

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
2014 PERFORMANCE OF HIGH-OCCUPANCY VEHICLE FACILITIES ON FREEWAYS IN THE WASHINGTON
REGION

Final - October 2015

Executive Summary

Presented in this report is information developed from data collected in spring 2014 along five operational high occupancy vehicle (HOV) corridors in the Washington region. Data were collected from 5 AM to 10 AM during the inbound peak flow direction. HOV lanes were operational in the following corridors as of spring 2014:

- I-95/I-395 (Shirley Highway) in Northern Virginia (fully barrier-separated HOV lanes¹)
- I-66 inside the Capital Beltway in Fairfax and Arlington Counties (exclusive HOV facility in the peak commute direction during the peak commute period)
- I-66 outside the Beltway in Fairfax and Prince William Counties (concurrent flow HOV lanes)
- I-270 (and the I-270 Spur²) in Montgomery County, Maryland (concurrent flow HOV lanes)
- VA 267 (Dulles Toll Road), (concurrent flow HOV lanes)
- US 50 (John Hanson Highway) in Prince George’s County, Maryland (concurrent flow HOV lanes)

Most comparisons are made with results obtained from the previous Regional HOV reports for 1997, 1998, 1999, 2004, 2007 and 2010. Trends and changes are emphasized for the HOV restricted periods inbound and outbound. The following major trends were observed:

- All of the HOV lanes in spring 2014 were observed to carry more persons per lane during the HOV restricted periods than adjacent non-HOV lanes except on US 50;
- Most of the HOV lanes provide savings in travel times when compared to non-HOV alternatives, especially the barrier separated HOV lanes in the I-95/I-395 corridor in Northern Virginia;
- However, the performance of the concurrent-flow HOV lanes in the I-66 lanes (outside I-495) and along I-270 were at certain points between 10 and 25 MPH slower than adjacent non-HOV lanes, as well as sections of the exclusive I-66 HOV facility inside I-495 (staff examined data from the Vehicle Probe Project (VPP) and found recurring congestion along I-66 eastbound from the Dulles Connector Road to a point between Sycamore Street and Va. 120 [North Glebe Road]); and
- Average auto occupancy in 2014 was little-changed from 2010, even though the HOV lanes in Northern Virginia continue to exempt vehicles with “Clean Air” registration plates from the HOV requirement.

¹ All data were collected before the change to the 95 Express Lanes (HOV/Toll) between Dumfries and north of Edsall Rd.

² I-270 Spur is the western portion of roadway from the I-270 “split” to the Capital Beltway, including the HOV-only interchange at Westlake Terrace. The mainline of I-270 extends east from the “split” to the Capital Beltway, including the interchanges at Rockledge Blvd and Old Georgetown Rd (MD 187).

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Introduction

High occupancy vehicle (HOV) facilities are designed to offer several advantages over conventional lanes and roads. HOV facilities can:

- Increase the average number of persons per motor vehicle using a highway over conventional (non HOV) lanes or roadways;
- Preserve the person moving capacity of a lane or roadway as demands for transportation capacity increase;
- Enhance bus transit operations;
- Support air quality goals; serve a variety of employment centers in urban and suburban areas; and
- Provide predictable travel times even during periods of high demand for highway capacity.

In the Washington area, there were five high occupancy vehicle (HOV) facilities on highways functionally classified as freeways when data were collected in spring and fall 2014. These are:

- I-95/I-395 in the Northern Virginia counties of Prince William, Fairfax and Arlington, and the City of Alexandria (in December 2014, after data for this project were collected, the HOV lanes between VA 234 in Prince William County and Turkeycock Run near the Fairfax County/City of Alexandria border were converted to the 95 Express Lanes, an HOV/Toll facility);
- I-66, also in the Virginia counties of Prince William, Fairfax and Arlington (this HOV system includes a section of the Dulles Connector in McLean, connecting to VA 267's HOV lanes [see below]);
- I-270 and the I-270 Spur in Montgomery County, Maryland;
- VA 267 connecting to I-66 via the Dulles Connector; and
- US 50 in Prince George's County, Maryland.

The HOV facilities on I-95/I-395 and I-66 provide direct access to core employment centers of the region in Arlington County and the District of Columbia. I-270 and the I-270 Spur end at the Capital Beltway (I-495) and the US 50 HOV lanes end just prior to the Beltway. The VA 267 HOV system connects directly to I-66, providing access to the regional core from the Dulles Toll Road Corridor. A map of all five facilities is shown in Figure 1. There are arterial HOV lanes (US 1 in the City of Alexandria) and bus only shoulder treatments in the region (US 29 in Montgomery County, Maryland), but these facilities are beyond the scope of this report. This report contains data collected during spring 2014. Vehicle occupancy and classification counts, as well as the results of travel time runs are documented in this report. Previous reports have documented conditions on the HOV system in fall 1997, 1998, 1999, 2004, 2007 and 2010. Comparisons are given in this report between HOV performance in 2014 and previous years.

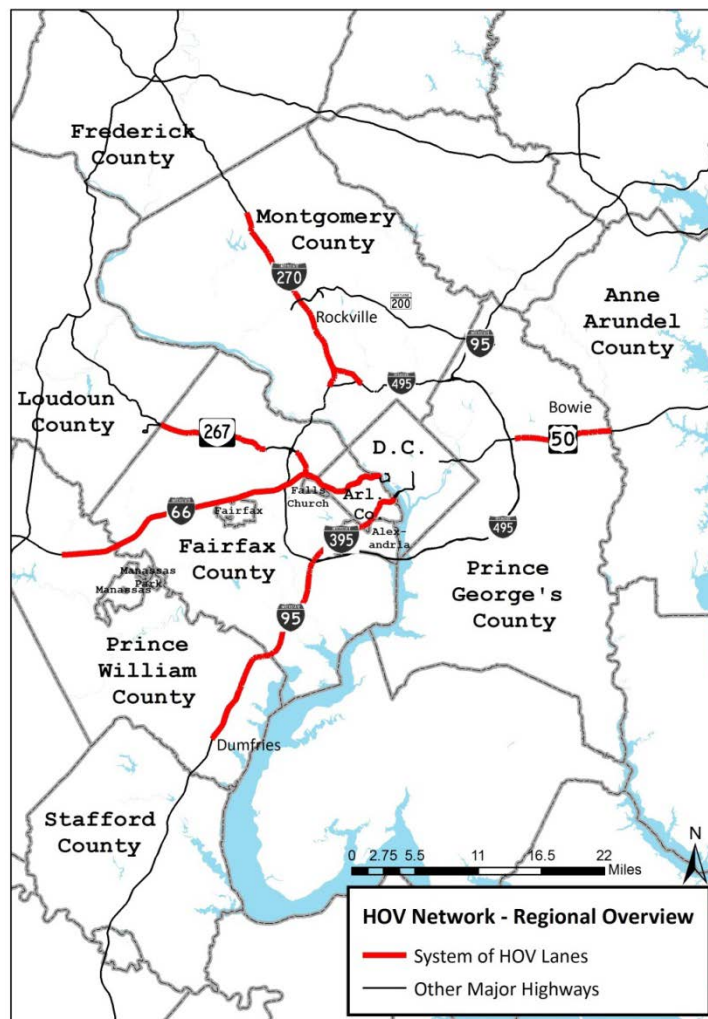
This report is organized into the following sections:

- A history of HOV in the Washington metropolitan area
- A description of the HOV corridors
- A description of the methodology used to collect data for this report
- The performance of each of the HOV facilities
- Conclusions

Following the main body of the report, the following appendices are provided:

- Detailed summaries of person movements in the AM peak direction at stations along the five corridors (Appendix A: AM HOV Occupancy and Classification Counts)
- AM travel time run data, travel time data collection methodology, and travel time data collection routes (Appendix B: AM Travel Time Results)
- Description of occupancy and classification count locations (Appendix C: Counting Site Locations)
- Description of the counting methodology and a summary of van pool monitoring methodology and van load factor (Appendix D: Occupancy and Classification Monitoring Methods)
- Glossary of terms and abbreviations used in this report (Appendix E: Glossary)

Figure 1: Regional HOV Network Overview



Brief History of HOV in the Washington Region

Carpooling has a long history in the Washington region, going at least as far back as World War II, when pooling by office workers in Washington was encouraged as a way of preserving scarce petroleum, rubber, and other resources for the war effort. Since the gasoline shortages of the early 1970s, COG/TPB has provided an automated matching service for carpools and vanpools through its Commuter Connections program. Signs with Commuter Connections' telephone number have been placed along all five HOV corridors.

In 1969, a bus on freeway demonstration project began on the Shirley Highway (now known as I-395 north of the Capital Beltway and I-95 south of the Beltway), linking the Springfield area of Fairfax County and intermediate points in the corridor such as western Alexandria and Shirlington to core employment areas in Arlington and downtown Washington. Initially limited to buses only, the barrier separated lanes opened to carpools and vanpools in 1975 with a restriction of HOV-4, which was reduced to HOV-3 in 1989. During the early and mid-1990s, the barrier separated HOV lanes were extended from Springfield south along I-95 to their present terminus just south of VA 234 near Dumfries in Prince William County.

In 1982, I-66 was opened to traffic between I-495 and Rosslyn, in Arlington County, as a multi-modal facility limited to high occupancy vehicles in the peak commute direction during periods of peak demand. The facility was initially restricted to HOV-4 traffic, which was lowered to HOV-3 in late 1983 and to HOV-2 in March 1995. During the 1990s, I-66 outside the Beltway was expanded to include a concurrent flow HOV lane to VA 234 Business in Prince William County just north of Manassas, and in the years 2011 to 2014, extended to a point east of US 29 at Gainesville.

The first HOV lane on an Interstate highway in Maryland opened along the northbound lanes in the PM peak direction of I-270 between the I-495 and Rockville Pike (MD 355) interchange and the I-270 Spur in 1993. A southbound HOV lane in the AM peak direction was opened along this segment in 1994. In December 1996, a conventional lane was converted to HOV use in the southbound direction from I 370/Sam Eig Highway to the I-270 "split" in North Bethesda. Northbound, a conventional lane was converted to HOV from the "split" to MD 118 at Germantown, and a new lane for HOV use was opened from MD 118 to MD 121 at Clarksburg. New HOV lanes were also opened in both directions on the I-270 Spur, along with direct access HOV ramps that eliminate the need for HOV traffic to weave across the non HOV lanes. Except for the direct HOV ramps at the I-270 "split," HOV lanes along the I-270 corridor are concurrent flow. In 2004, a new ramp connecting the southbound HOV lane of the I-270 Spur (in AM) and the northbound HOV lane of the Spur (in PM) was completed and opened to traffic.

HOV lanes were opened on VA 267 (HOV-2) in December 1998, and a large park and ride garage was opened adjacent to VA 267 in Herndon.

Concurrent flow HOV (HOV-2) lanes were opened on a 7.8 mile stretch of US 50 in Maryland in October 2002. These are the only HOV lanes in the region which are HOV-restricted 24 hours/day, 7 days/week.

Description of the HOV Corridors

Summaries of physical characteristics and operational policies effective in the spring of 2014 are presented in this chapter. All corridors have an extensive system of park and ride lots to support car pool formation.³ In some cases, these lots are located a considerable distance beyond the "outer" termini of the HOV lanes. Other park and ride lots are located in the right of way of the freeway, and some lots in the I-95/I-395 corridor feature direct HOV only access ramps to the barrier-separated HOV lanes, notably at VA 294. There are two HOV only ramps along I-66 west of the Beltway, at Monument Drive and at Stringfellow Road. The I-270 Spur has a HOV-only interchange at Westlake Drive in North Bethesda.

A description of the operating characteristics for all of the HOV facilities monitored is presented in Table 1.

Table 1: 2014 HOV Facility Summary

2014 HOV Facility Summary							
Facility Route Number(s) and Name	Length	Facility Description	Occupancy Requirement	Hybrid Exemption	A.M. HOV Restricted Period and Direction	Truck Restrictions	Motorcycle Restriction
I-95/I-395 Shirley Highway (see note below)	28 miles	2 lanes, barrier-separated, reversible	3	Yes	6:00 to 9:00 (North)	Permitted with Occupancy Compliance North of Dale City (Exit 156), Prohibited South of Dale City	Permitted on all HOV facilities
I-66	28 miles (HOV lane extension to Va. 234 Bypass opened in 2007 after data collection was completed)	1 Lane Concurrent Flow Outside of the Beltway, 2 Lane exclusive HOV facility inside the Beltway	2	Yes	5:30 to 9:30 AM Outside Beltway; 6:30 to 9:00 AM Inside Beltway (East)	Prohibited	
I-270	9 miles Southbound; 18 miles Northbound	1 Lane Concurrent Flow	2	No	6:00 to 9:00 AM (South)	Prohibited	
Va. 267 Dulles Toll Road	23 miles (includes Dulles Connector Road and I-66 from Rosslyn to Dulles Connector)	1 Lane Concurrent Flow	2	Yes	6:30 to 9:00 AM (East)	Permitted with Occupancy Compliance outside Beltway	
U.S. 50	9 miles	1 Lane Concurrent Flow	2	No	HOV-2 restriction in effect 24 hours/day, 7 days/week (West and East)	Prohibited	

Note: After data collection for this report were completed, the I-95 part of the Shirley Highway reversible HOV facility, as well as the southern part of the I-395 HOV facility were converted to the 95 Express Lanes, a reversible HOV/Toll facility

I-395/I-95

The HOV lanes in this corridor are entirely barrier separated, and reversible, so they serve AM peak period northbound movements and operate southbound in the PM peak period, the switchover from northbound to southbound operation taking place between 11 AM and 1 PM. The HOV roadway is about 27 miles long, extending from Virginia Route 234 (Dumfries Road) near Dumfries, Prince William County to South Eads Street near the Pentagon in Arlington County. Several HOV only ramps provide direct access to the HOV lanes from park and ride facilities in Prince William County. At the northern end

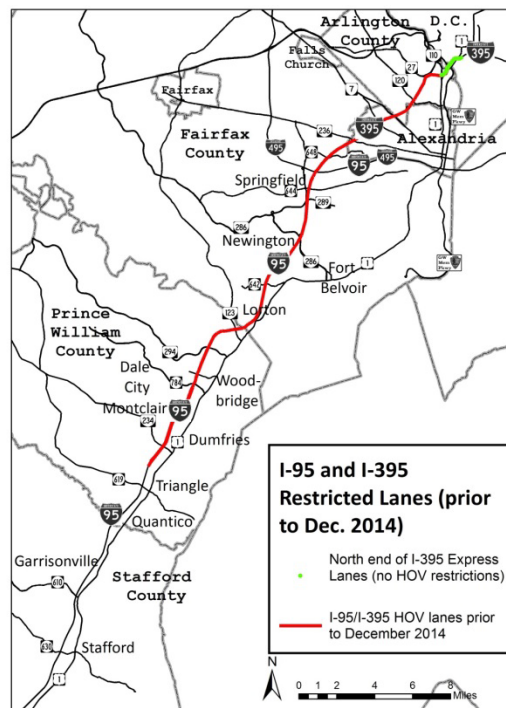
³ An older description of these facilities and their historic utilization may be found in the COG/TPB Washington Regional Park and Ride Inventory (1995).

of the facility, HOV only ramps are provided to traffic arriving at the Pentagon and the Pentagon City area of Arlington.

After data collection for this project was complete, the HOV lanes south of Turkeycock Run (between Va. 648 and Va. 236 near the Fairfax County/City of Alexandria border) were converted to the 95Express lanes, a new HOV/Toll (HOT) lane facility. As part of the conversion to 95Express, the reversible barrier-separated roadway was extended south from Va. 234 (Exit 152, Dumfries) in Prince William County to a point north of Va. 610 (Exit 143, Garrisonville) in Stafford County.

There is approximately one mile of barrier separated roadway north of the Pentagon, crossing the 14th Street Bridge into the District of Columbia, but no HOV restrictions currently apply to this portion of the facility.⁴ A map of the corridor is presented in Figure 2. The corridor is also served by the Virginia Railway Express (VRE) Fredericksburg Line, and the portion of the corridor from Springfield to Washington is served by the Metrorail Blue and Yellow Lines. Numerous bus lines serve the corridor, including Metrobus, the City of Alexandria's DASH, the Fairfax Connector, PRTC OmniRide, and private motor coach companies serving communities in Stafford and Spotsylvania Counties and the City of Fredericksburg.

Figure 2: I-95 and I-395 Restricted Lanes (Prior to December 2014)



I-66

This HOV corridor consists of two distinct sections. Between the Capital Beltway (I-495) and Rosslyn, I-66 is restricted to HOV use only during the peak commute period in the peak direction (see Figure 3). The Dulles Connector Road is subject to the same HOV restrictions as I-66 between VA 123 at McLean and I-

⁴ HOV restrictions on I-395 in the District of Columbia were removed in the late 1980s.

66. Single occupant vehicles (SOVs) traveling to or from Washington Dulles International Airport (IAD) via the Dulles Connector and Dulles Airport Access Highway may use I-66, even during its HOV restricted times. Between US 29 near Gainesville and the Beltway, the HOV facility is a concurrent flow lane (see Figure 4). The entire HOV corridor is about 31 miles in length, about 9 miles inside the Beltway and 21 miles outside the Beltway. Outside the Beltway, striping along sections of the HOV lanes through the interchanges at Va. 123 (Chain Bridge Road) and Va. 243 (Nutley Street) were changed from “skip” lines to solid single or double white lines to better separate the HOV lanes from the conventional lanes in 2013 (before data for this project were collected). Inside the Beltway, a pilot bus-on-shoulder operation is now allowed at four selected location for authorized transit bus providers.

Figure 3: I-66 HOV Corridor East of I-495

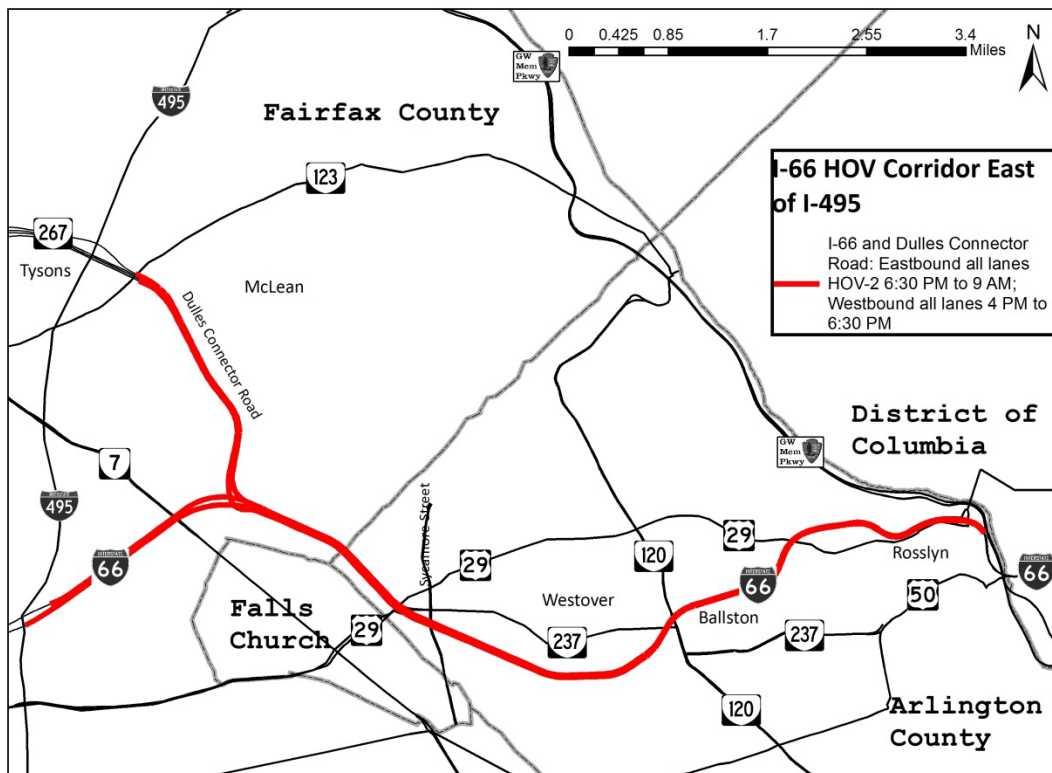
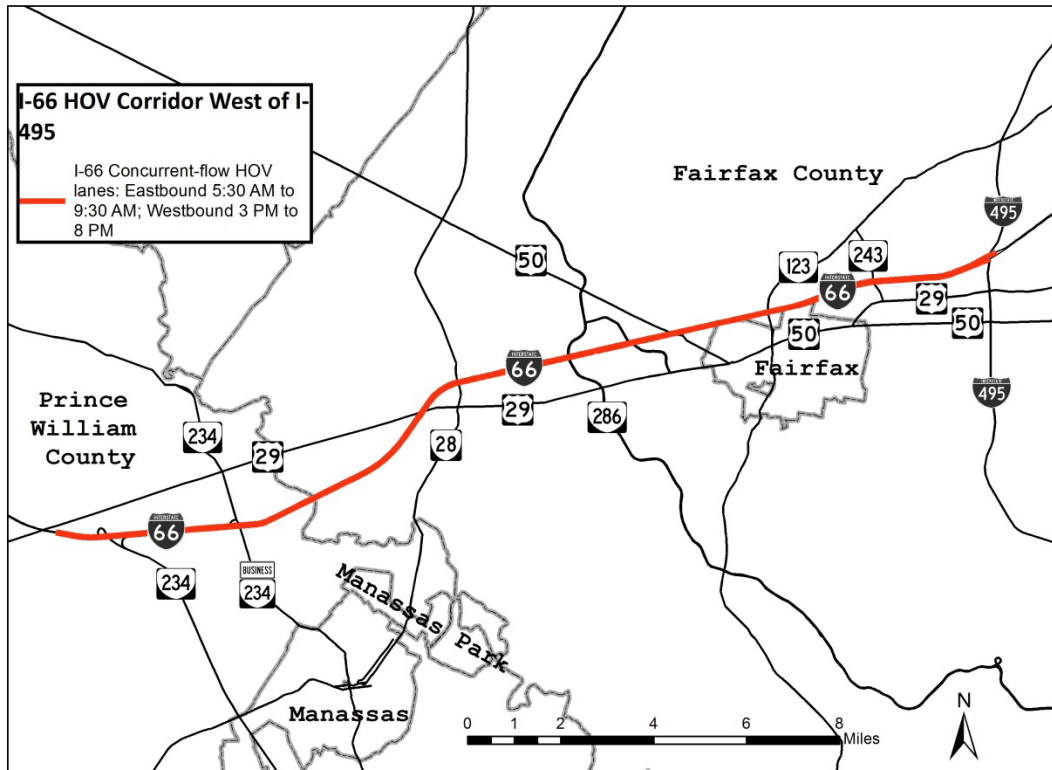


Figure 4: I-66 HOV Corridor West of I-495

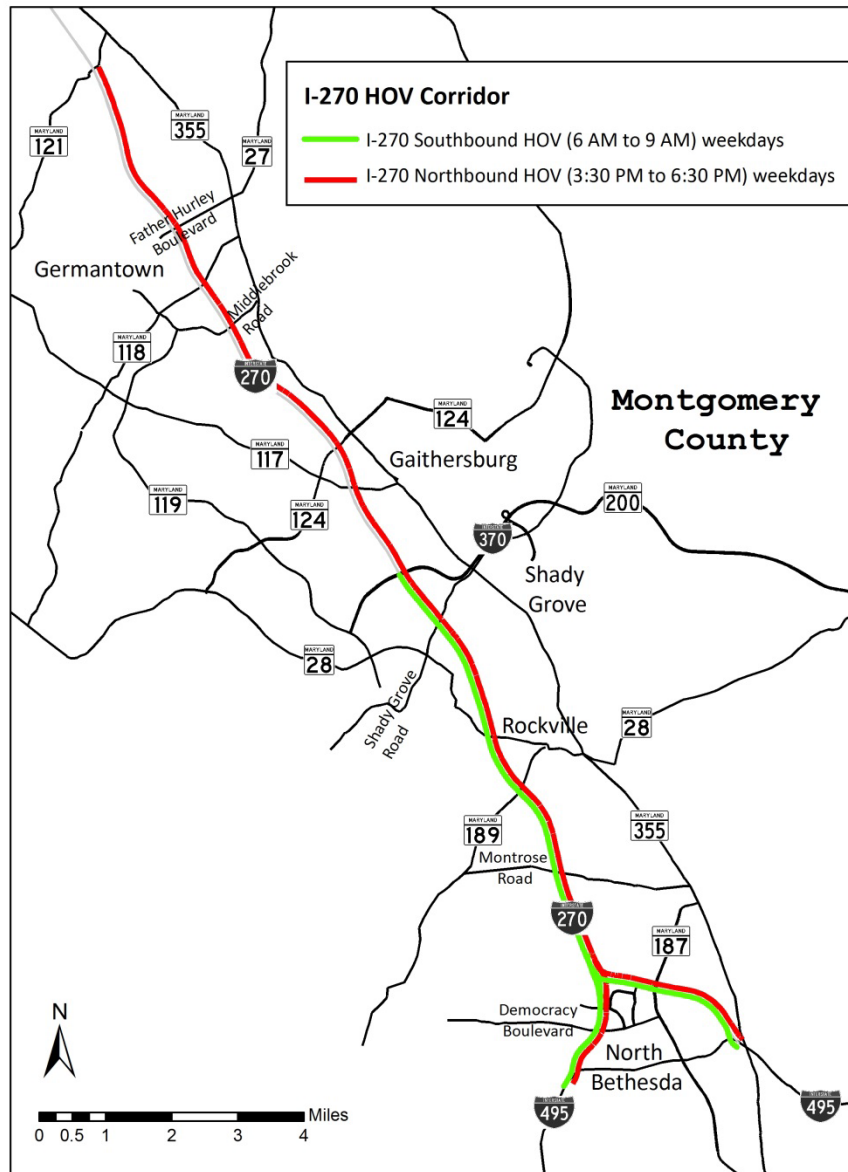


I 270

In the southbound (AM peak) direction, the HOV concurrent flow lane runs from I 370 near Gaithersburg south to the Rockville Pike/Capital Beltway interchange. There is also a concurrent flow HOV lane along the southbound lanes of the I-270 Spur. Together, the AM peak flow direction lanes total about 11 miles in length. The I-270 Spur is just under 2 miles long. A map of the I 270 Corridor is shown in Figure 5.

Montgomery County Ride On serves areas in the corridor north of I 370, and MTA coach service (between Hagerstown, Frederick, and Shady Grove), use the HOV lanes. Express Metrobus service operates on the HOV lanes in the corridor between Bethesda and Gaithersburg. South of I-370 the corridor is also served by the Metrorail Red Line.

Figure 5: I-270 HOV Corridor



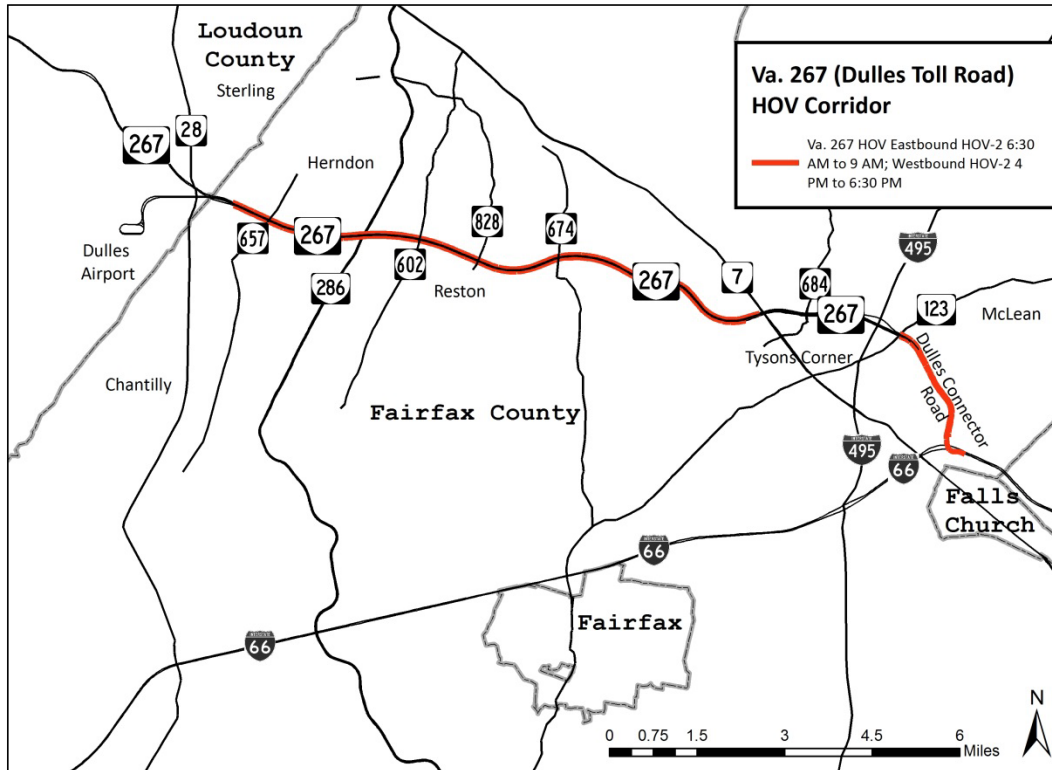
VA 267

Concurrent flow HOV lanes operate along this corridor from a point between VA 28 and VA 657 to just west of VA 7. There are no HOV lanes through the interchanges at VA 7, the main toll barrier, VA 684, I 495 and VA 123. HOV restrictions apply to all lanes of the Dulles Connector road from east of VA 123 to I 66. Fairfax Connector provides most transit bus service in the corridor, with Loudoun County Transit providing commuter bus service from Loudoun County to the regional core (including stops in Rosslyn, Arlington County and downtown Washington, D.C.).⁵ WMATA operates Route 5A bus service between

⁵ By special arrangement with the Metropolitan Washington Airports Authority (MWAA), some buses serving the corridor are permitted to use the Dulles Access Road, which is usually restricted to airport traffic only.

IAD and the L’Enfant Plaza Metrorail station, with intermediate stops at the Herndon/Monroe Park and Ride and the Rosslyn Metrorail station on the Silver, Orange, and Blue Lines. The Metrorail Silver Line began operating in July 2014 from Wiehle-Reston East station in to four stations in Tysons Corner and continuing to the Orange Line between West Falls Church and East Falls Church and making all regular stops from East Falls Church forward. Figure 6 contains a map of the corridor.

Figure 6: VA 267 HOV Corridor

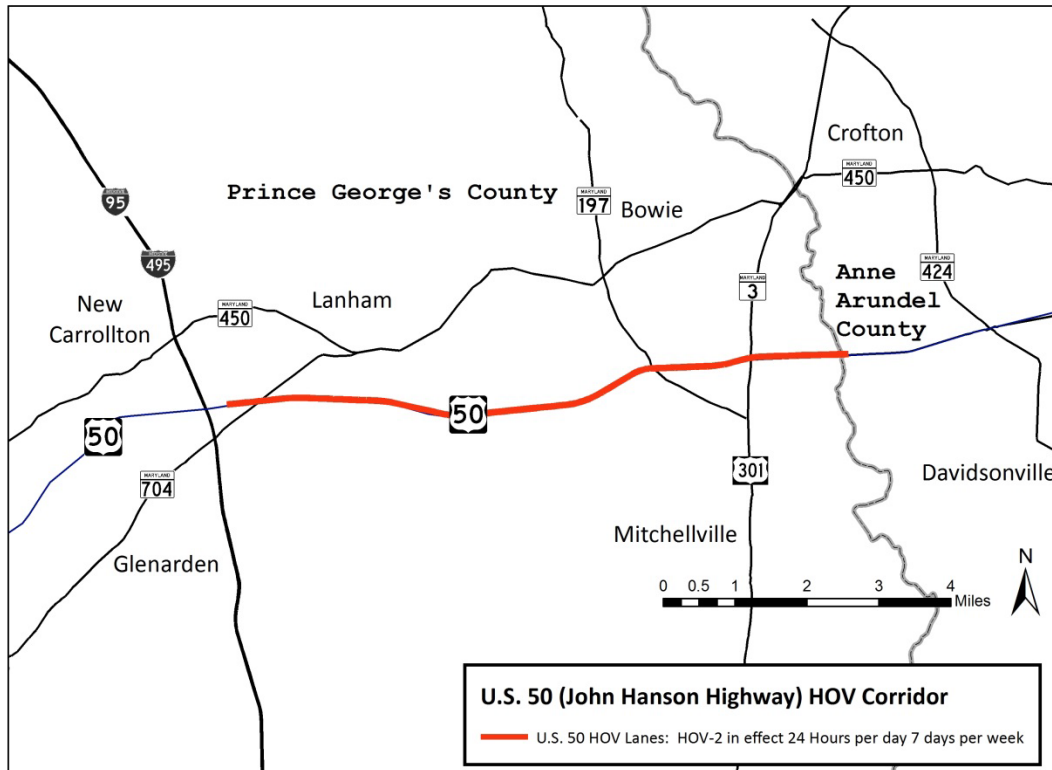


US 50

Concurrent flow HOV lanes operate in the US 50 Corridor from just west of the MD 704 interchange to east of the US 301/MD 3 interchange in Bowie. Unlike all other HOV lanes in the region, these lanes are HOV-2 restricted at all times (24 hours, 7 days) in both directions.

Both Metrobus and MTA bus routes operate on the US 50 HOV lanes. To the east, the buses serve the City of Bowie in Prince George’s County, the Annapolis and Crofton areas of Anne Arundel County and Kent Island, Queen Anne’s County (east of the Bay Bridge). All Metrobus routes operating westbound in the corridor terminate at the New Carrollton Metrorail station at the eastern end of the Orange Line. Some MTA buses serve the downtown area of the District of Columbia, while others terminate at New Carrollton. A map of the corridor is shown in Figure 7.

Figure 7: US 50 HOV Corridor



Data Collection Methodology

The information in this report is multi-modal so that comparisons between the HOV, SOV, and transit modes may be made. Data were collected for HOV lanes and adjacent non-HOV lanes, and bus transit operating on the HOV lanes.

Data collection was limited to weekdays - Tuesdays, Wednesdays and Thursdays only were used for the maximum load points on the HOV system. No data collection took place in weeks prior to, during, and after the Passover and Easter holidays, nor during the public school spring breaks. Data collection was deferred if the weather forecast predicted steady rainfall, or if a serious freeway incident affected traffic operations. The reader is cautioned that count data presented in this document are based on one day counts, which may vary significantly from day to day.

Occupancy/Classification Counts

These data were collected at a series of locations along each HOV corridor. Temporary personnel were hired and trained to count and classify vehicles. The personnel count inbound and outbound traffic once at each site on a Tuesday, Wednesday, or Thursday in the spring from 5 AM to 10 AM inbound. All vehicles were classified by vehicle type, and in the case of automobiles, were further grouped by number of occupants (from 1 to 7 persons). Pickup trucks, vans, and panel trucks (excepting 15

passenger van-pool vans) were counted as automobiles if they had exactly two axles and exactly four wheels. The traffic count data are distributed by time of day, in fifteen-minute periods from 5 AM to 10 AM. The reader is urged to exercise caution in using individual site data due to the normal fluctuations in traffic volumes on individual roadways. Because of heavy traffic on Interstate highways in the Washington region, generally one person was assigned to count each travel lane.

Transit Patronage Data

Transit ridership data were obtained from providers of bus and rail service in each corridor. I-95/I-395 corridor transit data were provided by WMATA, Fairfax County Department of Transportation, City of Alexandria, PRTC, and by the private coach operators. I-66 corridor transit data were provided by WMATA, and PRTC. In the I-270 corridor, transit data were collected by WMATA, Montgomery County, and the MTA. Fairfax County Department of Transportation, Loudoun County Department of Planning, and WMATA provided patronage data for the VA 267 corridor. Ridership data in the US 50 corridor were provided by WMATA and MTA.

Bus ridership data were collected from services operating on HOV facilities only. Rail ridership data were obtained from parallel rail lines at locations similar to the occupancy/classification count stations. Actual patronage data for parallel rail lines is reported in the appendices of this report, as is patronage of "traditional" transit bus services of WMATA, Montgomery County Ride On, Alexandria DASH and Fairfax Connector.

Because other buses such as commuter, charter, intercity and school buses also operate on the HOV facilities, a load factor was developed for each corridor based on commuter bus patronage. The load factors were then applied to each bus observed but not reported above as part of traditional transit services.

Travel Time Runs

Travel time data were collected in the spring of 2014, using the floating car method. Data were collected with the use of GPS recorder units for each corridor, showing landmarks and associated mile points, which were later translated to elapsed times. To compute travel times for HOV and non-HOV routes, all travel time runs were done in pairs, with one vehicle following the HOV route, and a second vehicle following the parallel non-HOV route.

Morning data collection runs were scheduled to start at the outer limits of each HOV corridor. Runs traveled the entire length of the corridor. The number of floating car travel time runs conducted on each facility is presented in Table 2.

Table 2: 2014 Regional HOV Monitoring Travel Time Runs by Facility and Time Period

2014 Regional HOV Monitoring Number of 'Floating Car' Travel Time Runs by Facility & Time Period		
Facility	A.M. Period	
	HOV	Non-HOV
I-95/I-395 [Shirley Hwy.] between Va. 610 (Stafford) and 14th St. & Independence Ave., S.W. Washington, D.C.	5	5
I-66 between U.S. 15 (Haymarket) and 23rd St. and Constitution Ave., N.W. (Washington, D.C.)	7	4
I-270 between Md. 109 (Hyattstown) and I-495 (at Md. 185 (Connecticut Ave.)	9	5
I-270Y [I-270 Spur] (between Md. 109 (Hyattstown) and I-495 (at Md. 190 (River Rd.))	5	5
Va. 267 [Dulles Toll Rd.] between Va. 28 (Sully Rd.) and 23rd St. and Constitution Ave., N.W. (Washington, D.C.) [via Dulles Connector Rd. and I- 66 inside Capital Beltway]	8	8
U.S. 50 [John Hanson Hwy.] between Md. 424 (Davidsonville Rd.) and Md. 202 (Landover Rd.)	11	11

HOV Facility Performance

HOV facilities can be evaluated using several measures of effectiveness. Examples include average auto occupancy, which is the average number of persons in each auto; total person movements by auto and transit bus; and travel times for users of HOV facilities in comparison with non HOV or conventional lanes.

Motorist compliance with HOV restrictions is essential in maintaining HOV facility performance. The enforcement of those restrictions is required to maintain travel time savings on HOV facilities. The Virginia and Maryland State Police have primary responsibility for enforcement of HOV restrictions described in this document and located in their respective states. In Virginia, troopers routinely conduct HOV enforcement along with other assigned duties. Additionally, the Virginia Department of Transportation funds State Police overtime to supplement routine enforcement, which is conducted on randomly selected days and locations along all HOV corridors in Northern Virginia, and consists of roving patrols, as well as stationary enforcement on HOV entrance and exit ramps. Fines for HOV violators in Virginia range from \$50 to \$500. In Maryland, troopers assigned to the I-270 and US 50 corridors are aware of the HOV restriction, and enforce HOV restrictions in addition to other duties.

Average Auto Occupancy

Average auto occupancy is a measure of the number of auto drivers and passengers served by a highway facility, and of motorist compliance with HOV restrictions. The numerator of the calculation is the number of auto passengers and drivers observed passing a count station in autos (for the purposes of computing average vehicle occupancy, pickup trucks, panel trucks and vans with exactly four wheels are considered autos). Trucks and transit passengers are not included in the calculation. The numerator also includes the number of van pools counted times nine (See Appendix D: Occupancy and Classification Monitoring Methods). The denominator is the number of autos, auto-like vehicles and van pools counted.

Average auto occupancy gives a rough measure of motorist compliance with HOV restrictions because most vehicles entered into the calculation as single occupancy vehicles are HOV violators. However, this is not always the case. Some vehicles counted are law enforcement vehicles, freeway service patrol trucks and other official highway vehicles permitted to use the HOV lanes, and, in Virginia vehicles with clean fuel registration plates are exempt from the HOV requirement. In addition, the use of tinted glass in some vehicles makes measurement of occupancy difficult. Field count personnel are instructed to note only the occupants that can be viewed, and this may tend to underestimate average car occupancy. Observed average auto occupancies and the number of autos needed to move 1,000 persons at this occupancy rate (HOV and non-HOV lanes) for each of the maximum load locations during the HOV restricted periods in the morning peak direction are presented in Table 3. Comparisons of average occupancy data from 1997, 1998, 1999, 2004, 2007, and 2010 are shown in Table 4.

Average auto occupancies in 2014 during the AM peak period were highest on HOV lanes in the corridor with the HOV-3 restriction, I-95/I-395. The average auto occupancy on the I-95 HOV lanes south of I-495 was 2.6 in the AM Peak Period. Meanwhile the average on the I-395 HOV lanes north of Va. 120 (S. Glebe Road) was about 2.8. On facilities designated HOV-2, observed average auto occupancies during the AM peak period ranged from 1.7 to 1.9.

Table 3: Observed HOV-Restricted Period AM Peak Direction Average Auto Occupancies

Observed average auto occupancies in the A.M. peak direction during HOV-restricted periods (Spring, 2014)				
Facility	HOV lane average auto occupancies	Number of autos needed to move 1000 persons at HOV occupancy rate	Non-HOV lane average auto occupancies	Number of autos needed to move 1000 persons at non-HOV occupancy - rate
I-395 Shirley Highway between Va. 120 (S. Glebe Road) and Arlington Ridge Road	2. 8	360	1. 1	910
I-95 Shirley Highway between Va. 286 (Fairfax County Parkway) and Va. 289 (Franconia Springfield Parkway)	2. 6	380	1. 1	910
I-66 between Sycamore Street and Va. 120 (North Glebe Road)	1. 7	590	N A	N A
I-66 between Va. 243 (Nutley Street) and I-495	1. 9	530	1. 1	910
I-270 between the "split" and Rockledge Drive	1. 9	530	1. 0	1000
I-270Y (I-270 Spur) between the "split" and Democracy Boulevard	1. 8	560	1. 0	1000
Va. 267 (Dulles Toll Road) west of Va. 7 (Leesburg Pike)	1. 9	530	1. 1	910
U.S 50 between Md. 197 (Collington Road) and Md. 704 (MLK, Jr. Highway)	1. 6	630	1. 0	1000

1.9

Note:
- Average auto occupancy rounded to nearest 1/10.

Table 4: Observed AM Peak Direction Average HOV Auto Occupancies Over Time

2014 Observed average HOV auto occupancies in the A.M. Peak Direction Over Time							
Facility	Year						
	1997	1998	1999	2004	2007	2010	2014
I-395 Shirley Highway between Va. 120 (S. Glebe Road) and Arlington Ridge Road	2.7	2.6	2.9	2.5	2.5	2.8	2.8
I-95 Shirley Highway between Va. 286 (Fairfax County Parkway) and Va. 289 (Franconia Springfield Parkway)	2.6	2.8	2.8	2.6	2.6	2.5	2.6
I-66 between Sycamore Street and Fairfax Drive	1.8	1.8	1.8	1.7	1.8	1.5	1.7
I-66 between Va. 243 (Nutley Street) and I-495	2.0	1.7	1.9	2.0	1.9	1.8	1.9
I-270 between the "split" and Rockledge Drive	1.9	1.7	1.7	1.9	1.5	2.0	1.9
I-270Y (I-270 Spur) between the "split" and Democracy Boulevard	1.9	1.8	1.8	1.5	1.8	1.9	1.8
I-270 between Montrose Road and the "split"	N A	N A	N A	1.7	1.6	1.9	1.9
Va. 267 (Dulles Toll Road) west of Va. 7 (Leesburg Pike)	N A	N A	1.8	1.8	1.8	1.7	1.6
U.S 50 between Md. 197 (Collington Road) and Md. 704 (MLK, Jr. Highway)	N A	N A	N A	1.6	1.9	1.8	1.9

Notes:
- Data in table are rounded.

Average auto occupancies tend to vary somewhat between monitoring years, but overall have remained fairly stable on each facility over time. The Dulles Toll Road had the lowest rate of compliance with average auto occupancy at about 1.6. I-66 outside the Beltway has better compliance with about 1.9 in the morning. The south end of the I-270 corridor shows average auto occupancies of 1.8 – 1.9 for HOV-2 and that extends onto both legs of the road at the southern ends of I-270. On US 50 westbound between MD 197 and MD 704, occupancy was little changed from 2010 at about 1.9.

Person Movements

HOV facilities can move much higher numbers of people than conventional highway lanes can move, especially when motorists comply with HOV restrictions. In addition, HOV facilities serve more travelers in fewer vehicles. Table 5 shows the number of HOV and non HOV lanes at maximum load locations in the region and the person movements in the lanes during AM peak HOV restricted periods.

The ability of HOV facilities to carry more people in fewer vehicles becomes especially apparent during hours of peak demand. Illustrated in Table 6 are person movements in the peak hour of the morning HOV restricted periods. In some cases, person moving differences between HOV and non HOV facilities during the peak hour are significant. For example, during the AM peak hour on I-395, the barrier-separated HOV lanes were able to serve 10,600 persons in two lanes, while four conventional lanes moved 8,300 persons. The exclusive HOV section of I-66 served 6,900 persons in one hour in two lanes in the AM. The concurrent flow HOV lane along I-66 outside the Beltway served 3,200 persons in the AM peak hour, while the three conventional lanes served 5,200 (1,700 persons per lane per hour). Along I-270 south of Montrose Road and north of the "split", the southbound HOV lane served 3,800 persons in the AM peak hour, while five conventional lanes served 11,600 persons (1,800 persons per lane per hour). HOV facilities are designed to provide faster travel times and more predictable speeds than parallel non-HOV facilities (see Appendix B: AM Travel Time Results for more information).

To compare the travel times of HOV and non HOV routes, a set of travel time runs was conducted in each corridor during peak commute periods in 2014. The results showed that in all corridors HOV routes saved time and operated at higher average speeds than parallel non HOV routes. Travel time runs were previously conducted in 1997, 1999, 2004, and 2007. A comparison of the previous travel time is made with times observed in 2014 in Table 7 for AM HOV-restricted periods. The time savings during the AM restricted periods in 2014 are greater than those observed in 2010 for the I-95/I-395, due to an apparent deterioration in speeds in the conventional lanes. Conditions in the I-66 corridors have deteriorated for both HOV and non-HOV travel. In the I-270 corridor (mainline) there is no time savings associated with using the HOV lanes; however, there was some savings for HOV travel along the I-270 Spur. The travel time advantage of HOV over non-HOV improved slightly in the US 50 Corridor. In the VA 267 corridor, non-HOV times deteriorated, providing an improvement in time savings for HOV users.

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Table 5: Observed AM Peak Direction HOV-Restricted Period Person Movements, Spring 2014

Observed person movements in the A.M. peak direction during HOV-restricted periods (Spring, 2014)						
Facility And Hours of HOV-restricted operation	Number of HOV lanes	HOV lane person movements (autos, vans, pools, motorcycles and buses) during HOV-restricted period	HOV lane persons per lane per hour	Number of non-HOV lanes	Non-HOV lane person movements during HOV-restricted period	Non-HOV lane persons per lane per hour
I-395 Shirley Hwy. between Va. 120 (S. Glebe Rd.) and Arlington Ridge Rd. 6:00 A.M. to 9:00 A.M.	2	27, 200	4, 500	4	21, 600	1, 800
I-95 Shirley Hwy. between Va. 286 (Fairfax County Pkwy.) and Va. 289 (Franconia Springfield Pkwy.) 6:00 A.M. to 9:00 A.M.	2 <i>Includes Newington Flyover Ramp</i>	15, 700	2, 600	4	15, 700	1, 300
I-66 between Sycamore Street and Fairfax Drive 6:30 A.M. to 9:00 A.M.	2	16, 300	3, 300	0 <i>No non-HOV lanes</i>	N/A	N/A
I-66 between Va. 243 (Nutley Street) and I-495 5:30 A.M. to 9:30 A.M.	1	11, 700	2, 900	3	19, 900	1, 700
Va. 267 (Dulles Toll Road) west of Va. 7 (Leesburg Pike) 6:30 A.M. to 9:00 A.M.	1	6, 900	2, 800	3	11, 000	1, 500
I-270 between Montrose Road and the "split" 6:00 A.M. to 9:00 A.M.	1	10, 700	3, 600	5	24, 600	1, 600
I-270 between the "split" and Rockledge Drive 6:00 A.M. to 9:00 A.M.	1	4, 700	1, 600	3	12, 100	1, 300
I-270Y (I-270 Spur) between the "split" and Democracy Boulevard 6:00 A.M. to 9:00 A.M.	1 <i>Includes Westlake Drive Ramp</i>	5, 900	2, 000	3	12, 600	1, 400
U.S. 50 between Md. 197 (Collington Road) and Md. 704 (MLK, Jr. Highway) 24 Hours, 7 Days/Week (5:00 A.M. to 10:00 A.M. assumed in calculations)	1	4, 400	900	3	19, 500	1, 300

Note:

- All person movements rounded to nearest 100

Table 6: AM Peak Hour Person Movements During HOV-Restricted Periods, Spring 2014

A.M. peak hour person movements during HOV-restricted periods (Spring 2014)						
Facility And peak hour within HOV-restricted period	Number of HOV lanes	HOV lane person movements (autos, vans, pools, motorcycles and buses) during peak hour in HOV-restricted period	HOV lane persons per lane per hour	Number of non-HOV lanes	Non-HOV lane person movements during HOV-restricted period	Non-HOV lane persons per lane per hour
I-395 Shirley Hwy. between Va. 120 (S. Glebe Rd.) and Arlington Ridge Rd. 7:00 A.M. to 8:00 A.M.	2	10, 600	5, 300	4	8, 300	2, 100
I-95 Shirley Hwy. between Va. 286 (Fairfax County Pkwy.) and Va. 289 (Franconia Springfield Pkwy.) 6:30 A.M. to 7:30 A.M.	2 <i>Includes Newington Flyover Ramp</i>	11, 500	5, 800	4	6, 200	1, 600
I-66 between Sycamore Street and Fairfax Drive 7:45 A.M. to 8:45 A.M.	2	6, 900	3, 500	0 <i>No non-HOV lanes</i>	N/A	N/A
I-66 between Va. 243 (Nutley Street) and I-495 7:00 A.M. to 8:00 A.M.	1	3, 200	3, 200	3	5, 200	1, 700
Va. 267 (Dulles Toll Road) west of Va. 7 (Leesburg Pike) 7:00 A.M. to 8:00 A.M.	1	3, 200	3, 200	3	4, 800	1, 600
I-270 between the "split" and Rockledge Drive 7:45 A.M. to 8:45 A.M.	1	1, 700	1, 700	3	4, 600	1, 500
I-270Y (I-270 Spur) between the "split" and Democracy Boulevard 8:00 A.M. to 9:00 A.M.	1 <i>Includes Westlake Drive Ramp</i>	2, 100	2, 100	3	4, 300	1, 400
I-270 between Montrose Road and the "split" 7:45 A.M. to 8:45 A.M.	1	3, 800	3, 800	5	8, 900	1, 800
U.S. 50 between Md. 197 (Collington Road) and Md. 704 (MLK, Jr. Highway) 7:15 A.M. to 8:15 A.M.	1	1, 000	1, 000	3	5, 100	1, 700

Note:

- All person movements rounded to nearest 100

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Table 7: Mean AM Peak Period / Peak Direction Travel Times over Time by Facility

Mean A.M. Peak Period / Peak Direction Travel Times Over Time by Facility																		
(95% Margin of Error in Parenthesis)																		
Facility	HOV route travel time (minutes)						Non-HOV route travel time (minutes)						Time Savings (HOV Time - Non-HOV Time)					
	1997	1999	2004	2007	2010	2014 (Methodology Change)	1997	1999	2004	2007	2010	2014 (Methodology Change)	1997	1999	2004	2007	2010	2014 (Methodology Change)
I-95/I-395 (northbound) From Va.234 (Dumfries) to the Pentagon <i>HOV route is 28.1 miles</i>	26 (+/- 1)	27 (+/- 1)	29 (+/- 4)	31 (+/- 6)	35 (+/- 8)	29	65 (+/- 6)	58 (+/- 3)	66 (+/- 15)	82 (+/- 22)	76 (+/- 26)	184	39	31	37*	51*	47*	155*
I-66 (eastbound) From Va.234 Business (Manassas) to Va. end of T. Roosevelt Bridge <i>HOV route is 27.8 miles</i>	43 (+/- 3)	41 (+/- 8)	53 (+/- 8)	48 (+/- 9)	66 (+/- 17)	141	71 (+/- 11)	69 (+/- 5)	70 (+/- 14)	76 (+/- 13)	102 (+/- 29)	193	28	28	17*	28*	10*	52*
Va.267/I-66 (eastbound) From Va.28 to Va. end of T. Roosevelt Bridge <i>HOV route is 23.4 miles</i>	N A	31 (+/- 1)	28 (+/- 1)	26 (+/- 2)	47 (+/- 9)	54	N A	51 (+/- 5)	48 (+/- 2)	33 (+/- 5)	77 (+/- 17)	94	N A	20	20*	7	- 14	40
I-270 & East Spur (southbound) From I-370 to Old G'town Road <i>HOV route is 8.8 miles</i>	11 (+/- 1)	18 (+/- 1)	13 (+/- 2)	12 (+/- 4)	23 (+/- 3)	23	16 (+/- 3)	22 (+/- 4)	19 (+/- 3)	20 (+/- 8)	18 (+/- 3)	23	5	4	6	8	- 3	0
I-270 and West Spur (southbound) From I-370 to S end of I-270 Spur <i>HOV route is 8.6 miles</i>	11 (+/- 2)	16 (+/- 3)	14 (+/- 7)	13 (+/- 3)	12 (+/- 3)	20	17 (+/- 4)	23 (+/- 3)	22 (+/- 3)	18 (+/- 5)	16 (+/- 5)	44	6	7	8	5	6	24
U.S.50 (westbound) From U.S.301/Md.3 to I-95/I-495 <i>HOV route is 9.0 miles</i>	N A	N A	9 (+/- 0)	7 (+/- 1)	7 (+/- 1)	13	N A	13 (+/- 2)	12 (+/- 2)	8 (+/- 2)	8 (+/- 1)	20	N A	N A	3	1	1	7

Notes:

- Data in table are rounded to whole minutes.
- I-66 (eastbound) non-HOV route uses I-66 to I-495 (southbound) to U.S.50 (eastbound) to I-66 on T. Roosevelt Bridge
- Va.267 (eastbound) HOV route uses Va. 267 to Dulles Connector Road to I-66 (eastbound)
- Va.267 (eastbound) non-HOV route uses Va.267 to I-495 (northbound) to G.Washington Mem. Parkway (southbound) to I-66 on T. Roosevelt Bridge
- All travel time runs on Va.267 (HOV and non-HOV) performed with an EZ-Pass transponder.
- Travel time savings shown with an asterisk (*) are statistically significant at the 95% confidence level using a Tukey Test for 2004-2010. Time savings without an asterisk are not statistically significant.
- Margins of Error computed at 95% confidence level using two-tailed test.

Table 8: 2014 Regional HOV Monitoring AM Peak Direction Travel Time Summary

2014 Regional HOV Monitoring								
A.M. Peak Direction Travel Time Summary for HOV and non-HOV Lanes								
Facility	Facility Section	Length (miles)	HOV Time (mins.)	Non-HOV Time (mins.)	Time Savings		Mean Speeds	
					In Minutes	in Min./Mi.	HOV (MPH)	Non-HOV (MPH)
I-95/I-395	From Va. 234 to the Pentagon	27.6	29	184	155	5.6	57	9
	<i>Outside Beltway</i>	17.5	18	117	99	5.7	57	9
	<i>Inside Beltway</i>	10.7	11	36	25	2.3	60	18
I-66	From U.S. 15 to the T. Roosevelt Bridge	35.3	141	193	52	1.5	15	11
	<i>Outside Beltway</i>	17.8	71	97	26	1.5	15	11
	<i>Inside Beltway</i>	10.5	11	63	52	5.0	58	10
Va. 267	From Va.28 to the T. Roosevelt Bridge (via Dulles Connector and I-66)	23.4	45	94	49	2.1	31	15
	<i>Va. 267 only</i>	14.9	28	60	32	2.1	32	15
I-270	From I-370 to I-495 (passing Md. 187)	9.9	23	23	0	0.0	26	26
	I-270Y (I-270 Spur) From I-370 to I-495 (passing Democracy Blvd.)	11.0	32	44	12	1.1	11	15
U.S. 50	From U.S. 301/Md. 3 to Capital Beltway	6.5	13	20	7	1.1	31	20

Notes:

- Facility Length rounded to nearest 1/10 of a mile
- HOV Times, Non-HOV Times and Time Savings in Minutes rounded to nearest whole minute
- Time Savings rounded to nearest 1/10 of a minute

Conclusions

When combined with data obtained in 1997, 1998, 1999, and 2004, 2009 and 2010 the 2014 data reveal the following:

- Barrier separated and exclusive HOV facilities continue to provide substantial savings in travel time;
- Concurrent-flow HOV lanes on I-66 and on I-270 appear to be performing poorly in the AM peak restricted period;

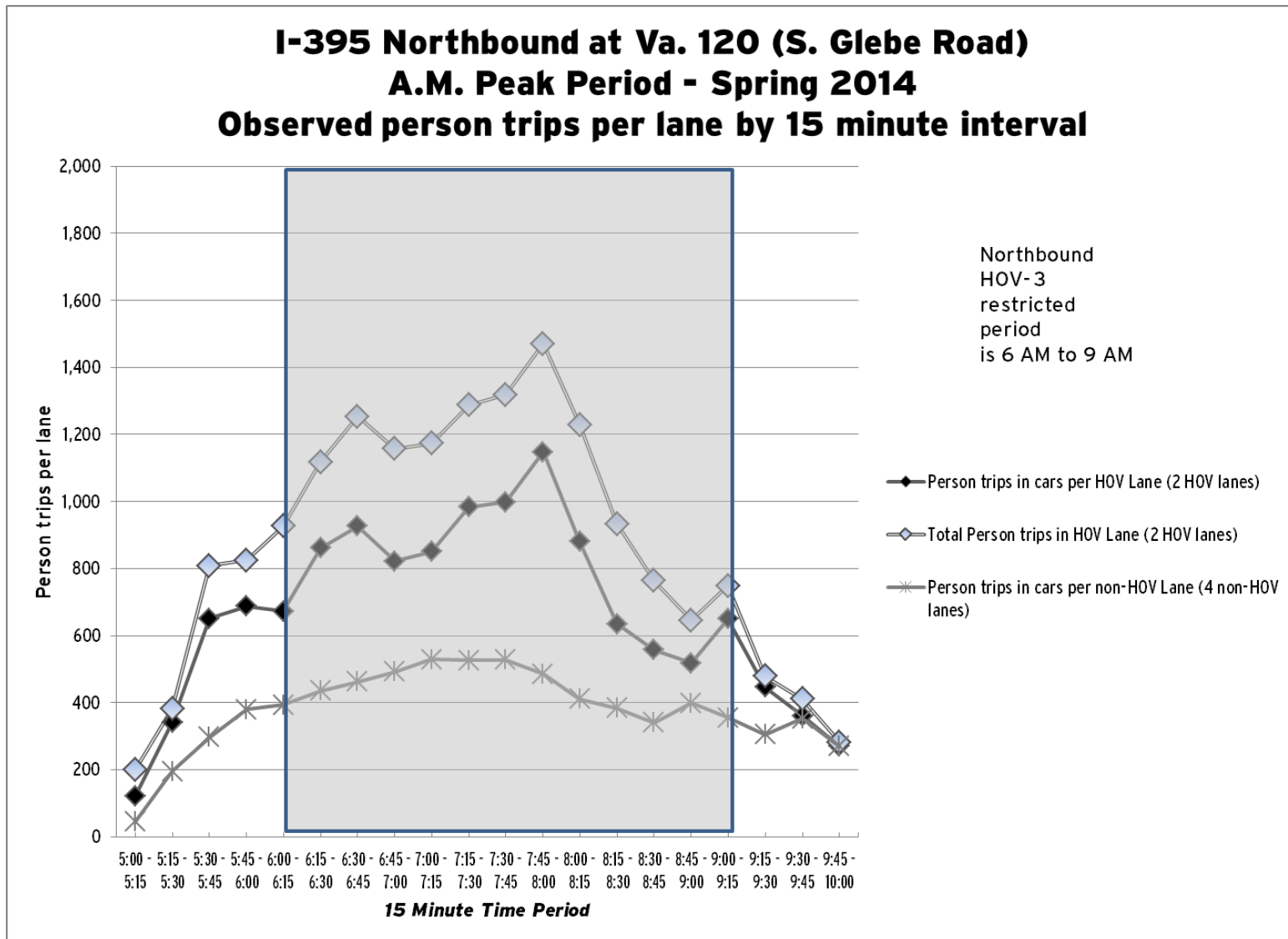
- HOV lane person throughput on a per lane per hour basis continues to outperform adjacent non HOV lanes, except in the US 50 corridor and at the two southernmost count stations in the I-270 corridor;⁶ and
- Travel time benefits from the concurrent flow HOV lanes in the VA 267 and US 50 corridors have improved somewhat, but this is due to deterioration in non-HOV travel times, not a large improvement in HOV speeds and travel times. Along the I-95/I-395 corridor, an improvement in travel time benefits was observed because of a significant decline in speeds in the non-HOV lanes.

⁶ The two stations at the south end of the I-270 corridor (between the “split” and Rockledge Drive, and the I-270 Spur between the split and Democracy Blvd) could be considered “on-ramps” to the HOV facility north of the “split.” When data for the segment of the I-270 HOV lanes just north of the “split” are considered, the performance data are considerably better.

Appendix A: AM HOV Occupancy and Classification Counts

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Figure A-1: I-395 NB at VA 120



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Table A-1: I-395 NB between VA 120 and Arlington Ridge Rd – All Lanes Total

I-395 northbound between Va. 120 (S. Glebe Road) and Arlington Ridge Road
 All Lanes Total
 Spring 2014 - 20 May 2014

Time	Vehicles			Vans	Avg		Motorcycles (MC)	Total Autos		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Trucks	Total Vehicles
	1	2	3+		Auto Occ.	3+ Avg Auto Occ.		+ MC	+ MC Riders	Transit	Other	Transit	Other	+Bus Passengers			
5:00 - 5:15	361	19	6	0	1.08	3.17	2	388	420	1	3	33	123	576	0	388	
5:15 - 5:30	1,193	68	4	12	1.13	7.50	13	1,290	1,462	0	2	0	82	1,544	4	1,294	
5:30 - 5:45	1,488	195	145	17	1.33	3.63	21	1,866	2,487	1	7	30	287	2,804	11	1,877	
5:45 - 6:00	1,788	142	201	22	1.33	3.61	17	2,170	2,893	2	6	26	246	3,165	10	2,180	
6:00 - 6:15	1,438	105	304	36	1.53	3.66	28	1,911	2,919	8	9	138	369	3,426	12	1,923	
6:15 - 6:30	1,464	177	382	51	1.64	3.71	36	2,110	3,462	8	7	226	287	3,975	20	2,130	
6:30 - 6:45	1,605	154	424	53	1.63	3.69	31	2,267	3,704	12	10	242	410	4,356	14	2,282	
6:45 - 7:00	1,749	177	448	12	1.48	3.17	51	2,437	3,612	14	9	302	369	4,283	28	2,465	
7:00 - 7:15	1,852	198	452	18	1.49	3.24	45	2,565	3,814	17	8	320	328	4,462	25	2,591	
7:15 - 7:30	1,914	168	537	15	1.51	3.19	55	2,689	4,067	16	7	321	287	4,675	18	2,707	
7:30 - 7:45	1,822	173	609	6	1.55	3.08	48	2,658	4,108	19	8	312	328	4,748	29	2,687	
7:45 - 8:00	1,647	159	717	6	1.64	3.06	60	2,589	4,236	24	5	441	205	4,882	23	2,612	
8:00 - 8:15	1,420	147	528	7	1.59	3.09	36	2,138	3,404	22	4	533	164	4,101	31	2,169	
8:15 - 8:30	1,349	145	368	4	1.49	3.07	19	1,885	2,801	28	2	515	82	3,398	23	1,908	
8:30 - 8:45	1,243	112	308	7	1.47	3.14	19	1,689	2,475	17	4	249	164	2,888	25	1,714	
8:45 - 9:00	1,371	181	274	5	1.42	3.14	17	1,848	2,625	15	0	256	0	2,881	20	1,868	
9:00 - 9:15	1,514	197	258	3	1.37	3.08	8	1,980	2,719	15	0	197	0	2,916	14	1,994	
9:15 - 9:30	1,436	159	108	3	1.24	3.19	4	1,710	2,112	5	0	65	0	2,177	13	1,723	
9:30 - 9:45	1,515	257	26	2	1.18	3.50	8	1,808	2,135	6	1	58	41	2,234	12	1,820	
9:45 - 10:00	1,226	165	16	0	1.14	3.13	8	1,415	1,614	6	0	26	0	1,640	7	1,422	
5-Hour Totals																	
Vehicles	29,395	3,098	6,115	279	N/A	N/A	526	39,413	57,069	236	92	4,290	3,772	65,131	339	39,754	
Persons	29,395	6,196	18,441	2,511			526										

	I-395 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)
Highway Passengers	65,131	48,075	18,767
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	57,069	41,227	16,225
Autos and Motorcycles	39,413	26,786	10,501
Average Auto Occupancy (Includes Motorcycles)	1.45	1.54	1.55

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Table A-2: I-395 NB between VA 120 and Arlington Ridge Rd – HOV Lane Total

I-395 northbound between Va. 120 (S. Glebe Road) and Arlington Ridge Road
 HOV Lane Total
 Spring 2014 - 20 May 2014

Time	1			Vans	Avg		Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Trucks	Total Vehicles
	Vehicles	Vehicles	Vehicles		Auto Occ.	3+ Avg Auto Occ.		Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+Bus Passengers			
5:00 - 5:15	205	10	5	0	1.10	4.00	1	221	242	1	3	33	123	398	0	221	
5:15 - 5:30	493	38	2	11	1.24	8.08	7	551	681	0	2	0	82	763	4	555	
5:30 - 5:45	491	118	141	15	1.67	3.58	16	781	1,301	1	7	30	287	1,618	10	791	
5:45 - 6:00	568	33	193	17	1.68	3.51	9	820	1,376	2	6	26	246	1,648	9	829	
6:00 - 6:15	153	1	290	32	2.68	3.68	27	503	1,346	8	9	138	369	1,853	11	514	
6:15 - 6:30	90	19	372	49	3.05	3.72	35	565	1,722	8	7	226	287	2,235	15	580	
6:30 - 6:45	56	11	422	52	3.25	3.74	30	571	1,853	12	10	242	410	2,505	8	580	
6:45 - 7:00	98	36	441	11	2.59	3.17	48	634	1,643	14	9	302	369	2,314	20	654	
7:00 - 7:15	69	45	444	18	2.74	3.26	43	619	1,699	17	8	320	328	2,347	14	633	
7:15 - 7:30	89	39	532	15	2.71	3.29	51	726	1,965	16	7	321	287	2,573	13	739	
7:30 - 7:45	73	2	604	6	2.73	3.11	46	731	1,996	19	8	312	328	2,636	22	753	
7:45 - 8:00	59	5	708	4	2.75	3.07	60	836	2,295	24	5	441	205	2,941	23	859	
8:00 - 8:15	70	11	524	6	2.72	3.11	36	647	1,760	22	4	533	164	2,457	28	675	
8:15 - 8:30	93	24	361	3	2.54	3.05	18	499	1,269	28	2	515	82	1,866	22	521	
8:30 - 8:45	99	16	304	6	2.52	3.12	17	442	1,114	17	4	249	164	1,527	25	467	
8:45 - 9:00	124	29	266	4	2.36	3.13	16	439	1,035	15	0	256	0	1,291	17	456	
9:00 - 9:15	359	75	251	3	1.86	3.09	8	696	1,298	15	0	197	0	1,495	6	702	
9:15 - 9:30	444	61	101	2	1.46	3.16	3	611	891	5	0	65	0	956	5	616	
9:30 - 9:45	543	67	10	1	1.15	3.55	6	627	722	6	1	58	41	821	6	633	
9:45 - 10:00	419	43	9	0	1.13	4.14	4	475	538	6	0	26	0	564	4	479	

5-Hour Totals																	
Vehicles	4,595	683	5,980	255	N/A	N/A	481	11,994	26,746	236	92	4,290	3,772	34,808	262	12,257	
Persons	4,595	1,366	18,009	2,295			481										

	I-395 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)
Highway Passengers	34,808	26,545	10,497
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	26,746	19,697	7,955
Autos and Motorcycles	11,994	7,212	2,912
Average Auto Occupancy (Includes Motorcycles)	2.23	2.73	2.73

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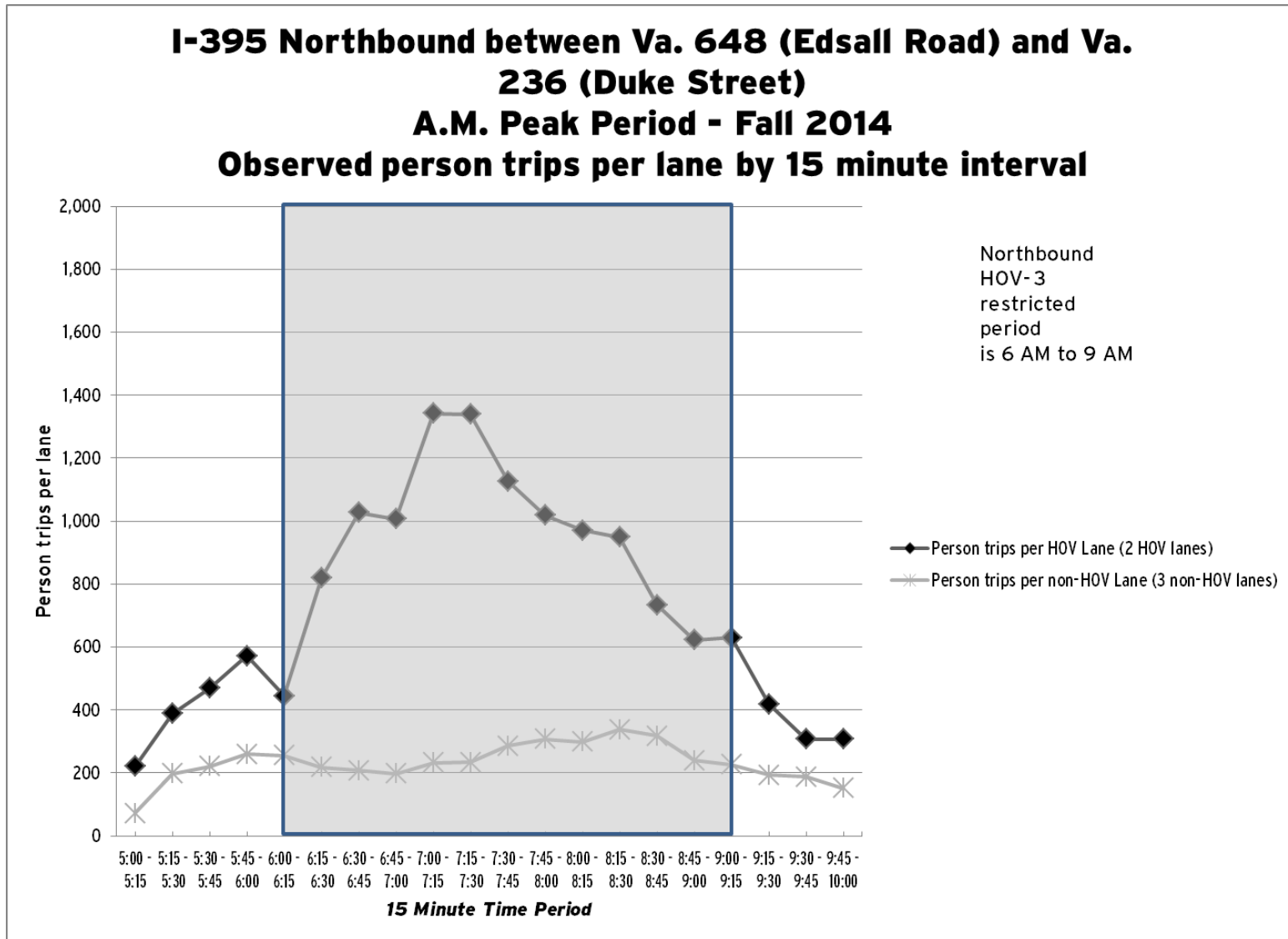
Table A-3: I-395 NB between VA 120 and Arlington Ridge Rd – Non-HOV Lane Total

I-395 northbound between Va. 120 (S. Glebe Road) and Arlington Ridge Road
 Non-HOV Lane Total
 Spring 2014 - 20 May 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+Bus Passengers	Trucks	
5:00 - 5:15	156	9	1	0	1.07	3.00	1	167	178	0	0	0	0	178	0	167
5:15 - 5:30	700	30	2	1	1.06	5.00	6	739	781	0	0	0	0	781	0	739
5:30 - 5:45	997	77	4	2	1.09	5.00	5	1,085	1,186	0	0	0	0	1,186	1	1,086
5:45 - 6:00	1,220	109	8	5	1.12	5.46	8	1,350	1,517	0	0	0	0	1,517	1	1,351
6:00 - 6:15	1,285	104	14	4	1.12	4.39	1	1,408	1,573	0	0	0	0	1,573	1	1,409
6:15 - 6:30	1,374	158	10	2	1.13	4.08	1	1,545	1,740	0	0	0	0	1,740	5	1,550
6:30 - 6:45	1,549	143	2	1	1.09	5.00	1	1,696	1,851	0	0	0	0	1,851	6	1,702
6:45 - 7:00	1,651	141	7	1	1.09	4.13	3	1,803	1,969	0	0	0	0	1,969	8	1,811
7:00 - 7:15	1,783	153	8	0	1.09	3.00	2	1,946	2,115	0	0	0	0	2,115	11	1,958
7:15 - 7:30	1,825	129	5	0	1.07	3.00	4	1,963	2,102	0	0	0	0	2,102	5	1,968
7:30 - 7:45	1,749	171	5	0	1.10	3.80	2	1,927	2,112	0	0	0	0	2,112	7	1,934
7:45 - 8:00	1,588	154	9	2	1.11	4.09	0	1,753	1,941	0	0	0	0	1,941	0	1,753
8:00 - 8:15	1,350	136	4	1	1.10	4.40	0	1,491	1,644	0	0	0	0	1,644	3	1,494
8:15 - 8:30	1,256	121	7	1	1.11	4.13	1	1,386	1,532	0	0	0	0	1,532	1	1,387
8:30 - 8:45	1,144	96	4	1	1.09	4.60	2	1,247	1,361	0	0	0	0	1,361	0	1,247
8:45 - 9:00	1,247	152	8	1	1.13	4.22	1	1,409	1,590	0	0	0	0	1,590	3	1,412
9:00 - 9:15	1,155	122	7	0	1.11	3.14	0	1,284	1,421	0	0	0	0	1,421	8	1,292
9:15 - 9:30	992	98	7	1	1.11	4.00	1	1,099	1,221	0	0	0	0	1,221	8	1,107
9:30 - 9:45	972	190	16	1	1.20	3.47	2	1,181	1,413	0	0	0	0	1,413	6	1,187
9:45 - 10:00	807	122	7	0	1.14	3.00	4	940	1,076	0	0	0	0	1,076	3	943
5-Hour Totals																
Vehicles	24,800	2,415	135	24	N/A	N/A	45	27,419	30,323	0	0	0	0	30,323	77	27,497
Persons	24,800	4,830	432	216			45									

	I-395 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)
Highway Passengers	30,323	21,530	8,270
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	30,323	21,530	8,270
Autos and Motorcycles	27,419	19,574	7,589
Average Auto Occupancy (Includes Motorcycles)	1.11	1.10	1.09

Figure A-2: I-395 NB between VA 648 and VA 236



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Table A-4: I-395 NB between VA 648 and VA 236 – All Lanes Total

I-395 north between Va. 648 (Edsall Road) and Va. 236 (Duke Street)
 All Lanes Total
 Fall 2014 - 9 October 2014

Time	Total										Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	Trucks	
5:00 - 5:15	549	1	1	0	1.01	3.00	7	558	561	0	4	0	164	725	0	562	
5:15 - 5:30	1,326	0	0	3	1.02	9.00	7	1,336	1,360	0	5	0	205	1,565	0	1,341	
5:30 - 5:45	1,548	0	0	2	1.01	9.00	7	1,557	1,573	0	7	0	246	1,819	7	1,571	
5:45 - 6:00	1,814	56	0	3	1.04	9.00	13	1,886	1,966	1	5	12	205	2,183	38	1,930	
6:00 - 6:15	1,480	2	43	21	1.16	4.97	13	1,559	1,815	1	0	94	0	1,909	38	1,598	
6:15 - 6:30	1,080	15	264	56	1.69	4.08	36	1,451	2,450	5	0	57	0	2,507	47	1,503	
6:30 - 6:45	889	6	435	48	1.89	3.61	48	1,426	2,694	4	1	187	0	2,881	72	1,503	
6:45 - 7:00	815	25	521	17	1.85	3.19	44	1,422	2,625	7	1	176	0	2,801	87	1,517	
7:00 - 7:15	887	43	636	6	1.85	3.06	39	1,611	2,974	7	10	269	369	3,612	55	1,683	
7:15 - 7:30	793	65	739	4	1.95	3.03	54	1,655	3,231	4	6	138	246	3,615	50	1,715	
7:30 - 7:45	1,000	73	625	3	1.77	3.03	38	1,739	3,086	9	3	186	123	3,395	52	1,803	
7:45 - 8:00	1,111	79	485	3	1.63	3.04	32	1,710	2,784	5	6	231	246	3,261	63	1,784	
8:00 - 8:15	1,100	55	538	1	1.66	3.01	22	1,716	2,855	5	5	156	123	3,134	34	1,761	
8:15 - 8:30	1,182	83	448	4	1.58	3.06	23	1,740	2,753	8	10	210	287	3,250	41	1,799	
8:30 - 8:45	1,087	72	418	3	1.58	3.05	25	1,605	2,539	9	5	77	123	2,739	50	1,669	
8:45 - 9:00	880	36	295	1	1.51	3.02	27	1,239	1,873	4	6	86	246	2,205	65	1,314	
9:00 - 9:15	1,070	131	191	1	1.37	3.03	12	1,405	1,926	5	6	35	205	2,166	44	1,460	
9:15 - 9:30	1,269	92	1	2	1.08	7.00	5	1,369	1,479	2	5	6	123	1,608	76	1,452	
9:30 - 9:45	1,061	66	1	1	1.07	6.00	8	1,137	1,213	0	4	27	123	1,363	86	1,227	
9:45 - 10:00	907	69	0	1	1.08	9.00	1	978	1,055	3	5	4	164	1,223	89	1,078	

5-Hour Totals

Vehicles	21,848	969	5,641	180	N/A	N/A	461	29,099	42,812	79	94	1,951	3,198	47,961	994	30,270
Persons	21,848	1,938	16,945	1,620			461									

HOV Restricted

	5 Hours	Peak Hour in HOV restricted period		Peak Hour in monitoring period
		(6:00 AM - 9:00 AM)	(7:30 AM - 8:30 AM)	(7:30 AM - 8:30 AM)
Highway Passengers	47,961	35,309	13,040	13,040
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	42,812	31,679	11,478	11,478
Autos and Motorcycles	29,099	18,873	6,905	6,905
Average Auto Occupancy (Includes Motorcycles)	1.47	1.68	1.66	1.66

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Table A-5: I-395 NB between VA 648 and VA 236 – HOV Lane Total

I-395 north between Va. 648 (Edsall Road) and Va. 236 (Duke Street)
 HOV Lane Total
 Fall 2014 - 9 October 2014

Time	Total																Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Buses Other	Bus Passengers Transit	Bus Passengers Other	Total Auto Pers. + MC Riders + Bus Passengers	Trucks		
5:00 - 5:15	269	0	0	0	1.00	0.00	6	275	275	0	4	0	164	439	0	279	
5:15 - 5:30	549	0	0	2	1.03	9.00	4	555	571	0	5	0	205	776	0	560	
5:30 - 5:45	685	0	0	0	1.00	0.00	6	691	691	0	6	0	246	937	2	699	
5:45 - 6:00	803	56	0	0	1.06	0.00	12	871	927	1	5	12	205	1,144	5	881	
6:00 - 6:15	475	0	43	20	1.45	4.90	12	550	796	5	0	94	0	890	14	565	
6:15 - 6:30	245	0	263	56	2.64	4.10	34	598	1,580	2	0	57	0	1,637	19	621	
6:30 - 6:45	75	0	435	48	3.09	3.63	47	605	1,867	8	0	187	0	2,054	14	623	
6:45 - 7:00	76	0	521	17	2.79	3.19	43	657	1,835	7	0	176	0	2,011	19	682	
7:00 - 7:15	56	0	634	6	2.80	3.06	34	730	2,046	10	9	269	369	2,684	2	748	
7:15 - 7:30	0	0	738	3	2.89	3.02	53	794	2,294	6	6	138	246	2,678	3	806	
7:30 - 7:45	19	0	621	3	2.86	3.03	36	679	1,945	8	3	186	123	2,254	4	695	
7:45 - 8:00	89	0	476	1	2.61	3.01	32	598	1,558	11	6	231	246	2,035	0	608	
8:00 - 8:15	34	0	535	0	2.81	3.00	21	590	1,660	7	3	156	123	1,939	0	598	
8:15 - 8:30	22	0	446	2	2.85	3.03	22	492	1,400	12	7	210	287	1,897	2	509	
8:30 - 8:45	17	0	409	0	2.82	3.00	24	450	1,268	6	3	77	123	1,468	6	468	
8:45 - 9:00	0	0	293	1	2.86	3.02	26	320	914	5	6	86	246	1,246	4	334	
9:00 - 9:15	252	93	191	0	1.87	3.00	9	545	1,020	5	5	35	205	1,260	6	560	
9:15 - 9:30	597	49	0	1	1.09	9.00	4	651	708	2	3	6	123	837	3	657	
9:30 - 9:45	413	22	1	0	1.05	3.00	6	442	466	2	3	27	123	616	2	447	
9:45 - 10:00	399	20	0	1	1.07	9.00	0	420	448	1	4	4	164	616	14	439	

5-Hour Totals

Vehicles	5,075	240	5,606	161	N/A	N/A	431	11,513	24,269	98	78	1,951	3,198	29,418	119	11,779
Persons	5,075	480	16,834	1,449			431									

HOV Restricted

	Peak Hour in HOV restricted period			
	5 Hours	(6:00 AM - 9:00 AM)	(7:30 AM - 8:30 AM)	(7:30 AM - 8:30 AM)
Highway Passengers	29,418	22,793	8,125	8,125
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	24,269	19,163	6,563	6,563
Autos and Motorcycles	11,513	7,063	2,359	2,359
Average Auto Occupancy (Includes Motorcycles)	2.11	2.71	2.78	2.78

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Table A-6: I-395 NB between VA 648 and VA 236 – Non-HOV Lane Total

I-395 north between Va. 648 (Edsall Road) and Va. 236 (Duke Street)
 Non-HOV Lane Total (contains factored data in Lane 1)
 Fall 2014 - 9 October 2014

Time	Total														Total Vehicles	
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Other	Bus Passengers		Total Auto Pers. + MC Riders + Bus Passengers		Trucks
5:00 - 5:15	280	1	1	0	1.01	3.00	1	283	286	0	0	0	0	286	0	283
5:15 - 5:30	777	0	0	1	1.01	9.00	3	781	789	0	0	0	0	789	0	781
5:30 - 5:45	863	0	0	2	1.02	9.00	1	866	882	0	1	0	0	882	5	872
5:45 - 6:00	1,011	0	0	3	1.02	9.00	1	1,015	1,039	1	0	0	0	1,039	33	1,049
6:00 - 6:15	1,005	2	0	1	1.01	9.00	1	1,009	1,019	0	0	0	0	1,019	24	1,033
6:15 - 6:30	835	15	1	0	1.02	3.00	2	853	870	1	0	0	0	870	28	882
6:30 - 6:45	814	6	0	0	1.01	0.00	1	821	827	0	1	0	0	827	58	880
6:45 - 7:00	739	25	0	0	1.03	0.00	1	765	790	1	1	0	0	790	68	835
7:00 - 7:15	831	43	2	0	1.05	3.00	5	881	928	0	1	0	0	928	53	935
7:15 - 7:30	793	65	1	1	1.09	6.50	1	861	937	1	0	0	0	937	47	909
7:30 - 7:45	981	73	4	0	1.08	3.00	2	1,060	1,141	0	0	0	0	1,141	48	1,108
7:45 - 8:00	1,022	79	9	2	1.10	4.18	0	1,112	1,226	1	0	0	0	1,226	63	1,176
8:00 - 8:15	1,066	55	3	1	1.06	4.50	1	1,126	1,195	0	2	0	0	1,195	34	1,163
8:15 - 8:30	1,160	83	2	2	1.08	6.50	1	1,248	1,353	0	3	0	0	1,353	39	1,290
8:30 - 8:45	1,070	72	9	3	1.10	4.67	1	1,155	1,271	0	2	0	0	1,271	44	1,201
8:45 - 9:00	880	36	2	0	1.04	3.00	1	919	959	0	0	0	0	959	61	980
9:00 - 9:15	818	38	0	1	1.05	9.00	3	860	906	1	1	0	0	906	38	900
9:15 - 9:30	672	43	1	1	1.07	6.00	1	718	771	2	2	0	0	771	73	795
9:30 - 9:45	648	44	0	1	1.07	9.00	2	695	747	0	1	0	0	747	84	780
9:45 - 10:00	508	49	0	0	1.09	0.00	1	558	607	2	1	0	0	607	75	639

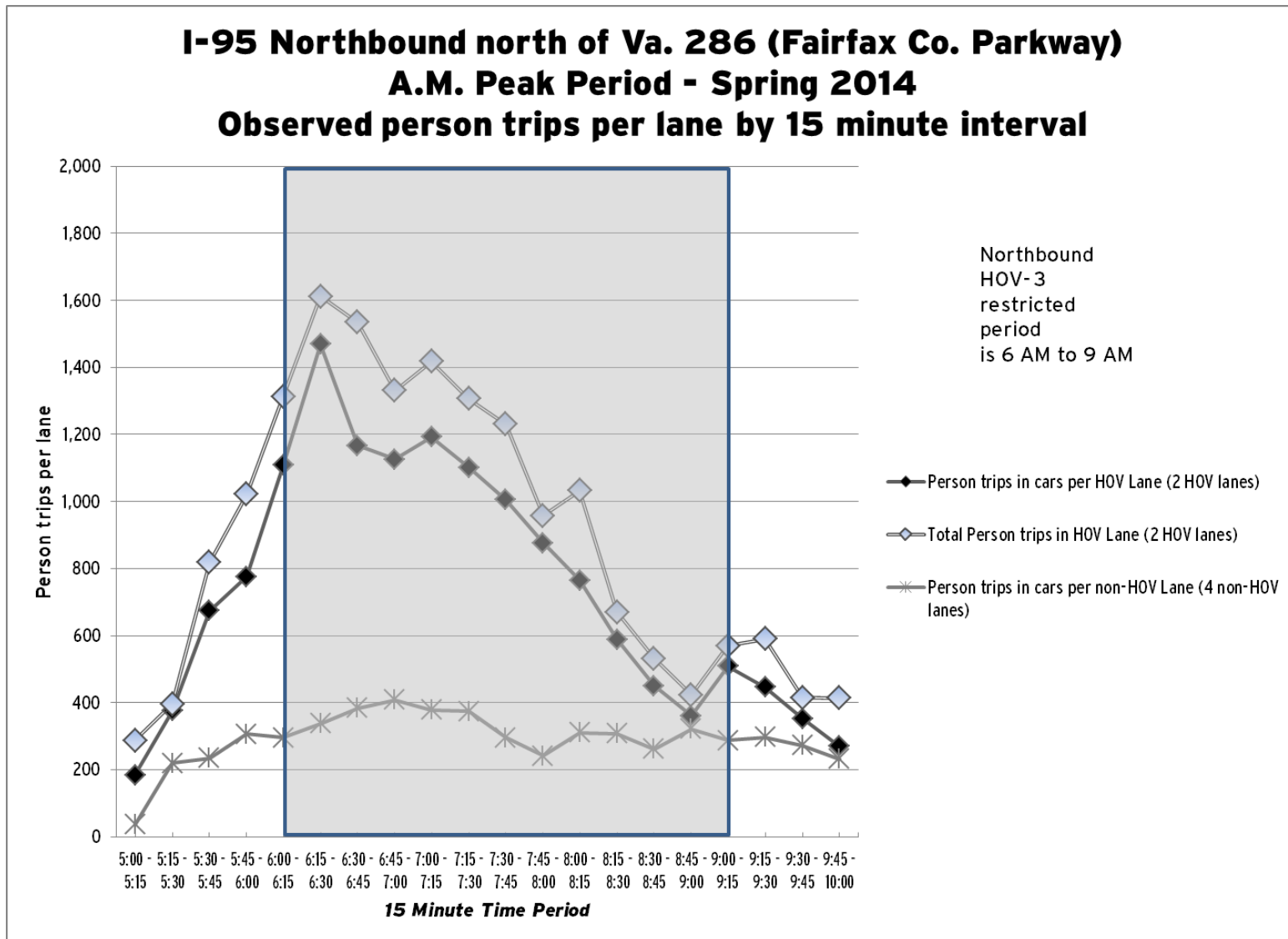
5-Hour Totals

Vehicles	16,773	729	35	19	N/A	N/A	30	17,586	18,543	10	16	0	0	18,543	875	18,491
Persons	16,773	1,458	111	171			30									

HOV Restricted

	Peak Hour in HOV restricted period			
	5 Hours Period	(6:00 AM - 9:00 AM)	(7:30 AM - 8:30 AM)	Peak Hour in monitoring period (7:30 AM - 8:30 AM)
Highway Passengers	18,543	12,516	4,915	4,915
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	18,543	12,516	4,915	4,915
Autos and Motorcycles	17,586	11,810	4,546	4,546
Average Auto Occupancy (Includes Motorcycles)	1.05	1.06	1.08	1.08

Figure A-3: I-95 NB North of VA 286



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Table A-7: I-95 NB North of VA 286 – All Lanes Total

I-95 north of Va. 286 (Fairfax County Parkway)
 All Lanes Total
 Spring 2014 - 21 May 2014

Time	Total														Total Vehicles	
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Other	Bus Passengers		Total Auto Pers. + MC Riders + Bus Passengers		Trucks
5:00 - 5:15	431	16	12	1	1.11	3.77	1	461	513	0	8	0	205	718	21	490
5:15 - 5:30	1,356	63	24	7	1.11	4.35	9	1,459	1,626	0	3	0	41	1,667	14	1,476
5:30 - 5:45	1,950	58	24	15	1.11	5.31	14	2,061	2,287	0	9	0	287	2,574	18	2,088
5:45 - 6:00	2,259	113	48	15	1.14	4.48	8	2,443	2,775	0	13	0	492	3,267	87	2,543
6:00 - 6:15	1,958	165	232	39	1.40	3.96	33	2,427	3,395	0	12	0	410	3,805	70	2,509
6:15 - 6:30	1,316	107	610	99	1.99	3.86	23	2,155	4,287	0	9	0	287	4,574	75	2,240
6:30 - 6:45	1,362	163	521	64	1.80	3.66	34	2,144	3,866	0	22	0	738	4,604	65	2,232
6:45 - 7:00	1,450	195	628	14	1.68	3.14	31	2,318	3,885	0	12	0	410	4,295	92	2,422
7:00 - 7:15	1,447	104	668	23	1.72	3.21	25	2,267	3,896	0	14	0	451	4,347	98	2,381
7:15 - 7:30	1,317	188	639	5	1.70	3.07	32	2,181	3,699	0	13	0	410	4,109	79	2,273
7:30 - 7:45	1,248	112	542	4	1.64	3.07	39	1,945	3,189	0	12	0	451	3,640	54	2,011
7:45 - 8:00	1,016	118	444	10	1.67	3.14	36	1,624	2,713	0	8	0	164	2,877	56	1,688
8:00 - 8:15	1,283	112	401	2	1.52	3.09	20	1,818	2,772	0	13	0	533	3,305	71	1,902
8:15 - 8:30	1,235	81	316	3	1.46	3.11	17	1,652	2,407	0	6	0	164	2,571	64	1,722
8:30 - 8:45	1,095	67	211	4	1.39	3.24	17	1,394	1,942	0	7	0	164	2,106	107	1,508
8:45 - 9:00	1,066	185	163	7	1.40	3.26	16	1,437	2,007	0	8	0	123	2,130	120	1,565
9:00 - 9:15	1,551	137	108	1	1.20	3.07	3	1,800	2,163	0	17	0	123	2,286	114	1,931
9:15 - 9:30	1,638	179	20	2	1.13	3.73	2	1,841	2,080	0	10	0	287	2,367	89	1,940
9:30 - 9:45	1,489	130	11	1	1.10	3.67	4	1,635	1,797	0	3	0	123	1,920	92	1,730
9:45 - 10:00	1,168	117	9	4	1.13	4.92	2	1,300	1,468	0	10	0	287	1,755	111	1,421

5-Hour Totals

Vehicles	27,635	2,410	5,631	320	N/A	N/A	366	36,362	52,767	0	209	0	6,150	58,917	1,497	38,072
Persons	27,635	4,820	17,066	2,880			366									

	I-95 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(6:30 AM - 7:30 AM)	(5:45 AM - 6:45 AM)
Highway Passengers	58,917	42,363	17,355
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	52,767	38,058	15,346
Autos and Motorcycles	36,362	23,362	8,910
Average Auto Occupancy (Includes Motorcycles)	1.45	1.63	1.72

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Table A-8: I-95 North of VA 286 – HOV Lane Total

I-95 north of Va. 286 (Fairfax County Parkway)
 HOV Lane Total
 Spring 2014 - 21 May 2014

Time	Total													Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Buses Other	Bus Passengers Transit	Bus Passengers Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	288	15	12	1	1.16	3.77	1	317	368	0	5	0	205	573	21	343
5:15 - 5:30	494	58	23	7	1.27	4.40	8	590	750	0	1	0	41	791	11	602
5:30 - 5:45	1,025	52	24	15	1.20	5.31	12	1,128	1,348	0	7	0	287	1,635	2	1,137
5:45 - 6:00	1,083	89	48	15	1.25	4.48	8	1,243	1,551	0	12	0	492	2,043	6	1,261
6:00 - 6:15	884	123	231	37	1.69	3.93	33	1,308	2,216	0	10	0	410	2,626	8	1,326
6:15 - 6:30	188	19	610	94	3.15	3.82	22	933	2,937	0	7	0	287	3,224	9	950
6:30 - 6:45	116	35	520	61	3.05	3.64	33	765	2,332	0	18	0	738	3,070	7	791
6:45 - 7:00	132	42	628	13	2.66	3.13	31	846	2,252	0	10	0	410	2,662	10	866
7:00 - 7:15	102	43	665	19	2.79	3.17	25	854	2,384	0	11	0	451	2,835	8	875
7:15 - 7:30	108	50	636	5	2.66	3.07	31	830	2,204	0	10	0	410	2,614	10	850
7:30 - 7:45	156	68	542	4	2.48	3.07	39	809	2,009	0	11	0	451	2,460	4	824
7:45 - 8:00	158	66	444	10	2.45	3.14	36	714	1,751	0	4	0	164	1,915	10	728
8:00 - 8:15	149	61	399	2	2.42	3.09	20	631	1,530	0	13	0	533	2,063	21	665
8:15 - 8:30	103	34	314	3	2.49	3.11	17	471	1,175	0	4	0	164	1,339	21	496
8:30 - 8:45	124	32	211	4	2.33	3.24	16	387	900	0	4	0	164	1,064	16	407
8:45 - 9:00	153	17	163	3	2.05	3.13	16	352	722	0	3	0	123	845	30	385
9:00 - 9:15	600	40	108	1	1.35	3.07	2	751	1,017	0	3	0	123	1,140	13	767
9:15 - 9:30	705	61	17	1	1.14	3.56	1	785	892	0	7	0	287	1,179	18	810
9:30 - 9:45	536	67	8	1	1.15	3.67	3	615	706	0	3	0	123	829	23	641
9:45 - 10:00	389	56	9	1	1.18	3.70	2	457	540	0	7	0	287	827	22	486

5-Hour Totals

Vehicles	7,493	1,028	5,612	297	N/A	N/A	356	14,786	29,584	0	150	0	6,150	35,734	270	15,210
Persons	7,493	2,056	17,006	2,673			356									

	I-95 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(6:30 AM - 7:30 AM)	(5:45 AM - 6:45 AM)
Highway Passengers	35,734	26,717	11,181
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	29,584	22,412	9,172
Autos and Motorcycles	14,786	8,900	3,295
Average Auto Occupancy (Includes Motorcycles)	2.00	2.52	2.78
		2.13	

Regional HOV Report Appendices – October 2015

Table A-9: I-95 NB North of VA 286 – Non-HOV Lane Total

I-95 north of Va. 286 (Fairfax County Parkway)
 Non-HOV Lane Total
 Spring 2014 - 21 May 2014

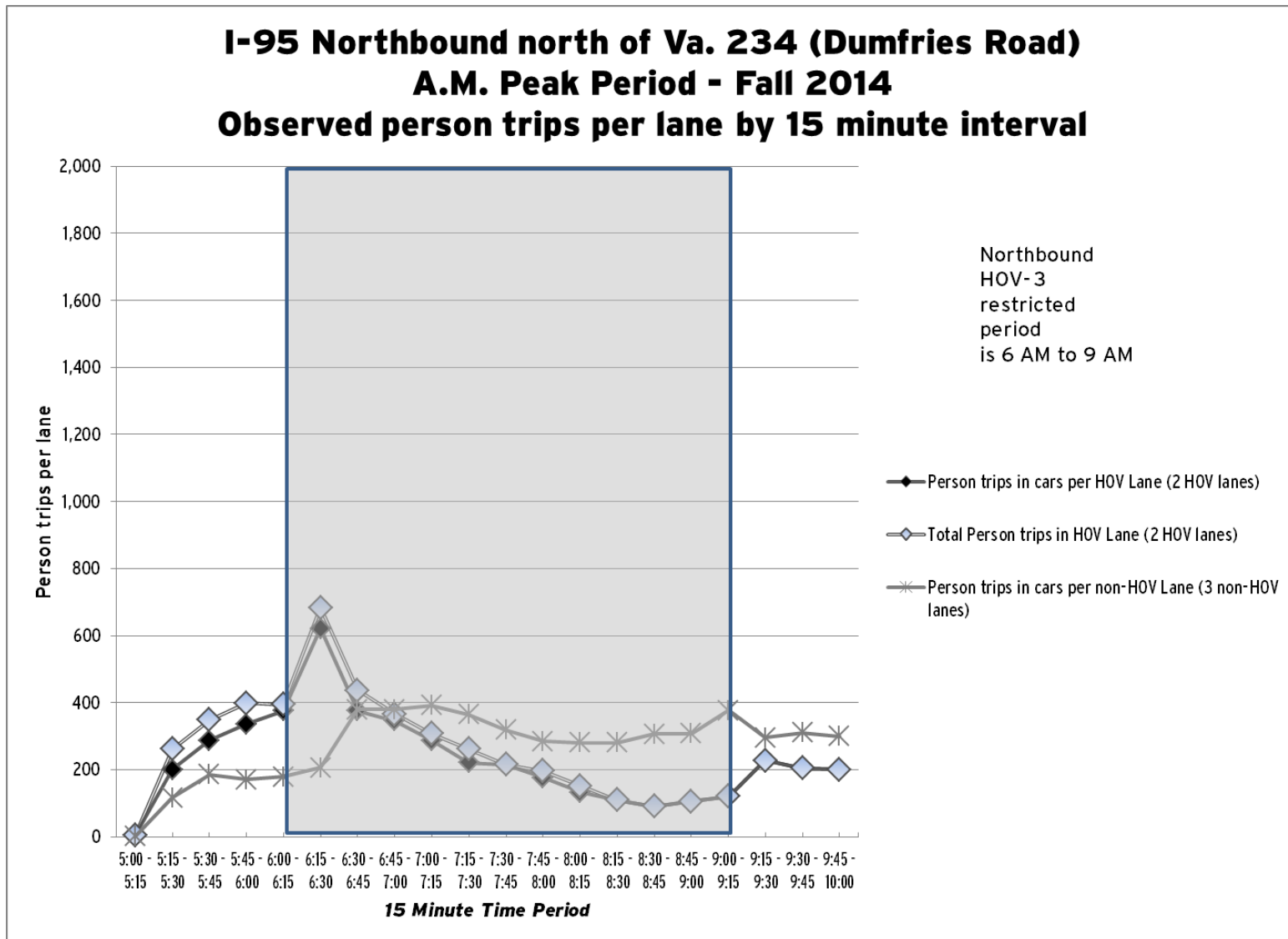
Time	Total										Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	Trucks	
5:00 - 5:15	143	1	0	0	1.01	0.00	0	144	145	0	3	0	0	145	0	147	
5:15 - 5:30	862	5	1	0	1.01	3.00	1	869	876	0	2	0	0	876	3	874	
5:30 - 5:45	925	6	0	0	1.01	0.00	2	933	939	0	2	0	0	939	16	951	
5:45 - 6:00	1,176	24	0	0	1.02	0.00	0	1,200	1,224	0	1	0	0	1,224	81	1,282	
6:00 - 6:15	1,074	42	1	2	1.05	7.00	0	1,119	1,179	0	2	0	0	1,179	62	1,183	
6:15 - 6:30	1,128	88	0	5	1.10	9.00	1	1,222	1,350	0	2	0	0	1,350	66	1,290	
6:30 - 6:45	1,246	128	1	3	1.11	7.75	1	1,379	1,534	0	4	0	0	1,534	58	1,441	
6:45 - 7:00	1,318	153	0	1	1.11	9.00	0	1,472	1,633	0	2	0	0	1,633	82	1,556	
7:00 - 7:15	1,345	61	3	4	1.07	6.43	0	1,413	1,512	0	3	0	0	1,512	90	1,506	
7:15 - 7:30	1,209	138	3	0	1.11	3.00	1	1,351	1,495	0	3	0	0	1,495	69	1,423	
7:30 - 7:45	1,092	44	0	0	1.04	0.00	0	1,136	1,180	0	1	0	0	1,180	50	1,187	
7:45 - 8:00	858	52	0	0	1.06	0.00	0	910	962	0	4	0	0	962	46	960	
8:00 - 8:15	1,134	51	2	0	1.05	3.00	0	1,187	1,242	0	0	0	0	1,242	50	1,237	
8:15 - 8:30	1,132	47	2	0	1.04	3.00	0	1,181	1,232	0	2	0	0	1,232	43	1,226	
8:30 - 8:45	971	35	0	0	1.03	0.00	1	1,007	1,042	0	3	0	0	1,042	91	1,101	
8:45 - 9:00	913	168	0	4	1.18	9.00	0	1,085	1,285	0	5	0	0	1,285	90	1,180	
9:00 - 9:15	951	97	0	0	1.09	0.00	1	1,049	1,146	0	14	0	0	1,146	101	1,164	
9:15 - 9:30	933	118	3	1	1.13	4.50	1	1,056	1,188	0	3	0	0	1,188	71	1,130	
9:30 - 9:45	953	63	3	0	1.07	3.67	1	1,020	1,091	0	0	0	0	1,091	69	1,089	
9:45 - 10:00	779	61	0	3	1.10	9.00	0	843	928	0	3	0	0	928	89	935	

5-Hour Totals

Vehicles	20,142	1,382	19	23	N/A	N/A	10	21,576	23,183	0	59	0	0	23,183	1,227	22,862
Persons	20,142	2,764	60	207			10									

	5 Hours	I-95 HOV Restricted Period (6:00 AM - 9:00 AM)	Peak Hour in HOV restricted period (6:30 AM - 7:30 AM)	Peak Hour in monitoring period (5:45 AM - 6:45 AM)
Highway Passengers	23,183	15,646	6,174	5,287
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	23,183	15,646	6,174	5,287
Autos and Motorcycles	21,576	14,462	5,615	4,920
Average Auto Occupancy (Includes Motorcycles)	1.07	1.08	1.10	1.07

Figure A-4: I-95 North of VA 234



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Table A-10: I-95 NB North of VA 234 – All Lanes Total

I-95 (northbound) at Dumfries
All Lanes Total
Fall 2014 - 9 September 2014

Time					Avg		Motorcycles (MC)	Total Autos		Total Auto Pers.		Bus Passengers		Total Auto Pers.		Total Vehicles
	Vehicles	Vehicles	Vehicles	Vans	Auto Occ.	3+ Auto Occ.		+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	3	1	1	0	1.60	3.00	0	5	8	0	0	0	0	8	0	5
5:15 - 5:30	593	2	2	12	1.23	10.79	0	609	748	0	0	0	123	871	21	630
5:30 - 5:45	955	2	0	14	1.16	12.00	3	974	1,130	0	0	0	123	1,253	97	1,071
5:45 - 6:00	881	0	0	25	1.30	12.00	5	911	1,186	0	0	0	123	1,309	58	969
6:00 - 6:15	761	1	0	43	1.58	12.00	7	812	1,286	0	0	0	41	1,327	82	894
6:15 - 6:30	675	10	133	63	2.09	5.89	9	890	1,859	0	0	0	123	1,982	96	986
6:30 - 6:45	1,086	26	193	13	1.42	3.59	10	1,328	1,887	0	0	0	123	2,010	65	1,393
6:45 - 7:00	1,108	19	184	10	1.38	3.48	8	1,329	1,830	0	0	0	41	1,871	54	1,383
7:00 - 7:15	1,097	42	146	10	1.34	3.58	11	1,306	1,750	0	0	0	41	1,791	73	1,379
7:15 - 7:30	1,024	51	116	4	1.27	3.31	12	1,207	1,535	0	0	0	82	1,617	40	1,247
7:30 - 7:45	871	45	126	3	1.31	3.21	11	1,056	1,386	0	0	0	0	1,386	56	1,112
7:45 - 8:00	768	46	107	1	1.29	3.08	10	932	1,203	2	0	0	41	1,244	33	967
8:00 - 8:15	806	24	81	0	1.20	3.00	7	918	1,104	3	0	0	41	1,145	45	966
8:15 - 8:30	675	87	69	0	1.27	3.00	3	834	1,059	0	0	0	0	1,059	27	861
8:30 - 8:45	718	78	69	1	1.26	3.13	7	873	1,100	0	0	0	0	1,100	42	915
8:45 - 9:00	874	55	49	0	1.16	3.00	2	980	1,133	0	0	0	0	1,133	90	1,070
9:00 - 9:15	1,112	92	8	4	1.12	6.00	3	1,219	1,371	3	0	0	0	1,371	106	1,328
9:15 - 9:30	1,037	125	5	3	1.15	6.63	1	1,171	1,341	4	0	0	0	1,341	99	1,274
9:30 - 9:45	1,016	123	4	5	1.16	8.11	2	1,150	1,337	4	0	0	0	1,337	111	1,265
9:45 - 10:00	994	135	3	2	1.14	6.80	1	1,135	1,299	1	0	0	0	1,299	80	1,216

5-Hour Totals

Vehicles	17,054	964	1,296	213	N/A	N/A	112	19,639	25,552	17	0	0	902	26,454	1,275	20,931
Persons	17,054	1,928	3,902	2,556			112									

	I-95 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(6:30 AM - 7:30 AM)	(5:45 AM - 6:45 AM)
Highway Passengers	26,454	17,665	7,289
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	25,552	17,132	7,002
Autos and Motorcycles	19,639	12,465	5,170
Average Auto Occupancy (Includes Motorcycles)	1.30	1.37	1.35

Regional HOV Report Appendices – October 2015

Table A-11: I-95 NB North of VA 234 – HOV Lane Total

I-95 (northbound) at Dumfries
 HOV Lane Total
 Fall 2014 - 9 September 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	1	1	1	0	2.00	3.00	0	3	6	0	0	0	0	6	0	3
5:15 - 5:30	281	2	2	9	1.36	10.45	0	294	400	0	3	0	123	523	3	297
5:30 - 5:45	425	1	0	12	1.30	12.00	2	440	573	0	3	0	123	696	5	445
5:45 - 6:00	381	0	0	24	1.65	12.00	3	408	672	0	3	0	123	795	4	412
6:00 - 6:15	239	0	0	42	2.61	12.00	6	287	749	0	1	0	41	790	3	290
6:15 - 6:30	82	0	132	63	4.36	5.91	8	285	1,242	0	3	0	123	1,365	7	292
6:30 - 6:45	8	0	191	13	3.39	3.59	9	221	750	0	3	0	123	873	3	224
6:45 - 7:00	17	0	181	10	3.22	3.49	6	214	690	0	1	0	41	731	1	215
7:00 - 7:15	21	0	145	9	3.11	3.53	9	184	573	0	1	0	41	614	2	186
7:15 - 7:30	40	0	115	4	2.64	3.30	8	167	441	0	2	0	82	523	2	169
7:30 - 7:45	18	3	124	2	2.74	3.14	10	157	430	0	0	0	0	430	2	159
7:45 - 8:00	15	2	105	1	2.73	3.08	6	129	352	0	1	0	41	393	0	129
8:00 - 8:15	14	0	81	0	2.60	3.00	6	101	263	0	1	0	41	304	0	101
8:15 - 8:30	8	0	69	0	2.73	3.00	3	80	218	0	0	0	0	218	1	81
8:30 - 8:45	20	0	49	1	2.49	3.18	3	73	182	0	0	0	0	182	2	75
8:45 - 9:00	26	21	47	0	2.20	3.00	2	96	211	0	0	0	0	211	0	96
9:00 - 9:15	98	59	7	0	1.44	3.00	3	167	240	0	0	0	0	240	1	168
9:15 - 9:30	275	87	1	0	1.24	3.00	1	364	453	0	0	0	0	453	3	367
9:30 - 9:45	217	83	0	2	1.35	12.00	1	303	408	0	0	0	0	408	0	303
9:45 - 10:00	213	85	1	1	1.33	8.00	1	301	400	0	0	0	0	400	0	301

5-Hour Totals

Vehicles	2,399	344	1,251	193	N/A	N/A	87	4,274	9,253	0	22	0	902	10,155	39	4,313
Persons	2,399	688	3,763	2,316			87									

	I-95 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:30 AM - 7:30 AM)	(5:45 AM - 6:45 AM)
Highway Passengers	10,155	6,634	2,741
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	9,253	6,101	2,454
Autos and Motorcycles	4,274	1,994	786
Average Auto Occupancy (Includes Motorcycles)	2.16	3.06	3.12

Regional HOV Report Appendices – October 2015

Table A-12: I-95 NB North of VA 234 – Non-HOV Lane Total

I-95 (northbound) at Dumfries
 Non-HOV Lane Total
 Fall 2014 - 9 September 2014

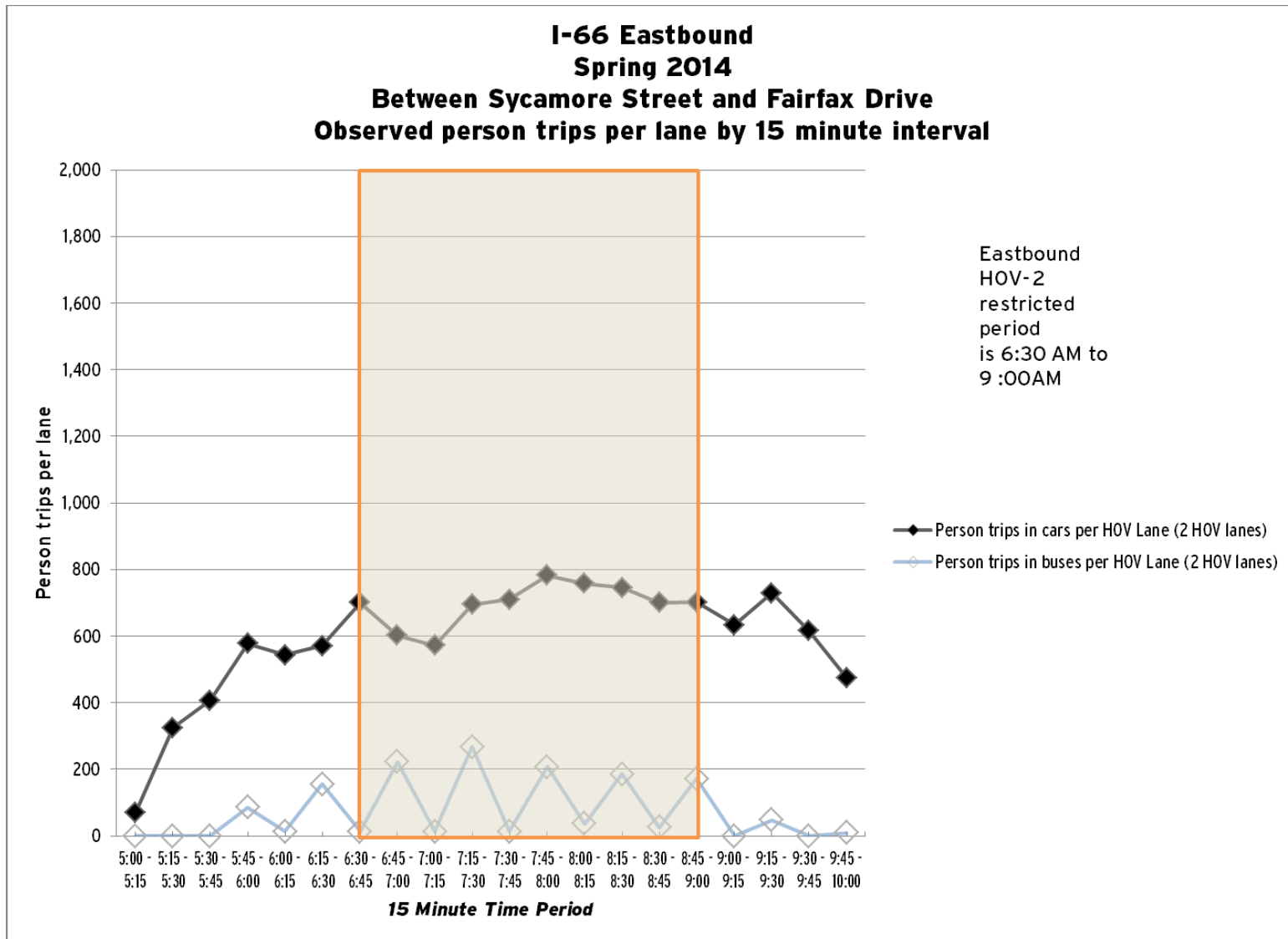
Time					Avg		Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Auto Occ.	3+ Avg Auto Occ.		Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	2	0	0	0	1.00	0.00	0	2	2	0	0	0	0	2	0	2
5:15 - 5:30	312	0	0	3	1.10	12.00	0	315	348	0	0	0	0	348	18	333
5:30 - 5:45	530	1	0	2	1.04	12.00	1	534	557	0	0	0	0	557	92	626
5:45 - 6:00	500	0	0	1	1.02	12.00	2	503	514	0	0	0	0	514	54	557
6:00 - 6:15	522	1	0	1	1.02	12.00	1	525	537	0	0	0	0	537	79	604
6:15 - 6:30	593	10	1	0	1.02	3.00	1	605	617	0	0	0	0	617	89	694
6:30 - 6:45	1,078	26	2	0	1.03	3.00	1	1,107	1,137	0	0	0	0	1,137	62	1,169
6:45 - 7:00	1,091	19	3	0	1.02	3.00	2	1,115	1,140	0	0	0	0	1,140	53	1,168
7:00 - 7:15	1,076	42	1	1	1.05	7.50	2	1,122	1,177	0	0	0	0	1,177	71	1,193
7:15 - 7:30	984	51	1	0	1.05	4.00	4	1,040	1,094	0	0	0	0	1,094	38	1,078
7:30 - 7:45	853	42	2	1	1.06	6.00	1	899	956	0	0	0	0	956	54	953
7:45 - 8:00	753	44	2	0	1.06	3.00	4	803	851	2	0	0	0	851	33	838
8:00 - 8:15	792	24	0	0	1.03	0.00	1	817	841	3	0	0	0	841	45	865
8:15 - 8:30	667	87	0	0	1.12	0.00	0	754	841	0	0	0	0	841	26	780
8:30 - 8:45	698	78	20	0	1.15	3.00	4	800	918	0	0	0	0	918	40	840
8:45 - 9:00	848	34	2	0	1.04	3.00	0	884	922	0	0	0	0	922	90	974
9:00 - 9:15	1,014	33	1	4	1.08	10.20	0	1,052	1,131	3	0	0	0	1,131	105	1,160
9:15 - 9:30	762	38	4	3	1.10	7.14	0	807	888	4	0	0	0	888	96	907
9:30 - 9:45	799	40	4	3	1.10	7.00	1	847	929	4	0	0	0	929	111	962
9:45 - 10:00	781	50	2	1	1.08	6.00	0	834	899	1	0	0	0	899	80	915

5-Hour Totals

Vehicles	14,655	620	45	20	N/A	N/A	25	15,365	16,299	17	0	0	0	16,299	1,236	16,618
Persons	14,655	1,240	139	240			25									

	I-95 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:30 AM - 7:30 AM)	(5:45 AM - 6:45 AM)
Highway Passengers	16,299	11,031	4,548
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	16,299	11,031	4,548
Autos and Motorcycles	15,365	10,471	4,384
Average Auto Occupancy (Includes Motorcycles)	1.06	1.05	1.04

Figure A-5: I-66 EB between Sycamore St and Fairfax Dr



Regional HOV Report Appendices – October 2015

Table A-13: I-66 EB between Sycamore St and Fairfax Dr – All Lanes Total

I-66 eastbound between Sycamore Street and Fairfax Drive
 All Lanes Total
 Spring 2014 - 10 June 2014

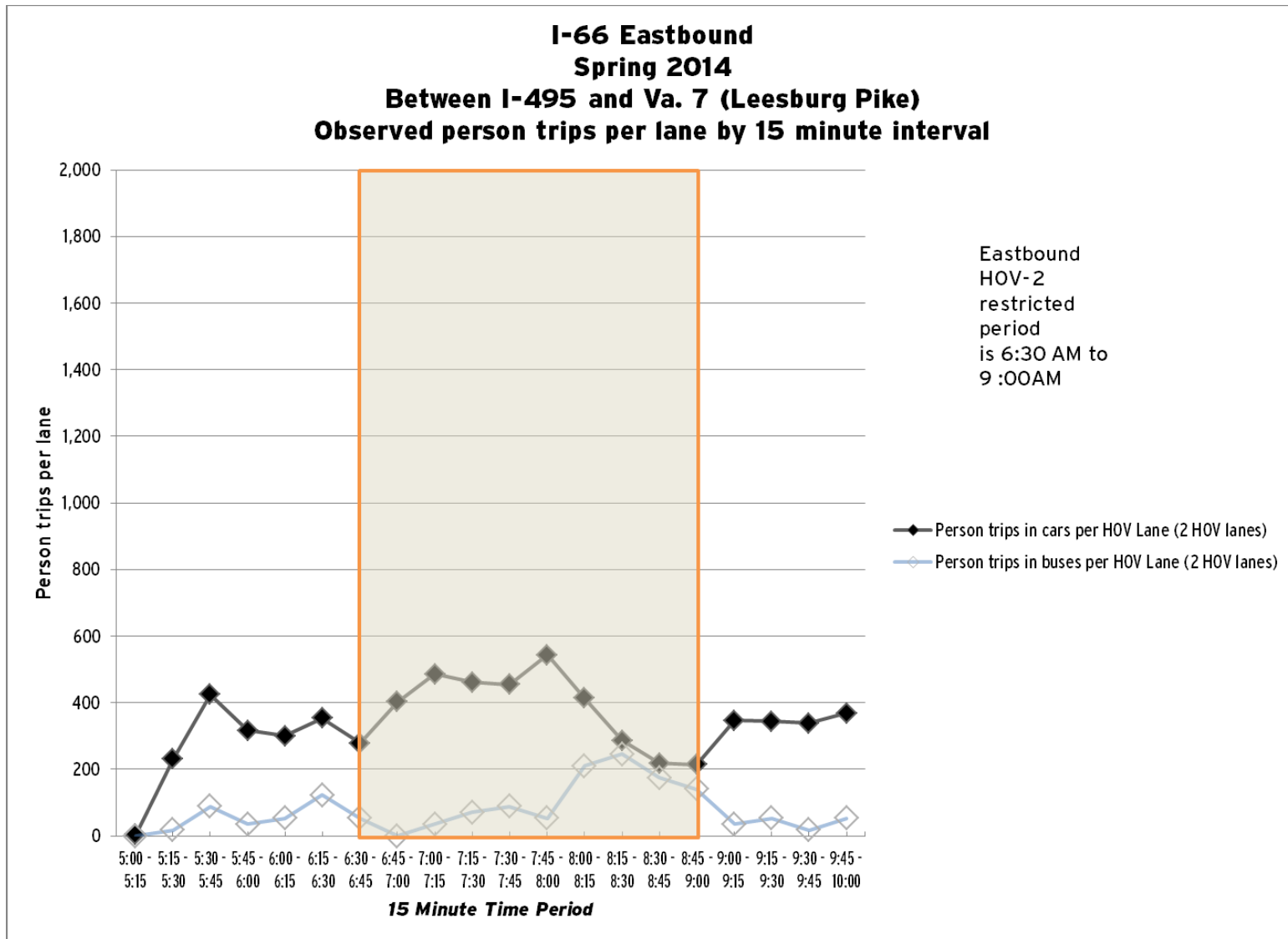
Time	Total										Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+Bus Passengers	Trucks	
5:00 - 5:15	137	1	0	0	1.01	0.00	0	138	139	0	0	0	0	139	0	138	
5:15 - 5:30	614	15	0	0	1.02	0.00	5	634	649	0	0	0	0	649	1	636	
5:30 - 5:45	763	23	0	0	1.03	0.00	4	790	813	0	0	0	0	813	1	791	
5:45 - 6:00	963	53	2	7	1.11	7.67	15	1,040	1,153	0	4	0	172	1,325	3	1,043	
6:00 - 6:15	870	78	9	3	1.13	4.58	7	967	1,088	1	0	26	0	1,114	5	972	
6:15 - 6:30	800	143	6	3	1.19	5.11	7	959	1,139	2	6	51	258	1,448	5	964	
6:30 - 6:45	396	464	7	5	1.59	5.58	11	883	1,402	1	0	26	0	1,428	4	887	
6:45 - 7:00	272	440	10	1	1.64	3.64	12	735	1,204	2	9	57	387	1,648	6	741	
7:00 - 7:15	211	434	10	2	1.70	4.17	14	671	1,143	1	0	26	0	1,169	8	679	
7:15 - 7:30	254	518	19	2	1.70	3.67	22	815	1,389	2	11	63	473	1,925	5	820	
7:30 - 7:45	296	513	26	0	1.67	3.15	16	851	1,420	1	0	26	0	1,446	6	857	
7:45 - 8:00	319	531	43	4	1.71	3.57	15	912	1,564	1	9	27	387	1,978	13	925	
8:00 - 8:15	280	578	15	2	1.70	3.71	17	892	1,516	2	0	73	0	1,589	18	910	
8:15 - 8:30	296	540	23	4	1.71	3.93	9	872	1,491	1	8	27	344	1,862	31	903	
8:30 - 8:45	307	511	15	2	1.66	3.71	10	845	1,402	2	0	51	0	1,453	35	880	
8:45 - 9:00	300	506	18	3	1.68	4.05	7	834	1,404	0	8	0	344	1,748	23	857	
9:00 - 9:15	299	451	14	1	1.62	3.40	15	780	1,267	0	0	0	0	1,267	8	788	
9:15 - 9:30	430	504	4	0	1.55	3.75	5	943	1,458	1	1	50	43	1,551	1	944	
9:30 - 9:45	601	298	10	0	1.35	3.30	1	910	1,231	0	0	0	0	1,231	8	918	
9:45 - 10:00	699	117	5	0	1.16	3.20	0	821	949	1	0	17	0	966	9	830	

5-Hour Totals

Vehicles	9,107	6,718	236	39	N/A	N/A	192	16,292	23,821	18	56	520	2,408	26,749	190	16,483
Persons	9,107	13,436	735	351			192									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:30 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(5:30 AM - 6:30 AM)
Highway Passengers	26,749	16,246	6,882
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	23,821	13,935	5,973
Autos and Motorcycles	16,292	8,310	3,521
Average Auto Occupancy (Includes Motorcycles)	1.46	1.68	1.70

Figure A-6: I-66 EB between I-495 and VA 7



Regional HOV Report Appendices – October 2015

Table A-14: I-66 EB between I-495 and VA 7 – All Lanes Total

I-66 eastbound between I-495 and Va. 7
All Lanes Total
Spring 2014 - 10 June 2014

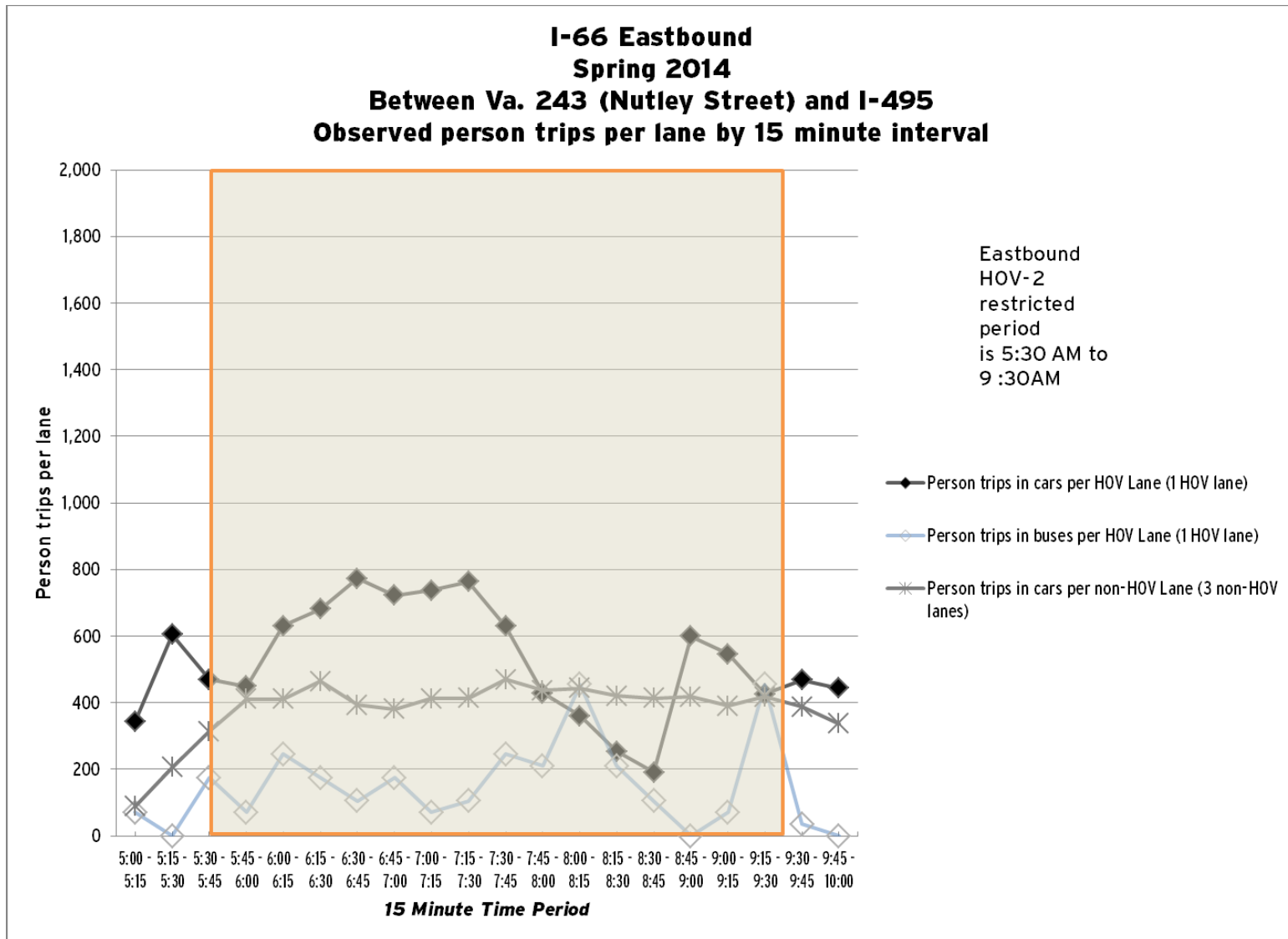
Time	Vehicles			Vans	Avg		Motorcycles (MC)	Total Autos		Total Auto Pers.		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
	1	2	3+		Auto Occ.	3+ Avg Auto Occ.		+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	2	0	2	0	2.00	3.00	0	4	8	0	0	0	0	8	0	4	
5:15 - 5:30	402	14	8	0	1.08	3.50	1	425	459	0	1	0	35	494	0	426	
5:30 - 5:45	725	27	0	7	1.11	9.00	5	764	847	0	5	0	175	1,022	0	769	
5:45 - 6:00	541	35	1	1	1.08	6.00	9	587	632	0	2	0	70	702	4	593	
6:00 - 6:15	484	42	1	3	1.13	7.50	2	532	600	0	3	0	105	705	0	535	
6:15 - 6:30	516	78	3	2	1.16	5.40	9	608	708	0	7	0	245	953	6	621	
6:30 - 6:45	210	134	7	5	1.52	5.75	9	365	556	0	3	0	105	661	58	426	
6:45 - 7:00	125	301	18	2	1.79	3.70	3	449	804	0	0	0	0	804	36	485	
7:00 - 7:15	128	399	10	0	1.77	3.30	13	550	972	0	2	0	70	1,042	5	557	
7:15 - 7:30	131	385	4	0	1.75	3.25	7	527	921	0	4	0	140	1,061	5	536	
7:30 - 7:45	157	268	66	1	1.82	3.10	7	499	908	0	5	0	175	1,083	6	510	
7:45 - 8:00	148	298	80	2	2.02	4.06	10	538	1,087	0	3	0	105	1,192	5	546	
8:00 - 8:15	159	309	11	1	1.71	3.75	5	485	827	0	12	0	420	1,247	7	504	
8:15 - 8:30	182	181	4	1	1.53	4.60	6	374	573	0	14	0	490	1,063	3	391	
8:30 - 8:45	181	109	7	1	1.44	4.00	4	302	435	0	10	0	350	785	5	317	
8:45 - 9:00	195	108	5	0	1.38	3.00	2	310	428	0	8	0	280	708	17	335	
9:00 - 9:15	444	107	7	1	1.23	3.88	2	561	691	0	2	0	70	761	6	569	
9:15 - 9:30	430	117	7	0	1.24	3.29	0	554	687	0	3	0	105	792	3	560	
9:30 - 9:45	517	76	2	0	1.13	3.00	0	595	675	0	1	0	35	710	12	608	
9:45 - 10:00	574	79	1	0	1.12	3.00	0	654	735	0	3	0	105	840	15	672	

5-Hour Totals

Vehicles	6,251	3,067	244	27	N/A	N/A	94	9,683	13,553	0	88	0	3,080	16,633	193	9,964
Persons	6,251	6,134	831	243			94									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(5:30 AM - 6:30 AM)
Highway Passengers	16,633	9,646	4,378
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	13,553	7,511	3,888
Autos and Motorcycles	9,683	4,399	2,114
Average Auto Occupancy (Includes Motorcycles)	1.40	1.71	1.84

Figure A-7: I-66 EB between VA 243 and I-495



Regional HOV Report Appendices – October 2015

Table A-15: I-66 EB between VA 243 and I-495 – All Lanes Total

I-66 Eastbound between Va. 243 (Nutley Street) and I-495
 All Lanes Total
 Spring 2014 - 28 May 2014

Time	Total														Total Vehicles	
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Other	Bus Passengers		Total Auto Pers. + MC Riders + Bus Passengers		Trucks
5:00 - 5:15	462	45	4	5	1.18	6.44	1	517	611	2	4	0	70	681	0	523
5:15 - 5:30	1,013	80	1	5	1.11	8.00	1	1,100	1,222	1	0	0	0	1,222	0	1,101
5:30 - 5:45	1,149	65	0	14	1.14	9.00	7	1,235	1,412	3	6	0	175	1,587	7	1,251
5:45 - 6:00	1,343	108	12	8	1.14	6.00	2	1,473	1,681	10	3	0	70	1,751	25	1,511
6:00 - 6:15	1,190	212	41	12	1.28	4.64	3	1,458	1,863	9	7	0	245	2,108	27	1,501
6:15 - 6:30	1,133	371	32	8	1.34	4.93	3	1,547	2,075	20	5	0	175	2,250	31	1,603
6:30 - 6:45	935	444	13	9	1.39	5.68	4	1,405	1,952	8	4	0	105	2,057	30	1,447
6:45 - 7:00	984	390	12	6	1.34	5.44	4	1,396	1,866	10	5	0	175	2,041	32	1,443
7:00 - 7:15	1,105	377	30	1	1.30	3.45	7	1,520	1,973	8	2	0	70	2,043	32	1,562
7:15 - 7:30	1,112	401	19	2	1.30	4.00	6	1,540	2,004	10	3	0	105	2,109	32	1,585
7:30 - 7:45	1,391	290	10	2	1.20	5.17	5	1,698	2,038	7	7	0	245	2,283	24	1,736
7:45 - 8:00	1,281	214	6	1	1.16	4.14	1	1,503	1,739	3	6	0	210	1,949	19	1,531
8:00 - 8:15	1,217	182	25	3	1.18	3.71	3	1,430	1,688	1	13	0	455	2,143	25	1,469
8:15 - 8:30	1,218	119	14	1	1.12	3.80	5	1,357	1,518	2	7	0	210	1,728	23	1,389
8:30 - 8:45	1,153	111	12	0	1.12	4.75	1	1,277	1,433	12	4	0	105	1,538	21	1,314
8:45 - 9:00	1,053	366	16	0	1.29	3.88	2	1,437	1,849	12	0	0	0	1,849	19	1,468
9:00 - 9:15	1,068	301	7	2	1.24	5.00	2	1,380	1,717	5	2	0	70	1,787	35	1,422
9:15 - 9:30	1,173	202	16	3	1.20	5.05	4	1,398	1,677	24	13	0	455	2,132	39	1,474
9:30 - 9:45	1,286	142	11	1	1.13	4.83	0	1,440	1,628	16	1	0	35	1,663	48	1,505
9:45 - 10:00	1,136	119	12	2	1.14	5.57	2	1,271	1,454	23	0	0	0	1,454	39	1,333

5-Hour Totals

Vehicles	22,402	4,539	293	85	N/A	N/A	63	27,382	33,400	186	92	0	2,975	36,375	508	28,168
Persons	22,402	9,078	1,092	765			63									

I-66 HOV Restricted

	5 Hours	Periods		Peak Hour in HOV-2 restricted period	Peak Hour in monitoring period
		(5:30 AM - 9:30 AM)	(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)
Highway Passengers	36,375	31,355	19,740	8,384	8,384
Rail Passengers	0	0	0	0	0
Auto and Motorcycle Passengers	33,400	28,485	18,060	7,754	7,754
Autos and Motorcycles	27,382	23,054	14,563	6,261	6,261
Average Auto Occupancy (Includes Motorcycles)	1.22	1.24	1.24	1.24	1.24

Regional HOV Report Appendices – October 2015

Table A-16: I-66 EB between VA 243 and I-495

I-66 Eastbound between Va. 243 (Nutley Street) and I-495
 HOV Lane Total
 Spring 2014 - 28 May 2014

Time								Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	226	34	1	5	1.28	8.00	1	267	343	0	2	0	70	413	0	269
5:15 - 5:30	404	76	1	5	1.24	8.00	1	487	605	0	0	0	0	605	0	487
5:30 - 5:45	269	47	0	11	1.40	9.00	7	334	469	0	5	0	175	644	0	339
5:45 - 6:00	205	81	6	7	1.50	6.23	1	300	449	0	2	0	70	519	6	308
6:00 - 6:15	86	182	32	9	2.02	4.34	3	312	631	0	7	0	245	876	0	319
6:15 - 6:30	31	269	13	8	2.11	5.29	2	323	682	0	5	0	175	857	2	330
6:30 - 6:45	24	327	6	8	2.09	6.50	4	369	773	0	3	0	105	878	1	373
6:45 - 7:00	20	314	6	6	2.07	6.00	3	349	723	0	5	0	175	898	1	355
7:00 - 7:15	10	321	24	1	2.04	3.24	5	361	738	0	2	0	70	808	0	363
7:15 - 7:30	10	355	10	1	2.01	3.55	4	380	763	0	3	0	105	868	3	386
7:30 - 7:45	94	255	2	2	1.77	6.00	2	355	630	0	7	0	245	875	0	362
7:45 - 8:00	32	192	4	0	1.88	3.00	0	228	428	0	6	0	210	638	2	236
8:00 - 8:15	7	134	24	1	2.14	3.32	2	168	360	0	13	0	455	815	1	182
8:15 - 8:30	4	98	12	1	2.13	3.85	4	119	254	0	6	0	210	464	0	125
8:30 - 8:45	0	92	2	0	2.03	3.50	0	94	191	0	3	0	105	296	0	97
8:45 - 9:00	10	283	7	0	1.98	3.00	2	302	599	0	0	0	0	599	1	303
9:00 - 9:15	34	246	3	1	1.91	4.50	2	286	546	0	2	0	70	616	0	288
9:15 - 9:30	121	134	5	2	1.61	4.86	3	265	426	0	13	0	455	881	11	289
9:30 - 9:45	325	67	0	1	1.19	9.00	0	393	468	0	1	0	35	503	9	403
9:45 - 10:00	332	55	0	0	1.14	0.00	2	389	444	0	0	0	0	444	4	393

5-Hour Totals

Vehicles	2,244	3,562	158	69	N/A	N/A	48	6,081	10,522	0	85	0	2,975	13,497	41	6,207
Persons	2,244	7,124	485	621			48									

I-66 HOV Restricted

	Periods				Peak Hour in HOV-2 restricted period	Peak Hour in monitoring period
	5 Hours	(5:30 AM - 9:30 AM)	(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)	
Highway Passengers	13,497	11,532	7,139	3,189	3,189	
Rail Passengers	0	0	0	0	0	
Auto and Motorcycle Passengers	10,522	8,662	5,459	2,559	2,559	
Autos and Motorcycles	6,081	4,545	2,725	1,324	1,324	
Average Auto Occupancy (Includes Motorcycles)	1.73	1.91	2.00	1.93	1.93	

Regional HOV Report Appendices – October 2015

Table A-17: I-66 EB between VA 243 and I-495 – Non-HOV Lane Total

I-66 Eastbound between Va. 243 (Nutley Street) and I-495
 Non-HOV Lane Total
 Spring 2014 - 28 May 2014

Time								Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	236	11	3	0	1.07	3.33	0	250	268	2	2	0	0	268	0	254
5:15 - 5:30	609	4	0	0	1.01	0.00	0	613	617	1	0	0	0	617	0	614
5:30 - 5:45	880	18	0	3	1.05	9.00	0	901	943	3	1	0	0	943	7	912
5:45 - 6:00	1,138	27	6	1	1.05	5.57	1	1,173	1,232	10	1	0	0	1,232	19	1,203
6:00 - 6:15	1,104	30	9	3	1.08	5.67	0	1,146	1,232	9	0	0	0	1,232	27	1,182
6:15 - 6:30	1,102	102	19	0	1.14	4.53	1	1,224	1,393	20	0	0	0	1,393	29	1,273
6:30 - 6:45	911	117	7	1	1.14	4.25	0	1,036	1,179	8	1	0	0	1,179	29	1,074
6:45 - 7:00	964	76	6	0	1.09	4.33	1	1,047	1,143	10	0	0	0	1,143	31	1,088
7:00 - 7:15	1,095	56	6	0	1.07	4.33	2	1,159	1,235	8	0	0	0	1,235	32	1,199
7:15 - 7:30	1,102	46	9	1	1.07	4.50	2	1,160	1,241	10	0	0	0	1,241	29	1,199
7:30 - 7:45	1,297	35	8	0	1.05	4.75	3	1,343	1,408	7	0	0	0	1,408	24	1,374
7:45 - 8:00	1,249	22	2	1	1.03	5.67	1	1,275	1,311	3	0	0	0	1,311	17	1,295
8:00 - 8:15	1,210	48	1	2	1.05	7.00	1	1,262	1,328	1	0	0	0	1,328	24	1,287
8:15 - 8:30	1,214	21	2	0	1.02	3.50	1	1,238	1,264	2	1	0	0	1,264	23	1,264
8:30 - 8:45	1,153	19	10	0	1.05	5.00	1	1,183	1,242	12	1	0	0	1,242	21	1,217
8:45 - 9:00	1,043	83	9	0	1.10	4.56	0	1,135	1,250	12	0	0	0	1,250	18	1,165
9:00 - 9:15	1,034	55	4	1	1.07	5.40	0	1,094	1,171	5	0	0	0	1,171	35	1,134
9:15 - 9:30	1,052	68	11	1	1.10	5.17	1	1,133	1,251	24	0	0	0	1,251	28	1,185
9:30 - 9:45	961	75	11	0	1.11	4.45	0	1,047	1,160	16	0	0	0	1,160	39	1,102
9:45 - 10:00	804	64	12	2	1.15	5.57	0	882	1,010	23	0	0	0	1,010	35	940

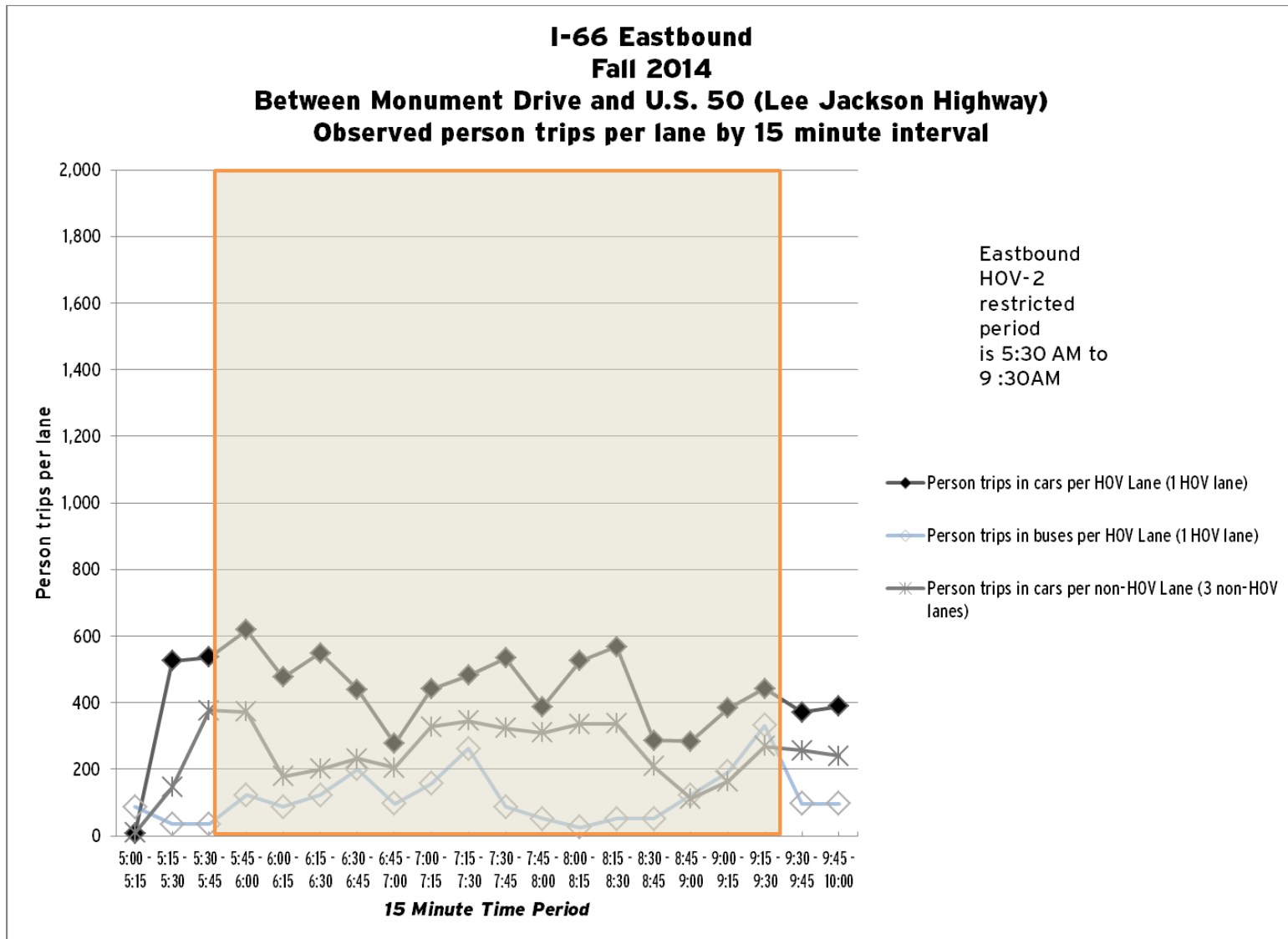
5-Hour Totals

Vehicles	20,158	977	135	16	N/A	N/A	15	21,301	22,878	186	7	0	0	22,878	467	21,961
Persons	20,158	1,954	607	144			15									

I-66 HOV Restricted

	5 Hours	Periods		Peak Hour in HOV-2 restricted period	Peak Hour in monitoring period
		(5:30 AM - 9:30 AM)	(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(7:00 AM - 8:00 AM)
Highway Passengers	22,878	19,823	12,601	5,195	5,195
Rail Passengers	0	0	0	0	0
Auto and Motorcycle Passengers	22,878	19,823	12,601	5,195	5,195
Autos and Motorcycles	21,301	18,509	11,838	4,937	4,937
Average Auto Occupancy (Includes Motorcycles)	1.07	1.07	1.06	1.05	1.05

Figure A-8: I-66 EB between Monument Dr and US 50



Regional HOV Report Appendices – October 2015

Table A-18: I-66 EB between Monument Dr and US 50 – All Lanes Total

I-66 Eastbound between Monument Drive and U.S. 50
 All Lanes Total
 Fall 2014 - 24 September 2014

Time					Avg		Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Auto Occ.	3+ Avg Auto Occ.		Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	27	1	1	0	1.10	3.00	0	29	32	0	0	0	0	32	0	29
5:15 - 5:30	559	153	1	10	1.32	8.45	4	727	962	2	1	68	41	1,071	4	731
5:30 - 5:45	1,132	239	1	5	1.20	8.00	6	1,383	1,664	3	0	104	0	1,768	4	1,387
5:45 - 6:00	1,122	262	1	9	1.24	8.40	5	1,399	1,735	1	2	38	82	1,855	7	1,406
6:00 - 6:15	673	131	3	7	1.24	7.30	4	818	1,012	2	0	68	0	1,080	4	824
6:15 - 6:30	728	171	4	7	1.26	6.82	5	915	1,150	4	5	144	205	1,499	2	917
6:30 - 6:45	819	128	5	4	1.18	5.67	9	965	1,135	4	0	169	0	1,304	11	976
6:45 - 7:00	741	67	1	1	1.09	6.00	5	815	892	4	6	144	246	1,282	2	817
7:00 - 7:15	988	193	7	3	1.19	4.80	3	1,194	1,425	4	0	157	0	1,582	11	1,205
7:15 - 7:30	1,044	219	8	1	1.19	3.67	2	1,274	1,517	4	15	144	615	2,276	10	1,285
7:30 - 7:45	927	258	13	2	1.25	3.80	6	1,206	1,506	4	0	164	0	1,670	9	1,217
7:45 - 8:00	959	170	2	1	1.16	5.00	2	1,134	1,316	4	7	144	287	1,747	8	1,143
8:00 - 8:15	995	267	0	0	1.21	0.00	1	1,263	1,530	3	0	106	0	1,636	4	1,268
8:15 - 8:30	980	297	0	0	1.23	0.00	4	1,281	1,578	5	11	181	451	2,210	10	1,291
8:30 - 8:45	613	149	0	0	1.20	0.00	2	764	913	3	0	106	0	1,019	4	768
8:45 - 9:00	318	145	2	0	1.32	3.00	3	468	617	4	6	172	246	1,035	3	472
9:00 - 9:15	475	198	0	0	1.29	0.00	2	675	873	2	0	68	0	941	3	678
9:15 - 9:30	678	271	4	1	1.30	5.00	4	958	1,249	2	1	68	41	1,358	2	961
9:30 - 9:45	952	94	0	0	1.09	0.00	2	1,048	1,142	3	0	110	0	1,252	2	1,052
9:45 - 10:00	916	92	0	1	1.10	9.00	0	1,009	1,109	2	1	68	41	1,218	1	1,010

5-Hour Totals

Vehicles	15,646	3,505	53	52	N/A	N/A	69	19,325	23,357	60	55	2,223	2,255	27,835	101	19,437
Persons	15,646	7,010	164	468			69									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(5:30 AM - 9:30 AM)	(7:30 AM - 8:30 AM)	(7:30 AM - 8:30 AM)
Highway Passengers	27,835	24,262	7,263
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	23,357	20,112	5,930
Autos and Motorcycles	19,325	16,512	4,884
Average Auto Occupancy (Includes Motorcycles)	1.21	1.22	1.21

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Table A-19: I-66 EB between Monument Dr and US 50 – HOV Lane Total

I-66 Eastbound between Monument Drive and U.S. 50
 HOV Lane Total
 Fall 2014 - 24 September 2014

Time					Avg		Motorcycles (MC)	Total Autos		Total Auto Pers.		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Auto Occ.	3+ Avg Auto Occ.		+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	1	1	1	0	2.00	3.00	0	3	6	2	1	52	35	93	0	3
5:15 - 5:30	128	150	1	10	1.79	8.45	4	293	525	0	1	0	35	560	3	296
5:30 - 5:45	5	239	1	5	2.10	8.00	6	256	537	0	1	0	35	572	4	260
5:45 - 6:00	5	262	1	9	2.19	8.40	5	282	618	2	2	52	70	740	7	289
6:00 - 6:15	156	131	3	5	1.60	6.88	4	299	477	3	1	52	35	564	4	303
6:15 - 6:30	129	171	4	7	1.75	6.82	3	314	549	2	2	52	70	671	2	316
6:30 - 6:45	134	125	5	4	1.61	5.67	4	272	439	1	5	26	175	640	9	281
6:45 - 7:00	129	67	1	1	1.39	6.00	2	200	277	1	2	26	70	373	2	202
7:00 - 7:15	62	167	6	3	1.85	5.00	0	238	441	2	3	52	105	598	8	246
7:15 - 7:30	40	204	8	1	1.90	3.67	1	254	482	2	6	52	210	744	7	261
7:30 - 7:45	38	223	12	1	1.91	3.46	5	279	534	2	1	52	35	621	8	287
7:45 - 8:00	61	155	2	1	1.76	5.00	1	220	387	3	0	52	0	439	7	227
8:00 - 8:15	21	252	0	0	1.92	0.00	0	273	525	1	0	26	0	551	4	277
8:15 - 8:30	15	275	0	0	1.94	0.00	3	293	568	4	0	52	0	620	10	303
8:30 - 8:45	2	141	0	0	1.97	0.00	2	145	286	2	0	52	0	338	2	147
8:45 - 9:00	1	140	0	0	1.97	0.00	3	144	284	2	2	52	70	406	1	145
9:00 - 9:15	7	188	0	0	1.96	0.00	1	196	384	2	4	52	140	576	1	197
9:15 - 9:30	28	205	0	0	1.86	0.00	4	237	442	2	8	52	280	774	1	238
9:30 - 9:45	190	90	0	0	1.32	0.00	1	281	371	1	2	26	70	467	1	282
9:45 - 10:00	214	83	0	1	1.31	9.00	0	298	389	1	2	26	70	485	1	299

5-Hour Totals

Vehicles	1,366	3,269	45	48	N/A	N/A	49	4,777	8,521	35	43	806	1,505	10,832	82	4,859
Persons	1,366	6,538	136	432			49									

	5 Hours	I-66 HOV Restricted Period (5:30 AM - 9:30 AM)	Peak Hour in HOV restricted period (7:30 AM - 8:30 AM)	Peak Hour in monitoring period (7:30 AM - 8:30 AM)
Highway Passengers	10,832	9,227	2,231	2,231
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	8,521	7,230	2,014	2,014
Autos and Motorcycles	4,777	3,902	1,065	1,065
Average Auto Occupancy (Includes Motorcycles)	1.78	1.85	1.89	1.89

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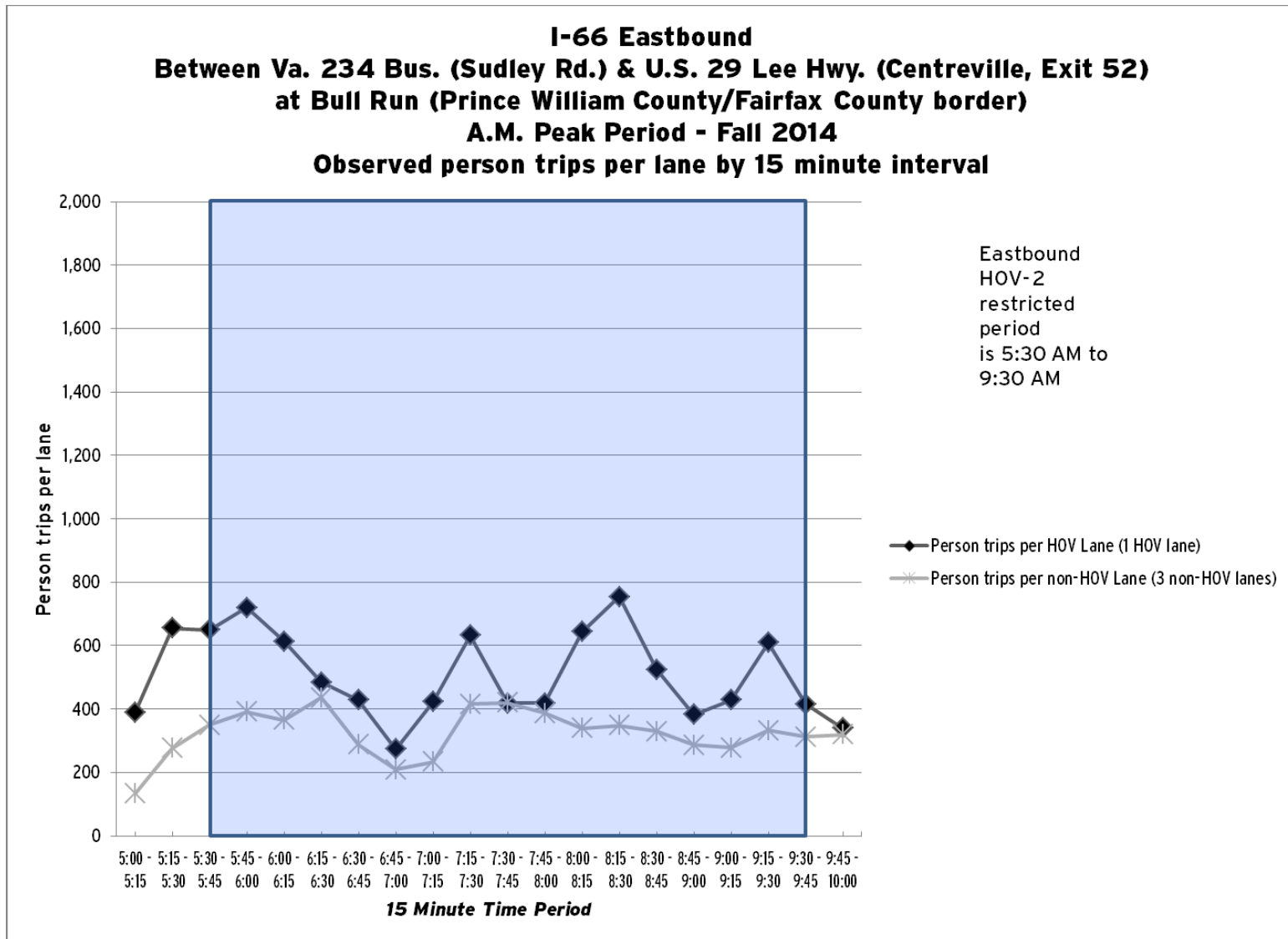
Table A-20: I-66 EB between Monument Dr and US 50 – Non-HOV Lane Total

I-66 Eastbound between Monument Drive and U.S. 50
 Non-HOV Lane Total
 Fall 2014 - 24 September 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	26	0	0	0	1.00	0.00	0	26	26	0	0	0	0	26	0	26
5:15 - 5:30	431	3	0	0	1.01	0.00	0	434	437	0	0	0	0	437	1	435
5:30 - 5:45	1,127	0	0	0	1.00	0.00	0	1,127	1,127	0	0	0	0	1,127	0	1,127
5:45 - 6:00	1,117	0	0	0	1.00	0.00	0	1,117	1,117	0	0	0	0	1,117	0	1,117
6:00 - 6:15	517	0	0	2	1.03	9.00	0	519	535	0	0	0	0	535	0	521
6:15 - 6:30	599	0	0	0	1.00	0.00	2	601	601	0	0	0	0	601	0	601
6:30 - 6:45	685	3	0	0	1.00	0.00	5	693	696	0	0	0	0	696	2	695
6:45 - 7:00	612	0	0	0	1.00	0.00	3	615	615	0	0	0	0	615	0	615
7:00 - 7:15	926	26	1	0	1.03	3.00	3	956	984	0	0	0	0	984	3	959
7:15 - 7:30	1,004	15	0	0	1.01	0.00	1	1,020	1,035	1	0	0	0	1,035	3	1,024
7:30 - 7:45	889	35	1	1	1.05	6.00	1	927	972	2	0	0	0	972	1	930
7:45 - 8:00	898	15	0	0	1.02	0.00	1	914	929	1	0	0	0	929	1	916
8:00 - 8:15	974	15	0	0	1.02	0.00	1	990	1,005	1	0	0	0	1,005	0	991
8:15 - 8:30	965	22	0	0	1.02	0.00	1	988	1,010	0	0	0	0	1,010	0	988
8:30 - 8:45	611	8	0	0	1.01	0.00	0	619	627	0	0	0	0	627	2	621
8:45 - 9:00	317	5	2	0	1.03	3.00	0	324	333	1	0	0	0	333	2	327
9:00 - 9:15	468	10	0	0	1.02	0.00	1	479	489	0	0	0	0	489	2	481
9:15 - 9:30	650	66	4	1	1.12	5.00	0	721	807	1	0	0	0	807	1	723
9:30 - 9:45	762	4	0	0	1.01	0.00	1	767	771	2	0	0	0	771	1	770
9:45 - 10:00	702	9	0	0	1.01	0.00	0	711	720	0	0	0	0	720	0	711
5-Hour Totals																
Vehicles	14,280	236	8	4	N/A	N/A	20	14,548	14,836	9	0	0	0	14,836	19	14,578
Persons	14,280	472	28	36			20									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(5:30 AM - 9:30 AM)	(7:30 AM - 8:30 AM)	(7:30 AM - 8:30 AM)
Highway Passengers	14,836	12,882	3,916
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	14,836	12,882	3,916
Autos and Motorcycles	14,548	12,610	3,819
Average Auto Occupancy (Includes Motorcycles)	1.02	1.02	1.03

Figure A-9: I-66 EB between VA 234 Business and US 29, at Bull Run



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Table A-21: I-66 EB between VA 234 Business and Bull Run (PW / FFX Line) – All Lanes Total

I-66 Eastbound between Va. 234 Business and Bull Run (Prince William County/Fairfax County border)
 All Lanes Total
 Fall 2014 - 30 September 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	627	38	0	5	1.12	9.00	3	673	751	0	1	0	35	786	1	675
5:15 - 5:30	1,042	160	0	9	1.19	9.00	8	1,219	1,451	0	1	0	35	1,486	2	1,222
5:30 - 5:45	1,063	263	1	7	1.24	8.25	11	1,345	1,666	0	1	0	35	1,701	1	1,347
5:45 - 6:00	1,156	306	0	5	1.23	9.00	9	1,476	1,822	0	2	0	70	1,892	3	1,481
6:00 - 6:15	1,031	284	1	7	1.26	8.25	9	1,332	1,674	0	2	0	35	1,709	3	1,337
6:15 - 6:30	1,317	190	0	1	1.13	9.00	13	1,521	1,719	0	4	0	70	1,789	4	1,529
6:30 - 6:45	846	125	0	2	1.14	9.00	4	977	1,118	0	10	0	175	1,293	1	988
6:45 - 7:00	641	91	0	0	1.12	0.00	6	738	829	0	4	0	70	899	1	743
7:00 - 7:15	819	98	0	0	1.11	0.00	4	921	1,019	0	6	0	105	1,124	1	928
7:15 - 7:30	1,349	151	1	1	1.11	6.00	8	1,510	1,671	0	12	0	210	1,881	0	1,522
7:30 - 7:45	1,373	127	0	1	1.09	9.00	6	1,507	1,642	0	1	0	35	1,677	0	1,508
7:45 - 8:00	1,273	131	0	4	1.12	9.00	7	1,415	1,578	0	0	0	0	1,578	1	1,416
8:00 - 8:15	1,076	274	3	2	1.22	5.40	9	1,364	1,660	0	0	0	0	1,660	2	1,366
8:15 - 8:30	1,075	334	3	4	1.26	6.43	11	1,427	1,799	0	0	0	0	1,799	1	1,428
8:30 - 8:45	1,022	233	2	1	1.19	5.00	9	1,267	1,512	0	0	0	0	1,512	1	1,268
8:45 - 9:00	935	113	2	0	1.11	3.50	6	1,056	1,174	0	4	0	70	1,244	0	1,060
9:00 - 9:15	878	112	1	1	1.12	6.00	8	1,000	1,122	0	8	0	140	1,262	2	1,010
9:15 - 9:30	1,102	98	6	1	1.10	3.86	2	1,209	1,327	0	16	0	280	1,607	0	1,225
9:30 - 9:45	1,093	92	1	0	1.08	3.00	3	1,189	1,283	0	4	0	70	1,353	0	1,193
9:45 - 10:00	1,086	62	2	1	1.07	5.33	2	1,153	1,228	0	4	0	70	1,298	2	1,159

5-Hour Totals

Vehicles	20,804	3,282	23	52	N/A	N/A	138	24,299	28,045	0	80	0	1,505	29,550	26	24,405
Persons	20,804	6,564	71	468			138									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(5:30 AM - 9:30 AM)	(7:15 AM - 8:15 AM)	(7:15 AM - 8:15 AM)
Highway Passengers	29,550	24,627	6,796
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	28,045	23,332	6,551
Autos and Motorcycles	24,299	20,065	5,796
Average Auto Occupancy (Includes Motorcycles)	1.15	1.16	1.13

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Table A-22: I-66 EB between VA 234 Business and Bull Run (PW / FFX Line) – HOV Lane Total

I-66 Eastbound between Va. 234 Business and Bull Run (Prince William County/Fairfax County border)
 HOV Lane Total
 Fall 2014 - 30 September 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ Bus Passengers	Trucks	
5:00 - 5:15	243	31	0	5	1.25	9.00	3	282	353	0	1	0	35	388	1	284
5:15 - 5:30	266	133	0	9	1.49	9.00	7	415	620	0	1	0	35	655	2	418
5:30 - 5:45	50	247	0	7	1.97	9.00	8	312	615	0	1	0	35	650	1	314
5:45 - 6:00	18	290	0	5	2.03	9.00	7	320	650	0	2	0	70	720	3	325
6:00 - 6:15	1	257	0	6	2.12	9.00	9	273	578	0	1	0	35	613	3	277
6:15 - 6:30	16	189	0	1	1.91	9.00	11	217	414	0	2	0	70	484	3	222
6:30 - 6:45	6	122	0	0	1.92	0.00	4	132	254	0	5	0	175	429	1	138
6:45 - 7:00	17	90	0	0	1.80	0.00	6	113	203	0	2	0	70	273	1	116
7:00 - 7:15	136	89	0	0	1.39	0.00	4	229	318	0	3	0	105	423	1	233
7:15 - 7:30	142	132	0	1	1.50	9.00	7	282	422	0	6	0	210	632	0	288
7:30 - 7:45	147	111	0	1	1.45	9.00	5	264	383	0	1	0	35	418	0	265
7:45 - 8:00	132	122	0	4	1.58	9.00	6	264	418	0	0	0	0	418	1	265
8:00 - 8:15	75	268	2	2	1.81	6.00	9	356	644	0	0	0	0	644	2	358
8:15 - 8:30	39	330	3	4	1.95	6.43	10	386	754	0	0	0	0	754	1	387
8:30 - 8:45	41	230	2	1	1.86	5.00	9	283	525	0	0	0	0	525	1	284
8:45 - 9:00	85	109	1	0	1.56	4.00	6	201	313	0	2	0	70	383	0	203
9:00 - 9:15	58	110	1	0	1.63	3.00	8	177	289	0	4	0	140	429	2	183
9:15 - 9:30	112	94	6	1	1.53	3.86	2	215	329	0	8	0	280	609	0	223
9:30 - 9:45	192	74	1	0	1.28	3.00	3	270	346	0	2	0	70	416	0	272
9:45 - 10:00	185	37	0	1	1.20	9.00	2	225	270	0	2	0	70	340	1	228

5-Hour Totals

Vehicles	1,961	3,065	16	48	N/A	N/A	126	5,216	8,698	0	43	0	1,505	10,203	24	5,283
Persons	1,961	6,130	49	432			126									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(5:30 AM - 9:30 AM)	(7:15 AM - 8:15 AM)	(7:15 AM - 8:15 AM)
Highway Passengers	10,203	8,404	2,112
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	8,698	7,109	1,867
Autos and Motorcycles	5,216	4,024	1,166
Average Auto Occupancy (Includes Motorcycles)	1.67	1.77	1.60

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Table A-23: I-66 EB between VA 234 Business and Bull Run (PW / FFX Line) – Non-HOV Lane Total

I-66 Eastbound between Va. 234 Business and Bull Run (Prince William County/Fairfax County border)
 Non-HOV Lane Total
 Fall 2014 - 30 September 2014

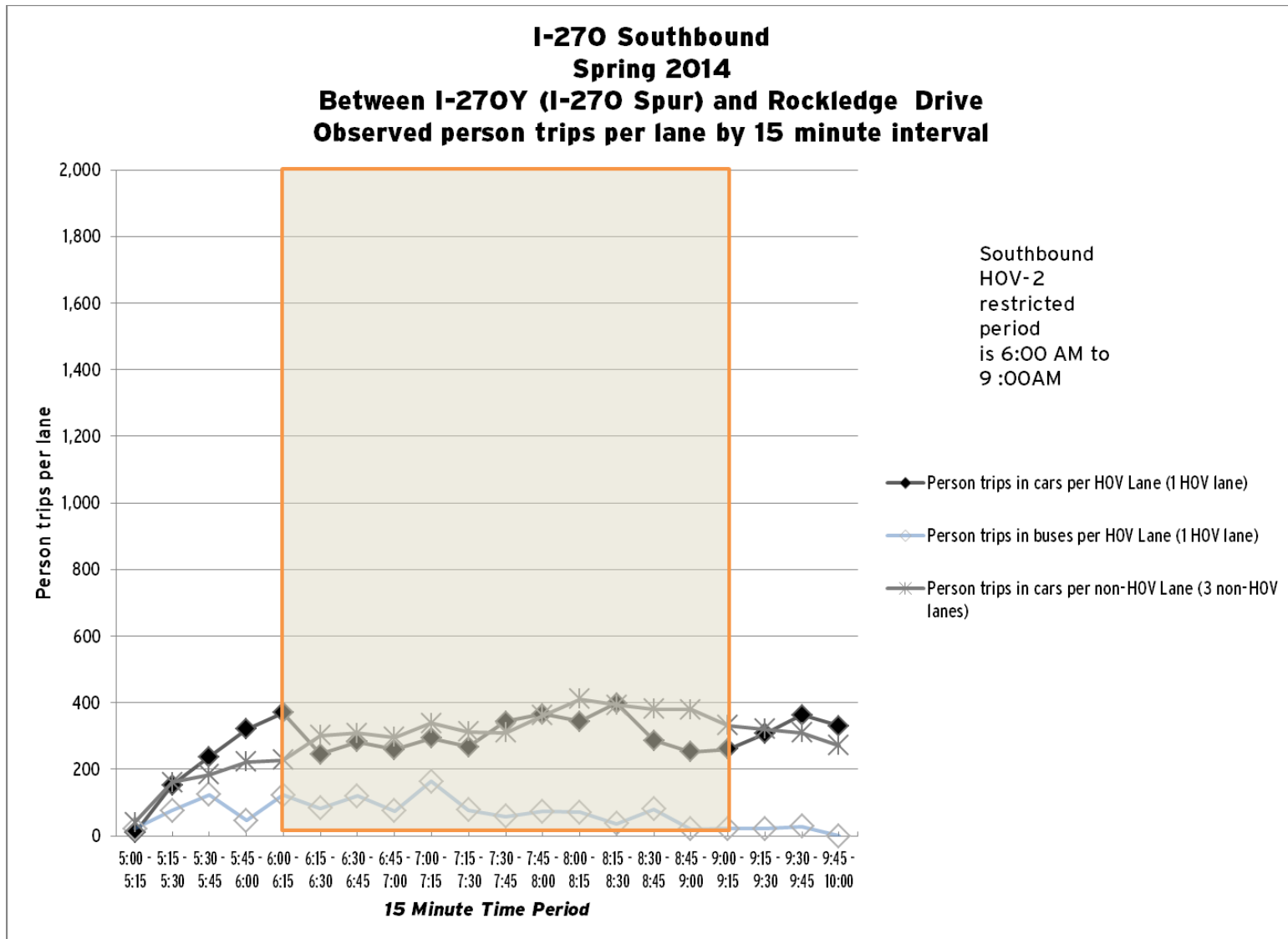
Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	384	7	0	0	1.02	0.00	0	391	398	0	0	0	0	398	0	391
5:15 - 5:30	776	27	0	0	1.03	0.00	1	804	831	0	0	0	0	831	0	804
5:30 - 5:45	1,013	16	1	0	1.02	3.00	3	1,033	1,051	0	0	0	0	1,051	0	1,033
5:45 - 6:00	1,138	16	0	0	1.01	0.00	2	1,156	1,172	0	0	0	0	1,172	0	1,156
6:00 - 6:15	1,030	27	1	1	1.03	6.00	0	1,059	1,096	0	1	0	0	1,096	0	1,060
6:15 - 6:30	1,301	1	0	0	1.00	0.00	2	1,304	1,305	0	2	0	0	1,305	1	1,307
6:30 - 6:45	840	3	0	2	1.02	9.00	0	845	864	0	5	0	0	864	0	850
6:45 - 7:00	624	1	0	0	1.00	0.00	0	625	626	0	2	0	0	626	0	627
7:00 - 7:15	683	9	0	0	1.01	0.00	0	692	701	0	3	0	0	701	0	695
7:15 - 7:30	1,207	19	1	0	1.02	3.00	1	1,228	1,249	0	6	0	0	1,249	0	1,234
7:30 - 7:45	1,226	16	0	0	1.01	0.00	1	1,243	1,259	0	0	0	0	1,259	0	1,243
7:45 - 8:00	1,141	9	0	0	1.01	0.00	1	1,151	1,160	0	0	0	0	1,160	0	1,151
8:00 - 8:15	1,001	6	1	0	1.01	3.00	0	1,008	1,016	0	0	0	0	1,016	0	1,008
8:15 - 8:30	1,036	4	0	0	1.00	0.00	1	1,041	1,045	0	0	0	0	1,045	0	1,041
8:30 - 8:45	981	3	0	0	1.00	0.00	0	984	987	0	0	0	0	987	0	984
8:45 - 9:00	850	4	1	0	1.01	3.00	0	855	861	0	2	0	0	861	0	857
9:00 - 9:15	820	2	0	1	1.01	9.00	0	823	833	0	4	0	0	833	0	827
9:15 - 9:30	990	4	0	0	1.00	0.00	0	994	998	0	8	0	0	998	0	1,002
9:30 - 9:45	901	18	0	0	1.02	0.00	0	919	937	0	2	0	0	937	0	921
9:45 - 10:00	901	25	2	0	1.03	3.50	0	928	958	0	2	0	0	958	1	931

5-Hour Totals

Vehicles	18,843	217	7	4	N/A	N/A	12	19,083	19,347	0	37	0	0	19,347	2	19,122
Persons	18,843	434	22	36			12									

	I-66 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(5:30 AM - 9:30 AM)	(7:15 AM - 8:15 AM)	(7:15 AM - 8:15 AM)
Highway Passengers	19,347	16,223	4,684
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	19,347	16,223	4,684
Autos and Motorcycles	19,083	16,041	4,630
Average Auto Occupancy (Includes Motorcycles)	1.01	1.01	1.01

Figure A-10: I-270 SB between I-270 Spur and Rockledge Dr



Regional HOV Report Appendices – October 2015

Table A-24: I-270 SB at Rockledge Dr – All Lanes Total

I-270 Southbound at Rockledge Dr
All Lanes Total
Spring 2014 - 12 June 2014

Time					Avg		Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Auto Occ.	3+ Avg Auto Occ.		Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	95	6	7	0	1.21	3.43	0	108	131	0	0	21	0	152	0	108
5:15 - 5:30	575	23	4	0	1.06	3.75	1	603	637	1	0	0	76	713	1	605
5:30 - 5:45	689	45	0	1	1.07	9.00	2	737	790	2	0	48	76	914	1	740
5:45 - 6:00	752	73	10	6	1.17	5.56	1	842	988	2	0	46	0	1,034	3	847
6:00 - 6:15	674	160	5	4	1.25	6.67	1	844	1,055	3	0	46	76	1,177	2	849
6:15 - 6:30	852	122	14	1	1.16	3.40	1	990	1,148	3	0	45	38	1,231	0	993
6:30 - 6:45	904	126	7	3	1.16	4.90	2	1,042	1,207	2	1	44	76	1,327	0	1,045
6:45 - 7:00	885	106	9	2	1.14	4.27	2	1,004	1,146	2	2	37	38	1,221	5	1,013
7:00 - 7:15	976	142	6	3	1.16	5.11	2	1,129	1,308	3	1	49	114	1,471	2	1,135
7:15 - 7:30	874	152	9	0	1.17	3.11	0	1,035	1,206	2	2	40	38	1,284	2	1,041
7:30 - 7:45	891	170	8	2	1.19	4.40	0	1,071	1,275	3	1	21	38	1,334	5	1,080
7:45 - 8:00	1,023	201	5	1	1.18	4.00	0	1,230	1,449	2	2	36	38	1,523	5	1,239
8:00 - 8:15	1,093	219	8	2	1.19	4.30	2	1,324	1,576	1	1	33	38	1,647	2	1,328
8:15 - 8:30	1,082	233	3	2	1.19	5.40	1	1,321	1,576	4	0	36	0	1,612	4	1,329
8:30 - 8:45	1,048	185	4	0	1.16	3.00	0	1,237	1,430	1	0	42	38	1,510	5	1,243
8:45 - 9:00	1,009	185	3	0	1.16	3.00	0	1,197	1,388	1	0	20	0	1,408	4	1,202
9:00 - 9:15	988	123	6	0	1.12	3.67	1	1,118	1,257	0	0	21	0	1,278	1	1,119
9:15 - 9:30	984	138	2	0	1.13	3.00	0	1,124	1,266	0	0	21	0	1,287	5	1,129
9:30 - 9:45	952	146	13	1	1.16	3.43	1	1,113	1,293	0	0	28	0	1,321	3	1,116
9:45 - 10:00	903	106	2	2	1.13	7.25	0	1,013	1,144	0	0	0	0	1,144	6	1,019

5-Hour Totals

Vehicles	17,249	2,661	125	30	N/A	N/A	17	20,082	23,270	32	10	634	684	24,588	56	20,180
Persons	17,249	5,322	412	270			17									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	24,588	16,745	6,292
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	23,270	15,764	6,031
Autos and Motorcycles	20,082	13,424	5,112
Average Auto Occupancy (Includes Motorcycles)	1.16	1.17	1.18

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Table A-25: I-270 SB at Rockledge Dr – HOV Lane Total

I-270 Southbound at Rockledge Dr
HOV Lane Total
Spring 2014 - 12 June 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	0	1	2	0	3.00	3.50	0	3	9	1	0	21	0	30	0	3
5:15 - 5:30	119	17	0	0	1.13	0.00	0	136	153	0	2	0	76	229	1	138
5:30 - 5:45	184	26	0	0	1.12	0.00	1	211	237	2	2	48	76	361	0	213
5:45 - 6:00	178	43	1	6	1.41	8.14	0	228	321	2	0	46	0	367	1	230
6:00 - 6:15	41	143	2	4	1.94	7.00	1	191	370	2	2	46	76	492	1	195
6:15 - 6:30	56	71	13	1	1.74	3.43	0	141	246	2	1	45	38	329	0	144
6:30 - 6:45	107	63	7	3	1.56	4.90	1	181	283	2	2	44	76	403	0	184
6:45 - 7:00	84	63	9	2	1.62	4.27	2	160	259	2	1	37	38	334	0	164
7:00 - 7:15	83	81	6	3	1.67	5.11	2	175	293	2	3	49	114	456	1	180
7:15 - 7:30	52	95	8	0	1.72	3.13	0	155	267	2	1	40	38	345	1	160
7:30 - 7:45	13	146	7	2	2.05	4.33	0	168	344	1	1	21	38	403	2	174
7:45 - 8:00	21	162	4	1	1.95	4.20	0	188	366	2	1	36	38	440	2	194
8:00 - 8:15	12	147	6	2	2.05	4.63	1	168	344	2	1	33	38	415	1	171
8:15 - 8:30	17	184	1	1	1.95	6.00	1	204	398	2	0	36	0	434	1	208
8:30 - 8:45	9	137	1	0	1.95	3.00	0	147	286	2	1	42	38	366	5	153
8:45 - 9:00	14	116	2	0	1.91	3.00	0	132	252	1	0	20	0	272	0	133
9:00 - 9:15	125	58	5	0	1.38	3.80	0	188	260	1	0	21	0	281	0	188
9:15 - 9:30	187	57	2	0	1.25	3.00	0	246	307	1	0	21	0	328	0	246
9:30 - 9:45	174	79	10	0	1.38	3.00	1	264	363	1	0	28	0	391	0	264
9:45 - 10:00	243	40	1	0	1.16	7.00	0	284	330	0	0	0	0	330	1	285

5-Hour Totals

Vehicles	1,719	1,729	87	25	N/A	N/A	10	3,570	5,688	30	18	634	684	7,006	17	3,627
Persons	1,719	3,458	276	225			10									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	7,006	4,689	1,655
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	5,688	3,708	1,394
Autos and Motorcycles	3,570	2,010	707
Average Auto Occupancy (Includes Motorcycles)	1.59	1.84	1.97

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Table A-26: I-270 SB at Rockledge Dr – Non-HOV Lane Total

I-270 Southbound at Rockledge Dr
 Non-HOV Lane Total
 Spring 2014 - 12 June 2014

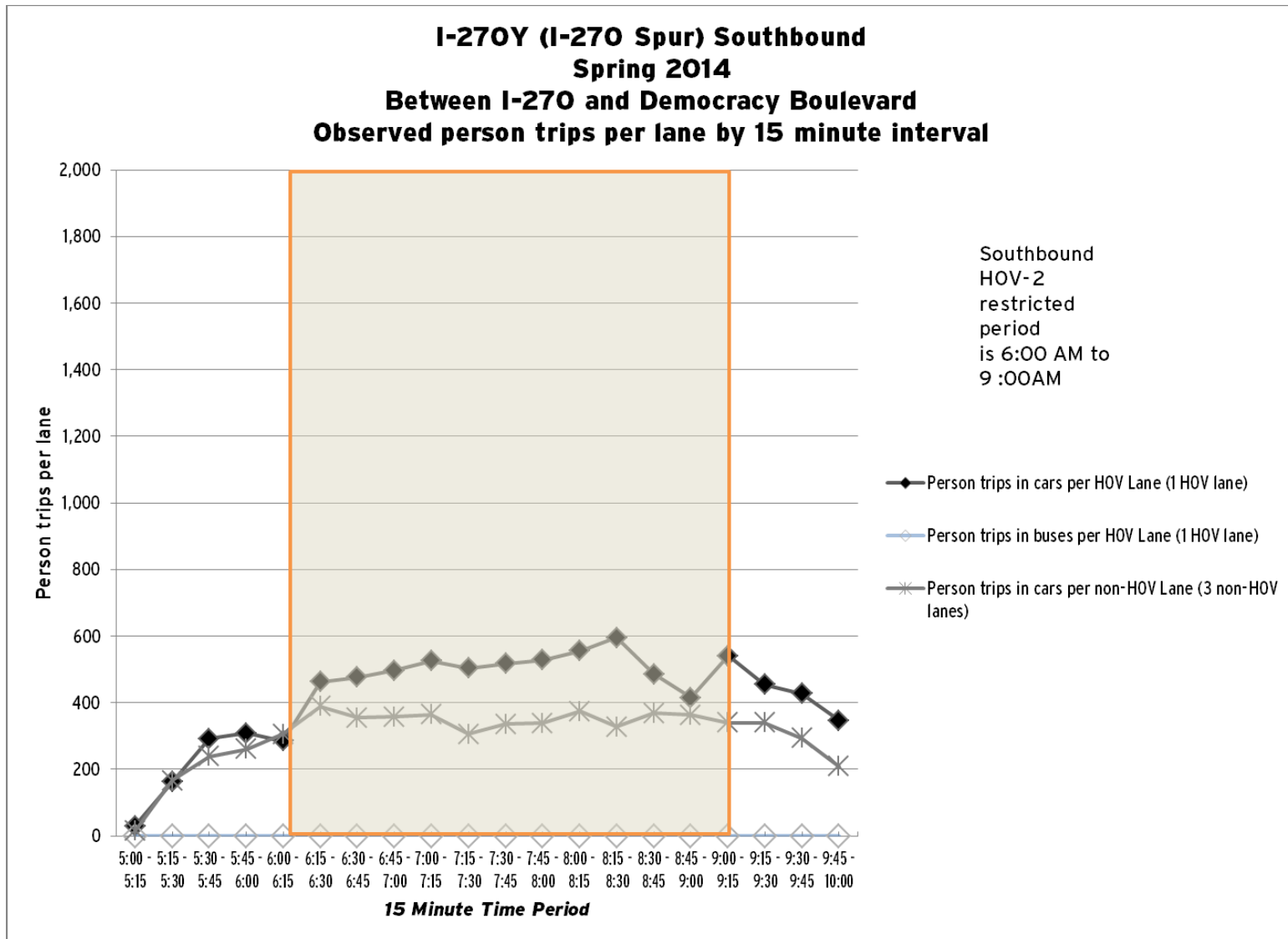
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	95	5	5	0	1.16	3.40	0	105	122	0	0	0	0	122	0	105
5:15 - 5:30	456	6	4	0	1.04	3.75	1	467	484	0	0	0	0	484	0	467
5:30 - 5:45	505	19	0	1	1.05	9.00	1	526	553	0	0	0	0	553	1	527
5:45 - 6:00	574	30	9	0	1.09	3.56	1	614	667	1	0	0	0	667	2	617
6:00 - 6:15	633	17	3	0	1.05	6.00	0	653	685	0	0	0	0	685	1	654
6:15 - 6:30	796	51	1	0	1.06	3.00	1	849	902	0	0	0	0	902	0	849
6:30 - 6:45	797	63	0	0	1.07	0.00	1	861	924	0	0	0	0	924	0	861
6:45 - 7:00	801	43	0	0	1.05	0.00	0	844	887	0	0	0	0	887	5	849
7:00 - 7:15	893	61	0	0	1.06	0.00	0	954	1,015	0	0	0	0	1,015	1	955
7:15 - 7:30	822	57	1	0	1.07	3.00	0	880	939	0	0	0	0	939	1	881
7:30 - 7:45	878	24	1	0	1.03	5.00	0	903	931	0	0	0	0	931	3	906
7:45 - 8:00	1,002	39	1	0	1.04	3.00	0	1,042	1,083	0	0	0	0	1,083	3	1,045
8:00 - 8:15	1,081	72	2	0	1.07	3.00	1	1,156	1,232	0	0	0	0	1,232	1	1,157
8:15 - 8:30	1,065	49	2	1	1.05	5.00	0	1,117	1,178	1	0	0	0	1,178	3	1,121
8:30 - 8:45	1,039	48	3	0	1.05	3.00	0	1,090	1,144	0	0	0	0	1,144	0	1,090
8:45 - 9:00	995	69	1	0	1.07	3.00	0	1,065	1,136	0	0	0	0	1,136	4	1,069
9:00 - 9:15	863	65	1	0	1.07	3.00	1	930	997	0	0	0	0	997	1	931
9:15 - 9:30	797	81	0	0	1.09	0.00	0	878	959	0	0	0	0	959	5	883
9:30 - 9:45	778	67	3	1	1.10	4.50	0	849	930	0	0	0	0	930	3	852
9:45 - 10:00	660	66	1	2	1.12	7.33	0	729	814	0	0	0	0	814	5	734

5-Hour Totals

Vehicles	15,530	932	38	5	N/A	N/A	7	16,512	17,582	2	0	0	0	17,582	39	16,553
Persons	15,530	1,864	136	45			7									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	17,582	12,056	4,637
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	17,582	12,056	4,637
Autos and Motorcycles	16,512	11,414	4,405
Average Auto Occupancy (Includes Motorcycles)	1.06	1.06	1.05

Figure A-11: I-270 Spur SB between I-270 Spur and Democracy Blvd



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Table A-27: I-270 Spur SB between I-270 Split and Democracy Blvd – All Lanes Total

I-270 Spur South between the "Split" and Democracy Blvd
 All Lanes Total
 Spring 2014 - 11 June 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	24	10	9	0	1.74	3.44	0	43	75	0	0	0	0	75	0	43
5:15 - 5:30	647	2	0	1	1.02	9.00	1	651	661	0	0	0	0	661	0	651
5:30 - 5:45	984	11	0	0	1.01	0.00	2	997	1,008	0	0	0	0	1,008	0	997
5:45 - 6:00	1,042	9	1	3	1.03	7.50	0	1,055	1,090	0	0	0	0	1,090	0	1,055
6:00 - 6:15	1,080	44	0	4	1.07	9.00	0	1,128	1,204	0	0	0	0	1,204	0	1,128
6:15 - 6:30	1,073	244	8	5	1.23	5.31	0	1,330	1,630	1	0	0	0	1,630	2	1,333
6:30 - 6:45	1,007	234	3	6	1.23	7.00	4	1,254	1,542	1	0	0	0	1,542	3	1,258
6:45 - 7:00	1,042	253	3	1	1.21	4.50	2	1,301	1,568	1	0	0	0	1,568	3	1,305
7:00 - 7:15	1,027	286	2	1	1.23	5.00	2	1,318	1,616	1	0	0	0	1,616	4	1,323
7:15 - 7:30	917	246	4	0	1.22	3.00	1	1,168	1,422	1	0	0	0	1,422	4	1,173
7:30 - 7:45	973	229	8	7	1.25	6.07	3	1,220	1,525	0	0	0	0	1,525	5	1,225
7:45 - 8:00	1,021	253	2	1	1.21	5.00	3	1,280	1,545	0	0	0	0	1,545	7	1,287
8:00 - 8:15	1,139	262	3	0	1.19	3.00	4	1,408	1,676	0	0	0	0	1,676	2	1,410
8:15 - 8:30	980	286	4	1	1.24	4.60	1	1,272	1,576	0	0	0	0	1,576	5	1,277
8:30 - 8:45	1,119	225	7	0	1.18	3.00	1	1,352	1,591	2	0	0	0	1,591	1	1,355
8:45 - 9:00	1,102	192	4	0	1.16	3.75	2	1,300	1,503	0	0	0	0	1,503	3	1,303
9:00 - 9:15	1,089	227	3	1	1.18	4.50	0	1,320	1,561	0	0	0	0	1,561	4	1,324
9:15 - 9:30	1,178	140	5	0	1.11	3.00	0	1,323	1,473	2	0	0	0	1,473	9	1,334
9:30 - 9:45	1,141	72	2	2	1.08	6.00	1	1,218	1,310	1	0	0	0	1,310	2	1,221
9:45 - 10:00	850	48	4	1	1.07	4.20	4	907	971	0	0	0	0	971	2	909

5-Hour Totals

Vehicles	19,435	3,273	72	34	N/A	N/A	31	22,845	26,547	10	0	0	0	26,547	56	22,911
Persons	19,435	6,546	229	306			31									

	I-270Y HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)
Highway Passengers	26,547	18,398	6,346
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	26,547	18,398	6,346
Autos and Motorcycles	22,845	15,331	5,332
Average Auto Occupancy (Includes Motorcycles)	1.16	1.20	1.19

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Table A-28: I-270 Spur SB between I-270 Split and Democracy Blvd – HOV Lane Total

I-270 Spur South between the "Split" and Democracy Blvd
 HOV Lane Total (Lane 1 and Westlake/Fernwood HOV ramp)
 Spring 2014 - 11 June 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	13	3	3	0	1.58	3.67	0	19	30	0	0	0	0	30	0	19
5:15 - 5:30	159	1	0	0	1.01	0.00	1	161	162	0	0	0	0	162	0	161
5:30 - 5:45	283	4	0	0	1.01	0.00	1	288	292	0	0	0	0	292	0	288
5:45 - 6:00	303	3	0	0	1.01	0.00	0	306	309	0	0	0	0	309	0	306
6:00 - 6:15	235	25	0	0	1.10	0.00	0	260	285	0	0	0	0	285	0	260
6:15 - 6:30	51	182	7	3	1.91	4.80	0	243	463	0	0	0	0	463	1	244
6:30 - 6:45	29	195	3	5	2.02	6.75	4	236	477	0	0	0	0	477	2	238
6:45 - 7:00	27	225	3	1	1.93	4.50	2	258	497	0	0	0	0	497	2	260
7:00 - 7:15	13	249	1	1	1.97	6.00	2	266	525	0	0	0	0	525	4	270
7:15 - 7:30	37	227	4	0	1.87	3.00	1	269	504	0	0	0	0	504	4	273
7:30 - 7:45	42	194	6	7	2.06	6.54	3	252	518	0	0	0	0	518	3	255
7:45 - 8:00	50	230	2	1	1.85	5.00	3	286	528	0	0	0	0	528	2	288
8:00 - 8:15	44	249	3	0	1.85	3.00	4	300	555	0	0	0	0	555	1	301
8:15 - 8:30	47	265	3	1	1.88	4.50	0	316	595	0	0	0	0	595	4	320
8:30 - 8:45	59	204	6	0	1.80	3.00	1	270	486	0	0	0	0	486	1	271
8:45 - 9:00	82	160	3	0	1.68	3.67	2	247	415	0	0	0	0	415	3	250
9:00 - 9:15	139	195	1	1	1.61	6.00	0	336	541	0	0	0	0	541	1	337
9:15 - 9:30	278	85	2	0	1.24	3.00	0	365	454	0	0	0	0	454	7	372
9:30 - 9:45	331	46	1	0	1.13	3.00	1	379	427	0	0	0	0	427	1	380
9:45 - 10:00	291	24	2	0	1.09	3.00	2	319	347	0	0	0	0	347	1	320

5-Hour Totals

Vehicles	2,513	2,766	50	20	N/A	N/A	27	5,376	8,410	0	0	0	0	8,410	37	5,413
Persons	2,513	5,532	158	180			27									

	I-270Y HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)
Highway Passengers	8,410	5,848	2,051
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	8,410	5,848	2,051
Autos and Motorcycles	5,376	3,203	1,134
Average Auto Occupancy (Includes Motorcycles)	1.56	1.83	1.81

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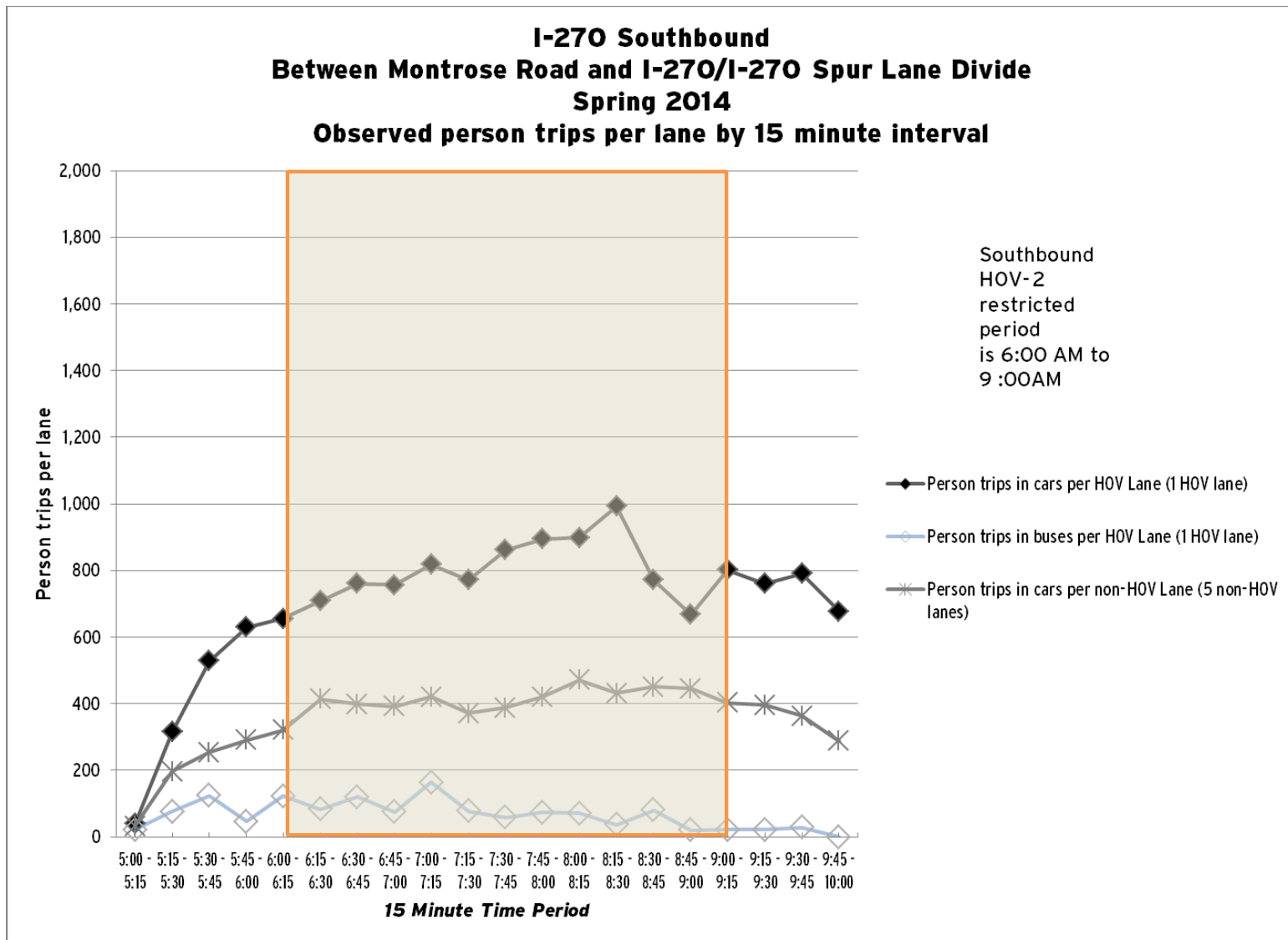
Table A-29: I-270 Spur SB between I-270 Split and Democracy Blvd – Non-HOV Lane Total

I-270 Spur South between the "Split" and Democracy Blvd
 Non-HOV Lane Total
 Spring 2014 - 11 June 2014

Time	Total										Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	Trucks	
5:00 - 5:15	11	7	6	0	1.88	3.33	0	24	45	0	0	0	0	45	0	24	
5:15 - 5:30	488	1	0	1	1.02	9.00	0	490	499	0	0	0	0	499	0	490	
5:30 - 5:45	701	7	0	0	1.01	0.00	1	709	716	0	0	0	0	716	0	709	
5:45 - 6:00	739	6	1	3	1.04	7.50	0	749	781	0	0	0	0	781	0	749	
6:00 - 6:15	845	19	0	4	1.06	9.00	0	868	919	0	0	0	0	919	0	868	
6:15 - 6:30	1,022	62	1	2	1.07	7.00	0	1,087	1,167	1	0	0	0	1,167	1	1,089	
6:30 - 6:45	978	39	0	1	1.05	9.00	0	1,018	1,065	1	0	0	0	1,065	1	1,020	
6:45 - 7:00	1,015	28	0	0	1.03	0.00	0	1,043	1,071	1	0	0	0	1,071	1	1,045	
7:00 - 7:15	1,014	37	1	0	1.04	3.00	0	1,052	1,091	1	0	0	0	1,091	0	1,053	
7:15 - 7:30	880	19	0	0	1.02	0.00	0	899	918	1	0	0	0	918	0	900	
7:30 - 7:45	931	35	2	0	1.04	3.00	0	968	1,007	0	0	0	0	1,007	2	970	
7:45 - 8:00	971	23	0	0	1.02	0.00	0	994	1,017	0	0	0	0	1,017	5	999	
8:00 - 8:15	1,095	13	0	0	1.01	0.00	0	1,108	1,121	0	0	0	0	1,121	1	1,109	
8:15 - 8:30	933	21	1	0	1.03	5.00	1	956	981	0	0	0	0	981	1	957	
8:30 - 8:45	1,060	21	1	0	1.02	3.00	0	1,082	1,105	2	0	0	0	1,105	0	1,084	
8:45 - 9:00	1,020	32	1	0	1.03	4.00	0	1,053	1,088	0	0	0	0	1,088	0	1,053	
9:00 - 9:15	950	32	2	0	1.04	3.00	0	984	1,020	0	0	0	0	1,020	3	987	
9:15 - 9:30	900	55	3	0	1.06	3.00	0	958	1,019	2	0	0	0	1,019	2	962	
9:30 - 9:45	810	26	1	2	1.05	7.00	0	839	883	1	0	0	0	883	1	841	
9:45 - 10:00	559	24	2	1	1.06	5.00	2	588	624	0	0	0	0	624	1	589	
5-Hour Totals																	
Vehicles	16,922	507	22	14	N/A	N/A	4	17,469	18,137	10	0	0	0	18,137	19	17,498	
Persons	16,922	1,014	71	126			4										

	I-270Y HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)	(8:00 AM - 9:00 AM)
Highway Passengers	18,137	12,550	4,295
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	18,137	12,550	4,295
Autos and Motorcycles	17,469	12,128	4,198
Average Auto Occupancy (Includes Motorcycles)	1.04	1.03	1.02

Figure A-12: I-270 SB between Montrose Rd and I-270 Split



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Table A-30: I-270 SB between Montrose Rd and I-270 Split – All Lanes Total

I-270 South between Montrose Road and the "Split" (max load point - total of stations I-270 at Rockledge and I-270Y at Democracy)

All Lanes Total

Spring 2014 - 12 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	119	16	16	0	1.36	3.44	0	151	206	0	0	21	0	227	0	151
5:15 - 5:30	1,222	25	4	1	1.04	4.80	2	1,254	1,298	1	0	0	76	1,374	1	1,256
5:30 - 5:45	1,673	56	0	1	1.04	9.00	4	1,734	1,798	2	0	48	76	1,922	1	1,737
5:45 - 6:00	1,794	82	11	9	1.10	5.95	1	1,897	2,078	2	0	46	0	2,124	3	1,902
6:00 - 6:15	1,754	204	5	8	1.15	7.38	1	1,972	2,259	3	0	46	76	2,381	2	1,977
6:15 - 6:30	1,925	366	22	6	1.20	4.29	1	2,320	2,778	4	0	45	38	2,861	2	2,326
6:30 - 6:45	1,911	360	10	9	1.20	5.89	6	2,296	2,749	3	1	44	76	2,869	3	2,303
6:45 - 7:00	1,927	359	12	3	1.18	4.33	4	2,305	2,714	3	2	37	38	2,789	8	2,318
7:00 - 7:15	2,003	428	8	4	1.19	5.08	4	2,447	2,924	4	1	49	114	3,087	6	2,458
7:15 - 7:30	1,791	398	13	0	1.19	3.08	1	2,203	2,628	3	2	40	38	2,706	6	2,214
7:30 - 7:45	1,864	399	16	9	1.22	5.40	3	2,291	2,800	3	1	21	38	2,859	10	2,305
7:45 - 8:00	2,044	454	7	2	1.19	4.33	3	2,510	2,994	2	2	36	38	3,068	12	2,526
8:00 - 8:15	2,232	481	11	2	1.19	4.00	6	2,732	3,252	1	1	33	38	3,323	4	2,738
8:15 - 8:30	2,062	519	7	3	1.22	5.00	2	2,593	3,152	4	0	36	0	3,188	9	2,606
8:30 - 8:45	2,167	410	11	0	1.17	3.00	1	2,589	3,021	3	0	42	38	3,101	6	2,598
8:45 - 9:00	2,111	377	7	0	1.16	3.43	2	2,497	2,891	1	0	20	0	2,911	7	2,505
9:00 - 9:15	2,077	350	9	1	1.16	4.00	1	2,438	2,818	0	0	21	0	2,839	5	2,443
9:15 - 9:30	2,162	278	7	0	1.12	3.00	0	2,447	2,739	2	0	21	0	2,760	14	2,463
9:30 - 9:45	2,093	218	15	3	1.12	4.00	2	2,331	2,603	1	0	28	0	2,631	5	2,337
9:45 - 10:00	1,753	154	6	3	1.10	5.56	4	1,920	2,115	0	0	0	0	2,115	8	1,928

5-Hour Totals

Vehicles	36,684	5,934	197	64	N/A	N/A	48	42,927	49,817	42	10	634	684	51,135	112	43,091
Persons	36,684	11,868	641	576			48									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	51,135	35,143	12,680
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	49,817	34,162	12,419
Autos and Motorcycles	42,927	28,755	9,246
Average Auto Occupancy (Includes Motorcycles)	1.16	1.19	1.34

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Table A-31: I-270 SB between Montrose Rd and I-270 Split – HOV Lane Total

I-270 South between Montrose Road and the "Split" (max load point - total of stations I-270 at Rockledge and I-270Y at Democracy)
 HOV Lane Total
 Spring 2014 - 12 June 2014

Time	Total													Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Buses Other	Bus Passengers Transit	Bus Passengers Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	13	4	5	0	1.77	3.60	0	22	39	1	0	21	0	60	0	22
5:15 - 5:30	278	18	0	0	1.06	0.00	1	297	315	0	2	0	76	391	1	299
5:30 - 5:45	467	30	0	0	1.06	0.00	2	499	529	2	2	48	76	653	0	501
5:45 - 6:00	481	46	1	6	1.18	8.14	0	534	630	2	0	46	0	676	1	536
6:00 - 6:15	276	168	2	4	1.45	7.00	1	451	655	2	2	46	76	777	1	455
6:15 - 6:30	107	253	20	4	1.85	4.00	0	384	709	2	1	45	38	792	1	388
6:30 - 6:45	136	258	10	8	1.82	5.72	5	417	760	2	2	44	76	880	2	422
6:45 - 7:00	111	288	12	3	1.81	4.33	4	418	756	2	1	37	38	831	2	424
7:00 - 7:15	96	330	7	4	1.85	5.27	4	441	818	2	3	49	114	981	5	450
7:15 - 7:30	89	322	12	0	1.82	3.08	1	424	771	2	1	40	38	849	5	433
7:30 - 7:45	55	340	13	9	2.05	5.64	3	420	862	1	1	21	38	921	5	429
7:45 - 8:00	71	392	6	2	1.89	4.50	3	474	894	2	1	36	38	968	4	482
8:00 - 8:15	56	396	9	2	1.92	4.18	5	468	899	2	1	33	38	970	2	472
8:15 - 8:30	64	449	4	2	1.91	5.00	1	520	993	2	0	36	0	1,029	5	528
8:30 - 8:45	68	341	7	0	1.85	3.00	1	417	772	2	1	42	38	852	6	424
8:45 - 9:00	96	276	5	0	1.76	3.40	2	379	667	1	0	20	0	687	3	383
9:00 - 9:15	264	253	6	1	1.53	4.43	0	524	801	1	0	21	0	822	1	525
9:15 - 9:30	465	142	4	0	1.25	3.00	0	611	761	1	0	21	0	782	7	618
9:30 - 9:45	505	125	11	0	1.23	3.00	2	643	790	1	0	28	0	818	1	644
9:45 - 10:00	534	64	3	0	1.12	4.33	2	603	677	0	0	0	0	677	2	605

5-Hour Totals

Vehicles	4,232	4,495	137	45	N/A	N/A	37	8,946	14,098	30	18	634	684	15,416	54	9,040
Persons	4,232	8,990	434	405			37									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	15,416	10,537	3,819
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	14,098	9,556	3,558
Autos and Motorcycles	8,946	5,213	1,703
Average Auto Occupancy (Includes Motorcycles)	1.58	1.83	2.09

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Table A-32: I-270 SB between Montrose Rd and I-270 Split – Non-HOV Lane Total

I-270 South between Montrose Road and the "Split" (max load point - total of stations I-270 at Rockledge and I-270Y at Democracy)
 Non-HOV Lane Total
 Spring 2014 - 12 June 2014

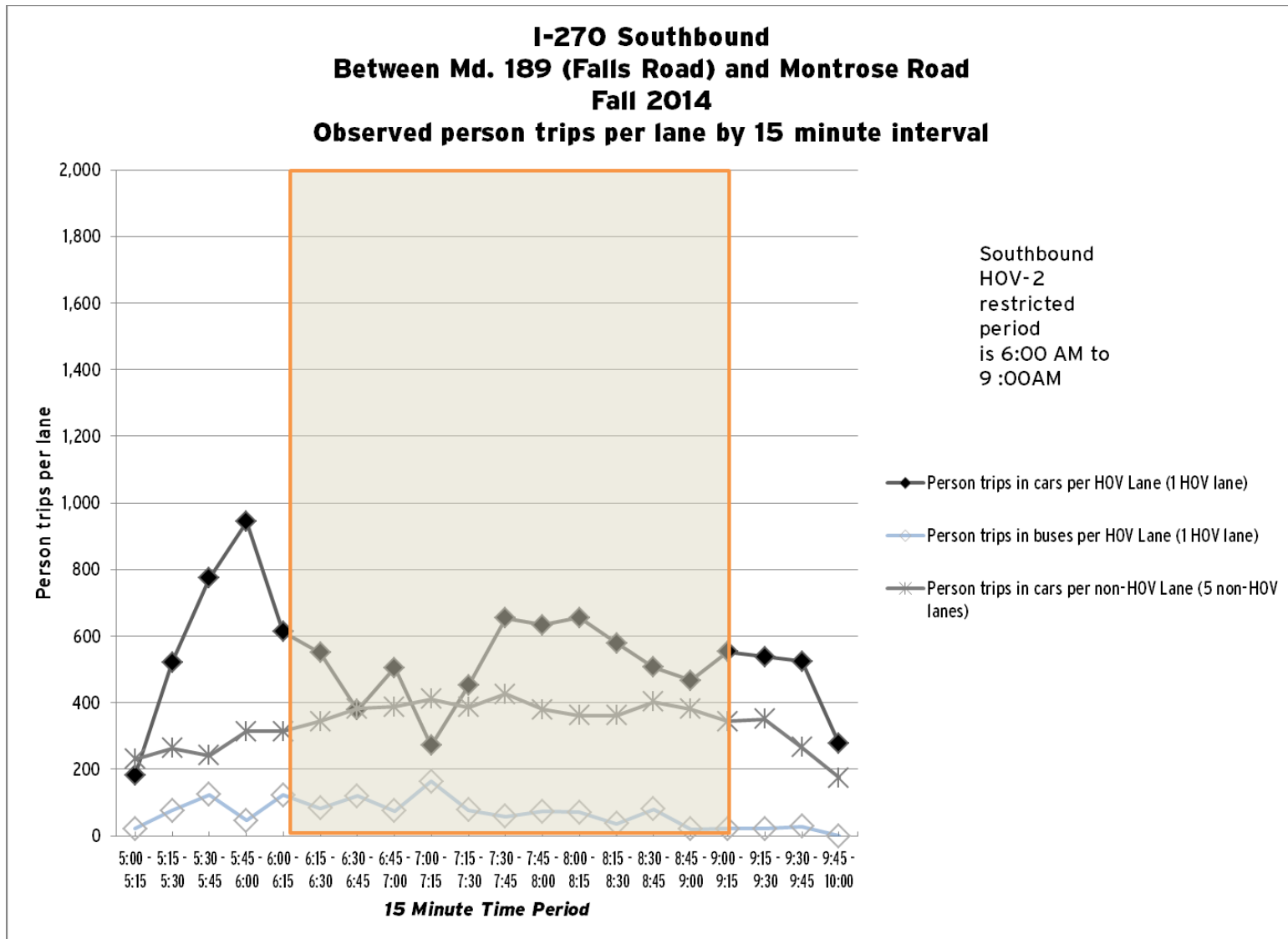
Time									Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks		
5:00 - 5:15	106	12	11	0	1.29	3.36	0	129	167	0	0	0	0	167	0	129	
5:15 - 5:30	944	7	4	1	1.03	4.80	1	957	983	0	0	0	0	983	0	957	
5:30 - 5:45	1,206	26	0	1	1.03	9.00	2	1,235	1,269	0	0	0	0	1,269	1	1,236	
5:45 - 6:00	1,313	36	10	3	1.06	4.77	1	1,363	1,448	1	0	0	0	1,448	2	1,366	
6:00 - 6:15	1,478	36	3	4	1.05	7.71	0	1,521	1,604	0	0	0	0	1,604	1	1,522	
6:15 - 6:30	1,818	113	2	2	1.07	6.00	1	1,936	2,069	1	0	0	0	2,069	1	1,938	
6:30 - 6:45	1,775	102	0	1	1.06	9.00	1	1,879	1,989	1	0	0	0	1,989	1	1,881	
6:45 - 7:00	1,816	71	0	0	1.04	0.00	0	1,887	1,958	1	0	0	0	1,958	6	1,894	
7:00 - 7:15	1,907	98	1	0	1.05	3.00	0	2,006	2,106	1	0	0	0	2,106	1	2,008	
7:15 - 7:30	1,702	76	1	0	1.04	3.00	0	1,779	1,857	1	0	0	0	1,857	1	1,781	
7:30 - 7:45	1,809	59	3	0	1.04	3.67	0	1,871	1,938	0	0	0	0	1,938	5	1,876	
7:45 - 8:00	1,973	62	1	0	1.03	3.00	0	2,036	2,100	0	0	0	0	2,100	8	2,044	
8:00 - 8:15	2,176	85	2	0	1.04	3.00	1	2,264	2,353	0	0	0	0	2,353	2	2,266	
8:15 - 8:30	1,998	70	3	1	1.04	5.00	1	2,073	2,159	1	0	0	0	2,159	4	2,078	
8:30 - 8:45	2,099	69	4	0	1.04	3.00	0	2,172	2,249	2	0	0	0	2,249	0	2,174	
8:45 - 9:00	2,015	101	2	0	1.05	3.50	0	2,118	2,224	0	0	0	0	2,224	4	2,122	
9:00 - 9:15	1,813	97	3	0	1.05	3.00	1	1,914	2,017	0	0	0	0	2,017	4	1,918	
9:15 - 9:30	1,697	136	3	0	1.08	3.00	0	1,836	1,978	2	0	0	0	1,978	7	1,845	
9:30 - 9:45	1,588	93	4	3	1.07	5.57	0	1,688	1,813	1	0	0	0	1,813	4	1,693	
9:45 - 10:00	1,219	90	3	3	1.09	6.17	2	1,317	1,438	0	0	0	0	1,438	6	1,323	

5-Hour Totals

Vehicles	32,452	1,439	60	19	N/A	N/A	11	33,981	35,719	12	0	0	0	35,719	58	34,051
Persons	32,452	2,878	207	171			11									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(7:45 AM - 8:45 AM)	(7:45 AM - 8:45 AM)
Highway Passengers	35,719	24,606	8,861
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	35,719	24,606	8,861
Autos and Motorcycles	33,981	23,542	7,543
Average Auto Occupancy (Includes Motorcycles)	1.05	1.05	1.17

Figure A-13: I-270 SB between MD 189 and Montrose Rd



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Table A-33: I-270 SB between MD 189 and Montrose Rd – All Lanes Total

I-270 Southbound between Md. 189 (Falls Rd) and Montrose Road
 All Lanes Total
 Fall 2014 - 16 September 2014

Time	Total																Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Buses Other	Bus Passengers Transit	Bus Passengers Other	Total Auto Pers. + MC Riders + Bus Passengers	Trucks		
5:00 - 5:15	1,250	23	0	3	1.04	9.00	6	1,282	1,329	0	0	21	0	1,350	0	1,282	
5:15 - 5:30	1,590	84	2	7	1.09	8.00	8	1,691	1,838	1	0	0	76	1,914	0	1,692	
5:30 - 5:45	1,323	278	0	11	1.23	9.00	2	1,614	1,980	2	0	48	76	2,104	0	1,616	
5:45 - 6:00	1,535	429	3	11	1.27	8.36	4	1,982	2,514	1	0	46	0	2,560	1	1,984	
6:00 - 6:15	1,534	275	1	10	1.20	8.45	7	1,827	2,184	3	0	46	76	2,306	2	1,832	
6:15 - 6:30	1,681	235	0	12	1.17	9.00	10	1,938	2,269	3	0	45	38	2,352	4	1,945	
6:30 - 6:45	1,892	168	0	5	1.10	9.00	14	2,079	2,287	2	1	44	76	2,407	3	2,085	
6:45 - 7:00	1,883	261	2	3	1.13	6.60	8	2,157	2,446	2	2	37	38	2,521	13	2,174	
7:00 - 7:15	1,899	199	2	2	1.10	6.00	4	2,106	2,325	3	1	49	114	2,488	7	2,117	
7:15 - 7:30	1,852	252	1	2	1.13	7.00	5	2,112	2,382	2	2	40	38	2,460	5	2,121	
7:30 - 7:45	1,974	383	4	2	1.17	5.17	12	2,375	2,783	3	1	21	38	2,842	7	2,386	
7:45 - 8:00	1,769	356	3	3	1.18	6.00	9	2,140	2,526	2	2	36	38	2,600	5	2,149	
8:00 - 8:15	1,708	347	7	4	1.19	5.18	5	2,071	2,464	1	1	33	38	2,535	10	2,083	
8:15 - 8:30	1,738	293	4	4	1.16	6.00	14	2,053	2,386	3	0	36	0	2,422	7	2,063	
8:30 - 8:45	1,985	249	3	2	1.12	5.40	6	2,245	2,516	1	0	42	38	2,596	6	2,252	
8:45 - 9:00	1,943	195	4	2	1.10	5.00	8	2,152	2,371	1	0	20	0	2,391	0	2,153	
9:00 - 9:15	1,964	141	4	1	1.07	4.20	5	2,115	2,272	1	0	21	0	2,293	6	2,122	
9:15 - 9:30	2,027	125	2	1	1.06	5.00	1	2,156	2,293	1	0	21	0	2,314	1	2,158	
9:30 - 9:45	1,704	66	2	1	1.04	5.00	5	1,778	1,856	0	0	28	0	1,884	3	1,781	
9:45 - 10:00	1,055	39	1	1	1.04	6.00	7	1,103	1,152	0	0	0	0	1,152	2	1,105	

5-Hour Totals

Vehicles	34,306	4,398	45	87	N/A	N/A	140	38,976	44,173	32	10	634	684	45,491	82	39,100
Persons	34,306	8,796	148	783			140									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(6:45 AM - 7:45 AM)	(6:45 AM - 7:45 AM)
Highway Passengers	45,491	29,920	10,311
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	44,173	28,939	9,936
Autos and Motorcycles	38,976	25,255	8,750
Average Auto Occupancy (Includes Motorcycles)	1.13	1.15	1.14

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Table A-34: I-270 SB between MD 189 and Montrose Rd – HOV Lane Total

I-270 Southbound between Md. 189 (Falls Rd) and Montrose Road
 HOV Lane Total
 Fall 2014 - 16 September 2014

Time								Total				Buses		Total Auto Pers.			Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Bus Passengers Transit	Other	+ MC Riders + Bus Passengers	Trucks		
5:00 - 5:15	126	22	0	1	1.20	9.00	2	151	181	1	0	21	0	202	0	151	
5:15 - 5:30	296	83	1	6	1.34	8.14	3	389	522	0	2	0	76	598	0	390	
5:30 - 5:45	191	241	0	11	1.74	9.00	2	445	774	2	2	48	76	898	0	447	
5:45 - 6:00	11	425	0	9	2.11	9.00	2	447	944	2	0	46	0	990	1	449	
6:00 - 6:15	2	268	0	8	2.18	9.00	3	281	613	2	2	46	76	735	2	286	
6:15 - 6:30	2	225	0	10	2.24	9.00	8	245	550	2	1	45	38	633	0	248	
6:30 - 6:45	73	136	0	3	1.73	9.00	6	218	378	2	2	44	76	498	1	222	
6:45 - 7:00	107	183	0	3	1.69	9.00	5	298	505	2	1	37	38	580	4	306	
7:00 - 7:15	83	86	2	1	1.56	5.00	2	174	272	2	3	49	114	435	2	180	
7:15 - 7:30	86	172	1	2	1.73	7.00	1	262	452	2	1	40	38	530	4	270	
7:30 - 7:45	24	302	1	2	1.96	7.00	5	334	654	1	1	21	38	713	4	342	
7:45 - 8:00	30	286	2	2	1.94	6.00	7	327	633	2	1	36	38	707	4	335	
8:00 - 8:15	17	297	2	4	2.03	7.00	2	322	655	2	1	33	38	726	6	330	
8:15 - 8:30	36	258	4	1	1.90	4.20	6	305	579	2	0	36	0	615	5	313	
8:30 - 8:45	52	215	3	1	1.83	4.50	6	277	506	2	1	42	38	586	5	283	
8:45 - 9:00	188	128	0	2	1.45	9.00	5	323	467	1	0	20	0	487	0	324	
9:00 - 9:15	343	96	2	1	1.24	5.00	3	445	553	1	0	21	0	574	5	450	
9:15 - 9:30	371	77	1	1	1.19	6.00	1	451	538	1	0	21	0	559	0	451	
9:30 - 9:45	439	41	1	0	1.09	3.00	0	481	524	1	0	28	0	552	1	482	
9:45 - 10:00	239	17	0	0	1.07	0.00	4	260	277	0	0	0	0	277	0	260	

5-Hour Totals

Vehicles	2,716	3,558	20	68	N/A	N/A	73	6,435	10,577	30	18	634	684	11,895	44	6,519
Persons	2,716	7,116	60	612			73									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours (6:00 AM - 9:00 AM)	(6:45 AM - 7:45 AM)	(6:45 AM - 7:45 AM)
Highway Passengers	11,895	7,245	2,258
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	10,577	6,264	1,883
Autos and Motorcycles	6,435	3,366	1,068
Average Auto Occupancy (Includes Motorcycles)	1.64	1.86	1.76

Regional HOV Report Appendices – October 2015

Table A-35: I-270 SB between MD 189 and Montrose Rd – Non-HOV Lane Total

I-270 Southbound between Md. 189 (Falls Rd) and Montrose Road
 Non-HOV Lane Total
 Fall 2014 - 16 September 2014

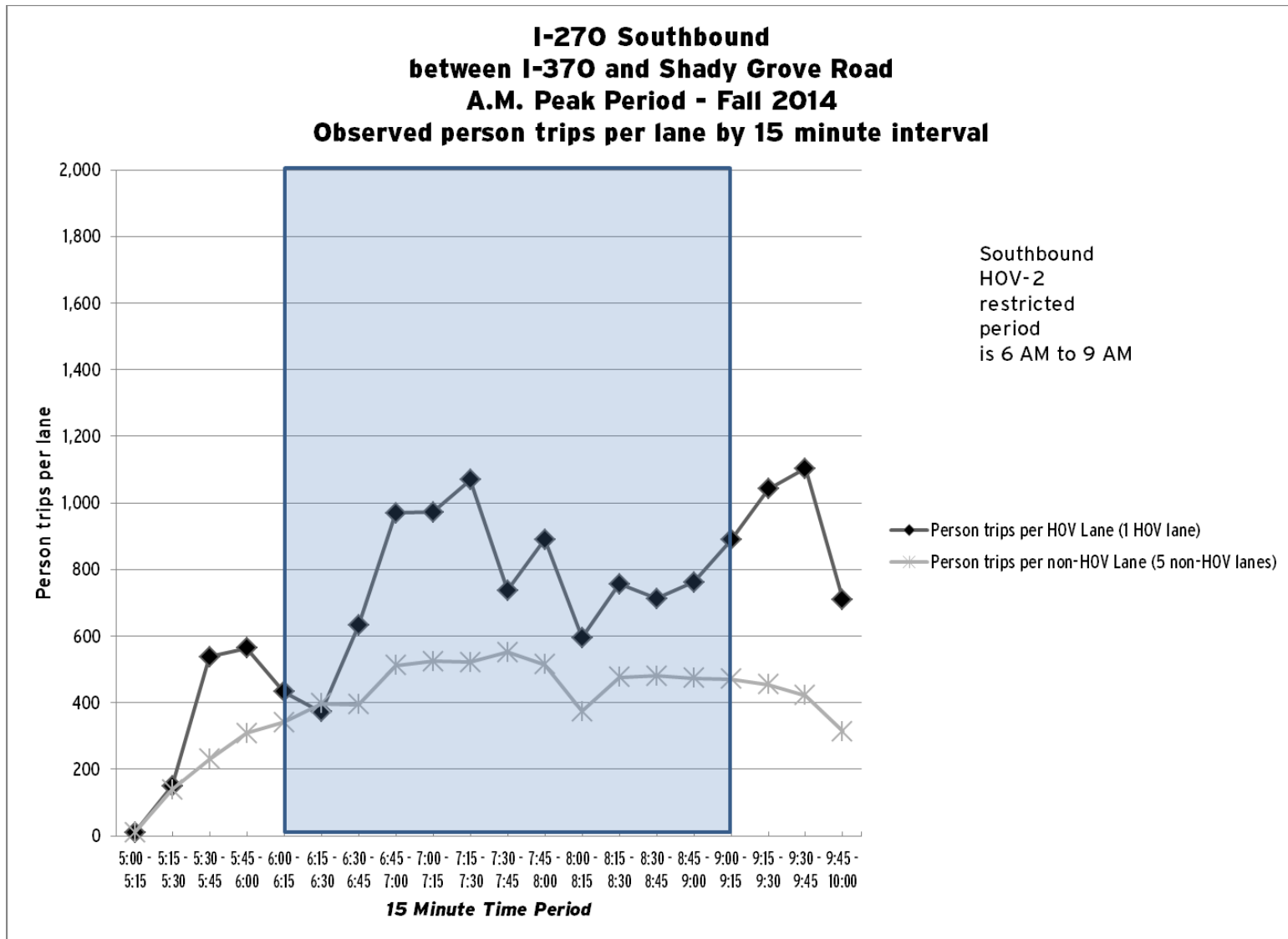
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	Vehicles	Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	1,124	1	0	2	1.02	9.00	4	1,131	1,148	0	0	0	0	1,148	0	1,131
5:15 - 5:30	1,294	1	1	1	1.01	7.50	5	1,302	1,316	0	0	0	0	1,316	0	1,302
5:30 - 5:45	1,132	37	0	0	1.03	0.00	0	1,169	1,206	0	0	0	0	1,206	0	1,169
5:45 - 6:00	1,524	4	3	2	1.02	7.20	2	1,535	1,570	0	0	0	0	1,570	0	1,535
6:00 - 6:15	1,532	7	1	2	1.02	7.00	4	1,546	1,571	0	0	0	0	1,571	0	1,546
6:15 - 6:30	1,679	10	0	2	1.02	9.00	2	1,693	1,719	0	0	0	0	1,719	4	1,697
6:30 - 6:45	1,819	32	0	2	1.03	9.00	8	1,861	1,909	0	0	0	0	1,909	2	1,863
6:45 - 7:00	1,776	78	2	0	1.04	3.00	3	1,859	1,941	0	0	0	0	1,941	9	1,868
7:00 - 7:15	1,816	113	0	1	1.06	9.00	2	1,932	2,053	0	0	0	0	2,053	5	1,937
7:15 - 7:30	1,766	80	0	0	1.04	0.00	4	1,850	1,930	0	0	0	0	1,930	1	1,851
7:30 - 7:45	1,950	81	3	0	1.04	3.33	7	2,041	2,129	0	0	0	0	2,129	3	2,044
7:45 - 8:00	1,739	70	1	1	1.04	6.00	2	1,813	1,893	0	0	0	0	1,893	1	1,814
8:00 - 8:15	1,691	50	5	0	1.03	3.00	3	1,749	1,809	0	0	0	0	1,809	4	1,753
8:15 - 8:30	1,702	35	0	3	1.03	9.00	8	1,748	1,807	0	0	0	0	1,807	2	1,750
8:30 - 8:45	1,933	34	0	1	1.02	9.00	0	1,968	2,010	0	0	0	0	2,010	1	1,969
8:45 - 9:00	1,755	67	4	0	1.04	3.00	3	1,829	1,904	0	0	0	0	1,904	0	1,829
9:00 - 9:15	1,621	45	2	0	1.03	3.00	2	1,670	1,719	1	0	0	0	1,719	1	1,672
9:15 - 9:30	1,656	48	1	0	1.03	3.00	0	1,705	1,755	1	0	0	0	1,755	1	1,707
9:30 - 9:45	1,265	25	1	1	1.03	6.00	5	1,297	1,332	0	0	0	0	1,332	2	1,299
9:45 - 10:00	816	22	1	1	1.04	6.00	3	843	875	0	0	0	0	875	2	845

5-Hour Totals

Vehicles	31,590	840	25	19	N/A	N/A	67	32,541	33,596	2	0	0	0	33,596	38	32,581
Persons	31,590	1,680	88	171			67									

	5 Hours	I-270 HOV Restricted Period (6:00 AM - 9:00 AM)	Peak Hour in HOV restricted period (6:45 AM - 7:45 AM)	Peak Hour in monitoring period (6:45 AM - 7:45 AM)
Highway Passengers	33,596	22,675	8,053	8,053
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	33,596	22,675	8,053	8,053
Autos and Motorcycles	32,541	21,889	7,682	7,682
Average Auto Occupancy (Includes Motorcycles)	1.03	1.04	1.05	1.05

Figure A-14: I-270 SB between I-370 and Shady Grove Rd



Regional HOV Report Appendices – October 2015

Table A-36: I-270 SB between I-370 and Shady Grove Rd – All Lanes Total

I-270 Southbound Between I-370 and Shady Grove Road
 All Lanes Total
 Fall 2014 - 18 September 2014

Time	Total										Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	Trucks	
5:00 - 5:15	733	1	0	1	1.01	9.00	12	747	756	1	0	0	0	756	0	748	
5:15 - 5:30	1,147	4	0	4	1.03	9.00	3	1,158	1,194	1	0	16	0	1,210	1	1,160	
5:30 - 5:45	1,451	3	1	9	1.05	8.40	7	1,471	1,548	2	0	25	0	1,573	0	1,473	
5:45 - 6:00	1,642	4	0	1	1.01	9.00	6	1,653	1,665	1	0	16	0	1,681	3	1,657	
6:00 - 6:15	1,702	78	0	4	1.06	9.00	7	1,791	1,901	3	0	46	0	1,947	4	1,798	
6:15 - 6:30	1,420	372	1	10	1.25	8.45	11	1,814	2,268	3	0	42	0	2,310	7	1,824	
6:30 - 6:45	1,482	207	1	11	1.17	8.50	5	1,706	2,003	2	1	33	41	2,077	9	1,718	
6:45 - 7:00	1,712	244	2	4	1.14	7.00	3	1,965	2,245	2	2	38	82	2,365	7	1,976	
7:00 - 7:15	1,633	303	6	5	1.18	5.82	4	1,951	2,307	3	1	51	41	2,399	6	1,961	
7:15 - 7:30	1,557	179	1	2	1.11	7.00	3	1,742	1,939	2	2	31	82	2,052	4	1,750	
7:30 - 7:45	1,576	202	4	1	1.12	4.40	10	1,793	2,012	3	1	52	41	2,105	0	1,797	
7:45 - 8:00	1,447	275	4	1	1.17	4.60	6	1,733	2,026	2	2	29	82	2,137	3	1,740	
8:00 - 8:15	1,422	309	2	1	1.18	5.00	5	1,739	2,060	2	1	16	41	2,117	4	1,746	
8:15 - 8:30	1,405	395	1	0	1.22	3.00	2	1,803	2,200	3	0	35	0	2,235	2	1,808	
8:30 - 8:45	1,434	274	0	1	1.16	9.00	2	1,711	1,993	1	0	16	0	2,009	5	1,717	
8:45 - 9:00	1,723	157	1	5	1.11	8.00	9	1,895	2,094	1	0	16	0	2,110	4	1,900	
9:00 - 9:15	1,715	129	2	3	1.09	6.80	8	1,857	2,015	0	0	0	0	2,015	7	1,864	
9:15 - 9:30	1,504	117	0	7	1.11	9.00	7	1,635	1,808	0	0	0	0	1,808	5	1,640	
9:30 - 9:45	1,242	133	1	4	1.12	7.80	7	1,387	1,554	0	0	0	0	1,554	5	1,392	
9:45 - 10:00	1,090	101	0	4	1.11	9.00	4	1,199	1,332	0	0	0	0	1,332	5	1,204	

5-Hour Totals

Vehicles	29,037	3,487	27	78	N/A	N/A	121	32,750	36,920	32	10	462	410	37,792	81	32,873
Persons	29,037	6,974	86	702			121									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period (6:45 AM - 7:45 AM)	Peak Hour in monitoring period (6:45 AM - 7:45 AM)
5 Hours	(6:00 AM - 9:00 AM)	(6:45 AM - 7:45 AM)	(6:45 AM - 7:45 AM)
Highway Passengers	37,792	25,863	8,921
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	36,920	25,048	8,503
Autos and Motorcycles	32,750	21,643	7,451
Average Auto Occupancy (Includes Motorcycles)	1.13	1.16	1.14

Regional HOV Report Appendices – October 2015

Table A-37: I-270 SB between I-370 and Shady Grove Rd – HOV Lane Total

I-270 Southbound Between I-370 and Shady Grove Road
 HOV Lane Total
 Fall 2014 - 18 September 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	252	1	0	1	1.03	9.00	5	259	268	0	0	0	0	268	0	259
5:15 - 5:30	325	0	0	2	1.05	9.00	1	328	344	1	0	16	0	360	0	329
5:30 - 5:45	305	0	0	4	1.10	9.00	1	310	342	2	0	25	0	367	0	312
5:45 - 6:00	336	0	0	0	1.00	0.00	1	337	337	1	0	16	0	353	2	340
6:00 - 6:15	272	74	0	2	1.25	9.00	6	354	444	3	0	46	0	490	1	358
6:15 - 6:30	10	356	1	4	2.03	7.80	7	378	768	3	0	42	0	810	0	381
6:30 - 6:45	17	181	0	7	2.13	9.00	4	209	446	2	1	33	41	520	1	213
6:45 - 7:00	76	210	1	3	1.81	7.50	1	291	527	2	2	38	82	647	2	297
7:00 - 7:15	105	237	3	1	1.72	4.50	4	350	601	3	1	51	41	693	0	354
7:15 - 7:30	172	116	0	1	1.43	9.00	2	291	415	2	2	31	82	528	1	296
7:30 - 7:45	184	117	1	0	1.39	3.00	5	307	426	3	1	52	41	519	0	311
7:45 - 8:00	72	182	3	1	1.75	4.75	5	263	460	2	2	29	82	571	2	269
8:00 - 8:15	15	205	2	0	1.92	3.00	5	227	436	1	1	16	41	493	2	231
8:15 - 8:30	1	249	0	0	2.00	0.00	0	250	499	3	0	35	0	534	1	254
8:30 - 8:45	51	188	0	0	1.78	0.00	2	241	429	1	0	16	0	445	2	244
8:45 - 9:00	148	99	0	0	1.39	0.00	6	253	352	1	0	16	0	368	0	254
9:00 - 9:15	315	60	0	0	1.16	0.00	3	378	438	0	0	0	0	438	3	381
9:15 - 9:30	250	40	0	1	1.16	9.00	2	293	341	0	0	0	0	341	2	295
9:30 - 9:45	173	36	0	2	1.24	9.00	3	214	266	0	0	0	0	266	1	215
9:45 - 10:00	116	26	0	0	1.18	0.00	1	143	169	0	0	0	0	169	0	143

5-Hour Totals

Vehicles	3,195	2,377	11	29	N/A	N/A	64	5,676	8,308	30	10	462	410	9,180	20	5,736
Persons	3,195	4,754	34	261			64									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:45 AM - 7:45 AM)	(6:45 AM - 7:45 AM)
Highway Passengers	9,180	6,618	2,387
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	8,308	5,803	1,969
Autos and Motorcycles	5,676	3,414	1,239
Average Auto Occupancy (Includes Motorcycles)	1.46	1.70	1.59

Regional HOV Report Appendices – October 2015

Table A-38: I-270 SB between I-370 and Shady Grove Rd – Non-HOV Lane Total

I-270 Southbound Between I-370 and Shady Grove Road
 Non-HOV Lane Total
 Fall 2014 - 18 September 2014

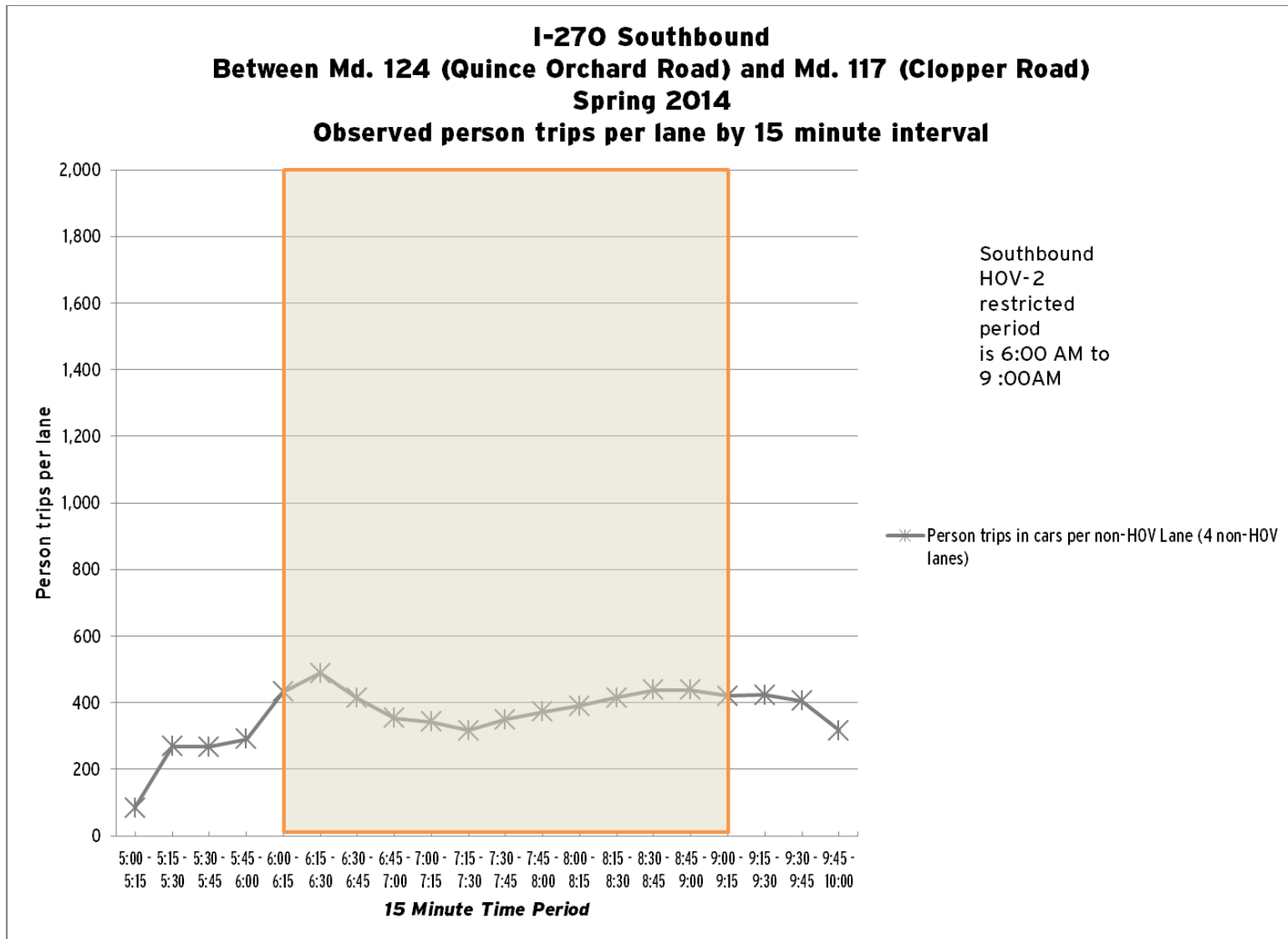
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Trucks	Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ Bus Passengers			
5:00 - 5:15	481	0	0	0	1.00	0.00	7	488	488	1	0	0	0	488	0	489	
5:15 - 5:30	822	4	0	2	1.02	9.00	2	830	850	0	0	0	0	850	1	831	
5:30 - 5:45	1,146	3	1	5	1.04	8.00	6	1,161	1,206	0	0	0	0	1,206	0	1,161	
5:45 - 6:00	1,306	4	0	1	1.01	9.00	5	1,316	1,328	0	0	0	0	1,328	1	1,317	
6:00 - 6:15	1,430	4	0	2	1.01	9.00	1	1,437	1,457	0	0	0	0	1,457	3	1,440	
6:15 - 6:30	1,410	16	0	6	1.04	9.00	4	1,436	1,500	0	0	0	0	1,500	7	1,443	
6:30 - 6:45	1,465	26	1	4	1.04	7.80	1	1,497	1,557	0	0	0	0	1,557	8	1,505	
6:45 - 7:00	1,636	34	1	1	1.03	6.00	2	1,674	1,718	0	0	0	0	1,718	5	1,679	
7:00 - 7:15	1,528	66	3	4	1.07	6.57	0	1,601	1,706	0	0	0	0	1,706	6	1,607	
7:15 - 7:30	1,385	63	1	1	1.05	6.00	1	1,451	1,524	0	0	0	0	1,524	3	1,454	
7:30 - 7:45	1,392	85	3	1	1.07	4.75	5	1,486	1,586	0	0	0	0	1,586	0	1,486	
7:45 - 8:00	1,375	93	1	0	1.07	4.00	1	1,470	1,566	0	0	0	0	1,566	1	1,471	
8:00 - 8:15	1,407	104	0	1	1.07	9.00	0	1,512	1,624	1	0	0	0	1,624	2	1,515	
8:15 - 8:30	1,404	146	1	0	1.10	3.00	2	1,553	1,701	0	0	0	0	1,701	1	1,554	
8:30 - 8:45	1,383	86	0	1	1.06	9.00	0	1,470	1,564	0	0	0	0	1,564	3	1,473	
8:45 - 9:00	1,575	58	1	5	1.06	8.00	3	1,642	1,742	0	0	0	0	1,742	4	1,646	
9:00 - 9:15	1,400	69	2	3	1.07	6.80	5	1,479	1,577	0	0	0	0	1,577	4	1,483	
9:15 - 9:30	1,254	77	0	6	1.09	9.00	5	1,342	1,467	0	0	0	0	1,467	3	1,345	
9:30 - 9:45	1,069	97	1	2	1.10	7.00	4	1,173	1,288	0	0	0	0	1,288	4	1,177	
9:45 - 10:00	974	75	0	4	1.10	9.00	3	1,056	1,163	0	0	0	0	1,163	5	1,061	

5-Hour Totals

Vehicles	25,842	1,110	16	49	N/A	N/A	57	27,074	28,612	2	0	0	0	28,612	61	27,137
Persons	25,842	2,220	52	441			57									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:45 AM - 7:45 AM)	(6:45 AM - 7:45 AM)
Highway Passengers	28,612	19,245	6,534
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	28,612	19,245	6,534
Autos and Motorcycles	27,074	18,229	6,212
Average Auto Occupancy (Includes Motorcycles)	1.06	1.06	1.05

Figure A-15: I-270 SB between MD 124 and MD 117



Regional HOV Report Appendices – October 2015

Table A-39: I-270 SB between MD 124 and MD 117 – All Lanes Total

I-270 Southbound between Md. 124 (Quince Orchard Road) and Md. 117 (Clopper Road)

All Lanes Total

Fall 2014 - 14 September 2014

HOV restriction begins about 1 mile south of this location

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	232	35	1	3	1.22	7.50	3	274	335	2	0	21	76	432	0	276
5:15 - 5:30	915	63	0	3	1.09	9.00	6	987	1,074	2	2	0	152	1,226	3	994
5:30 - 5:45	967	18	0	7	1.07	9.00	4	996	1,070	4	1	21	190	1,281	3	1,004
5:45 - 6:00	1,110	5	0	4	1.03	9.00	4	1,123	1,160	2	2	21	152	1,333	3	1,130
6:00 - 6:15	1,653	28	0	2	1.03	9.00	6	1,689	1,733	5	1	21	228	1,982	4	1,699
6:15 - 6:30	1,832	48	0	2	1.03	9.00	10	1,892	1,956	4	2	21	228	2,205	4	1,902
6:30 - 6:45	1,548	21	0	6	1.04	9.00	6	1,581	1,650	5	1	21	228	1,899	3	1,590
6:45 - 7:00	1,208	84	2	3	1.09	6.60	4	1,301	1,413	5	2	21	266	1,700	0	1,308
7:00 - 7:15	1,081	134	1	1	1.12	6.00	6	1,223	1,367	6	1	21	266	1,654	1	1,231
7:15 - 7:30	1,041	112	1	0	1.10	3.00	0	1,154	1,268	6	0	21	190	1,479	2	1,162
7:30 - 7:45	1,173	101	2	1	1.09	5.00	7	1,284	1,397	8	2	21	304	1,722	2	1,296
7:45 - 8:00	1,285	92	2	1	1.08	5.33	3	1,383	1,488	5	1	21	228	1,737	0	1,389
8:00 - 8:15	1,312	101	5	3	1.10	5.38	1	1,422	1,558	4	0	21	152	1,731	5	1,431
8:15 - 8:30	1,418	115	3	0	1.08	3.00	4	1,540	1,661	7	1	21	266	1,948	6	1,554
8:30 - 8:45	1,537	100	3	0	1.07	3.33	5	1,645	1,752	3	0	21	114	1,887	1	1,649
8:45 - 9:00	1,559	79	1	3	1.06	7.50	3	1,645	1,750	2	0	0	76	1,826	4	1,652
9:00 - 9:15	1,528	64	0	3	1.06	9.00	2	1,597	1,685	2	0	21	38	1,744	3	1,602
9:15 - 9:30	1,523	71	2	2	1.06	6.00	3	1,601	1,692	1	0	21	38	1,751	7	1,609
9:30 - 9:45	1,439	88	0	0	1.06	0.00	6	1,533	1,621	1	0	0	38	1,659	11	1,545
9:45 - 10:00	1,045	107	2	0	1.10	3.00	1	1,155	1,266	1	0	0	38	1,304	1	1,157

5-Hour Totals

Vehicles	25,406	1,466	25	44	N/A	N/A	84	27,025	28,896	75	16	336	3,268	32,500	63	27,180
Persons	25,406	2,932	78	396			84									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:00 AM - 7:00 AM)	(8:30 AM - 9:30 AM)
Highway Passengers	32,500	21,770	7,786
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	28,896	18,993	6,752
Autos and Motorcycles	27,025	17,759	6,454
Average Auto Occupancy (Includes Motorcycles)	1.07	1.07	1.05

Regional HOV Report Appendices – October 2015

Table A-40: I-270 SB between MD 124 and MD 117 – HOV Lane Total

I-270 Southbound between Md. 124 (Quince Orchard Road) and Md. 117 (Clopper Road)

HOV Lane Total

Fall 2014 - 14 September 2014

A.M. HOV restriction begins about 1 mile south of this location

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	112	0	0	2	1.14	9.00	2	116	132	1	2	21	76	229	0	118
5:15 - 5:30	347	0	0	2	1.05	9.00	2	351	367	0	4	0	152	519	0	355
5:30 - 5:45	338	0	0	3	1.07	9.00	4	345	369	1	5	21	190	580	0	350
5:45 - 6:00	449	0	0	1	1.02	9.00	2	452	460	1	4	21	152	633	0	456
6:00 - 6:15	445	0	0	0	1.00	0.00	4	449	449	1	6	21	228	698	0	455
6:15 - 6:30	455	0	0	0	1.00	0.00	8	463	463	1	6	21	228	712	0	469
6:30 - 6:45	407	2	0	0	1.00	0.00	5	414	416	1	6	21	228	665	0	420
6:45 - 7:00	339	68	0	0	1.17	0.00	4	411	479	1	7	21	266	766	0	418
7:00 - 7:15	276	108	1	0	1.28	3.00	5	390	500	1	7	21	266	787	0	397
7:15 - 7:30	245	63	0	0	1.20	0.00	0	308	371	1	5	21	190	582	0	313
7:30 - 7:45	240	67	1	1	1.25	6.00	3	312	389	1	8	21	304	714	0	320
7:45 - 8:00	227	54	0	1	1.22	9.00	1	283	345	1	6	21	228	594	0	289
8:00 - 8:15	283	46	3	1	1.18	4.75	1	334	395	1	4	21	152	568	1	339
8:15 - 8:30	327	34	0	0	1.09	0.00	2	363	397	1	7	21	266	684	2	372
8:30 - 8:45	336	39	1	0	1.11	3.00	3	379	420	1	3	21	114	555	0	382
8:45 - 9:00	366	27	0	0	1.07	0.00	3	396	423	0	2	0	76	499	0	399
9:00 - 9:15	379	31	0	0	1.08	0.00	2	412	443	1	1	21	38	502	0	413
9:15 - 9:30	397	37	0	0	1.08	0.00	2	436	473	1	1	21	38	532	2	439
9:30 - 9:45	380	44	0	0	1.10	0.00	4	428	472	0	1	0	38	510	3	432
9:45 - 10:00	306	33	0	0	1.10	0.00	1	340	373	0	1	0	38	411	0	341

5-Hour Totals

Vehicles	6,654	653	6	11	N/A	N/A	58	7,382	8,136	16	86	336	3,268	11,740	8	7,477
Persons	6,654	1,306	19	99			58									

	I-270 HOV Restricted Period	Peak Hour in HOV restricted period	Peak Hour in monitoring period
5 Hours	(6:00 AM - 9:00 AM)	(6:00 AM - 7:00 AM)	(8:30 AM - 9:30 AM)
Highway Passengers	11,740	7,824	2,088
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	8,136	5,047	1,759
Autos and Motorcycles	7,382	4,502	1,623
Average Auto Occupancy (Includes Motorcycles)	1.10	1.12	1.08

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Table A-41: I-270 SB between MD 124 and MD 117 – Non-HOV Lane Total

I-270 Southbound between Md. 124 (Quince Orchard Road) and Md. 117 (Clopper Road)
 Non-HOV Lane Total
 Fall 2014 - 14 September 2014

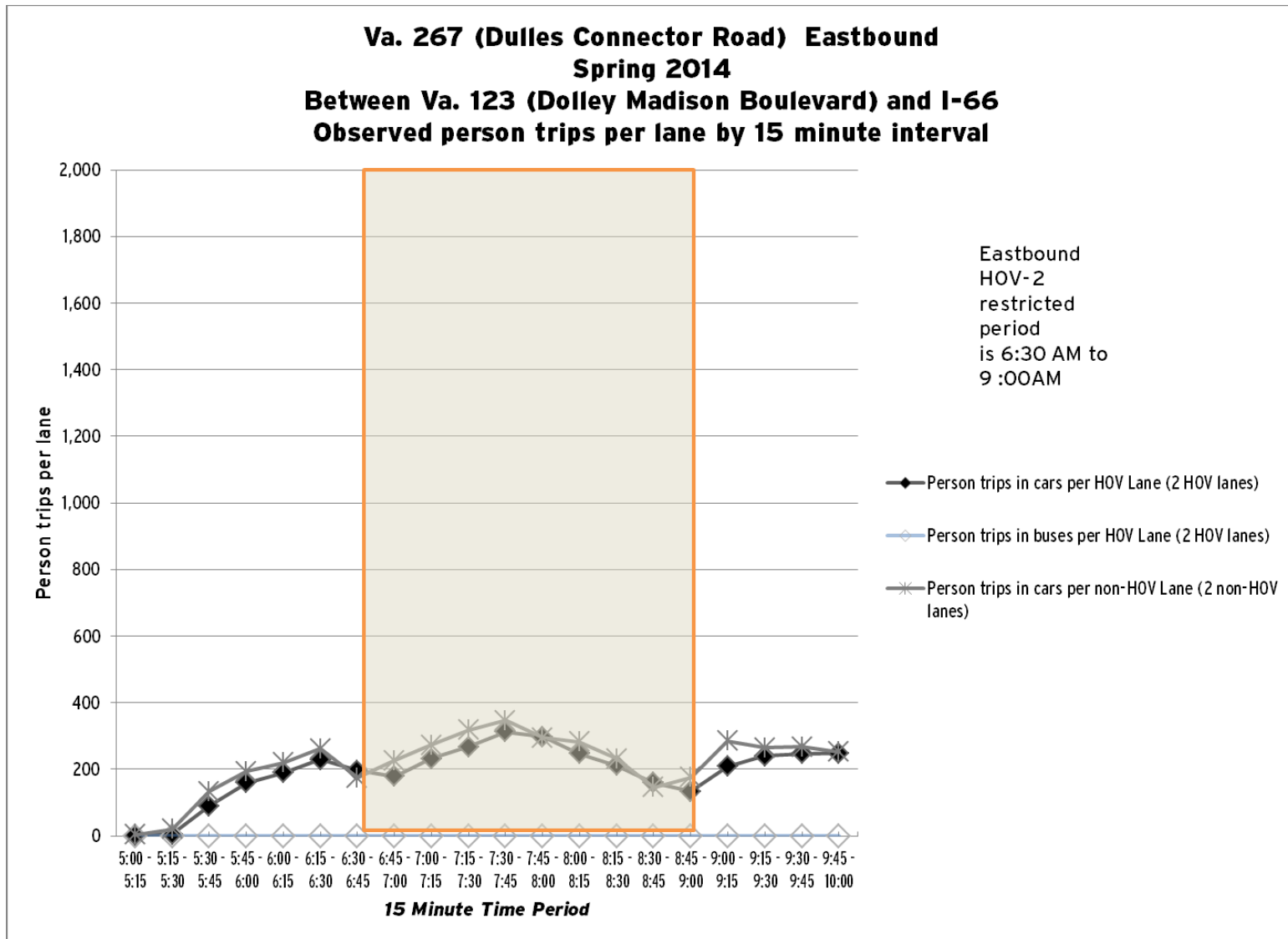
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ Bus Passengers	+ MC Riders	
5:00 - 5:15	120	35	1	1	1.28	6.00	1	158	203	0	0	0	0	203	0	158
5:15 - 5:30	568	63	0	1	1.11	9.00	4	636	707	0	0	0	0	707	3	639
5:30 - 5:45	629	18	0	4	1.08	9.00	0	651	701	0	0	0	0	701	3	654
5:45 - 6:00	661	5	0	3	1.04	9.00	2	671	700	0	0	0	0	700	3	674
6:00 - 6:15	1,208	28	0	2	1.04	9.00	2	1,240	1,284	0	0	0	0	1,284	4	1,244
6:15 - 6:30	1,377	48	0	2	1.04	9.00	2	1,429	1,493	0	0	0	0	1,493	4	1,433
6:30 - 6:45	1,141	19	0	6	1.06	9.00	1	1,167	1,234	0	0	0	0	1,234	3	1,170
6:45 - 7:00	869	16	2	3	1.05	6.60	0	890	934	0	0	0	0	934	0	890
7:00 - 7:15	805	26	0	1	1.04	9.00	1	833	867	0	0	0	0	867	1	834
7:15 - 7:30	796	49	1	0	1.06	3.00	0	846	897	1	0	0	0	897	2	849
7:30 - 7:45	933	34	1	0	1.04	3.00	4	972	1,008	2	0	0	0	1,008	2	976
7:45 - 8:00	1,058	38	2	0	1.04	3.50	2	1,100	1,143	0	0	0	0	1,143	0	1,100
8:00 - 8:15	1,029	55	2	2	1.07	6.00	0	1,088	1,163	0	0	0	0	1,163	4	1,092
8:15 - 8:30	1,091	81	3	0	1.07	3.00	2	1,177	1,264	1	0	0	0	1,264	4	1,182
8:30 - 8:45	1,201	61	2	0	1.05	3.50	2	1,266	1,332	0	0	0	0	1,332	1	1,267
8:45 - 9:00	1,193	52	1	3	1.06	7.50	0	1,249	1,327	0	0	0	0	1,327	4	1,253
9:00 - 9:15	1,149	33	0	3	1.05	9.00	0	1,185	1,242	1	0	0	0	1,242	3	1,189
9:15 - 9:30	1,126	34	2	2	1.05	6.00	1	1,165	1,219	0	0	0	0	1,219	5	1,170
9:30 - 9:45	1,059	44	0	0	1.04	0.00	2	1,105	1,149	0	0	0	0	1,149	8	1,113
9:45 - 10:00	739	74	2	0	1.10	3.00	0	815	893	0	0	0	0	893	1	816

5-Hour Totals

Vehicles	18,752	813	19	33	N/A	N/A	26	19,643	20,760	5	0	0	0	20,760	55	19,703
Persons	18,752	1,626	59	297			26									

	I-270 HOV Restricted Period		Peak Hour in HOV restricted period	Peak Hour in monitoring period
	5 Hours	(6:00 AM - 9:00 AM)	(6:00 AM - 7:00 AM)	(8:30 AM - 9:30 AM)
Highway Passengers	20,760	13,946	4,945	5,120
Rail Passengers	0	0	0	0
Auto and Motorcycle Passengers	20,760	13,946	4,945	5,120
Autos and Motorcycles	19,643	13,257	4,726	4,865
Average Auto Occupancy (Includes Motorcycles)	1.06	1.05	1.05	1.05

Figure A-16: VA 267 EB between VA 123 and I-66



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Table A-42: VA 267 EB at VA 123 – All Lanes Total

Va. 267 eastbound at Va. 123 (Dolley Madison Blvd)
 All Lanes Total
 Spring 2014 - 4 June 2014

Time	Vehicles			Vans	Avg		Motorcycles (MC)	Total Autos		Total Auto Pers.		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1	2	3+		Auto Occ.	3+ Avg Auto Occ.		+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	Trucks		
5:00 - 5:15	3	0	3	0	2.00	3.00	0	6	12	1	1	28	0	40	2	10		
5:15 - 5:30	20	0	8	0	1.66	3.38	1	29	48	4	1	126	41	215	0	30		
5:30 - 5:45	367	19	3	2	1.12	6.80	7	398	446	2	1	68	0	514	1	401		
5:45 - 6:00	533	28	8	8	1.22	7.13	2	579	705	3	2	96	82	883	2	581		
6:00 - 6:15	695	49	6	0	1.09	3.67	2	752	817	4	0	129	0	946	3	757		
6:15 - 6:30	697	123	5	2	1.18	4.86	5	832	982	10	5	284	205	1,471	5	841		
6:30 - 6:45	353	142	19	4	1.42	4.35	7	525	744	7	1	214	0	958	2	529		
6:45 - 7:00	312	211	13	2	1.46	4.07	15	553	810	10	6	302	246	1,358	6	563		
7:00 - 7:15	264	310	29	3	1.64	3.56	11	617	1,009	8	0	240	0	1,249	6	625		
7:15 - 7:30	202	426	32	1	1.75	3.27	8	669	1,170	11	15	311	615	2,096	5	680		
7:30 - 7:45	197	528	17	0	1.75	3.00	12	754	1,316	6	1	196	0	1,512	9	765		
7:45 - 8:00	196	421	34	4	1.79	3.63	7	662	1,183	9	7	255	287	1,725	4	669		
8:00 - 8:15	249	354	21	3	1.67	3.88	8	635	1,058	9	14	265	0	1,323	21	672		
8:15 - 8:30	234	292	15	1	1.61	3.63	9	551	885	10	11	302	451	1,638	13	573		
8:30 - 8:45	243	166	9	0	1.44	3.33	6	424	611	6	6	176	0	787	9	440		
8:45 - 9:00	277	143	13	0	1.39	3.31	11	444	617	9	6	276	246	1,139	9	457		
9:00 - 9:15	624	149	13	2	1.24	3.93	6	794	987	5	3	141	0	1,128	5	804		
9:15 - 9:30	750	122	2	0	1.14	3.00	7	881	1,007	3	1	96	41	1,144	5	888		
9:30 - 9:45	715	138	4	2	1.19	5.50	4	863	1,028	4	0	133	0	1,161	2	869		
9:45 - 10:00	628	168	6	2	1.24	4.50	1	805	1,001	4	1	113	41	1,155	7	816		

5-Hour Totals

Vehicles	7,559	3,789	260	36	N/A	N/A	129	11,773	16,436	125	82	3,751	2,255	22,442	116	11,970
Persons	7,559	7,578	846	324			129									

I-66 HOV Restricted

	Period		Peak Hour
	5 Hours (6:30 AM - 9:00 AM)	(9:00AM - 10:00 AM)	
Highway Passengers	22,442	13,785	4,750
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	16,436	9,403	4,185
Autos and Motorcycles	11,773	5,834	3,361
Average Auto Occupancy (Includes Motorcycles)	1.40	1.61	1.25

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Table A-43: VA 267 EB at VA 123 – HOV Lane Total

Va. 267 eastbound at Va. 123 (Dolley Madison Blvd)
 HOV Lane Total
 Spring 2014 - 4 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers. + MC Riders		Trucks	Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ Bus Passengers			
5:00 - 5:15	1	0	1	0	2.00	3.00	0	2	4	0	0	0	0	4	2	4	
5:15 - 5:30	0	0	3	0	3.00	3.00	0	3	9	0	0	0	0	9	0	3	
5:30 - 5:45	143	7	2	1	1.15	6.67	3	156	180	0	0	0	0	180	1	157	
5:45 - 6:00	240	9	4	4	1.22	7.13	2	259	317	0	0	0	0	317	2	261	
6:00 - 6:15	326	23	1	0	1.08	5.00	1	351	378	0	0	0	0	378	1	352	
6:15 - 6:30	345	51	3	0	1.14	3.00	2	401	458	0	0	0	0	458	4	405	
6:30 - 6:45	192	71	9	3	1.42	4.75	3	278	394	0	0	0	0	394	1	279	
6:45 - 7:00	149	84	7	1	1.44	4.13	8	249	358	0	0	0	0	358	5	254	
7:00 - 7:15	144	141	8	1	1.55	3.67	5	299	464	0	0	0	0	464	1	300	
7:15 - 7:30	80	193	18	1	1.80	3.37	4	296	534	0	0	0	0	534	4	300	
7:30 - 7:45	97	249	8	0	1.74	3.00	6	360	625	0	0	0	0	625	3	363	
7:45 - 8:00	96	214	16	2	1.79	3.67	4	332	594	0	0	0	0	594	1	333	
8:00 - 8:15	111	168	11	1	1.68	3.58	3	294	493	0	0	0	0	493	10	304	
8:15 - 8:30	106	138	8	1	1.64	3.89	5	258	422	0	0	0	0	422	12	270	
8:30 - 8:45	128	88	4	0	1.44	3.25	2	222	319	0	0	0	0	319	4	226	
8:45 - 9:00	110	66	6	0	1.43	3.33	4	186	266	0	0	0	0	266	8	194	
9:00 - 9:15	265	62	5	1	1.24	4.17	4	337	418	0	0	0	0	418	3	340	
9:15 - 9:30	350	60	2	0	1.15	3.00	3	415	479	0	0	0	0	479	0	415	
9:30 - 9:45	337	71	1	1	1.20	6.50	2	412	494	0	0	0	0	494	1	413	
9:45 - 10:00	319	79	3	1	1.23	4.50	1	403	496	0	0	0	0	496	5	408	

5-Hour Totals																	
Vehicles	3,539	1,774	120	18	N/A	N/A	62	5,513	7,702	0	0	0	0	7,702	68	5,581	
Persons	3,539	3,548	391	162			62										

I-66 HOV Restricted

	Period		Peak Hour
	5 Hours (6:30 AM - 9:00 AM)	(9:00 AM - 10:00 AM)	
Highway Passengers	7,702	4,469	1,977
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	7,702	4,469	1,977
Autos and Motorcycles	5,513	2,774	1,577
Average Auto Occupancy (Includes Motorcycles)	1.40	1.61	1.25

Regional HOV Report Appendices – October 2015

Table A-44: VA 267 EB at VA 123 – Non-HOV Lane Total

Va. 267 eastbound at Va. 123 (Dolley Madison Blvd)
 Non-HOV Lane Total
 Spring 2014 - 4 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	2	0	2	0	2.00	3.00	0	4	8	0	1	0	0	8	0	6
5:15 - 5:30	20	0	5	0	1.50	3.60	1	26	39	0	1	0	0	39	0	27
5:30 - 5:45	224	12	1	1	1.10	7.00	4	242	266	0	1	0	0	266	0	244
5:45 - 6:00	293	19	4	4	1.21	7.13	0	320	388	0	0	0	0	388	0	320
6:00 - 6:15	369	26	5	0	1.09	3.40	1	401	439	0	0	0	0	439	2	405
6:15 - 6:30	352	72	2	2	1.22	6.25	3	431	524	0	3	0	0	524	1	436
6:30 - 6:45	161	71	10	1	1.42	3.91	4	247	350	1	1	0	0	350	1	250
6:45 - 7:00	163	127	6	1	1.49	4.00	7	304	452	0	4	0	0	452	1	309
7:00 - 7:15	120	169	21	2	1.71	3.52	6	318	545	0	0	0	0	545	5	325
7:15 - 7:30	122	233	14	0	1.71	3.14	4	373	636	1	5	0	0	636	1	380
7:30 - 7:45	100	279	9	0	1.75	3.00	6	394	691	1	1	0	0	691	6	402
7:45 - 8:00	100	207	18	2	1.78	3.60	3	330	589	2	1	0	0	589	3	336
8:00 - 8:15	138	186	10	2	1.66	4.17	5	341	565	2	14	0	0	565	11	368
8:15 - 8:30	128	154	7	0	1.58	3.29	4	293	463	0	9	0	0	463	1	303
8:30 - 8:45	115	78	5	0	1.45	3.40	4	202	292	0	6	0	0	292	5	214
8:45 - 9:00	167	77	7	0	1.36	3.29	7	258	351	0	4	0	0	351	1	263
9:00 - 9:15	359	87	8	1	1.25	3.78	2	457	569	2	3	0	0	569	2	464
9:15 - 9:30	400	62	0	0	1.13	0.00	4	466	528	1	1	0	0	528	5	473
9:30 - 9:45	378	67	3	1	1.18	5.00	2	451	534	3	0	0	0	534	1	456
9:45 - 10:00	309	89	3	1	1.26	4.50	0	402	505	0	2	0	0	505	2	408

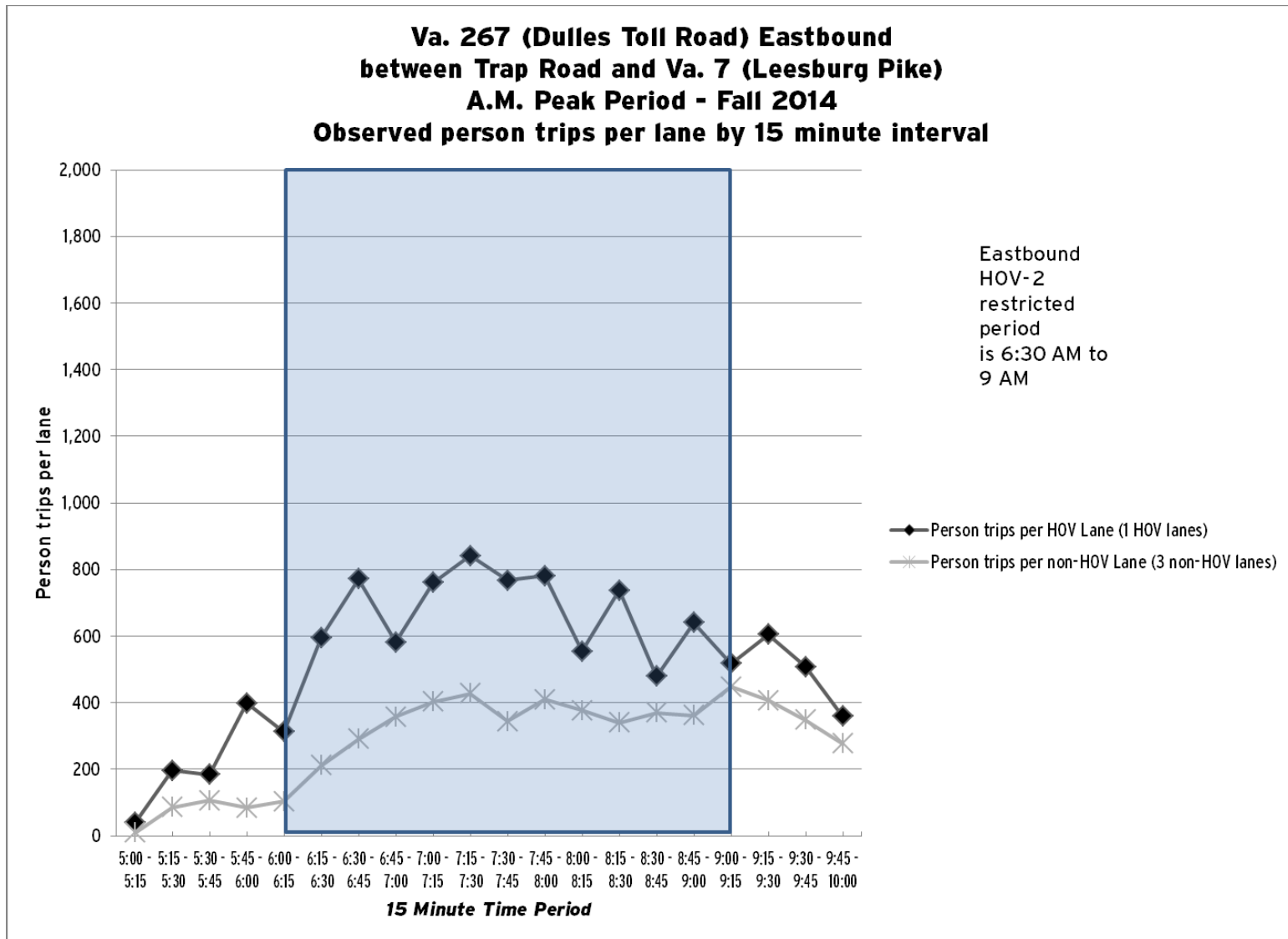
5-Hour Totals

Vehicles	4,020	2,015	140	18	N/A	N/A	67	6,260	8,734	13	57	0	0	8,734	48	6,389
Persons	4,020	4,030	455	162			67									

I-66 HOV Restricted

	Period		Peak Hour
	5 Hours (6:30 AM - 9:00 AM)	(9:00 AM - 10:00 AM)	
Highway Passengers	8,734	4,934	2,208
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	8,734	4,934	2,208
Autos and Motorcycles	6,260	3,060	1,784
Average Auto Occupancy (Includes Motorcycles)	1.40	1.61	1.24

Figure A-17: VA 267 EB between Trap Rd and VA 7



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Table A-45: VA 267 EB between Trap Rd and VA 7 – All Lanes Total

Va. 267 eastbound between Trap Road and Va. 7 (Leesburg Pike)
 All Lanes Total
 Fall 2014 - 29 October 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	64	1	0	0	1.02	0.00	0	65	66	0	0	0	0	66	0	66
5:15 - 5:30	266	51	0	0	1.16	0.00	0	317	368	1	2	0	86	454	0	323
5:30 - 5:45	327	28	9	0	1.14	3.56	0	364	415	1	2	0	86	501	2	369
5:45 - 6:00	409	0	0	0	1.00	0.00	2	411	411	1	5	25	215	651	1	417
6:00 - 6:15	539	0	0	0	1.00	0.00	1	540	540	0	2	0	86	626	0	544
6:15 - 6:30	968	0	0	0	1.00	0.00	2	970	970	0	6	0	258	1,228	1	986
6:30 - 6:45	1,064	140	1	4	1.14	7.80	0	1,209	1,383	1	5	45	215	1,643	0	1,216
6:45 - 7:00	1,132	122	1	2	1.11	7.00	0	1,257	1,397	0	6	0	258	1,655	2	1,275
7:00 - 7:15	1,327	177	2	0	1.12	5.00	0	1,506	1,691	2	5	64	215	1,970	5	1,519
7:15 - 7:30	1,365	267	6	3	1.18	5.00	5	1,646	1,949	1	4	0	172	2,121	5	1,678
7:30 - 7:45	1,176	170	3	1	1.14	4.75	5	1,355	1,540	1	5	45	215	1,800	20	1,381
7:45 - 8:00	1,322	224	7	0	1.15	3.00	4	1,557	1,795	0	5	0	215	2,010	25	1,598
8:00 - 8:15	1,247	169	3	0	1.12	3.00	3	1,422	1,597	1	1	43	43	1,683	23	1,454
8:15 - 8:30	1,089	188	10	0	1.16	3.00	4	1,291	1,499	0	6	0	258	1,757	25	1,337
8:30 - 8:45	1,208	177	8	0	1.14	3.00	4	1,397	1,590	0	0	0	0	1,590	14	1,420
8:45 - 9:00	1,199	219	7	0	1.16	3.00	4	1,429	1,662	2	1	20	43	1,725	16	1,460
9:00 - 9:15	1,686	62	3	0	1.04	3.00	1	1,752	1,820	0	1	0	43	1,863	12	1,774
9:15 - 9:30	1,549	67	1	1	1.05	6.00	3	1,621	1,698	0	3	0	129	1,827	13	1,637
9:30 - 9:45	1,227	119	2	1	1.10	5.00	1	1,350	1,481	1	1	28	43	1,552	12	1,368
9:45 - 10:00	1,073	54	0	1	1.05	9.00	0	1,128	1,190	0	0	0	0	1,190	3	1,135

5-Hour Totals

Vehicles	20,237	2,235	63	13	N/A	N/A	39	22,587	25,062	12	60	270	2,580	27,912	179	22,957
Persons	20,237	4,470	199	117			39									

	5 Hours	Va. 267 HOV Restricted Period		Peak Hour in HOV Period		Peak Hour in monitoring period	
		(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(8:00 AM - 9:30 AM)	(8:30 AM - 9:30 AM)		
Highway Passengers	27,912	17,954	7,901	7,005			
Rail Passengers	0	0	0	0			
Auto and Motorcycle Passengers	25,062	16,103	6,975	6,770			
Autos and Motorcycles	22,587	14,069	6,064	6,199			
Average Auto Occupancy (Includes Motorcycles)	1.11	1.14	1.15	1.09			

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Table A-46: VA 267 EB between Trap Rd and VA 7 – HOV Lane Total

Va. 267 eastbound between Trap Road and Va. 7 (Leesburg Pike)
 HOV Lane Total
 Fall 2014 - 29 October 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	37	1	0	0	1.03	0.00	0	38	39	0	0	0	0	39	0	39
5:15 - 5:30	102	4	0	0	1.04	0.00	0	106	110	0	2	0	86	196	0	111
5:30 - 5:45	78	3	4	0	1.15	3.50	0	85	98	0	2	0	86	184	0	87
5:45 - 6:00	157	0	0	0	1.00	0.00	2	159	159	1	5	25	215	399	1	165
6:00 - 6:15	226	0	0	0	1.00	0.00	1	227	227	0	2	0	86	313	0	231
6:15 - 6:30	335	0	0	0	1.00	0.00	2	337	337	0	6	0	258	595	1	353
6:30 - 6:45	230	121	1	4	1.44	7.80	0	356	511	1	5	45	215	771	0	363
6:45 - 7:00	120	91	1	2	1.51	7.00	0	214	323	0	6	0	258	581	1	231
7:00 - 7:15	126	173	2	0	1.60	5.00	0	301	482	2	5	64	215	761	5	314
7:15 - 7:30	89	265	6	3	1.82	5.00	5	368	669	0	4	0	172	841	5	399
7:30 - 7:45	156	168	3	0	1.53	3.33	5	332	507	1	5	45	215	767	20	358
7:45 - 8:00	137	202	7	0	1.62	3.00	4	350	566	0	5	0	215	781	20	386
8:00 - 8:15	140	158	3	0	1.54	3.00	3	304	468	1	1	43	43	554	22	335
8:15 - 8:30	106	170	10	0	1.66	3.00	3	289	479	0	6	0	258	737	22	332
8:30 - 8:45	123	164	8	0	1.60	3.00	4	299	479	0	0	0	0	479	13	321
8:45 - 9:00	153	200	7	0	1.59	3.00	4	364	578	1	1	20	43	641	15	393
9:00 - 9:15	379	43	3	0	1.12	3.00	1	426	475	0	1	0	43	518	12	448
9:15 - 9:30	376	43	1	1	1.13	6.00	2	423	476	0	3	0	129	605	12	438
9:30 - 9:45	324	56	0	0	1.15	0.00	1	381	437	1	1	28	43	508	11	398
9:45 - 10:00	265	47	0	0	1.15	0.00	0	312	359	0	0	0	0	359	3	319

5-Hour Totals																
Vehicles	3,659	1,909	56	10	N/A	N/A	37	5,671	7,779	8	60	270	2,580	10,629	163	6,021
Persons	3,659	3,818	175	90			37									

	Va. 267 HOV Restricted Period	Peak Hour in HOV Period	Peak Hour in monitoring period
5 Hours	(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(8:30 AM - 9:30 AM)
Highway Passengers	10,629	6,913	2,243
Rail Passengers	0	0	0
Auto and Motorcycle Passengers	7,779	5,062	2,008
Autos and Motorcycles	5,671	3,177	1,512
Average Auto Occupancy (Includes Motorcycles)	1.37	1.59	1.33

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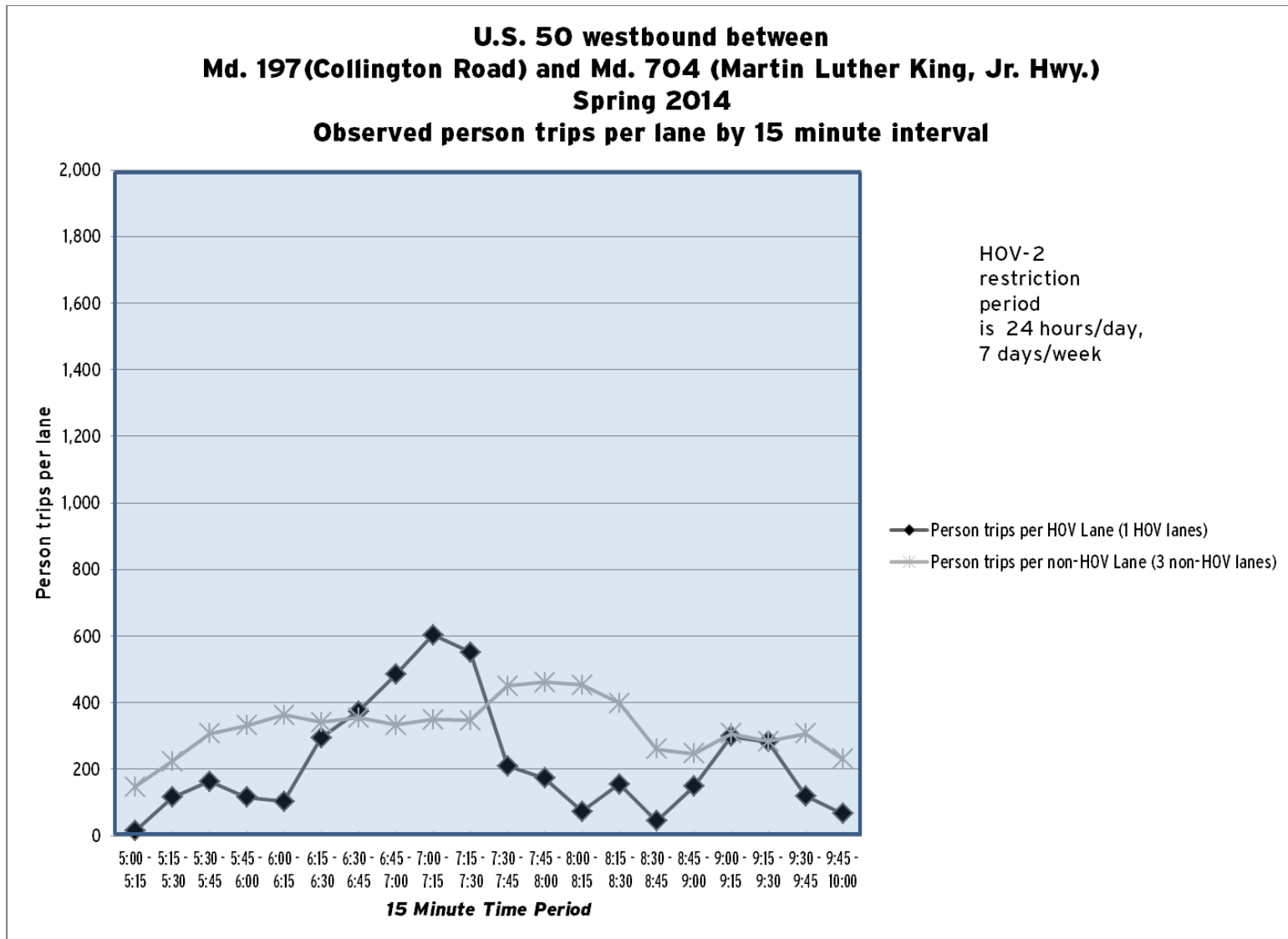
Table A-47: VA 267 EB between Trap Rd and VA 7 – Non-HOV Lane Total

Va. 267 eastbound between Trap Road and Va. 7 (Leesburg Pike)
 Non-HOV Lane Total
 Fall 2014 - 29 October 2014

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	27	0	0	0	1.00	0.00	0	27	27	0	0	0	0	27	0	27
5:15 - 5:30	164	47	0	0	1.22	0.00	0	211	258	1	0	0	0	258	0	212
5:30 - 5:45	249	25	5	0	1.14	3.60	0	279	317	1	0	0	0	317	2	282
5:45 - 6:00	252	0	0	0	1.00	0.00	0	252	252	0	0	0	0	252	0	252
6:00 - 6:15	313	0	0	0	1.00	0.00	0	313	313	0	0	0	0	313	0	313
6:15 - 6:30	633	0	0	0	1.00	0.00	0	633	633	0	0	0	0	633	0	633
6:30 - 6:45	834	19	0	0	1.02	0.00	0	853	872	0	0	0	0	872	0	853
6:45 - 7:00	1,012	31	0	0	1.03	0.00	0	1,043	1,074	0	0	0	0	1,074	1	1,044
7:00 - 7:15	1,201	4	0	0	1.00	0.00	0	1,205	1,209	0	0	0	0	1,209	0	1,205
7:15 - 7:30	1,276	2	0	0	1.00	0.00	0	1,278	1,280	1	0	0	0	1,280	0	1,279
7:30 - 7:45	1,020	2	0	1	1.01	9.00	0	1,023	1,033	0	0	0	0	1,033	0	1,023
7:45 - 8:00	1,185	22	0	0	1.02	0.00	0	1,207	1,229	0	0	0	0	1,229	5	1,212
8:00 - 8:15	1,107	11	0	0	1.01	0.00	0	1,118	1,129	0	0	0	0	1,129	1	1,119
8:15 - 8:30	983	18	0	0	1.02	0.00	1	1,002	1,020	0	0	0	0	1,020	3	1,005
8:30 - 8:45	1,085	13	0	0	1.01	0.00	0	1,098	1,111	0	0	0	0	1,111	1	1,099
8:45 - 9:00	1,046	19	0	0	1.02	0.00	0	1,065	1,084	1	0	0	0	1,084	1	1,067
9:00 - 9:15	1,307	19	0	0	1.01	0.00	0	1,326	1,345	0	0	0	0	1,345	0	1,326
9:15 - 9:30	1,173	24	0	0	1.02	0.00	1	1,198	1,222	0	0	0	0	1,222	1	1,199
9:30 - 9:45	903	63	2	1	1.08	5.00	0	969	1,044	0	0	0	0	1,044	1	970
9:45 - 10:00	808	7	0	1	1.02	9.00	0	816	831	0	0	0	0	831	0	816
5-Hour Totals																
Vehicles	16,578	326	7	3	N/A	N/A	2	16,916	17,283	4	0	0	0	17,283	16	16,936
Persons	16,578	652	24	27			2									

	5 Hours	Va. 267 HOV Restricted Period		Peak Hour in monitoring period	
		(6:30 AM - 9:00 AM)	(7:00 AM - 8:00 AM)	(8:30 AM - 9:30 AM)	(8:30 AM - 9:30 AM)
Highway Passengers	17,283	11,041	4,751	4,762	
Rail Passengers	0	0	0	0	
Auto and Motorcycle Passengers	17,283	11,041	4,751	4,762	
Autos and Motorcycles	16,916	10,892	4,713	4,687	
Average Auto Occupancy (Includes Motorcycles)	1.02	1.01	1.01	1.02	

Figure A-18: US 50 WB between MD 197 and MD 704



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Table A-48: US 50 WB between MD 197 and MD 704 – All Lanes Total

U.S. 50 Westbound between Md. 197 (Collington Road) and Md. 704 (M. L. King, Jr. Highway)
 All Lanes Total
 Spring 2014 - 3 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	379	11	16	0	1.12	3.44	0	406	456	0	0	0	0	456	0	406
5:15 - 5:30	676	0	1	0	1.00	3.00	1	678	680	0	3	0	109	789	0	681
5:30 - 5:45	914	5	0	1	1.01	9.00	5	925	938	1	3	36	110	1,084	1	930
5:45 - 6:00	981	9	1	1	1.02	6.00	2	994	1,013	2	1	63	37	1,113	0	997
6:00 - 6:15	1,080	16	2	0	1.02	3.00	2	1,100	1,120	0	2	0	73	1,193	1	1,103
6:15 - 6:30	1,017	106	0	0	1.09	0.00	6	1,129	1,235	2	1	46	36	1,317	1	1,133
6:30 - 6:45	1,051	141	0	0	1.12	0.00	4	1,196	1,337	1	2	28	73	1,438	3	1,203
6:45 - 7:00	993	158	0	0	1.14	0.00	1	1,152	1,310	1	4	28	147	1,485	1	1,158
7:00 - 7:15	1,056	236	4	0	1.19	3.25	2	1,298	1,543	1	3	0	111	1,654	3	1,305
7:15 - 7:30	1,035	205	1	2	1.18	7.00	2	1,245	1,468	4	2	49	72	1,589	1	1,252
7:30 - 7:45	1,353	42	0	0	1.03	0.00	0	1,395	1,437	4	2	54	73	1,564	1	1,402
7:45 - 8:00	1,391	8	1	0	1.01	3.00	0	1,400	1,410	2	4	38	110	1,558	1	1,407
8:00 - 8:15	1,358	11	0	0	1.01	0.00	2	1,371	1,382	5	1	12	37	1,431	1	1,378
8:15 - 8:30	1,207	18	2	0	1.02	6.50	0	1,227	1,256	3	1	61	37	1,354	2	1,233
8:30 - 8:45	789	3	0	0	1.00	0.00	3	795	798	3	0	28	0	826	4	802
8:45 - 9:00	774	40	0	1	1.06	9.00	5	820	868	4	0	22	0	890	0	824
9:00 - 9:15	949	126	0	0	1.12	0.00	1	1,076	1,202	3	0	18	0	1,220	10	1,089
9:15 - 9:30	842	138	1	1	1.15	6.00	4	986	1,134	1	0	0	0	1,134	4	991
9:30 - 9:45	917	57	0	0	1.06	0.00	1	975	1,032	2	0	10	0	1,042	3	980
9:45 - 10:00	683	35	0	0	1.05	0.00	5	723	758	3	0	0	0	758	1	727

5-Hour Totals																
Vehicles	19,445	1,365	29	6	N/A	N/A	46	20,891	22,377	42	29	493	1,025	23,895	38	21,001
Persons	19,445	2,730	102	54			46									

U.S. 50 HOV Restricted

	Period 24/7		Peak Hour
	5 Hours		(7:15 AM - 8:15 AM)
Highway Passengers	23,895		6,142
Rail Passengers	0		0
Auto and Motorcycle Passengers	22,377		5,697
Autos and Motorcycles	20,891		5,411
Average Auto Occupancy (Includes Motorcycles)	1.07		1.05

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Table A-49: US 50 WB between MD 197 and MD 704 – HOV Lane Total

U.S. 50 Westbound between Md. 197 (Collington Road) and Md. 704 (M. L. King, Jr. Highway)
 HOV Lane Total
 Spring 2014 - 3 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	4	2	2	0	1.88	3.50	0	8	15	0	0	0	0	15	0	8	
5:15 - 5:30	7	0	0	0	1.00	0.00	0	7	7	0	3	0	109	116	0	10	
5:30 - 5:45	6	1	0	1	2.13	9.00	0	8	17	1	3	36	110	163	1	13	
5:45 - 6:00	5	4	1	0	1.60	3.00	0	10	16	2	1	63	37	116	0	13	
6:00 - 6:15	5	11	1	0	1.76	3.00	0	17	30	0	2	0	73	103	1	20	
6:15 - 6:30	2	104	0	0	1.95	0.00	3	109	213	2	1	46	36	295	1	113	
6:30 - 6:45	1	135	0	0	1.98	0.00	2	138	273	1	2	28	73	374	2	144	
6:45 - 7:00	1	154	0	0	1.99	0.00	1	156	310	1	4	28	147	485	1	162	
7:00 - 7:15	13	232	4	0	1.96	3.25	2	251	492	0	3	0	111	603	3	257	
7:15 - 7:30	25	196	1	1	1.92	6.00	1	224	430	2	2	49	72	551	1	229	
7:30 - 7:45	9	37	0	0	1.80	0.00	0	46	83	2	2	54	73	210	1	51	
7:45 - 8:00	10	6	1	0	1.47	3.00	0	17	25	1	3	38	110	173	0	21	
8:00 - 8:15	12	5	0	0	1.26	0.00	2	19	24	1	1	12	37	73	0	21	
8:15 - 8:30	23	11	2	0	1.61	6.50	0	36	58	2	1	61	37	156	1	40	
8:30 - 8:45	11	2	0	0	1.13	0.00	2	15	17	1	0	28	0	45	2	18	
8:45 - 9:00	44	39	0	0	1.44	0.00	5	88	127	1	0	22	0	149	0	89	
9:00 - 9:15	30	125	0	0	1.80	0.00	1	156	281	1	0	18	0	299	10	167	
9:15 - 9:30	3	133	1	1	2.02	6.00	2	140	283	0	0	0	0	283	0	140	
9:30 - 9:45	0	55	0	0	2.00	0.00	0	55	110	1	0	10	0	120	3	59	
9:45 - 10:00	0	33	0	0	2.00	0.00	0	33	66	0	0	0	0	66	0	33	

5-Hour Totals																
Vehicles	211	1,285	13	3	N/A	N/A	21	1,533	2,877	19	28	493	1,025	4,395	27	1,608
Persons	211	2,570	48	27			21									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:15 AM - 8:15 AM)
Highway Passengers	4,395	1,007
Rail Passengers	0	0
Auto and Motorcycle Passengers	2,877	562
Autos and Motorcycles	1,533	306
Average Auto Occupancy (Includes Motorcycles)	1.88	1.84

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Table A-50: US 50 WB between MD 197 and MD 704 – Non-HOV Lane Total

U.S. 50 Westbound between Md. 197 (Collington Road) and Md. 704 (M. L. King, Jr. Highway)
 Non-HOV Lane Total
 Spring 2014 - 3 June 2014

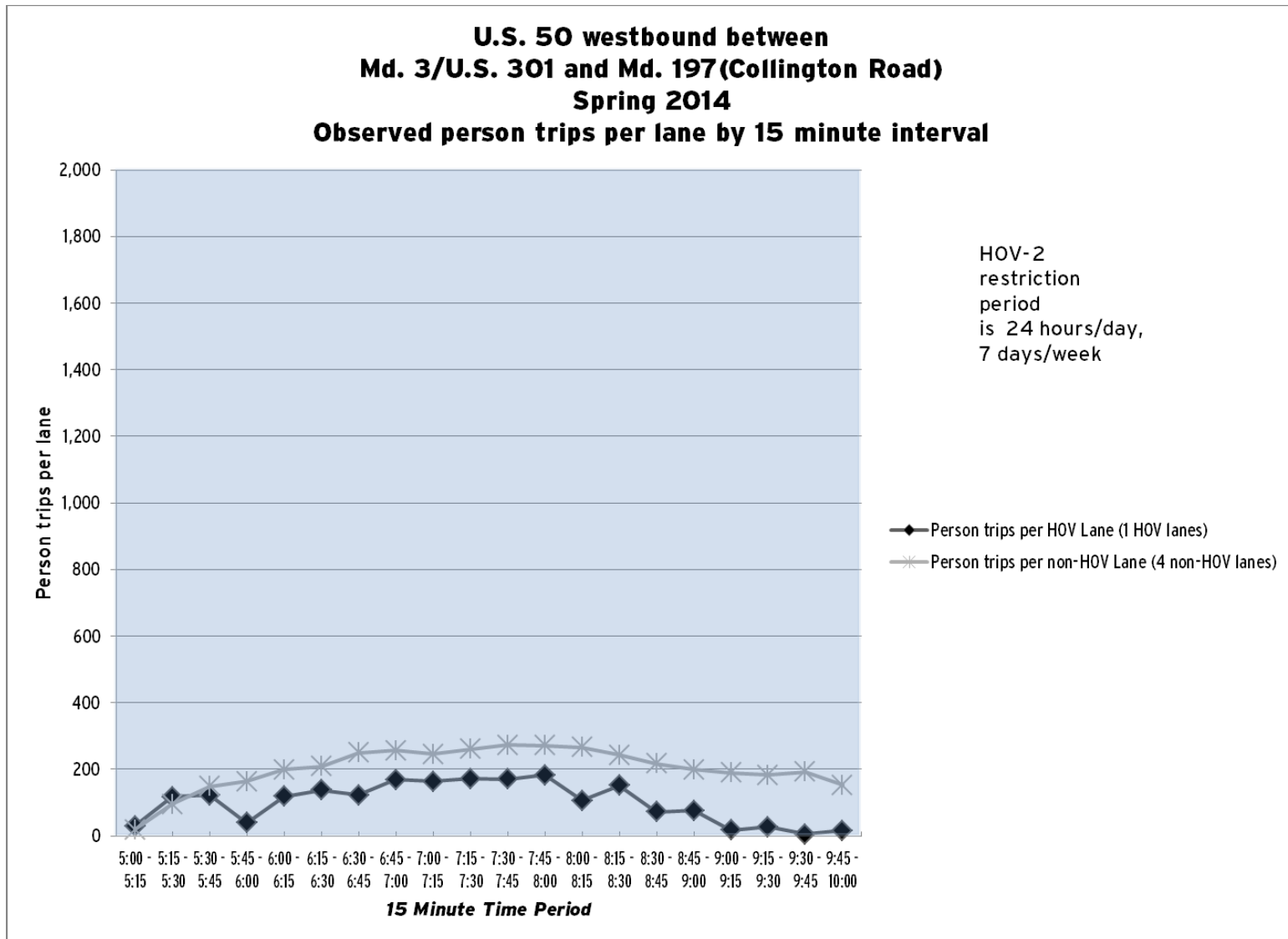
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	375	9	14	0	1.11	3.43	0	398	441	0	0	0	0	441	0	398
5:15 - 5:30	669	0	1	0	1.00	3.00	1	671	673	0	0	0	0	673	0	671
5:30 - 5:45	908	4	0	0	1.00	0.00	5	917	921	0	0	0	0	921	0	917
5:45 - 6:00	976	5	0	1	1.01	9.00	2	984	997	0	0	0	0	997	0	984
6:00 - 6:15	1,075	5	1	0	1.01	3.00	2	1,083	1,090	0	0	0	0	1,090	0	1,083
6:15 - 6:30	1,015	2	0	0	1.00	0.00	3	1,020	1,022	0	0	0	0	1,022	0	1,020
6:30 - 6:45	1,050	6	0	0	1.01	0.00	2	1,058	1,064	0	0	0	0	1,064	1	1,059
6:45 - 7:00	992	4	0	0	1.00	0.00	0	996	1,000	0	0	0	0	1,000	0	996
7:00 - 7:15	1,043	4	0	0	1.00	0.00	0	1,047	1,051	1	0	0	0	1,051	0	1,048
7:15 - 7:30	1,010	9	0	1	1.02	9.00	1	1,021	1,038	2	0	0	0	1,038	0	1,023
7:30 - 7:45	1,344	5	0	0	1.00	0.00	0	1,349	1,354	2	0	0	0	1,354	0	1,351
7:45 - 8:00	1,381	2	0	0	1.00	0.00	0	1,383	1,385	1	1	0	0	1,385	1	1,386
8:00 - 8:15	1,346	6	0	0	1.00	0.00	0	1,352	1,358	4	0	0	0	1,358	1	1,357
8:15 - 8:30	1,184	7	0	0	1.01	0.00	0	1,191	1,198	1	0	0	0	1,198	1	1,193
8:30 - 8:45	778	1	0	0	1.00	0.00	1	780	781	2	0	0	0	781	2	784
8:45 - 9:00	730	1	0	1	1.01	9.00	0	732	741	3	0	0	0	741	0	735
9:00 - 9:15	919	1	0	0	1.00	0.00	0	920	921	2	0	0	0	921	0	922
9:15 - 9:30	839	5	0	0	1.01	0.00	2	846	851	1	0	0	0	851	4	851
9:30 - 9:45	917	2	0	0	1.00	0.00	1	920	922	1	0	0	0	922	0	921
9:45 - 10:00	683	2	0	0	1.00	0.00	5	690	692	3	0	0	0	692	1	694

5-Hour Totals																
Vehicles	19,234	80	16	3	N/A	N/A	25	19,358	19,500	23	1	0	0	19,500	11	19,393
Persons	19,234	160	54	27			25									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:15 AM - 8:15 AM)
Highway Passengers	19,500	5,135
Rail Passengers	0	0
Auto and Motorcycle Passengers	19,500	5,135
Autos and Motorcycles	19,358	5,105
Average Auto Occupancy (Includes Motorcycles)	1.01	1.01

Figure A-19: US 50 WB between MD 3 / US 301 and MD 197



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Table A-51: US 50 WB between MD 3 / US 301 and MD 197 – All Lanes Total

U.S. 50 Westbound between U.S. 301/Md. 3 (Crain Highway) and Md. 197 (Collington Road)
 All Lanes Total
 Fall 2014 - 11 September 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	16	13	17	0	2.26	3.65	0	46	104	1	0	0	0	104	0	47	
5:15 - 5:30	326	8	12	0	1.11	3.42	1	347	384	0	3	0	111	495	0	350	
5:30 - 5:45	581	12	0	0	1.02	0.00	1	594	606	0	3	0	111	717	0	597	
5:45 - 6:00	635	6	1	0	1.02	5.00	2	644	654	1	1	0	37	691	0	646	
6:00 - 6:15	787	8	0	0	1.01	0.00	2	797	805	0	3	0	111	916	0	800	
6:15 - 6:30	735	48	2	2	1.09	6.00	2	789	857	2	3	0	111	968	4	798	
6:30 - 6:45	823	79	3	2	1.11	5.60	1	908	1,010	0	3	0	111	1,121	3	914	
6:45 - 7:00	875	70	2	3	1.10	6.60	1	951	1,049	1	4	0	148	1,197	1	957	
7:00 - 7:15	882	44	5	1	1.07	4.17	1	933	996	0	4	0	148	1,144	0	937	
7:15 - 7:30	941	46	3	2	1.07	5.60	3	995	1,064	0	4	0	148	1,212	1	1,000	
7:30 - 7:45	1,003	48	1	1	1.05	6.00	4	1,057	1,115	3	4	0	148	1,263	1	1,065	
7:45 - 8:00	1,004	46	4	1	1.06	4.20	4	1,059	1,121	0	4	0	148	1,269	0	1,063	
8:00 - 8:15	996	46	2	0	1.05	3.00	3	1,047	1,097	0	2	0	74	1,171	0	1,049	
8:15 - 8:30	918	45	1	0	1.05	3.00	2	966	1,013	0	3	0	111	1,124	1	970	
8:30 - 8:45	839	24	5	0	1.04	3.00	1	869	903	1	1	0	37	940	0	871	
8:45 - 9:00	701	55	1	2	1.10	7.00	2	761	834	1	1	0	37	871	1	764	
9:00 - 9:15	622	68	2	1	1.12	5.00	0	693	773	0	0	0	0	773	0	693	
9:15 - 9:30	583	68	4	2	1.14	5.17	4	661	754	0	0	0	0	754	1	662	
9:30 - 9:45	660	50	0	1	1.08	9.00	2	713	771	0	0	0	0	771	8	721	
9:45 - 10:00	472	65	4	1	1.15	4.20	2	544	625	0	0	0	0	625	0	544	

5-Hour Totals

Vehicles	14,399	849	69	19	N/A	N/A	38	15,374	16,535	10	43	0	1,591	18,126	21	15,448
Persons	14,399	1,698	229	171			38									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:15 AM - 8:15 AM)
Highway Passengers	18,126	4,915
Rail Passengers	0	0
Auto and Motorcycle Passengers	16,535	4,397
Autos and Motorcycles	15,374	4,158
Average Auto Occupancy (Includes Motorcycles)	1.08	1.06

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Table A-52: US 50 WB between MD 3 / US 301 and MD 197 – HOV Lane Total

U.S. 50 Westbound between U.S. 301/Md. 3 (Crain Highway) and Md. 197 (Collington Road)
 HOV Lane Total
 Fall 2014 - 11 September 2014

Time	Vehicles				Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
	1	2	3+	Vans				Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	2	5	5	0	2.50	3.60	0	12	30	0	0	0	0	30	0	12	
5:15 - 5:30	1	1	1	0	2.00	3.00	0	3	6	0	3	0	111	117	0	6	
5:30 - 5:45	0	6	0	0	2.00	0.00	0	6	12	0	3	0	111	123	0	9	
5:45 - 6:00	0	1	0	0	2.00	0.00	0	1	2	0	1	0	37	39	0	2	
6:00 - 6:15	2	3	0	0	1.60	0.00	0	5	8	0	3	0	111	119	0	8	
6:15 - 6:30	7	5	0	1	2.00	9.00	0	13	26	0	3	0	111	137	2	18	
6:30 - 6:45	2	5	0	0	1.71	0.00	0	7	12	0	3	0	111	123	2	12	
6:45 - 7:00	1	10	0	0	1.91	0.00	0	11	21	0	4	0	148	169	1	16	
7:00 - 7:15	7	4	0	0	1.36	0.00	0	11	15	0	4	0	148	163	0	15	
7:15 - 7:30	9	7	0	0	1.41	0.00	1	17	24	0	4	0	148	172	1	22	
7:30 - 7:45	3	9	0	0	1.69	0.00	1	13	22	0	4	0	148	170	0	17	
7:45 - 8:00	5	14	0	0	1.67	0.00	2	21	35	0	4	0	148	183	0	25	
8:00 - 8:15	10	8	2	0	1.60	3.00	0	20	32	0	2	0	74	106	0	22	
8:15 - 8:30	5	15	1	0	1.74	3.00	2	23	40	0	3	0	111	151	0	26	
8:30 - 8:45	5	10	3	0	1.84	3.00	1	19	35	0	1	0	37	72	0	20	
8:45 - 9:00	2	13	0	1	2.17	9.00	2	18	39	0	1	0	37	76	0	19	
9:00 - 9:15	9	4	0	0	1.31	0.00	0	13	17	0	0	0	0	17	0	13	
9:15 - 9:30	9	9	0	0	1.50	0.00	0	18	27	0	0	0	0	27	0	18	
9:30 - 9:45	1	2	0	0	1.67	0.00	0	3	5	0	0	0	0	5	1	4	
9:45 - 10:00	1	4	2	0	2.00	3.00	1	8	16	0	0	0	0	16	0	8	

5-Hour Totals																
Vehicles	81	135	14	2	N/A	N/A	10	242	424	0	43	0	1,591	2,015	7	292
Persons	81	270	45	18			10									

	U.S. 50 HOV Restricted	
	Period 24/7	Peak Hour
	5 Hours	(7:15 AM - 8:15 AM)
Highway Passengers	2,015	631
Rail Passengers	0	0
Auto and Motorcycle Passengers	424	113
Autos and Motorcycles	242	71
Average Auto Occupancy (Includes Motorcycles)	1.75	1.59

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Table A-53: US 50 WB between MD 3 / US 301 and MD 197 – Non-HOV Total

U.S. 50 Westbound between U.S. 301/Md. 3 (Crain Highway) and Md. 197 (Collington Road)
 Non-HOV Lane Total
 Fall 2014 - 11 September 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers	
5:00 - 5:15	14	8	12	0	2.18	3.67	0	34	74	1	0	0	0	74	0	35
5:15 - 5:30	325	7	11	0	1.10	3.45	1	344	378	0	0	0	0	378	0	344
5:30 - 5:45	581	6	0	0	1.01	0.00	1	588	594	0	0	0	0	594	0	588
5:45 - 6:00	635	5	1	0	1.01	5.00	2	643	652	1	0	0	0	652	0	644
6:00 - 6:15	785	5	0	0	1.01	0.00	2	792	797	0	0	0	0	797	0	792
6:15 - 6:30	728	43	2	1	1.07	5.00	2	776	831	2	0	0	0	831	2	780
6:30 - 6:45	821	74	3	2	1.11	5.60	1	901	998	0	0	0	0	998	1	902
6:45 - 7:00	874	60	2	3	1.09	6.60	1	940	1,028	1	0	0	0	1,028	0	941
7:00 - 7:15	875	40	5	1	1.06	4.17	1	922	981	0	0	0	0	981	0	922
7:15 - 7:30	932	39	3	2	1.06	5.60	2	978	1,040	0	0	0	0	1,040	0	978
7:30 - 7:45	1,000	39	1	1	1.05	6.00	3	1,044	1,093	3	0	0	0	1,093	1	1,048
7:45 - 8:00	999	32	4	1	1.05	4.20	2	1,038	1,086	0	0	0	0	1,086	0	1,038
8:00 - 8:15	986	38	0	0	1.04	0.00	3	1,027	1,065	0	0	0	0	1,065	0	1,027
8:15 - 8:30	913	30	0	0	1.03	0.00	0	943	973	0	0	0	0	973	1	944
8:30 - 8:45	834	14	2	0	1.02	3.00	0	850	868	1	0	0	0	868	0	851
8:45 - 9:00	699	42	1	1	1.07	6.00	0	743	795	1	0	0	0	795	1	745
9:00 - 9:15	613	64	2	1	1.11	5.00	0	680	756	0	0	0	0	756	0	680
9:15 - 9:30	574	59	4	2	1.13	5.17	4	643	727	0	0	0	0	727	1	644
9:30 - 9:45	659	48	0	1	1.08	9.00	2	710	766	0	0	0	0	766	7	717
9:45 - 10:00	471	61	2	1	1.14	5.00	1	536	609	0	0	0	0	609	0	536

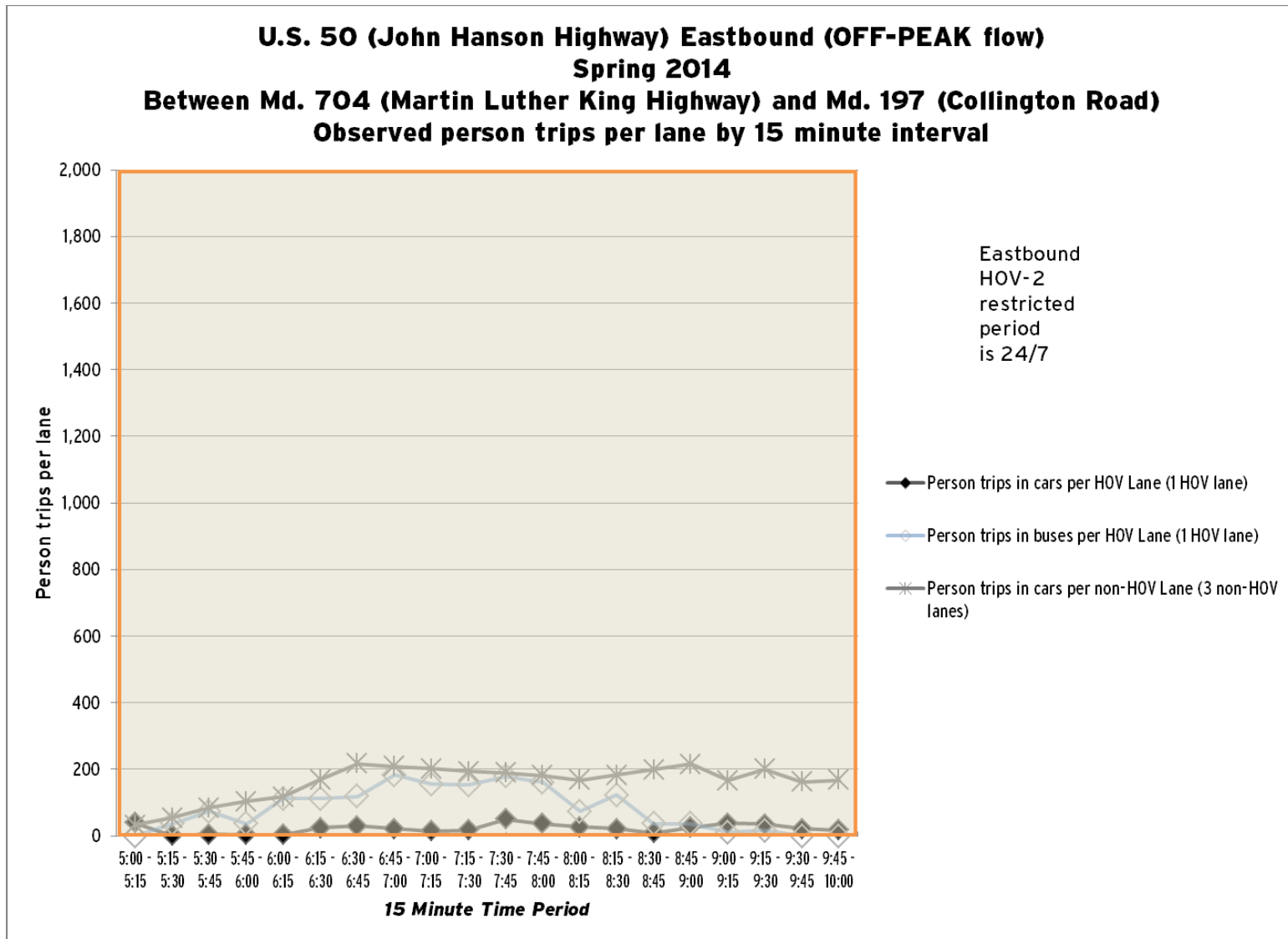
5-Hour Totals

Vehicles	14,318	714	55	17	N/A	N/A	28	15,132	16,111	10	0	0	0	16,111	14	15,156
Persons	14,318	1,428	184	153			28									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:15 AM - 8:15 AM)
Highway Passengers	16,111	4,284
Rail Passengers	0	0
Auto and Motorcycle Passengers	16,111	4,284
Autos and Motorcycles	15,132	4,087
Average Auto Occupancy (Includes Motorcycles)	1.06	1.05

Figure A-20: US 50 EB between MD 704 and MD 197



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Table A-54: US 50 EB between MD 704 and MD 197 – All Lanes Total

U.S. 50 Eastbound (off-peak-flow) between Md. 704 (M. L. King, Jr. Highway) and Md. 197 (Collington Road)
 All Lanes Total
 Spring 2014 - 3 June 2014

Time				Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles					Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	66	9	16	0	1.53	3.44	0	91	139	0	0	0	0	139	0	91	
5:15 - 5:30	138	8	0	1	1.11	9.00	1	148	164	1	1	0	37	201	1	151	
5:30 - 5:45	182	35	1	0	1.17	3.00	1	219	256	2	2	0	74	330	1	224	
5:45 - 6:00	235	33	1	1	1.16	6.00	0	270	313	4	1	0	37	350	1	276	
6:00 - 6:15	210	53	11	0	1.30	3.55	0	274	355	3	3	0	111	466	1	281	
6:15 - 6:30	338	66	11	3	1.27	4.36	0	418	531	1	3	0	111	642	0	422	
6:30 - 6:45	469	92	6	1	1.20	3.86	0	568	680	4	3	7	111	798	1	576	
6:45 - 7:00	443	95	1	1	1.19	6.00	0	540	645	4	4	34	148	827	1	549	
7:00 - 7:15	471	59	6	1	1.15	4.43	1	538	621	1	4	8	148	777	0	543	
7:15 - 7:30	448	71	3	0	1.15	3.00	1	523	600	5	4	4	148	752	2	534	
7:30 - 7:45	460	64	5	1	1.16	4.67	0	530	616	2	4	30	148	794	6	542	
7:45 - 8:00	459	55	3	0	1.12	3.33	0	517	579	3	4	13	148	740	4	528	
8:00 - 8:15	446	38	2	0	1.09	3.00	0	486	528	4	2	0	74	602	0	492	
8:15 - 8:30	477	42	3	0	1.09	3.00	0	522	570	2	3	12	111	693	0	527	
8:30 - 8:45	464	63	5	0	1.14	3.20	1	533	607	7	1	0	37	644	6	547	
8:45 - 9:00	494	69	7	2	1.17	4.44	1	573	673	3	1	0	37	710	7	584	
9:00 - 9:15	396	60	4	1	1.16	4.20	0	461	537	2	0	11	0	548	4	467	
9:15 - 9:30	504	60	1	1	1.13	6.50	0	566	637	4	0	16	0	653	0	570	
9:30 - 9:45	387	57	2	0	1.14	3.00	1	447	508	1	0	0	0	508	2	450	
9:45 - 10:00	385	65	1	0	1.15	3.00	0	451	518	3	0	0	0	518	3	457	

5-Hour Totals																
Vehicles	7,472	1,094	89	13	N/A	N/A	7	8,675	10,077	56	40	135	1,480	11,692	40	8,811
Persons	7,472	2,188	293	117			7									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	11,692	2,829
Rail Passengers	0	0
Auto and Motorcycle Passengers	10,077	2,293
Autos and Motorcycles	8,675	2,055
Average Auto Occupancy (Includes Motorcycles)	1.16	1.12

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Table A-55: US 50 EB between MD 704 and MD 197 – HOV Lane Total

U.S. 50 Eastbound (off-peak-flow) between Md. 704 (M. L. King, Jr. Highway) and Md. 197 (Collington Road)
 HOV Lane Total
 Spring 2014 - 3 June 2014

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	4	2	9	0	2.60	3.44	0	15	39	0	0	0	0	39	0	15	
5:15 - 5:30	1	0	0	0	1.00	0.00	0	1	1	0	1	0	37	38	0	2	
5:30 - 5:45	0	1	1	0	2.50	3.00	0	2	5	0	2	0	74	79	0	4	
5:45 - 6:00	4	0	0	0	1.00	0.00	0	4	4	0	1	0	37	41	0	5	
6:00 - 6:15	2	1	0	0	1.33	0.00	0	3	4	0	3	0	111	115	0	7	
6:15 - 6:30	2	5	1	1	2.67	6.00	0	9	24	0	3	0	111	135	0	12	
6:30 - 6:45	0	13	1	0	2.07	3.00	0	14	29	1	3	7	111	147	1	19	
6:45 - 7:00	1	9	1	0	2.00	3.00	0	11	22	2	4	34	148	204	1	17	
7:00 - 7:15	0	7	0	0	2.00	0.00	0	7	14	1	4	8	148	170	0	12	
7:15 - 7:30	1	8	0	0	1.80	0.00	1	10	18	1	4	4	148	170	0	16	
7:30 - 7:45	15	13	0	1	1.72	9.00	0	29	50	2	4	30	148	228	0	33	
7:45 - 8:00	20	8	0	0	1.29	0.00	0	28	36	1	4	13	148	197	0	33	
8:00 - 8:15	15	6	0	0	1.29	0.00	0	21	27	0	2	0	74	101	0	24	
8:15 - 8:30	10	6	0	0	1.38	0.00	0	16	22	1	3	12	111	145	0	19	
8:30 - 8:45	3	3	0	0	1.50	0.00	0	6	9	0	1	0	37	46	1	9	
8:45 - 9:00	6	8	1	0	1.67	3.00	0	15	25	0	1	0	37	62	0	16	
9:00 - 9:15	3	13	0	1	2.24	9.00	0	17	38	1	0	11	0	49	1	18	
9:15 - 9:30	3	16	0	0	1.84	0.00	0	19	35	1	0	16	0	51	0	19	
9:30 - 9:45	0	10	0	0	1.91	0.00	1	11	21	0	0	0	0	21	0	11	
9:45 - 10:00	2	8	0	0	1.80	0.00	0	10	18	0	0	0	0	18	0	10	

5-Hour Totals

Vehicles	92	137	14	3	N/A	N/A	2	248	441	11	40	135	1,480	2,056	4	301
Persons	92	274	46	27			2									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	2,056	671
Rail Passengers	0	0
Auto and Motorcycle Passengers	441	135
Autos and Motorcycles	248	94
Average Auto Occupancy (Includes Motorcycles)	1.78	1.44

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Table A-56: US 50 EB between MD 704 and MD 197 – Non-HOV Lane Total

U.S. 50 Eastbound (off-peak-flow) between Md. 704 (M. L. King, Jr. Highway) and Md. 197 (Collington Road)
 Non-HOV Lane Total
 Spring 2014 - 3 June 2014

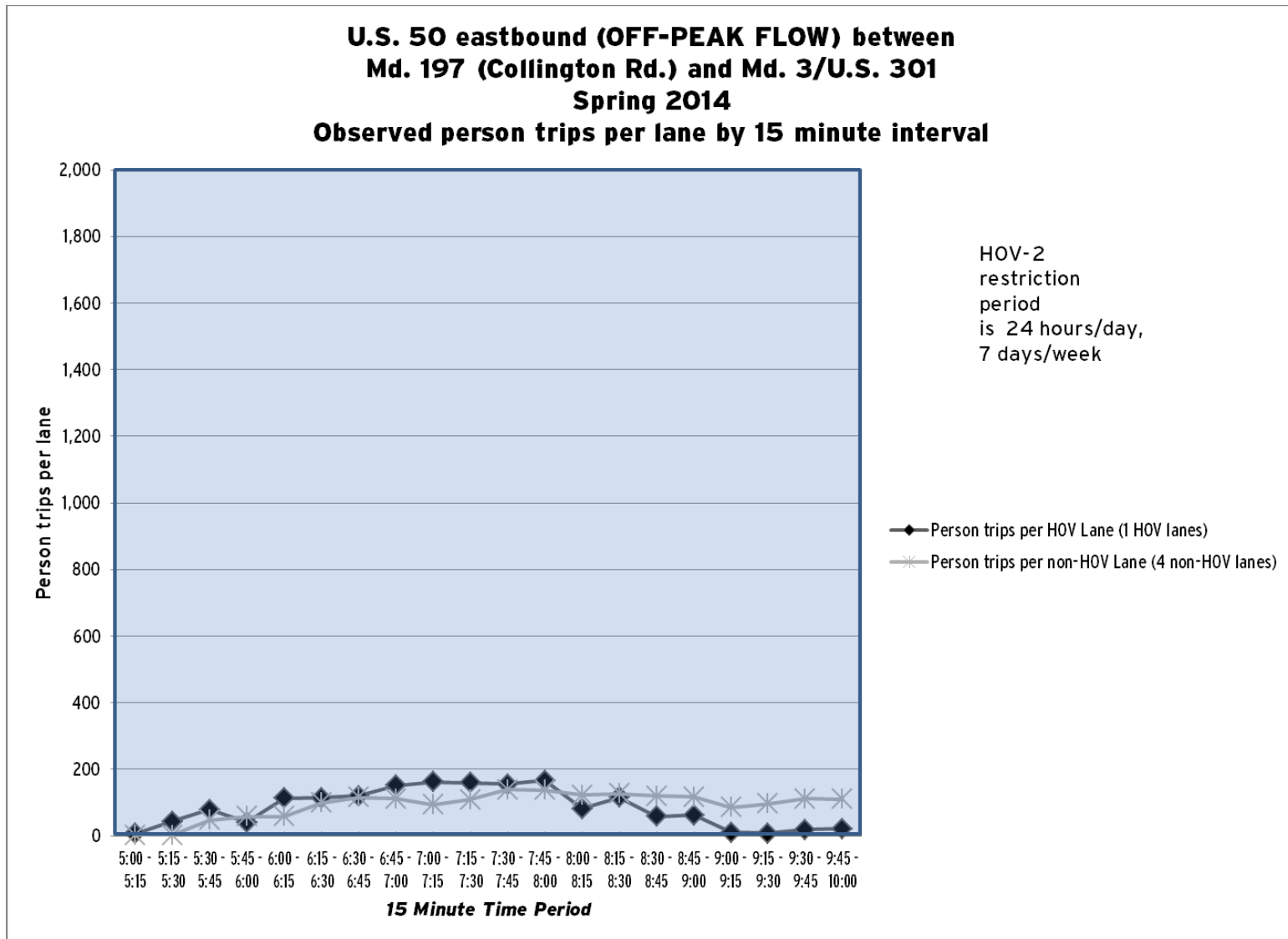
Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+MC Riders	+Bus Passengers	
5:00 - 5:15	62	7	7	0	1.32	3.43	0	76	100	0	0	0	0	100	0	76
5:15 - 5:30	137	8	0	1	1.11	9.00	1	147	163	1	0	0	0	163	1	149
5:30 - 5:45	182	34	0	0	1.16	0.00	1	217	251	2	0	0	0	251	1	220
5:45 - 6:00	231	33	1	1	1.16	6.00	0	266	309	4	0	0	0	309	1	271
6:00 - 6:15	208	52	11	0	1.30	3.55	0	271	351	2	0	0	0	351	1	274
6:15 - 6:30	336	61	10	2	1.24	4.08	0	409	507	1	0	0	0	507	0	410
6:30 - 6:45	469	79	5	1	1.18	4.00	0	554	651	3	0	0	0	651	0	557
6:45 - 7:00	442	86	0	1	1.18	9.00	0	529	623	3	0	0	0	623	0	532
7:00 - 7:15	471	52	6	1	1.14	4.43	1	531	607	0	0	0	0	607	0	531
7:15 - 7:30	447	63	3	0	1.13	3.00	0	513	582	3	0	0	0	582	2	518
7:30 - 7:45	445	51	5	0	1.13	3.80	0	501	566	2	0	0	0	566	6	509
7:45 - 8:00	439	47	3	0	1.11	3.33	0	489	543	2	0	0	0	543	4	495
8:00 - 8:15	431	32	2	0	1.08	3.00	0	465	501	3	0	0	0	501	0	468
8:15 - 8:30	467	36	3	0	1.08	3.00	0	506	548	2	0	0	0	548	0	508
8:30 - 8:45	461	60	5	0	1.13	3.20	1	527	598	6	0	0	0	598	5	538
8:45 - 9:00	488	61	6	2	1.16	4.63	1	558	648	3	0	0	0	648	7	568
9:00 - 9:15	393	47	4	0	1.12	3.00	0	444	499	2	0	0	0	499	3	449
9:15 - 9:30	501	44	1	1	1.10	6.50	0	547	602	4	0	0	0	602	0	551
9:30 - 9:45	387	47	2	0	1.12	3.00	0	436	487	1	0	0	0	487	2	439
9:45 - 10:00	383	57	1	0	1.13	3.00	0	441	500	3	0	0	0	500	3	447

5-Hour Totals																
Vehicles	7,380	957	75	10	N/A	N/A	5	8,427	9,636	47	0	0	0	9,636	36	8,510
Persons	7,380	1,914	247	90			5									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	9,636	2,158
Rail Passengers	0	0
Auto and Motorcycle Passengers	9,636	2,158
Autos and Motorcycles	8,427	1,961
Average Auto Occupancy (Includes Motorcycles)	1.14	1.10

Figure A-21: US 50 EB between MD 197 and MD 3 / US 301



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Table A-57: US 50 EB between MD 197 and MD 3 / US 301 – All Lanes Total

U.S. 50 Eastbound (off-peak-flow) between Md. 197 (Collington Road) and U.S. 301/Md. 3 (Crain Highway)
 All Lanes Total
 Spring 2010 - 19 May 2010

Time					Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Trucks	Total Vehicles
	1 Vehicles	2 Vehicles	3+ Vehicles	Vans				+ MC	+ MC Riders	Transit	Other	Transit	Other	+ MC Riders	+ Bus Passengers		
5:00 - 5:15	2	2	2	0	2.00	3.00	0	6	12	0	0	0	0	12	0	6	
5:15 - 5:30	1	4	1	0	2.00	3.00	0	6	12	0	1	0	37	49	0	7	
5:30 - 5:45	117	36	1	0	1.25	3.00	0	154	192	0	3	0	74	266	0	157	
5:45 - 6:00	164	27	0	2	1.22	9.00	0	193	236	0	2	0	37	273	0	195	
6:00 - 6:15	156	30	1	2	1.25	7.00	0	189	237	0	4	0	111	348	0	193	
6:15 - 6:30	262	59	0	2	1.23	9.00	0	323	398	0	5	0	111	509	0	328	
6:30 - 6:45	295	84	0	1	1.24	9.00	0	380	472	0	4	0	111	583	3	387	
6:45 - 7:00	328	59	0	0	1.15	0.00	1	388	447	0	6	0	148	595	0	394	
7:00 - 7:15	295	41	0	1	1.14	9.00	2	339	388	0	5	0	148	536	0	344	
7:15 - 7:30	361	42	0	0	1.10	0.00	1	404	446	0	4	0	148	594	0	408	
7:30 - 7:45	418	67	1	1	1.16	6.50	0	487	565	0	5	0	148	713	3	495	
7:45 - 8:00	443	57	4	0	1.13	3.00	1	505	570	0	4	0	148	718	7	516	
8:00 - 8:15	382	50	2	1	1.14	5.33	1	436	499	0	4	0	74	573	2	442	
8:15 - 8:30	424	41	2	0	1.10	3.00	0	467	512	0	3	0	111	623	1	471	
8:30 - 8:45	393	45	3	1	1.13	4.50	1	443	502	0	2	0	37	539	5	450	
8:45 - 9:00	410	40	0	0	1.09	0.00	4	454	494	0	6	0	37	531	3	463	
9:00 - 9:15	303	25	0	0	1.08	0.00	0	328	353	0	2	0	0	353	0	330	
9:15 - 9:30	321	34	0	0	1.10	0.00	1	356	390	0	3	0	0	390	0	359	
9:30 - 9:45	349	55	0	0	1.14	0.00	3	407	462	0	2	0	0	462	0	409	
9:45 - 10:00	335	63	0	0	1.16	0.00	2	400	463	0	2	0	0	463	1	403	

5-Hour Totals																
Vehicles	5,759	861	17	11	N/A	N/A	17	6,665	7,650	0	67	0	1,480	9,130	25	6,757
Persons	5,759	1,722	53	99			17									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	9,130	2,627
Rail Passengers	0	0
Auto and Motorcycle Passengers	7,650	2,146
Autos and Motorcycles	6,665	1,895
Average Auto Occupancy (Includes Motorcycles)	1.15	1.13

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Table A-58: US 50 EB between MD 197 and MD 3 / US 301 – HOV Lane Total

U.S. 50 Eastbound (off-peak-flow) between Md. 197 (Collington Road) and U.S. 301/Md. 3 (Crain Highway)
 HOV Lane Total
 Spring 2010 - 19 May 2010

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total				Bus Passengers		Total Auto Pers. + MC Riders		Trucks	Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Buses Transit	Other	Transit	Other	+Bus Passengers			
5:00 - 5:15	1	1	1	0	2.00	3.00	0	3	6	0	0	0	0	6	0	3	
5:15 - 5:30	0	3	0	0	2.00	0.00	0	3	6	0	1	0	37	43	0	4	
5:30 - 5:45	0	1	1	0	2.50	3.00	0	2	5	0	2	0	74	79	0	4	
5:45 - 6:00	0	2	0	0	2.00	0.00	0	2	4	0	1	0	37	41	0	3	
6:00 - 6:15	0	1	0	0	2.00	0.00	0	1	2	0	3	0	111	113	0	4	
6:15 - 6:30	1	1	0	0	1.50	0.00	0	2	3	0	3	0	111	114	0	5	
6:30 - 6:45	1	4	0	0	1.80	0.00	0	5	9	0	3	0	111	120	3	11	
6:45 - 7:00	0	1	0	0	1.50	0.00	1	2	3	0	4	0	148	151	0	6	
7:00 - 7:15	0	7	0	0	2.00	0.00	0	7	14	0	4	0	148	162	0	11	
7:15 - 7:30	1	5	0	0	1.83	0.00	0	6	11	0	4	0	148	159	0	10	
7:30 - 7:45	0	2	1	0	2.67	4.00	0	3	8	0	4	0	148	156	0	7	
7:45 - 8:00	0	4	3	0	2.25	3.00	1	8	18	0	4	0	148	166	1	13	
8:00 - 8:15	0	0	2	0	3.50	3.50	0	2	7	0	2	0	74	81	0	4	
8:15 - 8:30	0	1	1	0	2.50	3.00	0	2	5	0	3	0	111	116	0	5	
8:30 - 8:45	1	7	2	0	2.10	3.00	0	10	21	0	1	0	37	58	1	12	
8:45 - 9:00	1	12	0	0	1.92	0.00	0	13	25	0	1	0	37	62	2	16	
9:00 - 9:15	2	4	0	0	1.67	0.00	0	6	10	0	0	0	0	10	0	6	
9:15 - 9:30	0	4	0	0	2.00	0.00	0	4	8	0	0	0	0	8	0	4	
9:30 - 9:45	0	9	0	0	1.90	0.00	1	10	19	0	0	0	0	19	0	10	
9:45 - 10:00	0	11	0	0	2.00	0.00	0	11	22	0	0	0	0	22	1	12	

5-Hour Totals

Vehicles	8	80	11	0	N/A	N/A	3	102	206	0	40	0	1,480	1,686	8	150
Persons	8	160	35	0			3									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	1,686	519
Rail Passengers	0	0
Auto and Motorcycle Passengers	206	38
Autos and Motorcycles	102	15
Average Auto Occupancy (Includes Motorcycles)	2.02	2.53

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Table A-59: US 50 EB between MD 197 and MD 3 / US 301 – Non-HOV Lane Total

U.S. 50 Eastbound (off-peak-flow) between Md. 197 (Collington Road) and U.S. 301/Md. 3 (Crain Highway)
 Non-HOV Lane Total
 Spring 2010 - 19 May 2010

Time	1 Vehicles	2 Vehicles	3+ Vehicles	Vans	Avg Auto Occ.	3+ Avg Auto Occ.	Motorcycles (MC)	Total		Buses		Bus Passengers		Total Auto Pers.		Total Vehicles
								Total Autos + MC	Auto Persons + MC Riders	Transit	Other	Transit	Other	+ MC Riders + Bus Passengers	Trucks	
5:00 - 5:15	1	1	1	0	2.00	3.00	0	3	6	0	0	0	0	6	0	3
5:15 - 5:30	1	1	1	0	2.00	3.00	0	3	6	0	0	0	0	6	0	3
5:30 - 5:45	117	35	0	0	1.23	0.00	0	152	187	0	1	0	0	187	0	153
5:45 - 6:00	164	25	0	2	1.21	9.00	0	191	232	0	1	0	0	232	0	192
6:00 - 6:15	156	29	1	2	1.25	7.00	0	188	235	0	1	0	0	235	0	189
6:15 - 6:30	261	58	0	2	1.23	9.00	0	321	395	0	2	0	0	395	0	323
6:30 - 6:45	294	80	0	1	1.23	9.00	0	375	463	0	1	0	0	463	0	376
6:45 - 7:00	328	58	0	0	1.15	0.00	0	386	444	0	2	0	0	444	0	388
7:00 - 7:15	295	34	0	1	1.13	9.00	2	332	374	0	1	0	0	374	0	333
7:15 - 7:30	360	37	0	0	1.09	0.00	1	398	435	0	0	0	0	435	0	398
7:30 - 7:45	418	65	0	1	1.15	9.00	0	484	557	0	1	0	0	557	3	488
7:45 - 8:00	443	53	1	0	1.11	3.00	0	497	552	0	0	0	0	552	6	503
8:00 - 8:15	382	50	0	1	1.13	9.00	1	434	492	0	2	0	0	492	2	438
8:15 - 8:30	424	40	1	0	1.09	3.00	0	465	507	0	0	0	0	507	1	466
8:30 - 8:45	392	38	1	1	1.11	6.00	1	433	481	0	1	0	0	481	4	438
8:45 - 9:00	409	28	0	0	1.06	0.00	4	441	469	0	5	0	0	469	1	447
9:00 - 9:15	301	21	0	0	1.07	0.00	0	322	343	0	2	0	0	343	0	324
9:15 - 9:30	321	30	0	0	1.09	0.00	1	352	382	0	3	0	0	382	0	355
9:30 - 9:45	349	46	0	0	1.12	0.00	2	397	443	0	2	0	0	443	0	399
9:45 - 10:00	335	52	0	0	1.13	0.00	2	389	441	0	2	0	0	441	0	391

5-Hour Totals																
Vehicles	5,751	781	6	11	N/A	N/A	14	6,563	7,444	0	27	0	0	7,444	17	6,607
Persons	5,751	1,562	18	99			14									

U.S. 50 HOV Restricted

	Period 24/7 5 Hours	Peak Hour (7:30 AM - 8:30 AM)
Highway Passengers	7,444	2,108
Rail Passengers	0	0
Auto and Motorcycle Passengers	7,444	2,108
Autos and Motorcycles	6,563	1,880
Average Auto Occupancy (Includes Motorcycles)	1.13	1.12

Appendix B: AM Travel Time Results

Travel Time Data Collection Methodology

For travel time runs, the "floating car" methodology was used to collect speed and elapsed time data. This methodology requires a driver to keep up with the average speed of traffic, which means that about half of the vehicles in traffic pass the data collection car, and the other half of the vehicles are passed by the data collectors. Tracking units using the Global Positioning System (GPS) were used in each vehicle to log speeds at approximately a two to four second interval for the entire route. The recorded speeds were then aggregated for each segment of the network (HOV and non-HOV) to compute harmonic mean speeds for the system. HOV trips maximized use of available HOV lanes at all times. When conducting travel time runs in concurrent-flow HOV lanes, drivers were instructed to drive at speeds at which they were keeping up with other vehicles in the HOV lanes.

Travel Time Data Collection Routes

Travel time run routes were designed to show the differences in speeds and elapsed times between the HOV and non-HOV modes. The HOV routes maximize use of HOV lanes in each corridor, and provide examples of the maximum savings in travel time that can be associated with the current configuration of these HOV facilities. Non-HOV routes parallel the HOV routes on the same facility, except for I-66 between I-495 and the Theodore Roosevelt Bridge at the Potomac River, where the non-HOV route follows I-495 to US 50 and re-joins I-66 at the west end of the Roosevelt Bridge, and VA 267/Dulles Connector/I-66 where the non-HOV route follows I-495 to the George Washington Memorial Parkway and re-joins I-66 at the Roosevelt Bridge.

Figure B-1: I-95 / I-395 Travel Time Results

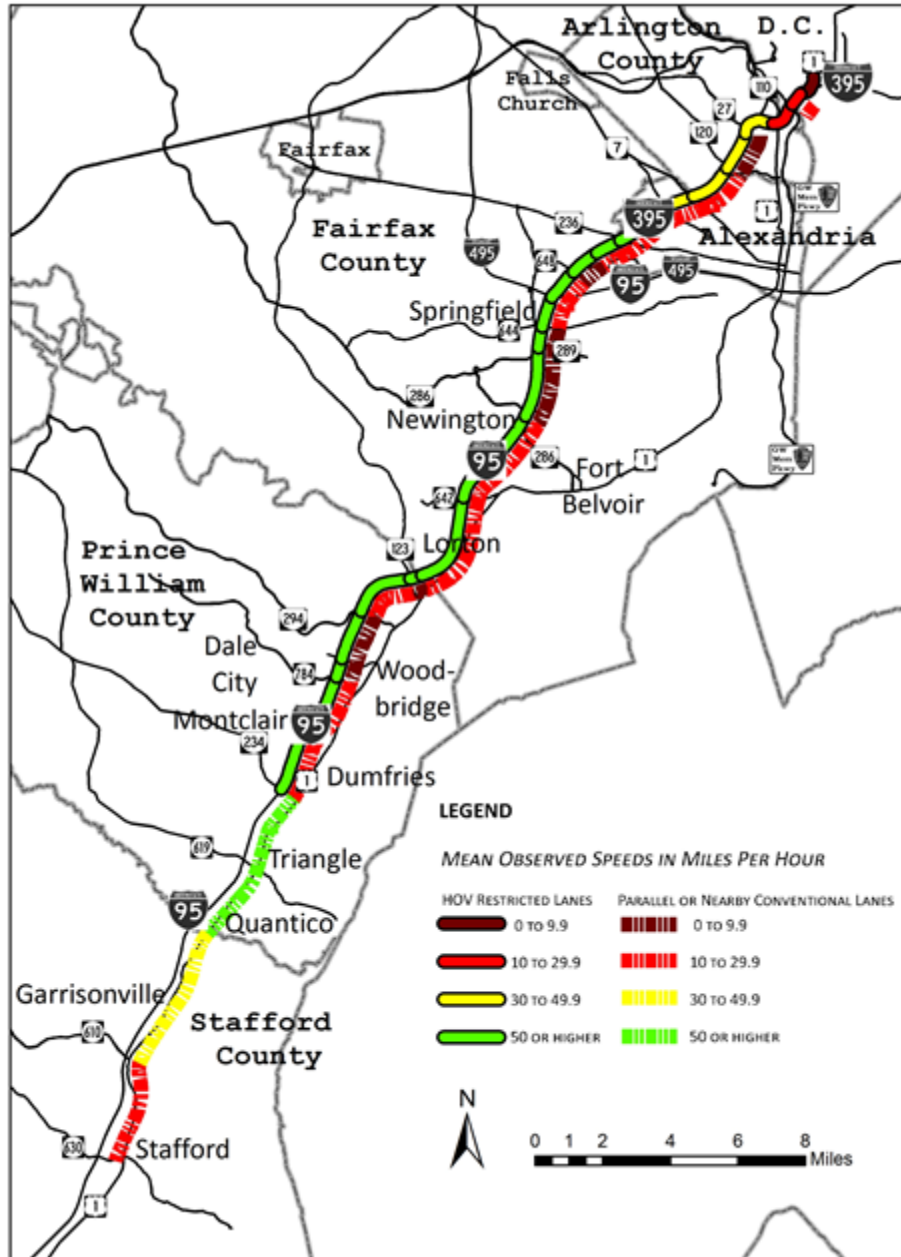


Figure B-2: I-66 Outside the Beltway Travel Time Results

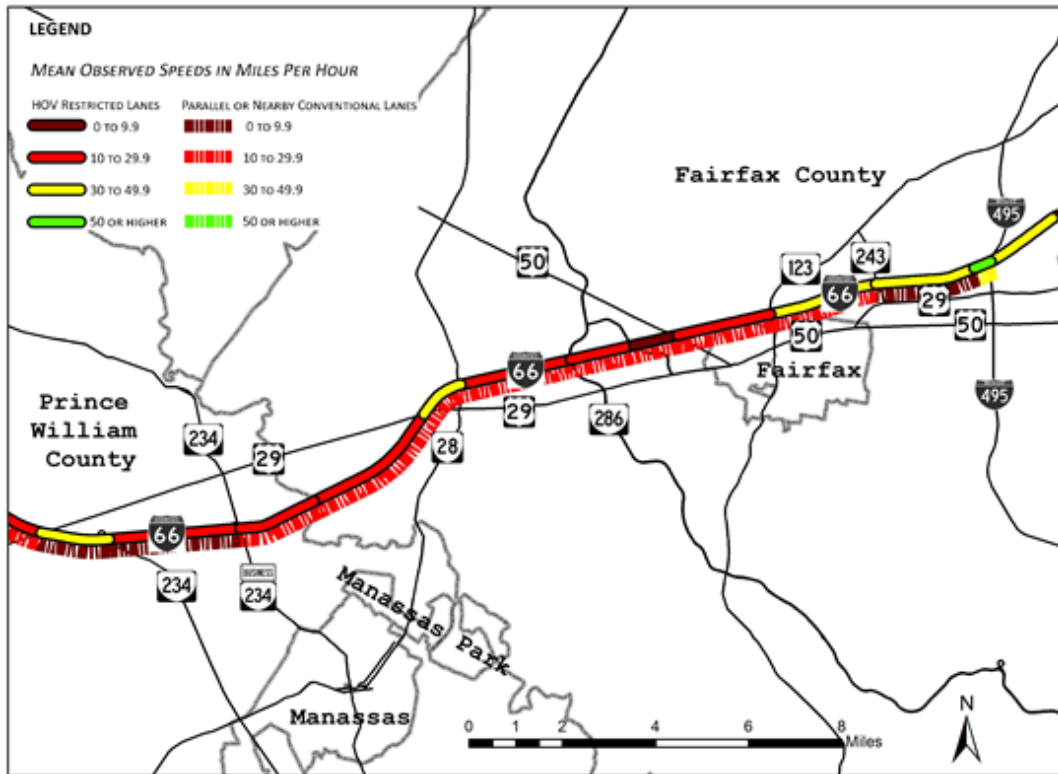


Figure B-3: I-66 Inside the Beltway Travel Time Results (including Non-HOV Alternatives)

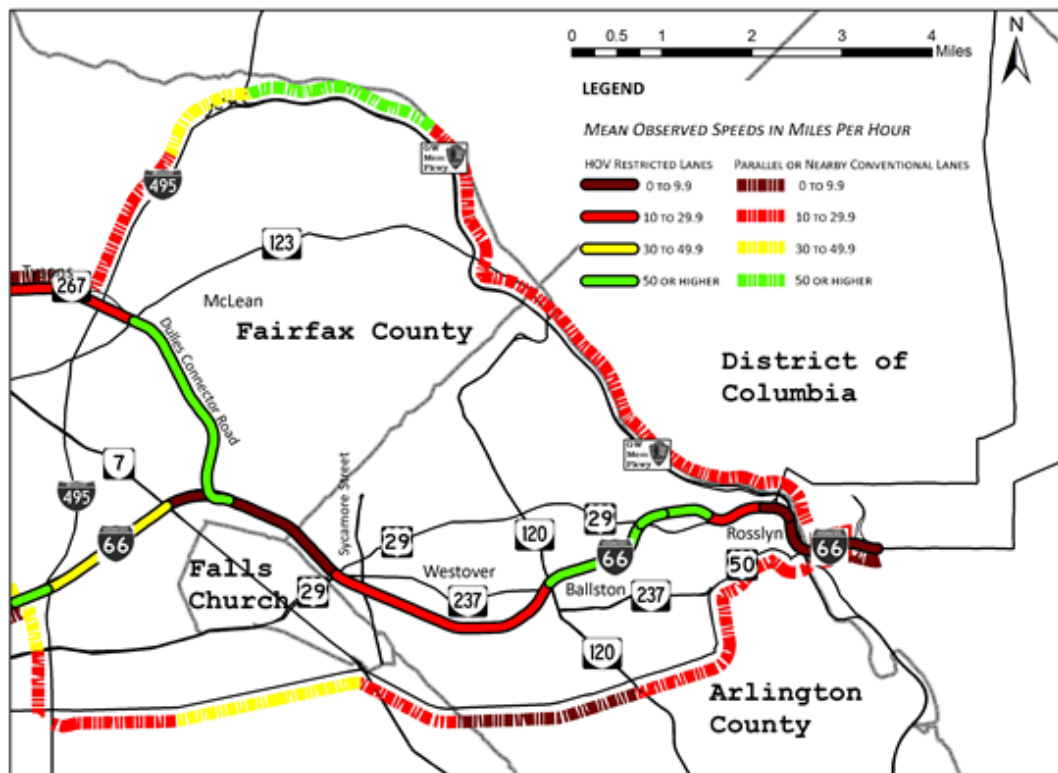


Figure B-4: I-270 Travel Time Results

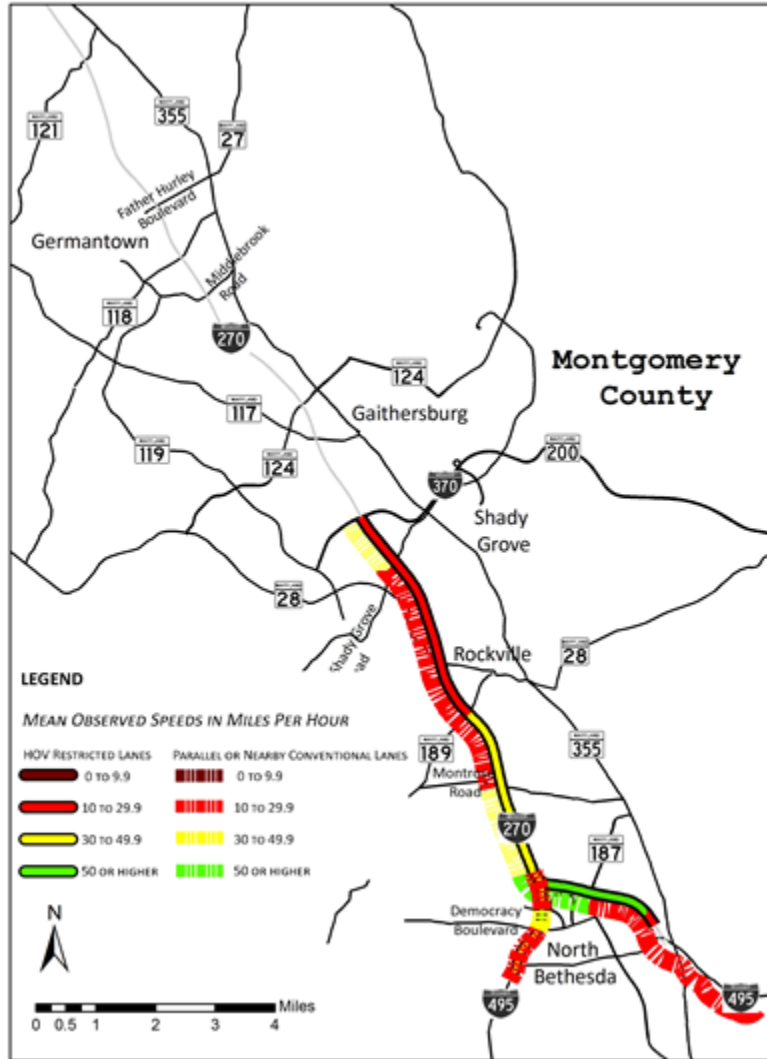


Figure B-5: VA 267 Travel Time Results

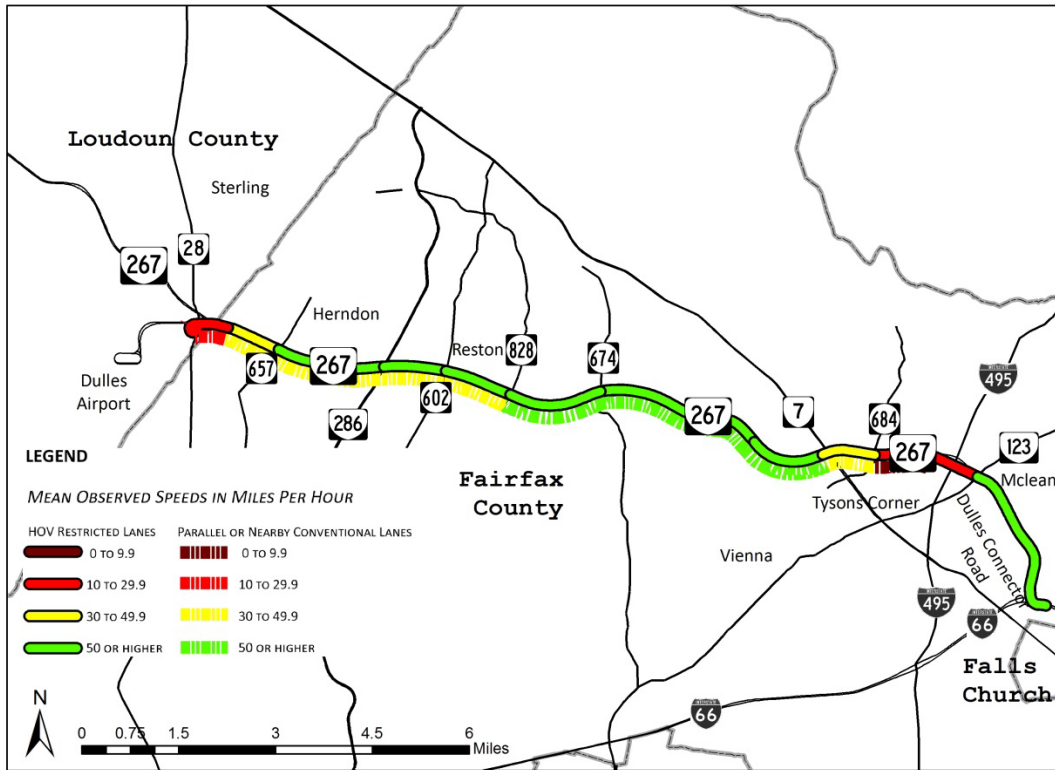
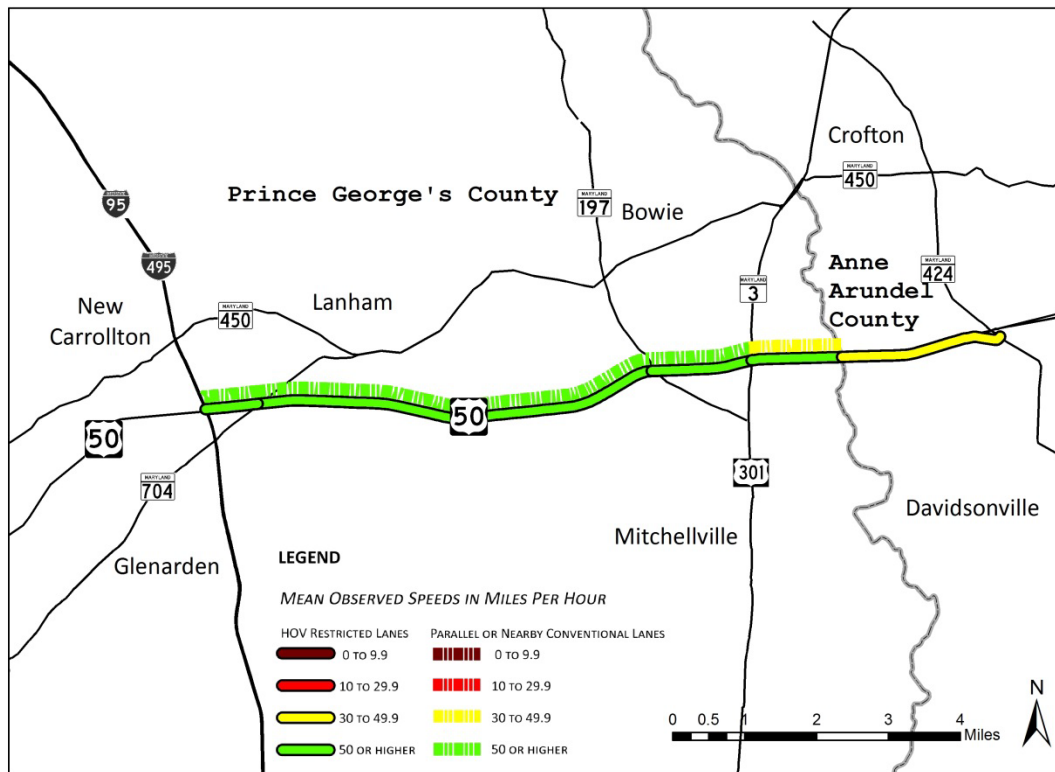


Figure B-6: US 50 Travel Time Results



Appendix C: Counting Site Locations

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Table C-1: Counting Site Locations

STATION	HOV/HIGHWAY FACILITY	TRAFFIC COUNT LOCATION
I-395-B	I-395 - Shirley Highway	HOV and non-HOV roadways north of VA 120
I-395-C	I-395 - Shirley Highway	A.M. and P.M. non-HOV roadway north of VA 648 A.M. and P.M. HOV roadway at Turkeycock Run ramps A.M. counts do not include slipramp traffic from non-HOV to HOV roadway P.M. HOV roadway counts include slipramp traffic from non-HOV to HOV roadway
I-95-A	I-95 - Shirley Highway	I-95 between VA 289 and VA 286 interchange
I-95-B	I-95	I-95 between VA 234 and VA 784 (counts taken at Dumfries Scales)
I-66-C	I-66	Between N. Sycamore St. and VA 120
I-66-D	I-66	Between VA 7 and I-495
I-66-E	I-66 between I-495 and VA 243	AM from Vienna Metro station parking deck
I-66-G	I-66 between US 50 and Monument Dr.	
I-66-H	I-66 between US 29 and VA 234	At Bull Run rest area (west of Fairfax County/Prince William County line)
I-66-I	VA 267 and Dulles Access Road	Just east of VA 123 interchange
I-270-A	I-270	I-270 north of Rockledge Drive
I-270-B	I-270 (main and C-D roadways)	I-270 south of MD 189
I-270-C	I-270 (main and C-D roadways)	I-270 south of I-370/Sam Eig Highway
I-270-F	I-270Y (I-270 Spur)	I-270 Spur north of Democracy Boulevard
VA 267-B	VA 267	Eastbound (A.M.):Between Trap Rd and VA 7
US-50-C	US 50	Between MD 704 and MD 197
US-50-D	US 50	Between MD 197 and MD 3/US 301

Appendix D: Occupancy and Classification Monitoring Methods

How COG Field Personnel Collect Data on Vehicle Occupancy and Classification

1. Field staff does not count persons that are not visible. With the exception of van-pool vans (please see discussion below), assumptions about auto occupancy are not made. In particular, this means that small children and persons sleeping in the back seat of vehicles passing a count station may not be seen.
2. Refer to Table D-1 to see how vehicles are classified.
3. Note that the occupancy count is performed only for the first six categories of vehicles.
4. Van-pool vans (full-sized domestic "stretch" vans with privacy windows and an overhang of at least three feet from the rear wheel to the rear bumper) or vans without privacy windows with eight or more occupants are tallied on the "V" button on the computer. Occupancies for vans with less than 8 passengers are tallied for the number of persons observed, as for a regular automobile.
5. All buses are counted in the vehicle classification procedure. Buses are classified as either "Transit Bus" or "Other Bus." Transit buses include Metrobuses, D.C. Circulator, and other public transit buses (Alexandria DASH, Fairfax Connector, City of Fairfax CUE, Montgomery County Ride-On and Prince George's County THE BUS), whether they are in-service, not-in-service, or on charter. All other buses (including commuter buses) are classified as "Other Bus".

Van Pool Monitoring Method

The high occupancy of van-pool vans has presented some technical problems for monitoring vehicle occupancy. Further complications arise from the fact that nearly all van-pool vans have darkened or silvered windows (privacy windows) which prevent traffic monitoring technicians from determining van occupancies. In addition, the traffic counting software used to tally occupancies does not have a higher classification than seven occupants. To provide a consistent basis for monitoring van-pool vehicles, the following methodology was adopted in 1990, and has been used by all COG/TPB monitoring projects since then:

1. Van-pools are defined as vans with eight or more occupants.
2. Field technicians are instructed to use the "V" button for van-pools.
3. Field technicians are trained to identify a van-pool as a stretch-van with privacy windows and an overhang of at least three feet from the rear wheel to the rear bumper (15 passenger van); or a van without privacy windows having eight or more occupants.
4. As part of training, field technicians are also shown several real stretch-vans as reference points. All other vehicles are classified by occupancy, so a van with 5, 6, or 7 visible occupants would be counted with other vehicles having that occupancy.

A revised van-pool factor of nine persons per vehicle was adopted for this report, based on a 2014 Commuter Connections survey of van-pool operators.

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Table D-1: Vehicle Classification for HOV Data Collection

OBSERVED VEHICLE	Classification for HOV Data Collection					Occupancy Count	
	AUTO	TRUCK	MOTORCYCLE	VANPOOL	BUS	YES	NO
Private Passenger Car	X					X	
Station Wagon	X					X	
Taxi, limousine and similar commercial Auto	X					X	
Auto Pulling Trailer	X					X	
Recreational Vehicle	X					X	
Light, Single Unit Truck (2 axles/exactly 4 tires) [includes pickup trucks and panel vans, Suburbans, conversion vans, Jeeps, sport utility vehicles, etc.]	X					X	
Medium Single Unit Truck (2 axles, 6 tires)		X					X
Heavy Single Unit Truck (3, 4 or 5 axles, 6-16 tires)		X					X
Tractor Trailer Truck (includes double trailer combinations)		X					X

Appendix E: Glossary

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Abbreviation or Term	Definition
Average auto occupancy	The numerator of the calculation is the number of auto passengers and drivers observed, plus the number of van-pools counted times nine. The denominator is the number of autos, auto-like vehicles, motorcycles and van-pools counted.
Automobile	Passenger cars, includes station wagons, taxicabs and limousines.
Auto-like vehicle	Vans (excepting van-pool vans), pickup trucks, other light trucks, sport-utility vehicles, recreational vehicles and panel trucks with single rear wheels, and generally with a gross vehicle weight of less than 10,000 pounds.
Barrier-separated HOV lane	HOV lane or lanes that are separated from conventional lanes by steel or concrete barriers. HOV lanes in the I-95/I-395 corridor are barrier-separated, as are two short sections of the I-270 HOV facility.
Car-pool	Autos or auto-like vehicles used to transport at least two persons (three persons in the I-95/I-395 corridor).
COG/TPB	Metropolitan Washington Council of Governments/National Capital Region Transportation Planning Board.
Commuter Bus	Bus service oriented to the outer jurisdictions (cities of Annapolis, Frederick, Fredericksburg and Manassas, and counties of Anne Arundel, Frederick (Md.), Calvert, Charles, Howard, Loudoun, Prince William, Queen Anne's, St. Mary's, Stafford and Warren). Service is provided under contract to public entities such as PRTC, Loudoun County, the MTA (all commuter bus service in Maryland serving work-end destinations in the Washington region is operated under MTA contract), and by private firms (in Virginia) such as Brooks Transit, Lee, National Coach Works, and Quick's. Does not include van-pools.
Commuter rail	Passenger rail service oriented towards the schedules of commuters, and operated by the MTA (MARC rail) and the VRE.
Concurrent-flow HOV lanes	HOV lanes which are not separated from the conventional lanes by a physical barrier. Pavement markings and highway signing are used to distinguish concurrent-flow HOV lanes from conventional lanes.
Conventional lanes	Lanes running parallel to HOV lanes (as part of the same highway facility) that are not HOV restricted.
Exclusive HOV facility	A highway facility dedicated to HOV traffic during the HOV restricted period.
HOV	High-occupancy vehicle. Includes autos and auto-like vehicles meeting the HOV requirement, motorcycles (regardless of the number of riders) and transit, commuter, charter, long-haul, school and prison buses. Includes trucks meeting the HOV requirement (on some HOV facilities).
HOV-2	Autos and auto-like vehicles with two (or more) occupants.
HOV-3	Autos and auto-like vehicles with three (or more) occupants.
HOV-4	Autos and auto-like vehicles with four (or more) occupants. No facilities in the Washington region are designated HOV-4 as of Fall 1997.

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Abbreviation or Term	Definition
HOV requirement	Minimum number of persons needed in a vehicle in order to legally use an HOV facility. Generally expressed as HOV-2, HOV-3 or HOV-4, and varies by facility.
HOV-restricted period	The time during which an HOV facility is restricted to HOV use only. Varies by facility.
LOS	Level of Service. Describes how well a transportation facility is performing (LOS A means no congestion, while LOS E describes a facility operating just short of capacity, and LOS F describes a facility that is failing).
MDOT	Maryland Department of Transportation.
Metro	See WMATA.
Motorcycles	A motor-driven vehicle with two or three wheels and designed to routinely operate at freeway speeds.
MTA	Mass Transit Administration, a modal administration of the Maryland Department of Transportation. Operates commuter bus lines and the three MARC commuter rail lines between points in Maryland and West Virginia and Union Station in Washington.
PRTC	Potomac and Rappahannock Transportation Commission.
SHA	State Highway Administration, a modal administration of the Maryland Department of Transportation.
SOV	Single-occupant vehicle - term applies to autos and auto-like vehicles when exactly one person is using the vehicle.
Transit Bus	Includes buses that serve the inner and core jurisdictions of the region. Transit service operated by WMATA (Metrobus), the Cities of Alexandria (DASH) and Fairfax (CUE), Fairfax County (Connector), Montgomery County (Ride-On) and Prince George's County (THE BUS).
Trucks	Trucks and recreational vehicles with a gross vehicle weight of 10,000 pounds or more, with at least six tires in contact with the pavement. Includes dump trucks, tractor-trailers and other medium and heavy-duty commercial vehicles. Does not include pickup trucks, vans and panel trucks with exactly four tires in contact with the pavement. The number of passengers in a truck is not recorded as part of COG/TPB's monitoring methodology.
Van-pool	A passenger (window) van with 1 seat for the driver and 14 seats for passengers, generally referred to as a 15 seat van. In this report, van-pools are assumed to carry nine persons per vehicle. This factor is based on a survey of van-pool operators done in 2014. Van-pools are included in the calculation for average auto occupancy.
VDOT	Virginia Department of Transportation
VRE	Virginia Railway Express. Operates two commuter rail lines between Northern Virginia and Union Station in Washington.
WMATA	Washington Metropolitan Area Transit Authority, a public transportation partnership between the District of Columbia, Maryland and Virginia. Synonymously referred to as Metro.