WASHINGTON-BALTIMORE REGIONAL AIRPORT GROUND ACCESS TRAVEL TIME STUDY- 2015

January 2017

National Capital Region
Transportation Planning Board

WASHINGTON-BALTIMORE REGIONAL AIRPORT GROUND ACCESS TRAVEL TIME STUDY – 2015
Prepared by the National Capital Region Transportation Planning Board in cooperation with the Federal Aviation Administration
January 2017

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The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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EXECUTIVE SUMMARY

Data analyzed for this report represent two one year periods – 2011/2012 (September 1, 2011 to August 31, 2012) and 2014/2015 (September 1, 2014 to August 31, 2015). Each of these days were classed as a midweek day (Tuesdays, Wednesdays, Thursdays), weekend day (Friday, Saturday, Sunday, Monday) or holiday (both secular holidays such as Independence Day and religious holidays such as Easter, Passover and Eid al-Fitr were categorized as holidays – if a day was classed as a holiday, it was excluded from midweek or weekend analysis).

For the first time, highway travel between the three airports was also analyzed.

Unlike previous versions of this report, no field data collection was performed. All analyzed data are vehicle probe data, which allowed analysis to include all hours of every day in both analysis years.
Analysis of the datasets reveals the following:

- In aggregate, travel times to the airports, as measured by Travel Time Index (TTI) has not changed substantially from the 2011/2012 period to 2014/2015.

- In aggregate, the highest TTI was observed for travel to Reagan National Airport (DCA) during the midweek morning peak period (6 A.M. to 9 A.M.). The highest TTI to Thurgood Marshall BWI airport was observed during weekday afternoon peak period (3 P.M. to 7 P.M.). Travel to Washington Dulles International Airport (IAD) was also during midweek morning peak, though not as high as to DCA.

- Use of new managed lanes that have opened since 2010 and certain HOV lanes can save time for travelers using the highway network to reach the airports. The highest travel time savings were observed for trips from Fredericksburg to IAD, at 25 minutes, using the 95Express and 495Express lanes in the midweek morning peak period. Travel from Rockville to BWI saved about 20 minutes by using MD-200 (InterCounty Connector) instead of I-270 and I-495.

- It is possible to reach all three airports by transit. Transit travel times ranged from about 16 minutes to reach DCA from downtown Washington, D.C. via Metrorail; 30 to 50 minutes from downtown Baltimore to BWI; to between 2 hours and 20 minutes and 3 hours and 30 minutes to reach the airports by way of transit from origins in Charles and St. Mary's Counties in Southern Maryland and Hagerstown, Washington County, Maryland.

- Congested highways continue to be a problem for travel to and between the three airports.

- Some of the more-congested parts of the Baltimore and Washington highway networks include Outer Loop of I-695 (Baltimore Beltway), both loops of I-495 (Capital Beltway) in Montgomery County and Fairfax County; I-270 and I-270 Spur in Montgomery County; the Baltimore-Washington Parkway in Anne Arundel County and Prince George's County; U.S. 50 (John Hanson Highway) in Prince George's County; the conventional lanes of I-95 in Prince William County; the conventional lanes of I-395 in Fairfax County, City of Alexandria and Arlington County; I-66 in Fairfax and Prince William Counties, DC-295, I-695 and I-395 in the District of Columbia.

INTRODUCTION

The Metropolitan Washington Council of Government's (COG) Continuous Airport System Planning (CASP) Program is sponsored by the Federal Aviation Administration (FAA). The CASP program provides a process and products which support the planning, development and operation of airport and airport-serving facilities in a system framework for the Washington-Baltimore region. A key objective of the program is to monitor and update the basic system plan in order to be responsive to the changing regional environment -- both the air system itself and the ground transportation system that provides access to air services. The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization for the Washington, D.C., urbanized area. COG staff members serve as technical staff to the TPB. The Aviation Technical Subcommittee of the TPB's Technical Committee provides oversight for the CASP program. The subcommittee, which meets bi-monthly, consists of representatives from the Maryland Aviation Administration (MAA), the Metropolitan Washington Airports Authority (MWAA), state and local transportation agencies, and the FAA.

As part of the region's transportation planning program, COG has conducted a number of highway travel time studies between major regional activity centers. Beginning in fall 1988, COG specifically studied highway travel times from selected activity centers to the region's three commercial airports: Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). The study was repeated in 1994, 2003 and 2011, before the current study, for which data were analyzed using vehicle probe data obtained from the Center for Advanced Transportation Technology Laboratory at the University of Maryland – in other words, no field data collection was performed for the current study. In years prior to 2011, probe vehicles were used to measure speeds and congestion along a subset of routes described in this report.

Data were collected for over 120 travel routes for this study. Figure 1 shows a map of the 2014/2015 travel time routes. The routes are listed in Tables 1, 2 and 3, along with those routes for which data were also collected in the three previous studies. The current study includes some slight modifications to travel routes from previous studies to respond to changes in observed travel patterns and the regional highway network. Those modifications are discussed for specific routes, but in general, the data are backwards-comparable across study years. The routes were selected to maintain consistency with previous studies; new routes were added based on analysis of the 2009 Air Passenger Survey and in consultation with the Aviation Technical Subcommittee.

Figure 1: Washington-Baltimore Region and Highways Monitored
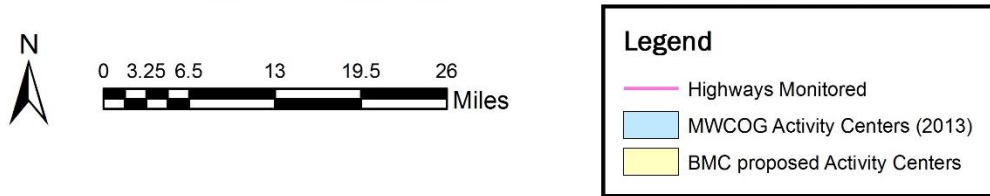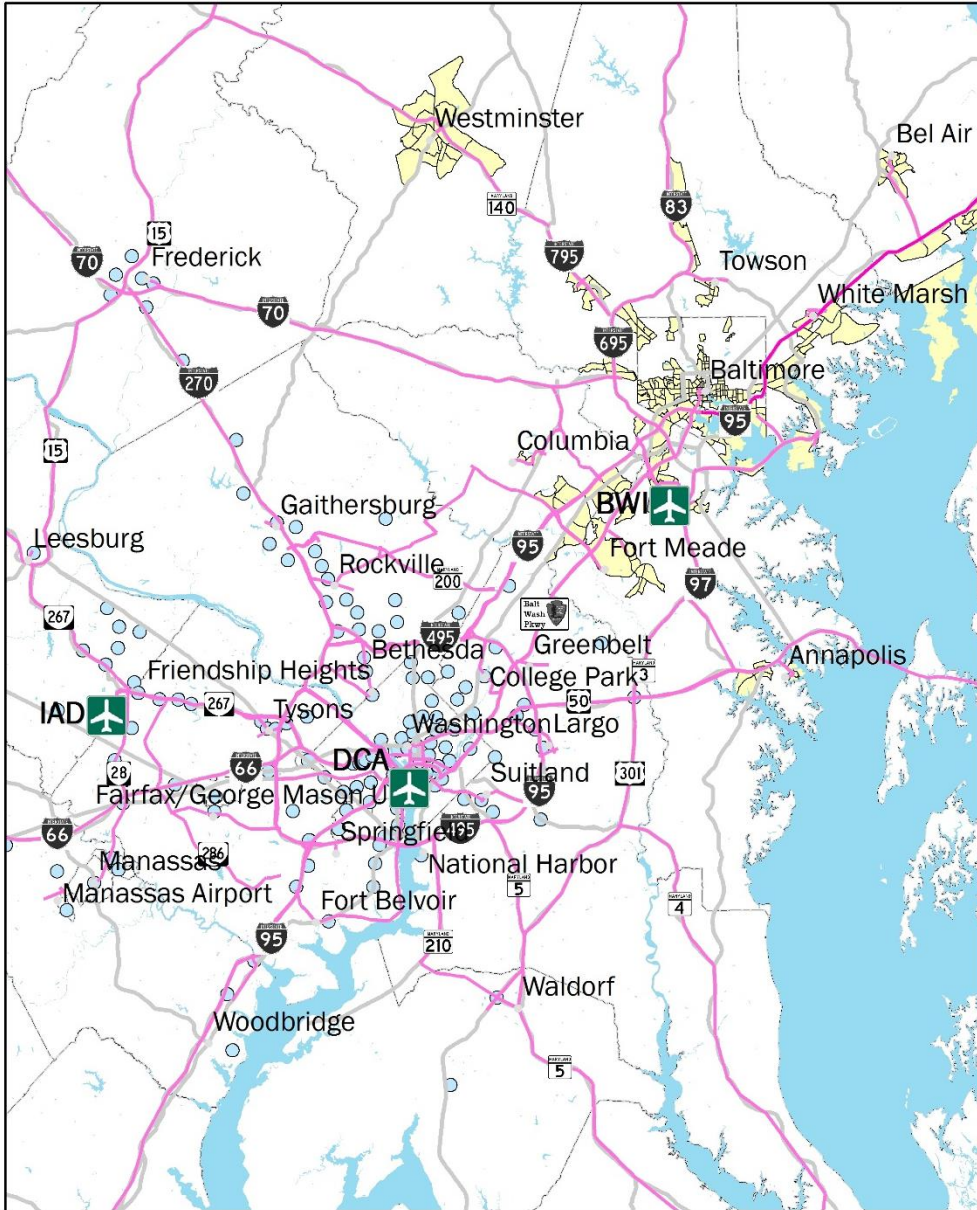
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 1: Data Collection Routes for Ground Access Travel Time Studies (BWI)

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To BWI from:			
Aberdeen (via MD-22, I-95 (via Fort McHenry Tunnel) and I-195)	X	X	
Annapolis (via US-50 and I-97, MD-176 and MD-162)	X	X	X
Baltimore City (Downtown) (West Fayette Street and North Charles Street) (via MLK Boulevard, South Russell Street, MD-295 and I-195)	X	X	X
Baltimore City (Broening Highway/Seagirt Marine Terminal)] (via MD-695X, I-695 (Baltimore Beltway via F.S. Key Bridge), I-97, MD-176 and MD-162)	X	X	
Bel Air (via MD-24, I-95 (via Fort McHenry Tunnel) and I-195)	X	X	
D.C. - 14th Street and Independence Avenue, S.W. (via Independence Avenue, I-695 [D.C.] (Southeast Freeway), DC-295, MD-201, Baltimore-Washington Parkway, MD-295 and I-195)	X	X	X
D.C. - 14th Street and Independence Avenue, S.W. (via Independence Avenue, Pennsylvania Avenue, S.E., DC-295, MD-201, Baltimore-Washington Parkway, MD-295 and I-195)	X	X	X
D.C. - 14th Street and K Street, N.W. (via K Street, N.W., US-50 (New York Avenue, N.W. and N.E.), Baltimore-Washington Parkway, MD-295 and I-195)	X	X	X
D.C. - 14th Street and K Street, N.W. (via K Street, N.W., US-50 (New York Avenue, N.W. and N.E.), Baltimore-Washington Parkway, I-95/I-495 (Capital Beltway), I-95 and I-195)	X	X	X
D.C. - 14th Street and K Street, N.W. (via K Street, N.W., US-50 (New York Avenue, N.W. and N.E.), U.S. 50 (John Hanson Highway), I-97, MD-176, and MD-162)	X	X	X
DCA (via George Washington Memorial Parkway, I-395 Southwest Freeway), I-695 [D.C.] (Southeast Freeway), DC-295, MD-201, Baltimore-Washington Parkway, MD-295, I-195	X	X	

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 1: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To BWI from:			
College Park (via US-1, I-95 and I-195)	X	X	
Columbia (via MD-175 and MD-295)			X
Columbia (via MD-100, I-95 and I-195)	X	X	
Easton (via US-50 (via Chesapeake Bay Bridge), I-97, MD-176 and MD-162)	X	X	
Frederick (via I-70, US-29, MD-100, I-95 and I-195)	X	X	
Frederick (via I-70, I-695 (Baltimore Beltway), MD-295 and I-195)			X
Gaithersburg (via I-270, I-270 Spur, I-495 (Capital Beltway), I-95 and I-195)	X	X	
Gaithersburg (via I-270, I-370, MD-200 (ICC), I-95 and I-195)	X	X	
Gettysburg, Pennsylvania (via US-30, US-15, MD-140, I-795, I-95 and I-195)	X	X	
Gettysburg, Pennsylvania (via US-30, US-15, I-70, US-29, MD-100, I-95 and I-195)	X	X	
Greenbelt (via Baltimore-Washington Parkway, MD-295 and I-195)	X	X	X
Hagerstown (via U.S. 40 (Dual Highway), I-70, US-29, MD-100, I-95)	X	X	
IAD (via Dulles Airport Access Road, I-495 (Capital Beltway via American Legion Bridge), I-95, I-195)	X	X	
IAD (via Dulles Airport Access Road, I-495 (Capital Beltway via American Legion Bridge), I-270, I-370, MD-200, I-95, I-195)	X	X	
Largo (via I-95/I-495 (Capital Beltway), Baltimore-Washington Parkway, MD-295 and I-195)	X	X	X
Lexington Park (via MD-4, US-301, MD-3, I-97, MD-176, MD-162)	X	X	
National Harbor (via I-95/I-495 (Capital Beltway), Baltimore-Washington Parkway, MD-295 and I-195)	X	X	
National Harbor (via I-295, DC-295, and the Baltimore-Washington Parkway)			X

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 1: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To BWI from:			
Rockville (via I-270, I-370, MD-200 (ICC), I-95, I-195)	X	X	
Rockville (via I-270, I-495 (Capital Beltway), I-95, and I-195)	X	X	X
Rockville (via I-270, I-495 (Capital Beltway), I-95, MD-32, Baltimore-Washington Parkway, and MD 295)	X	X	X
Rockville (via MD-28, MD-650, MD-108, MD-32, Baltimore-Washington Pkwy, and MD-295)	X	X	X
Springfield (via VA-613, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), Baltimore-Washington Parkway, MD 295 and I-195)	X	X	X
Towson (via I-695 (Baltimore Beltway) and MD 295)	X	X	X
Tysons Corner (via I-495 (Capital Beltway via American Legion Bridge), I-95 and I-195)	X	X	
Tysons Corner (via I-495 (Capital Beltway via American Legion Bridge), I-95, MD-32, Baltimore-Washington Pkwy., and MD 295)			X
Waldorf (via US 301, MD-3, I-97, MD-176 and MD-162)	X	X	X
Westminster (MD-27, MD-140, I-795, I-695 (Baltimore Beltway), I-95, I-195)	X	X	
White Marsh (via Honeygo Blvd., MD-43, I-95 (via Fort McHenry Tunnel) and MD 295)	X	X	X
York, Pennsylvania (via U.S. 30, I-83, I-695 (Baltimore Beltway), I-95, I-195)	X	X	

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 2: Data Collection Routes for Ground Access Travel Time Studies (DCA)

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To DCA From:			
Annapolis (via MD-70, US-50, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway) and George Washington Memorial Parkway)	X	X	
Baltimore City (Downtown) (West Fayette Street and North Charles Street) (via MLK Boulevard, South Russell Street, MD-295, Baltimore-Washington Parkway, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway), George Washington Memorial Parkway)	X	X	
BWI (via I-195, MD-295, Baltimore-Washington Parkway, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway) and George Washington Memorial Parkway)	X	X	
College Park (via Paint Branch Parkway, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway), George Washington Memorial Parkway)	X	X	
D.C. - 14th Street and K Street, N.W. (via K St N.W., 14th St N.W./S.W., I-395 and the George Washington Memorial Parkway)	X	X	X
Fort Meade (via I-195, MD-295, Baltimore-Washington Parkway, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway) and George Washington Memorial Parkway)	X	X	
Fort Belvoir (via U.S. 1, VA-235, George Washington Memorial Parkway, VA-400 (Washington Street), George Washington Memorial Parkway)	X	X	
Fredericksburg (via VA-3, I-95 (conventional lanes), I-395, George Washington Memorial Parkway)	X	X	
Fredericksburg (via VA-3, I-95 (conventional lanes), I-95 (managed lanes), I-395 (managed lanres), US-1, VA-233)	X	X	
Frederick (via I-270, I-270 Spur, I-495 (Capital Beltway), and George Washington Memorial Parkway)	X	X	X
Gaithersburg (via I-270, I-270 Spur, I-495 (Capital Beltway), and George Washington Memorial Parkway)	X	X	X

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 2: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To DCA From:			
George Mason University (Fairfax Campus) (via VA-620, I-495 (Capital Beltway), I-395, George Washington Memorial Parkway)	X	X	
Greenbelt (via Baltimore-Washington Parkway, U.S. 50 (New York Avenue, N.E./N.W.), I-395 and George Washington Memorial Parkway)	X	X	X
Greenbelt (via Baltimore-Washington Parkway, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway), George Washington Memorial Parkway)	X	X	
IAD (via Dulles Access Road, Dulles Connector Road, I-66, VA-110, VA-233)	X	X	
IAD (via Dulles Access Road, I-495 (Capital Beltway), and George Washington Memorial Parkway)	X	X	
Largo (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), VA-400 (Washington Street) and George Washington Memorial Parkway)	X	X	X
Lexington Park (via MD-235, MD-5, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), VA-400 (Washington Street) and George Washington Memorial Parkway)	X	X	
Manassas (via VA 28, I-66, I-495 (Capital Beltway), US-50, George Washington Memorial Parkway)	X	X	
Manassas (via VA 28, I-66, VA-110 and VA-233)	X	X	
National Harbor (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), VA-400 (Washington Street), George Washington Memorial Parkway)	X	X	X
Rockville (via I-270, I-270 Spur, I-495 (Capital Beltway via American Legion Bridge), and George Washington Memorial Parkway)	X	X	X
Springfield (via VA-613, I-495, I-395 (conventional), I-395 (managed), US-1, VA-233)	X	X	
Springfield (via VA-613, I-495 (Capital Beltway), I-395 (conventional), George Washington Memorial Parkway)	X	X	X
Suitland Federal Center (via Suitland Parkway, South Capitol Street, I-395 (Southwest Freeway), George Washington Memorial Parkway)	X	X	
Tysons Corner (via VA 7, VA 123, VA-267 (Dulles Toll Road), Dulles Connector Road, I-66, VA-110, VA-233)	X	X	X

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 2: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To DCA From:			
Tysons Corner (via VA-7, VA-123, I-495 and George Washington Memorial Parkway)	X	X	
Waldorf (via MD-228, MD-210, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), VA-400 (Washington Street), George Washington Memorial Parkway)	X	X	X
Waldorf (via US-301, MD-5, I-95/I-495 (Capital Beltway via Wilson Bridge), VA-400 (Washington Street), George Washington Memorial Parkway)	X	X	
Warrenton (via US-29, I-66, VA-110, US-1, VA-233)	X	X	
Warrenton (via US-29, I-66, I-495 (Capital Beltway), US-50, George Washington Memorial Parkway)	X	X	
Woodbridge (via US-1, I-95 (conventional), I-395 (conventional), George Washington Memorial Parkway)	X	X	X
Woodbridge (via US-1, I-95 (managed), I-395 (managed), US-1, VA-233)	X	X	

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 3: Data Collection Routes for Ground Access Travel Time Studies (IAD)

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To IAD From:			
Baltimore City (Downtown) (West Fayette Street and North Charles Street) (via MLK Boulevard, South Russell Street, MD-295, I-95, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
Bethesda (via MD-188, MD-190, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
BWI (via I-195, I-95, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
BWI (via I-195, I-95, MD-200 (ICC), I-370, I-270, I-270 Spur, I-495 (Capital Beltway via American Legion Bridge) and Dulles Airport Access Road)	X	X	
D.C. - 14th Street and K Street, N.W. (via K St N.W., 14th St N.W., Constitution Avenue, N.W., I-66, Dulles Connector, Dulles Airport Access Road)	X	X	X
D.C. - 14th Street and K Street, N.W. (via K St N.W., 14th St N.W., Constitution Avenue, N.W., I-66, George Washington Memorial Parkway, I-495 (Capital Beltway), Dulles Airport Access Road)	X	X	
DCA (via VA-233, VA-110, I-66, Dulles Connector Road, Dulles Airport Access Road)	X	X	
DCA (via George Washington Memorial Parkway, I-495 (Capital Beltway), Dulles Airport Access Road)	X	X	
Fort Belvoir (VA-286, Dulles Airport Access Road)	X	X	
Fort Meade (MD-32, I-95, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
Frederick (via I-270, I-270 Spur, I-495 (Capital Beltway via American Legion Bridge), and Dulles Airport Access Road)	X	X	X
Frederick (via US-15 and VA-267 (Dulles Greenway))	X	X	X
Fredericksburg (via VA-3, I-95 (conventional), I-495 (conventional), Dulles Airport Access Road)	X	X	
Fredericksburg (via VA-3, I-95 (express), I-495 (express), Dulles Airport Access Road)			

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 3: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To IAD From:			
Friendship Heights (via Western Avenue, MD-190, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
Front Royal (via US-340/US-522, I-66, VA-28, Dulles Airport Access Road)	X	X	
Gaithersburg (via I-270, I-270 Spur, I-495 (Capital Beltway via American Legion Bridge) and Dulles Airport Access Road)	X	X	X
George Mason University (Fairfax Campus) (via VA-286 and Dulles Airport Access Road)	X	X	
Gettysburg, Pennsylvania (via US-30, US-15, VA-267 (Dulles Greenway))	X	X	
Greenbelt (via I-95/I-495 and I-495 (Capital Beltway via American Legion Bridge), and Dulles Airport Access Road)	X	X	X
Hagerstown (via US-40 (Dual Highway), I-70, US-15, VA-267 (Dulles Greenway))	X	X	
Largo (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (conventional) and Dulles Airport Access Road)	X	X	X
Largo (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (express) and Dulles Airport Access Road)			
Largo (via MD-202, US-50, MD-201, DC-295, I-695 [D.C.] (Southeast Freeway), I-395 (Southwest Freeway), VA-110, I-66, Dulles Connector Road, Dulles Airport Access Road)			
Leesburg (via US-15/VA-7, VA-267 (Dulles Greenway))	X	X	
Lexington Park (via MD-235, MD-5, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (conventional), Dulles Airport Access Road)	X	X	
Manassas (via VA-28 and Dulles Airport Access Rd)	X	X	X
Manassas Airport (via VA-28, VA-234 (Prince William Parkway), I-66, VA-28, Dulles Airport Access Road)	X	X	
Manassas Airport (via VA-28, Godwin Drive, VA-234 Business, I-66, VA-28, Dulles Airport Access Road)	X	X	
National Harbor (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (conventional) and Dulles Airport Access Road)	X	X	X
National Harbor (via I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (express) and Dulles Airport Access Road)	X	X	

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 3: Continued

Activity Center Origin (Highway Travel Route)	2014/2015	2011/2012	2011 (previous methodology)
To IAD From:			
Rockville (via I-270, I-270 Spur, I-495 (Capital Beltway via American Legion Bridge) and Dulles Airport Access Road)	X	X	
Springfield (via VA-289, VA-286, and Dulles Airport Access Road)			X
Springfield (via VA-613, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (conventional), Dulles Airport Access Road)	X	X	
Springfield (via VA-613, I-95/I-495 (Capital Beltway), I-495 (express), Dulles Airport Access Road)	X	X	
Suitland Federal Center (via Suitland Parkway, South Capitol Street, I-395 (Southwest Freeway), VA-110, I-66, Dulles Connector Road, Dulles Airport Access Road)	X	X	
Towson (via I-695 (Baltimore Beltway), I-95, I-495 (Capital Beltway via American Legion Bridge), Dulles Airport Access Road)	X	X	
Tysons Corner (via VA 123, VA 7, and Dulles Airport Access Road)	X	X	X
Waldorf (via MD-228, MD-210, I-95/I-495 (Capital Beltway via Woodrow Wilson Bridge), I-495 (conventional), Dulles Airport Access Road)	X	X	X
Waldorf (via US-301, MD-5, I-95/I-495 (Capital Beltway via Wilson Bridge), I-495 (conventional), Dulles Airport Access Road)	X	X	
Warrenton (via US-29, I-66, VA-28 and Dulles Airport Access Road)	X	X	
Winchester (via VA-7, VA-267 (Dulles Greenway))	X	X	
Woodbridge (via US-1, VA-123, VA-286 and Dulles Airport Access Road)			X
Woodbridge (via US-1, VA-123, I-95 (conventional), I-495 (conventional) and Dulles Airport Access Road)	X	X	
Woodbridge (via US-1, VA-123, I-95 (express), I-495 (express) and Dulles Airport Access Road)	X	X	

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

ORGANIZATION OF THE REPORT

This report is organized with a substantial series of graphics and maps at the end of the text.

A description of the methodology used for computing highway performance statistics as well as additions and changes to the transportation system is followed by a discussion of demographic changes.

A brief discussion of changes in estimated population and non-farm employment at the regional level and a tabular summary of geography to inform the reader is included.

Key graphic content provided in this report includes:

- Major findings and graphics of Travel Time Indices and Planning Time Indices (Figures 3 through 38)

- A large table (Table 8) containing average travel times and mean speeds for travel by all routes monitored to the three airports

- Maps of congestion by time period to each of the airports (Figures 39 through 95).

METHODOLOGY

Highway Network

Essentially no field data collection work was done for this project. About 120 virtual travel time run routes were identified, including the 40 for which data were collected in the past. New runs were identified in consultation with the Aviation Technical Subcommittee.

Vehicle probe project data for all travel time runs were obtained from the Center for Advanced Transportation Technology Laboratory (CATT Lab)[1] at the University of Maryland in College Park. Data for each 15-minute interval of each day in the 2011/2012[2] and 2014/2015[3] analysis years were identified and downloaded from the CATT Lab's Web site.

Each calendar day was classified as a weekday (Tuesday, Wednesday and Thursday), a weekend (Friday, Saturday, Sunday and Monday) or a holiday (any day of the week that staff felt was could be reasonably considered a holiday – days classified as holidays were not considered weekdays or weekends). See Appendix X for a list of each dates and their classification (weekday, weekend or holiday) of both analysis years. For each included day, speed and travel time data for all 24 hours were obtained. See Table 8 for details.

For each day, data were aggregated into one of six time periods:

- 12 Midnight to 5 A.M
- 5 A.M. to 6 A.M.
- 6 A.M. to 9 A.M.
- 9 A.M. to 3 P.M.
- 3 P.M. to 7 P.M
- 7 P.M. to 11:59 P.M.

Most analysis, charting and mapping in this report is for the periods from 6 A.M. to 7 P.M. (periods 3, 4 and 5) by class of day.

The highway system is divided into Traffic Message Channel (TMC)[4] network links by direction. For each travel route to the airport, there can be dozens of TMC network links. TMC links are of arbitrary lengths, some are very short (less than 1/10 of a mile) while others are many miles in length.

The following computations were done for these intervals:

- Weighted harmonic mean[5] of speeds for each route (weighting was determined by the length of each TMC link relative to the full route being monitored).

- Average travel time for each TMC link.

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1 See the CATT Lab Web site at: http://www.cattlab.umd.edu/

2 September 1, 2011 through August 31, 2012

3 September 1, 2014 through August 31, 2015

4 See this article on Wikipedia for a through discussion of TMC networks: https://en.wikipedia.org/wiki/Traffic_message_channel

5 Wikipedia article describing computation of the harmonic mean: https://en.wikipedia.org/wiki/Harmonic_mean

- Travel Time Index (TTI) values were computed for each TMC segment (TTI is defined as observed speed divided by free-flow speed, but never less than 1)[6]

- Planning Time Index (PTI) values were also computed (PTI is the 95th percentile speed divided by free-flow speed and is always higher than TTI).[7]

Raw data records where the speed values were missing or clearly invalid were systematically deleted. Because MD-200 (ICC) was opened to traffic from I-370 to I-95 during the 2011/2012 period, only days after the opening date in November 2012 were used to compute mean speeds and average travel times. Additionally, because VPP data were not available, but COG staff had done some field work along MD-200 between Rockville and BWI, the collected data were used to inform creation of "substitute" data – for this road for the 2011/2012 period only, observed speeds of 55 MPH were assumed for all days and all times of day.

Data for highways in West Virginia were not available to this project, so no roads were monitored in the Eastern Panhandle counties of the state.

Transit

Staff examined published time tables for transit service, which were used to estimate travel time to the airports. In some cases, the online trip planners provided by WMATA and the MTA were used as a cross-check. Several of the possible trips by transit to the airports are only possible during the morning peak commute periods on weekdays.

Additions to the Transportation Network

New links in the transportation network were added, including the following:

- Phase 1 of the Washington Metrorail System's Silver Line opened to revenue traffic in July 2014 to an interim terminal station at Wiehle-Reston East in Fairfax County (the Metropolitan Washington Airports Authority is providing shuttle bus service from this station to the main terminal building at Dulles until Phase II of the project is completed between 2018 and 2020).

- MD-200 (InterCounty Connector) was opened to traffic between MD-28 and I-95, providing a new and direct toll road connection between I-270 and I-95.

- While it did not add new road capacity, a major reconstruction and rehabilitation project at a series of bridges and viaducts along I-95 south of the Fort McHenry Tunnel in Baltimore City was in process during the 2014/2015 monitoring period.

- The 495Express lanes along i-495 (Capital Beltway) opened in 2012 between the Springfield Interchange (junction of I-95, I-395 and I-495 in Fairfax County, Virginia) and a point north of VA-267

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6 A National Cooperative Highway Research Program report (Report 618, Cost-Effective Performance Measures for Travel Time Delay, Variation, and Reliability, Transportation Research Board, 2008) describes TTI in this manner:
"The Travel-Time Index (TTI) is a dimensionless quantity that compares travel conditions in the peak period to travel conditions during free-flow or posted speed limit conditions. For example, a TTI of 1.20 indicates that a trip that takes 20 minutes in the off-peak period will take 24 minutes in the peak period or 20 percent longer."
http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_618.pdf

7 NCHRP 618 describes PTI:
"Planning Time Index represents the total travel time that should be planned when an adequate buffer time is included. Planning Time Index differs from the BI in that it includes typical delay as well as unexpected delay. Thus, the Planning Time Index compares near-worst case travel time to light or free-flow traffic travel time."

(Dulles Toll Road) offer motorists with a transponder a choice of paying a variable toll or using the lanes at no charge with at least three persons in the car.

- The 95 Express lanes along I-95 and I-395 between Garrisonville in Stafford County, Virginia and the Fairfax County/City of Alexandria border opened in December, 2014 – much of this project was a reconstruction of the former reversible HOV roadway, though the section between Garrisonville and VA-234 in Prince William County was an extension of the former HOV lanes.

- The I-95 Express Toll Lanes in the middle of I-95 in Baltimore County, Maryland and far northeastern Baltimore City opened to traffic in December 2014, but no VPP data were available for this part of the system.

- The entire Woodrow Wilson Bridge (I-95 and I-495 over the Potomac River between Alexandria, Virginia and Oxon Hill, Maryland) reconstruction project was completed in late 2012 with the wrap-up of work at the VA-241 (Telegraph Road) interchange.

- The reconstruction of the 11th Street, S.E. Bridge and a new interchange (with all movements) at the junction of I-295, I-695 and DC-295 in the District of Columbia was completed in July 2012.

DEMOGRAPHIC CHANGES BETWEEN 2011 AND 2014

Current estimates of population and nonfarm employment for the years 2011 and 2014 were obtained and summarized at the regional level where possible, otherwise at the county level.

See Figure 2, below, for a map of the counties and regions.
Resident population in the region represented on the National Capital Region Transportation Board (TPB) was estimated to have increased by about 235,000 (includes all of Fauquier County, Virginia). For the counties and cities that are represented on the Baltimore Regional Transportation Board (BRTP), population estimated to have increased by about 51,000. For the balance of the area analyzed, there was an estimated population increase of about 35,000.

Nonfarm employment in the TPB region increased by about 91,000 from 2011 to 2014. In the BRTP jurisdictions, there was an increase of about 37,000. In the other counties and cities, employment increased by about 18,000.

Data are summarized at the regional level in Table 4.

Figure 2: Regional Overview of Counties and Cities
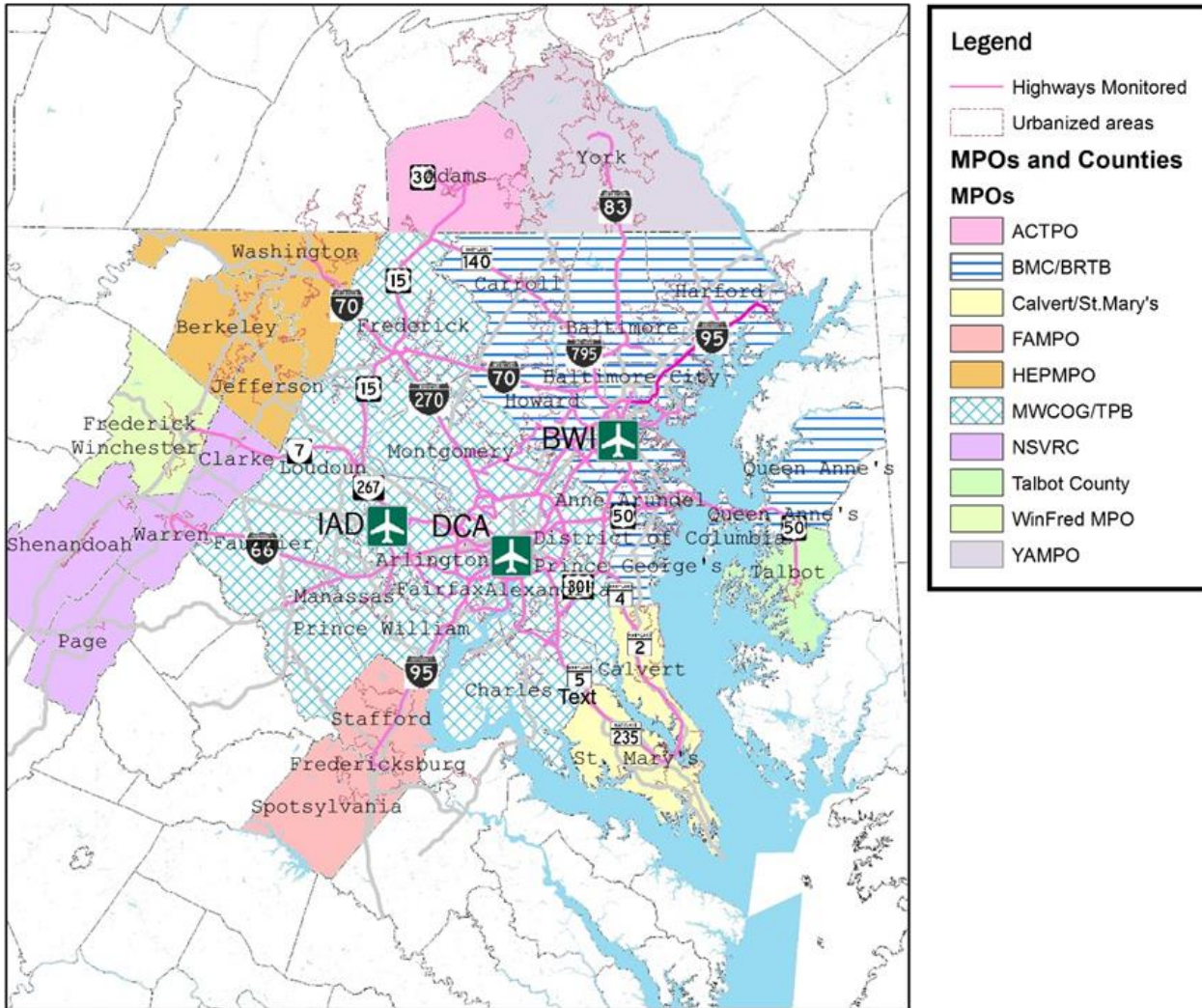
Notes:

1. Queen Anne's County is a non-voting member of BRTB - urbanized area is the western part of the county (Kent Island and Grasonville)
2. All of Calvert and St. Mary's shown as in MPO - urbanized area is smaller (Chesapeake Ranch Estates in Calvert, California and Lexington Park in St. Mary's)
3. All of Fauquier County shown as in MPO - urbanized area is smaller (Town of Warrenton and vicinity of U.S. 29/U.S. 15 north of Warrenton)

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 4: Changes in Population and Employment

REGION	2011 Estimated Population	2014 Estimated Population	Change in Estimated population (2014 minus 2011)	2011 Estimated Nonfarm Employment	2014 Estimated Nonfarm Employment	Change in Estimated Nonfarm Employment (2014 minus 2011)
MWCOG/NCRTPB cities and counties (DC, MD and VA, includes all of Fauquier County, VA)	5,245,000	5,480,000	235,000	2,748,000	2,839,000	91,000
BMC/BRTB Cities and Counties (MD)	2,735,000	2,786,000	51,000	1,329,000	1,366,000	37,000
Calvert-St. Mary's Metropolitan Planning Organization (includes areas outside urbanized area) (MD)	197,000	201,000	4,000	95,000	96,000	1,000
FAMPO Cities and Counties (VA)	283,000	298,000	15,000	133,000	137,000	4,000
WinFred MPO Cities and Counties (VA)	106,000	110,000	4,000	53,000	56,000	3,000
Northern Shenandoah Valley Regional Commission (except WinFred MPO) (VA)	118,000	120,000	2,000	57,000	58,000	1,000
HEPMPO Counties (MD, WV)	309,000	316,000	7,000	143,000	146,000	4,000
YAMPO County (PA)	437,000	441,000	4,000	213,000	218,000	4,000
ACTPO County (PA)	102,000	102,000	0	50,000	53,000	2,000
Talbot County (not part of an MPO) (MD)	38,000	38,000	0	18,000	18,000	0
TOTALS	9,569,000	9,890,000	321,000	4,840,000	4,987,000	147,000

Sources:

Population Estimates: Annual Estimates of the Resident Population – April 1, 2010 to July 1, 2014 (U.S. Census Bureau, Population Division)

Employment Data: Local Area Unemployment Statistics (Bureau of Labor Statistics)

Note: Data are rounded to nearest 1,000

FINDINGS

Travel Time Index and Planning Time Index

In aggregate, travel time index (TTI) and planning time index (PTI) values for travel to the three regional airports has changed little from the 2011/2012 analysis year to 2014/2015.

The highest TTI value for travel to BWI was observed during the midweek afternoon peak commute periods (4 P.M. to 7 P.M.), at about 1.32 in 2014/2015. The PTI for this period was almost 2. For weekends and holidays, the highest TTI and PTI values were also observed during the afternoons. Several origins from points in the District of Columbia and nearby jurisdictions to BWI had PTI values greater than 3 on weekday afternoons. Even on weekends and holidays, there were several origins that experienced PTI values of more than 2.5.

Travel to DCA during the morning peak period (6 A.M. to 9 A.M.) period on midweek days was nearly 1.5 in both analysis years. Additionally, travel to DCA had the highest PTI in aggregate, at about 2.5. These were the highest aggregate TTI and PTI values observed for this project. On midweek afternoons, TTI was lower at about 1.27, with PTI at about 1.95.

The highest TTI value for travel to IAD was also midweek during the 6 A.M. to 9 A.M. period at 1.27, with a PTI value of 1.84. Several trips to IAD in the morning peak period had PTI values greater than 2.35. In the weekday afternoon no trip to IAD had a PTI higher than about 2.3. For a regional overview of congestion on the Washington-area highway network, see the National Capital Region Congestion Report - 3rd Quarter 2015.[8]

Deterioration in Average Travel Time

Some trips showed a deterioration in travel time to the airport. Table 5 has a list of midweek trips that experienced the most increase in travel time between the two analysis years. The largest increases were observed for the trip from Springfield, Virginia to BWI in the afternoons (20 minutes). This route experienced deterioration in the morning and midday periods as well. Annapolis to DCA also showed increased travel times in the morning and afternoons. Waldorf to DCA in the morning period showed a 10-minute increase.

Congestion

Numerous sections of the regional highway network suffer from congestion.
TMC network links with the most-severe congestion were identified by TTI values for each airport. A TTI value of 2 or higher (severe congestion, depicted as red or crimson on the maps of congestion in Figures 39 through 95) was used to identify these sections of highway.

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8 Available online: http://www.mwcog.org/transportation/activities/congestion/files/NCR_Congestion_Report_2015Q3.pdf

TO BWI ON WEEKDAYS

Morning peak
- Outer Loop I-695 in Baltimore County from MD-140 to U.S. 40
- Southbound I-270 in Montgomery County
- Ramp from VA-267 to Inner Loop I-495 in Fairfax County
- Eastbound I-70 just east of U.S. 40 at MarriottsvilleAfternoon peak
- Northbound I-395 (Southwest Freeway) in the District of Columbia from14th Street Bridge to I-695
- Eastbound I-695 (Southeast Freeway) in D.C.
- Northbound DC-295 (Anacostia Freeway and Kenilworth Avenue, N.E.) in D.C.
- Inner Loop I-495 from Tysons to I-270 Spur in Fairfax County and Montgomery County
- Ramp from eastbound VA-267 to Inner Loop I-495 in Fairfax County
- Inner Loop I-495 from MD-187 (Old Georgetown Road) to MD-185 (Connecticut Avenue) in Montgomery County

TO DCA ON WEEKDAYS

Morning peak
- Northbound I-395 (conventional lanes) in Fairfax County, City of Alexandria and Arlington County
- Northbound I-95 (conventional lanes) in Prince William County;
- Eastbound I-66 between VA-234 (Prince William Parkway) and VA-234 Business (Sudley Road) in Prince William County
- Eastbound I-66 between VA-286 (Fairfax County Parkway) and U.S. 50 in Fairfax County
- Ramp from eastbound VA-267 to Inner Loop I-495 in Fairfax County
- Northbound VA-28 (Sully Road) between Fairfax /Prince William border; U.S. 29 in Fairfax County
- Eastbound U.S. 50 (Arlington Boulevard) between I-495 and Va. 7 in Fairfax County
- Westbound U.S. 50 (New York Avenue, N.E.) in the District of Columbia
- Westbound U.S. 50 (John Hanson Highway) between MD-410 (East-West Highway) and MD-201 (Kenilworth Avenue)
- Westbound Suitland Parkway at Md. 5 (Branch Avenue) in Prince George's County and at Stanton Road, S.E. in the District of Columbia
- Southbound Baltimore-Washington Parkway crossing MD-197 (Laurel-Bowie Road) in Prince George's County
- Southbound I-270 and I-270 Spur in Montgomery County.

Midday
- Eastbound I-66 east of Dulles Connector Road in Fairfax County
- Northbound I-395 at Boundary Channel Drive in Arlington County

Afternoon peak
- Eastbound I-66 between VA-7 and Sycamore Street in Fairfax County and Arlington County
- Eastbound Dulles Connector Road between VA-123 and I-66 in Fairfax County
- Ramp from eastbound VA-267 to Inner Loop I-495 in Fairfax County
- Inner Loop I-495 between VA-123 and George Washington Memorial Parkway in Fairfax County
- Southbound I-270 Spur in Montgomery County
- Outer Loop I-495 from I-270 Spur to American Legion Bridge
- Southbound Baltimore-Washington Parkway passing MD-32 in Anne Arundel County
- Southbound I-395 (Southwest Freeway) in the District of Columbia.

TO IAD ON WEEKDAYS

Morning peak
- Eastbound I-66 between VA-234 (Prince William Parkway) and VA-234 Business (Sudley Road) in Prince William County
- Northbound I-95 (conventional lanes) in Prince William County
- Northbound VA-28 (Sully Road) between Fairfax/Prince William County border and U.S. 29 in Fairfax
- Northbound VA-286 (Fairfax County Parkway) approaching VA-267 in Fairfax County
- Westbound Suitland Parkway at Md. 5 (Branch Avenue) in Prince George's County and at Stanton Road, S.E. in the District of Columbia
- Westbound U.S. 50 (John Hanson Highway) between MD-410 (East-West Highway) and MD-201 (Kenilworth Avenue)
- Southbound I-270 in Montgomery County
- Southbound I-270 Spur in Montgomery County
- Northbound MD-5 (Branch Avenue) north of U.S. 301 in Prince George's County
- Northbound MD-210 (Indian Head Highway) in Prince George's County
- Outer Loop I-695 from MD-140 to U.S. 40 in Baltimore County

Afternoon peak
- Northbound VA-286 (Fairfax County Parkway) crossing Terminal Road
- Inner Loop I-495 between VA-123 and VA-267 in Fairfax County
- Southbound I-395 (Southwest Freeway) in the District of Columbia
- Outer Loop I-495 between I-270 Spur and VA-123 in Montgomery County and Fairfax County
- Southbound I-270 Spur in Montgomery County

TO BWI ON WEEKENDS (AFTERNOONS)
- Inner Loop I-495 between MD-190 and MD-185 in Montgomery County
- Northbound Baltimore-Washington Parkway between MD-193 and MD-197 (Prince George's County)

TO DCA ON WEEKENDS (AFTERNOONS)
- Southbound I-270 Spur in Montgomery County
- Eastbound I-66 between Dulles Connector Road and Sycamore Street in Fairfax and Arlington County

TO IAD ON WEEKENDS (AFTERNOONS)
- Outer Loop I-495 at MD-650 in Montgomery County
- Southbound I-270 Spur in Montgomery County

TO BWI ON HOLIDAYS (AFTERNOONS)
- Inner Loop I-495 between VA-123 and VA-267

TO DCA ON HOLIDAYS (AFTERNOONS)
- Southbound I-270 Spur in Montgomery County
- Inner Loop I-495 between VA-123 and VA-267

TO IAD ON HOLIDAYS (AFTERNOONS)
- Southbound I-270 Spur in Montgomery County
- Inner Loop I-495 between VA-123 and VA-26

Table 5: Increase in Travel Time

Trip	Time Period	Increase in Travel Time (minutes)
Annapolis to BWI	PM Peak	4.3
College Park to BWI	PM Peak	5.3
Fort Belvoir to BWI	PM Peak	9.7
Friendship Heights to BWI	AM Peak	4.9
Friendship Heights to BWI	PM Peak	6.9
National Harbor to BWI	AM Peak	4.4
National Harbor to BWI	PM Peak	6.5
Gettysburg, Pennsylvania to BWI via MD-140, I-795, I-695, MD-295, I-195	PM Peak	4.6
Springfield to BWI	AM Peak	8.7
Springfield to BWI	Midday	8.7
Springfield to BWI	PM Peak	20.3
Suitland to BWI	AM Peak	5.6
Tysons to BWI	Midday	5.1
Tysons to BWI	PM Peak	9.2
Waldorf to BWI	PM Peak	5.4
Annapolis to DCA	AM Peak	11.8
Annapolis to DCA	PM Peak	6.9
Baltimore City (downtown) to DCA	AM Peak	10.9
Baltimore City (downtown) to DCA	PM Peak	9.8
BWI to DCA	AM Peak	9.8
BWI to DCA	PM Peak	7
College Park to DCA	PM Peak	4.9
Downtown D.C. (16th Street and K Street, N.W.) to DCA	PM Peak	4.7
Fort Meade to DCA	AM Peak	9.7
Fort Meade to DCA	PM Peak	5.3
Greenbelt to DCA via Baltimore-Washington Parkway, DC-295, I-695 (D.C.), I-395 and George Washington Memorial Parkway	AM Peak	9
Largo to DCA via Wilson Bridge	AM Peak	7.4
Manassas to DCA via I-66 and U.S. 50 (avoids I-66 inside Beltway)	PM Peak	6.9
Manassas to DCA via I-66 and VA-110 (uses I-66 inside Beltway)	PM Peak	7.2
Rockville to DCA	PM Peak	6.3
Tysons to DCA via I-495 and George Washington Memorial Parkway	AM Peak	7.3
Tysons to DCA via I-495 and George Washington Memorial Parkway	PM Peak	7.3
Waldorf to DCA via MD-228, MD-210, Wilson Bridge and George Washington Memorial Parkway	AM Peak	6.3
Waldorf to DCA via U.S. 301, MD-5, I-95, Wilson Bridge and George Washington Memorial Parkway	AM Peak	9.3
Warrenton to DCA via I-66 and U.S. 50 (avoids I-66 inside Beltway)	PM Peak	6.9
Warrenton to DCA via I-66 and VA-110 (uses I-66 inside Beltway)	PM Peak	6.3
Greenbelt to IAD via Balt-Wash Parkway, DC-295, I-695 (D.C.), I-395 VA-110, I-66	AM Peak	7.8
Hagerstown to IAD	AM Peak	6.8
Largo to IAD via Wilson Bridge and I-495 Conventional Lanes	AM Peak	8.4
Largo to IAD via Wilson Bridge and I-495 Conventional Lanes	PM Peak	4.4
Waldorf to IAD via U.S. 301, MD-5, Wilson Bridge, I-495 Conventional Lanes	AM Peak	11.6
Waldorf to IAD via U.S. 301, MD-5, Wilson Bridge, I-495 Conventional Lanes	PM Peak	6.8
Winchester to IAD	AM Peak	5.5

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Savings in Travel Time by Using Managed Lanes

Several managed lanes have opened in the region since 2012 (data were not available for this report for some segments, including the I-95 Express Toll Lanes in Baltimore City and Baltimore County, and the southern end of the 95Express lanes in Stafford and Prince William Counties.

Using the managed lanes can significantly reduce travel time between origin points and the airports, especially in the morning peak period and usually provide better travel time reliability. Travel times for use of the 95Express HOV/Toll lanes are *understated* for the trip from Fredericksburg because data were not available for the 95Express segment between Garrisonville and VA-234.

Table 6: Savings in Travel Time by Using Managed Lanes

Route and Time Period	Managed Lane Route	Non-Managed Lane Route	Savings in time (minutes)
Gaithersburg to BWI	I-370 to MD-200	I-270 to I-495	
A.M.	46	58	12
Midday	44	50	6
P.M.	52	65	13
Rockville to BWI	MD-28 to MD-200	I-270 to I-495	
A.M.	41	61	20
Midday	40	54	14
P.M.	50	71	21
Fredericksburg to DCA (assumes HOV-3 in A.M. on managed lane route)	95Express (HOV/Toll lanes) and I-395 HOV lanes	I-95 and I-395 conventional lanes	
A.M.	63	88	25
Midday	61	65	4
Woodbridge to DCA (assumes HOV-3 in A.M. on managed lane route)	95Express (HOV/Toll lanes) and I-395 HOV lanes	I-95 and I-395 conventional lanes	
A.M.	37	56	19
Midday	37	38	1
Springfield to IAD	495Express (HOV/Toll lanes)	I-495 conventional lanes	
A.M.	34	41	7
Midday	32	33	1
P.M.	32	37	5
Manassas to DCA (assumes HOV-2 on managed lane route for use of I-66 from I-495 to VA-110)	I-66 Inside Beltway (exclusive HOV-2)	I-495 conventional lanes and U.S. 50 (Arlington Boulevard)	
A.M.	65	76	11
DCA to IAD (assumes "Dulles" exemption from HOV-2 on I-66)	I-66 Inside Beltway and Dulles Connector	George Washington Memorial Parkway to I-495	
P.M.	35	38	3

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Airport Access via Transit

All three airports are served by transit. Rail lines serve DCA (Metrorail Blue and Yellow Lines, and the Crystal City stop on the Virginia Railway Express (VRE) is nearby). BWI is served by the MARC Penn Line, some Amtrak service and the MTA-Maryland Central Light Rail Line. IAD will be served by the Metrorail Silver Line when Phase 2 of the project is complete and the line is extended to VA-772 in Loudoun County.

Transit buses also serve IAD and BWI.
In some cases, travel by transit is only possible on working days with an early morning departure. This is the case for exurban originations such as Fredericksburg; California (St. Mary's County, Maryland) and Hagerstown.

Table 7 contains a summary of transit service to the airports.

Table 7: Summary of Selected Transit Service to the Airports

From	Originating Jurisdiction	To Airport	Via	Total Time
16th and K Streets, N.W.	District of Columbia	IAD	From Farragut West (Metrorail Silver Line), Reston East Wheile Avenue (Metropolitan Washington Airports Authority - MWAA) (Silver Line Express Bus)	1:16:30
16th and K Streets, N.W.	District of Columbia	BWI	From Farragut North (Red Line), Union Station, Maryland Transit Administration (MTA) MARC Penn Line (or Amtrak Northeast Direct), Maryland Aviation Administration (MAA) bus to terminal	1:48:00
16th and K Streets, N.W.	District of Columbia	BWI	From Farragut North (Red Line), Galley Place (Green Line), Greenbelt (Washington Metropolitan Area Transit Authority (WMATA) B30 bus)	1:42:00
16th and K Streets, N.W.	District of Columbia	DCA	From Farragut West (WMATA Blue Line)	0:16:00
National Harbor	Prince George's County, Maryland	DCA	From St. George Boulevard & Waterfront Bouelvard (WMATA NH1 bus), Southern Avenue (Metrorail Green Line), L'Enfant Plaza (Metrorail Yellow Line)	1:06:00
National Harbor	Prince George's County, Maryland	IAD	From St. George Boulevard & Waterfront Bouelvard (NH1 bus), Southern Avenue (Metrorail Green Line), L'Enfant Plaza (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express Bus)	1:57:30
National Harbor	Prince George's County, Maryland	IAD	From St. George Boulevard & Waterfront Bouelvard (NH1 bus), Southern Avenue (Green Line), L'Enfant Plaza (WMATA 5A bus)	2:03:00
National Harbor	Prince George's County, Maryland	BWI	From 'St. George Boulevard & Waterfront Bouelvard (NH1 bus), Southern Avenue (Green Line), Greenbelt (WMATA B30 bus)	2:04:00
Gaithersburg	Montgomery County, Maryland	DCA	From Firstfield Road & Clopper Road (Ride-On bus 51), Shady Grove (Metrorail Red Line), Gallery Place (Metrorail Yellow Line)	1:08:00
Gaithersburg	Montgomery County, Maryland	BWI	From Quince Orchard Commuter Lot - Quince Orchard Road at I-270 (MTA Bus 201)	1:08:00
Hagerstown	Washington County, Maryland	DCA	From Hagerstown Commuter Lot at I-70 and Md. 65 (MTA 991 bus), Shady Grove (Metrorail Red Line), Gallery Place (Metrorail Yellow Line)	2:31:00
Hagerstown	Washington County, Maryland	BWI	From Hagerstown Commuter Lot at I-70 and Md. 65 (MTA 991 bus), Shady Grove (MTA 201 Bus)	2:23:00
Fredericksburg	Spotsylvania County, Virginia	DCA	From VA-3 (Plank Road) and Salem Church Road (Martz [National Coach Works]), Pentagon (Metrorail Yellow or Blue Line)	1:41:00
Fredericksburg	City of Fredericksburg, Virginia	DCA	From Fredericksburg Station (VRE), Crystal City (Metrorail Yellow or Blue Line)	1:34:00

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 7: Continued

From	Originating Jurisdiction	To Airport	Via	Total Time
Annapolis	Anne Arundel County, Maryland	BWI	From downtown Annapolis, Calvert & Bladen (MTA 14 Bus), Patapsco Light Rail Station (MTA Light Rail southbound)	2:03:00
Annapolis	Anne Arundel County, Maryland	DCA	From downtown Annapolis, Rowe Boulevard & Taylor Avenue (MTA 230 Bus), L'Enfant Plaza (Metrorail Yellow Line)	1:42:00
Annapolis	Anne Arundel County, Maryland	IAD	From downtown Annapolis, Rowe Boulevard & Taylor Avenue (MTA 230 Bus), L'Enfant Plaza (WMATA 5A bus)	2:48:00
Friendship Heights	Montgomery County, Maryland	DCA	From Friendship Heights (Metrorail Red Line), Gallery Place (Metrorail Yellow Line)	0:40:00
Friendship Heights	Montgomery County, Maryland	BWI	From Friendship Heights (Red Line), Shady Grove (MTA 201 bus)	1:39:00
Friendship Heights	Montgomery County, Maryland	IAD	From Friendship Heights (Metrorail Red Line), Metro Center (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express Bus)	2:01:30
College Park	Prince George's County, Maryland	BWI	From College Park, Campus Drive & Regents Drive (WMATA C2 Bus), Greenbelt (WMATA B30 bus)	1:04:00
College Park	Prince George's County, Maryland	DCA	From College Park, Campus Drive & Regents Drive (WMATA F6 Bus), Prince George's Plaza (Metrorail Yellow Line)	1:05:00
College Park	Prince George's County, Maryland	IAD	From College Park, Campus Drive & Regents Drive (WMATA F6 Bus), Prince George's Plaza (Metrorail Yellow Line), L'Enfant Plaza (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express Bus)	2:13:30
Manassas	City of Manassas, Virginia	DCA	From Amtrak Manassas Station (VRE Manassas Line), Crystal City (Metrorail Blue or Yellow Lines)	1:18:00
Manassas	City of Manassas, Virginia	IAD	From Manassas Mall (Potomac and Rappahannock Transportation Commission OmniRide bus), Tysons Corner Station (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express Bus)	2:15:30
Manassas	City of Manassas, Virginia	BWI	From Amtrak Manassas Station (VRE Manassas Line), MARC Penn Line (or Amtrak Northeast Direct), Maryland Aviation Administration (MAA) bus to terminal	2:35:00
Tysons	Fairfax County, Virginia	DCA	From Tysons Corner Station (Metrorail Silver Line), Rosslyn Station (Metrorail Blue Line)	0:52:00
Tysons	Fairfax County, Virginia	IAD	From Tysons Corner Station (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express	0:32:30

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 7: Continued

From	Originating Jurisdiction	To Airport	Via	Total Time
Baltimore Penn Station	Baltimore City, Maryland	BWI	From Baltimore Penn Station (MTA Light Rail) transfer at Camden Yards (MTA Light Rail)	0:50:00
Baltimore Penn Station	Baltimore City, Maryland	BWI	Baltimore Penn Station (MARC Penn Line or Amtrak Northeast Direct to BWI station, shuttle bus to airport)	0:30:00
Baltimore Penn Station	Baltimore City, Maryland	DCA	From Baltimore Penn Station via MARC Penn Line (or Amtrak Northeast Direct), Union Station (Metrorail Red Line), Gallery Place (Metrorail Yellow Line)	1:17:00
Baltimore Penn Station	Baltimore City, Maryland	IAD	From Baltimore Penn Station via MARC Penn Line (or Amtrak Northeast Direct), Union Station (Metrorail Red Line), Metro Center (Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express Bus)	2:07:30
Woodbridge	Prince William County, Virginia	DCA	From Horner Road Commuter Lot (PRTC Prince William-Metro Direct), Franconia-Springfield (Blue Line)	0:41:00
Woodbridge	Prince William County, Virginia	DCA	From Woodbridge VRE Station (VRE Fredericksburg Line), Crystal City (Metrorail Blue or Yellow Lines)	1:16:00
Woodbridge	Prince William County, Virginia	IAD	From Woodbridge VRE Station (PRTC Tysons Corner service), Tysons Corner (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express	1:20:30
California	St. Mary's County, Maryland	DCA	From California Commuter Lot (MTA 725), Foggy Bottom (Metrorail Blue Line)	2:36:00
California	St. Mary's County, Maryland	IAD	From California Commuter Lot (MTA 725), Foggy Bottom (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express)	3:19:30
California	St. Mary's County, Maryland	BWI	From California Commuter Lot (MTA 725), Independce Avenue near L'Enfant Plaza (Metrorail Green Line), Greenbelt (WMATA B30 bus)	3:24:00
Waldorf	Charles County, Maryland	DCA	From Southern Maryland Blue Crabs Stadium (MTA 735), Federal Center Southwest (Metrorail Blue Line)	2:01:00
Waldorf	Charles County, Maryland	IAD	From Southern Maryland Blue Crabs Stadium (MTA 735), Federal Center Southwest (Metrorail Silver Line), Reston East Wheile Avenue (MWAA Silver Line Express)	2:47:30
Waldorf	Charles County, Maryland	BWI	From Southern Maryland Blue Crabs Stadium (MTA 735), Federal Center Southwest (Metrorail Silver Line), Maryland Transit Administration (MTA) MARC Penn Line (or Amtrak Northeast Direct), Maryland Aviation Administration (MAA) bus to terminal	2:48:59

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 3: BWI Weekday Travel Time Index and Planning Time Index Aggregate Values
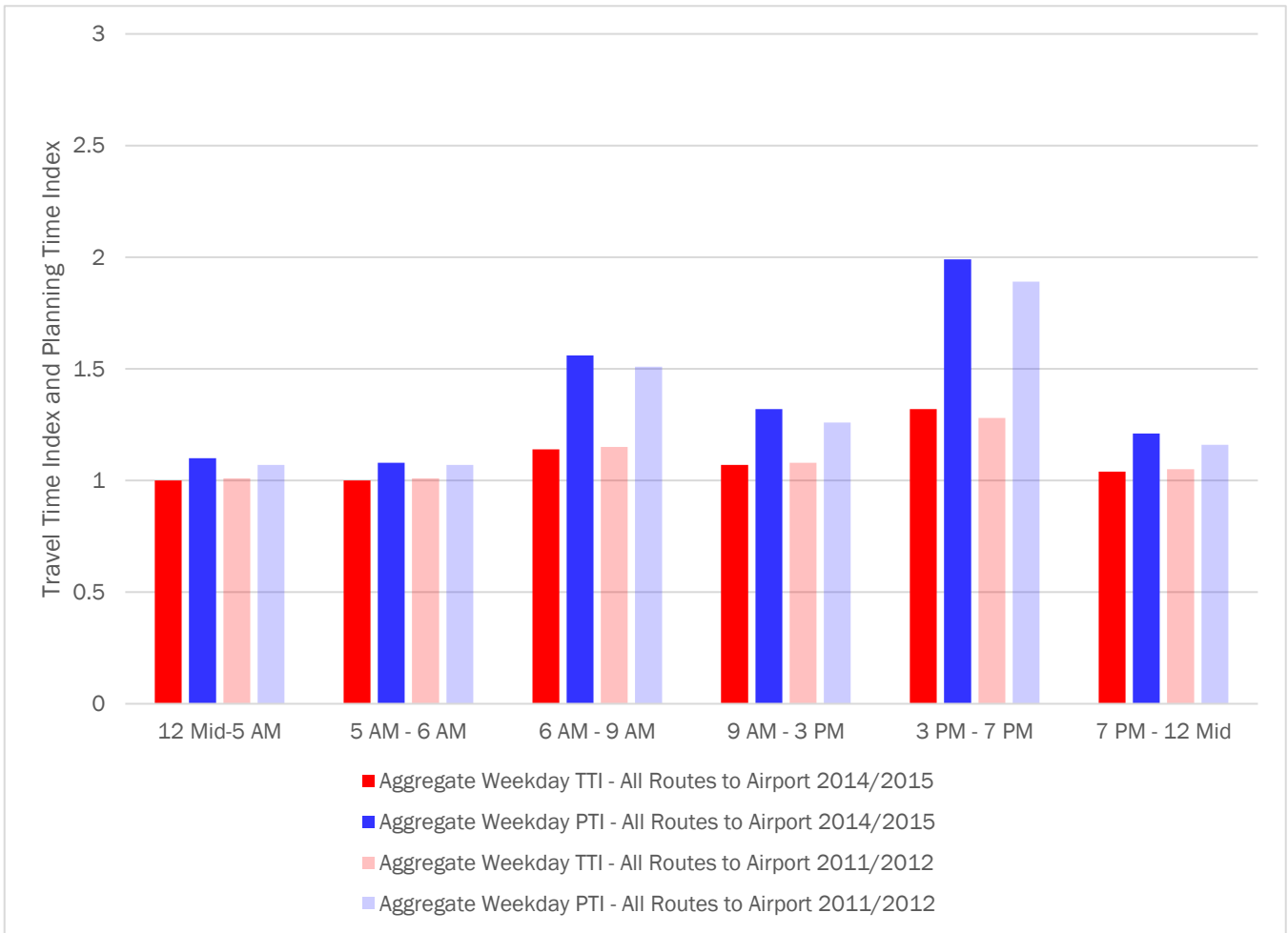
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 4: BWI Weekend Travel Time Index and Planning Time Index Aggregate Values
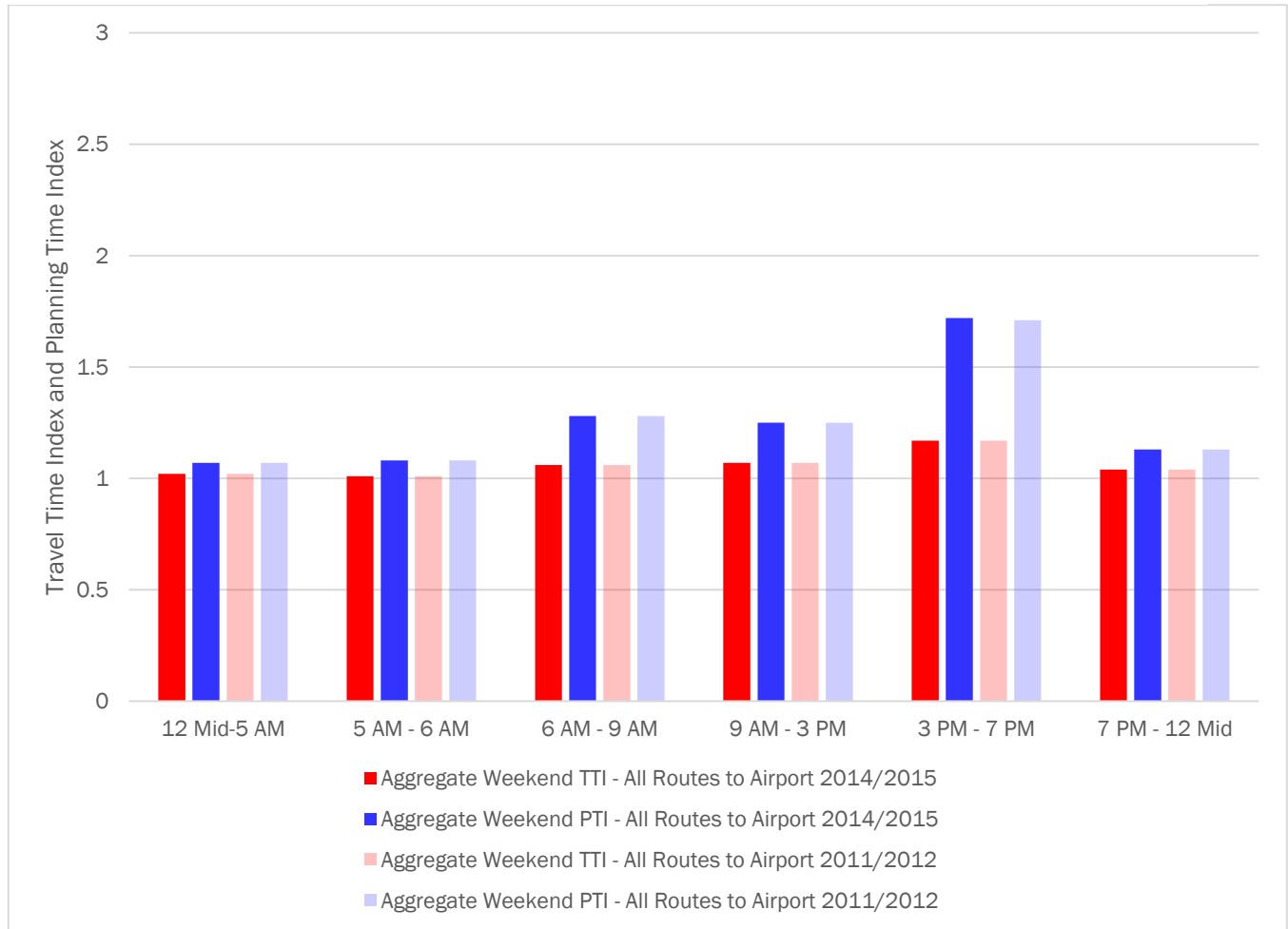
Legend:
- Aggregate Weekend TTI - All Routes to Airport 2014/2015
- Aggregate Weekend PTI - All Routes to Airport 2014/2015
- Aggregate Weekend TTI - All Routes to Airport 2011/2012
- Aggregate Weekend PTI - All Routes to Airport 2011/2012

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 5: BWI Holiday Travel Time Index and Planning Time Index Aggregate Values
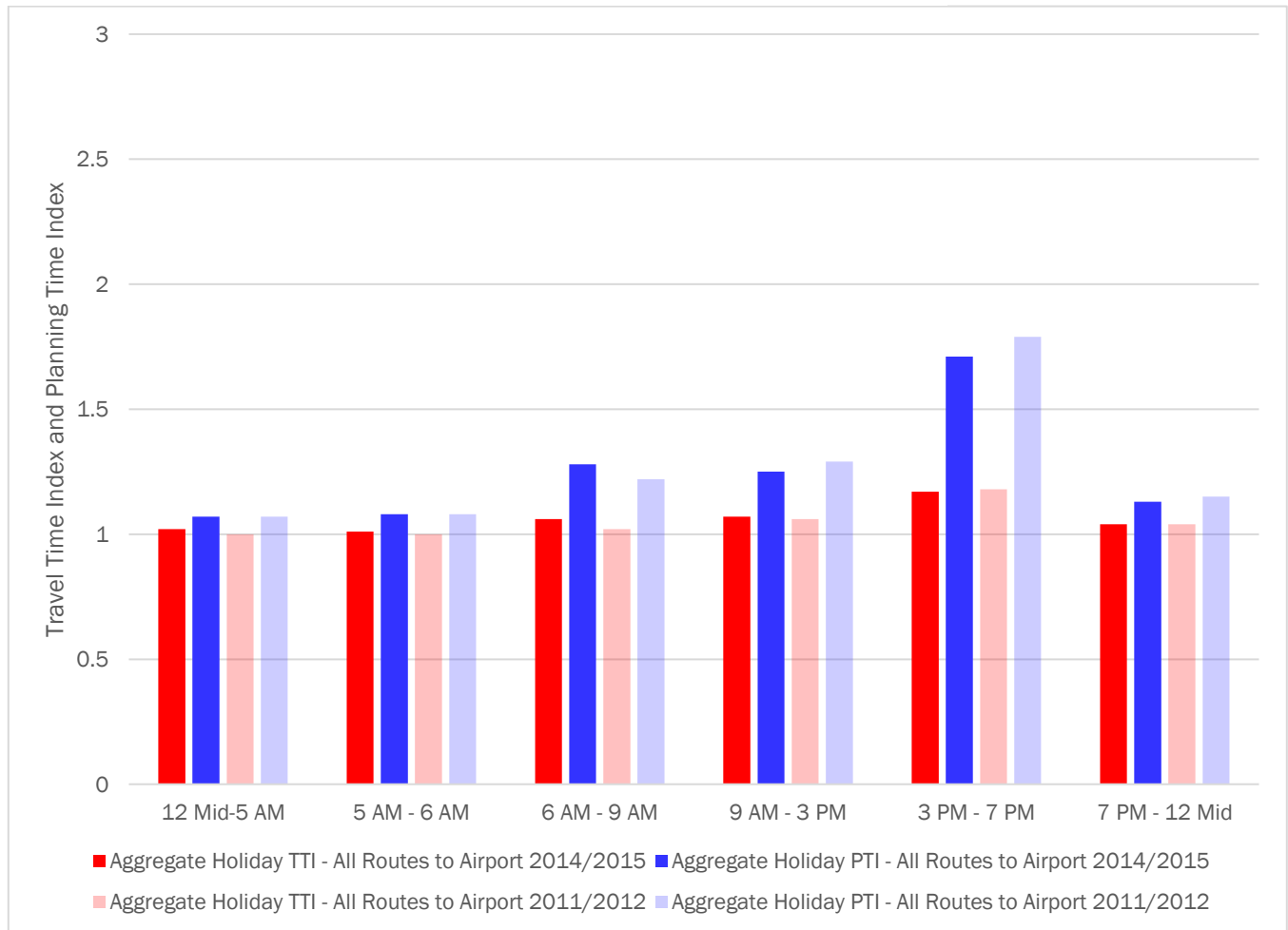
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 6: DCA Weekday Travel Time Index and Planning Time Index Aggregate Values
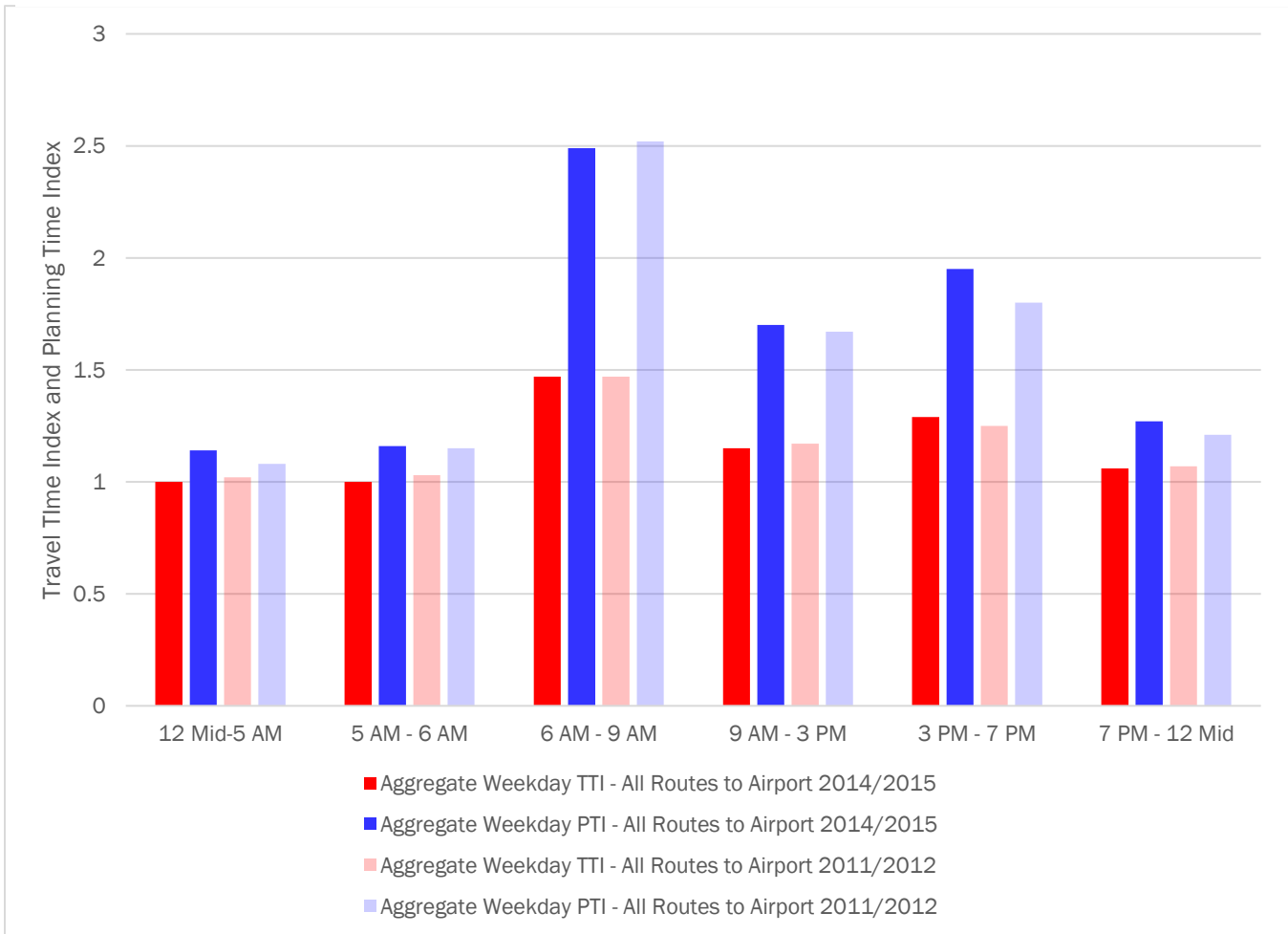
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 7: DCA Weekend Travel Time Index and Planning Time Index Aggregate Values
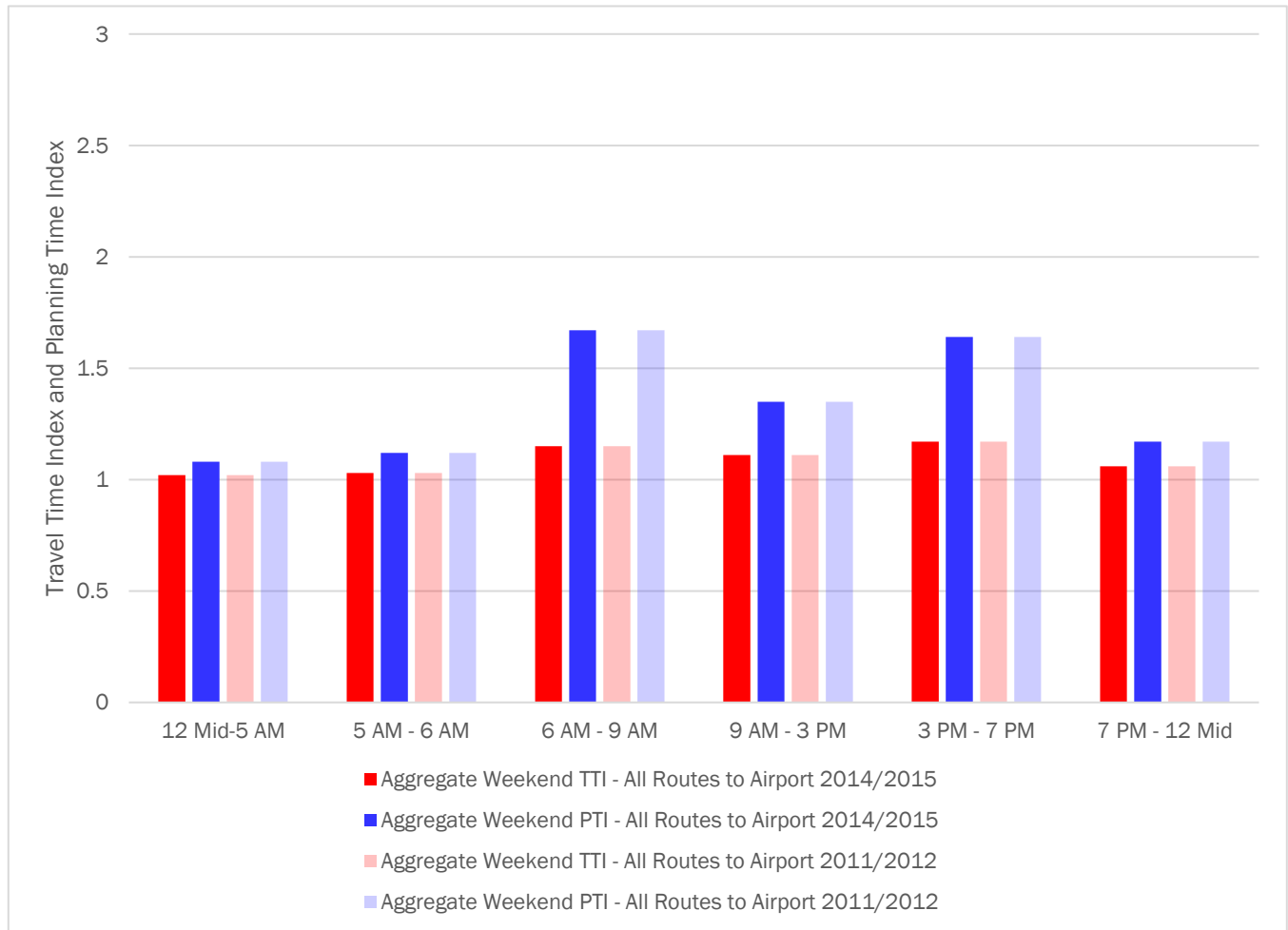
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 8: DCA Holiday Travel Time Index and Planning Time Index Aggregate Values
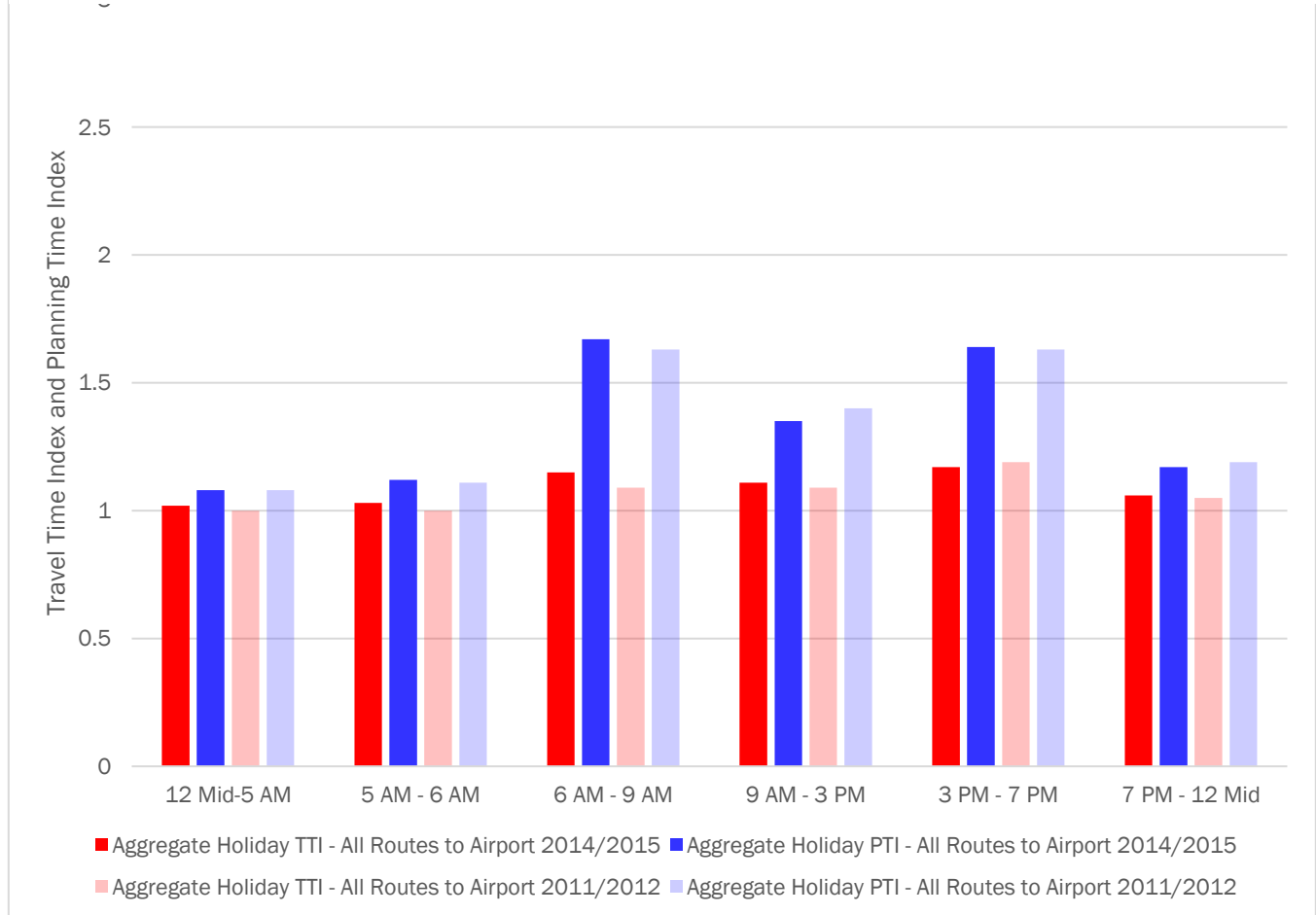
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 9: IAD Weekday Travel Time Index and Planning Time Index Aggregate Values
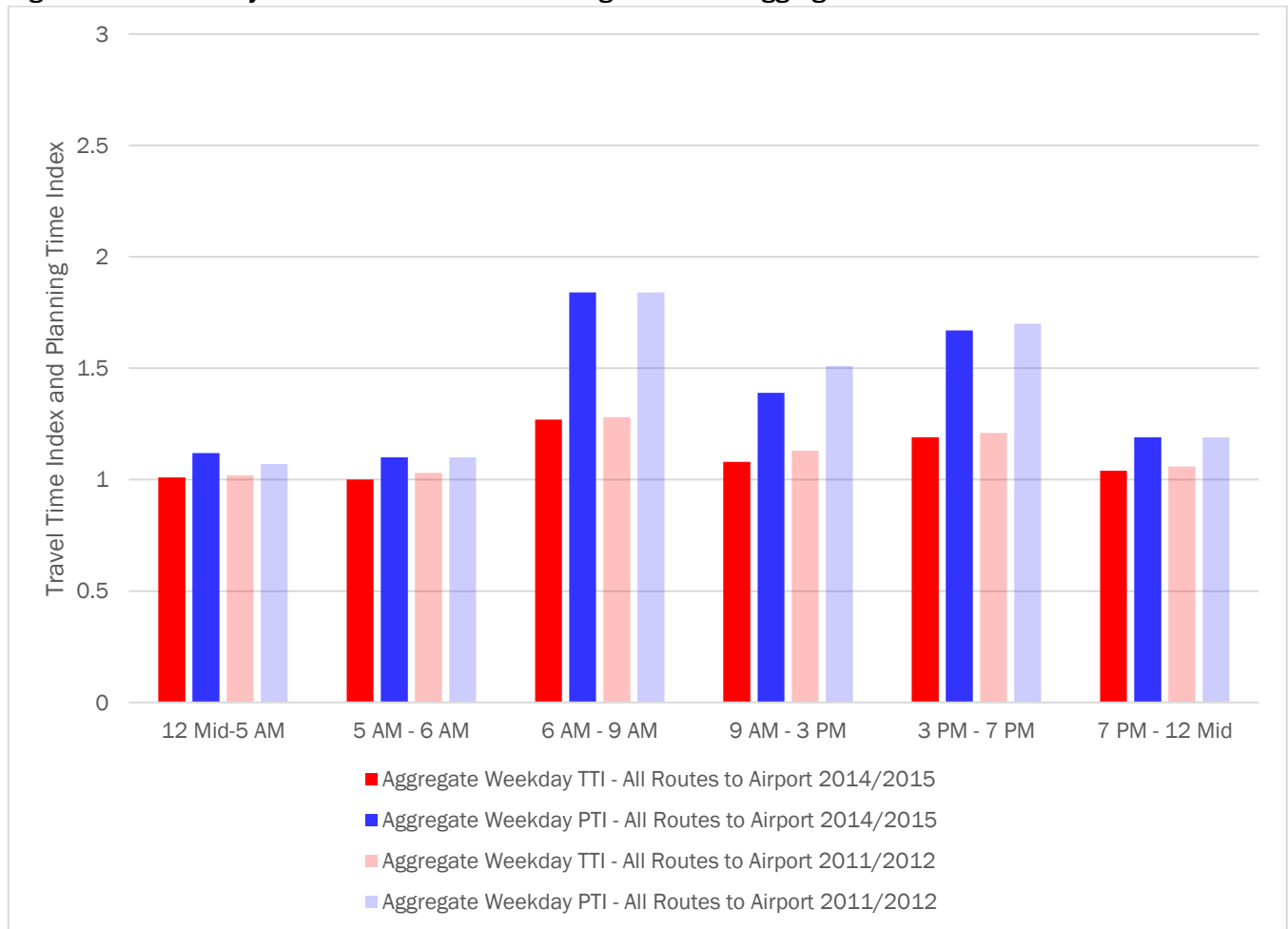
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 10: IAD Weekend Travel Time Index and Planning Time Index Aggregate Values
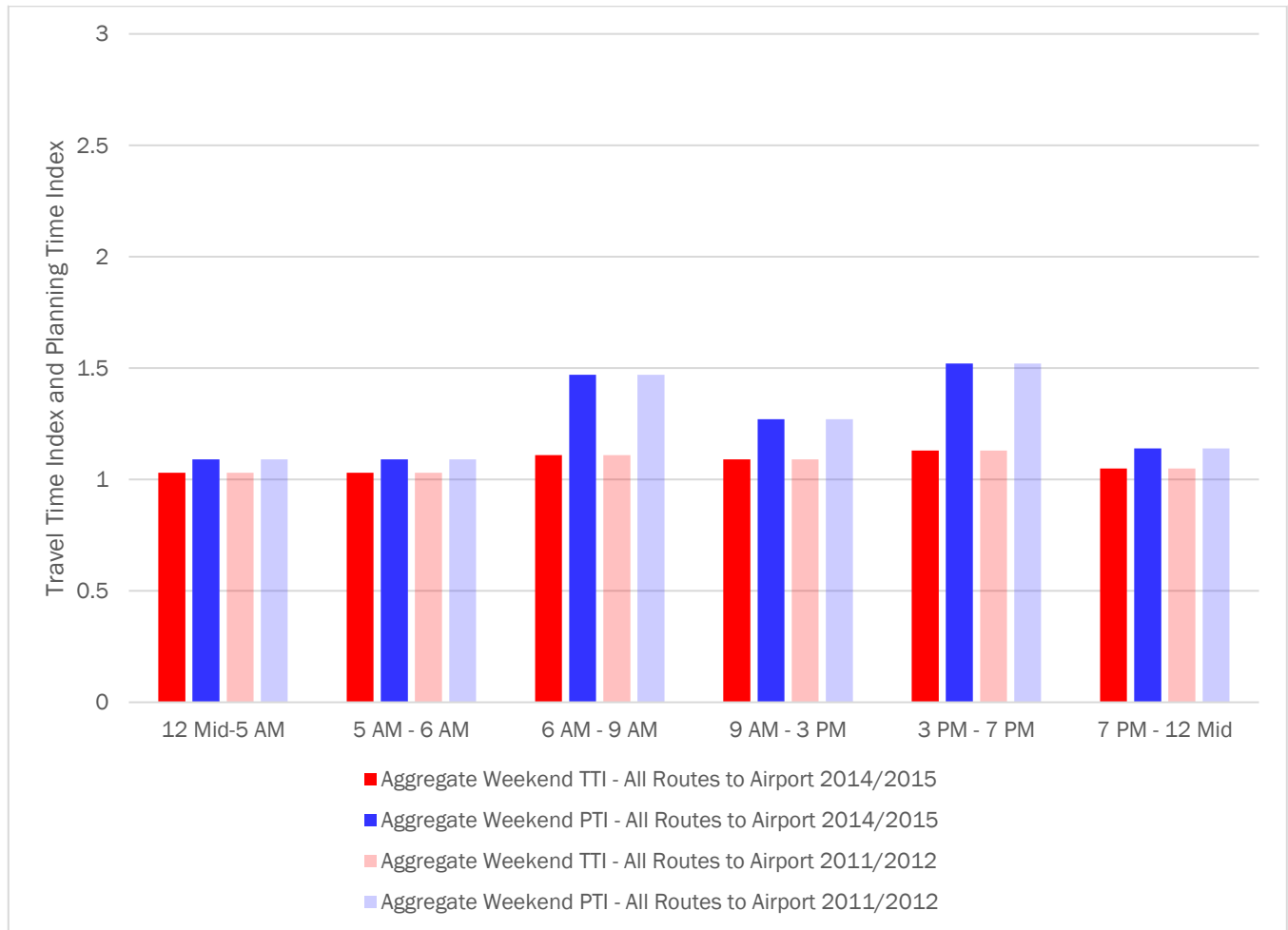
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 11: IAD Holiday Travel Time Index and Planning Time Index Aggregate Values
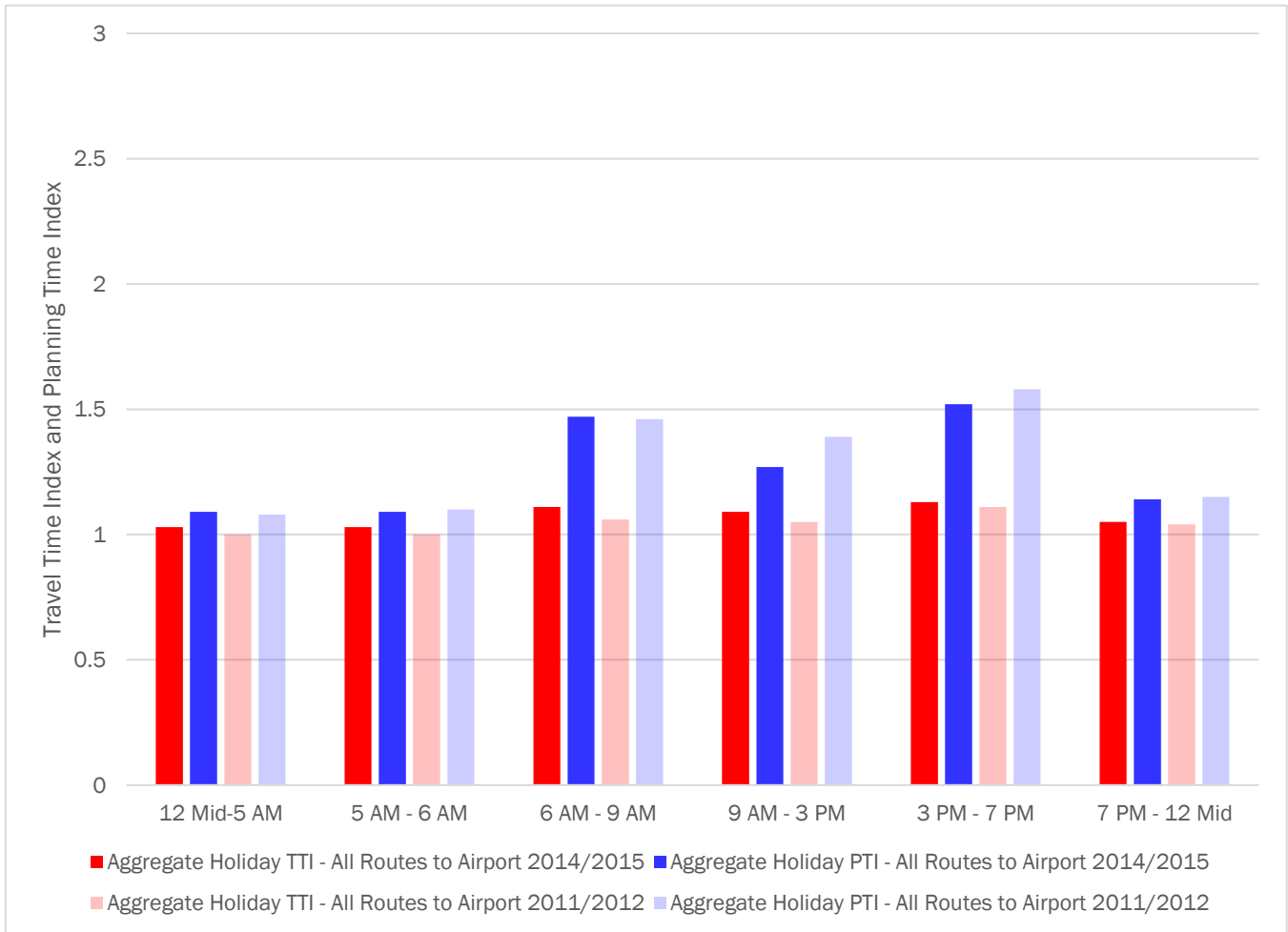
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 12: BWI 6 AM – 9 AM Weekday Travel Time Index and Planning Time Index Aggregate Values
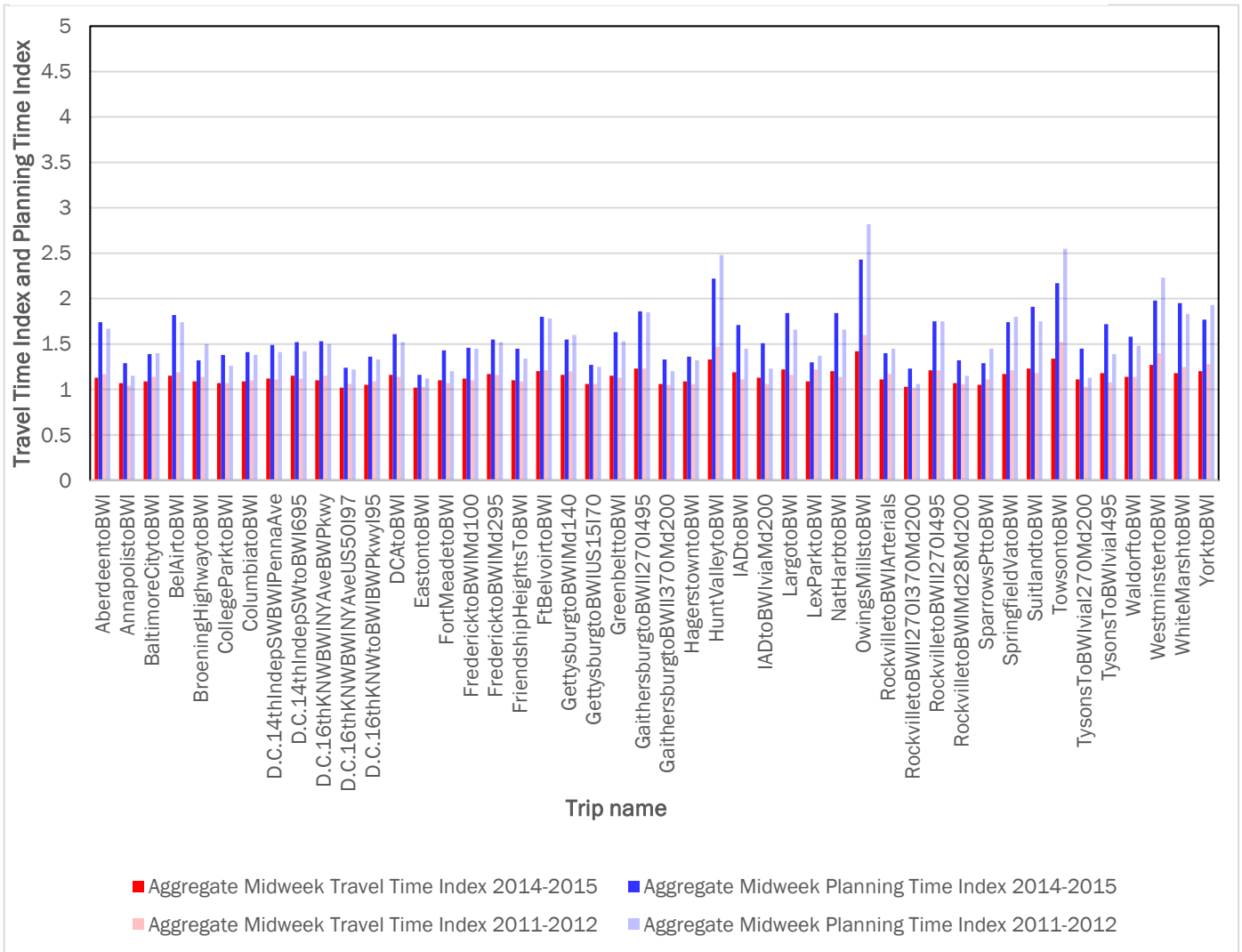
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 13: BWI 9 AM – 3 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
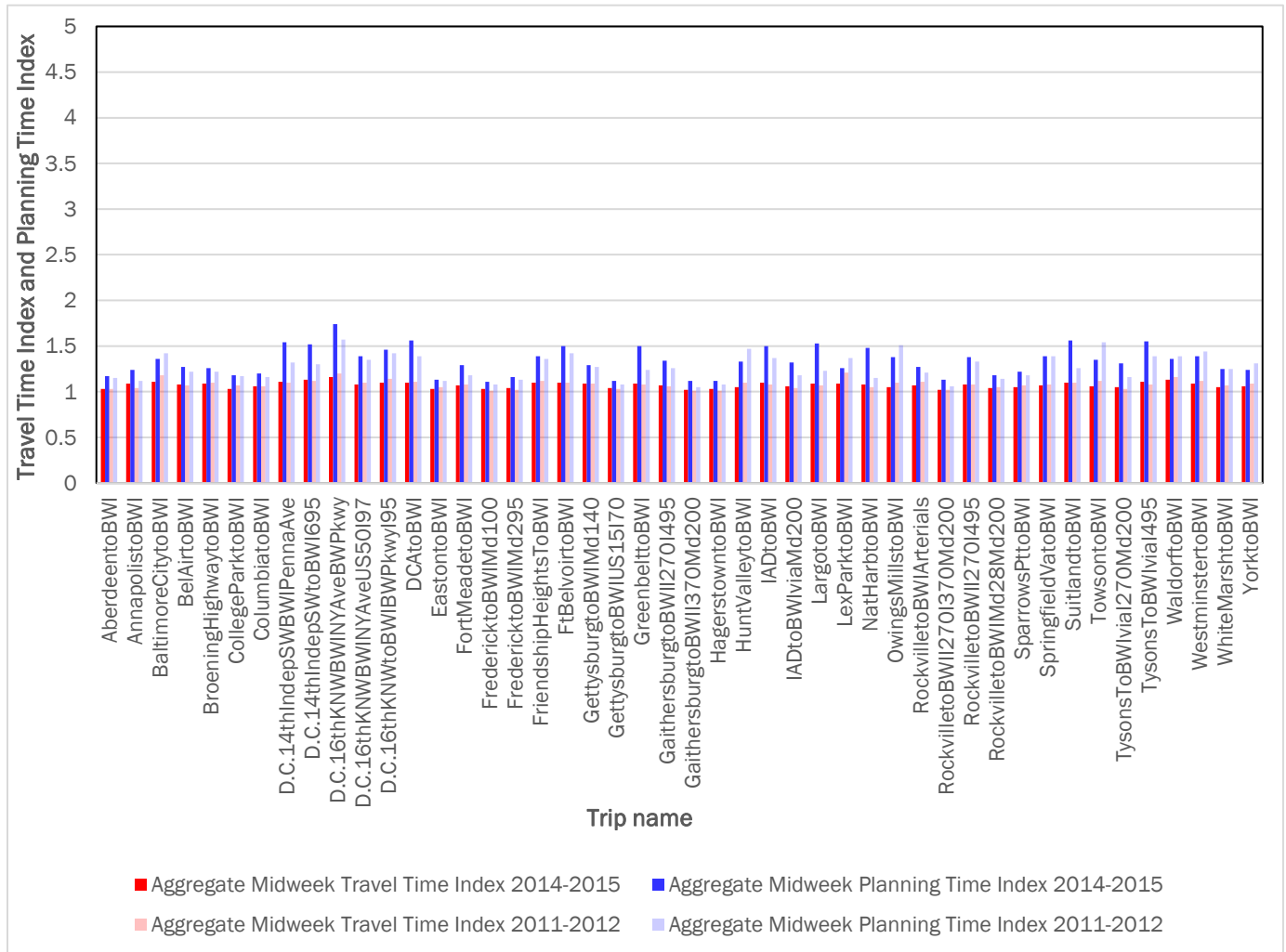
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 14: BWI 3 PM – 7 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
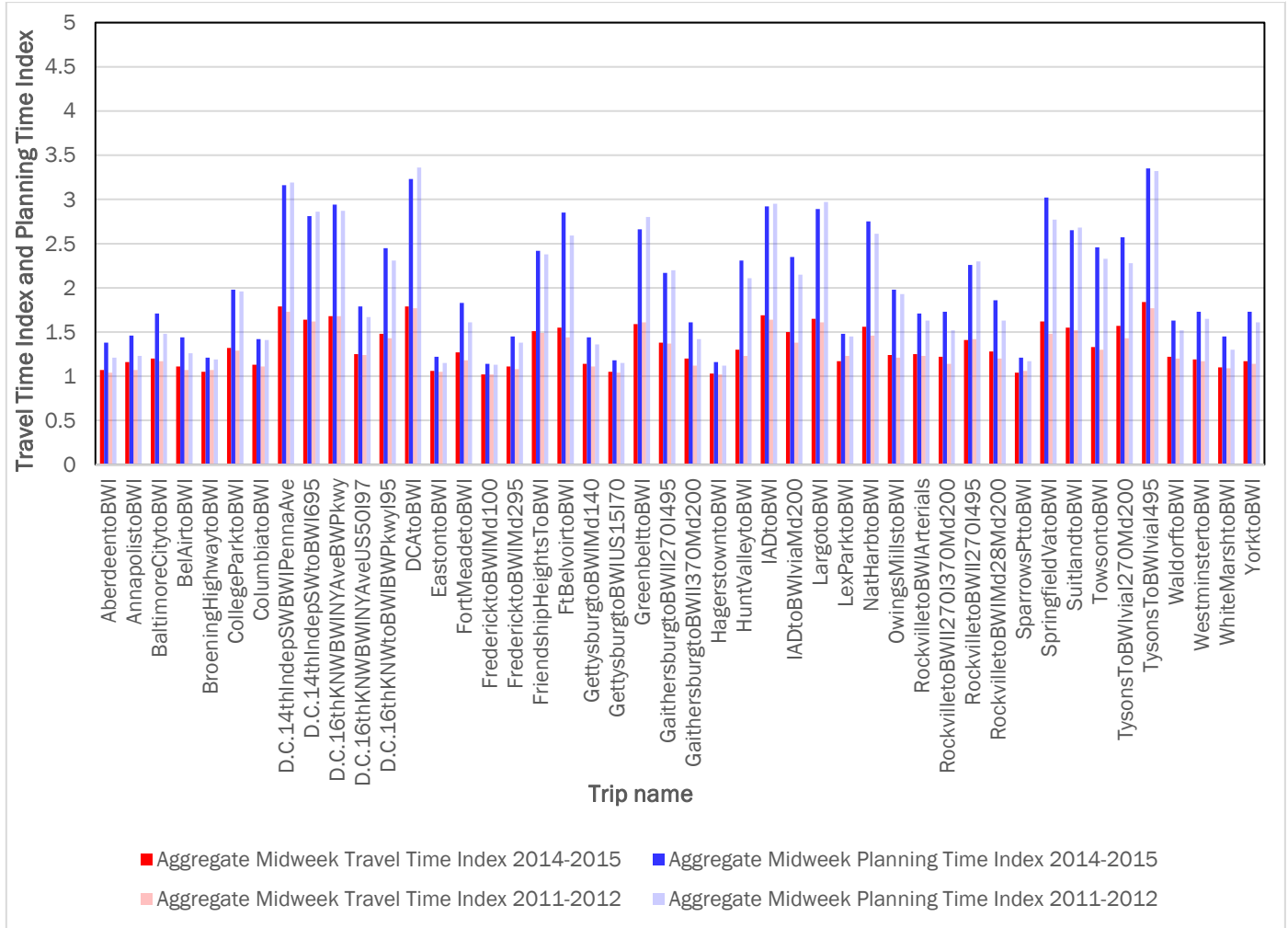
Legend:
- Aggregate Midweek Travel Time Index 2014-2015
- Aggregate Midweek Planning Time Index 2014-2015
- Aggregate Midweek Travel Time Index 2011-2012
- Aggregate Midweek Planning Time Index 2011-2012

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 15: BWI 6 AM – 9 AM Weekend Travel Time Index and Planning Time Index Aggregate Values
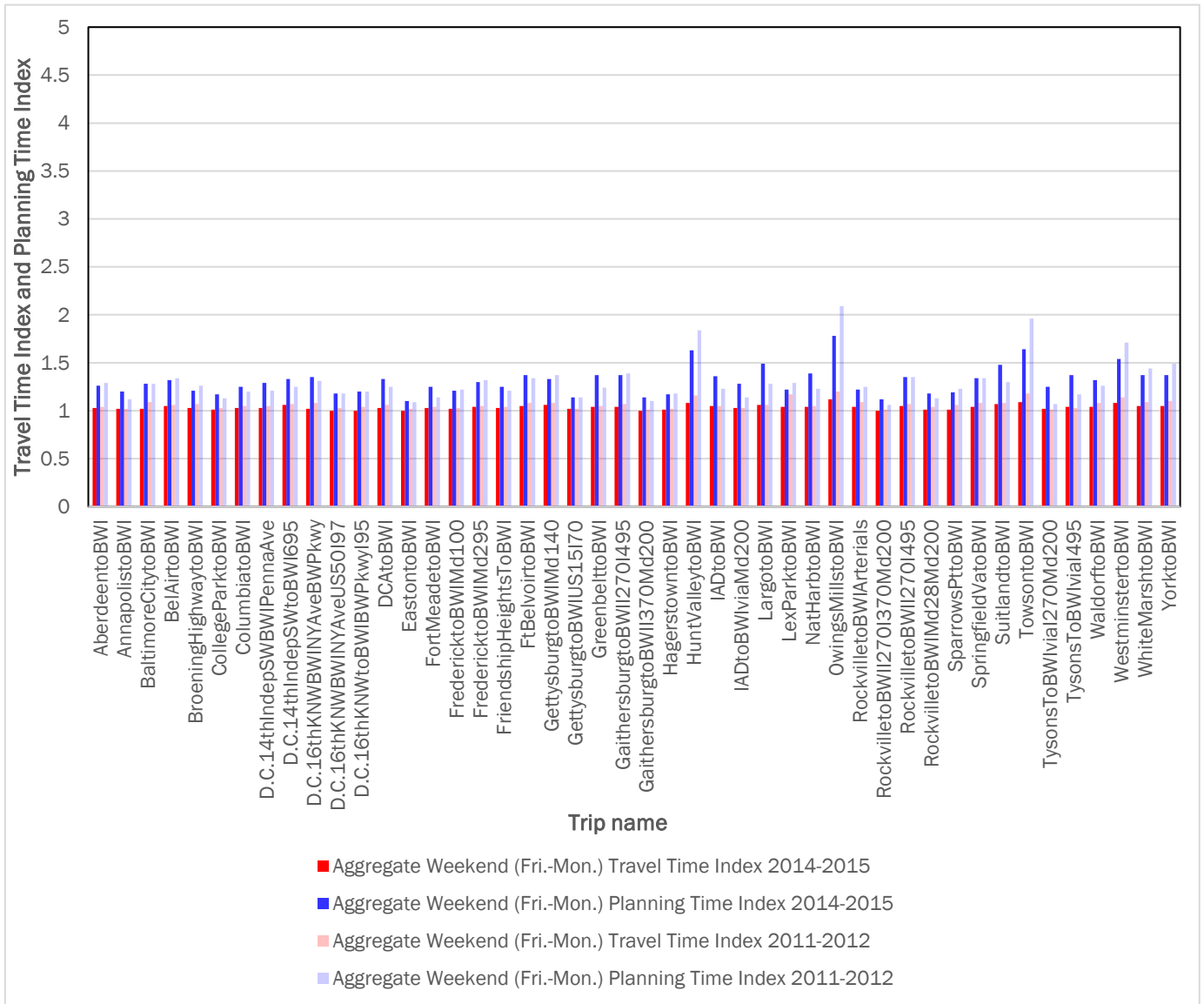
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 16: BWI 9 AM – 3 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
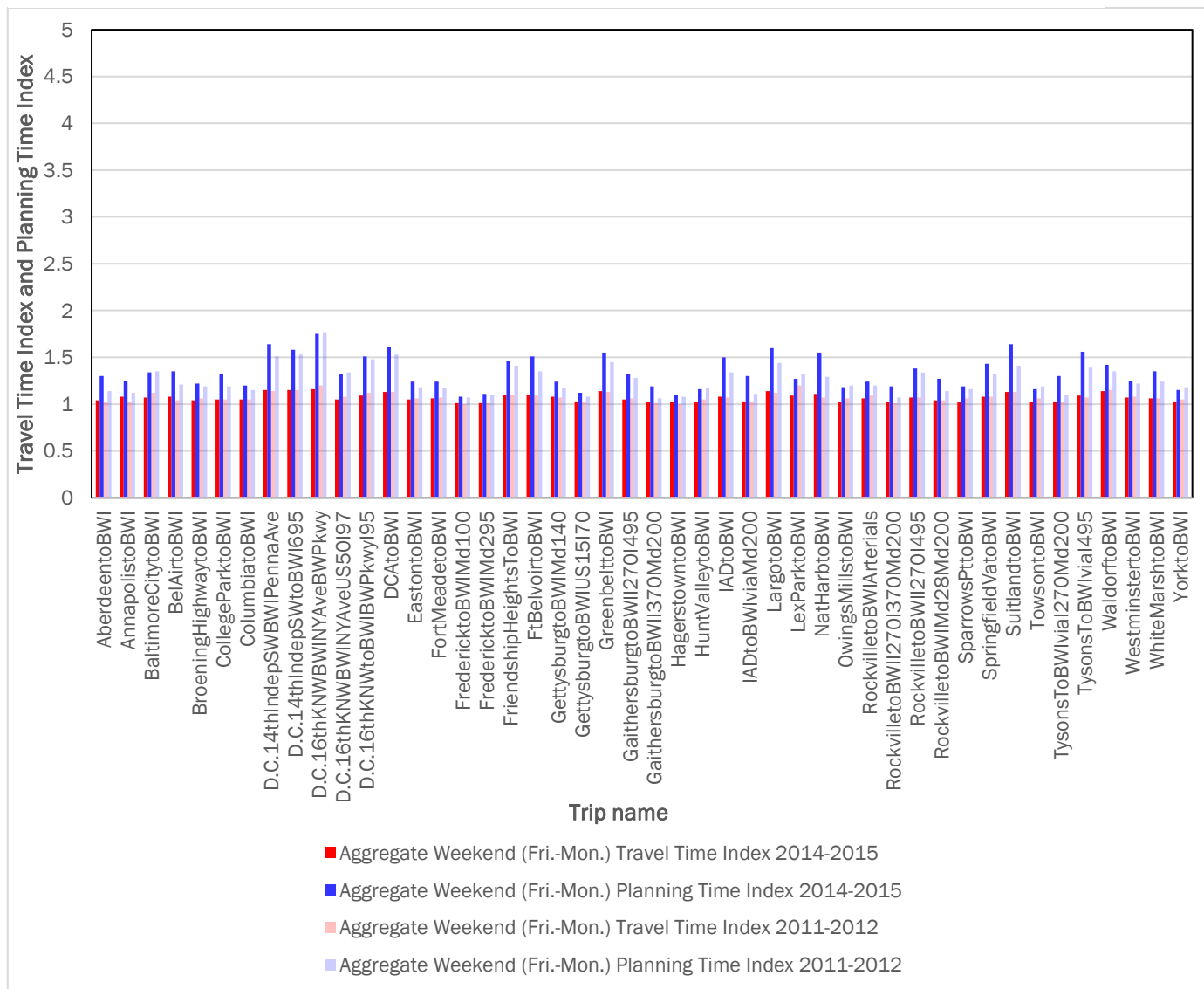
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 17: BWI 3 PM – 7 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
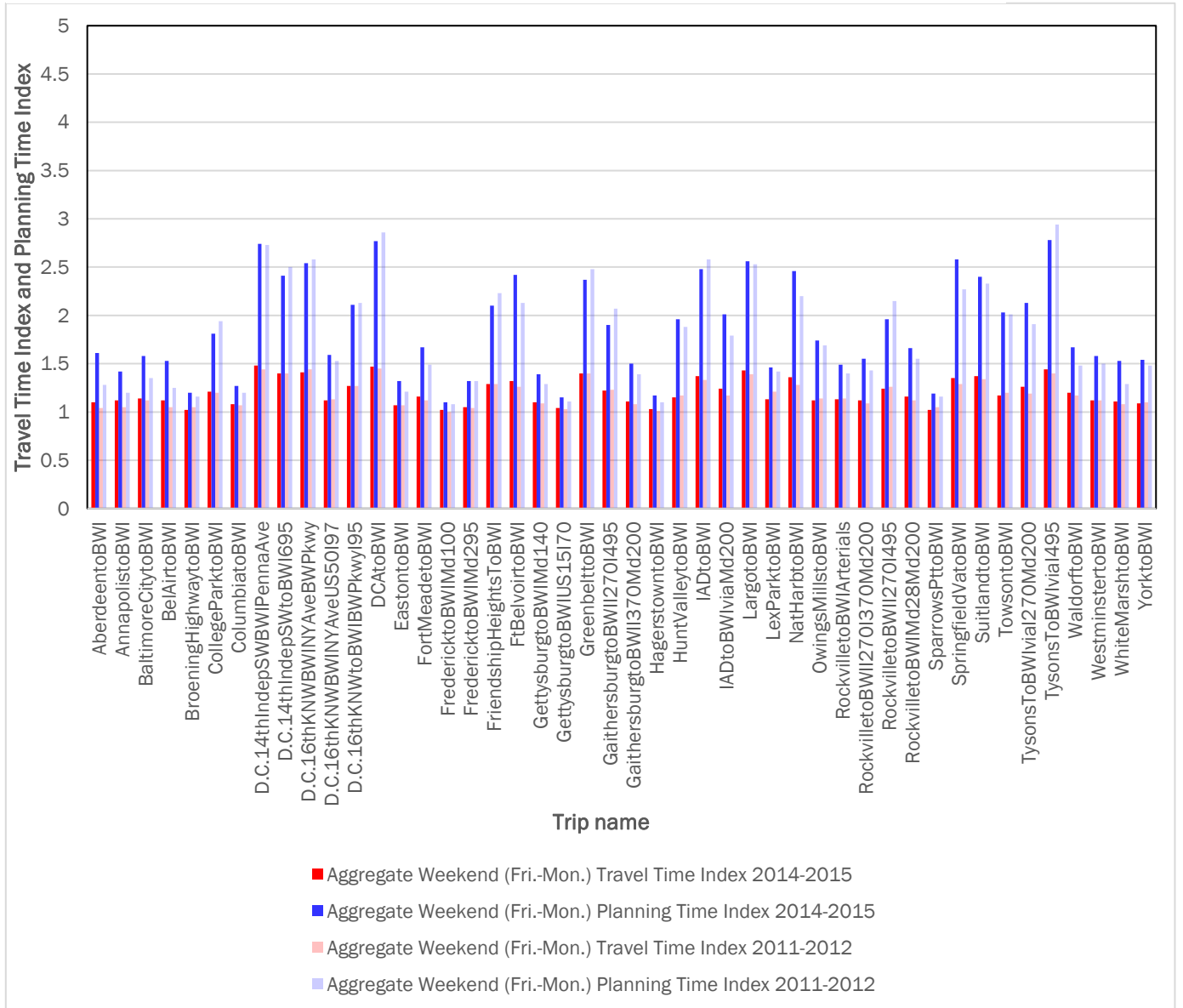
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 18: BWI 6 AM – 9 AM Holiday Travel Time Index and Planning Time Index Aggregate Values
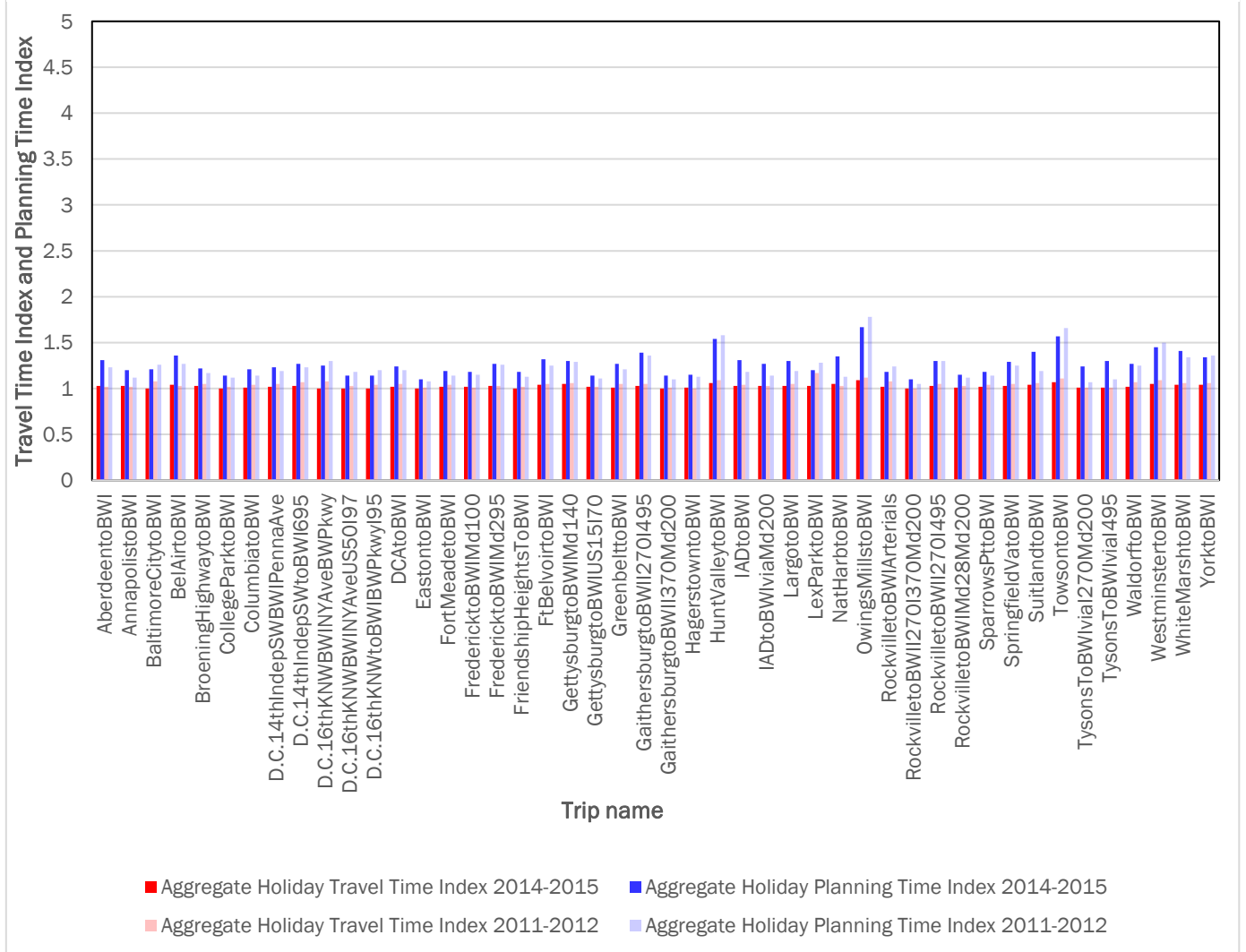
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 19: BWI 9 AM – 3 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
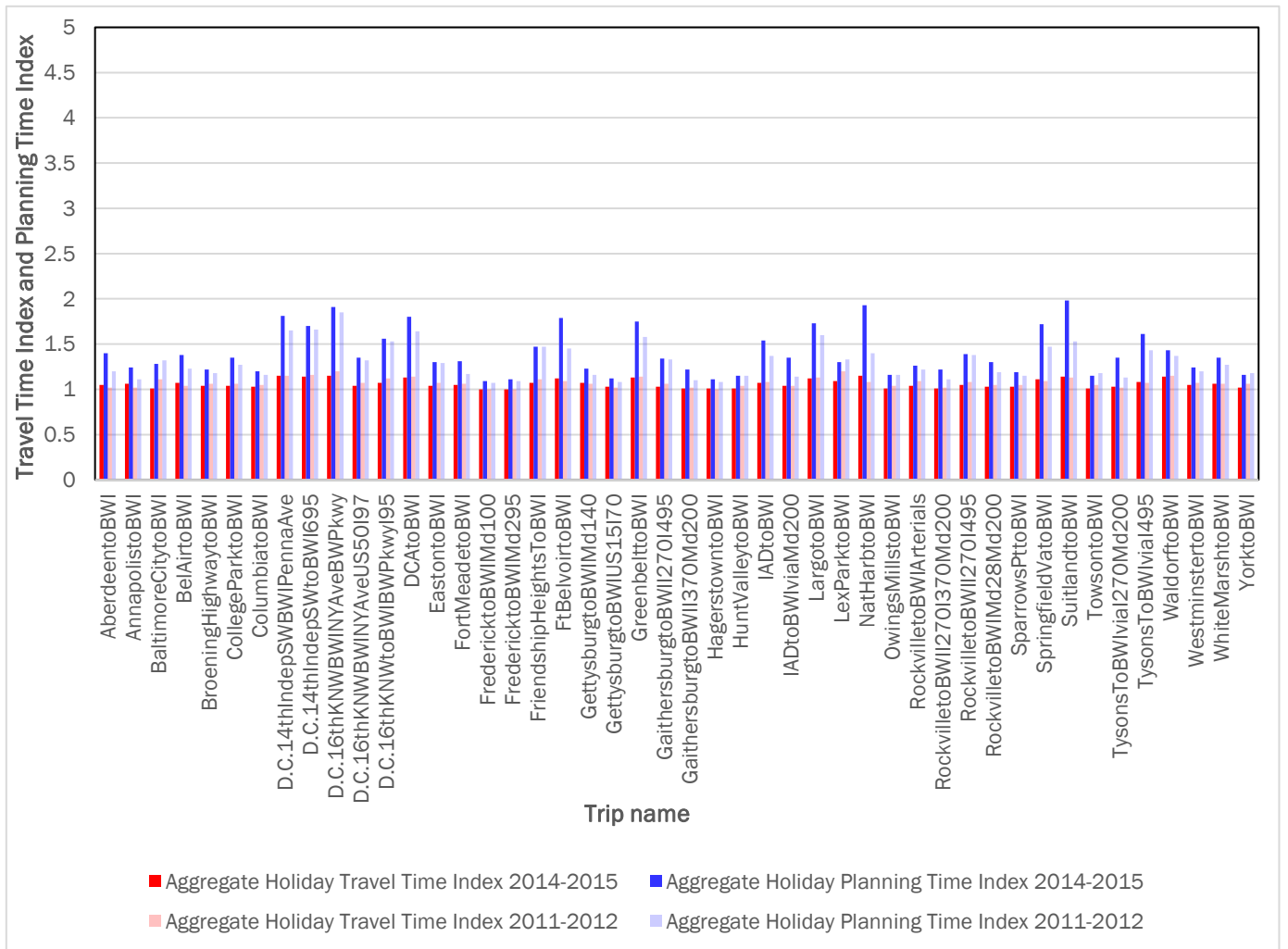
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 20: BWI 3 PM – 7 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
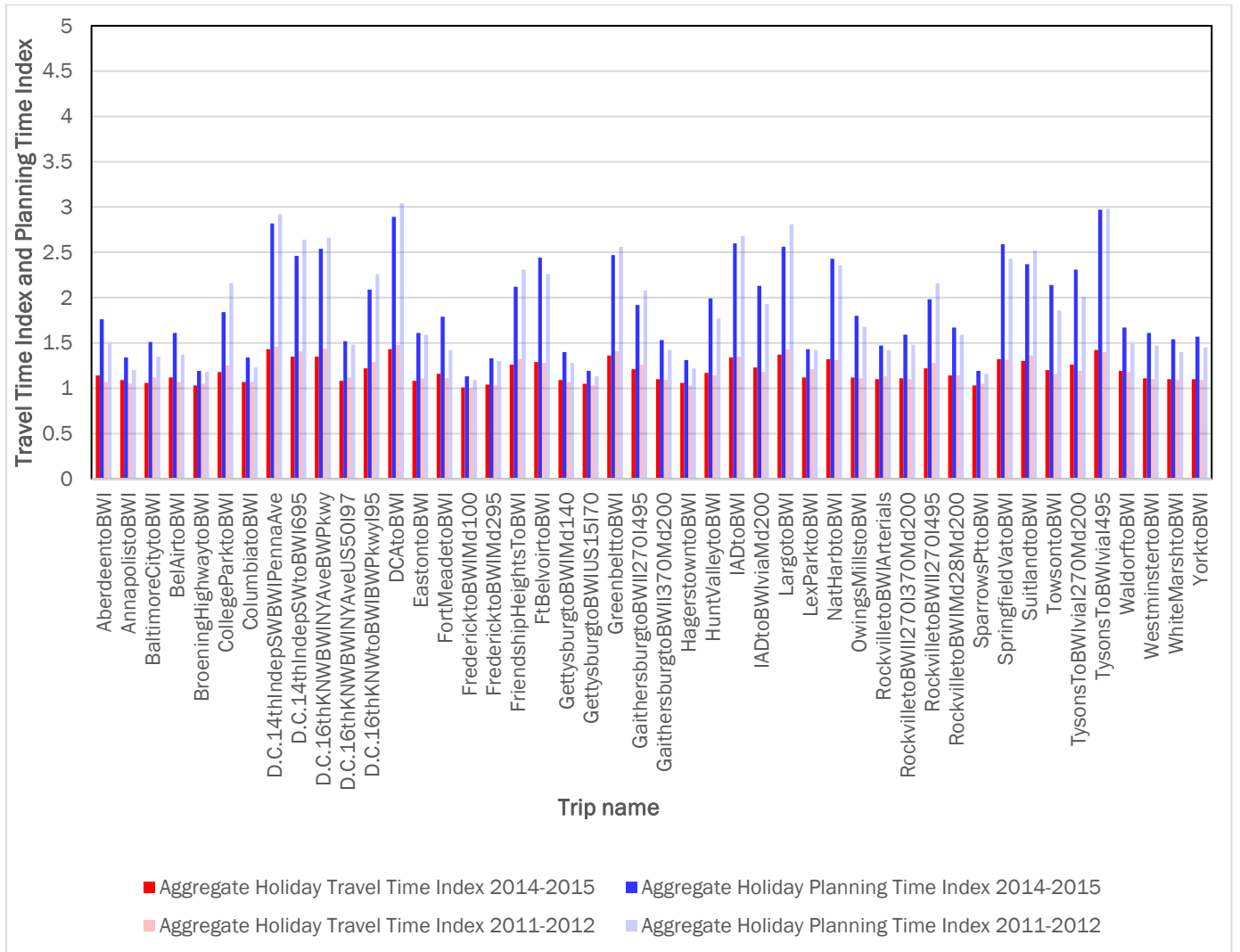
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 21: DCA 6 AM – 9 AM Weekday Travel Time Index and Planning Time Index Aggregate Values
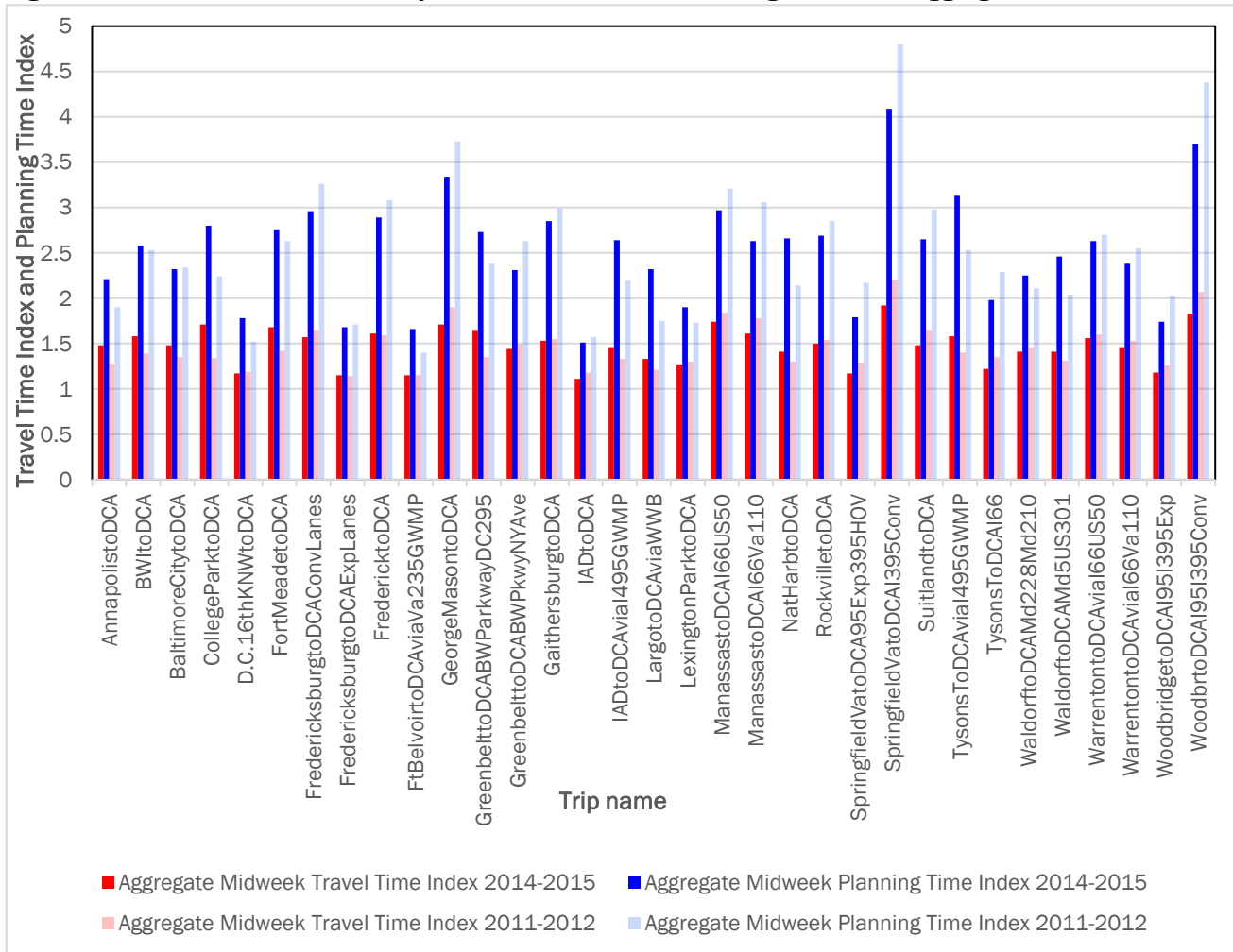
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 22: DCA 9 AM – 3 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
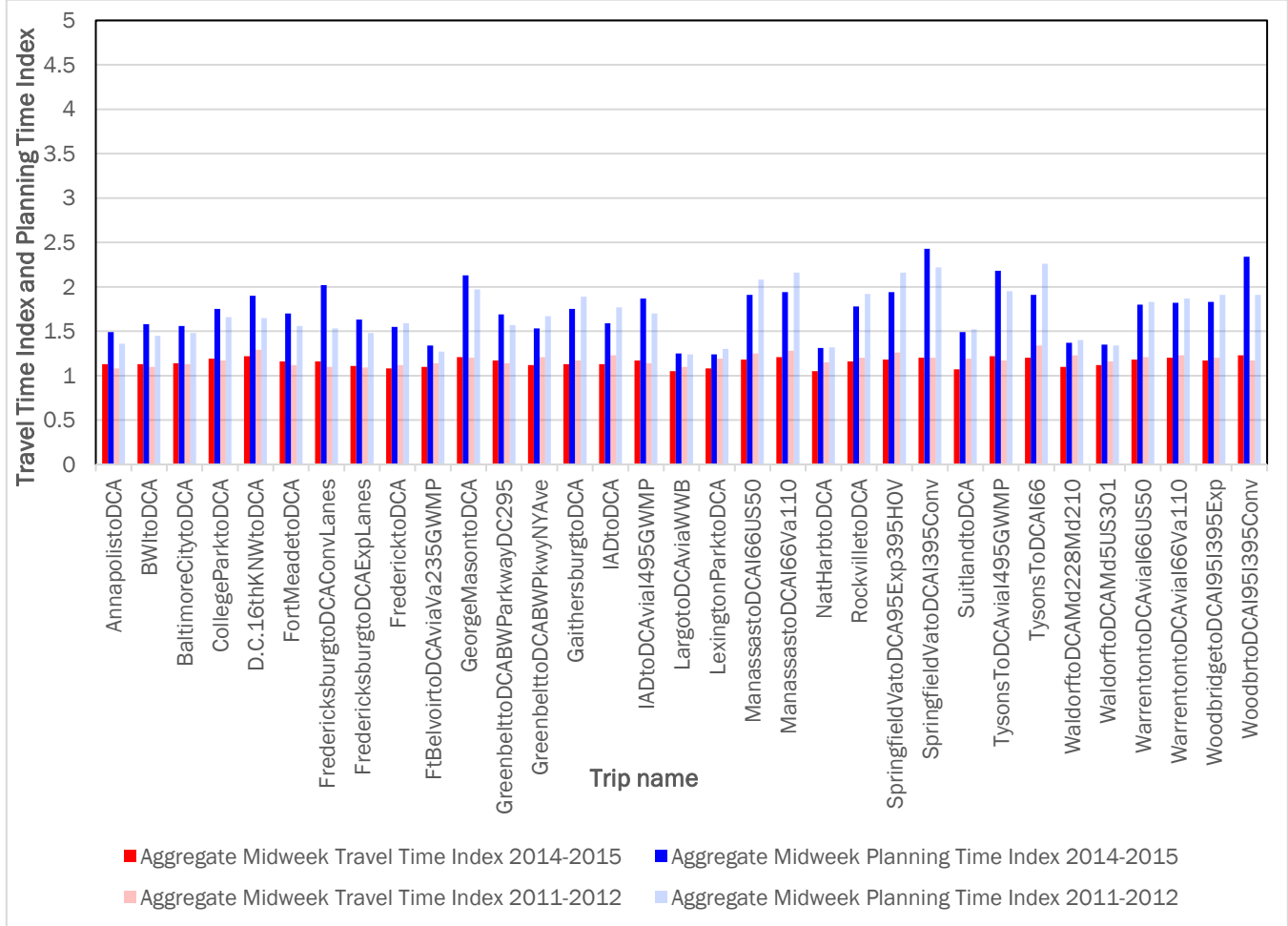
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 23: DCA 3 PM – 7 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
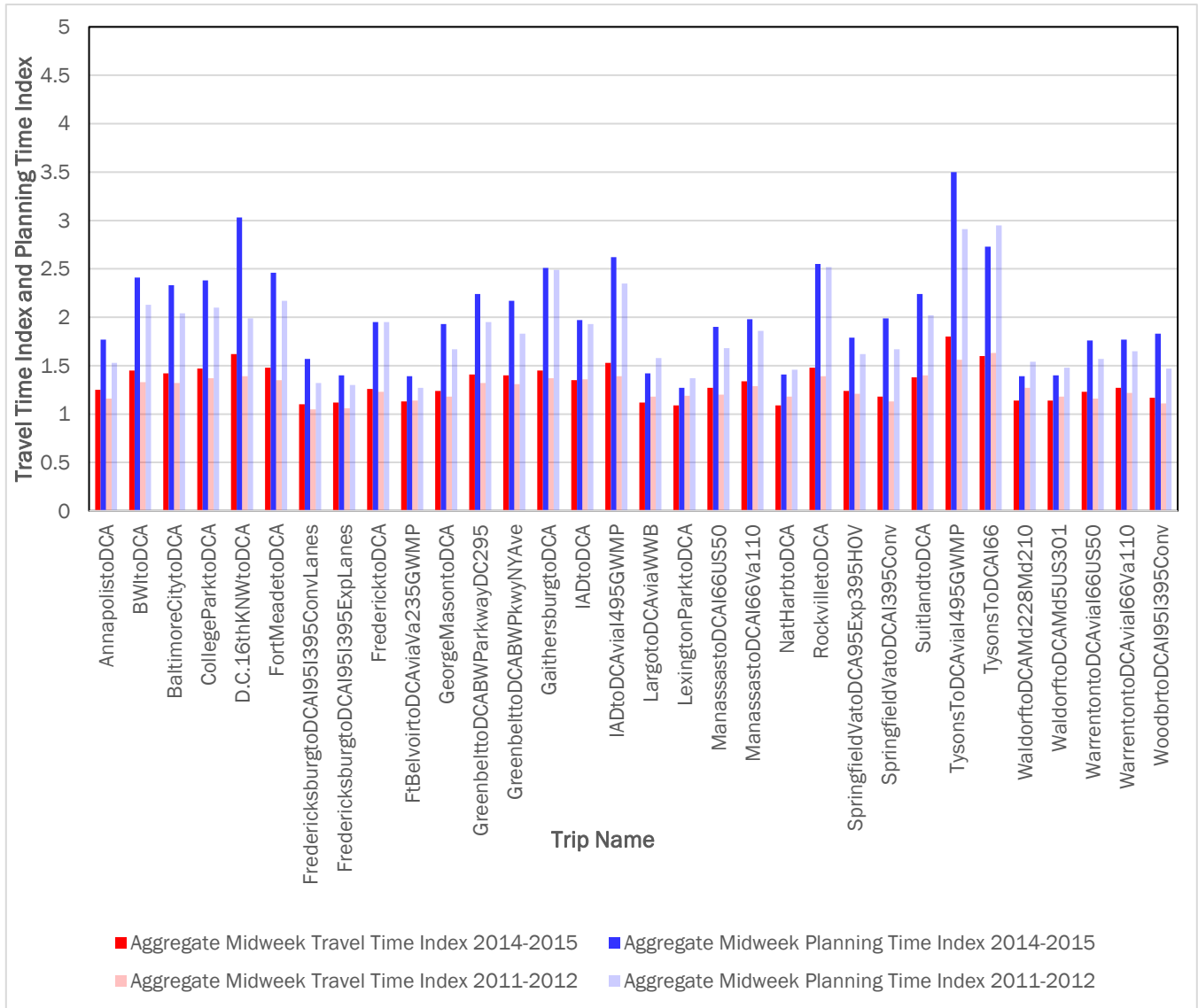
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 24: DCA 6 AM - 9 AM Weekend Travel Time Index and Planning Time Index Aggregate Values
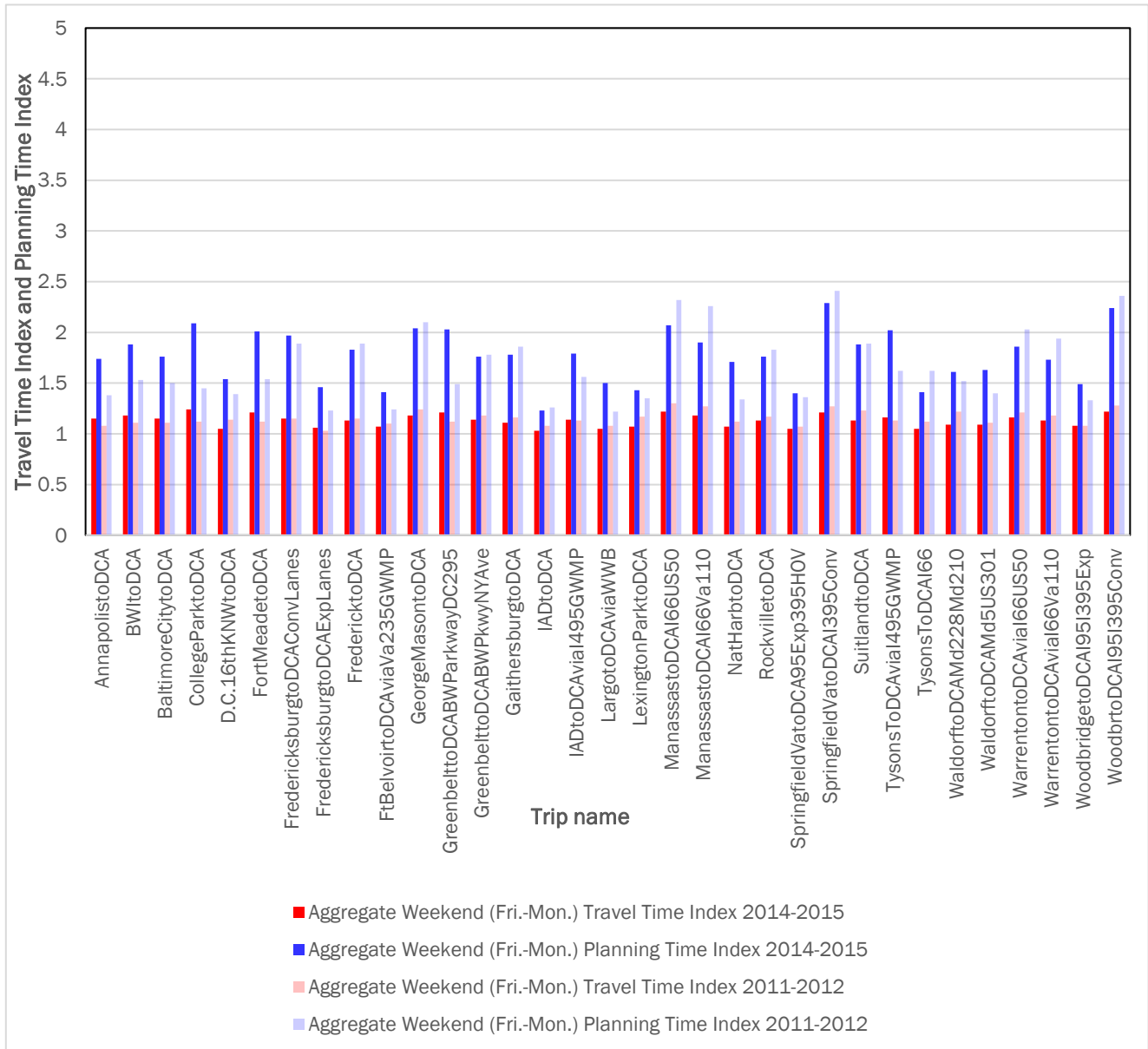
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 25: DCA 9 AM - 3 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
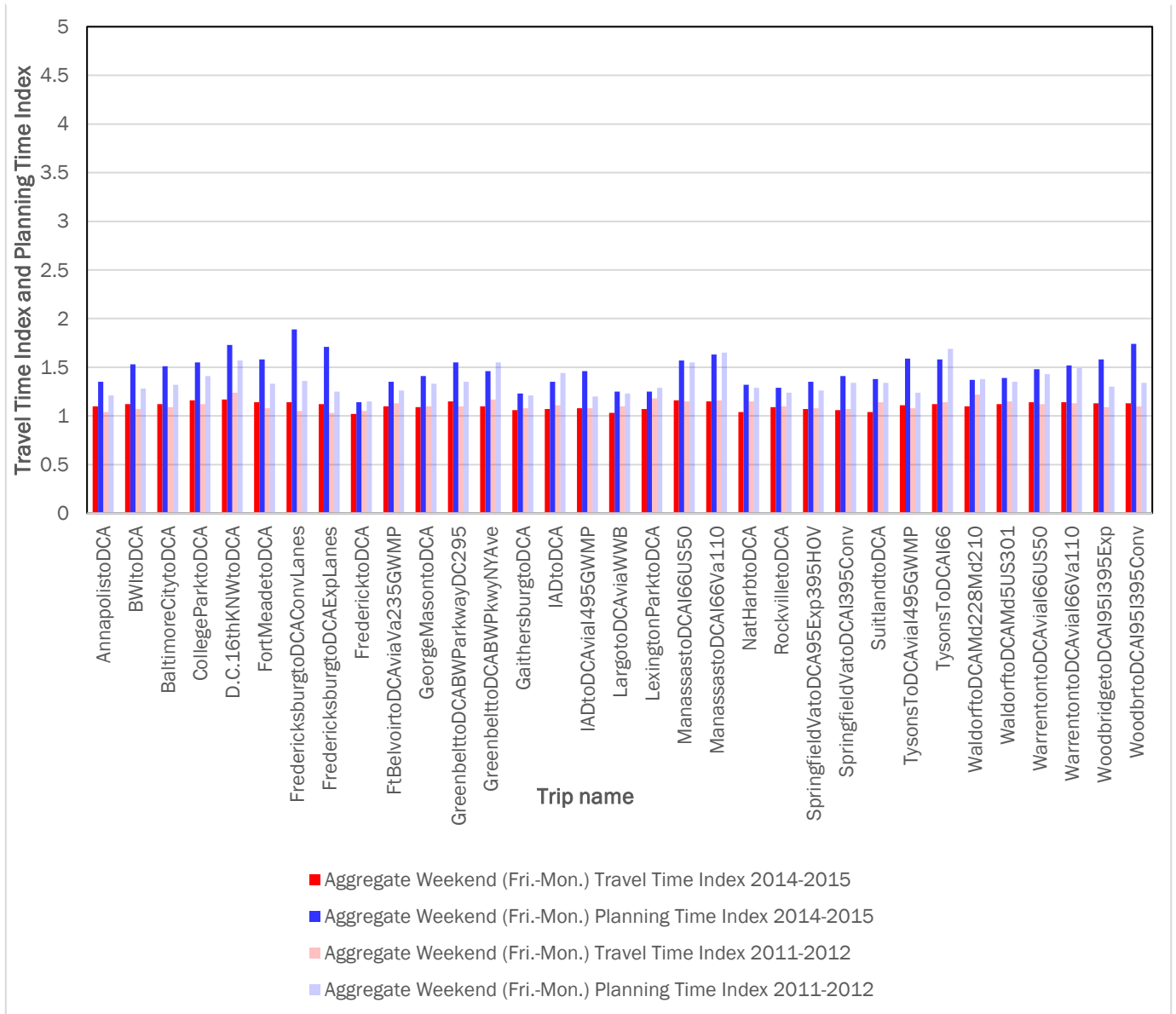
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 26: DCA 3 PM - 7 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
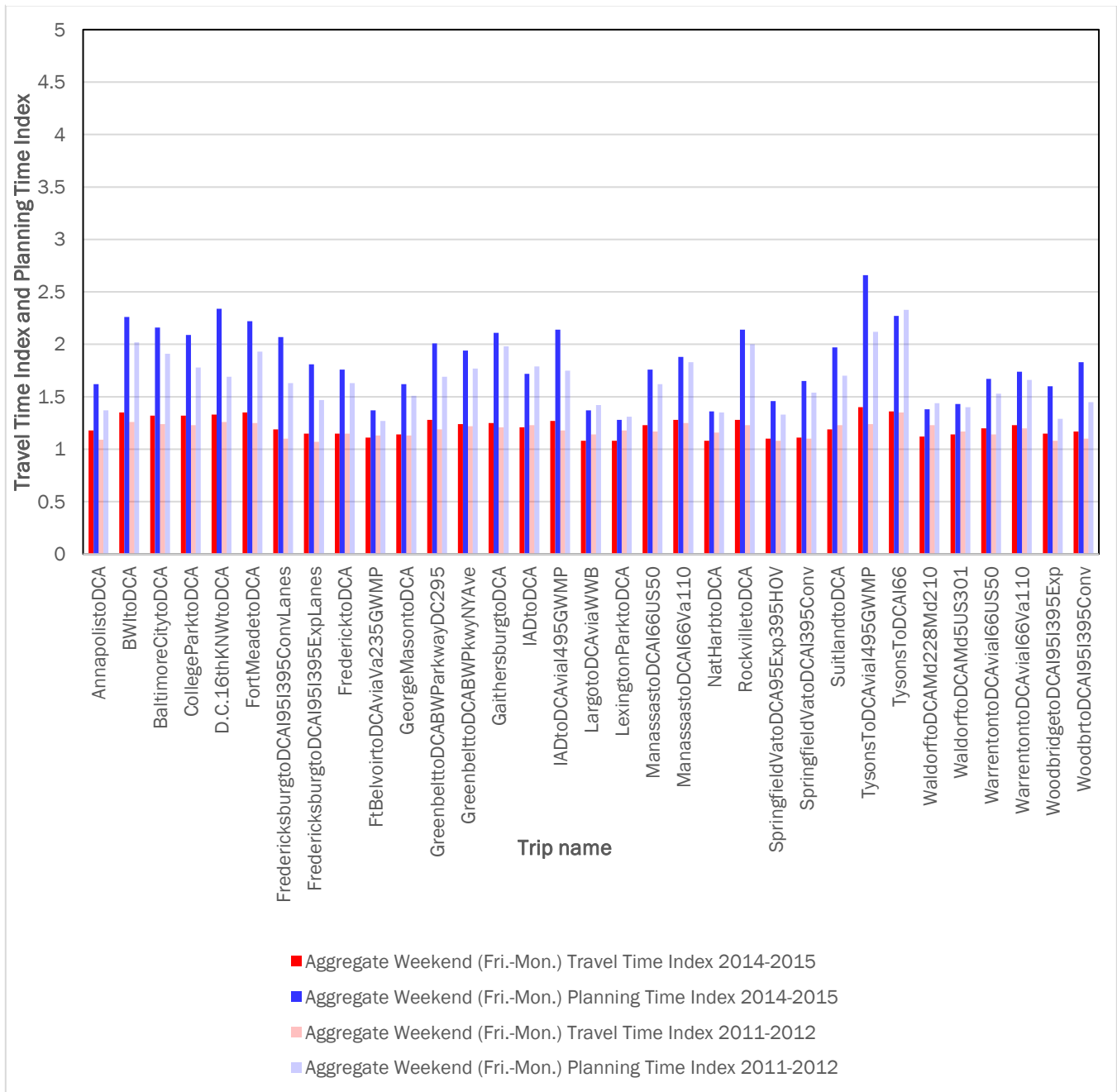
- Aggregate Weekend (Fri.-Mon.) Travel Time Index 2014-2015
- Aggregate Weekend (Fri.-Mon.) Planning Time Index 2014-2015
- Aggregate Weekend (Fri.-Mon.) Travel Time Index 2011-2012
- Aggregate Weekend (Fri.-Mon.) Planning Time Index 2011-2012

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 27: DCA 6 AM - 9 AM Holiday Travel Time Index and Planning Time Index Aggregate Values
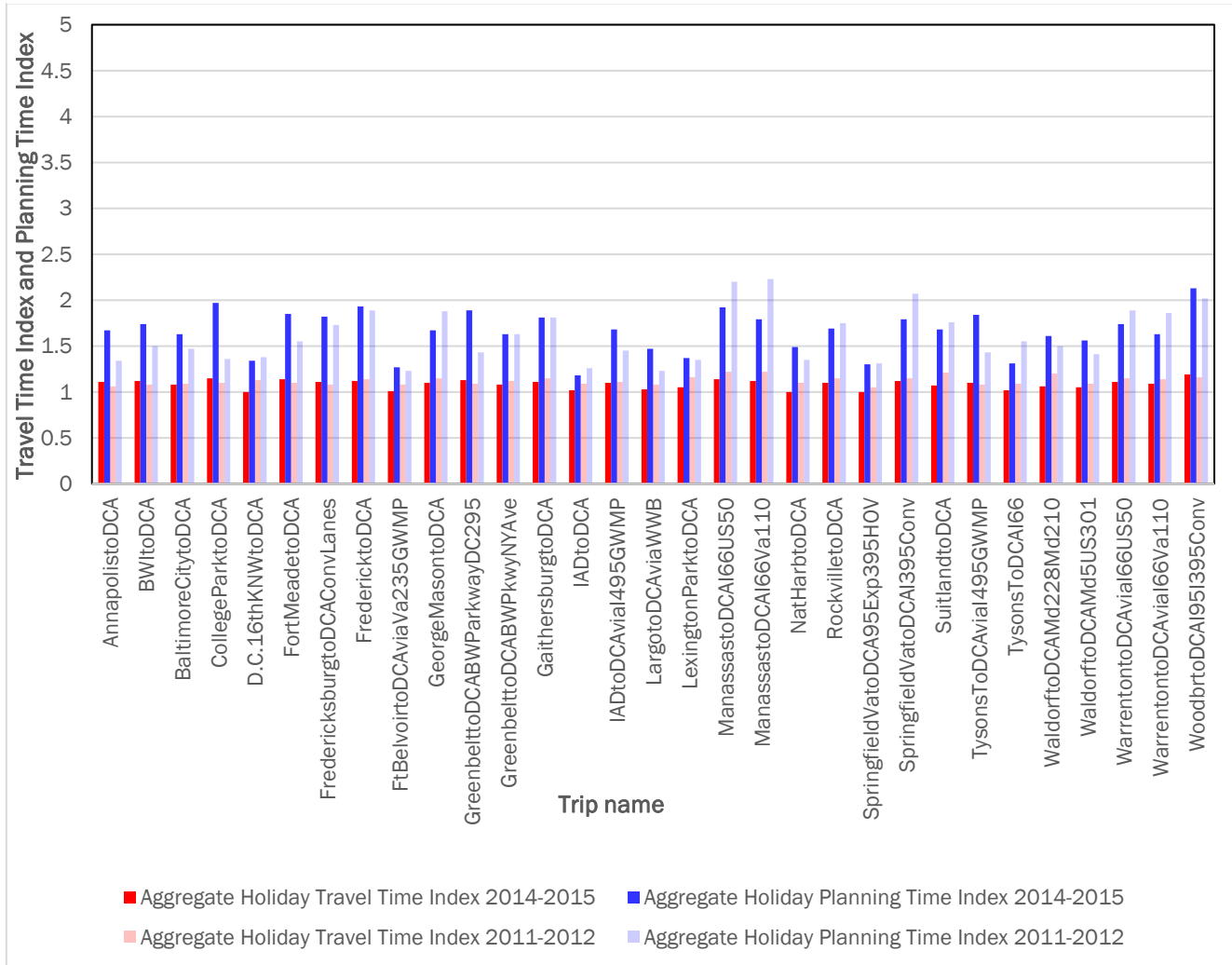
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 28: DCA 9 AM - 3 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
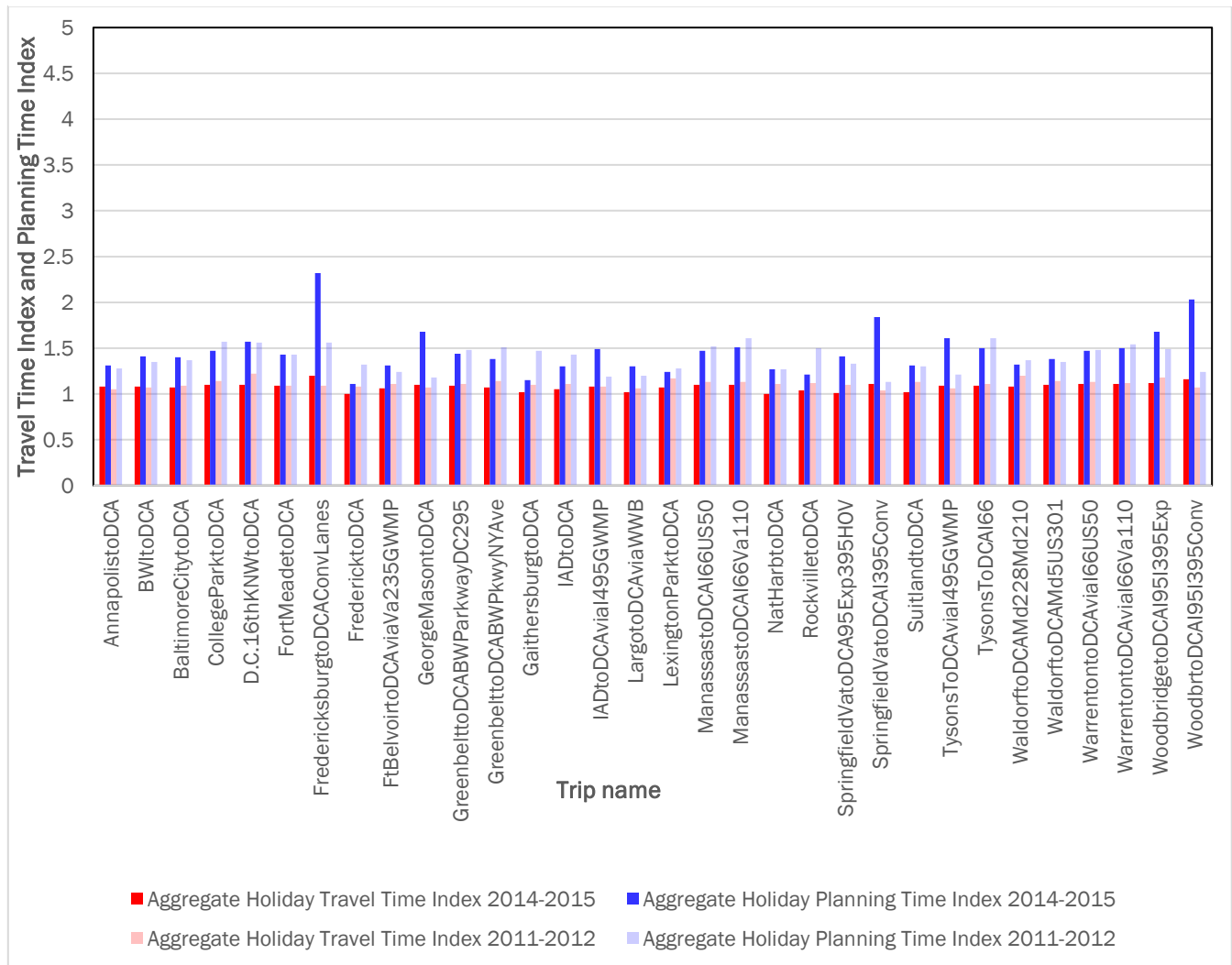
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 29: DCA 3 PM - 7 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
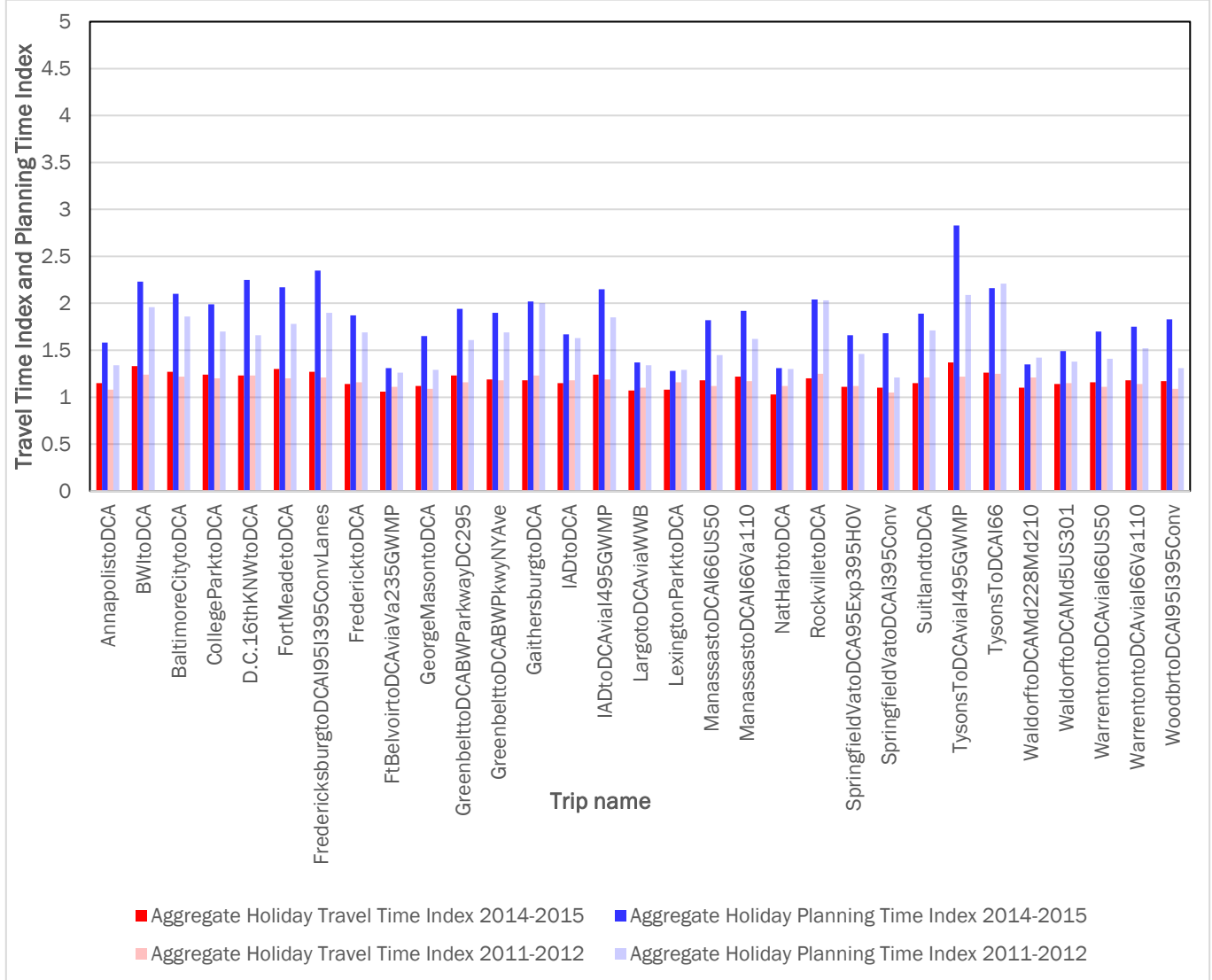
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 30: IAD 6 AM - 9 AM Weekday Travel Time Index and Planning Time Index Aggregate Values
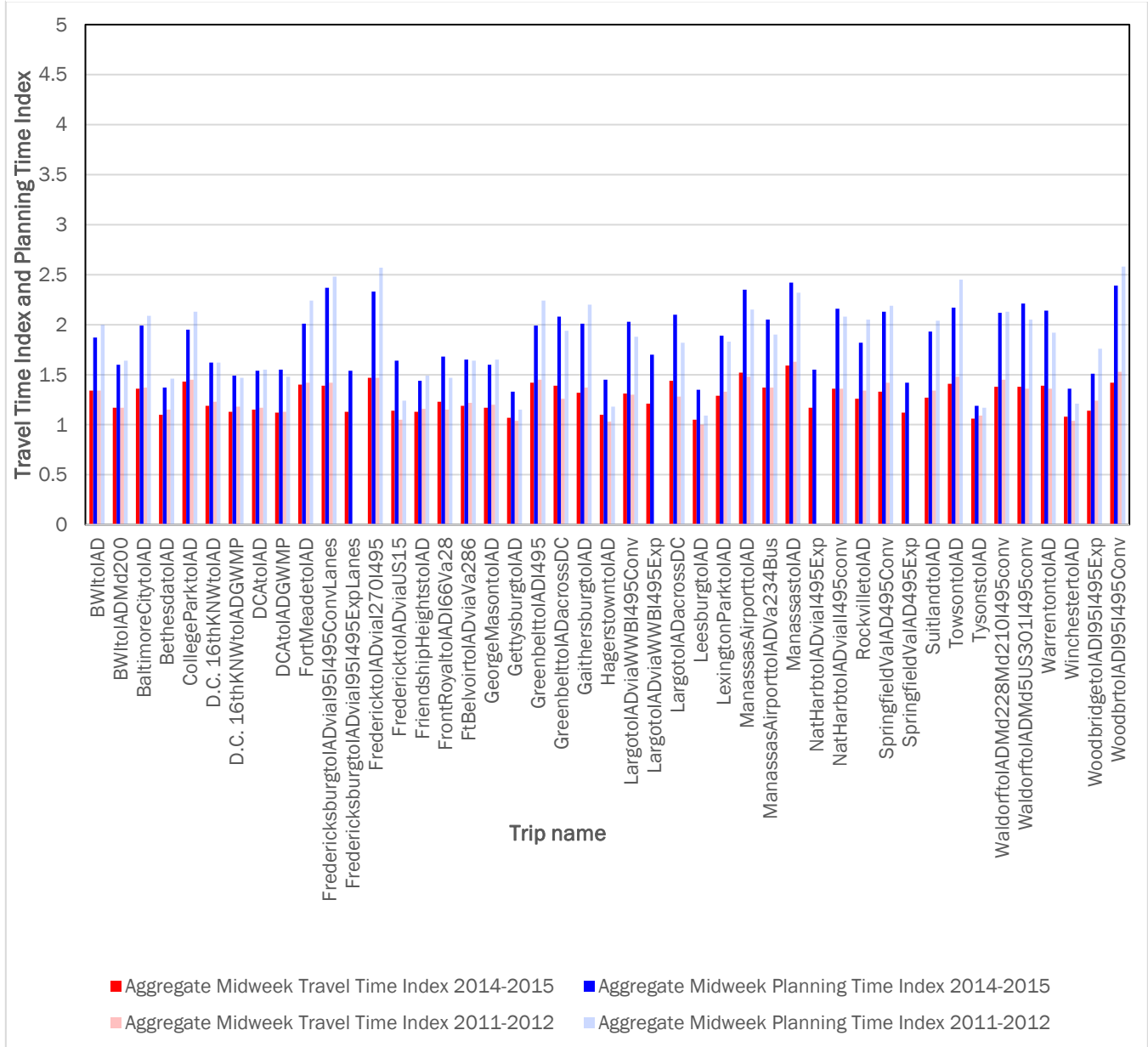
Legend:
- Aggregate Midweek Travel Time Index 2014-2015
- Aggregate Midweek Planning Time Index 2014-2015
- Aggregate Midweek Travel Time Index 2011-2012
- Aggregate Midweek Planning Time Index 2011-2012

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 31: IAD 9 AM - 3 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
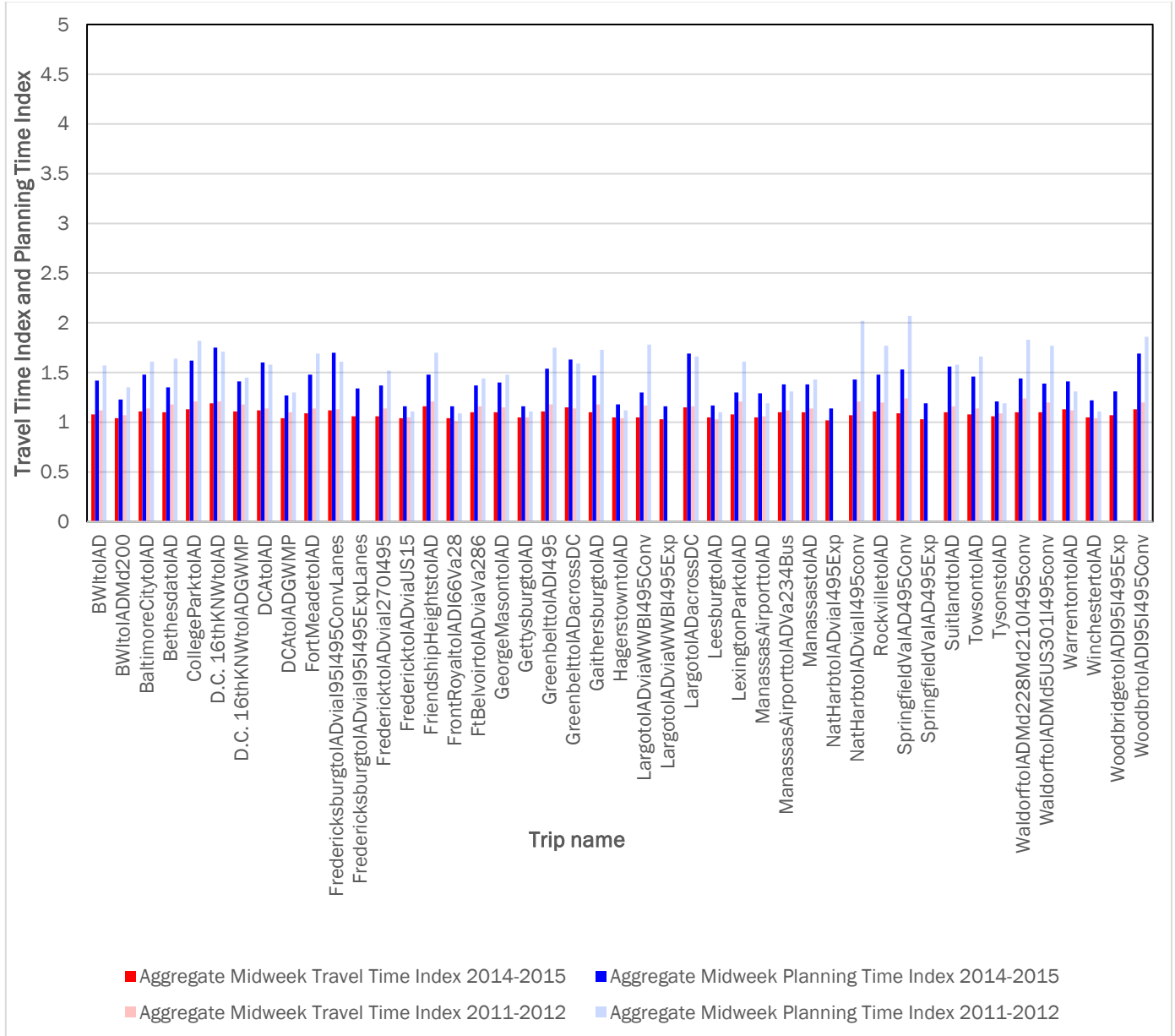
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 32: IAD 3 PM - 7 PM Weekday Travel Time Index and Planning Time Index Aggregate Values
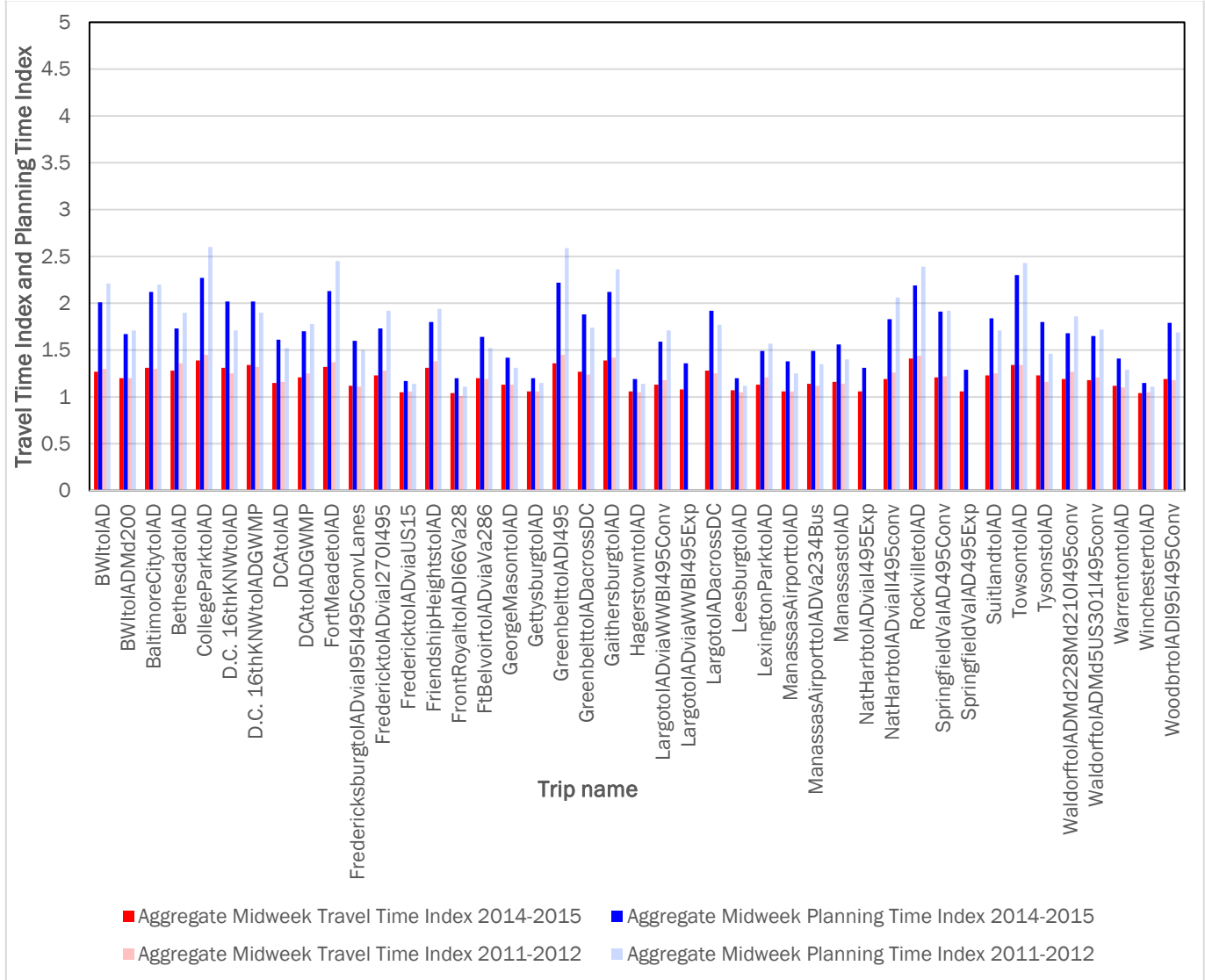
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 33: IAD 6 AM - 9 AM Weekend Travel Time Index and Planning Time Index Aggregate Values
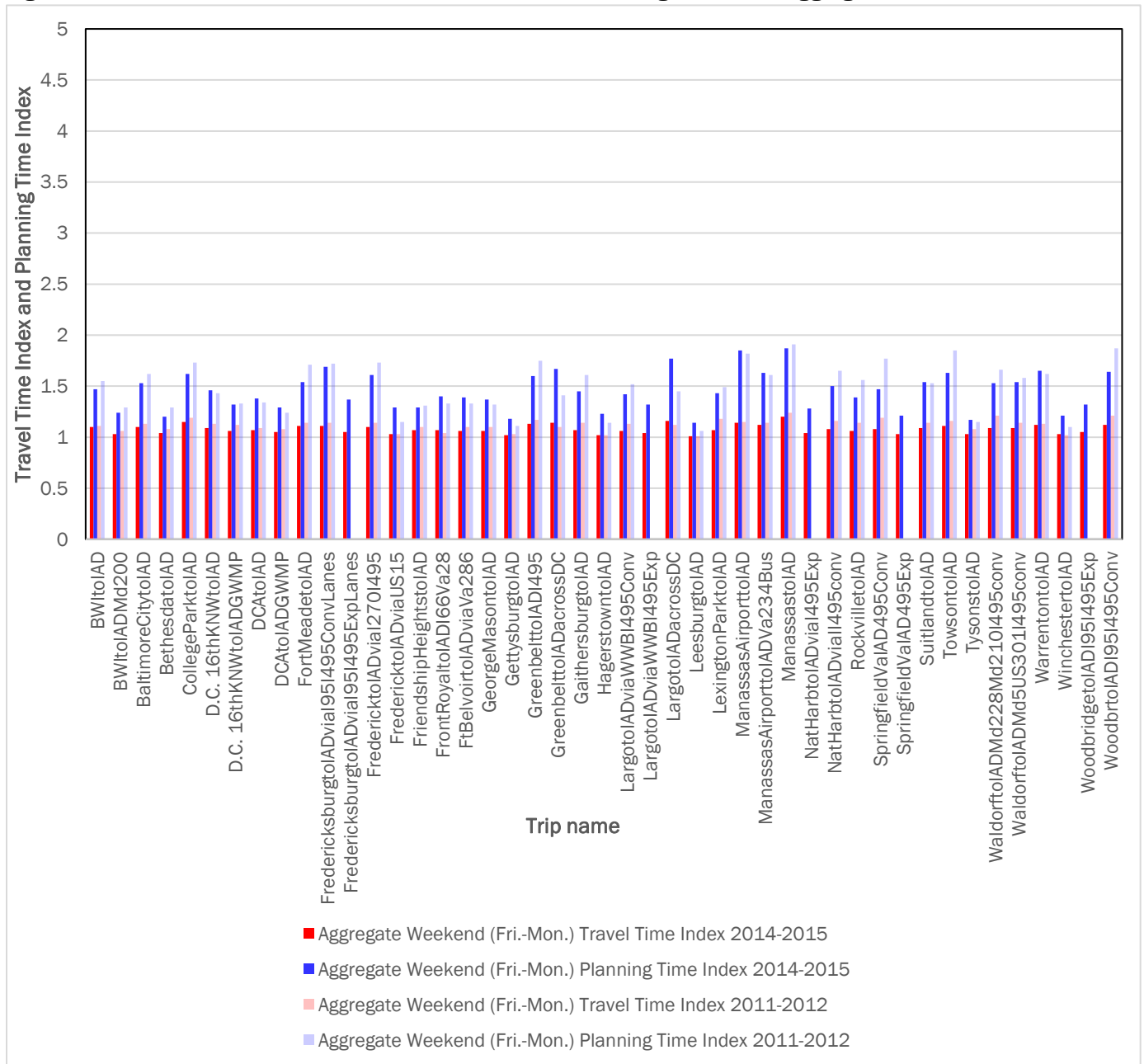
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 34: IAD 9 AM - 3 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
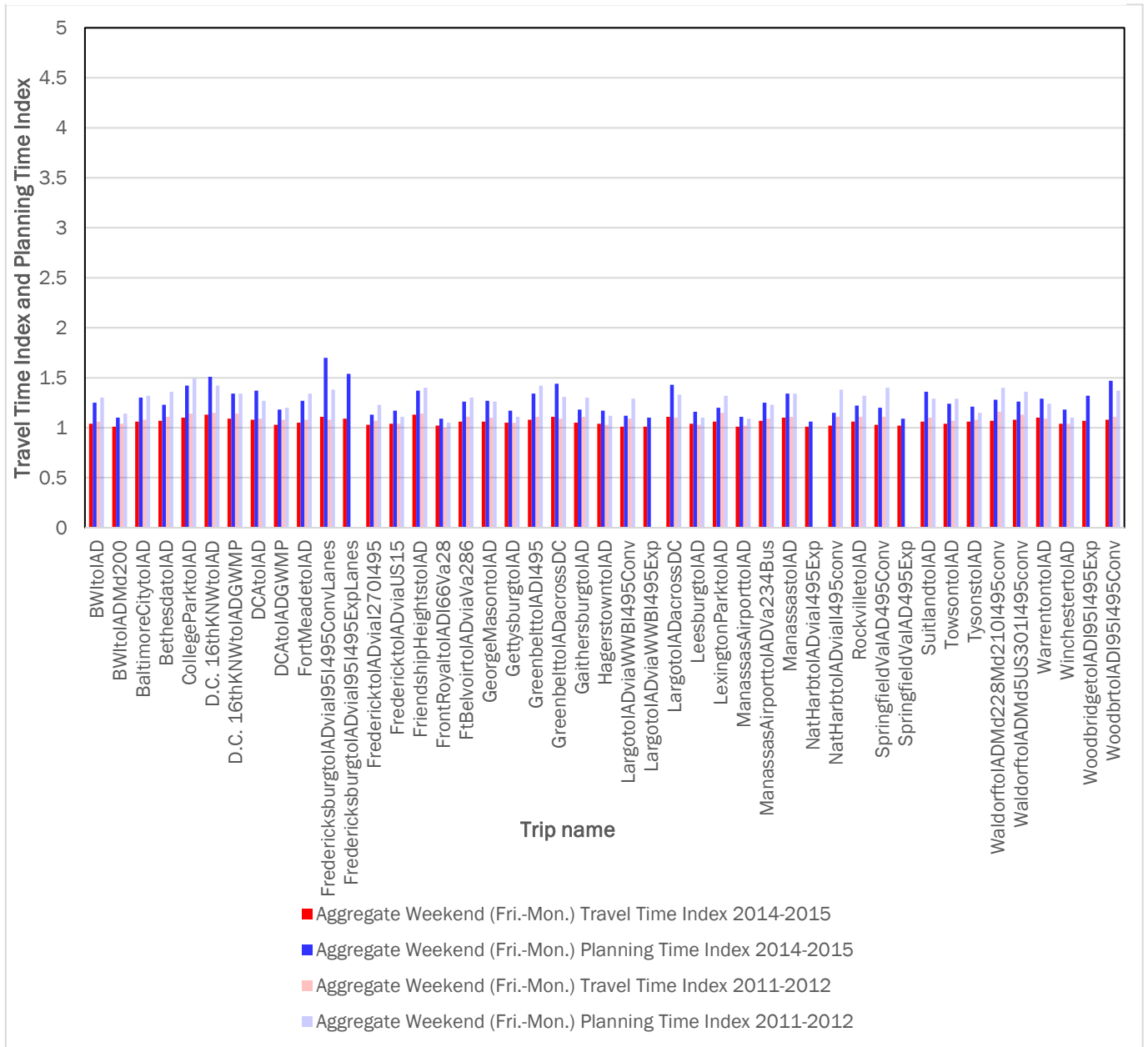
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 35: IAD 3 PM - 7 PM Weekend Travel Time Index and Planning Time Index Aggregate Values
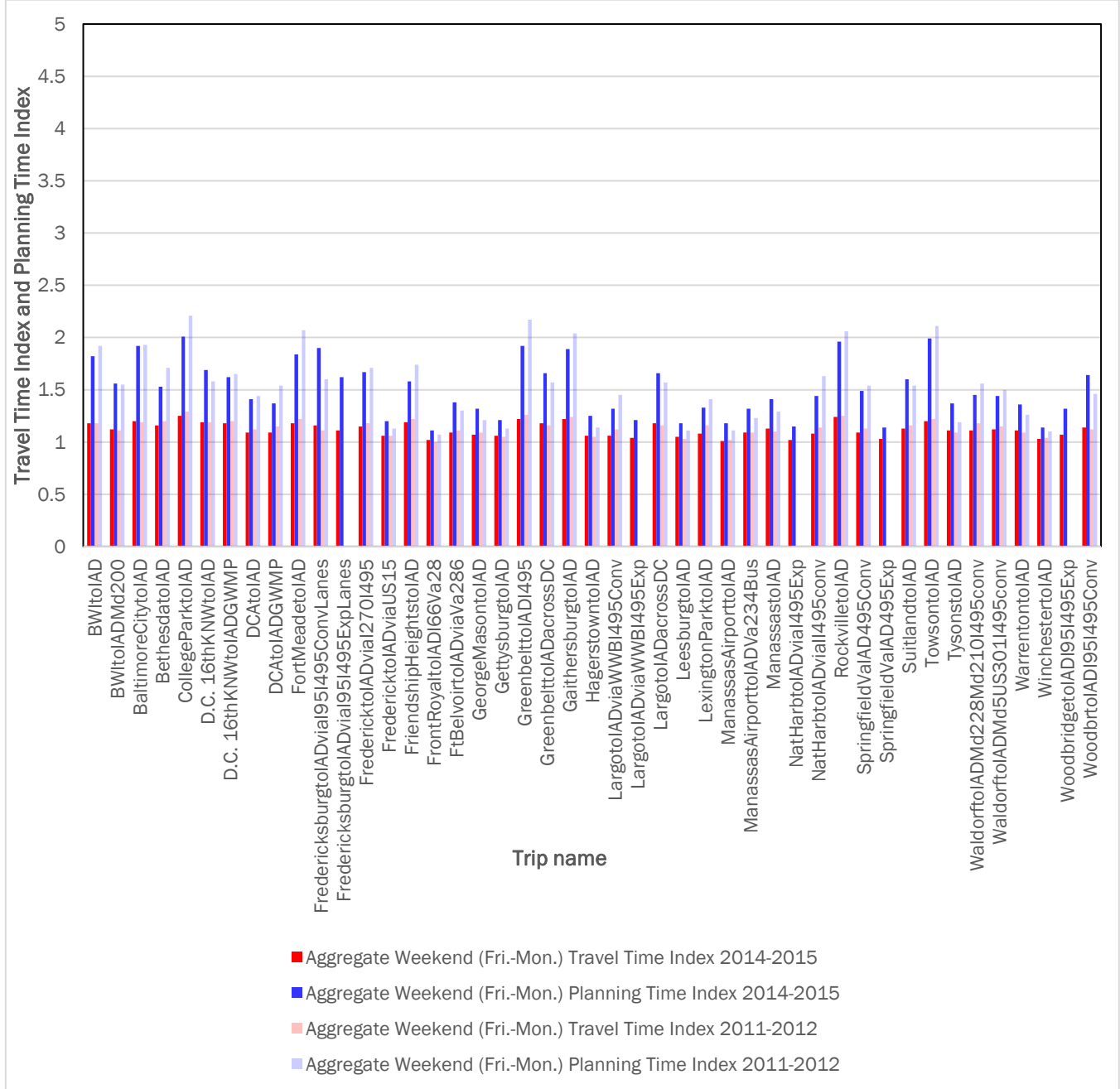
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 36: IAD 6 AM - 9 AM Holiday Travel Time Index and Planning Time Index Aggregate Values
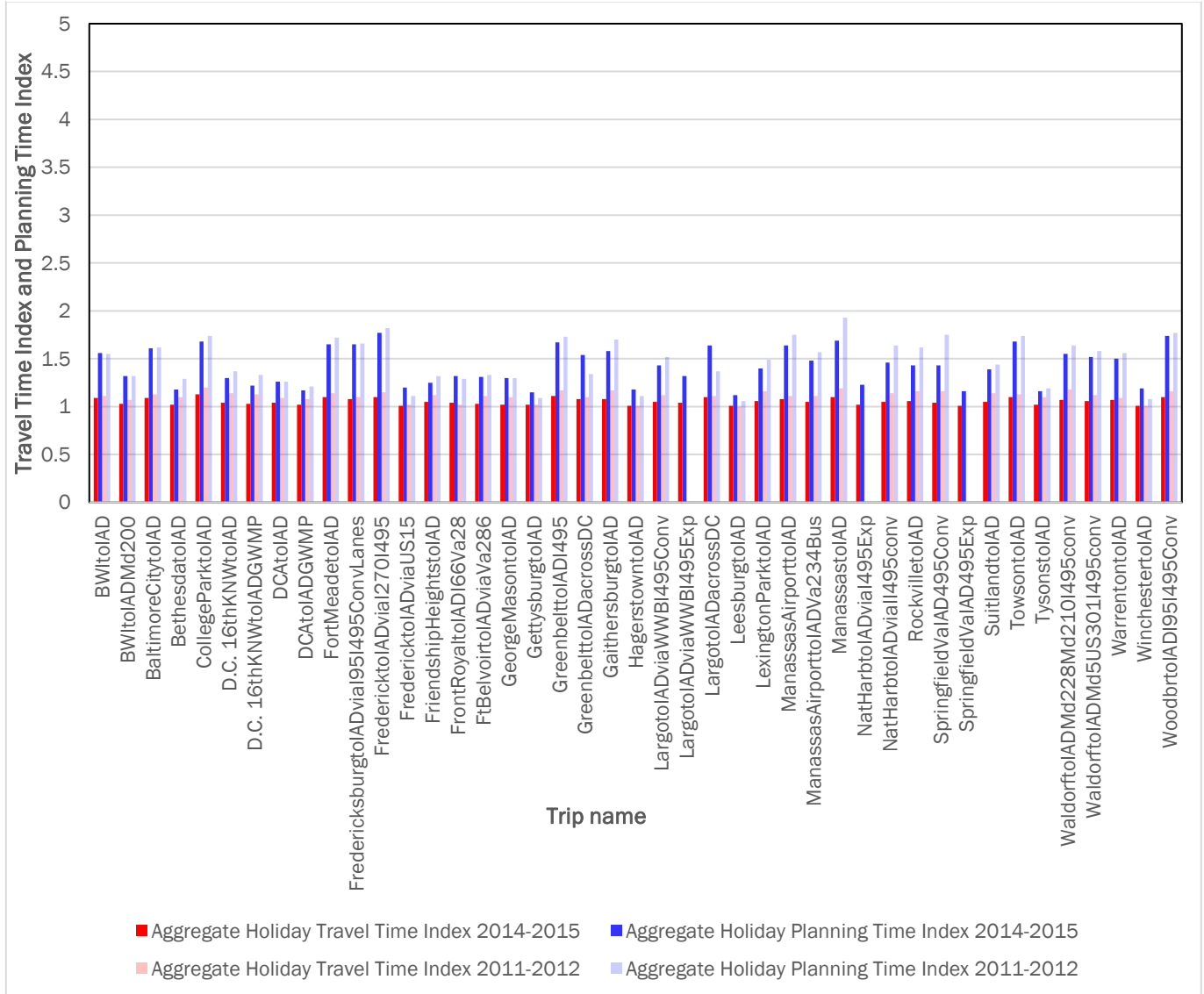
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 37: IAD 9 AM - 3 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
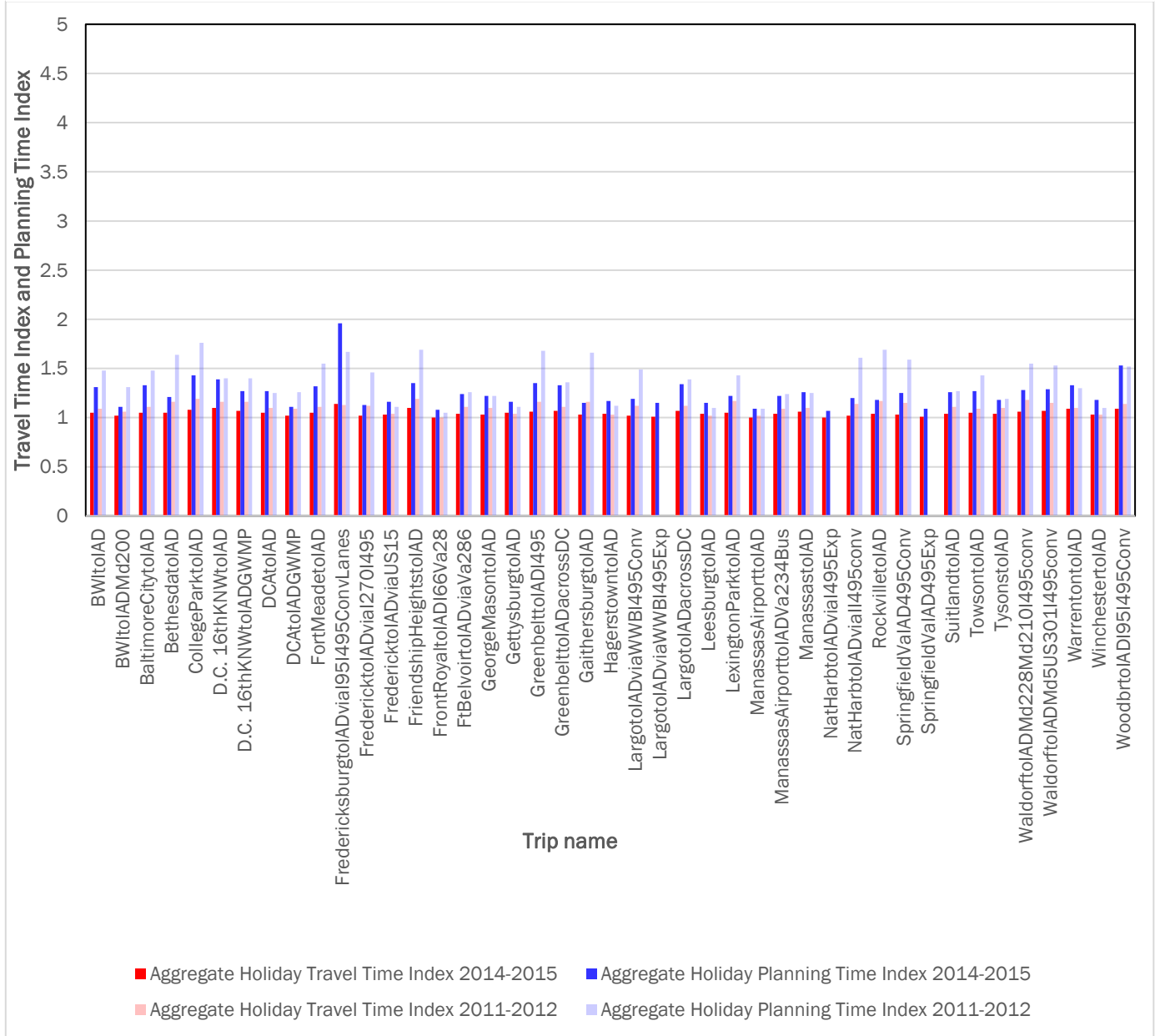
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 38: IAD 3 PM - 7 PM Holiday Travel Time Index and Planning Time Index Aggregate Values
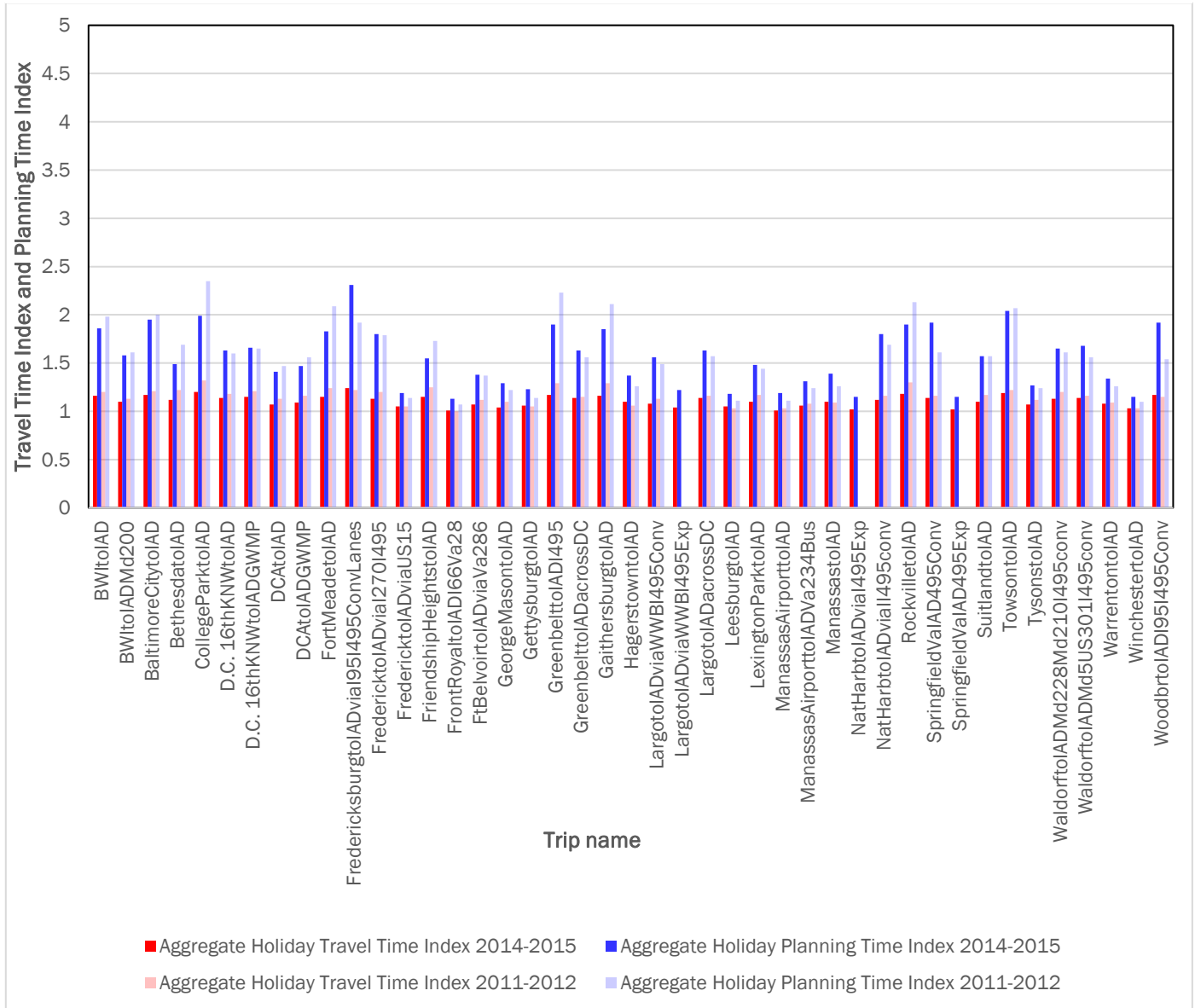
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 8: Mean Speeds and Average Travel Times, 2014/2015 and 2011/2012

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Aberdeen to BWI	AM before 5	58	59	-0.3	51	50	1	58	59	-0.6	51	50	1.3	59	59	0	51	50	0.8
		AM 5 to 6	61	61	0.2	49	49	0.5	60	60	0.4	50	49	0.3	61	60	1.1	49	49	-0.1
		AM Peak	53	51	2	57	58	-1.3	58	57	0.7	52	52	0.2	58	58	-0.3	52	51	1
		MidDay	58	57	0.3	52	52	0.4	57	58	-0.9	53	51	1.8	58	58	-0.6	53	51	2
		PM Peak	56	57	-1.5	54	52	2.2	54	57	-2.6	56	52	3.7	53	56	-2.3	57	53	4
		PM after 7	57	58	-0.5	53	51	1.3	57	58	-1.2	53	51	2	57	57	-0.5	53	52	1.8
BWI	Annapolis to BWI	AM before 5	51	52	-1.5	31	30	0.8	51	52	-1.2	31	30	0.6	52	52	-0.6	31	30	0.3
		AM 5 to 6	52	53	-1.1	30	30	0.5	52	53	-1.1	30	30	0.5	52	53	-1.4	30	30	0.7
		AM Peak	48	51	-3.7	33	31	2.3	50	52	-2.7	32	30	1.4	50	53	-2.5	31	30	1.4
		MidDay	47	52	-4.7	34	31	2.9	47	52	-5	33	30	3	48	52	-4	32	30	2.3
		PM Peak	44	50	-6.2	36	32	4.3	45	51	-5.9	35	31	3.8	47	51	-4.2	33	31	2.5
		PM after 7	49	52	-2.7	32	30	1.6	49	52	-3.2	32	30	1.8	49	52	-3	32	30	1.6
BWI	Baltimore City (downtown) to BWI	AM before 5	42	46	-3.7	17	16	1.4	42	45	-3.8	17	16	1.5	42	45	-3.7	17	16	1.5
		AM 5 to 6	41	46	-4.8	17	16	1.8	43	46	-3.7	17	16	1.4	45	46	-0.8	16	16	0.3
		AM Peak	38	41	-3.1	19	17	1.4	41	43	-2.8	18	17	1.2	43	44	-0.5	17	16	0.3
		MidDay	38	40	-2.5	19	18	1.2	39	42	-3.3	19	17	1.4	41	43	-1.4	17	17	0.6
		PM Peak	34	40	-5.6	21	18	3	37	42	-5.4	20	17	2.5	39	42	-2.6	18	17	1.2
		PM after 7	40	43	-2.8	18	17	1.2	40	44	-3.9	18	16	1.6	41	43	-2	17	17	0.8
BWI	Bel Air (Harford County) to BWI	AM before 5	55	55	-0.2	50	49	0.9	55	56	-0.6	50	49	1.2	56	56	0.5	49	49	0.4
		AM 5 to 6	57	57	-0.4	48	48	1	57	57	0.2	49	48	0.5	58	57	1.2	48	48	-0.1
		AM Peak	48	47	1.1	57	58	-0.5	53	53	0	52	51	0.8	54	55	-0.6	51	50	1.3
		MidDay	52	53	-1.4	53	51	2.1	52	54	-2.4	54	50	3.3	53	54	-0.9	53	50	2.3
		PM Peak	50	53	-2.7	55	51	3.6	50	54	-3.5	55	51	4.7	51	53	-2	55	51	3.6
		PM after 7	53	54	-1.2	52	50	1.9	53	55	-1.8	52	50	2.6	55	55	0	51	50	1.3

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Broening Highway (Baltimore City) to BWI	AM before 5	46	48	-2.3	22	22	0.7	46	48	-1.9	22	22	0.5	47	48	-1.1	22	22	0.2
		AM 5 to 6	45	47	-1.4	23	22	0.3	46	47	-0.8	22	22	0	47	47	-0.1	22	22	-0.3
		AM Peak	43	43	-0.4	24	24	-0.2	45	46	-0.6	23	23	-0.1	46	47	-0.7	22	22	0
		MidDay	43	45	-2.1	24	23	0.7	45	46	-1.5	23	22	0.3	45	46	-1	23	22	0.1
		PM Peak	45	46	-1.4	23	23	0.3	46	47	-1.1	22	22	0.1	46	47	-0.6	22	22	-0.1
		PM after 7	45	47	-1.7	23	22	0.5	46	47	-1.5	22	22	0.3	46	47	-0.9	22	22	0
BWI	College Park to BWI	AM before 5	56	58	-1.9	31	28	3.3	56	57	-1.5	31	28	3.1	56	58	-1.7	31	28	3.2
		AM 5 to 6	57	58	-1.1	31	28	2.9	57	58	-0.6	31	28	2.6	57	58	-0.4	31	28	2.5
		AM Peak	52	54	-1.9	33	30	3.5	56	56	-0.7	31	29	2.7	56	57	-0.8	31	29	2.6
		MidDay	54	54	-0.2	32	30	2.5	53	55	-1.8	33	29	3.4	54	54	-0.6	32	30	2.5
		PM Peak	42	45	-2.8	41	36	5.3	46	48	-1.9	38	34	4	47	46	0.4	37	35	2
		PM after 7	55	56	-1.1	32	29	3	54	56	-1.8	32	29	3.4	54	56	-1.7	32	29	3.2
BWI	Columbia to BWI	AM before 5	53	56	-2.4	23	23	0.5	53	56	-2.5	24	23	0.6	54	56	-1.8	23	23	0.4
		AM 5 to 6	53	55	-2.1	24	23	0.4	53	55	-2	24	23	0.4	54	55	-0.6	23	23	-0.2
		AM Peak	49	51	-1.8	25	25	0.4	52	54	-1.6	24	24	0.2	53	54	-0.7	23	24	-0.1
		MidDay	51	53	-2.3	25	24	0.5	51	54	-2.5	24	24	0.6	53	54	-1	24	24	0
		PM Peak	48	51	-2.8	26	25	0.9	50	53	-2.9	25	24	0.8	50	52	-2.2	25	24	0.6
		PM after 7	51	54	-2.4	24	24	0.6	51	54	-2.9	24	24	0.9	52	54	-1.8	24	24	0.4
BWI	DCA to BWI	AM before 5	57	58	-1.4	38	37	0.8	57	58	-1.1	38	37	0.6	57	58	-0.9	37	37	0.5
		AM 5 to 6	59	58	0.4	37	37	-0.3	58	58	0.3	37	37	-0.3	58	58	0.2	37	37	-0.2
		AM Peak	49	52	-2.9	44	42	2.3	55	56	-1	39	39	0.6	55	56	-0.6	39	38	0.3
		MidDay	51	53	-1.8	42	41	1.3	50	52	-2	43	41	1.5	50	52	-1.7	43	42	1.3
		PM Peak	32	33	-1.7	68	65	3.3	39	41	-2.2	56	53	2.9	40	40	-0.4	54	54	0.4
		PM after 7	52	55	-2.3	41	39	1.6	52	55	-2.9	41	39	2.1	53	54	-1.9	41	40	1.3

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Downtown D.C. (14th Street and Independence Avenue, S.W.) to BWI via I-695 (D.C.)	AM before 5	50	52	-2.4	39	37	1.8	50	52	-2	38	37	1.4	50	52	-1.5	38	37	1.2
		AM 5 to 6	51	51	-0.3	38	37	0.2	50	51	-0.9	38	38	0.7	51	51	0.1	37	37	0.1
		AM Peak	44	47	-3.2	44	41	3	47	49	-1.8	41	39	1.5	48	49	-0.5	40	39	0.5
		MidDay	44	47	-2.8	43	41	2.6	43	46	-2.2	44	42	2.1	44	45	-1.3	44	43	1.3
		PM Peak	30	32	-1.9	63	59	3.6	36	38	-1.8	54	51	2.5	37	37	-0.2	52	52	0.4
		PM after 7	46	49	-2.5	42	39	2.2	46	49	-3.2	42	39	2.8	47	49	-1.8	41	39	1.6
BWI	Downtown D.C. (14th Street and Independence Avenue, S.W.) to BWI via Pennsylvania Avenue	AM before 5	55	57	-1.5	36	35	1	55	56	-1.2	36	35	0.8	56	56	-0.9	36	35	0.6
		AM 5 to 6	57	57	0.3	35	35	-0.2	56	56	0	35	35	0	57	56	0.3	35	35	-0.2
		AM Peak	49	52	-2.8	40	38	2.2	53	55	-1.3	37	36	0.9	54	55	-0.6	37	36	0.4
		MidDay	49	52	-2.9	40	38	2.2	48	51	-2.8	41	39	2.3	48	50	-2.1	41	39	1.7
		PM Peak	31	33	-2.6	64	59	5	37	40	-2.9	53	49	3.9	38	39	-1	52	50	1.3
		PM after 7	51	53	-2.6	39	37	1.9	50	54	-3.3	39	37	2.4	51	53	-2	39	37	1.5
BWI	Downtown D.C. (16th Street and K Street, N.W.) to BWI via Baltimore-Washington Parkway	AM before 5	48	49	-1.3	38	41	-2.3	47	49	-1.3	39	41	-2.4	48	49	-0.8	38	41	-2.6
		AM 5 to 6	50	50	0	37	41	-3.3	49	49	0	38	41	-3.3	50	49	0.8	37	41	-3.8
		AM Peak	42	43	-0.8	43	47	-3	46	46	-0.1	40	44	-3.5	47	46	1.5	39	44	-4.7
		MidDay	40	42	-1.3	46	48	-2.5	40	42	-1.1	46	49	-2.8	41	41	-0.8	45	49	-3.1
		PM Peak	28	30	-1.8	66	68	-1.4	33	35	-1.5	56	58	-2.4	35	35	0	53	58	-4.8
		PM after 7	43	45	-2.2	43	44	-1.5	43	46	-2.8	43	44	-1	44	46	-1.5	42	44	-2.2
BWI	Downtown D.C. (16th Street and K Street, N.W.) to BWI via Baltimore-Washington Parkway, I-95 and I-195	AM before 5	51	52	-0.8	48	48	-0.5	51	51	-0.6	48	49	-0.7	51	52	-0.3	48	49	-1
		AM 5 to 6	53	52	0.3	47	48	-1.4	53	52	0.4	47	48	-1.6	53	52	1.1	46	48	-2.1
		AM Peak	48	48	0.2	51	53	-1.6	51	50	0.9	48	50	-2.2	52	50	1.7	47	50	-3
		MidDay	46	46	-0.3	54	55	-1.2	46	47	-0.5	53	54	-1	47	47	0	52	54	-1.8
		PM Peak	34	37	-2.7	72	69	3.2	40	41	-1.6	62	61	0.5	41	40	0.4	60	62	-2.9
		PM after 7	48	49	-1.3	51	51	0	48	50	-1.6	51	51	0.2	49	49	-0.6	50	51	-0.9

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Downtown D.C. (16th Street and K Street, N.W.) to BWI via U.S. 50 and I-97	AM before 5	51	51	-0.6	55	58	-3.4	50	51	-0.4	55	59	-3.5	51	51	0	55	58	-3.8
		AM 5 to 6	52	52	-0.1	54	57	-3.9	52	52	0	54	58	-3.9	52	52	0.5	53	58	-4.3
		AM Peak	49	49	0.4	57	61	-4.6	51	50	0.7	55	60	-4.9	51	50	1.3	54	59	-5.4
		MidDay	46	47	-0.6	60	64	-3.7	48	48	-0.2	58	62	-4.1	48	48	-0.1	58	62	-4.2
		PM Peak	40	42	-1.7	70	72	-2.1	44	46	-1.2	62	65	-3	46	46	0	60	65	-4.6
		PM after 7	49	50	-0.7	57	60	-3.3	49	50	-0.8	57	60	-3.2	50	50	-0.5	56	60	-3.6
BWI	Easton to BWI	AM before 5	57	58	-1.2	67	66	1.4	57	59	-1.2	67	65	1.4	58	58	-1	67	65	1.2
		AM 5 to 6	60	60	-0.3	64	64	0.4	59	59	-0.5	65	65	0.7	59	59	0.2	65	65	0
		AM Peak	56	57	-1.1	68	67	1.3	58	58	-0.5	67	66	0.6	58	58	-0.1	66	66	0.2
		MidDay	56	56	-0.8	69	68	1	55	56	-1.4	70	68	1.8	55	55	-0.3	70	69	0.4
		PM Peak	54	56	-2	71	68	2.6	54	55	-1.8	71	69	2.3	53	53	-0.2	72	72	0.3
		PM after 7	56	57	-1.3	68	67	1.6	56	57	-1.7	69	67	2	55	57	-1.2	69	68	1.6
BWI	Fort Belvoir to BWI	AM before 5	60	61	-0.8	56	54	1.7	60	61	-0.6	56	54	1.5	61	61	-0.4	55	54	1.3
		AM 5 to 6	61	62	-0.4	55	54	1.3	62	61	0.2	55	54	0.7	62	62	0.3	54	54	0.6
		AM Peak	50	51	-0.8	67	65	2.2	58	57	0.4	59	58	0.5	58	59	-1	58	56	2
		MidDay	55	56	-1.3	61	59	2.4	55	57	-1.9	61	58	3	54	57	-3	63	58	4.3
		PM Peak	39	43	-4.1	87	77	9.7	46	49	-3.7	74	67	6.7	47	48	-1.5	72	69	3.3
		PM after 7	58	59	-1.5	58	56	2.4	57	59	-1.7	59	56	2.6	58	60	-2	58	56	2.9
BWI	Fort Meade to BWI	AM before 5	53	54	-0.7	10	10	0.1	53	54	-0.6	10	10	0.1	53	54	-0.6	10	10	0.1
		AM 5 to 6	54	54	-0.1	10	10	0	54	54	0.2	10	10	0	54	53	0.6	10	10	-0.1
		AM Peak	48	51	-2.4	11	11	0.5	51	52	-0.8	11	10	0.2	52	52	0.1	10	10	0
		MidDay	49	50	-1	11	11	0.2	50	51	-0.5	11	11	0.1	51	51	-0.5	11	11	0.1
		PM Peak	42	46	-4.1	13	12	1.2	46	48	-2.4	12	11	0.6	46	49	-3.2	12	11	0.8
		PM after 7	51	52	-0.9	11	10	0.2	51	52	-0.9	11	10	0.2	51	52	-0.6	11	10	0.1

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Frederick to BWI via I-70, I-695, Md. 295 and I-195	AM before 5	62	61	1	49	51	-1.2	62	61	1.4	49	51	-1.5	62	61	1.5	49	51	-1.5
		AM 5 to 6	64	64	0.4	48	48	-0.6	64	63	1	48	49	-1.2	64	63	0.9	48	49	-1
		AM Peak	54	54	0.5	57	58	-1.1	60	59	1.5	51	52	-1.7	61	60	0.9	50	51	-1.1
		MidDay	61	60	0.3	50	51	-0.7	62	62	0.6	49	50	-0.9	63	62	1.1	49	50	-1.2
		PM Peak	57	58	-0.9	54	53	0.4	60	60	0.3	51	52	-0.7	61	60	0.7	50	51	-1
		PM after 7	62	61	1.2	50	51	-1.3	62	61	1.1	49	50	-1.3	61	61	0.2	50	51	-0.6
BWI	Frederick to BWI via I-70, U.S. 29, Md. 100, I-95 and I-195	AM before 5	61	61	0.3	51	51	0.1	62	61	0.6	51	51	-0.1	62	61	1	51	51	-0.3
		AM 5 to 6	63	63	0	50	49	0.4	63	62	0.6	50	50	-0.1	63	62	0.8	50	50	-0.2
		AM Peak	56	56	-0.2	56	55	0.5	61	60	1.1	51	52	-0.5	62	61	0.9	51	51	-0.4
		MidDay	61	61	0	51	51	0.3	62	62	0.4	51	51	0	63	62	1.1	50	51	-0.5
		PM Peak	61	61	0.4	51	51	0	62	62	0.2	51	51	0.2	62	62	0.6	51	51	-0.1
		PM after 7	61	61	0.8	51	52	-0.2	62	61	0.5	51	51	0	61	61	0.5	51	51	0
BWI	Friendship Heights to BWI	AM before 5	54	57	-2.3	42	39	4	55	57	-2	42	38	3.7	54	57	-2.2	42	38	3.8
		AM 5 to 6	55	57	-1.6	42	38	3.4	55	56	-1.4	42	39	3.2	56	57	-0.4	41	38	2.4
		AM Peak	49	52	-3	47	42	4.9	53	54	-1.8	44	40	3.6	54	55	-1.3	42	39	**3.1**
		MidDay	49	51	-1.7	47	43	3.9	49	52	-2.4	47	42	4.4	50	51	-0.9	45	42	3
		PM Peak	36	38	-2.4	64	57	6.9	42	44	-2.3	55	49	5.4	43	43	-0.3	53	51	**2.6**
		PM after 7	52	54	-1.7	44	41	3.7	52	55	-2.7	44	40	4.4	52	54	-2.3	44	41	4
BWI	Gaithersburg to BWI via I-270, I-495, I-95 and I-195	AM before 5	61	61	-0.6	47	44	3	61	61	-0.5	47	44	2.9	61	61	-0.4	47	44	2.9
		AM 5 to 6	62	62	0.1	46	43	2.5	62	62	0.6	46	44	2.1	63	62	0.8	45	43	2
		AM Peak	49	51	-1.5	58	53	4.5	58	58	0.3	49	46	2.3	59	59	0.1	48	46	2.4
		MidDay	57	58	-1.3	50	46	3.7	58	59	-1.1	49	46	3.4	59	58	0.3	48	46	2.2
		PM Peak	44	45	-1.3	65	60	5	50	50	-0.8	57	53	3.7	50	49	0.7	56	55	1.8
		PM after 7	59	59	0	48	46	2.6	59	60	-0.9	48	45	3.3	58	59	-1.2	49	46	3.5

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Gaithersburg to BWI via I-370, MD-200, I-95, I-195	AM before 5	61	58	2.5	44	43	0.5	61	58	2.5	44	43	0.5	61	58	3.1	44	43	0.1
		AM 5 to 6	62	58	3.1	43	43	0.1	61	58	3.3	43	44	-0.1	62	58	3.4	43	43	-0.1
		AM Peak	58	56	1.7	46	45	1	61	57	3.7	44	44	-0.5	61	58	3.2	44	44	-0.1
		MidDay	60	57	2.7	44	44	0.3	60	57	2.8	44	44	0.2	61	57	3.6	44	44	-0.4
		PM Peak	51	52	-0.7	52	49	3.4	55	54	1.7	48	47	1.1	55	53	2.2	48	48	0.3
		PM after 7	60	58	2.4	44	44	0.6	60	58	2.1	45	44	0.8	60	58	2.2	45	44	0.6
BWI	Gettysburg, Pennsylvania to BWI via MD-140, I-795, I-695, MD-295, I-195	AM before 5	54	54	0.7	91	92	-0.7	54	54	0.6	91	92	-0.5	54	54	0.8	91	92	-0.6
		AM 5 to 6	55	54	0.3	90	90	0	55	55	0.3	90	90	-0.1	55	55	0	90	90	0.5
		AM Peak	47	46	1.1	106	108	-2	51	51	0.1	97	97	0.2	51	52	-0.4	96	95	1.3
		MidDay	49	50	-0.9	100	98	2.2	50	51	-1.4	99	96	3	51	52	-1.1	98	95	2.6
		PM Peak	47	49	-2	104	100	4.6	49	51	-1.6	101	97	3.6	50	51	-1.8	100	96	3.9
		PM after 7	52	53	-0.6	95	93	1.6	52	53	-0.5	95	94	1.4	52	53	-0.7	95	93	1.7
BWI	Gettysburg, Pennsylvania to BWI via U.S. 15, I-70, U.S. 29, MD-100, I-95, I-195	AM before 5	60	60	0.8	99	100	-1	60	60	0.8	99	100	-1	61	60	1.1	99	100	-1.3
		AM 5 to 6	62	62	0.7	96	97	-0.8	62	61	1.1	97	98	-1.5	61	61	0.7	98	98	-0.7
		AM Peak	57	57	0	104	104	0.1	60	59	0.7	100	101	-1	60	60	0.6	99	100	-0.6
		MidDay	59	59	-0.2	102	102	0.6	59	59	-0.1	101	101	0.3	60	59	0.3	100	101	-0.2
		PM Peak	58	58	-0.1	103	102	0.4	59	59	-0.2	102	101	0.5	59	59	-0.3	102	101	0.7
		PM after 7	59	59	0.4	101	101	-0.4	60	59	0.2	101	101	-0.1	60	59	0.3	101	101	-0.2
BWI	Greenbelt to BWI	AM before 5	58	59	-1.6	23	23	0.6	58	59	-1.4	23	23	0.6	58	59	-1.2	23	23	0.5
		AM 5 to 6	59	59	-0.1	23	23	0	59	59	0.4	23	23	-0.2	59	59	0.3	23	23	-0.1
		AM Peak	50	53	-2.7	27	25	1.4	55	56	-1.2	24	24	0.5	57	57	0.1	24	24	0
		MidDay	53	55	-2.4	25	24	1.1	51	53	-2.2	27	25	1.1	51	52	-1.6	26	26	0.8
		PM Peak	36	37	-0.8	37	36	0.8	41	42	-1.3	33	32	1	42	42	0.2	32	32	-0.2
		PM after 7	54	56	-1.7	25	24	0.7	53	56	-3.1	25	24	1.4	53	56	-2.3	25	24	1

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Hagerstown to BWI	AM before 5	61	60	0.4	79	78	0.4	61	60	0.5	79	78	0.3	61	60	0.8	78	78	0
		AM 5 to 6	63	63	0.1	76	75	0.7	62	62	0.7	76	76	0	63	62	1	76	76	-0.2
		AM Peak	57	58	-0.6	84	82	1.7	61	60	1	78	79	-0.5	62	61	0.9	77	78	-0.2
		MidDay	60	60	-0.3	80	78	1.2	61	61	0.1	78	78	0.7	61	61	0.6	78	78	0.1
		PM Peak	60	60	-0.1	80	79	1	60	60	-0.1	79	78	1	58	59	-1.1	82	79	2.4
		PM after 7	60	60	0.8	79	79	0	60	60	0.5	79	79	0.3	60	60	0	80	79	0.9
BWI	Hunt Valley to BWI	AM before 5	59	61	-1.2	33	32	1.1	60	61	-1	33	32	1	60	61	-0.7	33	32	0.9
		AM 5 to 6	62	61	0.2	32	31	0.3	61	61	-0.2	32	31	0.5	62	62	0.3	32	31	0.3
		AM Peak	45	42	2.7	43	46	-2.3	55	54	1.7	35	36	-0.7	57	57	0.4	34	34	0.2
		MidDay	57	56	0.6	34	34	0	59	59	-0.4	33	33	0.6	60	60	0.1	33	32	0.4
		PM Peak	46	51	-4.4	42	38	4.1	52	53	-1.2	38	36	1.3	51	55	-3.2	38	35	2.7
		PM after 7	58	60	-1.7	34	32	1.5	59	60	-0.8	33	32	1	57	60	-2.3	34	32	1.8
BWI	IAD to BWI	AM before 5	60	59	0.8	59	57	2.5	59	59	0.2	60	57	3.1	61	60	1	58	56	2.5
		AM 5 to 6	62	59	2.4	58	56	1.2	61	59	2.5	58	57	1	62	59	2.6	58	57	1.1
		AM Peak	51	54	-3.2	69	62	6.5	58	57	0.8	61	59	2.2	59	58	1.2	60	58	1.9
		MidDay	55	55	-0.5	64	60	3.5	56	56	0.1	63	60	2.9	56	56	0.5	62	60	2.3
		PM Peak	34	37	-2.1	98	92	6.8	43	45	-1.9	80	74	5.3	43	45	-1.1	78	75	2.8
		PM after 7	57	56	0.5	62	59	2.6	58	58	-0.1	61	58	3.3	57	57	-0.3	62	59	3.3
BWI	IAD to BWI via MD-200	AM before 5	61	58	3.2	69	71	-1.8	60	57	2.6	70	71	-1.1	62	58	3.6	69	70	-1.8
		AM 5 to 6	62	58	4.6	68	71	-3.3	62	57	4.5	68	71	-3.1	62	57	4.5	68	71	-3
		AM Peak	54	55	-0.8	77	74	2.4	60	56	3.6	70	73	-2.6	61	57	3.6	70	72	-2.3
		MidDay	58	56	2.7	72	74	-1.7	60	56	3.6	70	73	-2.5	60	56	3.4	71	73	-2.3
		PM Peak	40	42	-2.1	102	97	5.1	49	49	-0.3	85	83	1.6	49	50	-1.2	84	81	2.4
		PM after 7	59	56	2.7	71	73	-1.5	59	57	2.6	71	72	-1.3	59	57	2.5	71	72	-1.2

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Largo to BWI	AM before 5	61	62	-1.3	28	27	1.6	61	62	-0.9	28	27	1.4	61	62	-0.8	28	27	1.4
		AM 5 to 6	62	63	-0.1	27	26	1	63	62	0.5	27	27	0.8	63	62	0.5	27	27	0.8
		AM Peak	50	54	-4.2	35	31	3.9	57	59	-1.8	30	28	2	59	60	-0.4	29	28	1.2
		MidDay	56	59	-2.9	31	28	2.6	53	56	-2.6	32	30	2.6	54	56	-1.3	32	30	1.8
		PM Peak	37	39	-2	47	43	4	42	45	-2.6	41	37	3.7	44	44	0.7	39	38	0.8
		PM after 7	57	59	-2.5	30	28	2.3	56	59	-3	31	28	2.6	57	59	-2	30	28	2.1
BWI	Lexington Park to BWI	AM before 5	55	55	-0.6	83	79	3.9	55	55	-0.7	83	79	4.1	54	55	-0.8	83	79	4.2
		AM 5 to 6	55	51	3.9	83	86	-3.2	55	51	4.1	82	86	-3.5	55	51	4	83	86	-3.2
		AM Peak	50	47	2.3	91	92	-1	52	49	2.8	87	89	-1.7	52	49	3	87	89	-1.9
		MidDay	50	48	2.1	91	92	-0.6	50	48	1.6	91	91	0.3	49	48	1.4	92	91	0.7
		PM Peak	46	47	-0.4	98	94	4.2	48	48	0.2	95	92	3	48	48	0.6	94	92	2.1
		PM after 7	52	52	0	87	84	3.2	52	52	-0.1	88	84	3.3	52	52	-0.2	87	84	3.3
BWI	National Harbor to BWI	AM before 5	62	63	-1	40	38	1.6	63	63	-0.5	39	38	1.3	63	63	-0.5	39	38	1.3
		AM 5 to 6	64	64	-0.3	38	37	1.1	64	64	0.6	38	38	0.6	64	64	0.4	38	38	0.7
		AM Peak	52	56	-3.9	47	43	4.4	60	61	-1	41	40	1.7	59	62	-2.5	41	39	2.7
		MidDay	58	61	-3.3	43	39	3.3	56	59	-3.1	44	40	3.3	55	59	-4.6	45	41	4.6
		PM Peak	40	44	-3.6	61	55	6.5	46	50	-4	54	48	5.6	47	49	-1.4	52	49	2.7
		PM after 7	59	61	-2	41	39	2.3	58	61	-2.2	42	40	2.5	59	61	-2.2	42	39	2.5
BWI	Owings Mills to BWI	AM before 5	61	61	-0.2	24	23	0.5	61	61	-0.3	24	23	0.5	61	61	0	24	23	0.5
		AM 5 to 6	62	62	0.8	23	23	0.1	62	62	0.5	23	23	0.3	62	62	0.5	23	23	0.3
		AM Peak	43	39	3.9	33	36	-2.8	55	52	2.7	26	27	-0.9	57	56	1	25	25	0
		MidDay	58	57	1.3	25	25	-0.1	60	59	0.9	24	24	0.1	61	60	0.8	24	24	0.1
		PM Peak	49	52	-2.3	29	27	1.7	54	55	-0.2	26	26	0.5	55	56	-1.3	26	25	1.1
		PM after 7	60	60	-0.2	24	24	0.5	60	60	0.2	24	24	0.4	58	60	-1.8	25	24	1.2

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Rockville to BWI via arterials	AM before 5	48	51	-2.7	48	45	2.5	49	51	-2.5	47	45	2.3	49	51	-2.1	47	45	2.1
		AM 5 to 6	49	50	-1.3	47	46	1.2	49	51	-1.7	47	45	1.5	50	50	-0.2	46	46	0.3
		AM Peak	44	45	-1.1	53	51	1.3	47	48	-1.2	49	48	1.2	48	48	-0.2	48	48	0.2
		MidDay	45	47	-1.9	51	49	2	46	48	-2	50	48	2	47	48	-1.3	49	48	1.3
		PM Peak	39	42	-3.5	59	54	4.9	43	46	-3.1	53	50	3.5	44	46	-1.8	52	50	2.1
		PM after 7	47	49	-2.7	49	46	2.7	47	50	-3	49	46	2.9	48	50	-2.2	48	46	2.1
BWI	Rockville to BWI via I-270, I-370, MD-200, I-95 and I-195	AM before 5	59	57	2.5	47	47	0.3	59	57	2.5	47	47	0.3	60	57	3.1	47	47	-0.1
		AM 5 to 6	60	57	3.3	47	47	-0.2	60	56	3.1	47	47	-0.2	60	56	3.2	47	47	-0.3
		AM Peak	58	56	1.8	48	48	0.8	60	56	3.5	47	47	-0.6	60	56	3.3	47	47	-0.3
		MidDay	58	56	2.6	48	48	0.2	58	56	2.7	48	48	0.1	59	55	3.4	47	48	-0.6
		PM Peak	49	49	-0.7	57	54	3.5	53	52	1.6	52	51	1	53	51	2.1	52	52	0.2
		PM after 7	59	56	2.6	47	47	0.2	58	56	2.3	48	47	0.4	58	56	2.2	48	47	0.4
BWI	Rockville to BWI via I-270, I-495, I-95 and I-195	AM before 5	57	57	-0.4	50	47	3	57	57	-0.4	50	47	2.9	57	57	-0.2	50	47	2.8
		AM 5 to 6	58	58	0	49	47	2.7	58	58	-0.1	49	47	2.6	58	58	0.5	49	47	2.2
		AM Peak	47	48	-1.5	61	56	4.8	54	54	-0.3	53	50	2.9	55	55	-0.1	52	49	2.7
		MidDay	52	54	-1.6	54	50	4.3	53	54	-1.7	54	50	4.2	54	54	-0.3	53	50	2.8
		PM Peak	40	41	-0.9	71	66	5	45	46	-1	63	58	4.2	46	46	0.6	61	60	1.8
		PM after 7	55	55	-0.3	52	49	2.9	55	56	-1.2	52	48	3.6	54	56	-1.3	53	49	3.7
BWI	Rockville to BWI via MD-28, MD-200, I-95 and I-195	AM before 5	58	57	1.2	39	36	2.4	58	57	1.1	39	36	2.4	58	57	1.6	39	36	2.1
		AM 5 to 6	58	56	1.6	39	37	2.2	58	57	1.5	39	37	2.1	59	56	2.1	38	37	1.8
		AM Peak	55	54	0.5	41	38	3	57	55	2.2	39	38	1.7	58	56	1.9	39	37	1.9
		MidDay	56	54	1.7	40	38	2	56	55	1	40	38	2.5	56	55	1.8	40	38	1.9
		PM Peak	45	48	-2.7	50	43	6.5	50	51	-0.4	45	41	3.9	51	50	0.6	44	41	2.8
		PM after 7	57	56	0.7	40	37	2.7	57	57	0.4	40	37	2.9	57	57	0.6	39	37	2.7

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Sparrows Point (Baltimore County) to BWI	AM before 5	49	51	-2	23	22	0.6	50	51	-1.7	22	22	0.4	51	51	-0.5	22	22	-0.1
		AM 5 to 6	50	50	0.2	22	23	-0.4	50	50	0.1	22	23	-0.4	51	50	0.8	22	22	-0.6
		AM Peak	48	47	1	23	24	-0.9	50	49	0.4	22	23	-0.6	50	50	0.3	22	23	-0.4
		MidDay	48	49	-0.6	23	23	-0.1	49	49	-0.2	23	23	-0.3	50	50	0.2	22	23	-0.4
		PM Peak	48	49	-0.6	23	23	-0.1	49	49	-0.3	23	23	-0.2	50	50	0.2	22	23	-0.4
		PM after 7	49	50	-1.2	23	23	0.2	49	50	-0.8	23	23	0	50	50	-0.4	22	22	-0.2
BWI	Springfield to BWI	AM before 5	61	62	-1	53	45	8.4	62	62	-0.6	53	45	8	62	62	-0.5	52	45	7.9
		AM 5 to 6	63	63	-0.2	51	44	7.6	63	63	0.5	51	44	7.1	63	63	0.5	51	44	7.1
		AM Peak	52	52	0.2	62	53	8.7	59	58	1.1	55	48	7	60	60	-0.4	55	46	8.2
		MidDay	58	58	-0.7	56	48	8.7	57	58	-1.5	57	48	9.5	56	58	-2.2	58	48	10.3
		PM Peak	38	43	-4.6	85	65	20.3	45	49	-3.5	72	57	14.7	47	48	-1.1	69	58	11.3
		PM after 7	59	60	-1.6	55	46	9.2	58	60	-1.6	56	46	9.2	59	61	-2	55	46	9.5
BWI	Suitland to BWI	AM before 5	57	60	-2.9	37	35	2.8	57	60	-2.6	37	35	2.6	57	60	-2.8	37	35	2.8
		AM 5 to 6	58	60	-2	37	35	2.3	58	59	-1.2	37	35	1.8	59	60	-0.5	36	35	1.4
		AM Peak	46	51	-4.9	46	41	5.6	53	56	-2.4	40	37	2.8	54	57	-2.9	39	36	3.1
		MidDay	52	55	-3.3	41	38	3.6	50	54	-3.3	42	39	3.8	50	53	-3.8	43	39	4.2
		PM Peak	37	40	-3	58	52	6	42	45	-3.5	51	46	5.4	43	44	-1	49	47	2.5
		PM after 7	54	57	-3.6	40	36	3.6	53	57	-3.8	40	37	3.8	54	57	-3	39	36	3.2
BWI	Towson to BWI	AM before 5	61	61	-0.3	29	28	0.6	61	61	-0.3	29	28	0.6	61	61	-0.1	29	28	0.6
		AM 5 to 6	63	62	0.6	28	28	0.2	63	62	0.5	28	28	0.2	63	62	0.6	28	28	0.2
		AM Peak	46	41	4.2	38	42	-3.3	56	53	2.9	31	32	-1.2	58	57	0.9	30	30	0
		MidDay	58	56	1.6	30	31	-0.4	60	59	0.7	29	29	0.1	61	60	0.8	29	29	0.1
		PM Peak	46	49	-2.8	38	36	2.7	52	53	-0.2	33	33	0.6	51	54	-3.2	34	32	2.5
		PM after 7	60	60	-0.2	29	29	0.6	60	60	0.2	29	29	0.4	58	60	-2.1	30	29	1.6

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	Tysons to BWI	AM before 5	59	60	-1.1	47	44	3.1	59	60	-1.7	48	44	3.4	60	61	-0.5	46	44	2.6
		AM 5 to 6	61	62	-0.5	46	43	2.6	61	61	-0.4	46	44	2.4	61	61	0.1	45	43	2.1
		AM Peak	50	56	-6	55	47	8	57	59	-2	49	45	3.7	59	60	-1.4	47	44	3.1
		MidDay	54	57	-3.2	52	47	5.1	55	57	-2.7	51	46	4.5	55	57	-1.8	50	47	3.6
		PM Peak	32	35	-2.5	86	77	9.2	41	44	-2.7	68	61	6.6	42	43	-1.9	66	61	5
		PM after 7	56	57	-1.6	50	46	3.6	57	59	-2.4	49	45	4.2	56	58	-2.2	50	46	3.9
BWI	Tysons to BWI via I-495, I-270, MD-200, I-95 and I-195	AM before 5	60	59	1.6	62	61	0.7	59	58	1.1	63	62	1.2	61	59	2.4	61	61	0
		AM 5 to 6	61	59	2.5	61	61	-0.2	61	59	2.5	61	61	-0.2	61	59	2.8	61	61	-0.6
		AM Peak	55	57	-2.3	68	63	5.1	60	58	1.9	63	62	0.3	60	58	2	62	62	0.1
		MidDay	58	57	0.8	65	63	1.4	59	57	1.6	63	63	0.6	59	57	1.7	63	63	0.4
		PM Peak	39	41	-2.6	97	88	9	48	49	-1.1	78	73	4.4	48	50	-2.4	77	71	5.8
		PM after 7	58	57	1.2	64	63	1.1	58	57	1	64	63	1.3	59	57	1.1	64	63	1.1
BWI	Waldorf to BWI	AM before 5	52	53	-1.9	60	59	1.1	51	53	-2.1	60	59	1.4	51	53	-2.1	61	59	1.5
		AM 5 to 6	53	54	-1.3	59	59	0.4	53	54	-0.7	59	59	-0.2	53	53	-0.5	59	59	-0.3
		AM Peak	44	47	-3.2	70	67	3.5	48	50	-1.8	64	63	1.2	49	50	-1.1	63	63	0.3
		MidDay	45	47	-2	70	68	1.8	44	47	-2.8	70	67	3	44	47	-2.5	70	67	2.4
		PM Peak	41	45	-4	75	70	5.4	42	46	-4.2	74	68	5.5	42	46	-3.7	73	69	4.5
		PM after 7	48	51	-3.4	65	62	3.3	47	51	-3.4	65	62	3.4	48	51	-2.7	64	62	2.3
BWI	Westminster to BWI	AM before 5	56	57	-0.9	45	43	1.1	56	57	-1	45	43	1.2	56	57	-0.7	44	43	1.1
		AM 5 to 6	58	58	0.1	43	43	0.3	58	58	-0.2	43	43	0.6	58	58	0.1	43	43	0.5
		AM Peak	44	42	2.4	57	60	-2.8	52	51	0.9	48	49	-0.4	53	53	0	47	46	0.5
		MidDay	51	52	-0.7	49	48	1.1	53	54	-1.3	48	46	1.6	54	55	-1	47	45	1.3
		PM Peak	47	50	-2.9	53	50	3.5	50	52	-1.8	50	48	2.2	51	53	-2.1	49	47	2.4
		PM after 7	54	56	-1.3	46	45	1.6	55	56	-1.3	46	44	1.5	54	56	-1.9	46	44	2

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
BWI	White Marsh to BWI	AM before 5	54	55	-1.5	34	32	1.2	54	56	-1.7	33	32	1.3	55	56	-1	33	32	0.9
		AM 5 to 6	56	57	-1.2	32	31	0.9	55	56	-0.8	33	32	0.7	57	56	0.6	32	32	0
		AM Peak	47	45	1.7	39	40	-1	52	52	0.1	35	34	0.3	53	53	-0.4	34	33	0.5
		MidDay	53	53	-0.3	34	34	0.5	53	54	-1	35	33	1.2	54	54	0.1	34	33	1
		PM Peak	50	52	-2	36	34	1.7	50	53	-2.3	36	34	2.3	52	52	-0.3	36	35	1.3
		PM after 7	52	53	-0.8	34	34	0.8	52	54	-1.9	35	33	1.7	53	54	-0.4	34	33	1.1
BWI	York, Pennsylvania to BWI	AM before 5	61	61	-0.1	74	72	1.9	61	61	-0.2	73	71	2.1	61	61	0	73	0	0
		AM 5 to 6	63	62	0.4	71	70	1.3	62	62	0.4	72	70	1.3	63	62	0.6	71	0	0
		AM Peak	51	49	2.1	87	89	-1.6	59	57	1.9	76	77	-0.6	60	59	0.9	75	0	0
		MidDay	58	57	0.9	77	76	0.7	60	59	0.6	74	73	1	60	59	1.1	74	0	0
		PM Peak	52	55	-2.4	85	80	5.7	56	57	-0.2	79	77	2.2	56	57	-1.3	80	0	0
		PM after 7	59	60	-0.6	75	73	2.6	60	60	-0.1	74	72	2	59	60	-1	75	0	0
DCA	Annapolis to DCA	AM before 5	54	56	-1.8	45	43	1.7	55	56	-1.5	44	43	1.4	55	56	-1.1	44	43	1.2
		AM 5 to 6	55	57	-2.4	44	42	2.1	56	57	-1.4	44	42	1.3	55	57	-1.8	44	42	1.7
		AM Peak	37	44	-7.7	66	54	11.8	47	53	-5.5	52	46	5.6	49	54	-4.5	49	45	4.4
		MidDay	48	53	-4.9	51	46	5	49	55	-5.4	49	44	5.1	51	54	-3.3	48	45	3.2
		PM Peak	43	49	-5.8	56	49	6.9	46	52	-6.3	53	46	6.6	47	53	-5.3	51	46	5.5
		PM after 7	52	55	-2.5	46	44	2.4	52	55	-3.2	47	44	3	52	55	-3.3	47	44	3.1
DCA	Baltimore City (downtown) to DCA	AM before 5	52	55	-2.3	51	49	2.2	52	54	-2.3	51	49	2.2	52	54	-2.1	51	49	2.1
		AM 5 to 6	52	55	-3.7	52	48	3.5	53	55	-2.4	51	48	2.2	54	55	-1.1	49	48	1.1
		AM Peak	35	41	-5.9	76	65	10.9	45	50	-4.8	59	53	5.6	48	51	-2.8	55	52	3.1
		MidDay	46	49	-3.6	58	54	4.3	46	51	-4.5	57	52	5.1	49	51	-2.3	55	52	2.4
		PM Peak	37	42	-5.7	73	63	9.8	39	45	-5.3	68	60	8	41	45	-4.5	65	59	6.4
		PM after 7	50	52	-2.2	54	51	2.3	48	52	-3.3	55	52	3.5	48	52	-3.7	55	51	4

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	BWI to DCA	AM before 5	58	59	-1.1	40	39	1.2	57	58	-1	40	39	1.1	58	58	-0.7	40	39	0.9
		AM 5 to 6	57	59	-2.3	40	38	2	58	59	-1.1	40	39	1.1	58	59	-1	40	39	1.1
		AM Peak	36	42	-6.3	63	53	9.8	48	53	-4.8	47	43	4.7	51	55	-3.2	45	42	3.1
		MidDay	51	54	-3.3	45	42	3.2	51	55	-4.2	45	41	3.8	53	55	-2.1	43	41	2.1
		PM Peak	39	44	-5	58	51	7	42	47	-4.6	54	48	5.6	43	48	-4.6	53	47	5.6
		PM after 7	55	56	-1.3	42	41	1.4	53	55	-2.3	43	41	2.2	52	56	-3.9	44	41	3.5
DCA	College Park to DCA	AM before 5	47	50	-2.8	22	21	1.3	47	49	-2.6	22	21	1.2	47	49	-2.4	22	21	1.1
		AM 5 to 6	45	49	-3.3	23	21	1.6	46	49	-2.1	22	21	1	47	49	-1.3	22	21	0.6
		AM Peak	27	38	-11	39	28	11	37	45	-7.7	28	23	4.8	40	45	-5.3	26	23	3.1
		MidDay	39	43	-4.2	27	24	2.6	40	45	-5.1	26	23	3	42	44	-2.3	25	24	1.3
		PM Peak	31	37	-5.4	33	28	4.9	35	41	-6	30	25	4.4	37	42	-5	28	25	3.3
		PM after 7	43	46	-2.4	24	23	1.3	43	46	-3.5	24	23	1.8	43	46	-3	24	22	1.6
DCA	Downtown D.C. (16th Street and K Street, N.W.) to DCA	AM before 5	29	32	-2.9	10	9	0.9	28	32	-3.6	10	9	1.1	29	32	-2.9	10	9	0.9
		AM 5 to 6	30	33	-3.5	10	9	1	30	33	-3.5	10	9	1	31	33	-1.7	9	9	0.5
		AM Peak	24	29	-4.3	12	10	1.8	27	30	-2.8	10	9	1	28	30	-1.5	10	9	0.5
		MidDay	23	26	-3.1	12	11	1.5	24	28	-3.2	12	10	1.4	26	28	-2.2	11	10	0.9
		PM Peak	18	25	-7	16	12	4.7	21	27	-5.7	13	11	2.8	23	28	-4.8	12	10	2.2
		PM after 7	25	30	-4.5	11	10	1.7	26	30	-4.3	11	9	1.6	27	31	-3.4	10	9	1.2
DCA	Fort Belvoir to DCA via VA-235 and George Washington Memorial Parkway	AM before 5	37	42	-4.5	29	26	3.1	38	42	-4.4	29	26	3	38	41	-3.2	28	26	2.2
		AM 5 to 6	41	42	-1.2	26	26	0.7	38	42	-3.5	28	26	2.4	40	42	-1.9	27	26	1.2
		AM Peak	33	37	-3.9	32	29	3.3	36	39	-3.5	30	27	2.7	38	40	-2.1	28	27	1.5
		MidDay	35	38	-2.8	31	29	2.3	35	38	-3.3	31	28	2.7	36	39	-2.9	30	28	2.2
		PM Peak	34	38	-4.1	32	28	3.4	34	38	-3.7	31	28	3	36	39	-2.9	30	28	2.3
		PM after 7	36	40	-3.3	29	27	2.5	36	40	-3.8	30	27	2.8	38	40	-2.7	29	27	1.9

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Fort Meade to DCA	AM before 5	57	58	-1.3	30	30	0.7	56	57	-1.2	31	30	0.6	57	58	-0.8	30	30	0.4
		AM 5 to 6	56	58	-2.3	31	30	1.2	57	58	-1.2	30	30	0.6	57	58	-1.1	30	30	0.6
		AM Peak	33	41	-7.7	52	42	9.7	46	52	-5.8	37	33	4.2	49	53	-3.7	35	32	2.5
		MidDay	48	52	-3.8	36	33	2.6	49	54	-4.6	35	32	3	51	53	-2	34	32	1.3
		PM Peak	38	43	-5	45	40	5.3	42	47	-5.1	41	37	4.6	43	48	-5.2	40	36	4.3
		PM after 7	53	55	-1.7	33	32	1	52	54	-2.5	34	32	1.5	51	54	-3.9	34	32	2.4
DCA	Frederick to DCA	AM before 5	61	61	-0.1	50	50	-0.3	60	61	-0.3	50	50	-0.2	61	61	0.1	50	50	-0.4
		AM 5 to 6	59	58	0.7	52	53	-1	61	60	0.4	50	50	-0.7	61	61	0.7	49	50	-1
		AM Peak	38	39	-1.3	81	78	2.5	54	54	-0.1	56	57	-0.3	54	54	0.1	56	56	-0.4
		MidDay	56	55	0.6	54	55	-1.1	59	59	0.1	51	52	-0.5	60	57	2.8	50	53	-2.8
		PM Peak	48	50	-2.6	63	60	2.8	52	54	-1.6	58	56	1.3	53	53	0	57	57	-0.4
		PM after 7	59	59	0.4	51	52	-0.7	59	59	-0.1	51	51	-0.3	58	59	-1.6	52	51	1.1
DCA	Fredericksburg to DCA via I-95/I-395 Conventional Lanes	AM before 5	59	61	-2.8	58	55	2.6	59	61	-2.2	57	55	2	61	62	-0.8	55	55	0.7
		AM 5 to 6	56	58	-2.2	60	58	2.2	59	61	-2	57	55	1.8	60	62	-1.1	56	55	1
		AM Peak	38	37	1	88	90	-2.4	52	53	-1.2	65	63	1.4	54	56	-2.5	62	60	2.7
		MidDay	52	56	-4.3	65	60	4.9	53	58	-5.6	64	58	6.1	50	56	-5.9	67	60	7.1
		PM Peak	55	58	-3.6	62	58	3.8	50	56	-5.3	67	60	6.3	47	51	-3.4	71	67	4.7
		PM after 7	56	58	-2.3	60	58	2.3	56	60	-3.4	60	56	3.4	56	58	-2.3	60	58	2.4
DCA	Fredericksburg to DCA via I-95/I-395 via 95Express and I-395 HOV lanes	AM before 5	56	62	-6	58	52	6.7	65	70	-4.9	57	52	5						
		AM 5 to 6	59	59	0.3	55	54	0.8	67	69	-2	55	53	2.6						
		AM Peak	52	54	-1.4	63	60	2.8	64	67	-3.3	58	54	3.5						
		MidDay	77	81	-3.9	61	57	3.2	65	72	-6.9	61	55	6.5						
		PM Peak							66	72	-6.5	63	56	6.3						
		PM after 7							71	77	-6.2	58	53	5.1						

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Gaithersburg to DCA	AM before 5	56	57	-1.5	32	31	0.9	56	57	-1.5	32	31	0.9	56	57	-1.1	32	31	0.7
		AM 5 to 6	58	58	-0.7	31	31	0.4	57	58	-0.7	32	31	0.4	58	58	-0.1	31	31	0.1
		AM Peak	36	37	-1.1	50	48	1.8	50	50	-0.2	36	36	0.2	50	51	-0.4	36	35	0.4
		MidDay	49	50	-0.7	37	36	0.6	53	54	-1.3	34	33	0.8	54	53	1.6	33	34	-0.9
		PM Peak	38	43	-4.4	47	42	5	44	48	-3.8	41	37	3.3	47	47	0	38	38	0.2
		PM after 7	54	55	-1.3	34	33	0.8	54	56	-1.7	33	32	1	53	56	-2.5	34	32	1.6
DCA	George Mason University (Fairfax Campus) to DCA	AM before 5	51	53	-2.3	27	26	1.1	51	53	-2.3	27	26	1.1	52	53	-1.4	26	26	0.7
		AM 5 to 6	52	53	-1	26	26	0.4	52	53	-0.8	26	26	0.4	53	53	0	26	26	0
		AM Peak	30	28	1.4	46	48	-2.2	43	44	-0.4	32	31	0.2	47	47	-0.4	29	29	0.2
		MidDay	42	45	-3	32	30	2.1	47	49	-2.5	29	28	1.5	46	50	-4.2	30	27	2.4
		PM Peak	41	46	-4.8	33	30	3.4	45	48	-3.3	31	29	2.1	46	49	-3.9	30	28	2.3
		PM after 7	48	51	-3	29	27	1.6	49	52	-3	28	26	1.6	50	52	-1.9	28	27	1
DCA	Greenbelt to DCA via Baltimore-Washington Parkway, DC-295, I-695 (D.C.), I-395 and George Washington Memorial Parkway	AM before 5	51	52	-1.7	24	23	0.8	50	52	-1.7	24	23	0.8	51	52	-1.4	24	23	0.7
		AM 5 to 6	50	52	-2	24	23	0.9	51	52	-0.8	24	24	0.4	51	52	-1	24	23	0.5
		AM Peak	30	39	-8.7	40	31	9	41	47	-6	30	26	3.8	44	48	-4	28	25	2.3
		MidDay	43	46	-3.7	29	26	2.3	43	48	-4.6	28	25	2.7	46	47	-1.8	27	26	1
		PM Peak	35	40	-4.5	34	31	3.9	39	44	-5.3	31	28	3.7	41	45	-4.4	30	27	2.9
		PM after 7	47	49	-1.7	26	25	0.9	46	49	-2.6	26	25	1.4	46	49	-3	26	25	1.6
DCA	Greenbelt to DCA via Baltimore-Washington Parkway, U.S. 50 (New York Avenue), I-395 and George Washington Memorial Parkway	AM before 5	49	46	3.2	20	26	-6	49	46	3.1	20	26	-6	49	46	3.5	20	26	-6.1
		AM 5 to 6	49	45	4	20	27	-6.5	50	45	4.1	20	26	-6.5	50	46	3.9	20	26	-6.2
		AM Peak	34	31	2.9	29	39	-9.7	43	39	3.6	23	31	-7.5	46	41	4.5	22	29	-7.5
		MidDay	44	38	5.3	23	31	-8.7	44	40	4.6	22	30	-7.9	46	41	5.4	22	30	-8.1
		PM Peak	35	35	-0.5	28	34	-5.5	40	38	1.5	25	32	-6.5	41	39	1.9	24	31	-6.5
		PM after 7	45	43	1.8	22	28	-5.7	45	43	2.2	22	28	-6	45	44	1.3	22	27	-5.5

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	IAD to DCA	AM before 5	53	53	0.1	32	31	0.4	53	53	-0.1	32	31	0.5	53	54	-0.7	31	31	0.6
		AM 5 to 6	55	52	2.9	31	32	-1.1	54	52	2.4	31	32	-0.9	54	52	2.3	31	32	-0.9
		AM Peak	48	46	1.9	35	36	-1.8	53	50	2.5	32	33	-1.3	53	50	2.4	32	33	-1.4
		MidDay	47	44	2.8	35	38	-2.7	50	49	1.4	33	34	-1	50	49	1	33	34	-1
		PM Peak	38	40	-2	42	42	0.2	43	44	-0.8	37	38	-0.4	45	47	-2.1	36	36	0
		PM after 7	51	51	0.2	33	33	0	52	51	0.3	32	32	0	51	52	-0.8	32	32	0.3
DCA	IAD to DCA via I-495 and George Washington Memorial Parkway	AM before 5	54	54	-0.2	33	32	0.2	53	54	-1.6	34	33	1	55	55	-0.2	32	32	0.2
		AM 5 to 6	56	54	2.3	32	33	-1.1	55	53	1.7	32	33	-0.8	55	53	1.8	32	33	-0.9
		AM Peak	36	41	-5	46	43	3.6	48	49	-0.8	36	36	0	49	50	-0.9	35	35	-0.1
		MidDay	47	48	-1.4	37	37	0.4	51	51	-0.1	34	35	-0.2	50	51	-1	34	34	0.1
		PM Peak	34	40	-5.3	49	44	4.1	42	47	-4.7	40	38	2.8	42	47	-4.2	39	38	1.7
		PM after 7	50	52	-1.2	35	34	0.6	51	52	-1.1	34	34	0.5	52	52	-0.4	34	34	-0.1
DCA	Largo to DCA via Wilson Bridge	AM before 5	49	54	-4.8	30	27	2.7	49	54	-4.7	30	27	2.6	49	54	-4.7	30	27	2.6
		AM 5 to 6	53	55	-2.2	28	27	1.2	51	54	-2.7	29	27	1.5	52	54	-2.1	28	27	1.2
		AM Peak	37	45	-8.5	39	32	7.4	47	51	-4	31	29	2.5	47	51	-3.3	31	29	2.1
		MidDay	47	50	-2.8	31	29	1.8	48	50	-1.9	30	29	1.2	48	51	-3.2	30	28	2
		PM Peak	44	46	-2.5	33	31	1.8	46	48	-2.6	32	30	1.8	46	50	-3.9	32	29	2.5
		PM after 7	48	52	-3.8	31	28	2.3	47	52	-4.1	31	28	2.5	48	52	-4.2	31	28	2.5
DCA	Lexington Park to DCA	AM before 5	53	54	-1	67	66	1.3	53	54	-1.3	67	66	1.7	53	54	-1.1	67	66	1.4
		AM 5 to 6	53	51	2.6	67	70	-3.4	54	51	2.6	66	70	-3.3	54	51	2.9	66	69	-3.6
		AM Peak	41	44	-2.2	86	81	4.5	49	49	0.7	72	73	-0.9	50	49	1.1	71	73	-1.5
		MidDay	49	48	1	73	75	-1.5	49	48	0.8	73	74	-1.2	49	49	0.5	73	73	-0.7
		PM Peak	48	48	0.6	74	75	-0.9	49	48	0.4	73	74	-0.6	49	49	-0.2	73	73	0.4
		PM after 7	51	51	-0.5	70	69	0.8	50	51	-0.9	71	69	1.2	51	52	-0.7	70	69	1.1

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Manassas to DCA via I-66 and U.S. 50 (avoids I-66 inside Beltway)	AM before 5	46	48	-2.1	43	41	1.9	46	48	-2.1	43	41	1.8	46	48	-1.7	43	42	1.5
		AM 5 to 6	44	46	-2.1	45	43	2	46	47	-1.1	43	42	1	47	48	-0.7	42	42	0.6
		AM Peak	26	27	-0.5	76	75	1.3	37	38	-0.6	54	53	0.9	40	40	-0.3	50	50	0.4
		MidDay	38	39	-0.8	52	51	1	39	43	-3.3	51	47	3.9	41	43	-1.9	48	46	2.1
		PM Peak	36	41	-5.1	56	49	6.9	37	42	-5.1	54	48	6.5	38	44	-5.3	52	46	6.2
		PM after 7	43	46	-2.4	46	44	2.4	43	46	-3.2	46	43	3.2	44	47	-2.3	45	43	2.1
DCA	Manassas to DCA via I-66 and VA-110 (uses I-66 inside Beltway)	AM before 5	49	51	-2.2	40	37	2.8	49	52	-2.3	40	37	2.8	50	51	-1.8	40	37	2.4
		AM 5 to 6	48	50	-1.6	41	39	2.4	50	51	-1	39	38	1.8	51	51	-0.7	39	37	1.6
		AM Peak	30	30	0.6	65	65	0.4	41	41	0	48	46	1.3	44	43	0.6	45	45	0.6
		MidDay	40	41	-0.7	49	47	2.1	42	46	-3.2	47	42	4.4	44	47	-2.1	44	41	3.2
		PM Peak	36	41	-4.4	54	47	7.2	38	42	-4.1	52	46	6.3	40	45	-4.9	49	43	6.6
		PM after 7	46	48	-2.3	43	40	3.2	46	50	-3.1	42	39	3.8	47	50	-2.4	42	38	3.1
DCA	National Harbor to DCA	AM before 5	36	44	-7.6	12	10	2.1	36	44	-7.5	12	10	2.1	37	43	-6.2	12	10	1.7
		AM 5 to 6	42	45	-3.7	11	10	0.9	38	43	-5.3	12	10	1.4	41	44	-3.3	11	10	0.8
		AM Peak	26	35	-8.4	17	13	4.1	35	40	-5.6	13	11	1.8	37	41	-3.8	12	11	1.1
		MidDay	35	39	-3.8	12	11	1.2	36	39	-3.7	12	11	1.2	37	41	-4	12	11	1.2
		PM Peak	34	38	-4.4	13	11	1.5	34	39	-4.4	13	11	1.5	36	40	-4.5	12	11	1.4
		PM after 7	36	41	-5.8	12	11	1.8	36	42	-6	12	11	1.8	37	42	-5	12	10	1.5
DCA	Rockville to DCA	AM before 5	51	53	-1.8	33	32	1.5	51	53	-1.8	33	32	1.5	51	53	-1.3	33	32	1.3
		AM 5 to 6	53	54	-1.1	32	31	1	52	54	-1.7	33	31	1.4	53	54	-0.4	32	31	0.7
		AM Peak	34	35	-1.3	50	47	2.6	45	47	-1.1	37	36	1.3	46	47	-0.7	36	35	1.1
		MidDay	44	46	-1.4	38	37	1.6	47	49	-2.4	36	34	2.1	49	49	0.4	35	34	0.2
		PM Peak	35	39	-4.6	49	43	6.3	40	44	-4.3	42	38	4.6	43	43	-0.7	40	39	1.1
		PM after 7	49	51	-2.2	35	33	1.9	49	51	-2.5	35	32	2.1	49	51	-2.9	35	33	2.4

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Springfield to DCA via 95Express and I-395 HOV lanes	AM before 5	49	55	-6.2	20	16	3.5	56	62	-5.5	20	17	2.9						
		AM 5 to 6	52	55	-3.1	19	16	2.2	59	62	-3.3	19	16	2.2						
		AM Peak	43	43	0	23	21	1.6	54	59	-4.4	20	17	2.7						
		MidDay	63	67	-3.9	23	20	2.3	57	63	-5.7	20	17	3						
		PM Peak							57	65	-8.1	21	18	3.7						
		PM after 7							62	69	-7	20	17	3.1						
DCA	Springfield to DCA via I-395 Conventional Lanes	AM before 5	55	59	-3.8	19	17	1.2	55	58	-3.4	19	17	1.1	56	58	-2.5	18	17	0.8
		AM 5 to 6	57	60	-2.3	18	17	0.7	57	59	-2	18	17	0.6	58	59	-1.1	17	17	0.3
		AM Peak	29	27	1.9	35	38	-2.4	46	47	-1	22	22	0.5	50	51	-1.6	21	20	0.6
		MidDay	46	50	-3.5	22	21	1.6	52	56	-3.1	19	18	1.1	51	57	-6.1	20	18	2.2
		PM Peak	47	53	-6.1	22	19	2.5	50	54	-4	20	19	1.5	51	56	-5.7	20	18	2
		PM after 7	54	57	-3.5	19	18	1.2	54	58	-3.8	19	18	1.2	54	58	-3.9	19	18	1.3
DCA	Suitland to DCA	AM before 5	43	47	-3.7	15	14	1.2	43	47	-3.9	16	14	1.3	43	46	-3.3	15	14	1.1
		AM 5 to 6	43	43	0.7	15	16	-0.3	43	44	-0.4	15	15	0.1	44	44	0.4	15	15	-0.1
		AM Peak	28	29	-0.5	23	23	0.4	37	39	-1.6	18	17	0.7	39	39	-0.1	17	17	0.1
		MidDay	39	40	-0.8	17	17	0.3	40	42	-1.5	16	16	0.6	41	42	-1.1	16	16	0.4
		PM Peak	30	34	-3.6	22	19	2.3	35	39	-3.5	19	17	1.7	37	39	-2.6	18	17	1.2
		PM after 7	40	44	-3.3	16	15	1.2	41	44	-3.3	16	15	1.2	41	44	-2.9	16	15	1
DCA	Tysons to DCA (via I-66 inside Beltway)	AM before 5	51	54	-2.7	23	21	1.6	51	53	-2.8	23	21	1.6	51	53	-2.2	23	21	1.4
		AM 5 to 6	52	53	-0.7	22	21	0.7	52	53	-0.9	22	21	0.8	52	53	-0.7	22	21	0.7
		AM Peak	41	40	1	28	28	-0.1	48	48	0	24	23	0.5	49	49	0	23	23	0.5
		MidDay	42	40	1.5	27	28	-0.5	45	48	-2.3	25	24	1.7	46	49	-2.4	25	23	1.7
		PM Peak	32	33	-1.7	36	34	2.6	37	40	-3	31	28	2.8	40	43	-3.1	29	26	2.6
		PM after 7	47	49	-2.8	25	23	1.9	48	51	-3.3	24	22	2	48	51	-3.1	24	22	1.9

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Tysons to DCA via I-495 and George Washington Memorial Parkway	AM before 5	51	54	-3.3	22	20	1.3	49	54	-4.4	22	21	1.8	52	54	-2	21	20	0.8
		AM 5 to 6	53	55	-2.2	21	20	0.8	52	55	-2.8	21	20	1	54	55	-1.3	21	20	0.5
		AM Peak	33	39	-6.6	34	28	5.7	45	49	-4.1	25	23	2.1	47	51	-3.5	23	22	1.6
		MidDay	42	47	-4.7	26	24	2.6	46	51	-4.5	24	22	2	47	52	-4.4	23	21	1.9
		PM Peak	29	35	-6.6	39	31	7.3	37	44	-7.3	30	25	5	38	45	-7	29	25	4.6
		PM after 7	46	51	-4.6	24	22	2.1	48	52	-4.4	23	21	2	49	52	-2.7	23	21	1.1
DCA	Waldorf to DCA via MD-228, MD-210, Wilson Bridge and George Washington Memorial Parkway	AM before 5	46	50	-3.6	40	37	3	46	50	-3.9	40	37	3.4	46	50	-3.6	40	37	3.1
		AM 5 to 6	48	47	1.5	39	40	-1	48	47	0.9	39	40	-0.6	49	47	1.6	38	39	-1
		AM Peak	32	36	-3.8	58	52	6.3	42	43	-1.2	45	43	1.5	43	44	-0.9	44	42	1.1
		MidDay	41	43	-1.5	45	43	1.8	41	43	-1.8	45	43	2.1	42	44	-1.7	44	42	2
		PM Peak	40	42	-1.4	47	45	1.9	41	43	-2.2	46	43	2.6	41	43	-2.1	45	43	2.4
		PM after 7	43	47	-4	43	39	3.9	43	47	-4.1	43	39	4	44	47	-3.4	42	39	3.3
DCA	Waldorf to DCA via U.S. 301, MD-5, I-95, Wilson Bridge and George Washington Memorial Parkway	AM before 5	49	52	-3.8	39	37	2.9	48	52	-3.9	40	37	3	48	52	-3.5	40	37	2.7
		AM 5 to 6	50	53	-2.9	38	36	2.1	50	53	-2.7	38	36	2	51	53	-1.8	37	36	1.3
		AM Peak	34	40	-6.6	57	47	9.3	44	48	-3.9	44	40	3.6	45	49	-3.2	42	39	2.8
		MidDay	43	46	-3.2	45	42	3.2	43	46	-3.2	45	42	3.2	43	47	-3.6	44	41	3.5
		PM Peak	42	45	-3	46	42	3	42	46	-3.6	46	42	3.7	42	46	-4.5	46	41	4.5
		PM after 7	45	50	-4.2	42	39	3.6	45	49	-4.3	42	39	3.8	46	50	-3.6	41	38	3.1
DCA	Warrenton to DCA via I-66 and U.S. 50 (avoids I-66 inside Beltway)	AM before 5	53	54	-1.1	56	55	1.1	53	54	-1.2	56	55	1.2	53	54	-0.9	56	55	1
		AM 5 to 6	52	54	-1.8	57	55	1.9	53	54	-0.8	55	54	0.8	54	55	-0.6	54	54	0.6
		AM Peak	34	34	-0.8	88	86	2	45	46	-0.5	65	64	0.8	47	48	-0.4	62	62	0.5
		MidDay	44	45	-0.9	66	65	1.4	46	49	-3	64	60	3.9	47	49	-1.5	62	60	1.9
		PM Peak	43	47	-4.7	69	62	6.9	44	48	-4.4	67	61	6.2	45	49	-4.2	65	60	5.5
		PM after 7	50	52	-1.4	59	57	1.7	50	52	-2.3	59	56	2.7	51	53	-1.9	58	56	2.1

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
DCA	Warrenton to DCA via I-66 and VA-110 (uses I-66 inside Beltway)	AM before 5	55	57	-1.2	52	51	1.5	55	57	-1.4	53	51	1.8	55	56	-1	52	51	1.3
		AM 5 to 6	55	57	-1.4	53	51	1.7	56	57	-0.7	52	51	1.1	57	58	-0.7	51	50	1
		AM Peak	38	38	-0.2	77	76	1	49	49	-0.2	60	59	0.7	50	50	0.1	58	57	0.4
		MidDay	46	47	-1.2	63	61	2.1	48	51	-3	60	56	4	49	51	-1.7	59	56	2.4
		PM Peak	43	47	-4.1	67	61	6.3	45	48	-3.5	65	60	5.3	47	50	-3.8	63	57	5.2
		PM after 7	52	54	-1.6	56	54	2	52	55	-2.3	55	53	2.8	53	55	-2	55	52	2.4
DCA	Woodbridge to DCA via 95Express and I-395 HOV lanes	AM before 5	47	54	-7.1	33	28	5.6	57	64	-7.1	33	28	4.6						
		AM 5 to 6	50	52	-2.6	32	29	2.8	58	63	-4.5	32	28	3.2						
		AM Peak	43	43	-0.2	37	35	1.7	54	59	-4.9	34	30	3.6						
		MidDay	70	76	-6.8	37	33	3.3	58	65	-7.5	35	30	4.9						
		PM Peak							59	70	-11	36	30	5.8						
		PM after 7							65	75	-9.9	33	29	4.7						
DCA	Woodbridge to DCA via I-95 and I-395 Conventional Lanes	AM before 5	52	55	-3.2	31	29	1.8	52	55	-3	31	29	1.6	53	55	-2.4	31	29	1.3
		AM 5 to 6	50	54	-3.6	32	30	2.1	52	55	-2.9	31	30	1.6	54	55	-1.1	30	29	0.6
		AM Peak	29	27	1.5	56	60	-3.3	43	44	-1.1	38	37	0.9	44	48	-3.8	36	34	2.8
		MidDay	43	48	-5.3	38	34	4.2	46	51	-4.9	35	32	3.3	45	52	-6.8	36	31	4.6
		PM Peak	45	51	-5.9	36	32	4.1	45	51	-6.3	36	32	4.4	45	51	-6.1	36	32	4.2
		PM after 7	49	53	-4.2	33	31	2.6	50	54	-4.6	33	30	2.7	50	54	-4.2	32	30	2.5
IAD	Baltimore City (downtown) to IAD	AM before 5	56	56	-0.1	63	61	2.3	56	56	-0.1	63	61	2.2	56	57	-1	63	60	3
		AM 5 to 6	57	57	0.4	62	60	1.6	57	57	0.7	62	60	1.4	58	57	1.6	61	60	0.6
		AM Peak	40	42	-1.8	86	82	4.1	50	51	-0.4	70	68	2	51	51	-0.5	68	67	1.8
		MidDay	50	50	0.2	70	68	1.4	53	53	-0.3	67	65	2.1	53	52	0.7	66	65	0.6
		PM Peak	42	44	-2.3	83	78	5.1	46	48	-2.2	76	71	4.6	47	48	-1.1	74	72	2.1
		PM after 7	55	54	0.6	65	63	1.4	54	55	-0.6	65	63	2.6	53	56	-2.2	66	62	4.2

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Bethesda to IAD	AM before 5	48	48	-0.1	28	29	-0.8	48	47	0.8	28	30	-1.3	48	49	-1.3	28	28	-0.6
		AM 5 to 6	48	47	1.2	28	29	-1.6	49	47	1.4	28	29	-1.7	48	47	1.7	27	30	-2.1
		AM Peak	43	43	0.7	30	33	-2	47	45	1.2	29	31	-1.9	47	45	1.2	28	30	-2.3
		MidDay	44	41	2.3	30	33	-3.2	45	44	0.7	30	31	-1.8	45	43	2	29	32	-3.3
		PM Peak	36	36	0.3	35	38	-3	41	41	0	32	34	-1.9	42	41	0.8	31	34	-3.2
		PM after 7	46	46	0.1	29	30	-1.1	46	46	0.4	29	30	-1.3	45	47	-2.3	29	29	-0.3
IAD	BWI to IAD	AM before 5	61	59	1.9	56	55	1.3	61	59	2.4	56	55	0.8	61	60	1.2	56	54	1.9
		AM 5 to 6	62	59	3.2	55	55	0.1	62	59	3.3	55	55	0.1	62	59	3.2	55	55	0.4
		AM Peak	44	45	-0.3	74	72	2.2	55	54	1.6	61	60	0.8	55	54	1.2	61	59	1
		MidDay	56	54	2.9	60	60	-0.4	59	56	2.4	58	57	0.4	58	55	2.7	58	58	-0.2
		PM Peak	47	46	0.9	71	70	0.6	51	51	0.7	65	64	1.4	52	50	1.4	64	64	0
		PM after 7	60	57	3.3	57	57	-0.2	60	57	2.2	57	56	0.8	58	59	-0.8	59	55	3.4
IAD	BWI to IAD via MD-200	AM before 5	61	57	3.8	70	72	-1.9	61	57	4.3	70	73	-2.5	61	58	3.4	70	71	-1.3
		AM 5 to 6	62	58	4.7	68	71	-2.9	62	57	4.7	69	72	-2.9	62	57	5	69	72	-3.1
		AM Peak	52	50	1.7	81	81	-0.7	60	55	5	71	75	-3.7	60	56	3.9	71	74	-2.4
		MidDay	59	54	5.6	72	76	-4.6	61	56	5.4	70	74	-3.9	61	55	5.6	70	74	-4.3
		PM Peak	51	49	1.8	83	84	-1.1	55	52	2.4	77	78	-1.4	55	52	3.1	76	79	-2.5
		PM after 7	61	56	4.7	70	73	-3.1	60	56	4.2	71	73	-2.6	59	57	2.1	72	72	-0.1
IAD	College Park to IAD	AM before 5	53	53	0.1	38	38	0.1	53	53	0.4	38	38	-0.1	53	54	-1.1	38	37	0.7
		AM 5 to 6	54	52	2	37	39	-1.2	54	52	1.9	37	39	-1.1	54	52	1.6	38	38	-1
		AM Peak	36	38	-1.5	54	54	0	46	46	-0.3	43	44	-0.4	46	47	-0.4	43	43	-0.8
		MidDay	47	45	1.7	43	45	-2.2	48	48	0.3	41	42	-0.7	49	47	2	41	43	-2.5
		PM Peak	37	38	-0.5	52	53	-1.2	42	43	-0.8	47	48	-0.4	43	42	1	45	48	-2.9
		PM after 7	51	50	1.3	39	40	-1	51	50	0.5	40	40	-0.5	49	52	-2.7	41	39	1.5

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	DCA to IAD (uses I-66 inside Beltway)	AM before 5	53	54	-0.2	31	31	0.4	53	54	-0.8	32	31	0.6	54	54	-0.6	31	31	0.3
		AM 5 to 6	55	52	2.7	31	32	-1.3	54	52	2.3	31	32	-1.1	54	52	2.3	31	32	-1.3
		AM Peak	47	46	0.2	35	36	-0.9	51	50	1	33	33	-0.9	52	51	1.8	31	33	-1.4
		MidDay	48	48	0.7	34	35	-1	51	50	0.7	33	33	-0.7	51	50	1.1	32	33	-1.2
		PM Peak	47	47	0.2	35	35	-0.8	50	48	1.5	33	34	-1.3	50	49	1.1	32	34	-1.4
		PM after 7	49	51	-1.4	34	33	0.7	51	52	-0.9	32	32	0.5	52	52	-0.2	32	32	-0.2
IAD	DCA to IAD via George Washington Memorial Parkway and I-495	AM before 5	54	54	0.3	32	33	-0.4	54	53	0.8	33	33	-0.7	54	54	-0.3	32	32	-0.2
		AM 5 to 6	55	53	2.2	32	33	-1.5	54	52	1.9	32	34	-1.4	54	52	2.3	32	34	-1.7
		AM Peak	48	48	0	35	36	-0.8	52	51	1.7	33	35	-1.5	54	51	2.4	32	34	-2
		MidDay	53	50	3.1	33	35	-2.4	53	51	2.6	33	35	-2	54	51	3.2	32	35	-2.5
		PM Peak	45	44	0.8	38	40	-2	50	48	2.4	34	37	-2.4	49	48	1.5	35	37	-2.3
		PM after 7	53	51	1.5	33	34	-1.3	53	52	1.5	33	34	-1.2	52	52	0.2	33	34	-0.7
IAD	Downtown D.C. (16th Street and K Street, N.W.) to IAD	AM before 5	47	47	0	35	36	-0.8	46	47	-0.9	36	36	-0.2	47	48	-0.8	35	36	-0.6
		AM 5 to 6	47	46	1.7	36	37	-1.8	48	46	1.8	35	37	-2	48	46	2.5	34	37	-2.9
		AM Peak	39	39	0.1	41	43	-2.1	44	43	0.9	38	40	-2.1	45	43	2.1	36	40	-3.4
		MidDay	39	40	-0.2	41	43	-1.8	42	42	-0.2	39	41	-1.3	42	42	0.3	38	40	-2.4
		PM Peak	35	39	-3.2	46	44	1.4	39	41	-1.3	41	42	-0.5	40	41	-1.2	40	41	-1.6
		PM after 7	42	43	-1.9	39	39	0.2	43	45	-1.4	38	38	-0.1	44	45	-0.9	37	38	-0.9
IAD	Downtown D.C. (16th Street and K Street, N.W.) to IAD via George Washington Memorial Parkway and I-495	AM before 5	47	47	0.1	38	39	-0.8	47	47	-0.1	39	40	-0.8	47	48	-0.9	38	39	-0.5
		AM 5 to 6	47	46	1.2	39	40	-1.5	47	46	1.2	38	40	-1.7	48	46	2.3	38	40	-2.9
		AM Peak	42	41	0.8	43	45	-2.2	45	43	1.6	40	43	-2.5	46	43	2.4	39	42	-3.5
		MidDay	43	41	1.5	42	45	-2.8	44	43	1	41	43	-2.1	44	43	1.5	40	43	-3.1
		PM Peak	34	37	-2.4	51	50	0.5	40	40	-0.4	45	46	-1.2	40	41	-0.8	43	45	-2
		PM after 7	44	44	0.1	41	42	-1.1	45	45	0.2	40	41	-1.2	45	45	-0.7	40	41	-0.9

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Fort Belvoir to IAD via VA-286	AM before 5	50	50	0.1	40	40	-0.4	50	50	-0.2	40	40	-0.2	50	50	-0.5	40	40	0
		AM 5 to 6	50	48	1.6	40	41	-1.8	50	49	1.2	40	41	-1.4	50	49	1.4	39	41	-1.5
		AM Peak	42	42	0.1	47	48	-0.8	47	46	0.7	42	43	-1.1	48	46	1.6	41	43	-2
		MidDay	45	44	1.5	43	45	-2	47	46	1.2	42	44	-1.6	48	46	1.6	41	43	-2
		PM Peak	41	43	-1.2	48	47	0.7	46	46	-0.3	43	44	-0.3	46	46	0.6	42	44	-1.2
		PM after 7	48	48	-0.2	41	41	-0.2	48	49	-0.2	41	41	-0.3	49	49	0	40	41	-0.5
IAD	Fort Meade to IAD	AM before 5	61	59	1.8	51	50	0.9	60	58	2.3	51	50	0.5	61	60	0.9	51	49	1.6
		AM 5 to 6	62	59	3.2	50	50	-0.2	62	59	3.2	50	50	-0.2	62	59	3.1	50	50	0
		AM Peak	42	42	-0.2	70	69	1	54	52	1.7	56	56	0.1	54	53	1	56	55	0.4
		MidDay	55	52	2.9	55	56	-0.9	58	55	2.4	53	53	-0.1	57	54	2.9	53	54	-0.9
		PM Peak	45	43	1.1	67	67	-0.6	50	49	1.2	60	60	0.1	52	49	2.8	58	60	-2
		PM after 7	60	56	3.4	51	52	-0.7	59	57	2.1	52	52	0.4	57	58	-0.8	53	50	2.8
IAD	Frederick to IAD via I-270 and I-495	AM before 5	62	59	2.7	53	55	-1.8	62	59	2.9	53	55	-2.1	62	60	2.1	52	54	-1.2
		AM 5 to 6	60	56	3.6	54	58	-3.2	62	58	4	52	55	-3.1	63	58	4.5	52	55	-3.2
		AM Peak	41	42	-0.2	76	78	-1.5	57	54	2.9	57	60	-3.1	57	53	3.2	57	61	-3.6
		MidDay	59	54	5	55	60	-4.9	61	57	4.1	53	57	-3.4	62	55	6.8	53	59	-5.9
		PM Peak	50	48	2.2	64	68	-3.5	54	52	2	60	62	-2.6	54	51	3.2	59	63	-4
		PM after 7	61	57	4.1	53	57	-3.3	61	57	3.3	54	56	-2.6	59	59	0.3	55	55	0
IAD	Frederick to IAD via U.S. 15	AM before 5	54	56	-1.5	38	39	-0.9	54	56	-1.5	38	39	-0.9	54	56	-1.4	38	39	-1.2
		AM 5 to 6	55	57	-1.3	37	38	-1.2	55	56	-0.9	37	39	-1.4	55	56	-0.7	37	39	-1.7
		AM Peak	47	53	-6.1	43	41	2.5	52	54	-1.9	39	40	-0.8	53	55	-1.6	38	40	-1.2
		MidDay	52	53	-1.6	39	40	-1	52	54	-1.8	39	40	-0.8	52	54	-1.8	39	40	-1.1
		PM Peak	51	53	-1.4	40	41	-1.1	51	53	-1.8	40	41	-0.8	51	53	-1.8	40	41	-1.1
		PM after 7	52	54	-2.2	39	40	-0.5	52	54	-2	39	40	-0.6	53	54	-1.6	39	40	-1.1

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			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Fredericksburg to IAD via I-95 and I-495 Conventional Lanes	AM before 5	59	59	0.2	70	70	0.4	59	58	0.6	71	71	0	61	60	1.1	68	69	-0.4
		AM 5 to 6	57	56	0.6	73	73	-0.4	60	58	1.4	70	71	-1.1	61	59	1.9	69	70	-1.4
		AM Peak	43	42	0.6	96	98	-2.6	54	52	1.9	76	79	-2.6	56	55	1.1	74	76	-1.5
		MidDay	54	53	1.2	77	78	-1.6	54	56	-1.5	76	74	2.1	52	53	-1.2	79	77	1.2
		PM Peak	53	54	-0.3	77	77	0.6	52	54	-2.4	80	76	3.3	47	49	-2	86	84	2.1
		PM after 7	57	56	1	73	74	-0.9	57	57	0.1	73	72	0.3	56	56	-0.1	74	73	0.5
IAD	Fredericksburg to DCA via I-95 I-495 via 95Express and 495 Express Lanes	AM before 5	59			71			64			70								
		AM 5 to 6	61			68			66			68								
		AM Peak	54			76			63			70								
		MidDay	72			71			64			73								
		PM Peak							64			74								
		PM after 7							68			71								
IAD	Friendship Heights to IAD	AM before 5	49	50	-0.6	29	28	0.5	49	49	0.1	29	28	0.1	49	51	-2.4	28	27	1
		AM 5 to 6	49	50	-0.3	28	28	0.3	50	50	0	28	28	0.1	49	49	0	28	28	-0.2
		AM Peak	43	44	-1.5	32	31	0.5	46	47	-1.2	30	30	0.5	46	47	-1.2	29	29	0
		MidDay	42	43	-1.1	33	33	0.1	43	46	-2.6	32	31	1.2	43	44	-1	31	31	-0.5
		PM Peak	36	38	-1.2	37	37	-0.3	40	43	-2.1	34	33	0.7	41	42	-1.3	32	33	-0.7
		PM after 7	46	47	-1	30	30	0.5	47	48	-0.9	30	29	0.5	46	49	-3.6	30	28	1.4
IAD	Front Royal to IAD via I-66 and VA-28	AM before 5	62	60	1.5	58	61	-3.2	62	60	1.7	58	61	-3.4	62	60	2.2	57	61	-3.8
		AM 5 to 6	63	62	1	56	59	-2.6	63	61	1.2	57	60	-2.8	63	62	1.6	56	59	-3.2
		AM Peak	51	52	-1.5	70	70	-0.1	58	58	0.2	61	63	-2	60	59	1.1	59	62	-2.8
		MidDay	60	60	0.4	59	61	-2.2	61	60	0.7	58	61	-2.4	62	61	1.7	57	60	-3.3
		PM Peak	60	59	0.3	60	62	-2.1	61	60	1.1	58	61	-2.8	62	60	1.4	58	61	-3.1
		PM after 7	61	60	1.2	58	61	-3	61	60	1.3	58	61	-3.1	62	60	1.5	58	61	-3.2

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Gaithersburg to IAD	AM before 5	58	56	1.9	35	35	-0.8	58	55	2.4	35	36	-1.2	58	57	0.8	34	35	-0.2
		AM 5 to 6	59	56	3.9	34	36	-1.9	59	55	4	34	36	-2	59	55	4.6	34	36	-2.2
		AM Peak	43	42	0.8	45	47	-2.2	54	51	3.6	36	39	-2.7	53	50	3.4	37	39	-2.8
		MidDay	53	49	4.2	37	41	-3.4	55	52	3.4	36	38	-2.3	56	50	6.1	35	39	-4.2
		PM Peak	40	40	-0.1	47	49	-1.6	46	46	0.1	42	43	-1	49	45	3.1	40	43	-3.8
		PM after 7	56	53	3.1	36	37	-1.8	56	54	2.5	35	37	-1.4	54	55	-0.6	36	36	0.3
IAD	George Mason University (Fairfax Campus) to IAD	AM before 5	49	49	-0.2	22	22	-0.1	49	49	-0.4	22	22	0	49	50	-0.6	22	22	0.1
		AM 5 to 6	50	48	1.6	22	23	-1	50	48	1.4	22	23	-0.8	50	48	1.8	22	23	-1
		AM Peak	42	42	-0.3	26	26	0	46	46	0.6	24	24	-0.5	48	46	2	23	24	-1.2
		MidDay	45	44	0.8	25	25	-0.6	46	46	0.7	24	24	-0.5	48	46	1.5	23	24	-1
		PM Peak	43	45	-1.2	25	25	0.5	46	46	-0.6	24	24	0.1	47	46	0.7	23	24	-0.6
		PM after 7	47	48	-0.7	23	23	0.1	48	48	-0.4	23	23	0	48	48	0	23	23	-0.2
IAD	Gettysburg, Pennsylvania to IAD	AM before 5	56	56	-0.2	95	96	-1.5	56	56	-0.3	95	97	-1.4	56	56	-0.1	95	97	-1.8
		AM 5 to 6	57	58	-0.4	93	94	-1.3	57	57	0	94	95	-1.9	57	57	-0.3	94	95	-1.5
		AM Peak	52	55	-2.9	102	99	3.1	55	56	-1	97	98	-0.4	55	56	-1	97	97	-0.4
		MidDay	53	55	-1.3	100	100	0.3	53	55	-1.4	100	99	0.4	54	55	-1.3	99	99	0.1
		PM Peak	53	54	-1.3	101	101	0.3	53	54	-1.5	101	100	0.7	53	55	-1.7	101	100	0.9
		PM after 7	54	56	-1.2	98	98	0.2	54	56	-1.1	98	98	0.1	55	56	-0.8	97	98	-0.7
IAD	Greenbelt to IAD via Baltimore-Washington Parkway, DC-295, I-695 (D.C.), I-395 VA-110, and I-66	AM before 5	53	54	-0.5	51	50	1.1	53	54	-0.8	52	50	1.3	53	54	-1	51	50	1.2
		AM 5 to 6	54	53	1.1	51	51	-0.5	54	53	1.6	51	51	-1	54	53	1.3	51	51	-0.8
		AM Peak	37	43	-5.9	70	63	7.8	47	49	-2.7	58	55	2.8	49	50	-1.3	55	54	0.8
		MidDay	46	48	-1.4	58	57	1.3	48	50	-1.9	56	54	2	49	50	-0.3	54	54	-0.2
		PM Peak	41	44	-2.5	64	62	2.7	45	47	-2.2	60	58	2.2	46	48	-2	58	57	1.3
		PM after 7	49	50	-1.1	55	54	1.3	50	51	-1.5	54	53	1.7	50	51	-1.7	54	52	1.5

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Greenbelt to IAD via I-495	AM before 5	57	56	1.5	44	45	-0.6	57	55	2.1	44	45	-1.1	57	57	0.5	44	44	0
		AM 5 to 6	59	55	3.3	43	45	-2	59	55	3.5	43	45	-2.1	58	55	3.2	43	45	-1.8
		AM Peak	39	39	-0.5	62	63	-1.3	50	49	1.2	49	51	-1.5	51	50	1.1	49	50	-1.7
		MidDay	51	48	2.7	49	51	-2.9	53	52	1.6	47	48	-1.4	53	50	3.2	46	50	-3.1
		PM Peak	41	40	1.3	59	63	-3.6	46	45	0.6	53	55	-1.6	48	45	2.7	51	55	-4.4
		PM after 7	56	53	2.8	45	47	-2	55	53	1.9	45	47	-1.3	53	55	-1.3	47	46	1
IAD	Hagerstown to IAD	AM before 5	55	55	-0.5	70	68	1.9	55	55	-0.5	71	69	2	55	55	-0.2	70	69	1.6
		AM 5 to 6	56	57	-0.9	68	66	2.3	56	56	-0.4	69	67	1.7	57	57	0.1	68	67	1.2
		AM Peak	50	54	-4	77	70	6.8	54	55	-0.9	72	69	2.3	54	55	-0.8	71	69	2.1
		MidDay	53	54	-1.4	74	70	3.1	53	54	-1.3	73	70	2.9	53	54	-1.1	72	70	2.6
		PM Peak	52	54	-1.3	74	71	3.1	52	54	-1.5	74	71	3.3	50	53	-2.6	77	72	4.7
		PM after 7	53	54	-0.9	72	70	2.6	53	54	-1	72	70	2.6	53	54	-1.1	72	70	2.6
IAD	Largo to IAD via MD-202, U.S. 50, DC-295, I-695 (D.C.), I-395, VA-110 and I-66	AM before 5	51	53	-1.2	50	49	1.6	51	53	-1.4	50	49	1.7	52	53	-1.7	50	48	1.6
		AM 5 to 6	51	51	0	50	50	0.2	52	51	1	49	50	-0.6	52	51	1.1	49	50	-0.8
		AM Peak	35	42	-7.1	72	62	10	44	48	-3.6	58	54	3.6	46	49	-2.3	54	53	1.6
		MidDay	44	46	-1.6	57	56	1.4	46	48	-2	55	53	1.9	47	48	-0.7	53	53	0
		PM Peak	39	43	-3.3	64	60	3.5	43	46	-2.8	59	56	2.7	44	47	-2.5	57	55	1.6
		PM after 7	48	50	-1.8	54	52	1.9	49	51	-2.1	53	51	2.2	49	51	-1.7	52	50	1.4
IAD	Largo to IAD via Wilson Bridge and 495Express Lanes	AM before 5	60			56			60			56			59			56		
		AM 5 to 6	62			54			61			54			61			54		
		AM Peak	48			67			57			57			57			57		
		MidDay	58			57			60			56			59			56		
		PM Peak	55			60			58			57			57			57		
		PM after 7	59			57			59			57			57			57		

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Largo to IAD via Wilson Bridge and I-495 Conventional Lanes	AM before 5	60	57	2.6	56	51	5.4	60	57	2.9	56	51	5.1	60	58	1.3	56	50	6.4
		AM 5 to 6	61	57	4.3	54	50	3.9	61	57	4.9	54	51	3.4	61	57	4.3	55	51	4.1
		AM Peak	45	45	-0.4	73	64	8.4	56	52	4.4	59	56	3.2	57	53	3.9	58	55	3.7
		MidDay	57	50	7	58	58	0.5	59	54	5.3	56	54	2.7	59	53	6.1	56	54	2
		PM Peak	53	50	3	63	58	4.4	56	53	3.9	59	55	3.8	55	53	2.1	60	55	5.3
		PM after 7	59	55	4.1	57	53	3.9	59	55	3.6	57	52	4.4	57	56	1.5	58	52	6.2
IAD	Leesburg to IAD	AM before 5	55	56	-1.2	16	13	3.2	55	56	-0.6	16	13	3.1	56	55	0.7	16	13	2.6
		AM 5 to 6	57	58	-0.4	16	13	2.9	56	57	-0.3	16	13	2.9	57	57	0	16	13	2.7
		AM Peak	53	56	-2.9	17	13	3.6	56	56	-0.1	16	13	2.8	56	56	-0.1	16	13	2.7
		MidDay	53	54	-1	17	14	3.2	54	55	-0.6	16	13	3	54	55	-0.8	16	13	2.9
		PM Peak	52	53	-1.3	17	14	3.3	53	54	-0.9	17	14	3.1	54	55	-0.9	16	13	3
		PM after 7	53	54	-0.9	17	14	3.2	54	55	-0.7	17	13	3.1	55	55	0.2	16	13	2.7
IAD	Lexington Park to IAD	AM before 5	58	56	2.3	93	89	4.1	58	56	2	94	89	4.5	58	57	1.5	93	88	5.3
		AM 5 to 6	58	53	4.9	93	93	-0.3	59	54	5.4	92	93	-1	59	54	5.1	92	93	-0.4
		AM Peak	44	44	0.5	120	113	7	54	50	3.9	100	100	0.5	54	51	3.8	99	98	0.8
		MidDay	53	48	5.1	101	103	-2	55	51	3.8	99	98	0.9	55	50	4.1	99	99	0.1
		PM Peak	51	48	2.4	106	103	3.1	53	50	2.9	101	99	2.4	52	50	1.8	103	99	4.2
		PM after 7	56	53	2.9	96	93	2.9	56	53	2.5	97	93	3.6	55	54	1.5	97	92	5
IAD	Manassas Airport to IAD	AM before 5	57	58	-0.9	23	22	0.4	57	58	-0.9	23	22	0.4	57	58	-0.4	23	22	0.2
		AM 5 to 6	56	57	-1.5	23	22	0.6	57	58	-1	23	22	0.4	58	58	-0.5	22	22	0.2
		AM Peak	37	40	-2.2	35	33	1.9	50	51	-1.2	26	25	0.6	53	53	0	24	24	0
		MidDay	54	56	-1.3	24	23	0.6	56	58	-1.3	23	22	0.5	58	58	-0.2	22	22	0.1
		PM Peak	54	56	-1.9	24	23	0.8	56	58	-1.2	23	22	0.5	56	57	-0.9	23	23	0.4
		PM after 7	56	57	-1.2	23	22	0.5	57	58	-1	23	22	0.4	57	58	-1.2	23	22	0.5

| Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Manassas Airport to IAD via VA-234 Business	AM before 5	49	52	-2.3	28	27	1	49	52	-2.6	28	27	1.1	49	51	-2.3	28	27	0.9
		AM 5 to 6	48	51	-2.1	29	28	0.9	49	51	-1.7	28	28	0.6	51	51	-0.8	28	27	0.1
		AM Peak	36	38	-2.7	39	37	2.4	44	46	-2.4	32	31	1.3	47	48	-0.9	30	30	0.3
		MidDay	45	47	-2.3	31	30	1.2	46	49	-2.9	31	29	1.5	47	48	-1.4	30	29	0.5
		PM Peak	43	47	-4	32	30	2.5	45	49	-3.7	31	29	2.1	46	49	-2.5	30	29	1.2
		PM after 7	47	51	-3.7	30	28	1.9	47	51	-3.8	30	28	1.9	48	51	-2.7	29	28	1.2
IAD	Manassas to IAD	AM before 5	45	47	-2.5	24	23	1	45	47	-2.4	24	23	1	45	47	-2	23	23	0.8
		AM 5 to 6	44	45	-1.5	24	24	0.6	45	46	-1.2	24	23	0.4	46	46	-0.4	23	23	0
		AM Peak	28	29	-1.5	38	36	1.5	37	39	-1.5	28	28	0.9	41	41	-0.1	26	26	-0.2
		MidDay	41	42	-1.8	26	25	0.9	41	43	-2.7	26	25	1.4	42	44	-1.6	25	24	0.7
		PM Peak	39	42	-3.8	28	25	2.3	40	44	-4.1	27	25	2.3	41	44	-3.3	26	24	1.7
		PM after 7	42	46	-3.7	25	23	1.8	43	46	-3.5	25	23	1.7	44	46	-2.5	24	23	1.1
IAD	National Harbor to IAD via Wilson Bridge and 495Express Lanes	AM before 5	60			38			60			38			60			38		
		AM 5 to 6	62			37			62			37			62			37		
		AM Peak	49			44			58			39			59			38		
		MidDay	60			38			61			37			61			37		
		PM Peak	57			39			60			38			59			38		
		PM after 7	60			38			60			38			59			38		
IAD	National Harbor to IAD via Wilson Bridge and I-495 Conventional Lanes	AM before 5	60	57	3.2	37	39	-1.7	59	56	3.1	37	39	-1.6	60	58	2.3	37	38	-1
		AM 5 to 6	62	57	5.1	36	38	-2.6	62	56	5.5	36	39	-3	62	57	5.2	36	39	-2.5
		AM Peak	43	43	-0.3	49	51	-1.6	55	50	4.9	39	43	-4	57	52	5.3	38	42	-3.9
		MidDay	56	48	8.1	39	45	-6.6	59	53	6.5	37	41	-4.3	59	52	7.4	37	42	-5
		PM Peak	50	46	3	43	47	-3.6	55	51	4.3	39	43	-3.5	53	51	1.7	41	43	-2.1
		PM after 7	59	54	4.7	38	41	-2.9	59	54	4.6	37	40	-2.8	58	55	2.3	38	40	-1.4

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Rockville to IAD	AM before 5	54	53	0.9	35	35	-0.3	54	53	1.4	35	36	-0.7	54	54	-0.4	35	35	0.3
		AM 5 to 6	56	53	3.1	34	36	-1.7	55	52	2.9	34	36	-1.6	56	52	3.5	34	36	-2
		AM Peak	42	41	0.7	44	46	-2.4	51	48	2.7	37	39	-2.3	51	48	2.6	37	39	-2.6
		MidDay	49	46	3	38	41	-3	51	49	1.8	37	38	-1.6	52	48	4.2	36	40	-3.7
		PM Peak	37	38	-1.4	49	49	-0.6	43	44	-1.3	43	43	-0.1	44	43	1.4	41	44	-3.2
		PM after 7	52	50	1.7	36	37	-1.2	52	51	1.3	36	37	-0.9	51	53	-1.8	37	36	0.8
IAD	Springfield to IAD via 495Express Lanes	AM before 5	57			32			57			32			56			31		
		AM 5 to 6	59			30			59			30			58			30		
		AM Peak	50			34			56			32			57			31		
		MidDay	57			32			58			31			57			31		
		PM Peak	55			32			57			31			56			31		
		PM after 7	57			32			57			32			55			31		
IAD	Springfield to IAD via I-495 Conventional Lanes	AM before 5	57	55	2.6	31	33	-1.3	57	54	2.4	32	33	-1.3	58	56	1.5	31	32	-0.7
		AM 5 to 6	60	55	4.7	30	33	-2.3	59	54	5.2	30	33	-2.6	60	55	5	30	33	-2.3
		AM Peak	42	40	1.6	41	45	-3.8	53	48	5.3	33	37	-4.1	55	50	5.5	32	36	-3.8
		MidDay	53	46	7	33	39	-5.5	56	51	5.1	32	35	-3.2	57	50	6.2	32	36	-4
		PM Peak	47	47	-0.2	37	38	-1	53	51	2	34	35	-1.8	49	50	-0.8	35	36	-0.7
		PM after 7	56	52	3.9	32	34	-2.4	57	53	3.7	32	34	-2.2	55	54	1.4	32	33	-1.1
IAD	Suitland to IAD	AM before 5	50	52	-1.5	43	42	1.5	50	52	-1.9	43	41	1.8	50	53	-2.2	43	41	1.6
		AM 5 to 6	52	49	2.3	42	44	-1.7	51	50	1.7	42	43	-1.2	51	50	1.7	42	43	-1.4
		AM Peak	39	39	-0.7	54	55	-0.7	46	46	-0.3	46	47	-0.2	48	47	0.7	44	46	-1.4
		MidDay	46	45	0.1	47	47	-0.6	48	48	-0.2	45	45	-0.1	48	48	0.1	44	45	-0.7
		PM Peak	40	42	-2.1	52	51	1.3	45	45	-0.9	48	47	0.3	45	46	-1	47	47	-0.3
		PM after 7	47	49	-1.9	46	44	1.6	48	50	-1.8	45	43	1.6	49	50	-1.6	44	43	0.9

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Towson to IAD	AM before 5	62	60	1.4	74	73	0.9	62	60	1.8	74	74	0.4	62	61	0.7	74	72	1.6
		AM 5 to 6	63	61	2.5	72	73	-0.4	63	61	2.5	72	73	-0.4	63	61	2.5	73	73	-0.1
		AM Peak	43	41	1.2	105	107	-2.1	55	53	2	82	83	-1.2	56	55	1	81	81	0.3
		MidDay	57	54	2.5	80	82	-1.5	59	57	1.8	77	77	-0.1	59	57	2.1	77	78	-0.7
		PM Peak	45	46	-0.6	99	96	2.4	51	50	0.3	89	87	1.1	51	51	-0.1	88	87	1.3
		PM after 7	61	58	2.5	75	76	-0.7	60	59	1.8	76	75	0.2	58	60	-1.6	78	74	4.2
IAD	Tysons to IAD	AM before 5	52	52	0.2	19	19	-0.4	52	52	-0.1	19	19	-0.4	52	53	-1.5	18	19	-0.3
		AM 5 to 6	53	50	3	18	20	-1.6	53	50	2.9	18	20	-1.5	52	50	1.9	18	20	-1.4
		AM Peak	50	48	1.1	19	21	-1.3	51	49	2	19	20	-1.5	50	49	1.1	19	20	-1.6
		MidDay	50	49	1	19	21	-1.2	49	49	0.2	19	20	-0.9	49	49	-0.3	19	20	-1.3
		PM Peak	42	46	-3.9	22	22	0.5	47	49	-2	20	20	-0.2	47	49	-2	20	20	-0.9
		PM after 7	50	51	-0.8	19	20	-0.4	50	51	-0.7	19	20	-0.4	49	51	-2.2	19	19	-0.4
IAD	Waldorf to IAD via MD-228, Wilson Bridge and I-495 Conventional Lanes	AM before 5	55	54	0.9	60	61	-0.8	54	54	0.5	60	61	-0.5	55	55	-0.3	60	60	0.2
		AM 5 to 6	56	52	3.7	59	63	-4.1	57	52	4.2	58	63	-4.5	56	53	3.8	58	62	-4
		AM Peak	38	39	-1	83	84	-0.5	50	47	2.5	66	70	-4.2	51	48	2.2	64	68	-3.8
		MidDay	49	46	3.5	66	72	-5.7	50	49	1.6	65	67	-2.7	51	48	2.4	64	68	-4
		PM Peak	45	45	0.7	71	74	-2.3	48	48	0.5	67	69	-1.5	47	48	-0.5	68	69	-0.8
		PM after 7	52	51	0.5	63	64	-0.8	52	52	0.2	63	63	-0.5	52	52	-0.7	63	63	0.3
IAD	Waldorf to IAD via U.S. 301, MD-5, Wilson Bridge and I-495 Conventional Lanes	AM before 5	58	56	1.8	67	61	5.8	57	55	1.7	67	61	5.9	57	56	0.9	67	60	6.6
		AM 5 to 6	58	56	2.4	65	60	5	59	56	3.3	65	61	4.1	59	56	3.2	65	60	4.3
		AM Peak	40	42	-1.7	92	80	11.6	52	50	2.3	73	68	4.8	53	51	2.1	71	66	4.9
		MidDay	51	48	3.9	74	71	2.4	53	51	2.2	72	67	5	53	50	2.7	72	68	4
		PM Peak	48	47	0.8	79	72	6.8	51	50	0.9	74	68	6.5	49	50	-0.5	76	68	8.1
		PM after 7	55	53	1.9	69	64	5.5	55	53	1.5	70	64	6	54	54	0.5	70	63	6.9

Dest. Airport	Run Name	Day Part	Mean Weekday Speeds (MPH)			Weekday Average Travel Time in Minutes			Mean Weekend Speeds (MPH)			Weekend Average Travel Time in Minutes			Mean Holiday Speeds (MPH)			Holiday Average Travel Time in Minutes		
			2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11	2014	2011	Change 14-11
IAD	Warrenton to IAD	AM before 5	55	56	-0.9	37	37	0.4	55	56	-1.2	37	37	0.6	55	56	-0.8	37	37	0.4
		AM 5 to 6	55	56	-1	37	37	0.5	56	56	-0.6	37	36	0.3	56	57	-0.4	36	36	0.1
		AM Peak	40	42	-2.3	52	49	2.7	49	51	-1.3	42	41	0.9	51	52	-0.4	40	40	0.2
		MidDay	49	51	-1.9	42	41	1.4	50	52	-2.4	41	39	1.7	50	51	-1	41	40	0.6
		PM Peak	49	52	-2.7	42	40	2	50	52	-2.7	41	39	2	51	52	-1.6	40	39	1.1
		PM after 7	53	55	-2.1	39	37	1.3	53	55	-2.2	39	38	1.4	53	55	-1.9	39	37	1.2
IAD	Winchester to IAD	AM before 5	60	61	-1.2	49	45	3.7	60	61	-1.2	49	46	3.7	60	60	-0.5	49	46	3.2
		AM 5 to 6	62	63	-0.7	47	44	3.2	61	61	-0.5	48	45	3.1	61	62	-0.1	48	45	2.8
		AM Peak	**56**	**59**	**-3**	**52**	**47**	**5.5**	**58**	**60**	**-1.2**	**50**	**46**	**3.7**	**59**	**60**	**-1.2**	**49**	**46**	**3.7**
		MidDay	57	59	-1.5	51	47	4.2	58	59	-1.2	51	47	3.8	58	59	-0.9	50	47	3.5
		PM Peak	57	58	-0.4	51	48	3.2	58	59	-0.7	50	47	3.4	58	59	-0.5	50	47	3.2
		PM after 7	58	59	-1.1	51	47	3.8	58	59	-0.9	50	47	3.6	59	59	-0.3	50	47	3
IAD	Woodbridge to IAD via 95Express and 495Express Lanes	AM before 5	53			48			58			47								
		AM 5 to 6	55			46			59			46								
		AM Peak	48			51			56			47								
		MidDay	64			48			58			48								
		PM Peak							59			48								
		PM after 7							61			47								
IAD	Woodbridge to IAD via I-95 and I-495 Conventional Lanes	AM before 5	55	54	0.8	46	47	-0.8	55	54	0.8	46	47	-0.8	55	55	-0.2	46	46	-0.1
		AM 5 to 6	53	53	0.5	47	48	-0.9	55	53	1.6	46	48	-1.6	56	54	2.3	45	47	-2.1
		AM Peak	37	37	0.8	65	69	-4.5	49	46	2.4	51	55	-3.7	49	49	0.3	50	52	-1.7
		MidDay	48	47	1.6	52	54	-2.9	51	50	0.2	49	50	-1	50	50	0.3	49	51	-1.5
		PM Peak	46	48	-1.8	54	53	0.7	48	50	-2.1	52	51	1.1	46	49	-3.1	53	52	1.5
		PM after 7	52	51	0.6	48	49	-1	53	52	0.4	48	48	-0.7	52	53	-1	48	48	0.2

Figure 39: 2014-2015 Weekday 6 AM-9 AM Travel Time Index Values to BWI
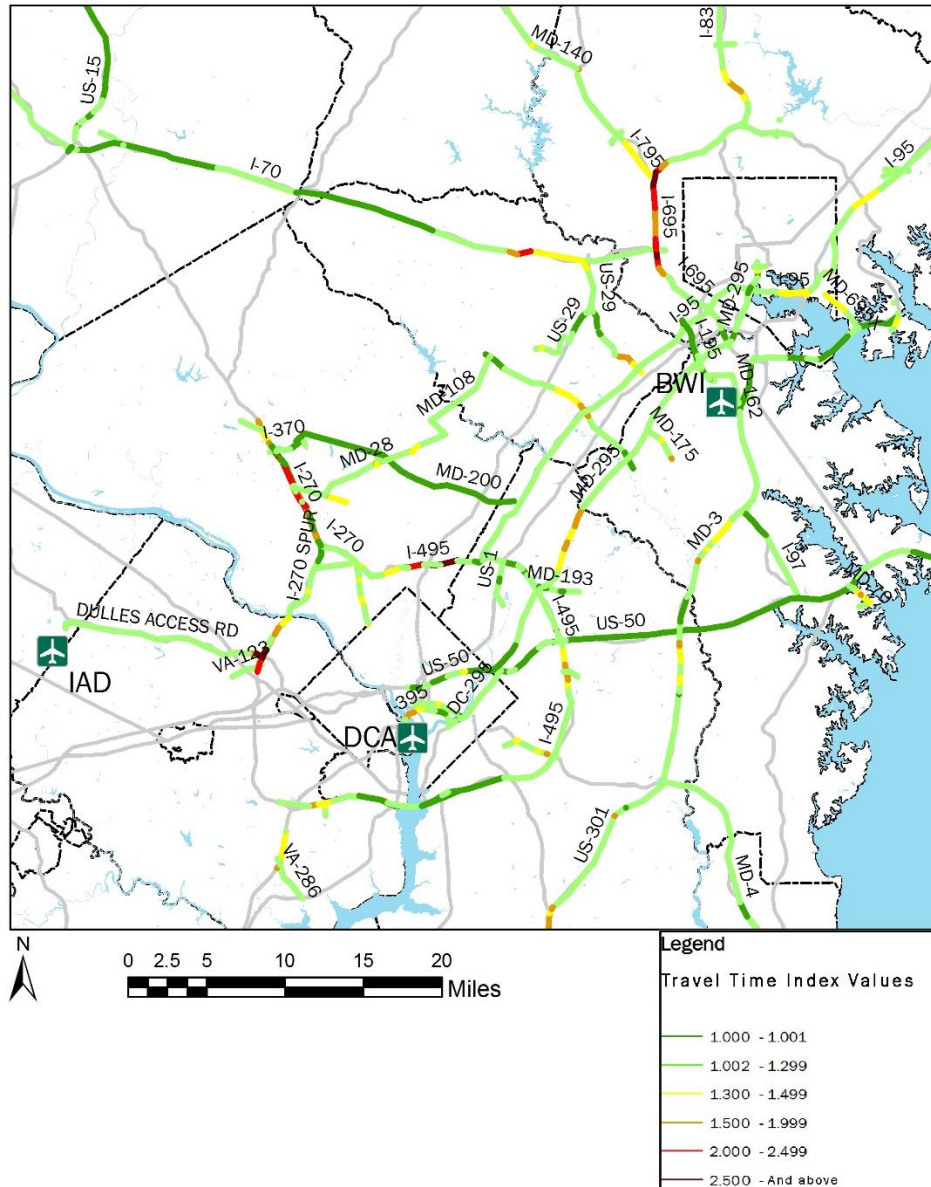
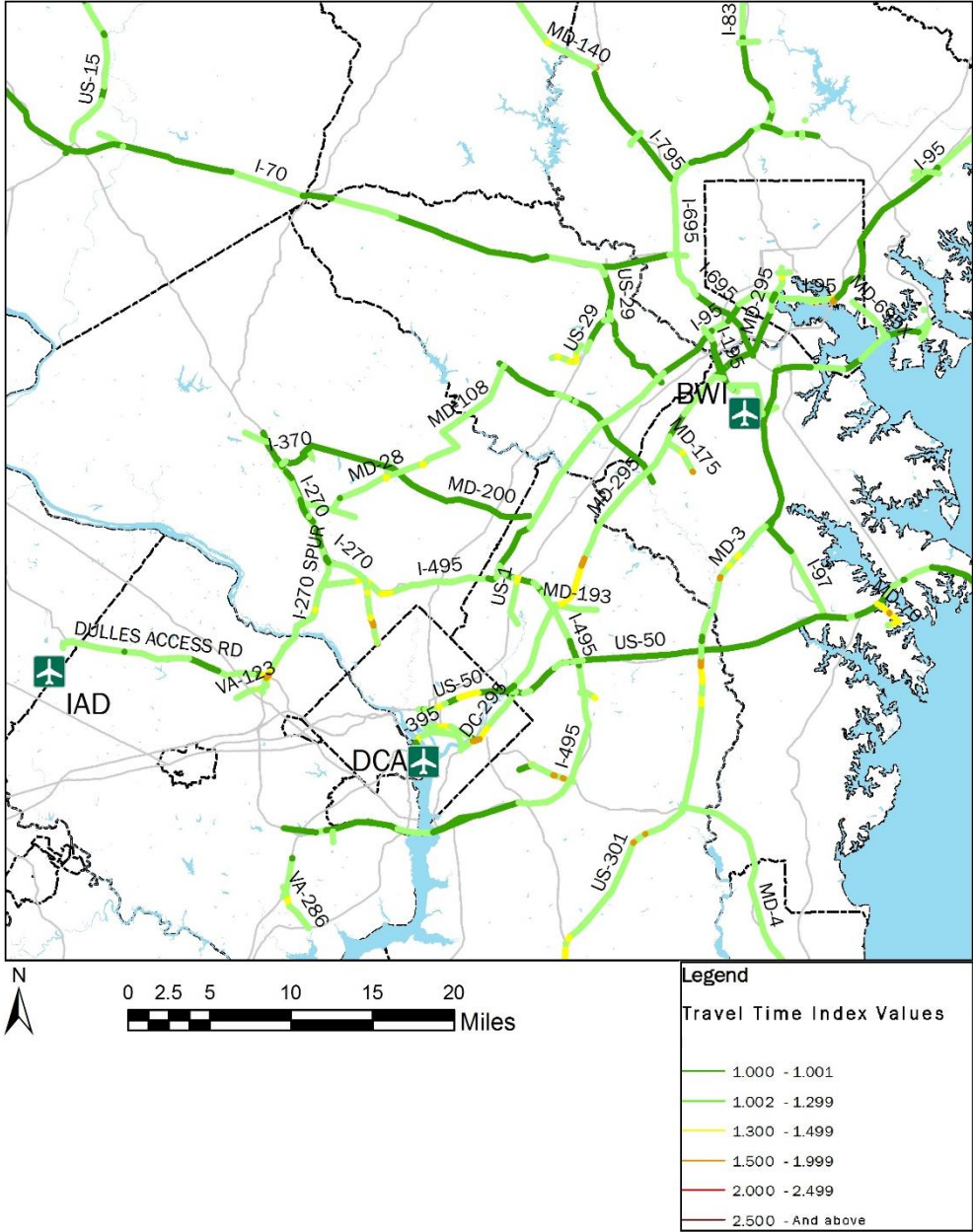Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

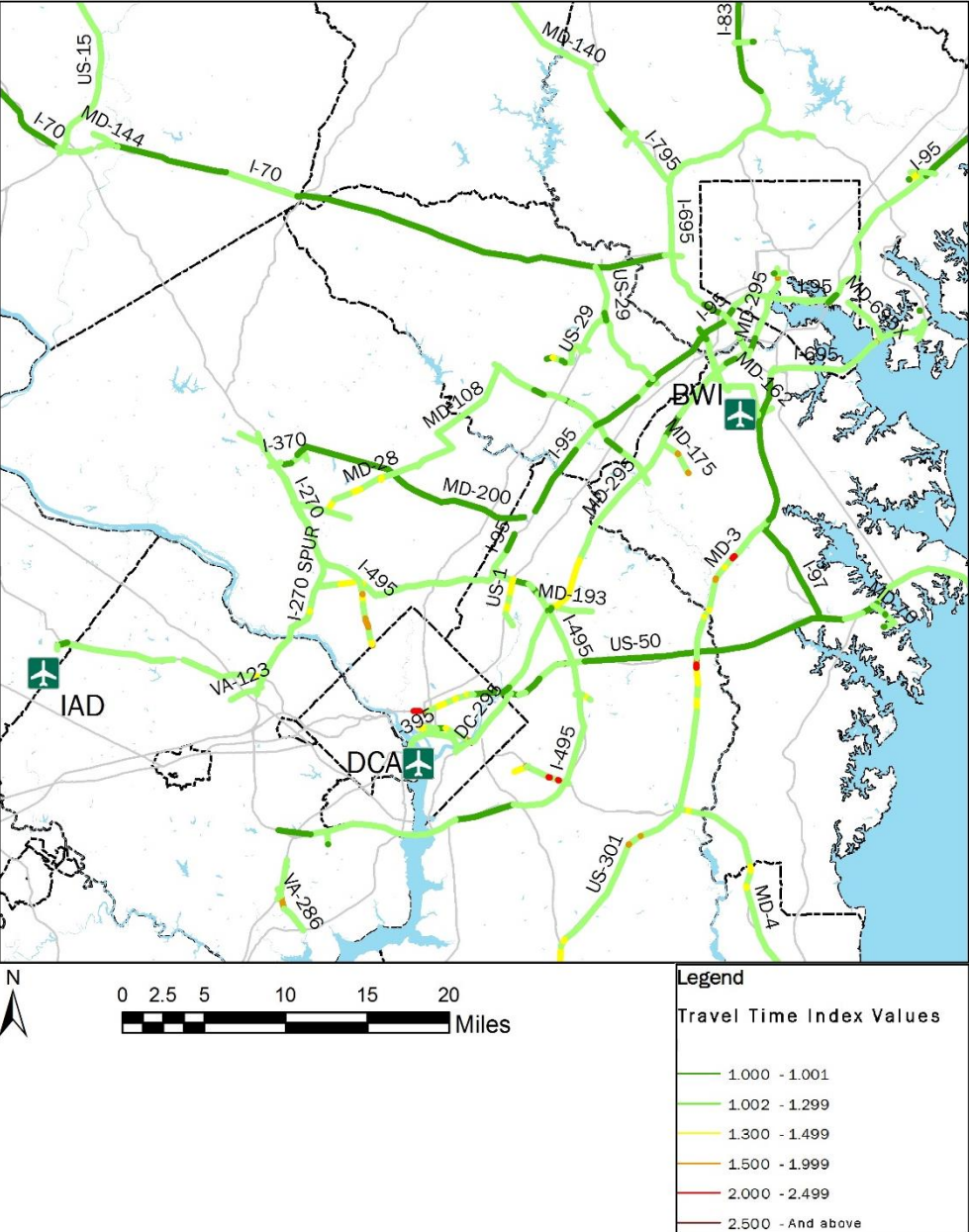**Figure 40: 2011-2012 Weekday 6 AM-9 AM Travel Time Index Values to BWI**
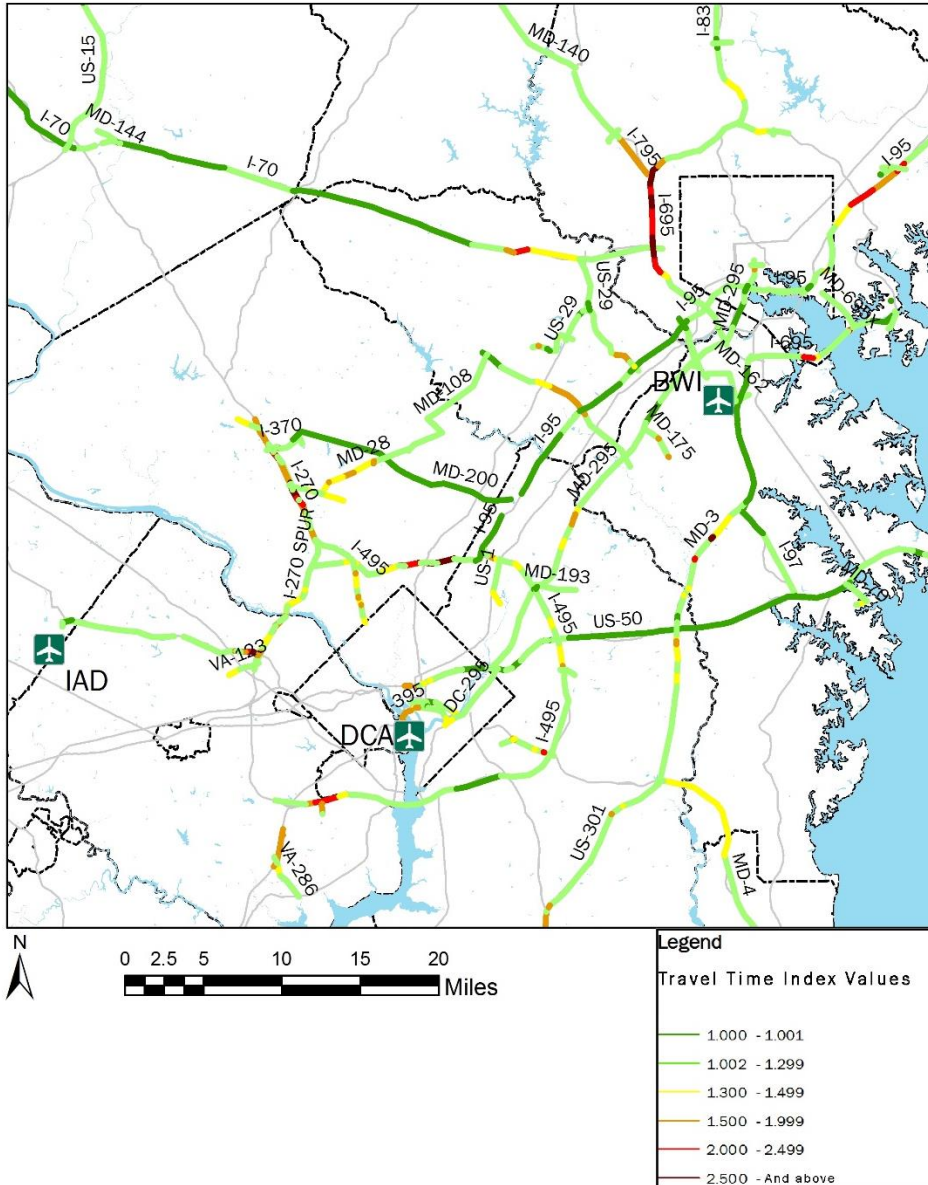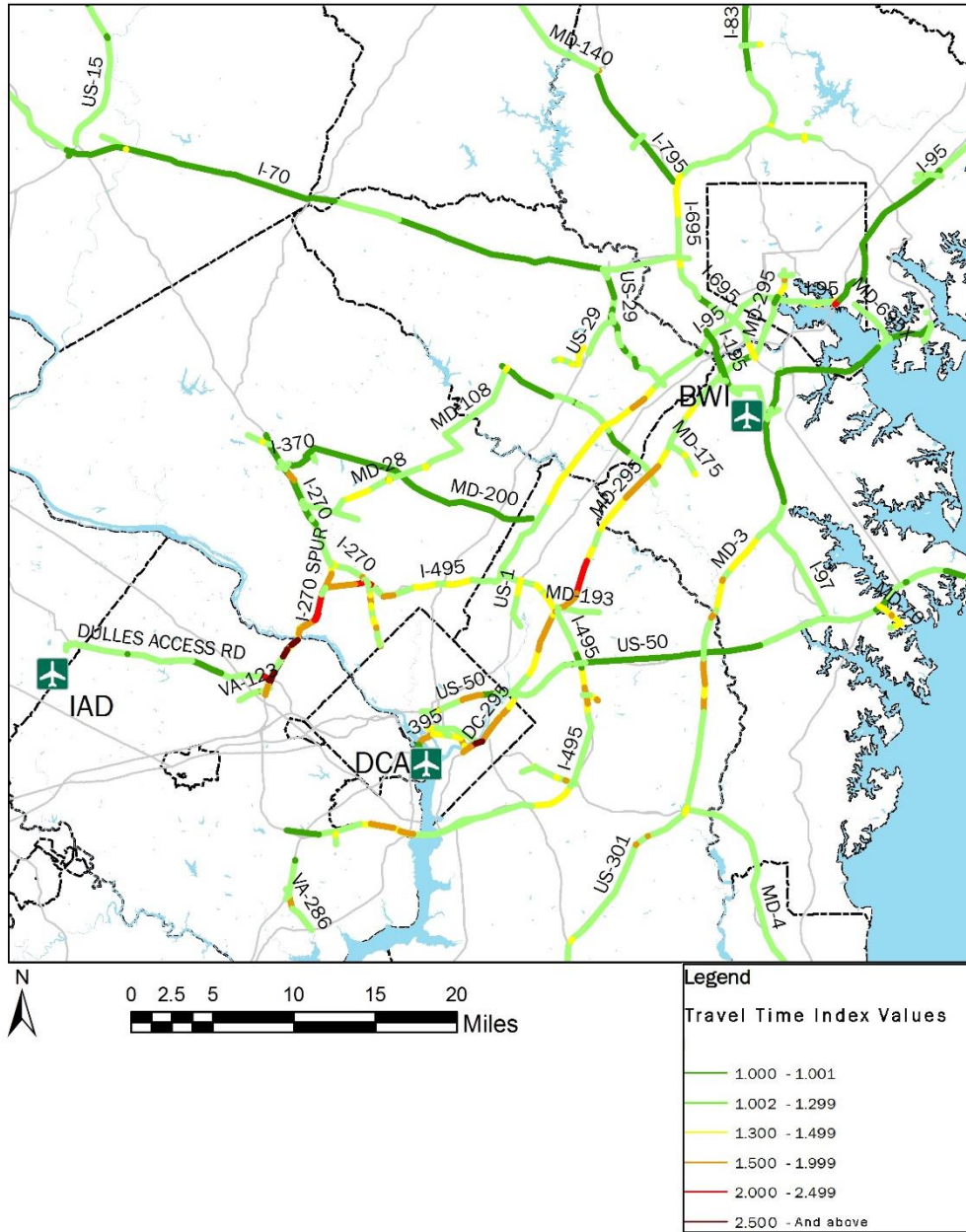

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

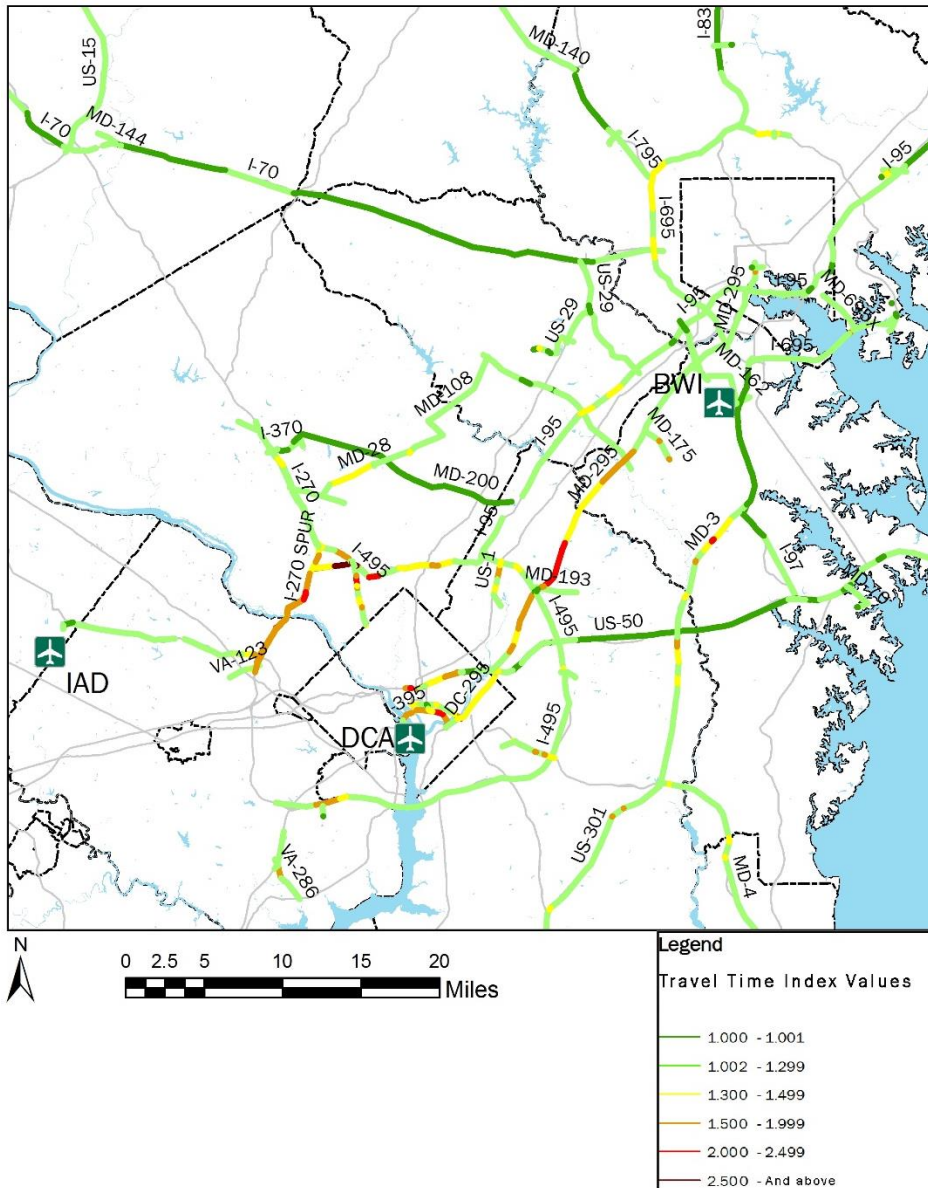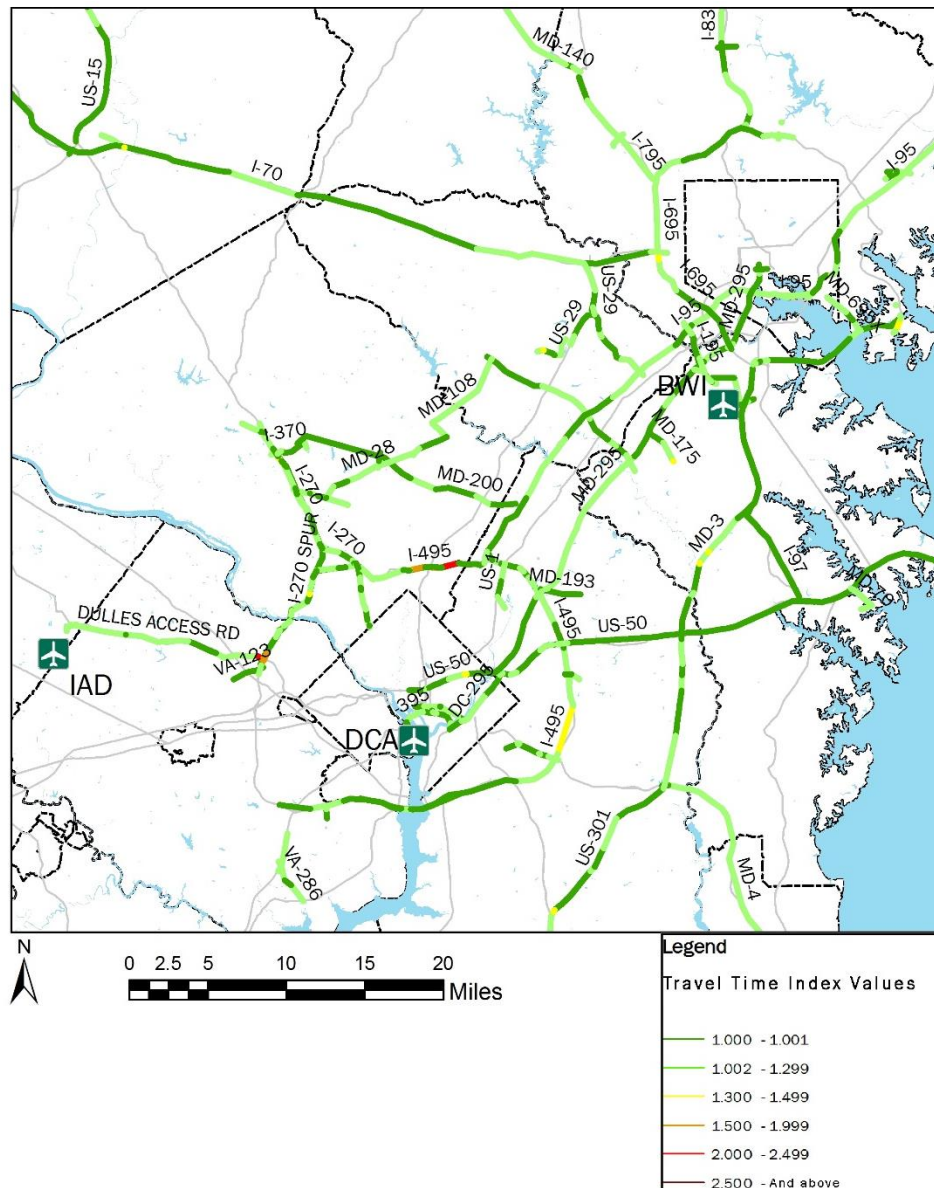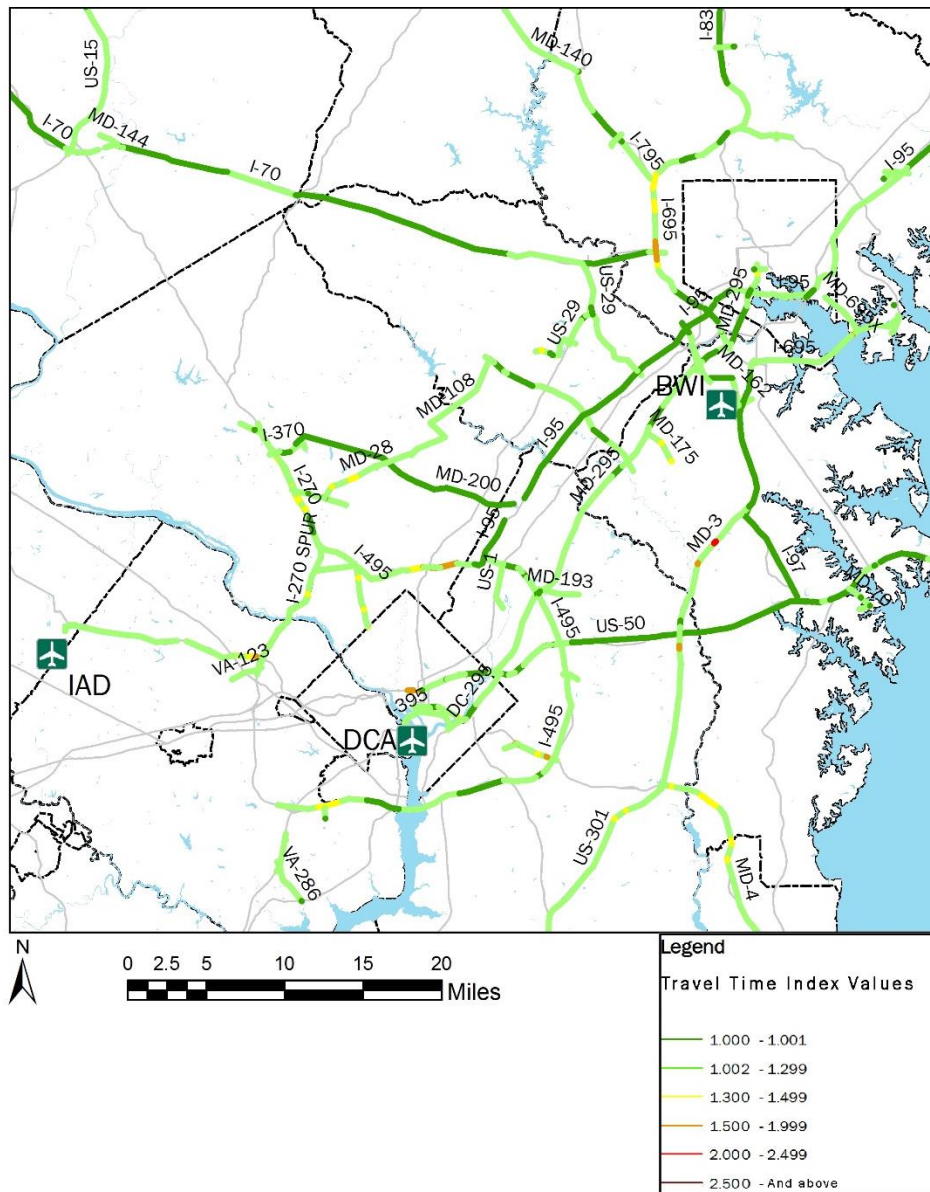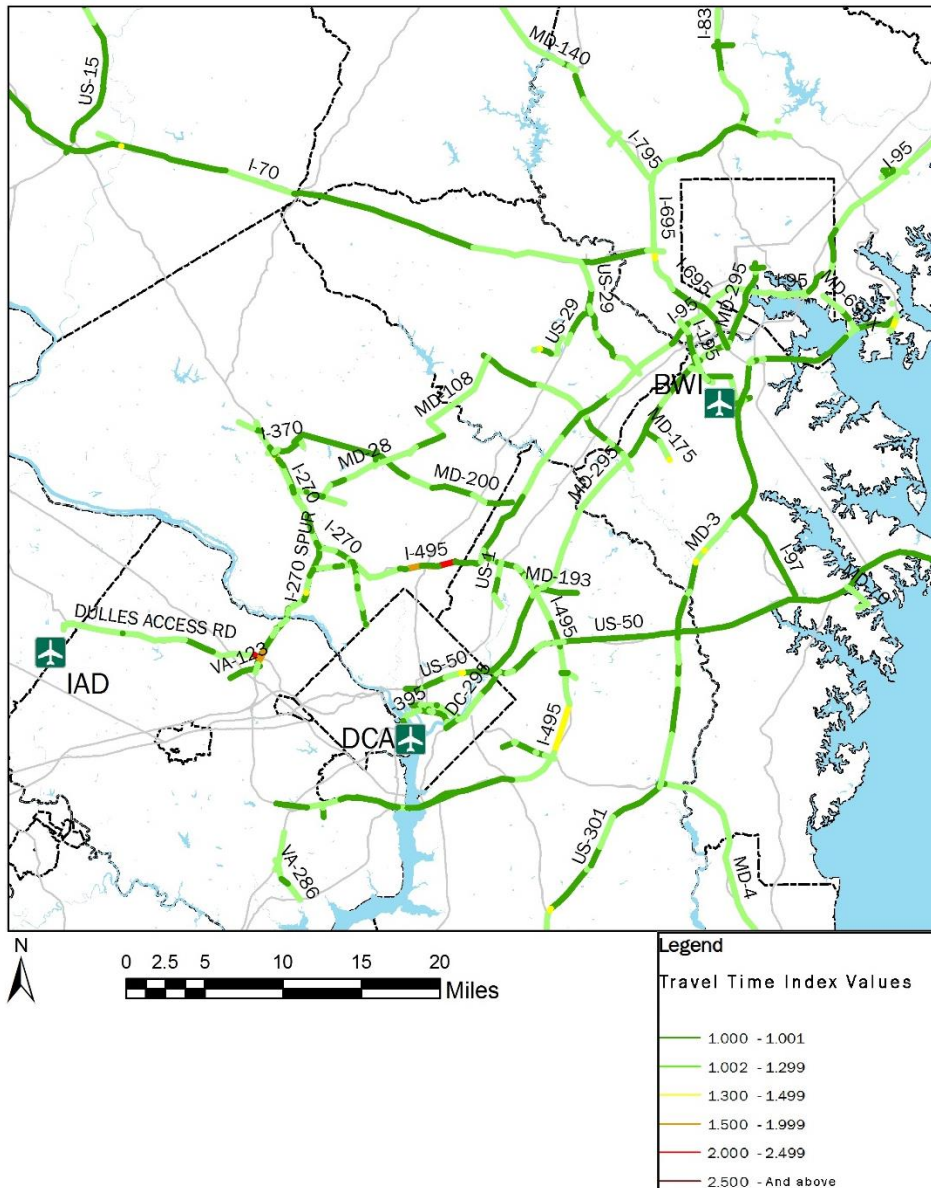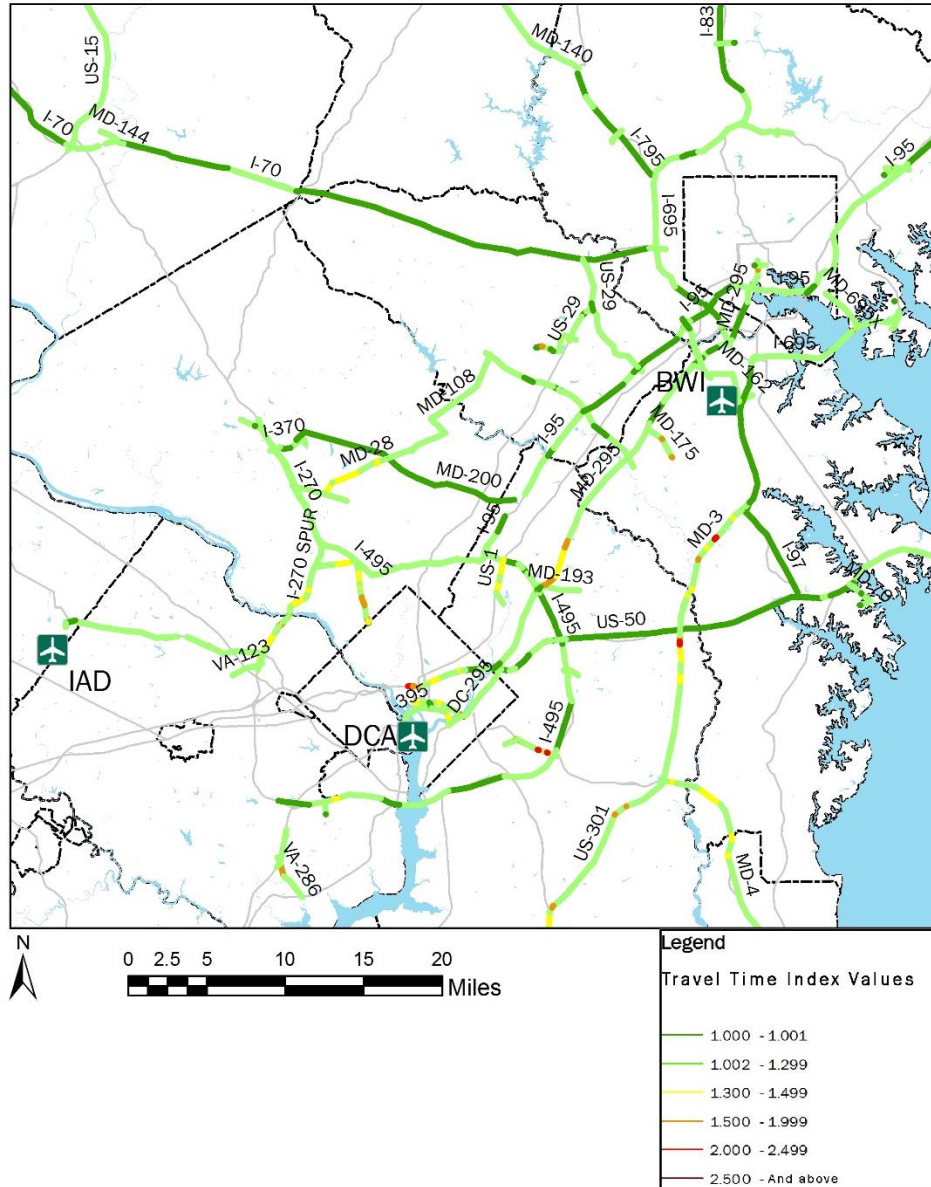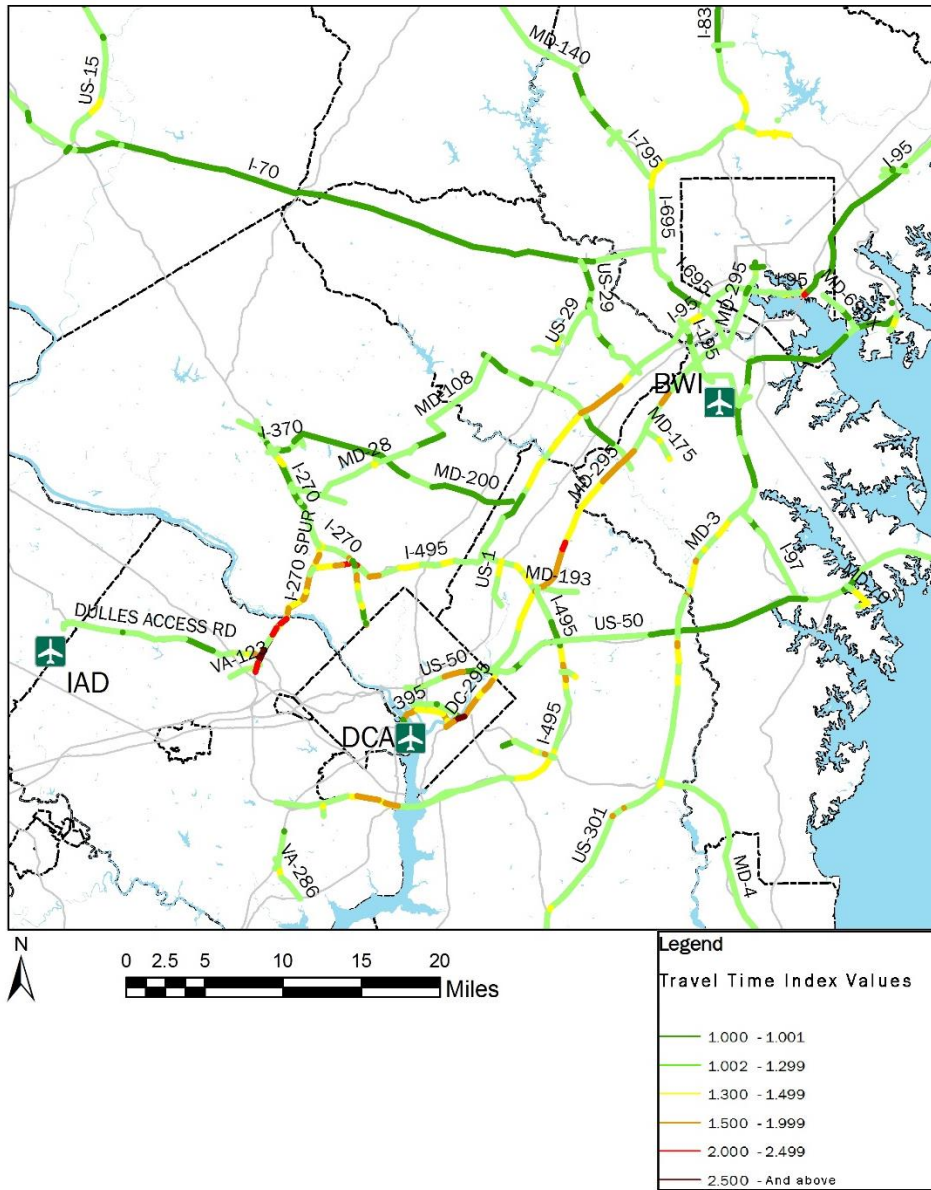**Figure 41: 2014-2015 Weekday 9 AM-3 PM Travel Time Index Values to BWI**
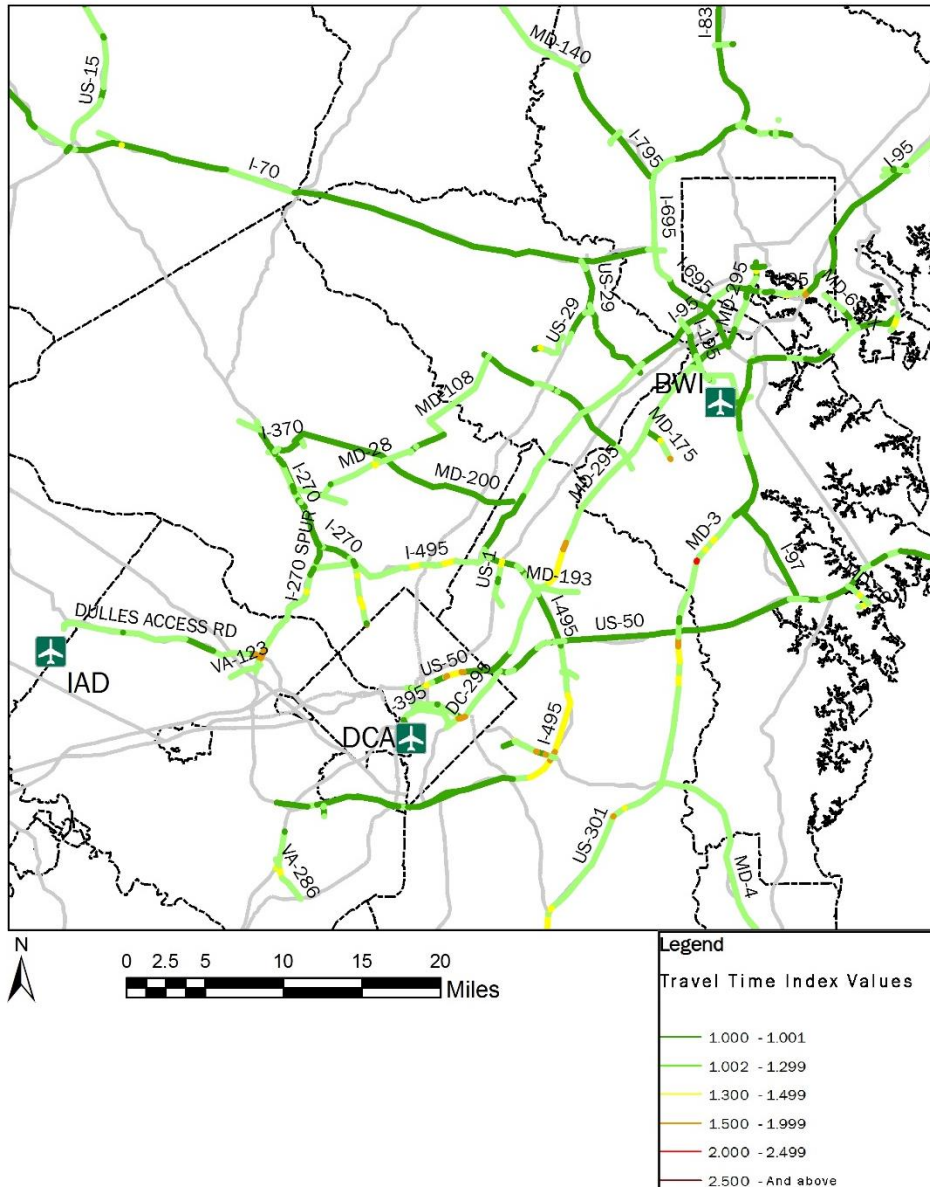
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

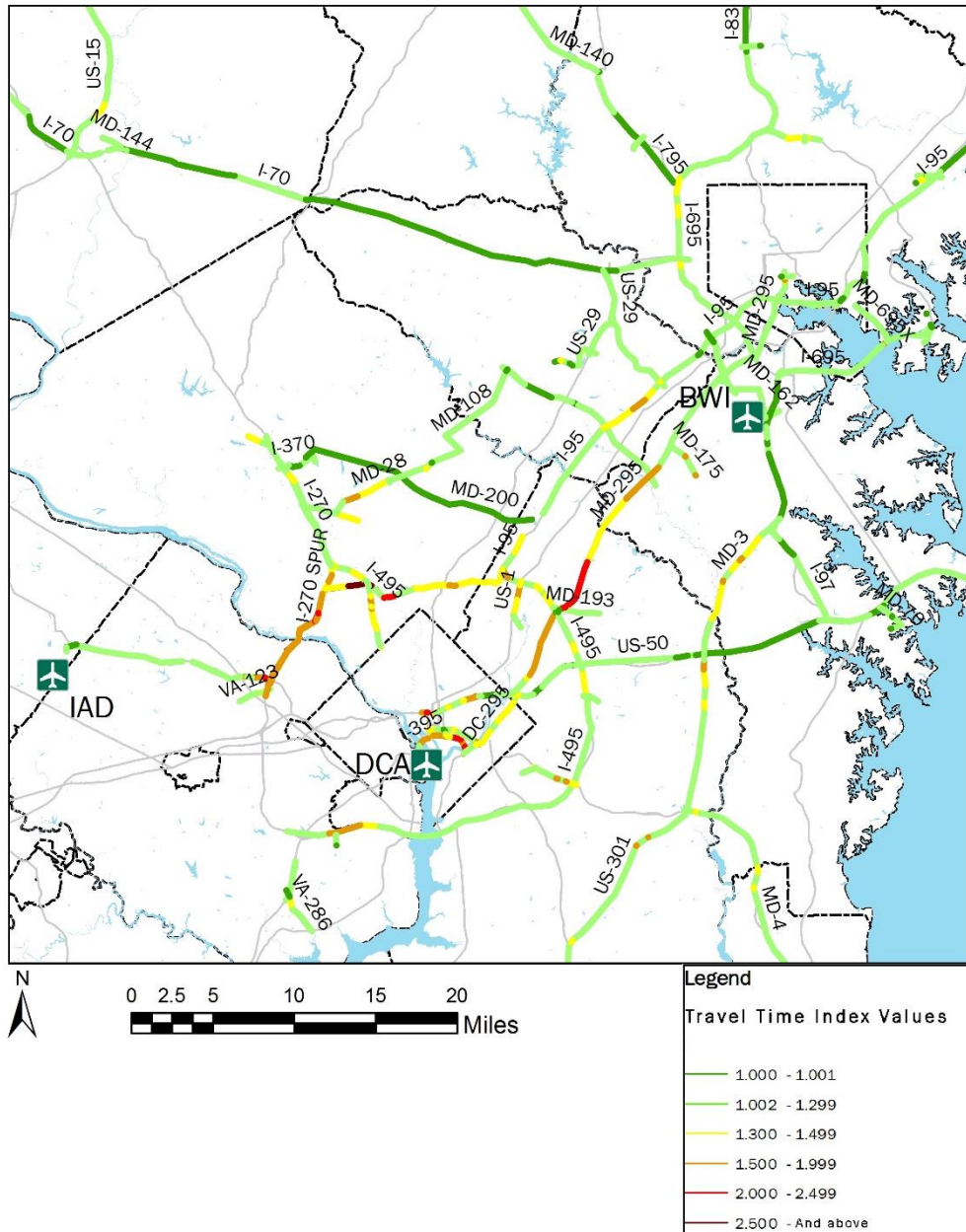**Figure 42: 2011-2012 Weekday 9 AM-3 PM Travel Time Index Values to BWI**
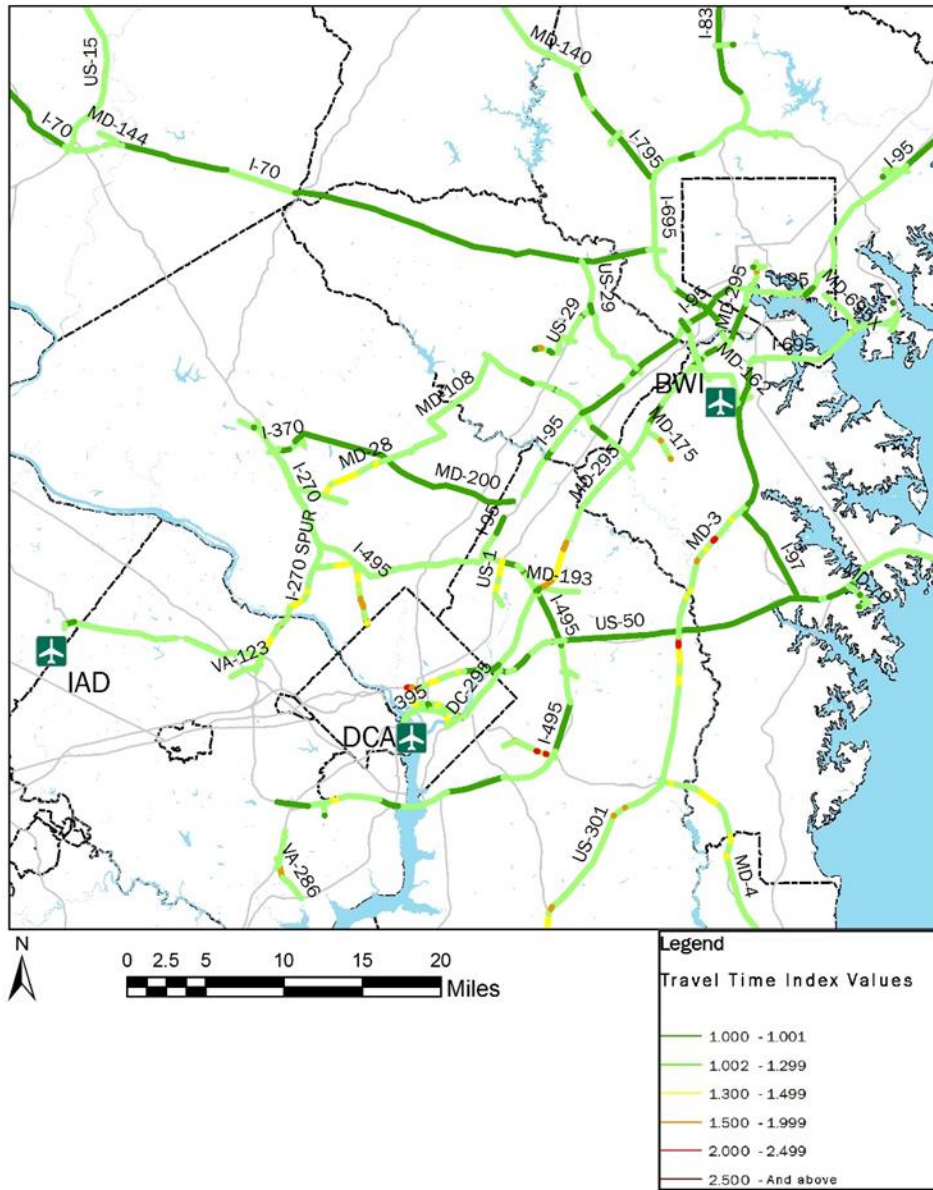
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

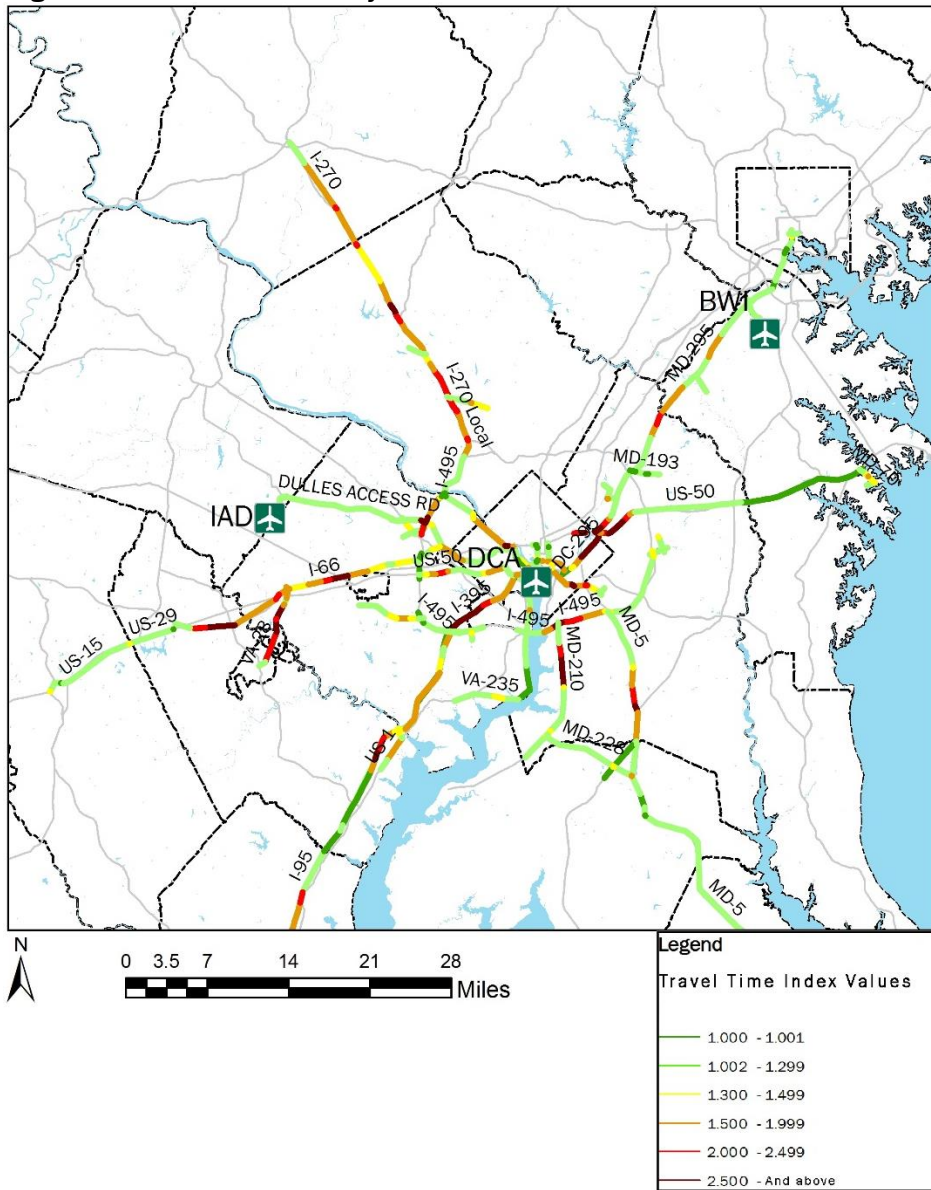**Figure 43: 2014-2015 Weekday 3 PM-7 PM Travel Time Index Values to BWI**
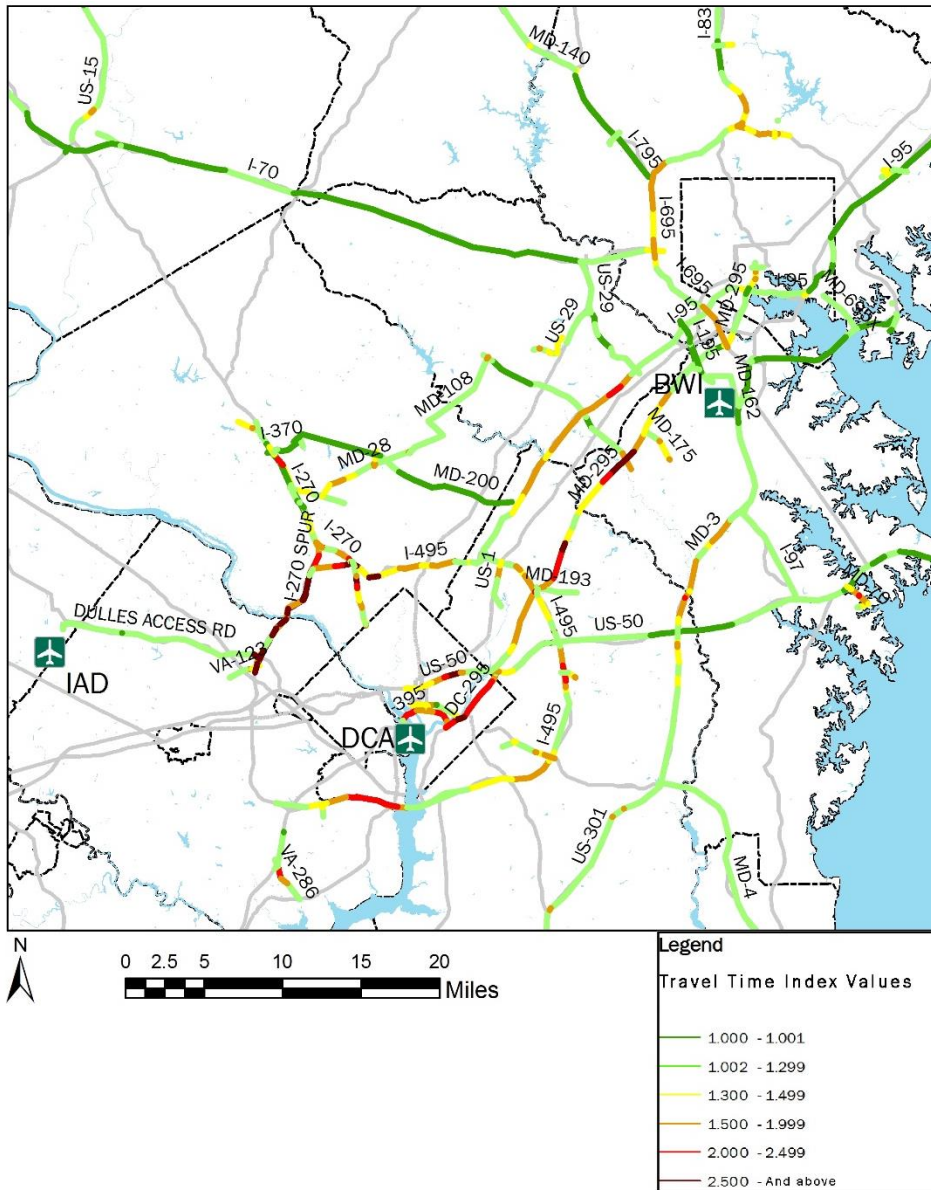
Legend

Travel Time Index Values

1.000 - 1.001
1.002 - 1.299
1.300 - 1.499
1.500 - 1.999
2.000 - 2.499
2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

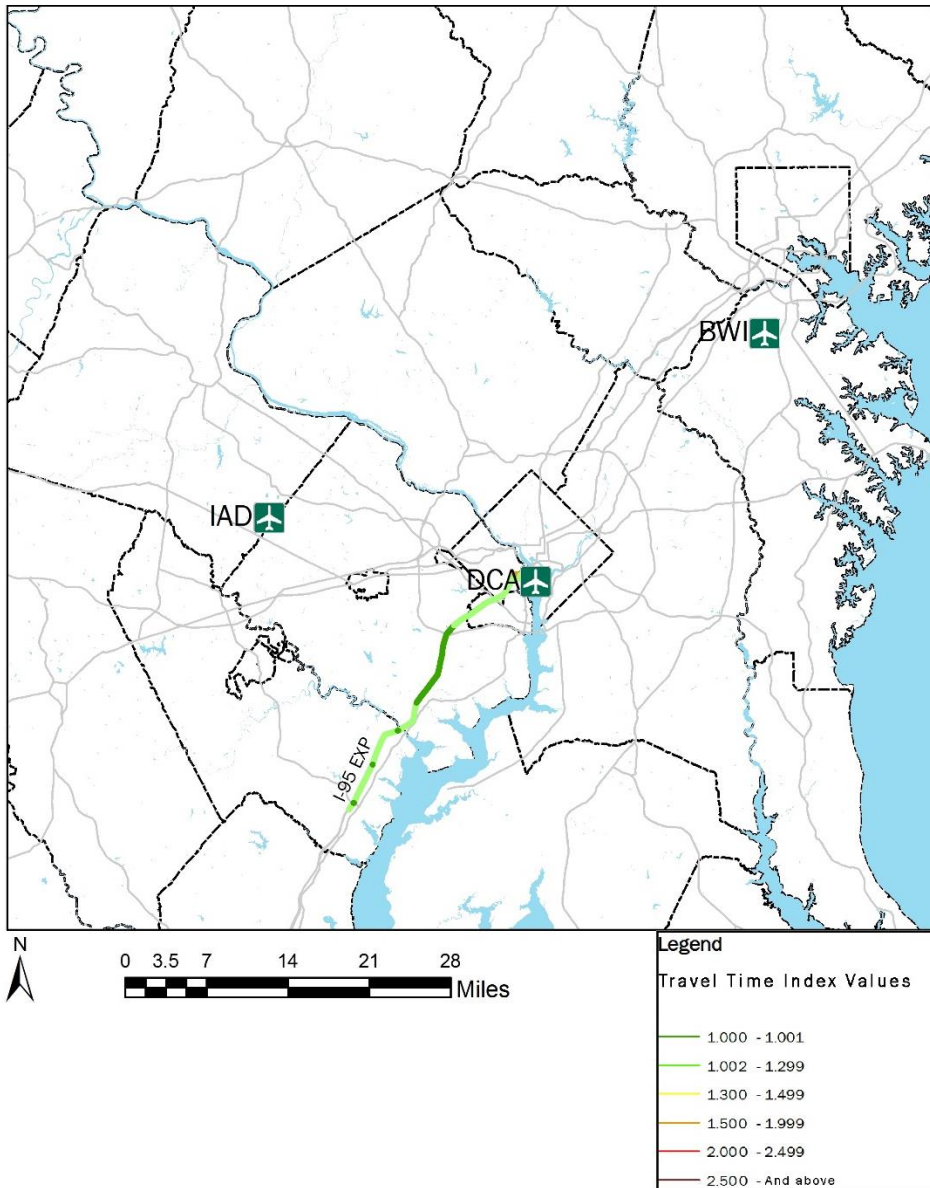**Figure 44: 2011-2012 Weekday 3 PM-7 PM Travel Time Index Values to BWI**
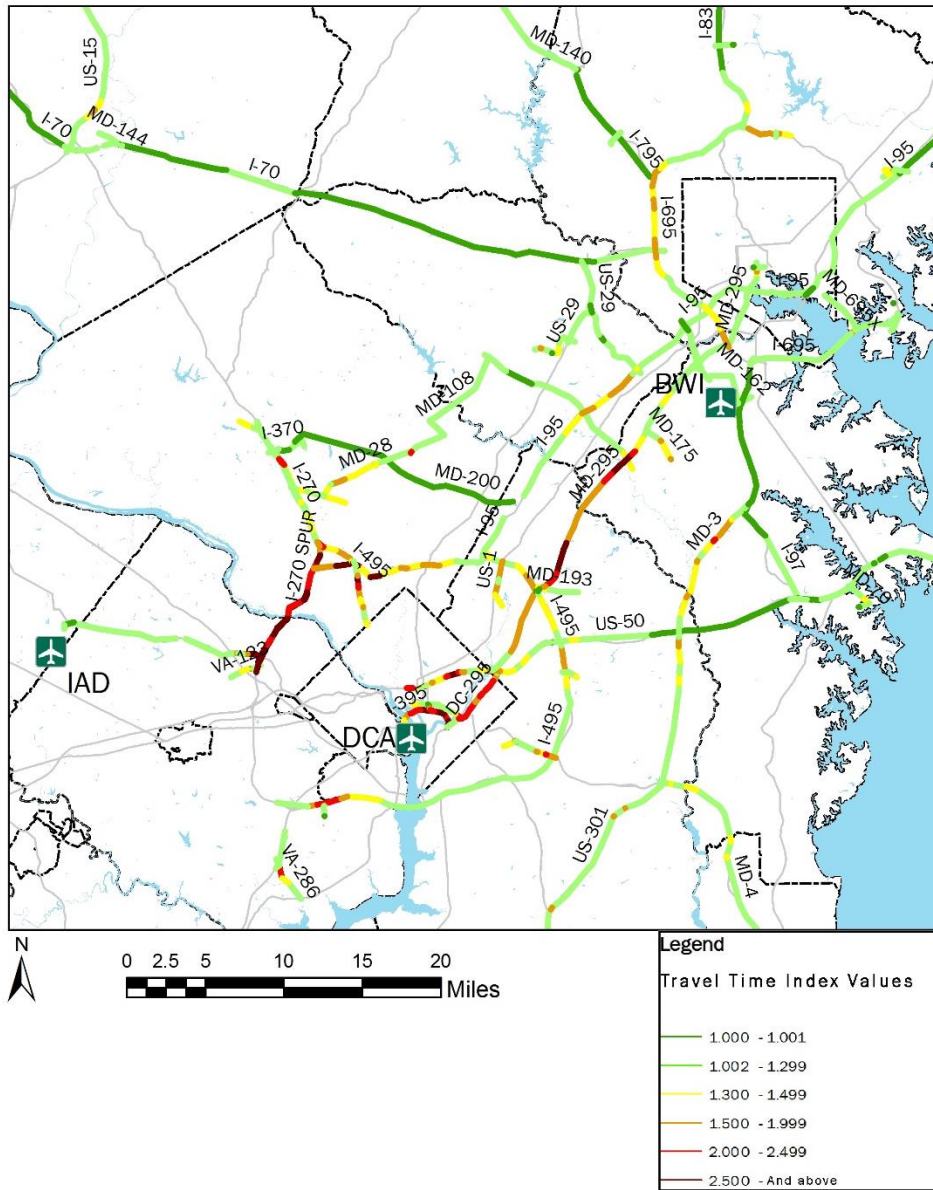
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 45: 2014-2015 Weekend 6 AM-9 AM Travel Time Index Values to BWI
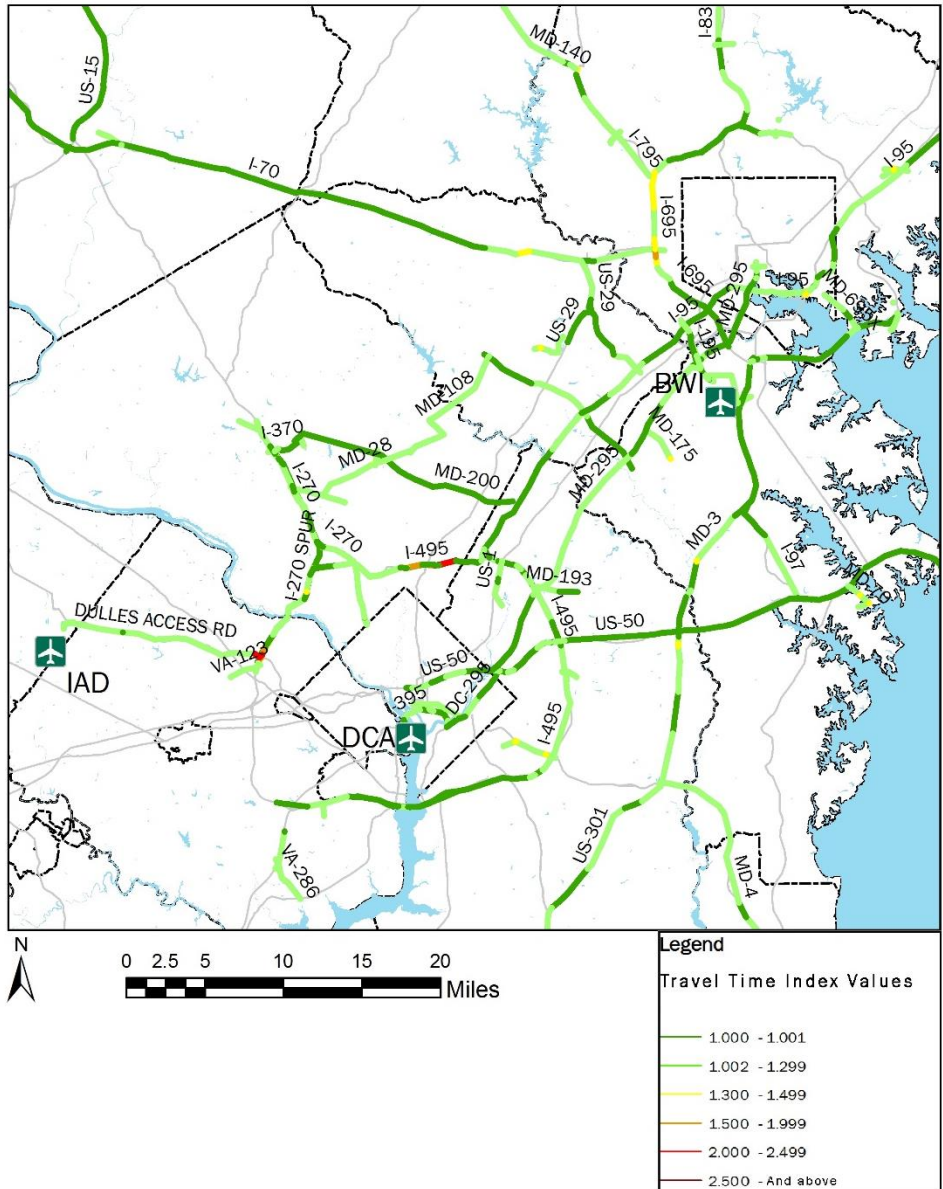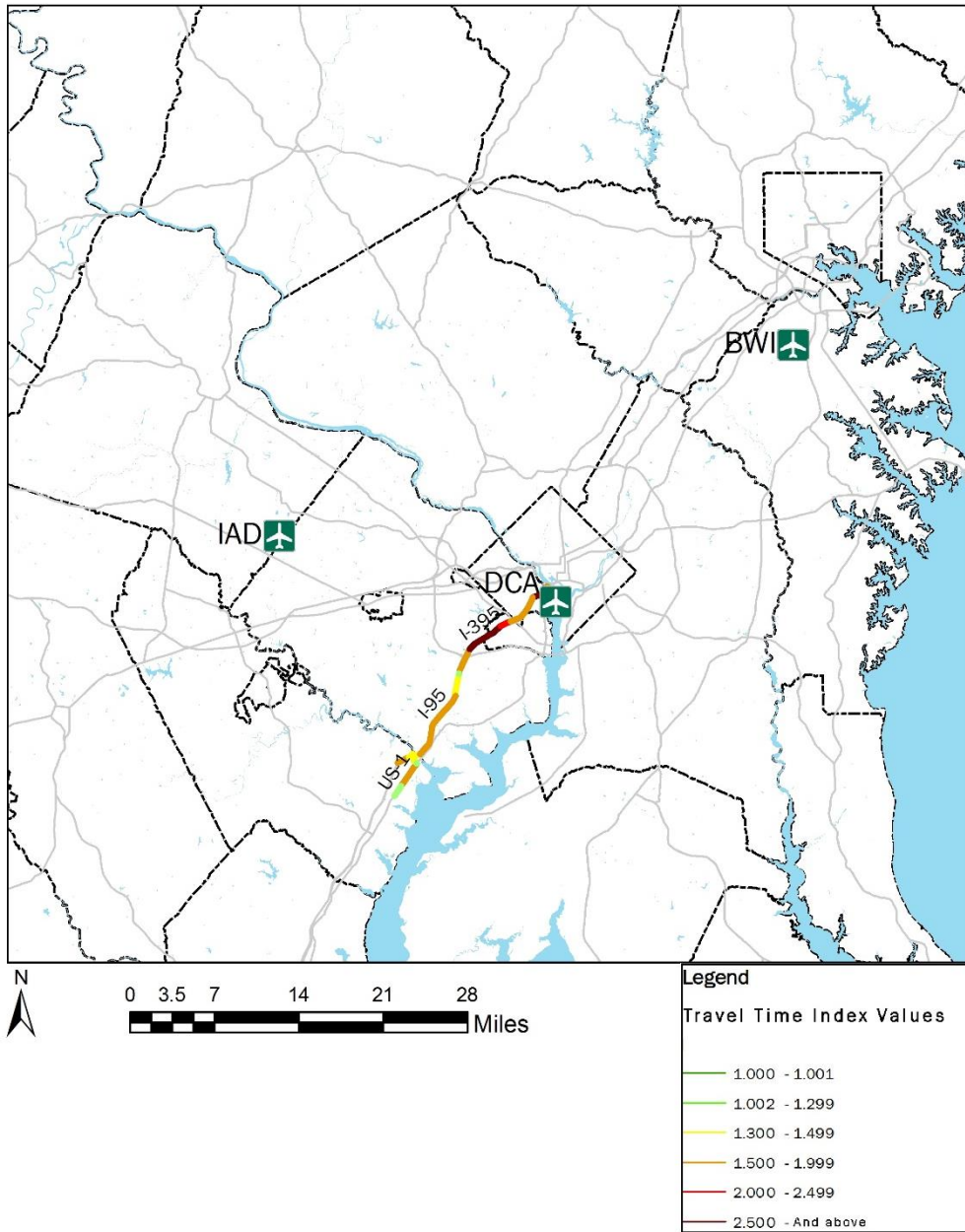

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 46: 2011-2012 Weekend 6 AM-9 AM Travel Time Index Values to BWI
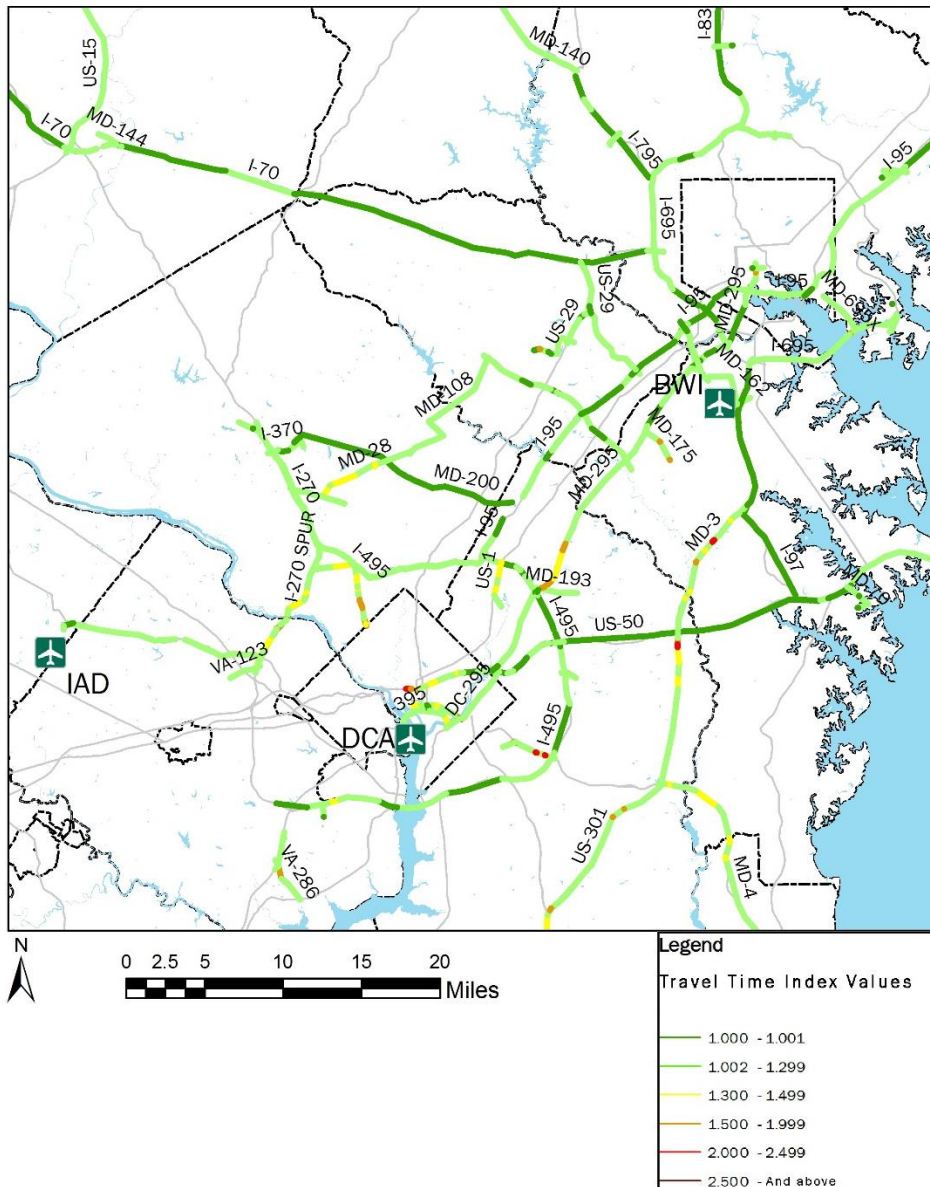
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 47: 2014-2015 Weekend 9 AM-3 PM Travel Time Index Values to BWI

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

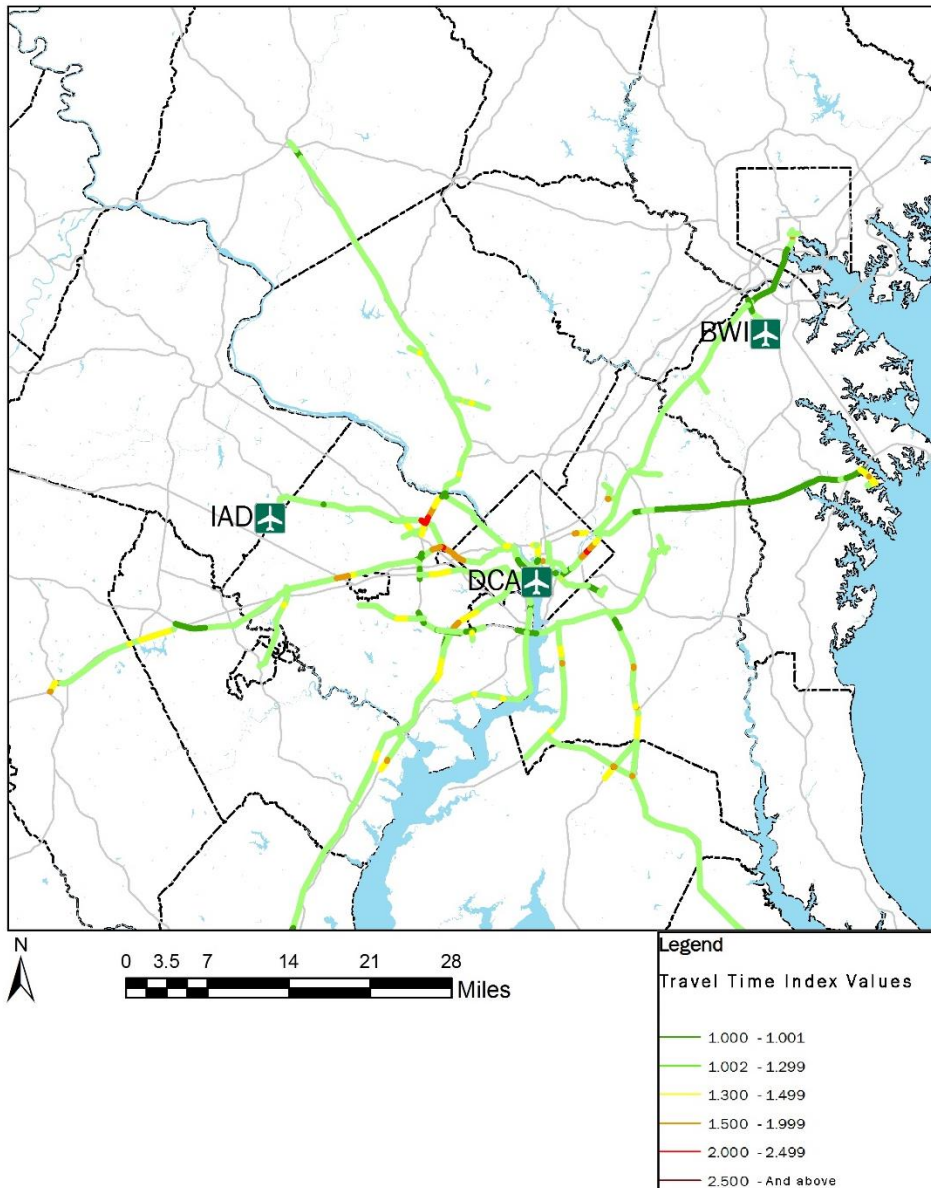**Figure 48: 2011-2012 Weekend 9 AM-3 PM Travel Time Index Values to BWI**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 49: 2014-2015 Weekend 3 PM-7 PM Travel Time Index Values to BWI

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

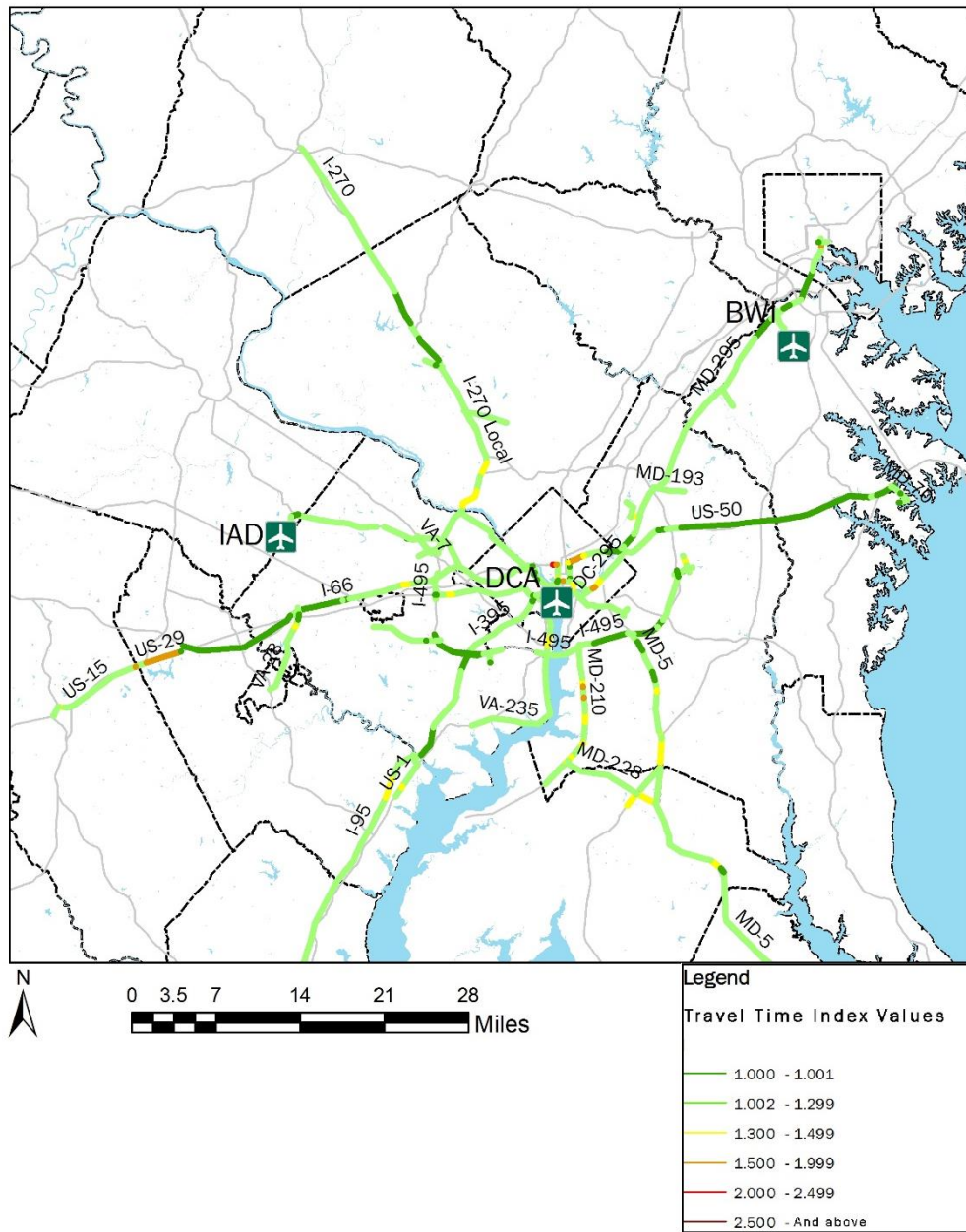**Figure 50: 2011-2012 Weekend 3 PM-7 PM Travel Time Index Values to BWI**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 51: 2014-2015 Holidays 6 AM-9 AM Travel Time Index Values to BWI

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 52: 2011-2012 Holidays 6 AM-9 AM Travel Time Index Values to BWI

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 53: 2014-2015 Holidays 9 AM-3 PM Travel Time Index Values to BWI

Legend

Travel Time Index Values

1.000 - 1.001
1.002 - 1.299
1.300 - 1.499
1.500 - 1.999
2.000 - 2.499
2.500 - And above

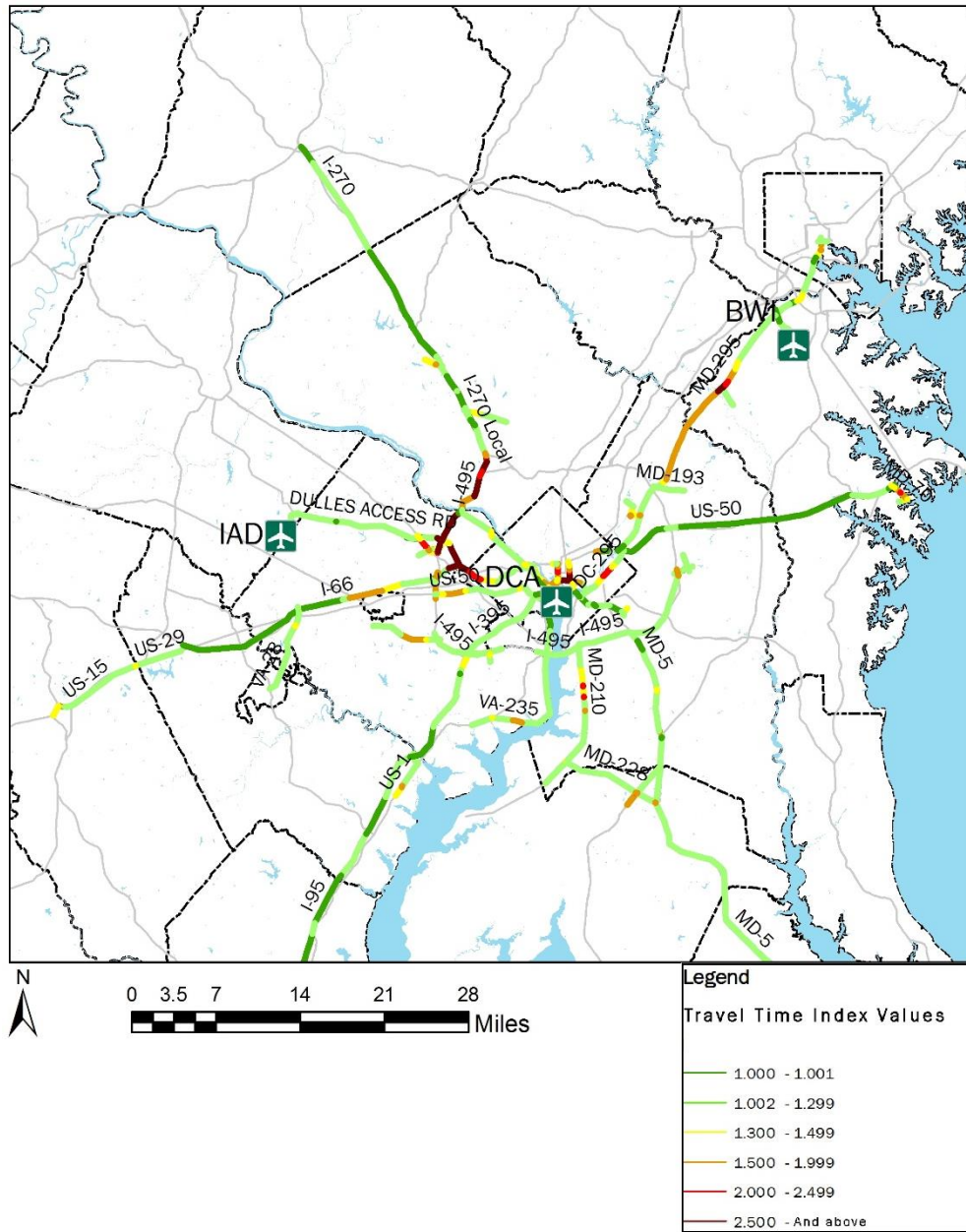Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 54: 2011-2012 Holidays 9 AM-3 PM Travel Time Index Values to BWI

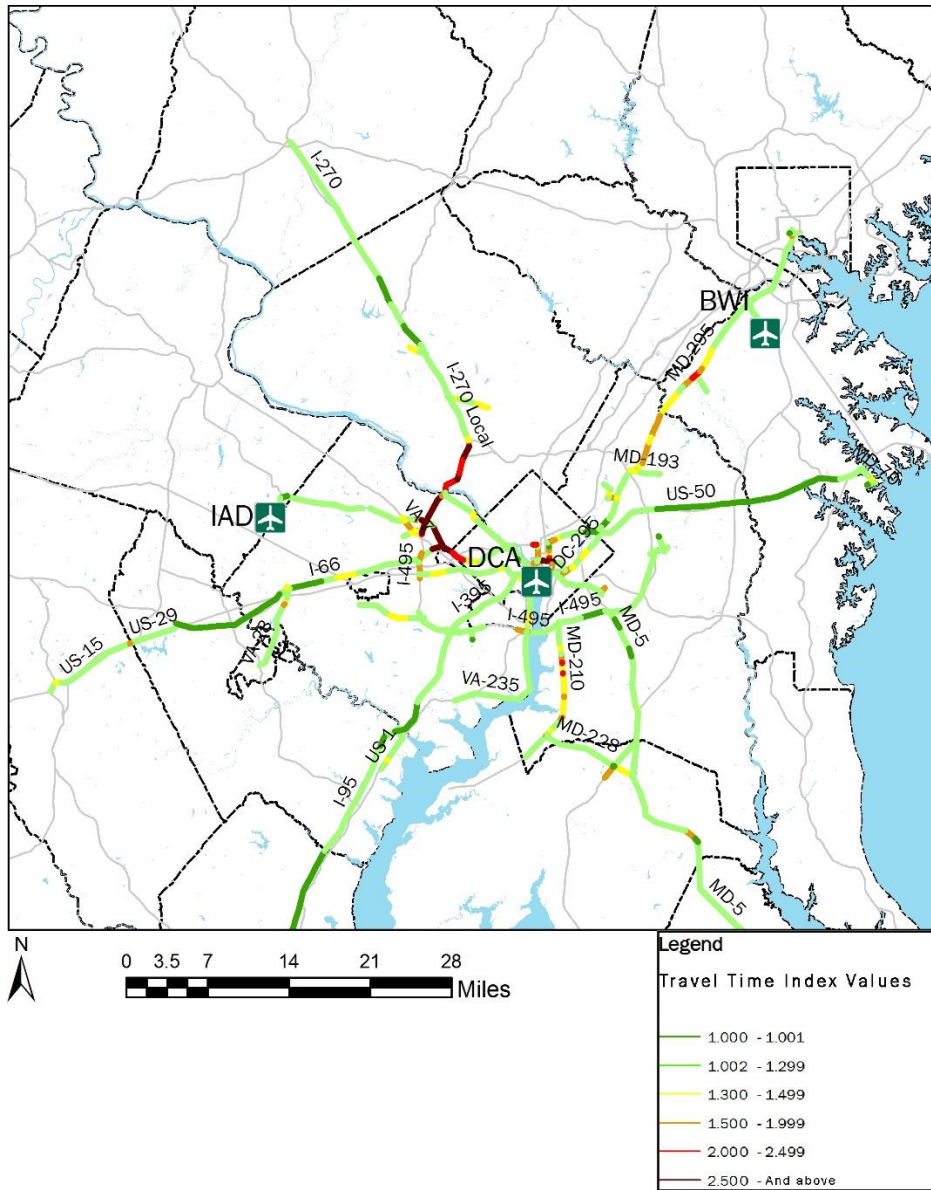Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 55: 2014-2015 Holidays 3 PM-7 PM Travel Time Index Values to BWI

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
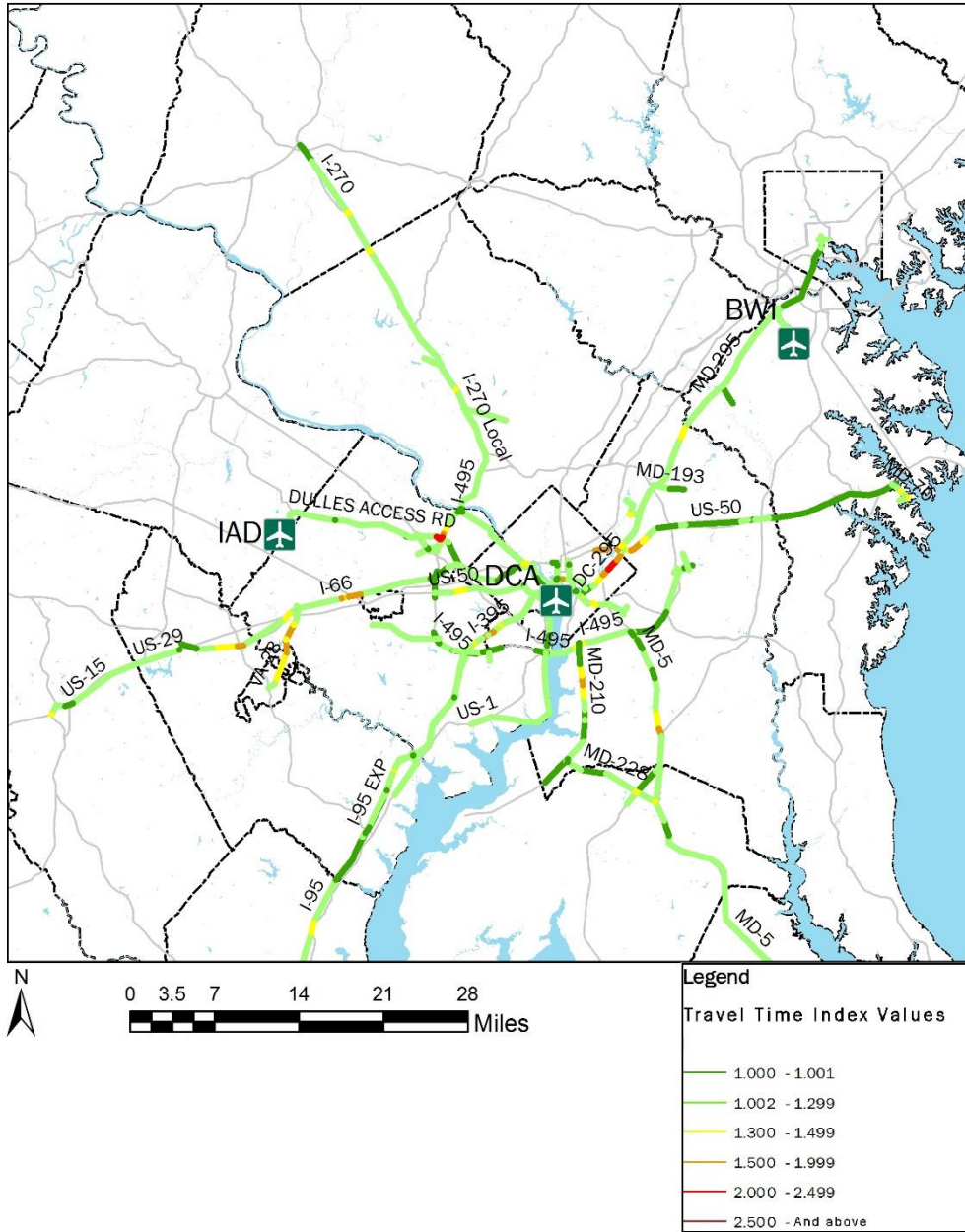— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 56: 2011-2012 Holidays 3 PM-7 PM Travel Time Index Values to BWI

Legend

Travel Time Index Values

- 1.000 - 1.001
- 1.002 - 1.299
- 1.300 - 1.499
- 1.500 - 1.999
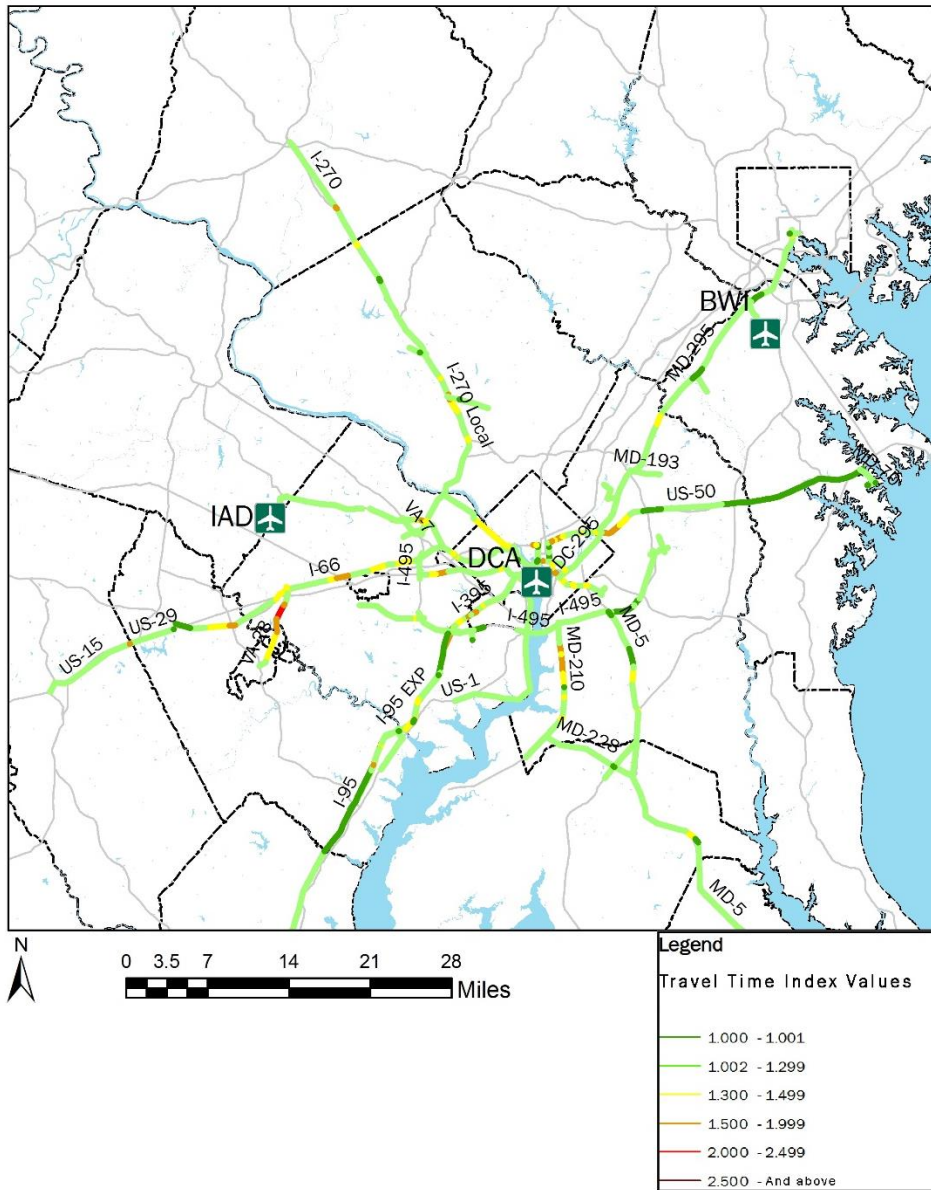- 2.000 - 2.499
- 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 57: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 58: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values DCA, 95Express/I-395 Managed Lanes Only
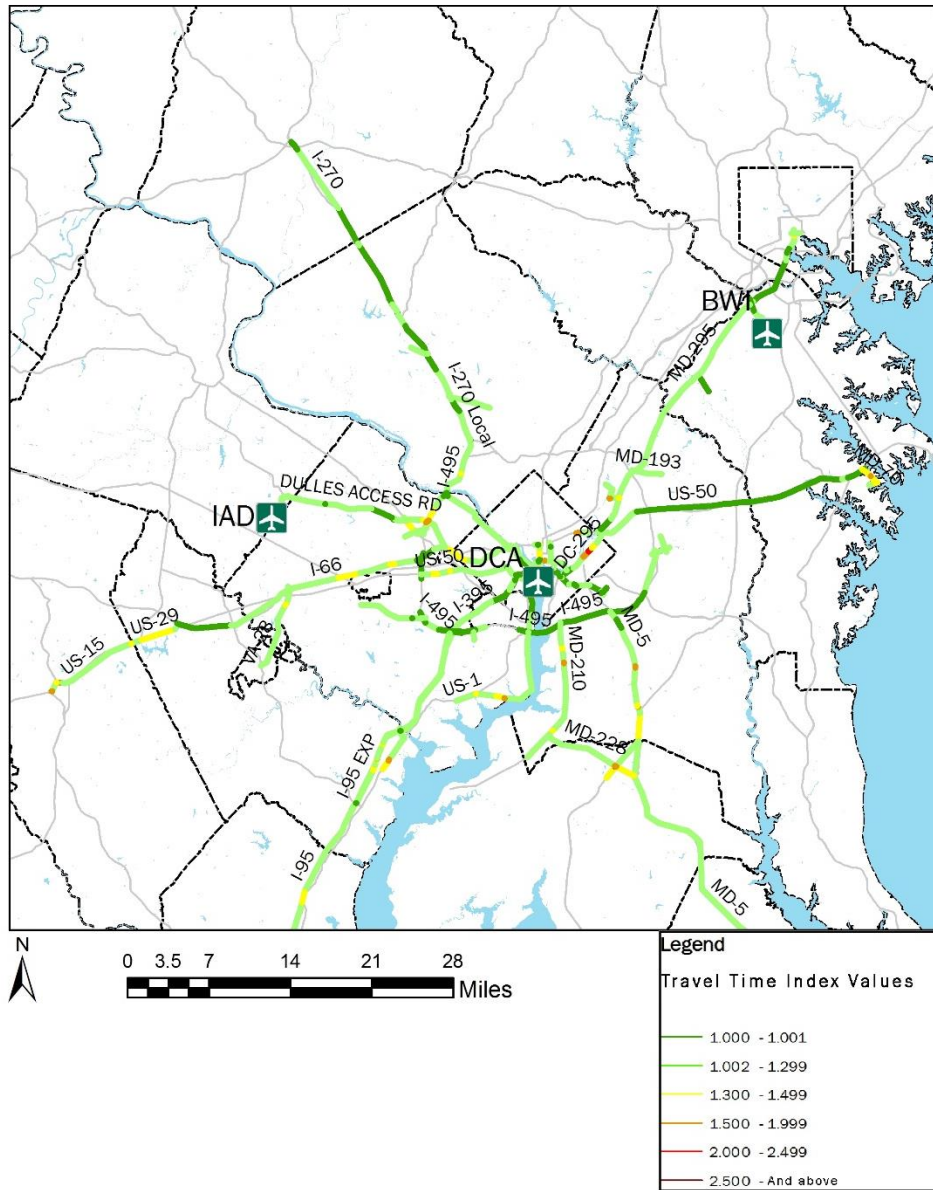

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 59: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values to DCA I-95/I-395 Conventional Lanes Only

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 60: 2014-2015 Weekdays 9 AM-3 PM Travel Time Index Values to DCA
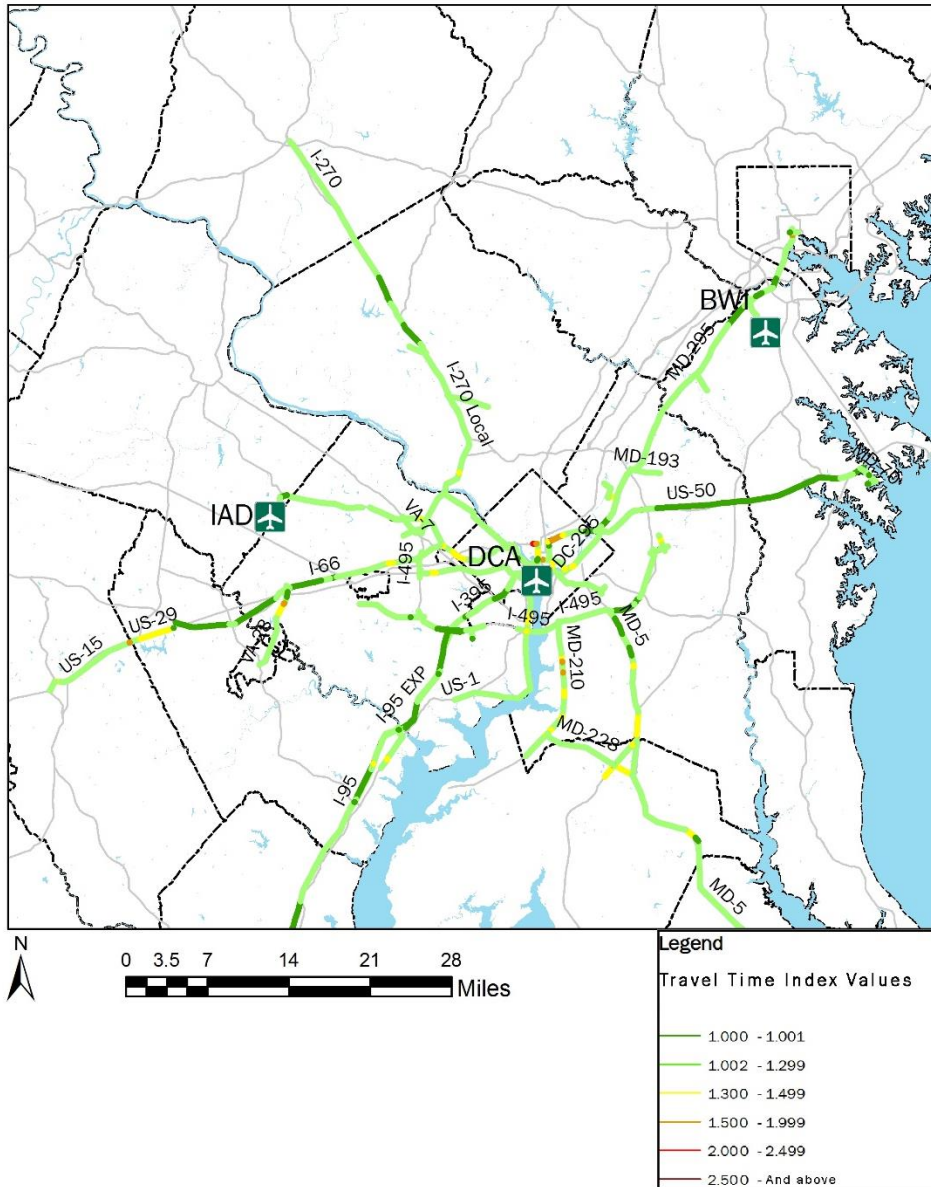

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 61: 2011-2012 Weekdays 9 AM-3 PM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 62: 2014-2015 Weekdays 3 PM-7 PM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 63: 2011-2012 Weekdays 3 PM-7 PM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

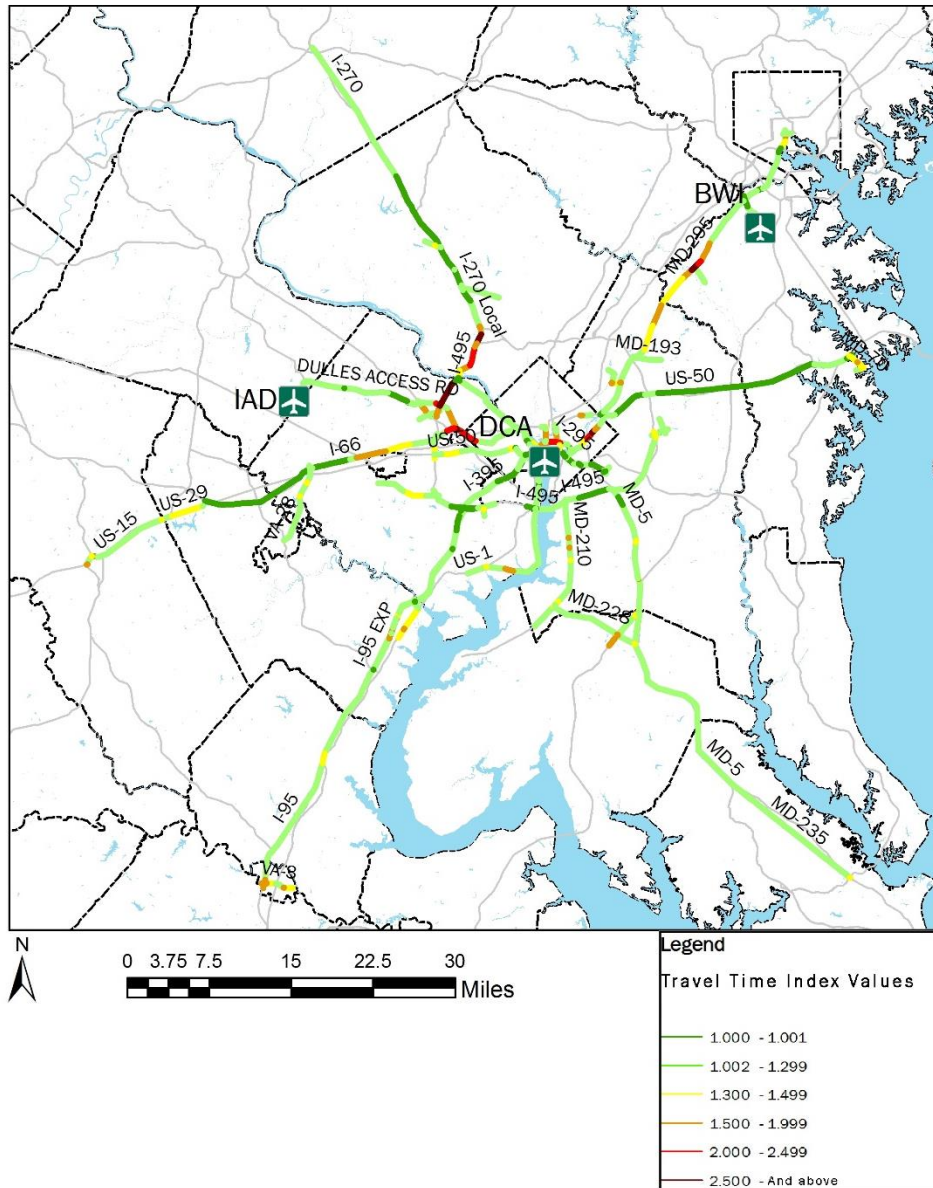**Figure 64: 2014-2015 Weekends 6 AM-9 AM Travel Time Index Values to DCA**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 65: 2011-2012 Weekends 6 AM-9 AM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

**Figure 66: 2014-2015 Weekends 9 AM-3 PM Travel Time Index Values to DCA**

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 67: 2011-2012 Weekends 9 AM-3 PM Travel Time Index Values to DCA

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 68: 2014-2015 Weekends 3 PM-7 PM Travel Time Index Values to DCA

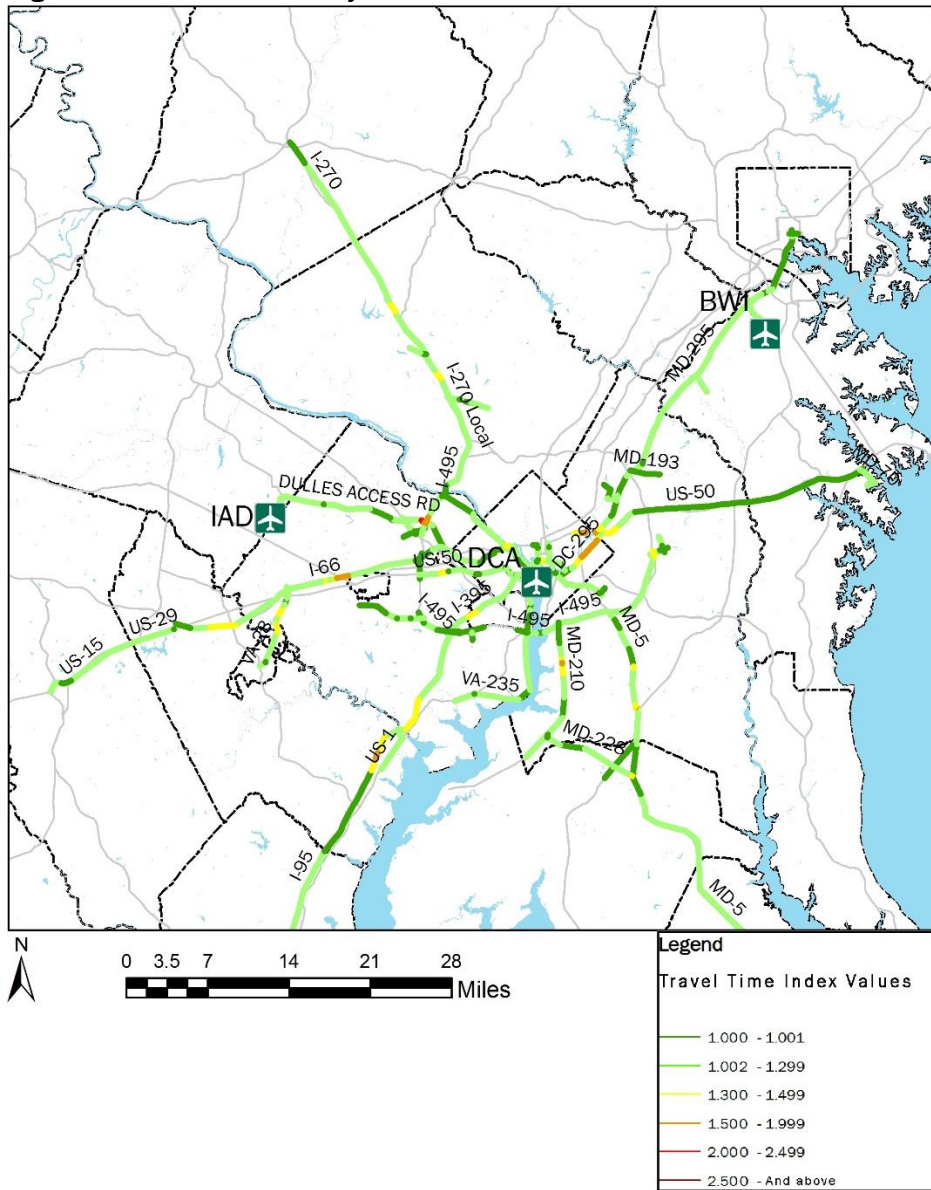Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 69: 2011-2012 Weekends 3 PM-7 PM Travel Time Index Values to DCA
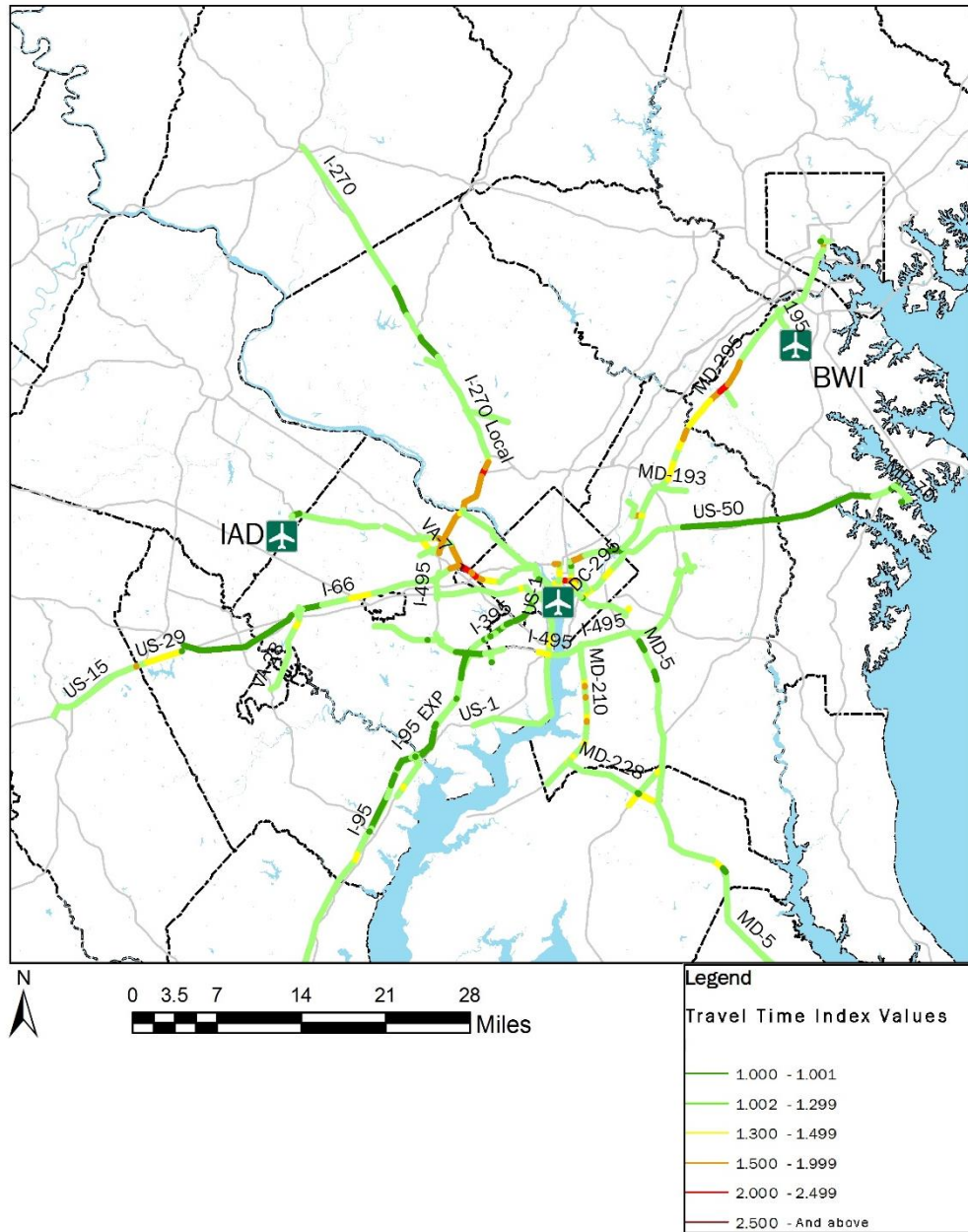
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015
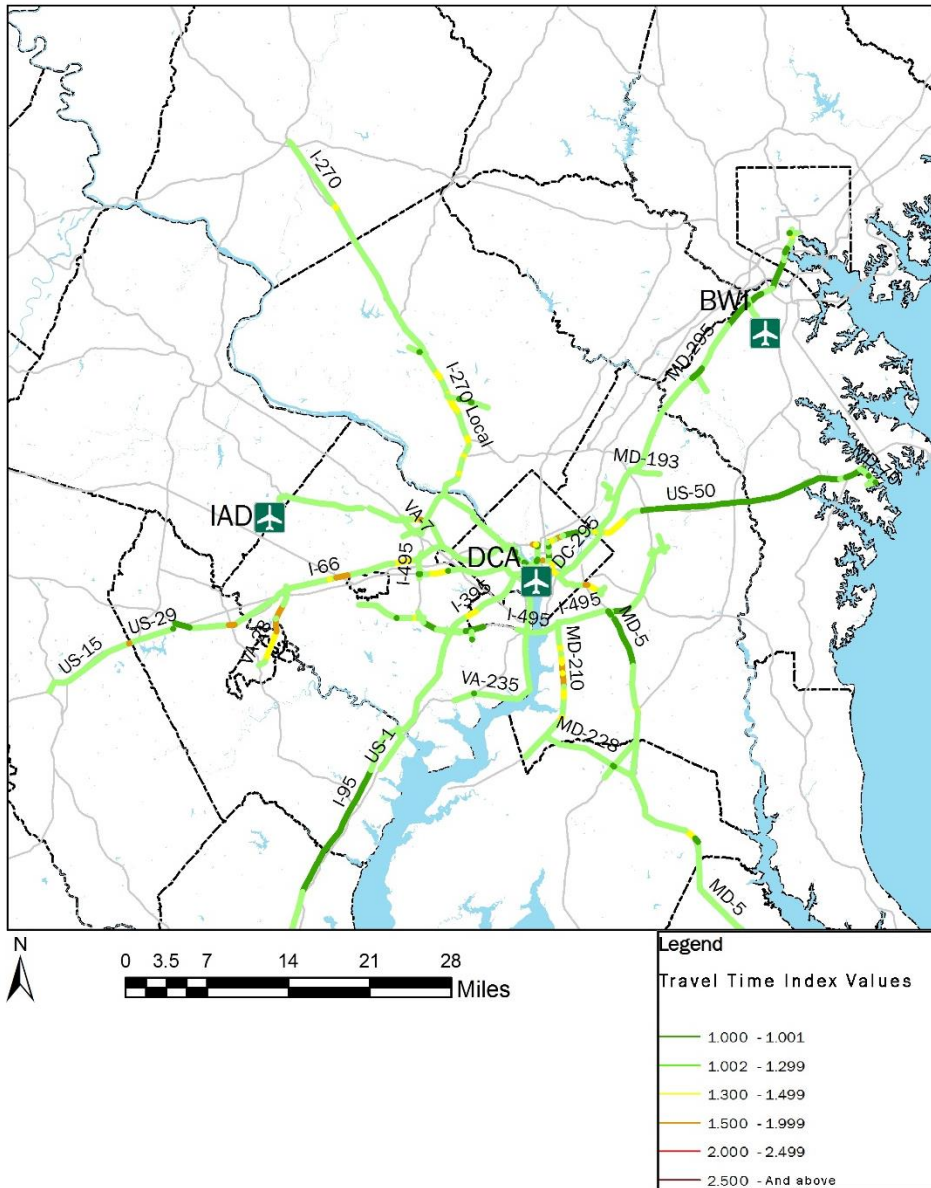
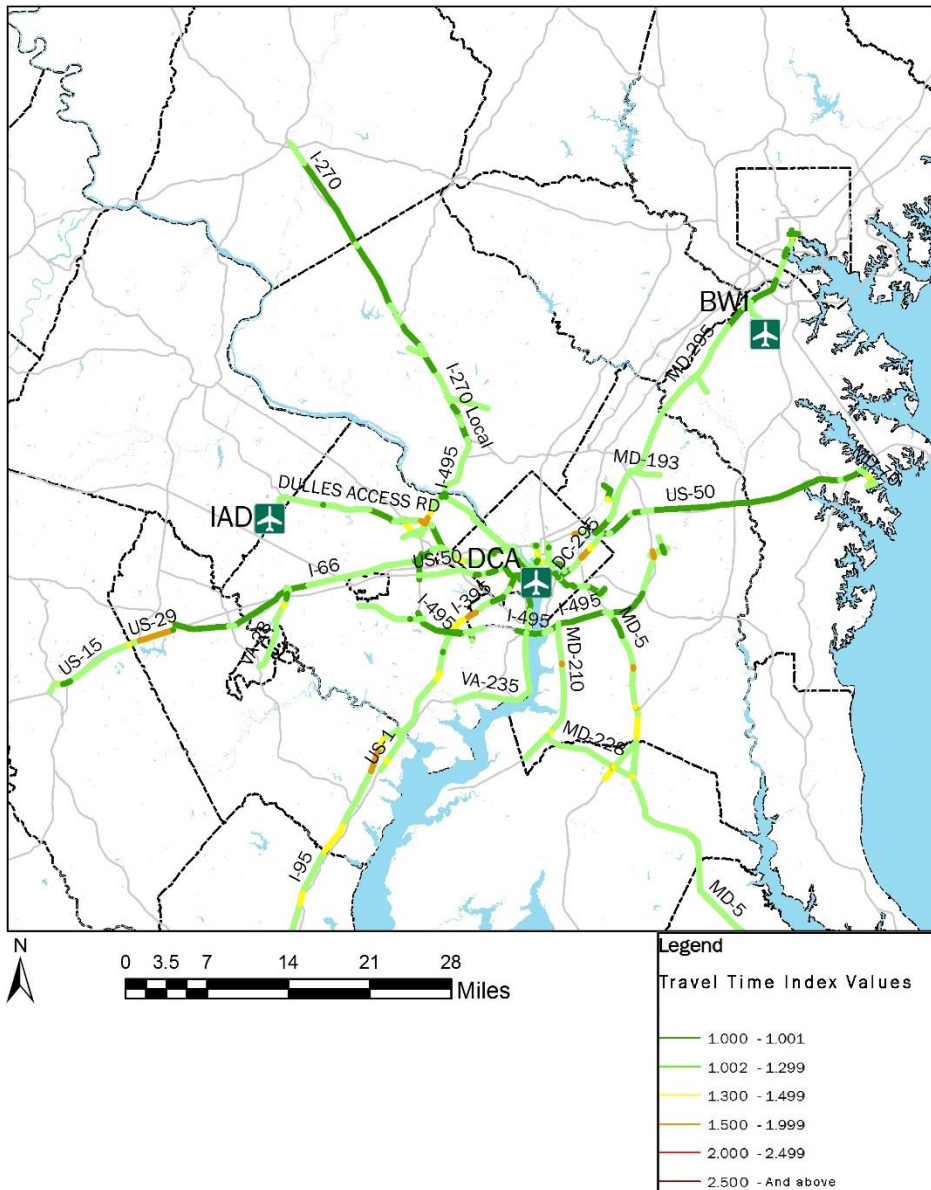**Figure 70: 2014-2015 Holidays 6 AM-9 AM Travel Time Index Values to DCA**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 71: 2011-2012 Holidays 6 AM-9 AM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 72: 2014-2015 Holidays 9 AM-3 PM Travel Time Index Values to DCA
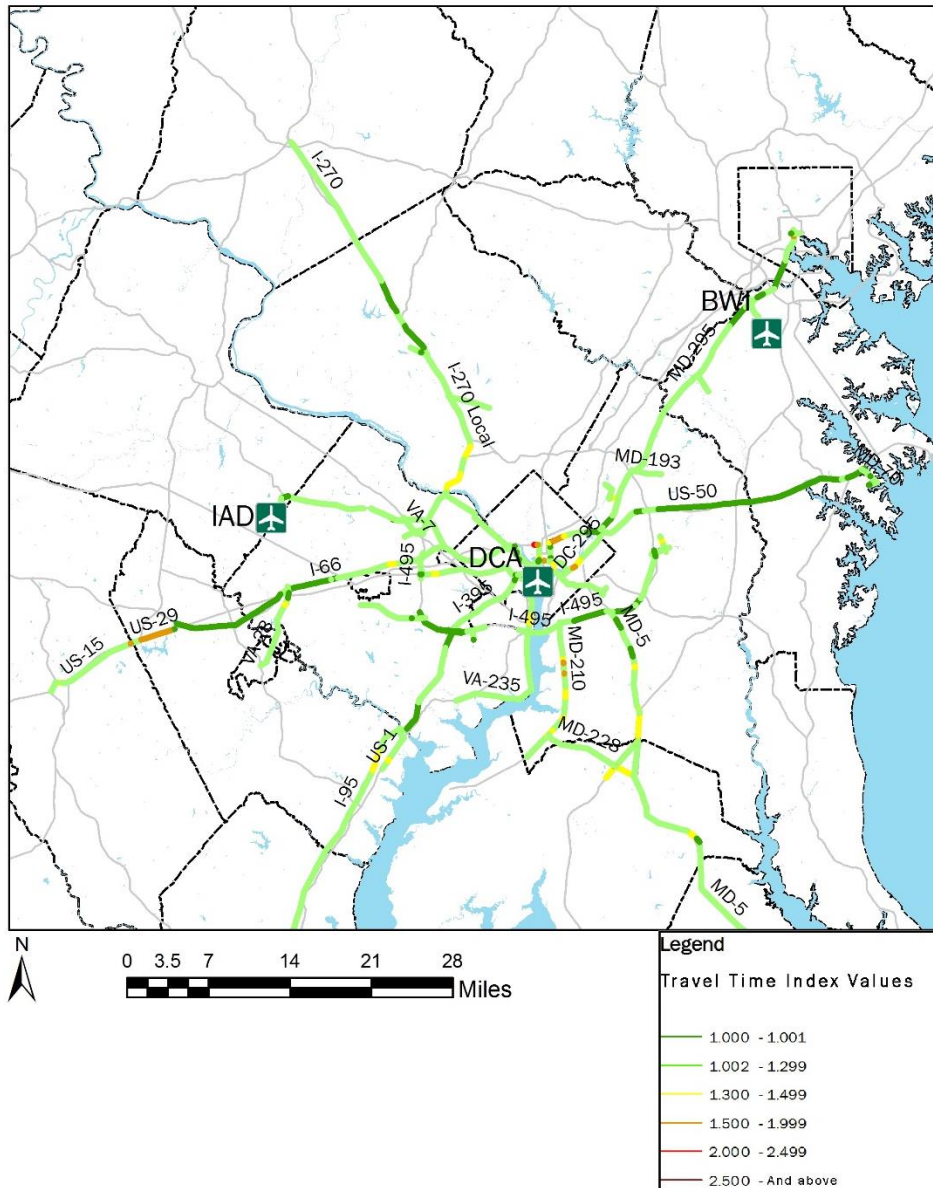

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 73: 2011-2012 Holidays 9 AM-3 PM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

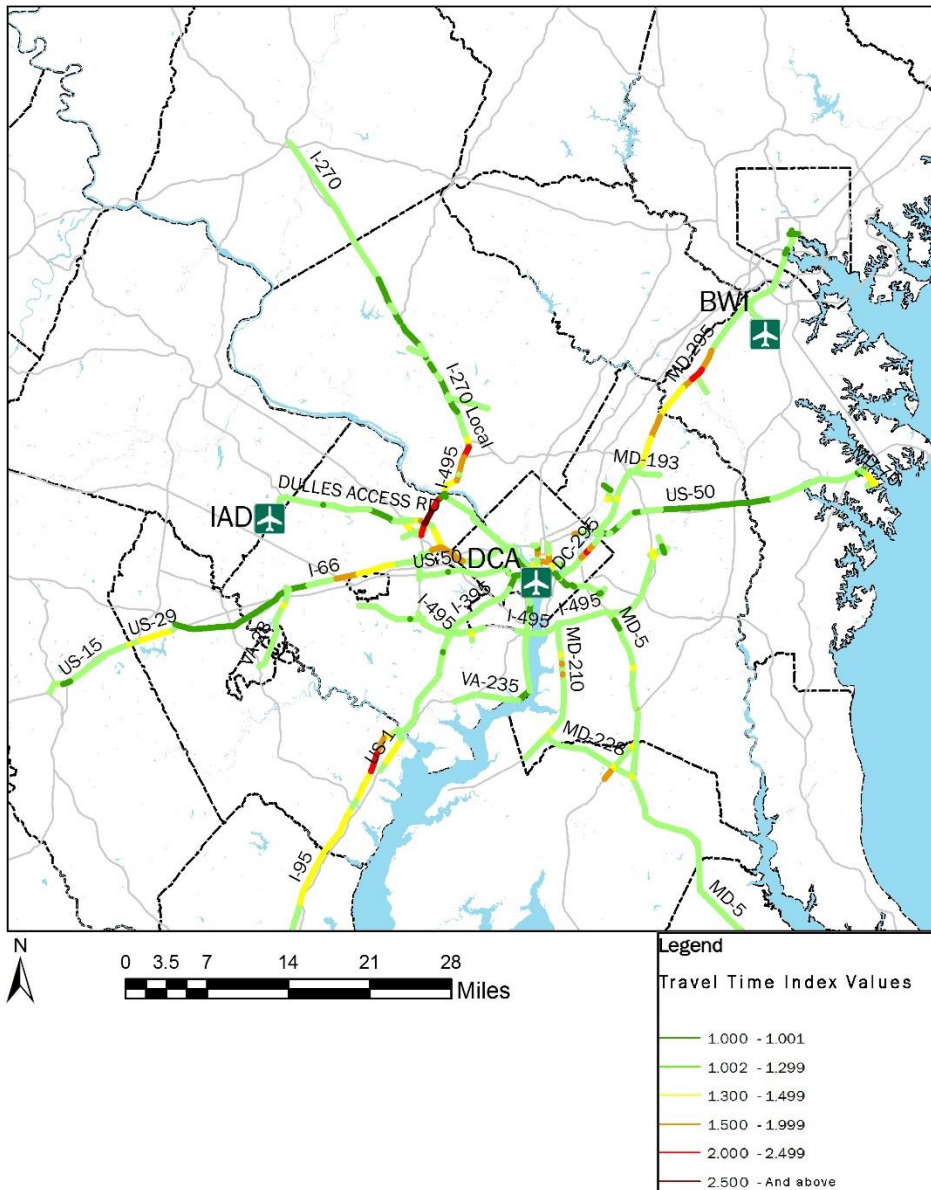**Figure 74: 2014-2015 Holidays 3 PM-7 PM Travel Time Index Values to DCA**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 75: 2011-2012 Holidays 3 PM-7 PM Travel Time Index Values to DCA

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 76: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values to IAD

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 77: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values to IAD 95 Express/495 Express Lanes Only
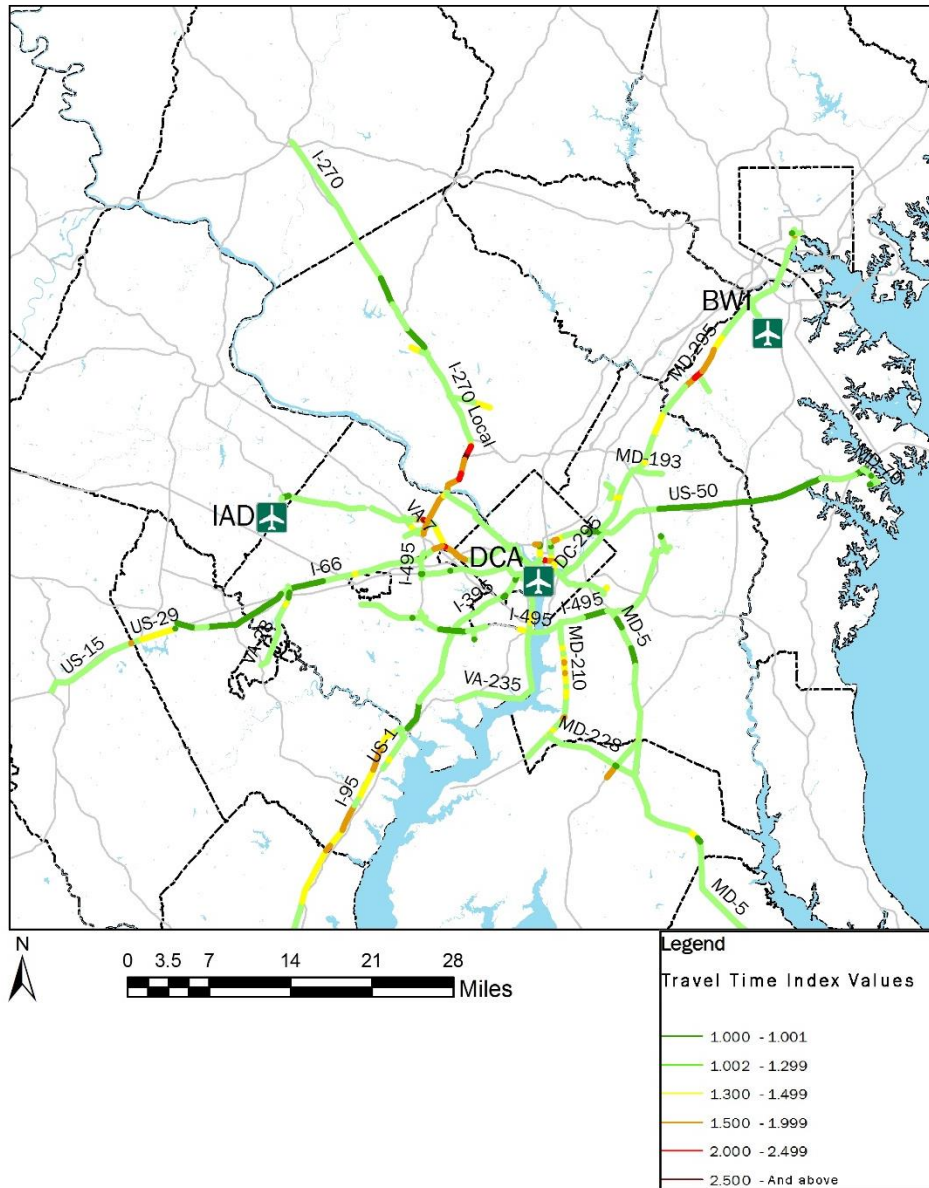

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 78: 2014-2015 Weekdays 6 AM-9 AM Travel Time Index Values to IAD I-95, I-495 Conventional Lanes Only
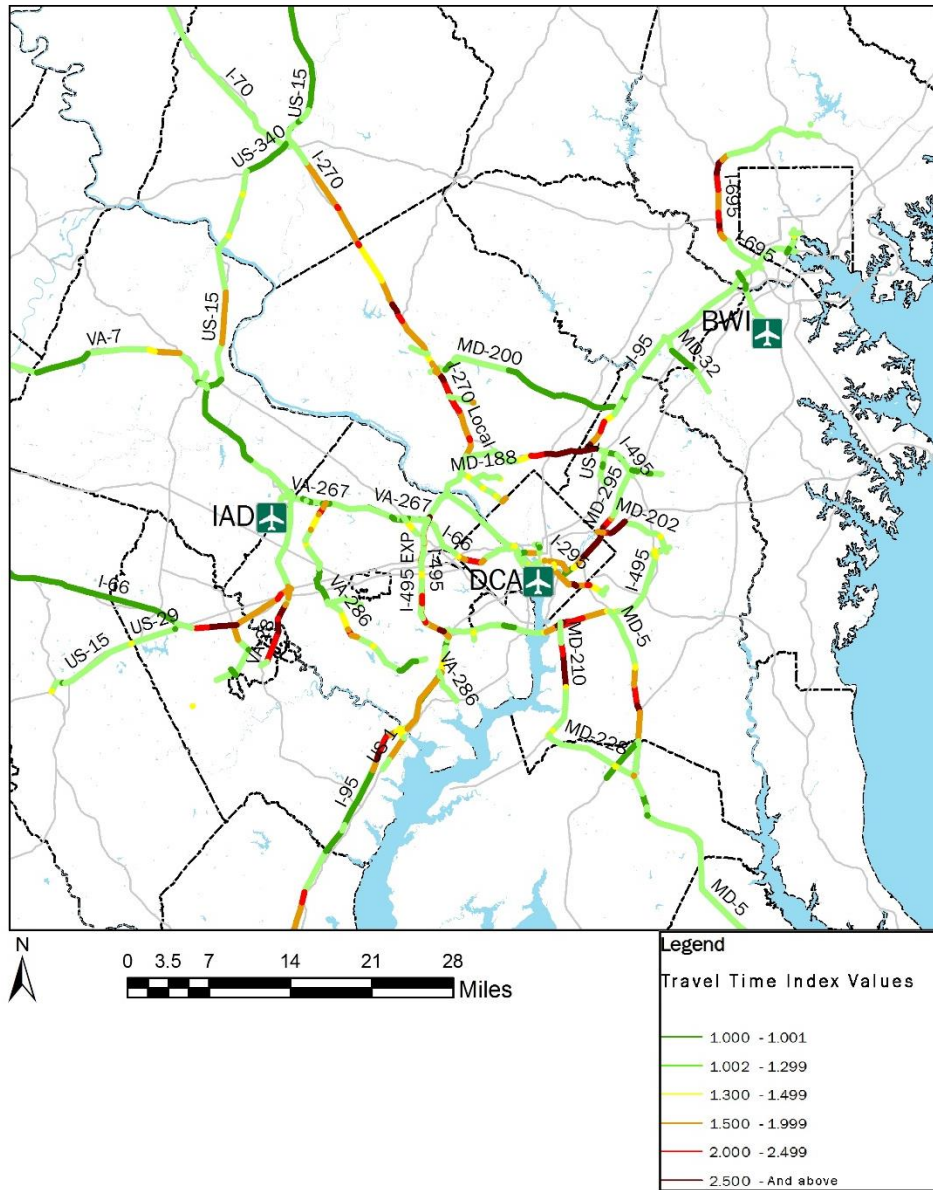

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 79: 2011-2012 Weekdays 6 AM-9 AM Travel Time Index Values to IAD
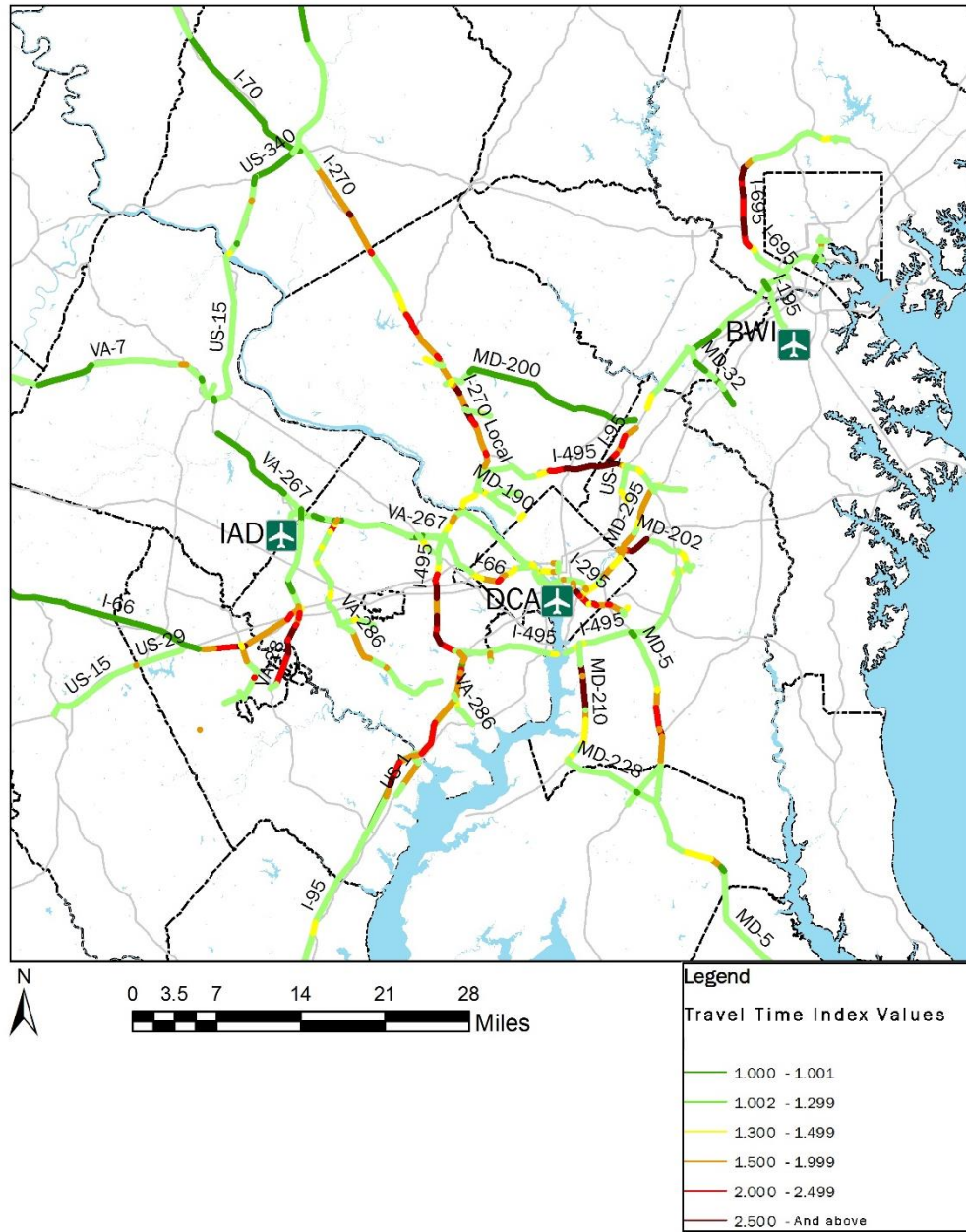
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 80: 2014-2015 Weekdays 9 AM-3 PM Travel Time Index Values to IAD

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

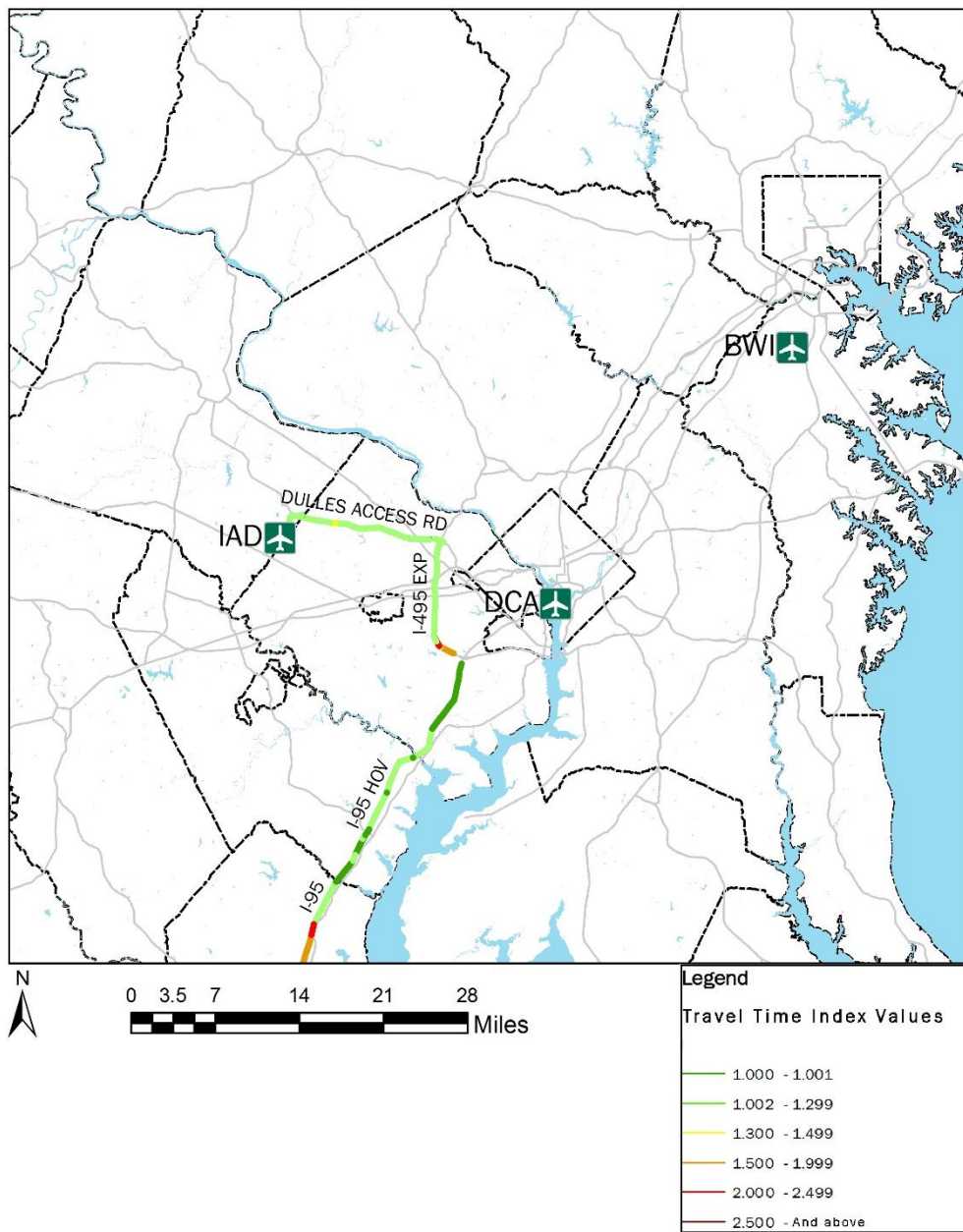**Figure 81: 2011-2012 Weekdays 9 AM-3 PM Travel Time Index Values to IAD**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 82: 2014-2015 Weekdays 3 PM-7 PM Travel Time Index Values to IAD

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 83: 2011-2012 Weekdays 3 PM-7 PM Travel Time Index Values to IAD

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 84: 2014-2015 Weekends 6 AM-9 AM Travel Time Index Values to IAD

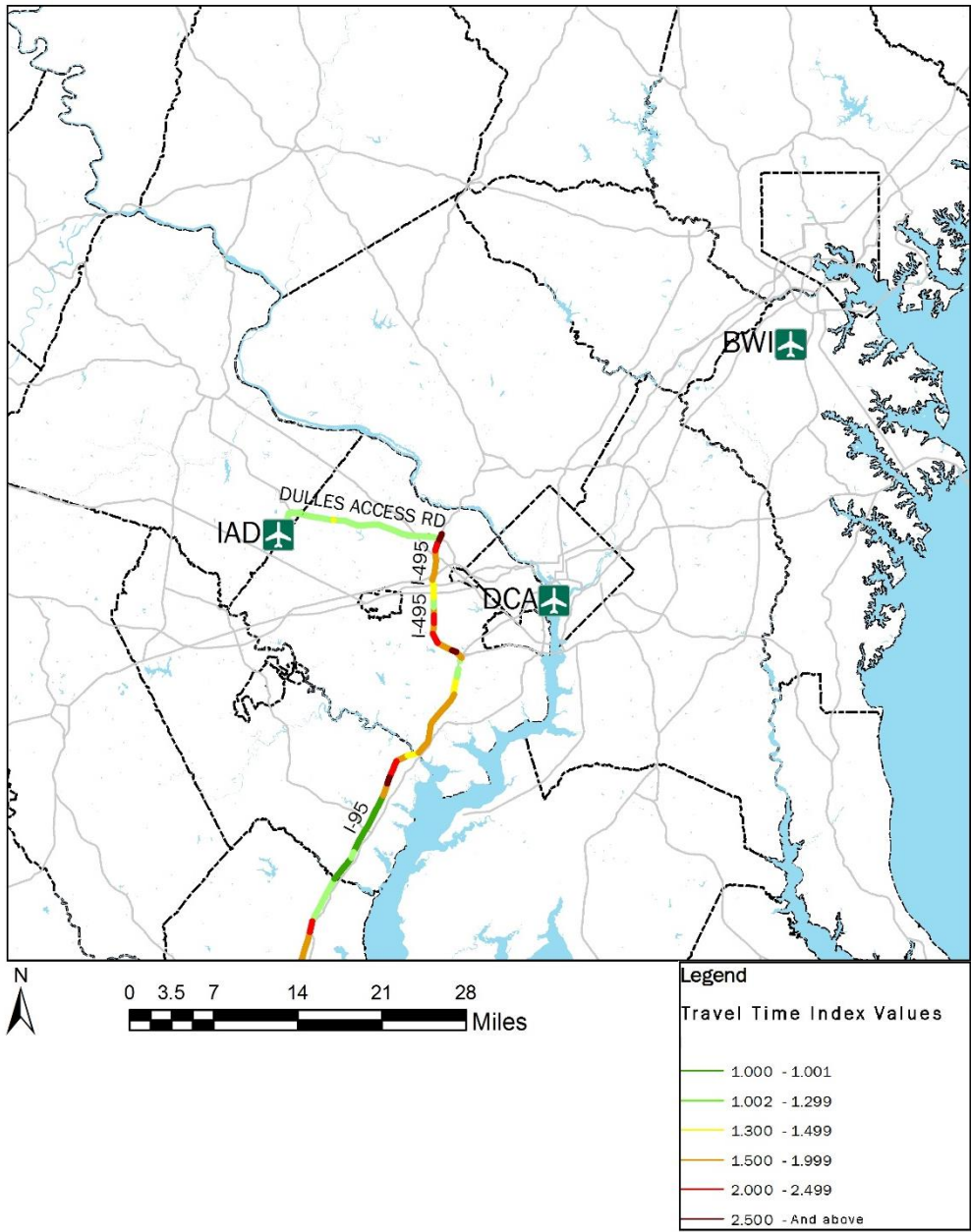Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 85: 2011-2012 Weekends 6 AM-9 AM Travel Time Index Values to IAD

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 86: 2014-2015 Weekends 9 AM-3 PM Travel Time Index Values to IAD

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

**Figure 87: 2011-2012 Weekends 9 AM-3 PM Travel Time Index Values to IAD**

Legend

Travel Time Index Values

— 1.000 - 1.001
— 1.002 - 1.299
— 1.300 - 1.499
— 1.500 - 1.999
— 2.000 - 2.499
— 2.500 - And above

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

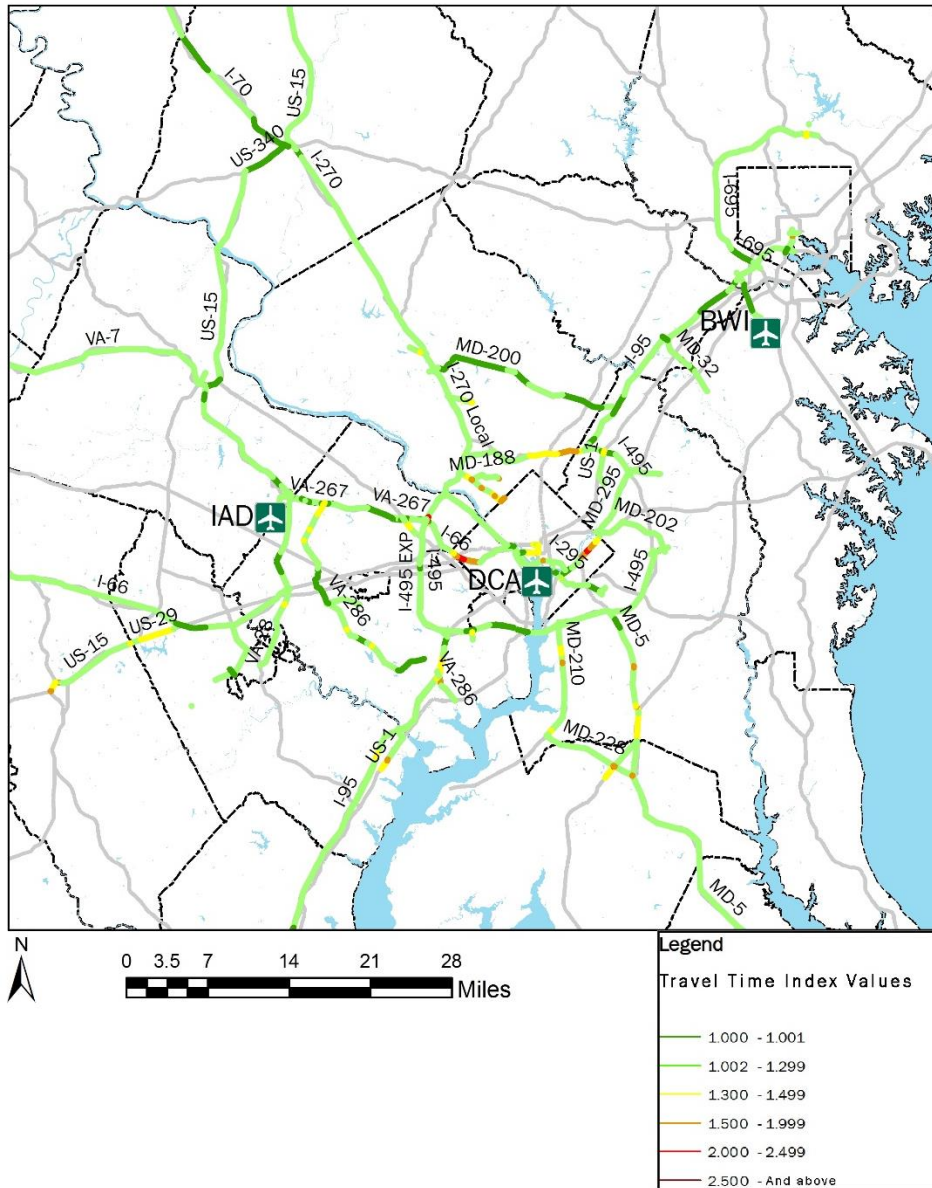**Figure 88: 2014-2015 Weekends 3 PM-7 PM Travel Time Index Values to IAD**

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 89: 2011-2012 Weekends 3 PM-7 PM Travel Time Index Values to IAD
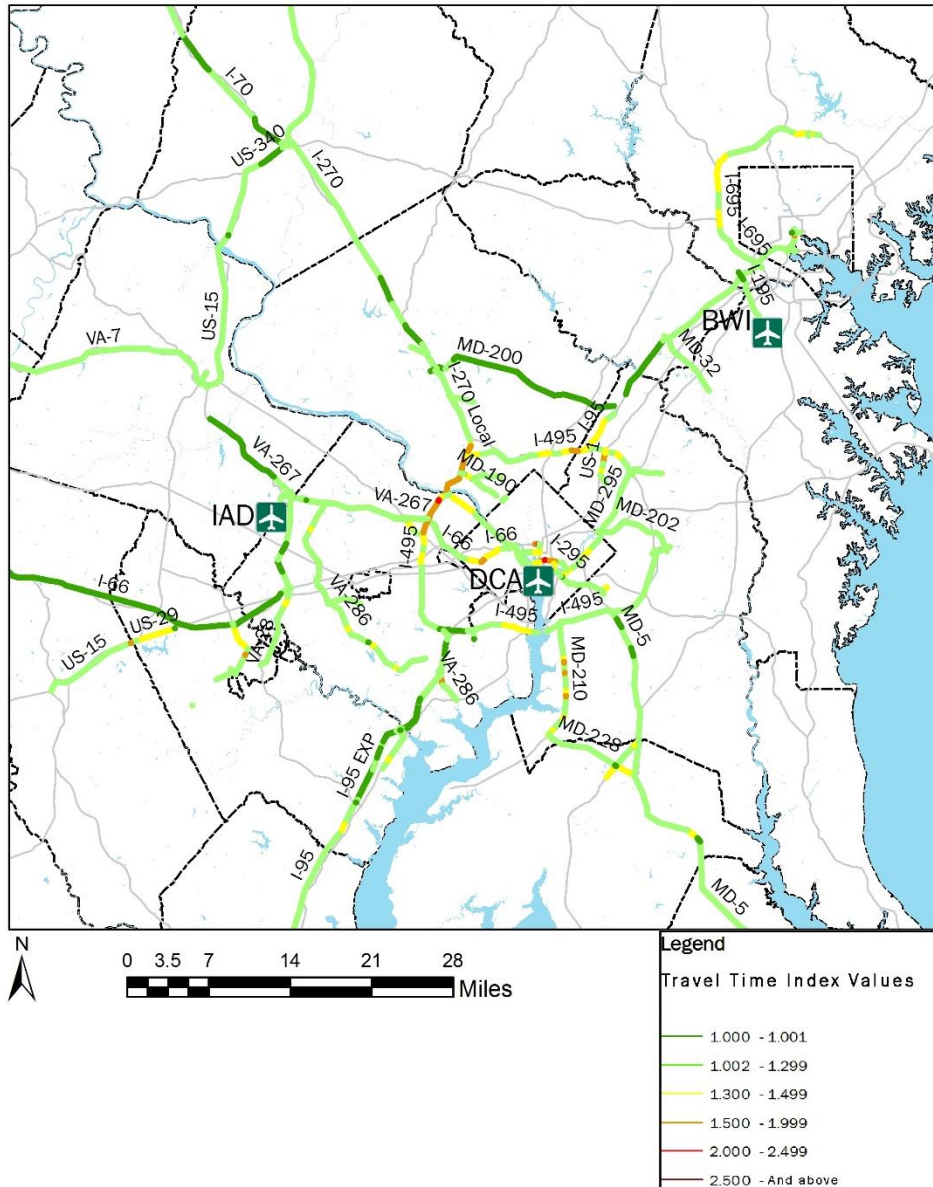
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 90: 2014-2015 Holidays 6 AM-9 AM Travel Time Index Values to IAD
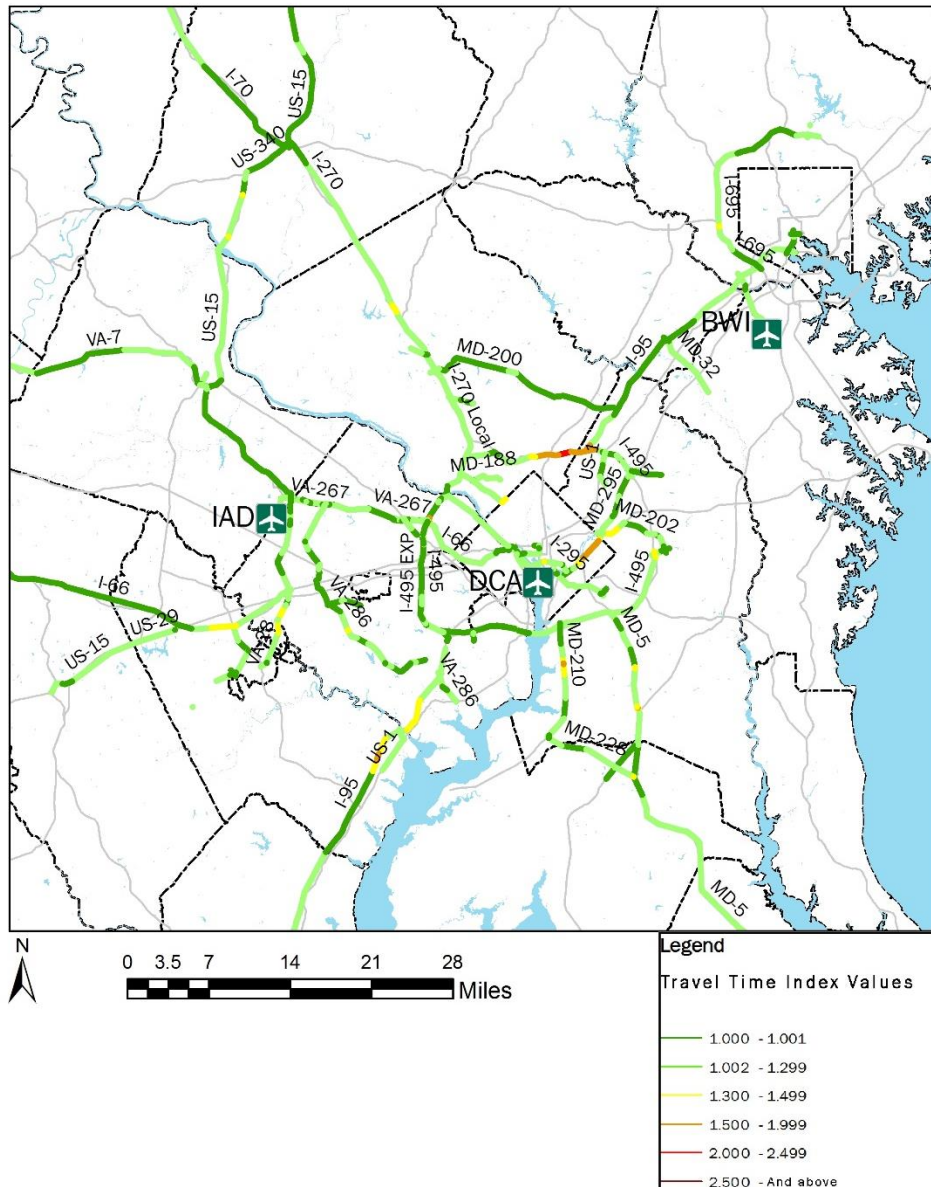
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

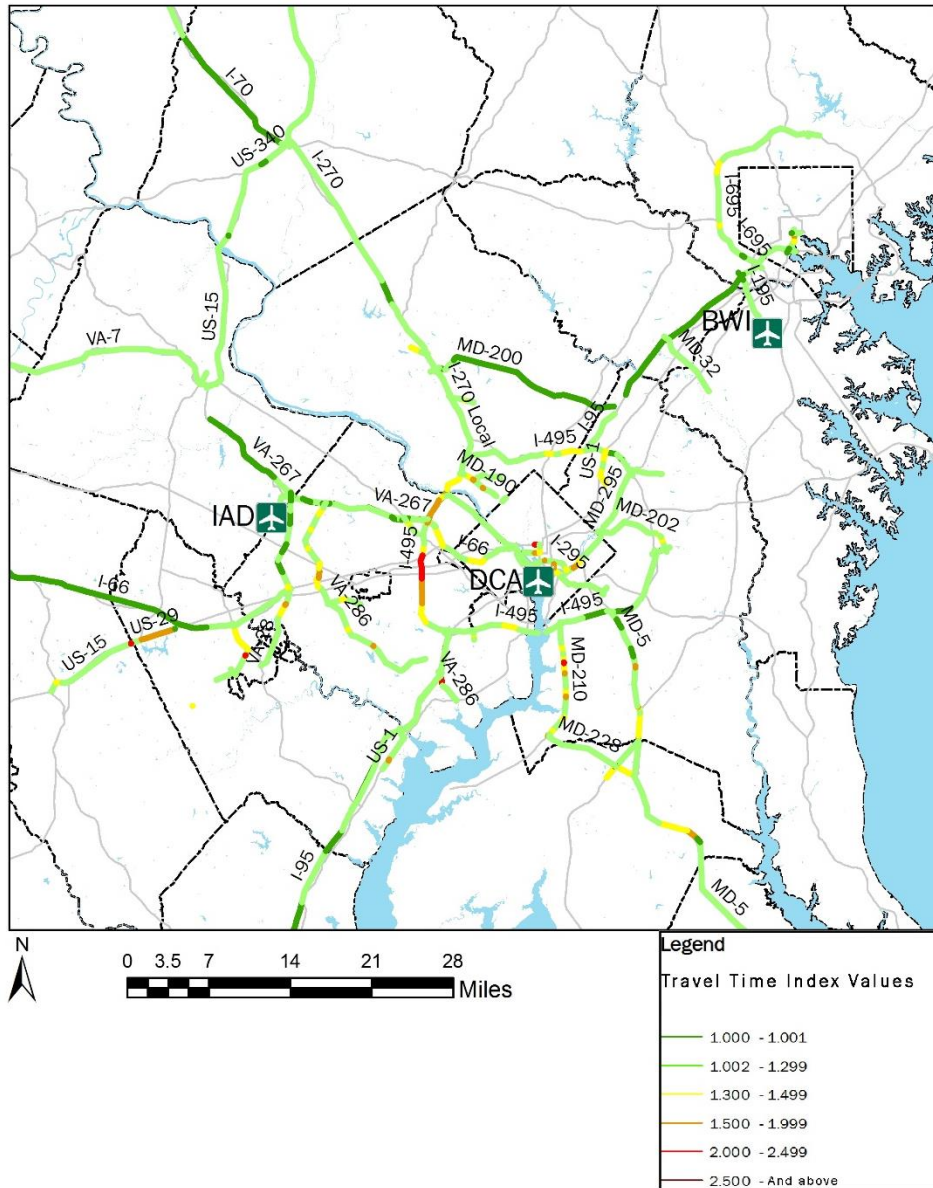**Figure 91: 2011-2012 Holidays 6 AM-9 AM Travel Time Index Values to IAD**
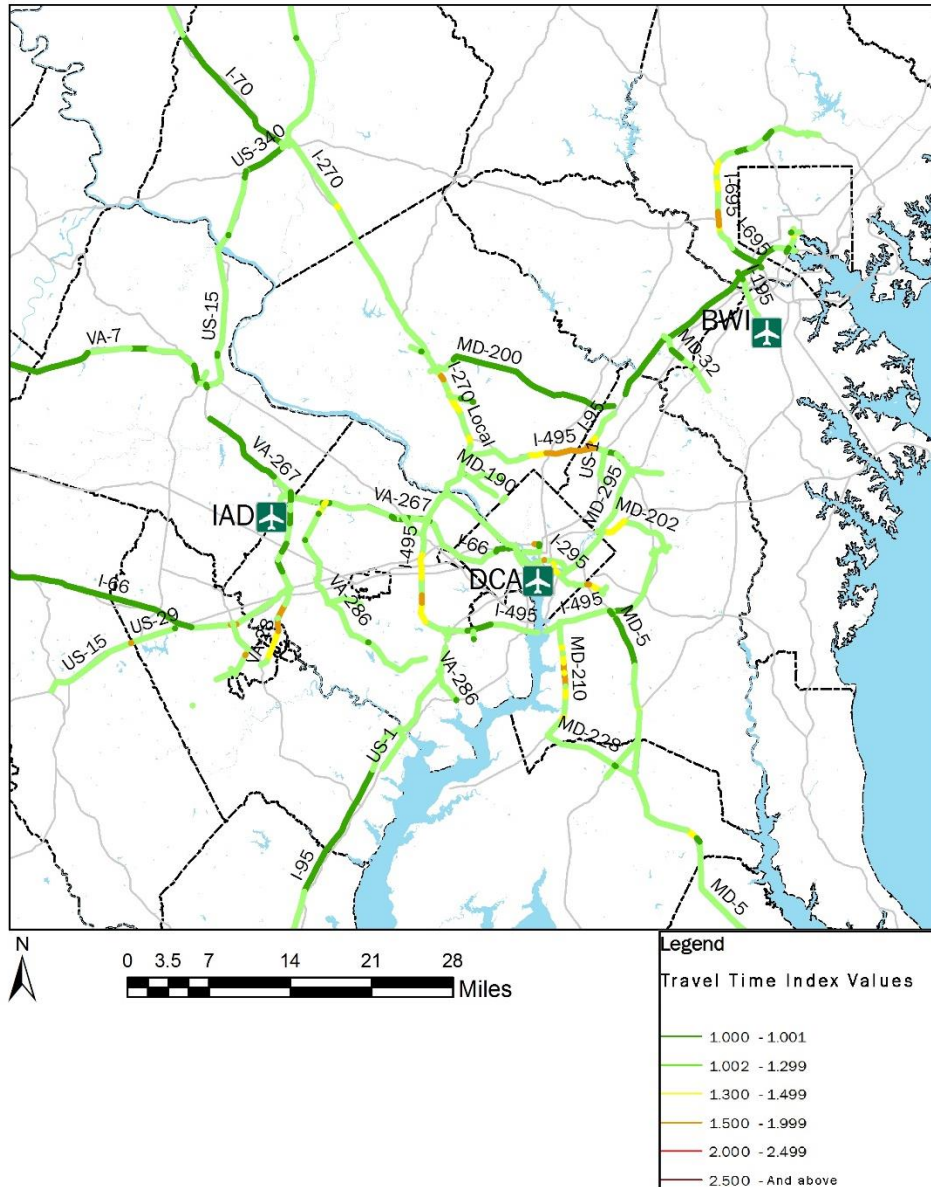
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 92: 2014-2015 Holidays 9 AM-3 PM Travel Time Index Values to IAD
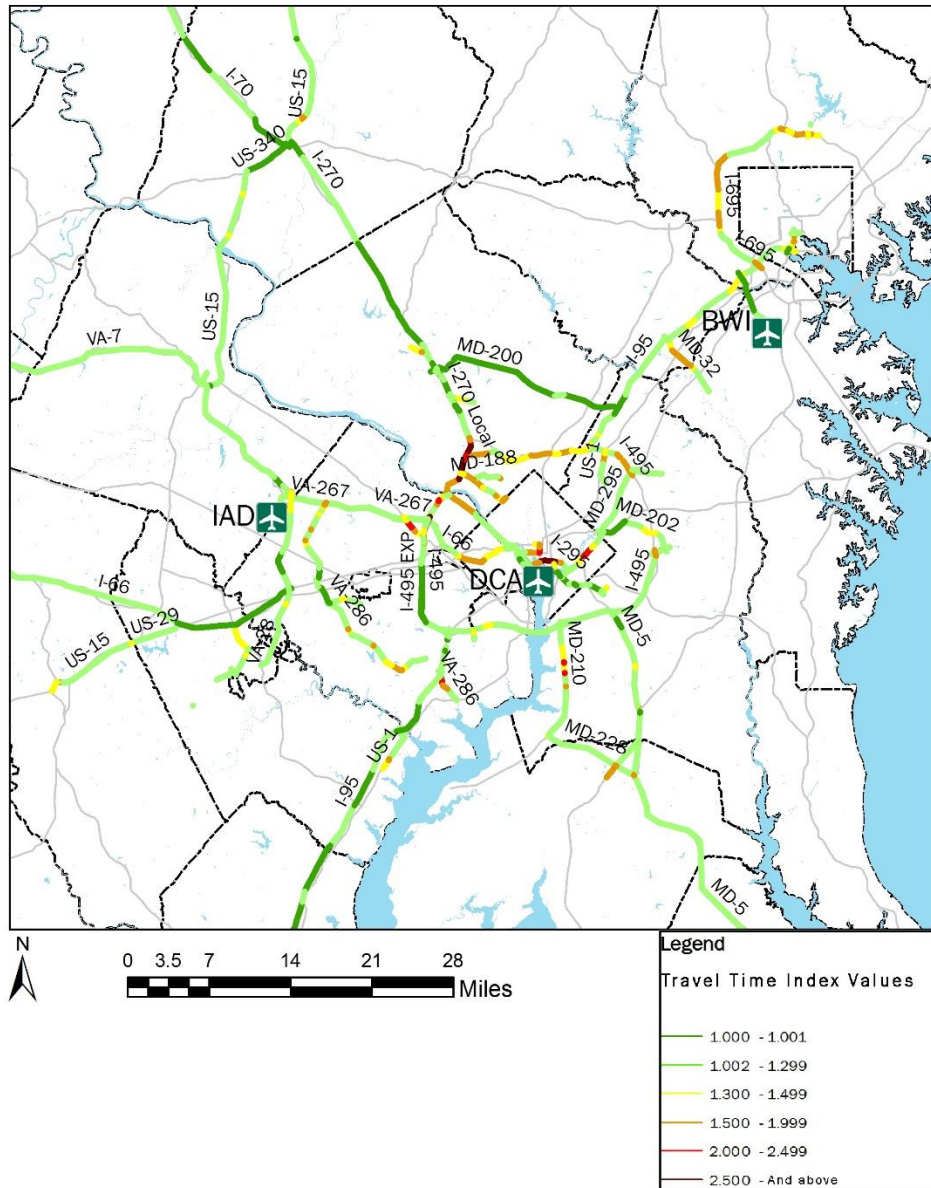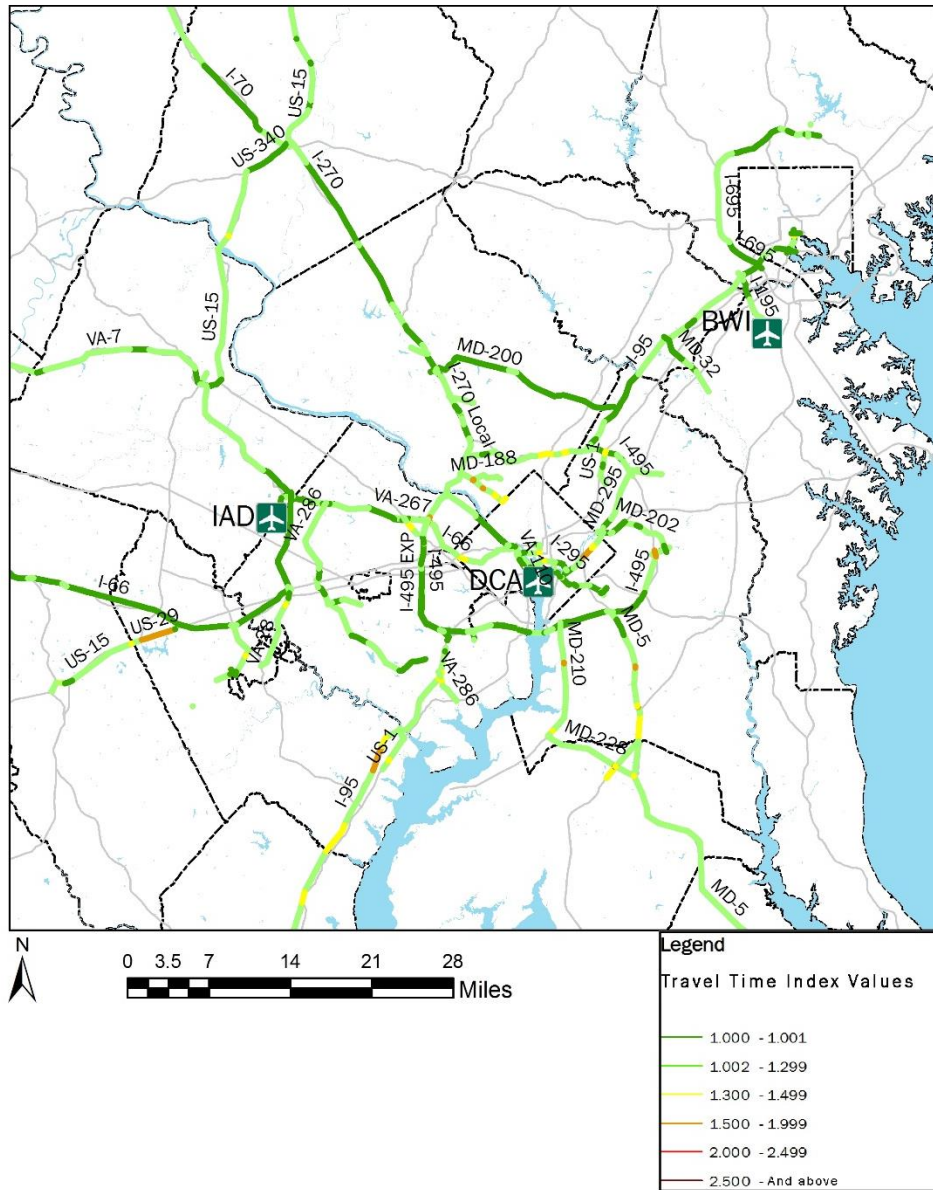

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

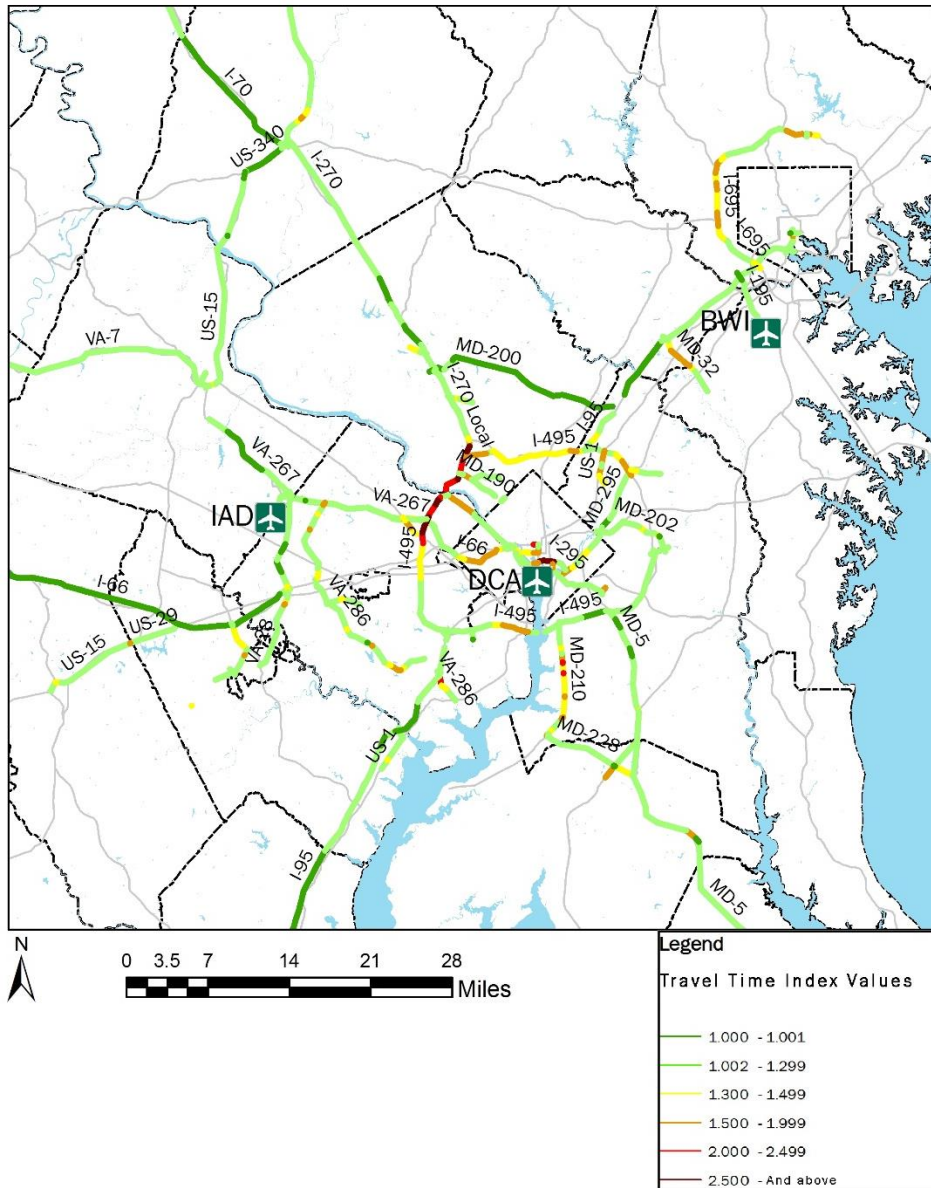**Figure 93: 2011-2012 Holidays 9 AM-3 PM Travel Time Index Values to IAD**
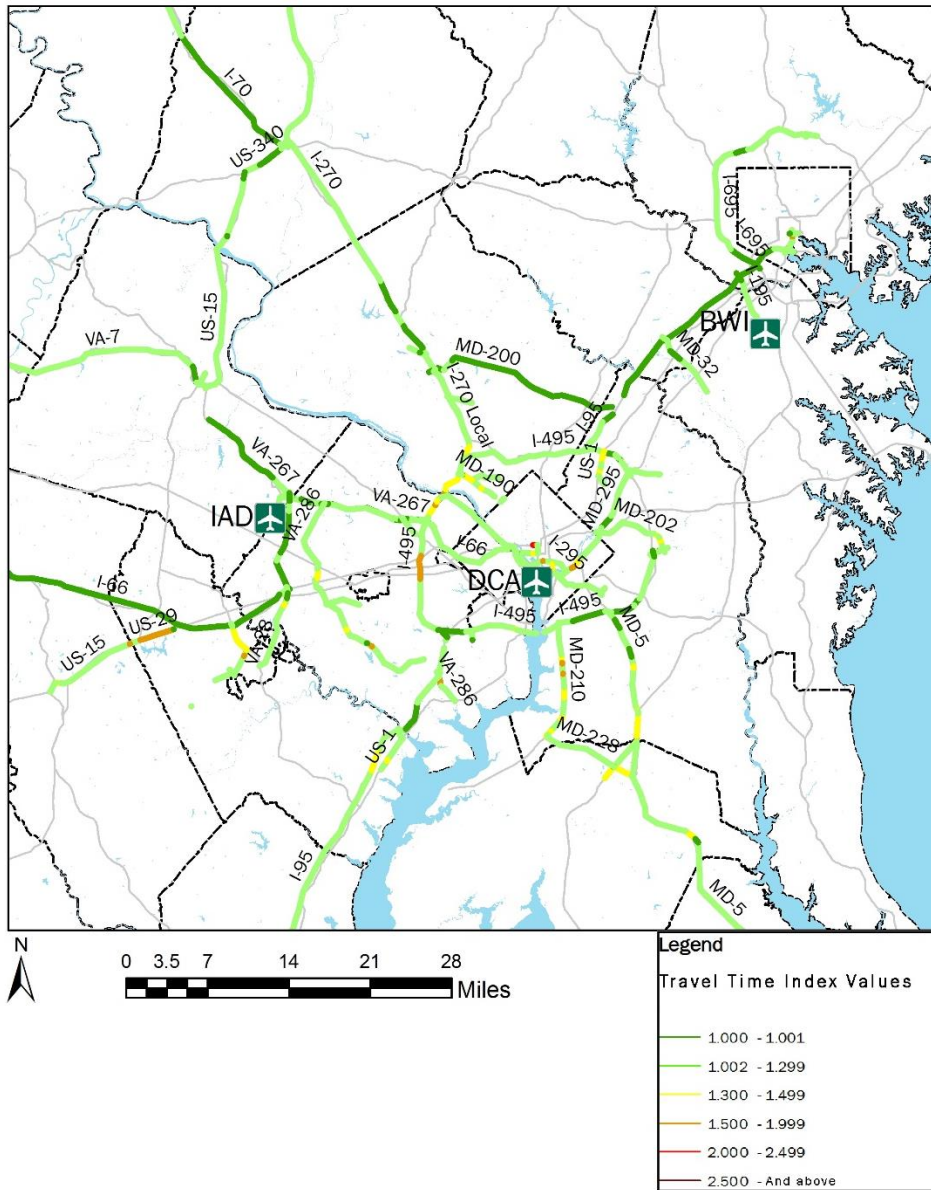
Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Figure 94: 2014-2015 Holidays 3 PM-7 PM Travel Time Index Values to IAD
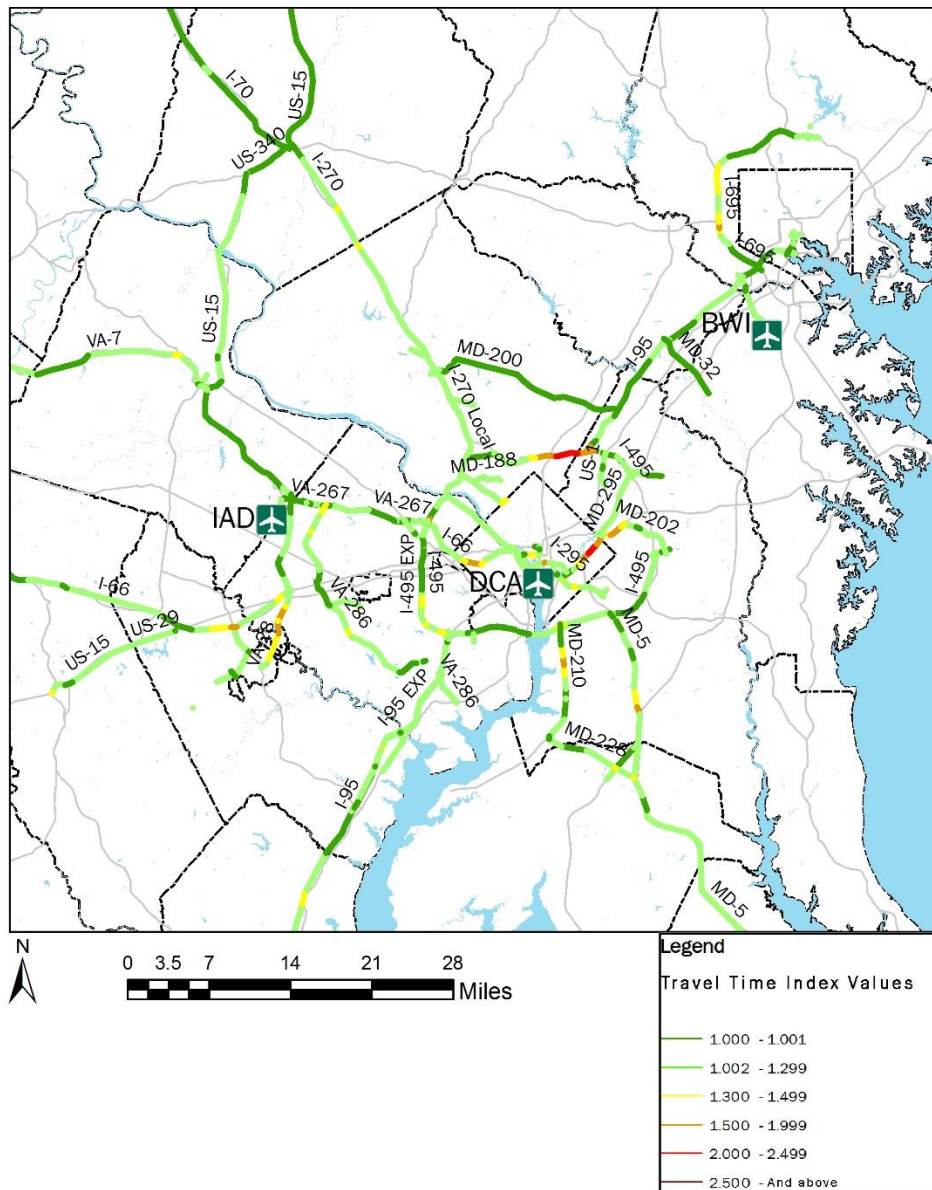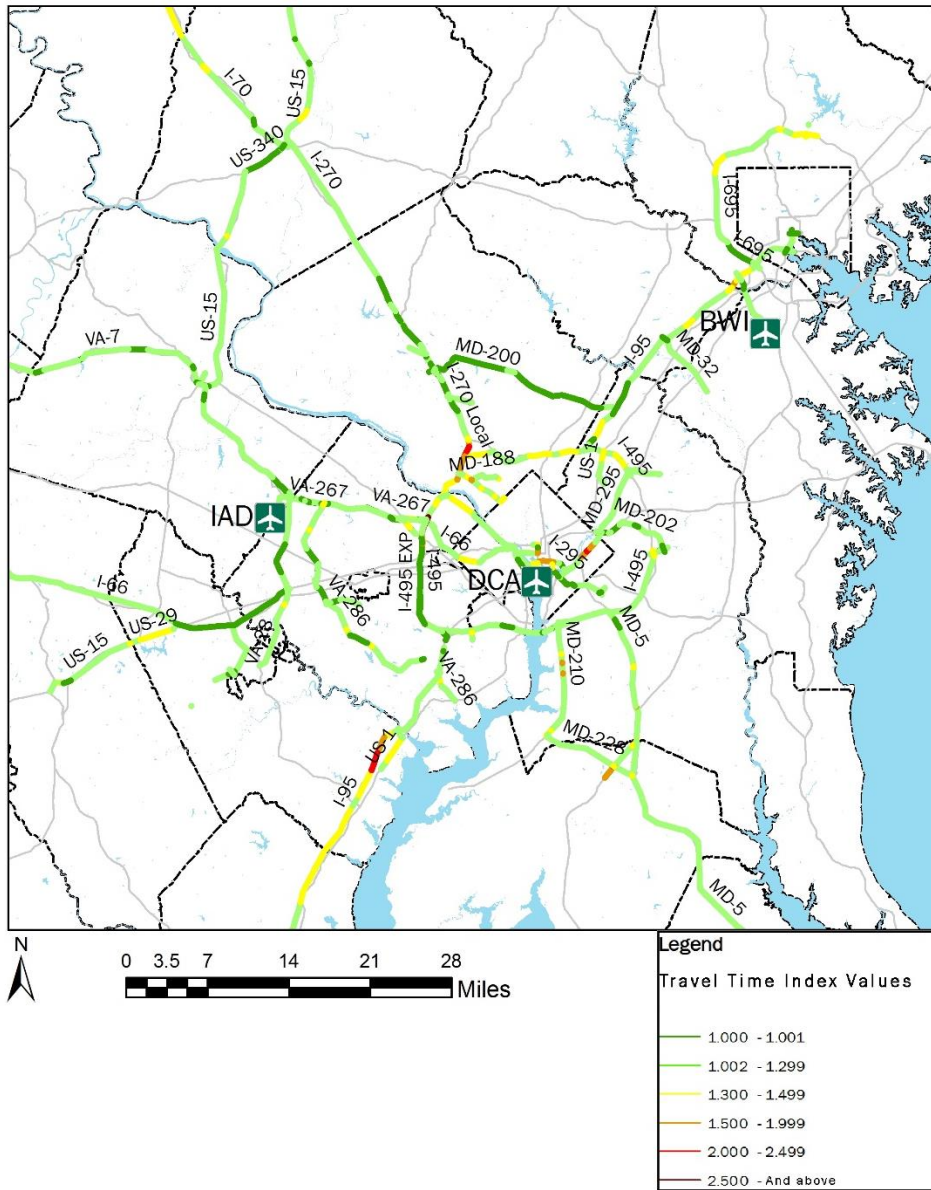

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

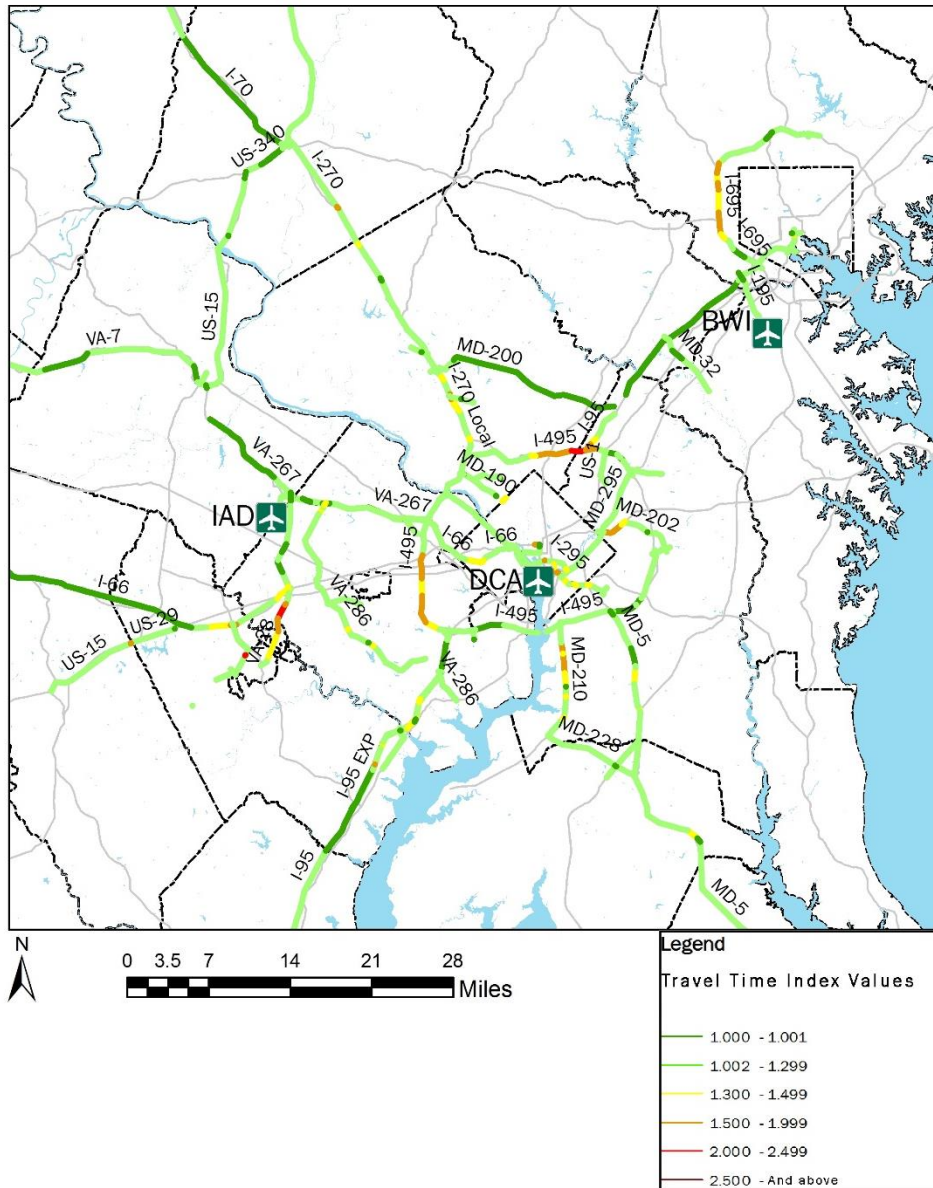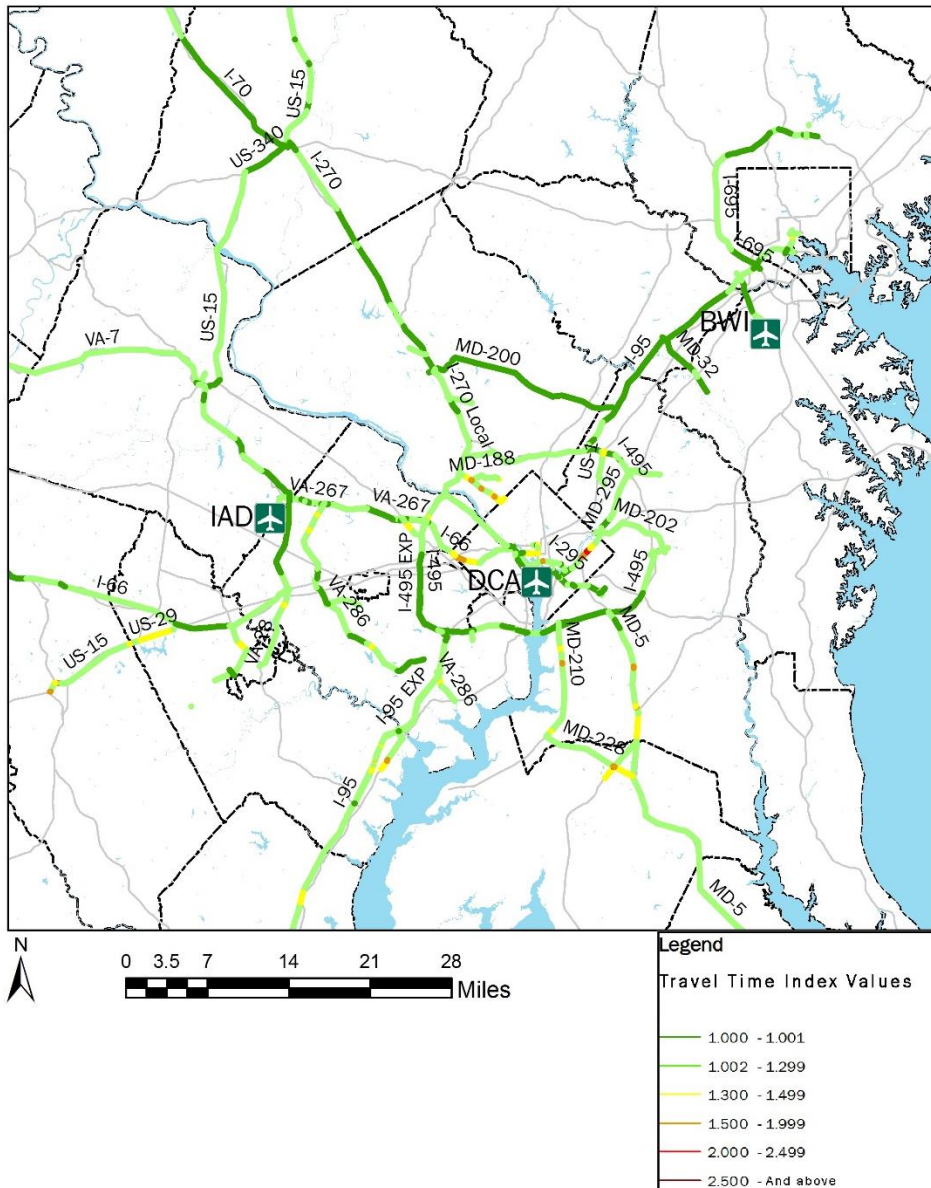**Figure 95: 2011-2012 Holidays 3 PM-7 PM Travel Time Index Values to IAD**

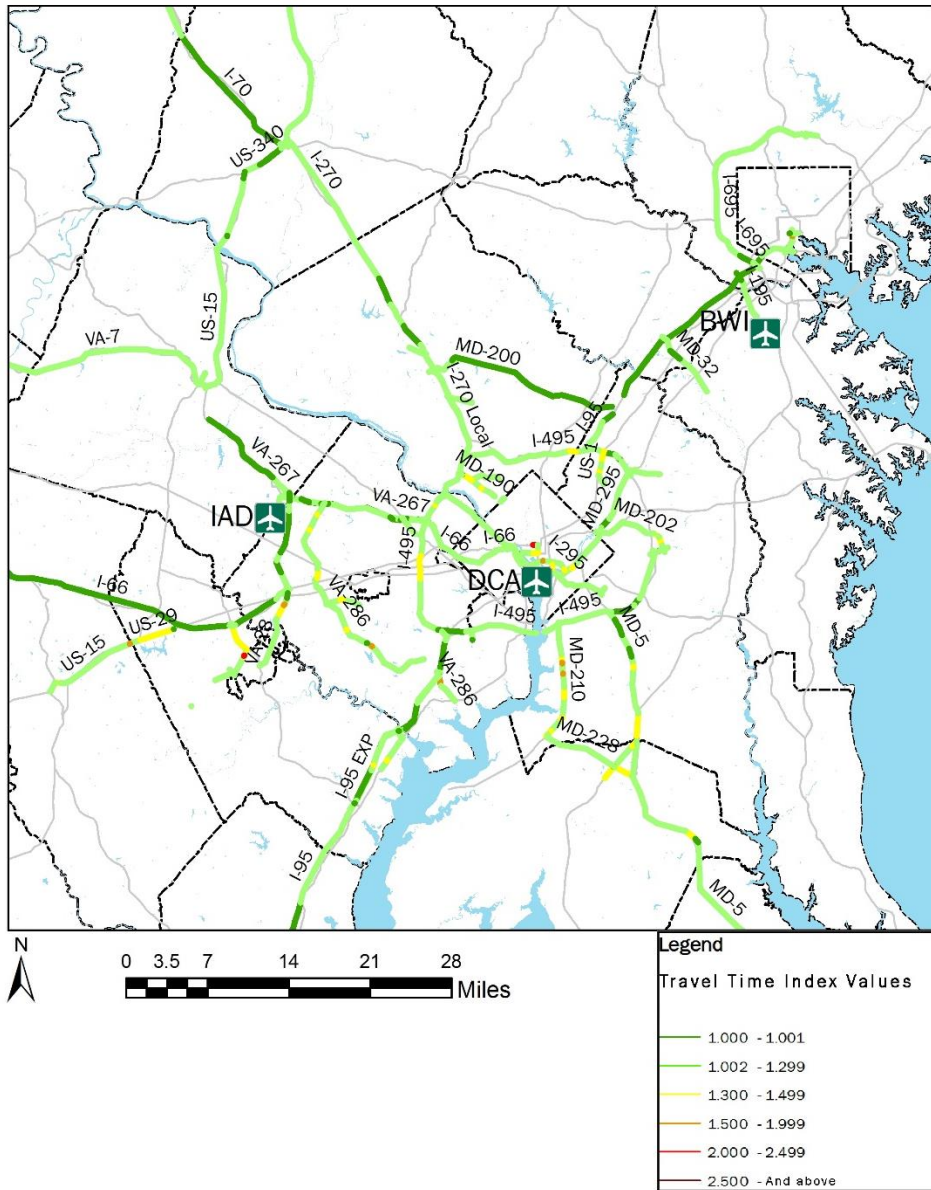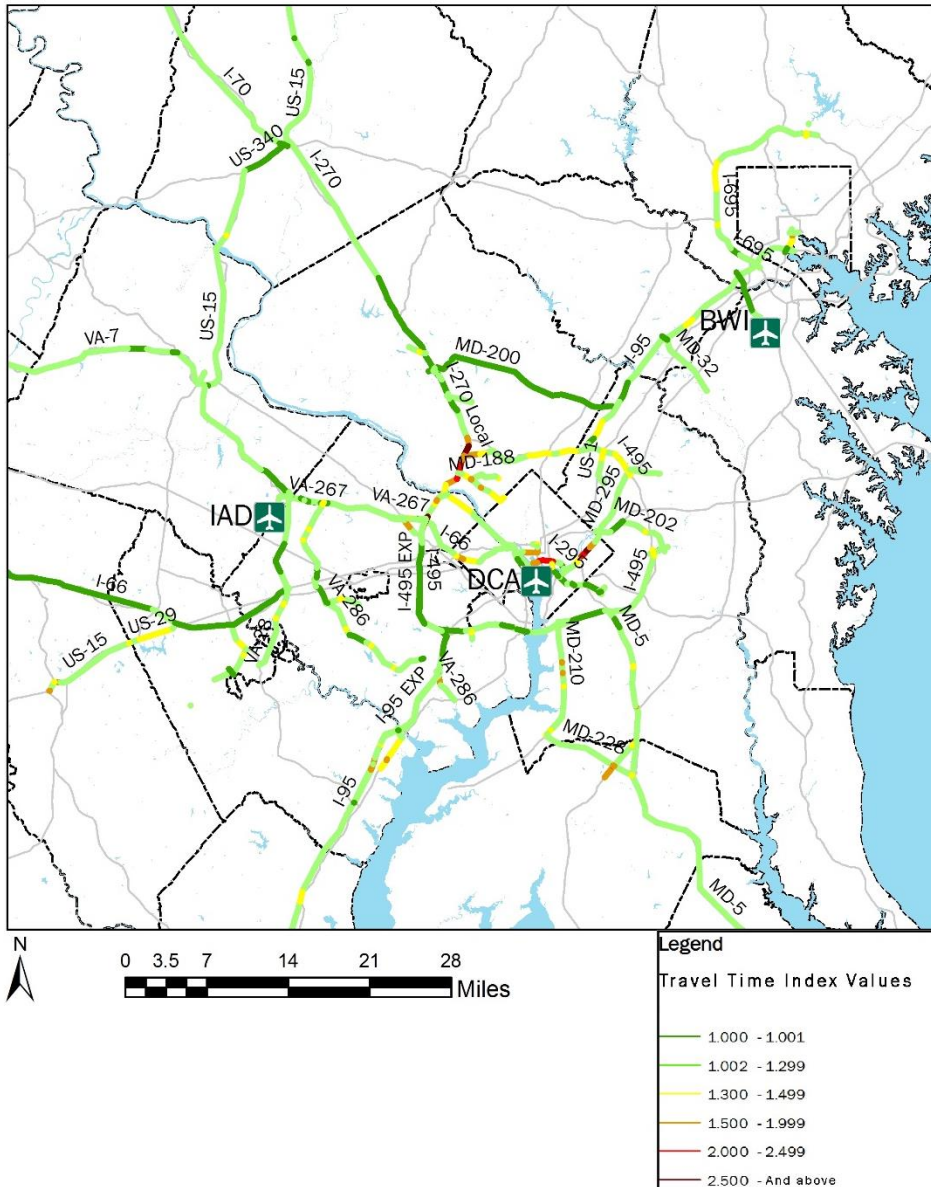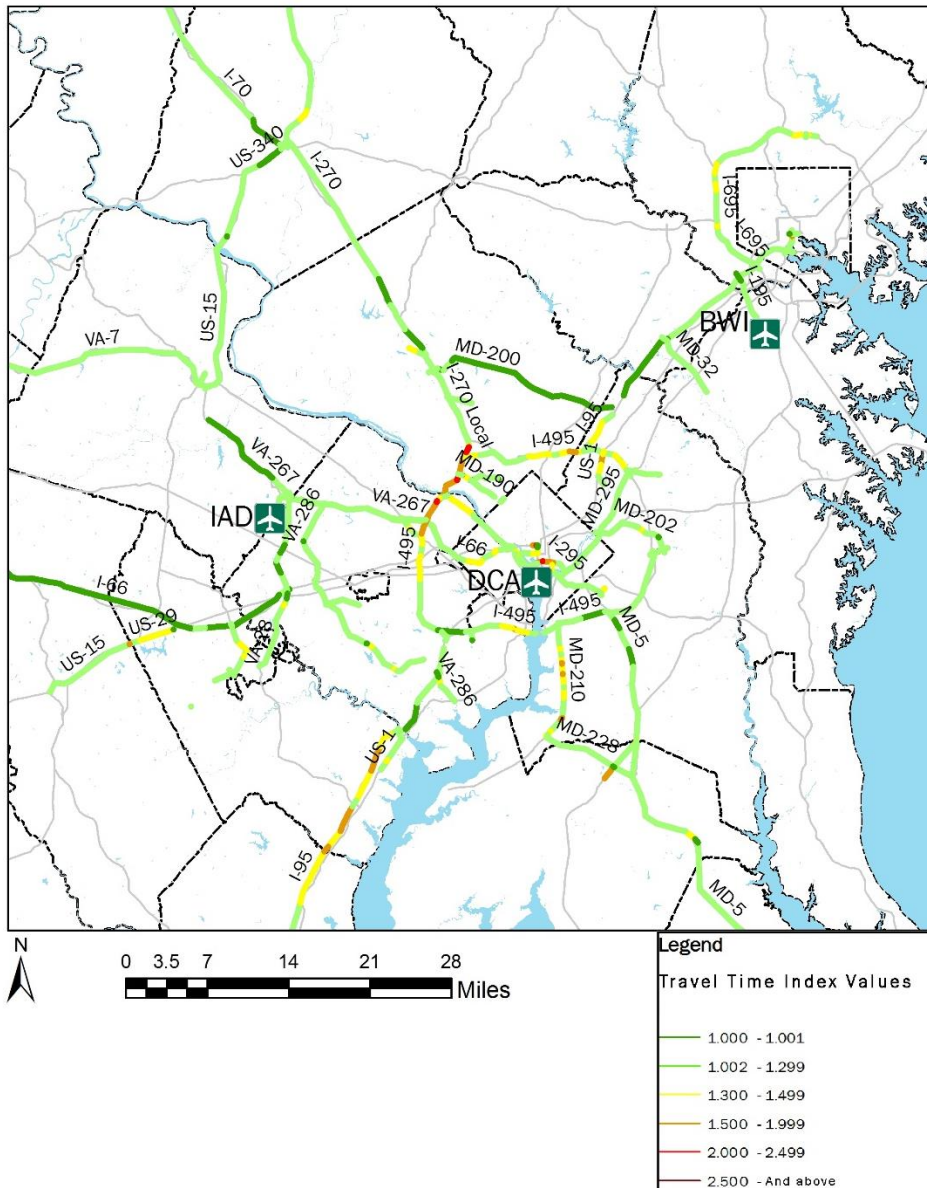Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9: Dates Used In This Report and Classification of Days

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
2-Sep-14	Tue	1-Sep-11	Thur	5-Sep-14	Fri	2-Sep-11	Fri	1-Sep-14	Mon	Labor Day	5-Sep-11	Mon	Labor Day
3-Sep-14	Wed	6-Sep-11	Tue	6-Sep-14	Sat	3-Sep-11	Sat	24-Sep-14	Wed	Rosh Hashanah	28-Sep-11	Wed	Rosh Hashanah
4-Sep-14	Thur	7-Sep-11	Wed	7-Sep-14	Sun	4-Sep-11	Sun	25-Sep-14	Thur		29-Sep-11	Thur	
9-Sep-14	Tue	8-Sep-11	Thur	8-Sep-14	Mon	9-Sep-11	Fri						
10-Sep-14	Wed	13-Sep-11	Tue	12-Sep-14	Fri	10-Sep-11	Sat						
11-Sep-14	Thur	14-Sep-11	Wed	13-Sep-14	Sat	11-Sep-11	Sun						
16-Sep-14	Tue	15-Sep-11	Thur	14-Sep-14	Sun	12-Sep-11	Mon						
17-Sep-14	Wed	20-Sep-11	Tue	15-Sep-14	Mon	16-Sep-11	Fri						
18-Sep-14	Thur	21-Sep-11	Wed	19-Sep-14	Fri	17-Sep-11	Sat						
23-Sep-14	Tue	22-Sep-11	Thur	20-Sep-14	Sat	18-Sep-11	Sun						
30-Sep-14	Tue	27-Sep-11	Tue	21-Sep-14	Sun	19-Sep-11	Mon						
				22-Sep-14	Mon	23-Sep-11	Fri						
				26-Sep-14	Fri	24-Sep-11	Sat						
				27-Sep-14	Sat	25-Sep-11	Sun						
				28-Sep-14	Sun	26-Sep-11	Mon						
				29-Sep-14	Mon	30-Sep-11	Fri						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
1-Oct-14	Wed	4-Oct-11	Tue	4-Oct-14	Sat	1-Oct-11	Sat	3-Oct-14	Fri	Yom Kippur	7-Oct-11	Fri	Yom Kippur
2-Oct-14	Thur	5-Oct-11	Wed	5-Oct-14	Sun	2-Oct-11	Sun	13-Oct-14	Mon	Columbus Day	10-Oct-11	Mon	Columbus Day
7-Oct-14	Tue	6-Oct-11	Thur	6-Oct-14	Mon	3-Oct-11	Mon	31-Oct-14	Fri	Halloween	31-Oct-11	Mon	Halloween
8-Oct-14	Wed	11-Oct-11	Tue	10-Oct-14	Fri	8-Oct-11	Sat						
9-Oct-14	Thur	12-Oct-11	Wed	11-Oct-14	Sat	9-Oct-11	Sun						
14-Oct-14	Tue	13-Oct-11	Thur	12-Oct-14	Sun	14-Oct-11	Fri						
15-Oct-14	Wed	18-Oct-11	Tue	17-Oct-14	Fri	15-Oct-11	Sat						
16-Oct-14	Thur	19-Oct-11	Wed	18-Oct-14	Sat	16-Oct-11	Sun						
21-Oct-14	Tue	20-Oct-11	Thur	19-Oct-14	Sun	17-Oct-11	Mon						
22-Oct-14	Wed	25-Oct-11	Tue	20-Oct-14	Mon	21-Oct-11	Fri						
23-Oct-14	Thur	26-Oct-11	Wed	24-Oct-14	Fri	22-Oct-11	Sat						
28-Oct-14	Tue	27-Oct-11	Thur	25-Oct-14	Sat	23-Oct-11	Sun						
29-Oct-14	Wed			26-Oct-14	Sun	24-Oct-11	Mon						
30-Oct-14	Thur			27-Oct-14	Mon	28-Oct-11	Fri						
						29-Oct-11	Sat						
						30-Oct-11	Sun						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
4-Nov-14	Tue	1-Nov-11	Tue	1-Nov-14	Sat	4-Nov-11	Fri	11-Nov-14	Tue	Veterans Day	11-Nov-11	Fri	Veterans Day
5-Nov-14	Wed	2-Nov-11	Wed	2-Nov-14	Sun	5-Nov-11	Sat						
6-Nov-14	Thur	3-Nov-11	Thur	3-Nov-14	Mon	6-Nov-11	Sun	24-Nov-14	Mon	Thanksgiving	21-Nov-11	Mon	Thanksgiving
12-Nov-14	Wed	8-Nov-11	Tue	7-Nov-14	Fri	7-Nov-11	Mon	25-Nov-14	Tue		22-Nov-11	Tue	
13-Nov-14	Thur	9-Nov-11	Wed	8-Nov-14	Sat	12-Nov-11	Sat	26-Nov-14	Wed		23-Nov-11	Wed	
18-Nov-14	Tue	10-Nov-11	Thur	9-Nov-14	Sun	13-Nov-11	Sun	27-Nov-14	Thur		24-Nov-11	Thur	
19-Nov-14	Wed	15-Nov-11	Tue	10-Nov-14	Mon	14-Nov-11	Mon	28-Nov-14	Fri		25-Nov-11	Fri	
20-Nov-14	Thur	16-Nov-11	Wed	14-Nov-14	Fri	18-Nov-11	Fri						
		17-Nov-11	Thur	15-Nov-14	Sat	19-Nov-11	Sat						
		29-Nov-11	Tue	16-Nov-14	Sun	20-Nov-11	Sun						
		30-Nov-11	Wed	17-Nov-14	Mon	26-Nov-11	Sat						
				21-Nov-14	Fri	27-Nov-11	Sun						
				22-Nov-14	Sat	28-Nov-11	Mon						
				23-Nov-14	Sun								
				29-Nov-14	Sat								
				30-Nov-14	Sun								

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
2-Dec-14	Tue	1-Dec-11	Thur	1-Dec-14	Mon	2-Dec-11	Fri	22-Dec-14	Mon	Hannukah/Christmas	21-Dec-11	Wed	Hannukah/Christmas
3-Dec-14	Wed	6-Dec-11	Tue	5-Dec-14	Fri	3-Dec-11	Sat	23-Dec-14	Tue		22-Dec-11	Thur	
4-Dec-14	Thur	7-Dec-11	Wed	6-Dec-14	Sat	4-Dec-11	Sun	24-Dec-14	Wed		23-Dec-11	Fri	
9-Dec-14	Tue	8-Dec-11	Thur	7-Dec-14	Sun	5-Dec-11	Mon	25-Dec-14	Thur		24-Dec-11	Sat	
10-Dec-14	Wed	13-Dec-11	Tue	8-Dec-14	Mon	9-Dec-11	Fri	26-Dec-14	Fri		25-Dec-11	Sun	
11-Dec-14	Thur	14-Dec-11	Wed	12-Dec-14	Fri	10-Dec-11	Sat	27-Dec-14	Sat		26-Dec-11	Mon	
16-Dec-14	Tue	15-Dec-11	Thur	13-Dec-14	Sat	11-Dec-11	Sun	28-Dec-14	Sun		27-Dec-11	Tue	
17-Dec-14	Wed	20-Dec-11	Tue	14-Dec-14	Sun	12-Dec-11	Mon	29-Dec-14	Mon		28-Dec-11	Wed	
18-Dec-14	Thur			15-Dec-14	Mon	16-Dec-11	Fri	30-Dec-14	Tue		29-Dec-11	Thur	
				19-Dec-14	Fri	17-Dec-11	Sat	31-Dec-14	Wed		30-Dec-11	Fri	
				20-Dec-14	Sat	18-Dec-11	Sun				31-Dec-11	Sat	
				21-Dec-14	Sun	19-Dec-11	Mon						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
6-Jan-15	Tue	3-Jan-12	Tue	2-Jan-15	Fri	2-Jan-12	Mon	1-Jan-15	Thur	New Year's Day	1-Jan-12	Sun	New Year's Day
7-Jan-15	Wed	4-Jan-12	Wed	3-Jan-15	Sat	6-Jan-12	Fri						
8-Jan-15	Thur	5-Jan-12	Thur	4-Jan-15	Sun	7-Jan-12	Sat	19-Jan-15	Mon	Martin Luther King's Birthday	16-Jan-12	Mon	Martin Luther King's Birthday
13-Jan-15	Tue	10-Jan-12	Tue	5-Jan-15	Mon	8-Jan-12	Sun						
14-Jan-15	Wed	11-Jan-12	Wed	9-Jan-15	Fri	9-Jan-12	Mon						
15-Jan-15	Thur	12-Jan-12	Thur	10-Jan-15	Sat	13-Jan-12	Fri						
20-Jan-15	Tue	17-Jan-12	Tue	11-Jan-15	Sun	14-Jan-12	Sat						
21-Jan-15	Wed	18-Jan-12	Wed	12-Jan-15	Mon	15-Jan-12	Sun						
22-Jan-15	Thur	19-Jan-12	Thur	16-Jan-15	Fri	20-Jan-12	Fri						
27-Jan-15	Tue	24-Jan-12	Tue	17-Jan-15	Sat	21-Jan-12	Sat						
28-Jan-15	Wed	25-Jan-12	Wed	18-Jan-15	Sun	22-Jan-12	Sun						
29-Jan-15	Thur	26-Jan-12	Thur	23-Jan-15	Fri	23-Jan-12	Mon						
		31-Jan-12	Tue	24-Jan-15	Sat	27-Jan-12	Fri						
				25-Jan-15	Sun	28-Jan-12	Sat						
				26-Jan-15	Mon	29-Jan-12	Sun						
				30-Jan-15	Fri	30-Jan-12	Mon						
				31-Jan-15	Sat								

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
3-Feb-15	Tue	1-Feb-12	Wed	1-Feb-15	Sun	3-Feb-12	Fri	16-Feb-15	Mon	President's Day	20-Feb-12	Mon	President's Day
4-Feb-15	Wed	2-Feb-12	Thur	2-Feb-15	Mon	4-Feb-12	Sat						
5-Feb-15	Thur	7-Feb-12	Tue	6-Feb-15	Fri	5-Feb-12	Sun						
10-Feb-15	Tue	8-Feb-12	Wed	7-Feb-15	Sat	6-Feb-12	Mon						
11-Feb-15	Wed	9-Feb-12	Thur	8-Feb-15	Sun	10-Feb-12	Fri						
12-Feb-15	Thur	14-Feb-12	Tue	9-Feb-15	Mon	11-Feb-12	Sat						
17-Feb-15	Tue	15-Feb-12	Wed	13-Feb-15	Fri	12-Feb-12	Sun						
18-Feb-15	Wed	16-Feb-12	Thur	14-Feb-15	Sat	13-Feb-12	Mon						
19-Feb-15	Thur	21-Feb-12	Tue	15-Feb-15	Sun	17-Feb-12	Fri						
24-Feb-15	Tue	22-Feb-12	Wed	20-Feb-15	Fri	18-Feb-12	Sat						
25-Feb-15	Wed	23-Feb-12	Thur	21-Feb-15	Sat	19-Feb-12	Sun						
26-Feb-15	Thur	28-Feb-12	Tue	22-Feb-15	Sun	24-Feb-12	Fri						
		29-Feb-12	Wed	23-Feb-15	Mon	25-Feb-12	Sat						
				27-Feb-15	Fri	26-Feb-12	Sun						
				28-Feb-15	Sat	27-Feb-12	Mon						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		**2011/2012**		**2014/2015**		**2011/2012**		**2014/2015**			**2011/2012**		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
3-Mar-15	Tue	1-Mar-12	Thur	1-Mar-15	Sun	2-Mar-12	Fri	2-Apr-15	Thur	Easter/Passover	5-Apr-12	Thur	Easter/Passover
4-Mar-15	Wed	6-Mar-12	Tue	2-Mar-15	Mon	3-Mar-12	Sat	3-Apr-15	Fri		6-Apr-12	Fri	
5-Mar-15	Thur	7-Mar-12	Wed	6-Mar-15	Fri	4-Mar-12	Sun	4-Apr-15	Sat		7-Apr-12	Sat	
10-Mar-15	Tue	8-Mar-12	Thur	7-Mar-15	Sat	5-Mar-12	Mon	5-Apr-15	Sun		8-Apr-12	Sun	
11-Mar-15	Wed	13-Mar-12	Tue	8-Mar-15	Sun	9-Mar-12	Fri	6-Apr-15	Mon		9-Apr-12	Mon	
12-Mar-15	Thur	14-Mar-12	Wed	9-Mar-15	Mon	10-Mar-12	Sat						
17-Mar-15	Tue	15-Mar-12	Thur	13-Mar-15	Fri	11-Mar-12	Sun						
18-Mar-15	Wed	20-Mar-12	Tue	14-Mar-15	Sat	12-Mar-12	Mon						
19-Mar-15	Thur	21-Mar-12	Wed	15-Mar-15	Sun	16-Mar-12	Fri						
24-Mar-15	Tue	22-Mar-12	Thur	16-Mar-15	Mon	17-Mar-12	Sat						
25-Mar-15	Wed	27-Mar-12	Tue	20-Mar-15	Fri	18-Mar-12	Sun						
26-Mar-15	Thur	28-Mar-12	Wed	21-Mar-15	Sat	19-Mar-12	Mon						
31-Mar-15	Tue	29-Mar-12	Thur	22-Mar-15	Sun	23-Mar-12	Fri						
				23-Mar-15	Mon	24-Mar-12	Sat						
				27-Mar-15	Fri	25-Mar-12	Sun						
				28-Mar-15	Sat	26-Mar-12	Mon						
				29-Mar-15	Sun	30-Mar-12	Fri						
				30-Mar-15	Mon	31-Mar-12	Sat						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
1-Apr-15	Wed	3-Apr-12	Tue	10-Apr-15	Fri	1-Apr-12	Sun						
7-Apr-15	Tue	4-Apr-12	Wed	11-Apr-15	Sat	2-Apr-12	Mon						
8-Apr-15	Wed	10-Apr-12	Tue	12-Apr-15	Sun	13-Apr-12	Fri						
9-Apr-15	Thur	11-Apr-12	Wed	13-Apr-15	Mon	14-Apr-12	Sat						
14-Apr-15	Tue	12-Apr-12	Thur	17-Apr-15	Fri	15-Apr-12	Sun						
15-Apr-15	Wed	17-Apr-12	Tue	18-Apr-15	Sat	16-Apr-12	Mon						
16-Apr-15	Thur	18-Apr-12	Wed	19-Apr-15	Sun	20-Apr-12	Fri						
21-Apr-15	Tue	19-Apr-12	Thur	20-Apr-15	Mon	21-Apr-12	Sat						
22-Apr-15	Wed	24-Apr-12	Tue	24-Apr-15	Fri	22-Apr-12	Sun						
23-Apr-15	Thur	25-Apr-12	Wed	25-Apr-15	Sat	23-Apr-12	Mon						
28-Apr-15	Tue	26-Apr-12	Thur	26-Apr-15	Sun	27-Apr-12	Fri						
29-Apr-15	Wed			27-Apr-15	Mon	28-Apr-12	Sat						
30-Apr-15	Thur					29-Apr-12	Sun						
						30-Apr-12	Mon						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays					Weekends					Holidays						
2014/2015		2011/2012			2014/2015		2011/2012			2014/2015				2011/2012		
Date	Day of Week	Date	Day of Week		Date	Day of Week	Date	Day of Week		Date	Day of Week	Holiday		Date	Day of Week	Holiday
5-May-15	Tue	1-May-12	Tue		1-May-15	Fri	4-May-12	Fri		25-May-15	Mon	Memorial Day		28-May-12	Mon	Memorial Day
6-May-15	Wed	2-May-12	Wed		2-May-15	Sat	5-May-12	Sat								
7-May-15	Thur	3-May-12	Thur		3-May-15	Sun	6-May-12	Sun								
12-May-15	Tue	8-May-12	Tue		4-May-15	Mon	7-May-12	Mon								
13-May-15	Wed	9-May-12	Wed		8-May-15	Fri	11-May-12	Fri								
14-May-15	Thur	10-May-12	Thur		9-May-15	Sat	12-May-12	Sat								
19-May-15	Tue	15-May-12	Tue		10-May-15	Sun	13-May-12	Sun								
20-May-15	Wed	16-May-12	Wed		11-May-15	Mon	14-May-12	Mon								
21-May-15	Thur	17-May-12	Thur		15-May-15	Fri	18-May-12	Fri								
26-May-15	Tue	22-May-12	Tue		16-May-15	Sat	19-May-12	Sat								
27-May-15	Wed	23-May-12	Wed		17-May-15	Sun	20-May-12	Sun								
28-May-15	Thur	24-May-12	Thur		18-May-15	Mon	21-May-12	Mon								
		29-May-12	Tue		22-May-15	Fri	25-May-12	Fri								
		30-May-12	Wed		23-May-15	Sat	26-May-12	Sat								
		31-May-12	Thur		24-May-15	Sun	27-May-12	Sun								
					29-May-15	Fri										
					30-May-15	Sat										
					31-May-15	Sun										

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
2-Jun-15	Tue	5-Jun-12	Tue	1-Jun-15	Mon	1-Jun-12	Fri				30-Jun-12	Sat	Independence Day
3-Jun-15	Wed	6-Jun-12	Wed	5-Jun-15	Fri	2-Jun-12	Sat						
4-Jun-15	Thur	7-Jun-12	Thur	6-Jun-15	Sat	3-Jun-12	Sun						
9-Jun-15	Tue	12-Jun-12	Tue	7-Jun-15	Sun	4-Jun-12	Mon						
10-Jun-15	Wed	13-Jun-12	Wed	8-Jun-15	Mon	8-Jun-12	Fri						
11-Jun-15	Thur	14-Jun-12	Thur	12-Jun-15	Fri	9-Jun-12	Sat						
16-Jun-15	Tue	19-Jun-12	Tue	13-Jun-15	Sat	10-Jun-12	Sun						
17-Jun-15	Wed	20-Jun-12	Wed	14-Jun-15	Sun	11-Jun-12	Mon						
18-Jun-15	Thur	21-Jun-12	Thur	15-Jun-15	Mon	15-Jun-12	Fri						
23-Jun-15	Tue	26-Jun-12	Tue	19-Jun-15	Fri	16-Jun-12	Sat						
24-Jun-15	Wed	27-Jun-12	Wed	20-Jun-15	Sat	17-Jun-12	Sun						
25-Jun-15	Thur	28-Jun-12	Thur	21-Jun-15	Sun	18-Jun-12	Mon						
30-Jun-15	Tue			22-Jun-15	Mon	22-Jun-12	Fri						
				26-Jun-15	Fri	23-Jun-12	Sat						
				27-Jun-15	Sat	24-Jun-12	Sun						
				28-Jun-15	Sun	25-Jun-12	Mon						
				29-Jun-15	Mon	29-Jun-12	Fri						

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
1-Jul-15	Wed	10-Jul-12	Tue	4-Jul-15	Sat	9-Jul-12	Mon	3-Jul-15	Fri	Independence Day	1-Jul-12	Sun	Independence Day
2-Jul-15	Thur	11-Jul-12	Wed	5-Jul-15	Sun	13-Jul-12	Fri				2-Jul-12	Mon	
7-Jul-15	Tue	12-Jul-12	Thur	6-Jul-15	Mon	14-Jul-12	Sat				3-Jul-12	Tue	
8-Jul-15	Wed	17-Jul-12	Tue	10-Jul-15	Fri	15-Jul-12	Sun				4-Jul-12	Wed	
9-Jul-15	Thur	18-Jul-12	Wed	11-Jul-15	Sat	16-Jul-12	Mon				5-Jul-12	Thur	
14-Jul-15	Tue	19-Jul-12	Thur	12-Jul-15	Sun	20-Jul-12	Fri				6-Jul-12	Fri	
15-Jul-15	Wed	24-Jul-12	Tue	13-Jul-15	Mon	21-Jul-12	Sat	18-Jul-15	Sat	Eid	7-Jul-12	Sat	
16-Jul-15	Thur	25-Jul-12	Wed	17-Jul-15	Fri	22-Jul-12	Sun	19-Jul-15	Sun		8-Jul-12	Sun	
21-Jul-15	Tue	26-Jul-12	Thur	20-Jul-15	Mon	23-Jul-12	Mon						
22-Jul-15	Wed	31-Jul-12	Tue	24-Jul-15	Fri	27-Jul-12	Fri						
23-Jul-15	Thur			25-Jul-15	Sat	28-Jul-12	Sat						
28-Jul-15	Tue			26-Jul-15	Sun	29-Jul-12	Sun						
29-Jul-15	Wed			27-Jul-15	Mon	30-Jul-12	Mon						
30-Jul-15	Thur			31-Jul-15	Fri								

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015

Table 9 Continued

Weekdays				Weekends				Holidays					
2014/2015		2011/2012		2014/2015		2011/2012		2014/2015			2011/2012		
Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Date	Day of Week	Holiday	Date	Day of Week	Holiday
4-Aug-15	Tue	1-Aug-12	Wed	1-Aug-15	Sat	3-Aug-12	Fri				18-Aug-12	Sat	Eid
5-Aug-15	Wed	2-Aug-12	Thur	2-Aug-15	Sun	4-Aug-12	Sat				19-Aug-12	Sun	
6-Aug-15	Thur	7-Aug-12	Tue	3-Aug-15	Mon	5-Aug-12	Sun						
11-Aug-15	Tue	8-Aug-12	Wed	7-Aug-15	Fri	6-Aug-12	Mon						
12-Aug-15	Wed	9-Aug-12	Thur	8-Aug-15	Sat	10-Aug-12	Fri						
13-Aug-15	Thur	14-Aug-12	Tue	9-Aug-15	Sun	11-Aug-12	Sat						
18-Aug-15	Tue	15-Aug-12	Wed	10-Aug-15	Mon	12-Aug-12	Sun						
19-Aug-15	Wed	16-Aug-12	Thur	14-Aug-15	Fri	13-Aug-12	Mon						
20-Aug-15	Thur	21-Aug-12	Tue	15-Aug-15	Sat	17-Aug-12	Fri						
25-Aug-15	Tue	22-Aug-12	Wed	16-Aug-15	Sun	20-Aug-12	Mon						
26-Aug-15	Wed	23-Aug-12	Thur	17-Aug-15	Mon	24-Aug-12	Fri						
27-Aug-15	Thur	28-Aug-12	Tue	21-Aug-15	Fri	25-Aug-12	Sat						
		30-Aug-12	Thur	22-Aug-15	Sat	26-Aug-12	Sun						
				23-Aug-15	Sun	27-Aug-12	Mon						
				24-Aug-15	Mon	31-Aug-12	Fri						
				28-Aug-15	Fri								
				29-Aug-15	Sat								
				30-Aug-15	Sun								
				31-Aug-15	Mon								

Source: Washington-Baltimore Regional Airport Ground Access Travel Time Study 2015