS -----

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: PM Peak
 Urban Street: US 1(btw Calver & Guilford)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

----- Traffic Characteristics -----

Annual average daily traffic, AADT 24352 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.550
 Peak-hour factor, PHF 0.930
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

----- Roadway Characteristics -----

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.04 miles
 Median Yes
 Left-turn bays Yes

----- Signal Characteristics -----

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 150.0 sec
 Effective green ratio, g/C 0.650

----- Results -----

Annual average daily traffic, AADT 24352 vpd
 Two-way hourly volume 2435 vph
 Hourly directional volume 1339 vph
 Through-volume 15-min. flow rate 1425 v
 Running time 6.4 sec
 v/c ratio 0.61
 Through capacity 2339 vph
 Progression factor, PF 0.000
 Uniform delay 15.2 sec
 Filtering/metering factor, I 0.759
 Incremental delay 0.9 sec
 Control delay 0.9 sec/v
 Total travel speed, Sa 17.5 mph
 Total urban street LOS D

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----- PLANNING ANALYSIS -----

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: SAT Peak
 Urban Street: US 1 (btw Calver & Guilford)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

----- Traffic Characteristics -----

Annual average daily traffic, AADT	24380	vpd
Planning analysis hour factor, K	0.100	
Directional distribution factor, D	0.540	
Peak-hour factor, PHF	0.950	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	1	%

----- Roadway Characteristics -----

Number of through lanes one direction, N	2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	0.04	miles
Median	Yes	
Left-turn bays	Yes	

----- Signal Characteristics -----

Signalized intersections	2	
Arrival type, AT	5	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.650	

----- Results -----

Annual average daily traffic, AADT	24380	vpd
Two-way hourly volume	2438	vph
Hourly directional volume	1316	vph
Through-volume 15-min. flow rate	1371	v
Running time	6.4	sec
v/c ratio	0.59	
Through capacity	2339	vph
Progression factor, PF	0.000	
Uniform delay	14.8	sec
Filtering/metering factor, I	0.783	
Incremental delay	0.8	sec
Control delay	0.8	sec/v
Total travel speed, Sa	17.7	mph
Total urban street LOS	D	

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: AM Peak
Urban Street: US 1 (Guilford & Amherst)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 20360 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.590
Peak-hour factor, PHF 0.940
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.30 miles
Median No
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 20360 vpd
Two-way hourly volume 2036 vph
Hourly directional volume 1201 vph
Through-volume 15-min. flow rate 1264 v
Running time 40.5 sec
v/c ratio 0.57
Through capacity 2221 vph
Progression factor, PF 0.000
Uniform delay 14.6 sec
Filtering/metering factor, I 0.799
Incremental delay 0.9 sec
Control delay 0.9 sec/v
Total travel speed, Sa 25.6 mph
Total urban street LOS B

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PLANNING ANALYSIS

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: PM Peak
 Urban Street: US 1 (Guilford & Amherst)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 24170 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.540
 Peak-hour factor, PHF 0.910
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.30 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 150.0 sec
 Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 24170 vpd
 Two-way hourly volume 2417 vph
 Hourly directional volume 1305 vph
 Through-volume 15-min. flow rate 1419 v
 Running time 40.5 sec
 v/c ratio 0.64
 Through capacity 2221 vph
 Progression factor, PF 0.000
 Uniform delay 15.7 sec
 Filtering/metering factor, I 0.726
 Incremental delay 1.0 sec
 Control delay 1.0 sec/v
 Total travel speed, Sa 25.4 mph
 Total urban street LOS B

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Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: SAT Peak
 Urban Street: US 1 (Guilford & Amherst)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 23950 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.550
 Peak-hour factor, PHF 0.950
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.30 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 150.0 sec
 Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 23950 vpd
 Two-way hourly volume 2395 vph
 Hourly directional volume 1317 vph
 Through-volume 15-min. flow rate 1372 v
 Running time 40.5 sec
 v/c ratio 0.62
 Through capacity 2221 vph
 Progression factor, PF 0.000
 Uniform delay 15.4 sec
 Filtering/metering factor, I 0.750
 Incremental delay 1.0 sec
 Control delay 1.0 sec/v
 Total travel speed, Sa 25.4 mph
 Total urban street LOS B

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PLANNING ANALYSIS

Analyst: sk
Agency/Co.: Wells and Associates
Date Performed: 8/27/2012
Analysis Time Period: AM Peak
Urban Street: US 1 (Amherst & Vanburen)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT	19260	vpd
Planning analysis hour factor, K	0.100	
Directional distribution factor, D	0.640	
Peak-hour factor, PHF	0.910	
Adjusted saturation flow rate	1800	pcphgpl
Percent turns from exclusive lanes	10	%

Roadway Characteristics

Number of through lanes one direction, N	2	
Free flow speed, FFS	35	mph
Urban class	3	
Section length	0.21	miles
Median	No	
Left-turn bays	Yes	

Signal Characteristics

Signalized intersections	2	
Arrival type, AT	5	
Signal type (k = 0.5 for planning)	Actuated	
Cycle length, C	150.0	sec
Effective green ratio, g/C	0.650	

Results

Annual average daily traffic, AADT	19260	vpd
Two-way hourly volume	1926	vph
Hourly directional volume	1232	vph
Through-volume 15-min. flow rate	1218	v
Running time	30.2	sec
v/c ratio	0.55	
Through capacity	2221	vph
Progression factor, PF	0.000	
Uniform delay	14.3	sec
Filtering/metering factor, I	0.818	
Incremental delay	0.8	sec
Control delay	0.8	sec/v
Total travel speed, Sa	23.7	mph
Total urban street LOS	C	

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Urban Street: US 1 (Amherst & Vanburen)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 22910 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.530
Peak-hour factor, PHF 0.940
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.21 miles
Median No
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 150.0 sec
Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 22910 vpd
Two-way hourly volume 2291 vph
Hourly directional volume 1214 vph
Through-volume 15-min. flow rate 1252 v
Running time 30.2 sec
v/c ratio 0.56
Through capacity 2221 vph
Progression factor, PF 0.000
Uniform delay 14.5 sec
Filtering/metering factor, I 0.804
Incremental delay 0.8 sec
Control delay 0.8 sec/v
Total travel speed, Sa 23.7 mph
Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
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 Date Performed: 8/27/2012
 Analysis Time Period: SAT Peak
 Urban Street: US 1 (Amherst & Vanburen)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 22970 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.560
 Peak-hour factor, PHF 0.930
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 3 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.21 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 150.0 sec
 Effective green ratio, g/C 0.650

Results

Annual average daily traffic, AADT 22970 vpd
 Two-way hourly volume 2297 vph
 Hourly directional volume 1286 vph
 Through-volume 15-min. flow rate 1341 v
 Running time 30.2 sec
 v/c ratio 0.60
 Through capacity 2221 vph
 Progression factor, PF 0.000
 Uniform delay 15.1 sec
 Filtering/metering factor, I 0.765
 Incremental delay 0.9 sec
 Control delay 0.9 sec/v
 Total travel speed, Sa 23.5 mph
 Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
 Agency/Co.: Wells and Associates
 Date Performed: 8/27/2012
 Analysis Time Period: AM Peak
 Urban Street: US 1 (Btw Vanburen & MD 410)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 20700 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.600
 Peak-hour factor, PHF 0.910
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.34 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 120.0 sec
 Effective green ratio, g/C 0.520

Results

Annual average daily traffic, AADT 20700 vpd
 Two-way hourly volume 2070 vph
 Hourly directional volume 1242 vph
 Through-volume 15-min. flow rate 1351 v
 Running time 44.9 sec
 v/c ratio 0.76
 Through capacity 1777 vph
 Progression factor, PF 0.277
 Uniform delay 22.9 sec
 Filtering/metering factor, I 0.563
 Incremental delay 1.8 sec
 Control delay 8.1 sec/v
 Total travel speed, Sa 20.0 mph
 Total urban street LOS C

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 Date Performed: 8/27/2012
 Analysis Time Period: PM Peak
 Urban Street: US 1 (Btw Vanburen & MD 410)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 24770 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.510
 Peak-hour factor, PHF 0.920
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.34 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 120.0 sec
 Effective green ratio, g/C 0.520

Results

Annual average daily traffic, AADT 24770 vpd
 Two-way hourly volume 2477 vph
 Hourly directional volume 1263 vph
 Through-volume 15-min. flow rate 1359 v
 Running time 44.9 sec
 v/c ratio 0.76
 Through capacity 1777 vph
 Progression factor, PF 0.277
 Uniform delay 23.0 sec
 Filtering/metering factor, I 0.556
 Incremental delay 1.8 sec
 Control delay 8.2 sec/v
 Total travel speed, Sa 20.0 mph
 Total urban street LOS C

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 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 23135 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.550
 Peak-hour factor, PHF 0.940
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 16 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.34 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 120.0 sec
 Effective green ratio, g/C 0.520

Results

Annual average daily traffic, AADT 23135 vpd
 Two-way hourly volume 2313 vph
 Hourly directional volume 1272 vph
 Through-volume 15-min. flow rate 1136 v
 Running time 44.9 sec
 v/c ratio 0.64
 Through capacity 1777 vph
 Progression factor, PF 0.277
 Uniform delay 20.7 sec
 Filtering/metering factor, I 0.726
 Incremental delay 1.3 sec
 Control delay 7.0 sec/v
 Total travel speed, Sa 20.7 mph
 Total urban street LOS C

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PLANNING ANALYSIS

Analyst: sk
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Date Performed: 8/27/2012
Analysis Time Period: AM Peak
Urban Street: US 1 (btw MD410 & Queensbury)
Direction of Travel:
Jurisdiction: PG County
Analysis Year: Total Future
Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 22875 vpd
Planning analysis hour factor, K 0.100
Directional distribution factor, D 0.560
Peak-hour factor, PHF 0.940
Adjusted saturation flow rate 1800 pcphgpl
Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
Free flow speed, FFS 35 mph
Urban class 3
Section length 0.08 miles
Median No
Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
Arrival type, AT 5
Signal type (k = 0.5 for planning) Actuated
Cycle length, C 120.0 sec
Effective green ratio, g/C 0.600

Results

Annual average daily traffic, AADT 22875 vpd
Two-way hourly volume 2287 vph
Hourly directional volume 1280 vph
Through-volume 15-min. flow rate 1348 v
Running time 12.6 sec
v/c ratio 0.66
Through capacity 2050 vph
Progression factor, PF 0.000
Uniform delay 15.9 sec
Filtering/metering factor, I 0.704
Incremental delay 1.2 sec
Control delay 1.2 sec/v
Total travel speed, Sa 19.3 mph
Total urban street LOS C

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 Urban Street: US 1 (btw MD410 & Queensbury)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 24010 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.510
 Peak-hour factor, PHF 0.940
 Adjusted saturation flow rate 1800 pcpHgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.08 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 120.0 sec
 Effective green ratio, g/C 0.600

Results

Annual average daily traffic, AADT 24010 vpd
 Two-way hourly volume 2401 vph
 Hourly directional volume 1224 vph
 Through-volume 15-min. flow rate 1289 v
 Running time 12.6 sec
 v/c ratio 0.63
 Through capacity 2050 vph
 Progression factor, PF 0.000
 Uniform delay 15.4 sec
 Filtering/metering factor, I 0.738
 Incremental delay 1.1 sec
 Control delay 1.1 sec/v
 Total travel speed, Sa 19.5 mph
 Total urban street LOS C

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 Date Performed: 8/27/2012
 Analysis Time Period: SAT Peak
 Urban Street: US 1 (btw MD410 & Queensbury)
 Direction of Travel:
 Jurisdiction: PG County
 Analysis Year: Total Future
 Project ID: Cafritz at Riverdale Park

Traffic Characteristics

Annual average daily traffic, AADT 22596 vpd
 Planning analysis hour factor, K 0.100
 Directional distribution factor, D 0.520
 Peak-hour factor, PHF 0.930
 Adjusted saturation flow rate 1800 pcphgpl
 Percent turns from exclusive lanes 1 %

Roadway Characteristics

Number of through lanes one direction, N 2
 Free flow speed, FFS 35 mph
 Urban class 3
 Section length 0.08 miles
 Median No
 Left-turn bays Yes

Signal Characteristics

Signalized intersections 2
 Arrival type, AT 5
 Signal type (k = 0.5 for planning) Actuated
 Cycle length, C 120.0 sec
 Effective green ratio, g/C 0.600

Results

Annual average daily traffic, AADT 22596 vpd
 Two-way hourly volume 2259 vph
 Hourly directional volume 1174 vph
 Through-volume 15-min. flow rate 1249 v
 Running time 12.6 sec
 v/c ratio 0.61
 Through capacity 2050 vph
 Progression factor, PF 0.000
 Uniform delay 15.1 sec
 Filtering/metering factor, I 0.759
 Incremental delay 1.0 sec
 Control delay 1.0 sec/v
 Total travel speed, Sa 19.7 mph
 Total urban street LOS C