

2011 Washington-Baltimore Regional Airport Ground Access Travel Time Study



Metropolitan Washington Council of Governments
National Capital Region Transportation Planning Board

Table of Contents

Executive Summary 4

Introduction..... 5

Data Collection, Processing, and Analysis Methodology..... 10

Demographic and Transportation System Changes Since the 2003 Study..... 11

 Population and Employment..... 11

 Highway..... 11

 Transit..... 12

Findings 12

 Regional 12

 BWI..... 17

 DCA..... 20

 IAD..... 22

Congested Bottlenecks..... 24

Comparison With Previous Studies 34

Non Automobile Ground Access..... 45

 BWI..... 46

 DCA..... 47

 IAD..... 48

Table of Tables

Table 1: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (BWI)	6
Table 2: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (DCA).....	7
Table 3: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (IAD).....	8
Table 4: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to BWI.....	18
Table 5: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to DCA	20
Table 6: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to IAD	22
Table 7: Comparison of AM Peak Period Travel Times (mins) to DCA	34
Table 8: Comparison of AM Peak Period Average Travel Speeds (mph) to DCA	34
Table 9: Comparison of PM Peak Period Travel Times (mins) to IAD	34
Table 10: Comparison of PM Peak Period Travel Speeds (mph) to IAD.....	34
Table 11: Comparison of PM Peak Period Travel Times (mins) to BWI.....	35
Table 12: Comparison of PM Peak Period Average Speeds to BWI.....	35
Table 13: Comparison of 2003 and 2011 Travel Times (mins) to BWI.....	39
Table 14: Comparison of 2003 and 2011 Travel Times (mins) to DCA	41
Table 15: Comparison of 2003 and 2011 Travel Times (mins) to IAD.....	43
Table 16: Comparison of 2011 Auto and Transit Travel Times (mins) to BWI.....	46
Table 17: Comparison of 2011 Auto and Transit Travel Times (mins) to DCA.....	47
Table 18: Comparison of 2011 Auto and Transit Travel Times (mins) to IAD	48

Table of Figures

Figure 1: 2011 Airport Ground Access Travel Time Routes..... 9

Figure 2: AM Peak Period Average Travel Speeds (mph) From Activity Centers to Airports.... 13

Figure 3: Mid-Day Average Travel Speeds (mph) From Activity Centers to Airports..... 14

Figure 4: PM Peak Period Average Travel Speeds (mph) from Activity Center to Airports..... 15

Figure 5: Route-Mileage to Airports by Average Speed – AM Peak Period..... 16

Figure 6: Route-Mileage to Airports by Average Speed – Mid-Day Period 16

Figure 7: Route Mileage to Airports by Average Speed – PM Peak Period..... 17

Figure 8: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to BWI..... 19

Figure 9: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to DCA 21

Figure 10: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to IAD 23

Figure 11: Congested Bottlenecks Traveling to DCA – AM Peak Period 25

Figure 12: Congested Bottlenecks Traveling to DCA – Mid-Day Period 26

Figure 13: Congested Bottlenecks Traveling to DCA – PM Peak Period 27

Figure 14: Congested Bottlenecks Traveling to BWI – AM Peak Period 28

Figure 15: Congested Bottlenecks Traveling to BWI – Mid-Day Period..... 29

Figure 16: Congested Bottlenecks Traveling to BWI – PM Peak Period..... 30

Figure 17: Congested Bottlenecks Traveling to IAD -- AM Peak Period 31

Figure 18: Congested Bottlenecks Traveling to IAD – Mid-Day Period 32

Figure 19: Congested Bottlenecks Traveling to IAD – PM Peak Period 33

Figure 20: Comparison of AM Peak Period Travel Times (mins) to DCA 36

Figure 21: Comparison of AM Peak Period Average Travel Speeds (mph) to DCA..... 36

Figure 22: Comparison of PM Peak Period Travel Times (mins) to IAD 37

Figure 23: Comparison of PM Peak Period Average Speeds to IAD..... 37

Figure 24: Comparison of PM Peak Period Travel Times (mins) to BWI 38

Figure 25: Comparison of PM Peak Period Travel Speeds (mph) to BWI..... 38

Figure 26: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to BWI..... 39

Figure 27: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to BWI..... 40

Figure 28: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to BWI..... 40

Figure 29: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to DCA 41

Figure 30: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to DCA 42

Figure 31: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to DCA 42

Figure 32: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to IAD..... 43

Figure 33: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to IAD..... 44

Figure 34: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to IAD 44

EXECUTIVE SUMMARY

As part of the region's transportation planning program, the Metropolitan Washington Council of Governments (COG) has conducted a number of highway travel-time studies on freeways and principal arterials between major activity centers in the metropolitan region. Travel times to the region's three major commercial airports (BWI Marshall, National, and Dulles) from a set of selected activity centers were measured for the first time in the fall of 1988, and then again in 1994 and 2003. Data for this report were collected during spring 2011.

In coordination with the Aviation Technical Subcommittee, COG staff selected a representative sample of highways in the region for monitoring. In previous ground access studies, aviation analysis zones, which generate the greatest amount of originating air passenger traffic, were identified based on Air Passenger Survey data. Major activity centers within those zones were then identified together with routes with minimum path to each of the airports. This update included all the routes monitored in previous studies and additional routes were considered.

In the spring of 2011, COG staff conducted the third Airport Ground Access Travel Time survey, during the time periods of 6:00-10:00 AM (for the AM peak period), 10:00 AM - 2:00 PM (for the mid-day period), and 3:30 – 7:00 PM (for the PM peak period). Travel time, speed and delays were collected using Geographical Positioning System (GPS) technology. The findings and evaluation of the data are based on the observed travel time and speed compared with the posted speed limit on the facility. Congested areas and bottlenecks for travel to the three airports are identified, as well as any notable changes in conditions since the 2003 report.

For travel between nearly all activity centers and all three airports for all time periods, travel times have increased between 2003 and 2011. Bottlenecks that impede ground access to the airports, identified when travel speeds along a route are less than 50% of the posted speed limit, occur during the peak periods largely along freeways with recurring regional congestion, such as I-270 between MD 28 and the "split," I-495 between I-395 and I-66 (in the AM peak period), the entire length of I-395 from the Beltway to the Pentagon, and the Beltway between Tysons Corner and the I-270 split (in the PM peak period).

During the mid-day period, the bottlenecks are mostly limited to a few arterial segments where delays are caused by regular signal cycles and increased cross traffic on streets with mid-day destinations such as restaurants and other retail destinations. Arterial roadway bottlenecks from the mid-day period increase in severity during the AM and PM peak periods, particularly in downtown Washington and across Montgomery County. With a few exceptions, automobile travel times to the airports are much shorter than comparable scheduled times for transit. Those exceptions are activity centers with good access to the Metrorail system for connections to direct bus or rail service to an airport, particularly the core areas of the District of Columbia.

Detailed highway travel times and average speeds at the route segment level by activity center, time period, and airport are contained in technical appendices following this report.

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 and 2003 before the current study, for which data were collected during spring 2011 using probe vehicles and global positioning system (GPS) devices. Data were collected on 43 travel routes for this study. The routes are listed in Table 1, along with those 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 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 shows a map of the 2011 travel time routes. All routes begin at major activity centers and end at airport terminal roadways.

Table 1: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (BWI)

<i>Airport Destination</i> Activity Center Origin (Highway Travel Route)	Travel Time Studies			
	2011	2003	1994	1988
<i>To BWI from</i>				
Annapolis (via US 50 and I-97)	X		X	X
Baltimore (via MD 295)	X		X	X
Columbia (via MD 175 and MD 295)	X	X		
Frederick (via I-70, US 29, and MD 100)	X			
Frederick (via I-70, I-695, and MD 295)	X	X		
Gaithersburg (via I-270, Capital Beltway, and I-95)	X			
Greenbelt (via Baltimore-Washington Parkway)	X	X		
Largo (via Capital Beltway and Baltimore-Washington Parkway)	X	X		
National Harbor (via I-295, DC 295, and the Baltimore-Washington Parkway) ¹	X			
Rockville (via I-270, 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	X
Springfield (via I-95, Capital Beltway, Baltimore-Washington Parkway, and MD 295)	X			
Towson (via I-695 and MD 295)	X	X		
Tysons Corner (via Capital Beltway, I-95, MD 32, Baltimore-Washington Pkwy., and MD 295)	X			
Waldorf (via US 301, MD 3, and I-97)	X	X		
Washington, D.C. (via Independence Ave., Pennsylvania Ave., DC 295, and the B-W Pkwy.)	X			
Washington D.C. (via K Street NW, New York Ave., and the Baltimore-Washington Pkwy.)	X		X	X
White Marsh (via Honeygo Blvd., MD 43, I-95, and MD 295)	X	X		

¹ 2011 route used direct access ramps from National Harbor to Beltway; 2003 route used Oxon Hill Rd, since National Harbor was not yet constructed.

Table 2: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (DCA)

<i>Airport Destination</i>	Travel Time Studies			
	2011	2003	1994	1988
Activity Center Origin (Highway Travel Route)				
<i>To DCA from:</i>				
Frederick (via I-270, Capital Beltway, and George Washington Memorial Parkway)		X		
Gaithersburg (via I-270, Capital Beltway, and George Washington Memorial Parkway)	X	X		
Greenbelt (via Baltimore-Washington Parkway, New York Ave, and I-395)	X	X		
Largo (via Capital Beltway using Woodrow Wilson Bridge, Washington St, and GW Pkwy)	X	X		
Manassas (via VA 28 and I-66)	X			
National Harbor (via Beltway using Wilson Bridge, Washington St, and GW Pkwy) ²	X	X		
Rockville (via I-270, Capital Beltway, and George Washington Memorial Parkway)	X		X	X
Springfield (via I-95 and I-395)	X	X		
Tysons Corner (via VA 7, VA 123, and George Washington Memorial Parkway) ³	X		X	X
Waldorf (via MD 228, MD 210, Beltway over Wilson Bridge, Washington St, and GWMP) ⁴	X	X		
Washington D.C. (via K St NW, 14 th St NW, and the George Washington Memorial Parkway)	X		X	X
Woodbridge (via US 1, I-95, and I-395)	X		X	X

² Ibid.

³ 2011 route used VA 123, Dulles Access Road, and I-66

⁴ 2003 route used US 301 and MD 5 to the Capital Beltway

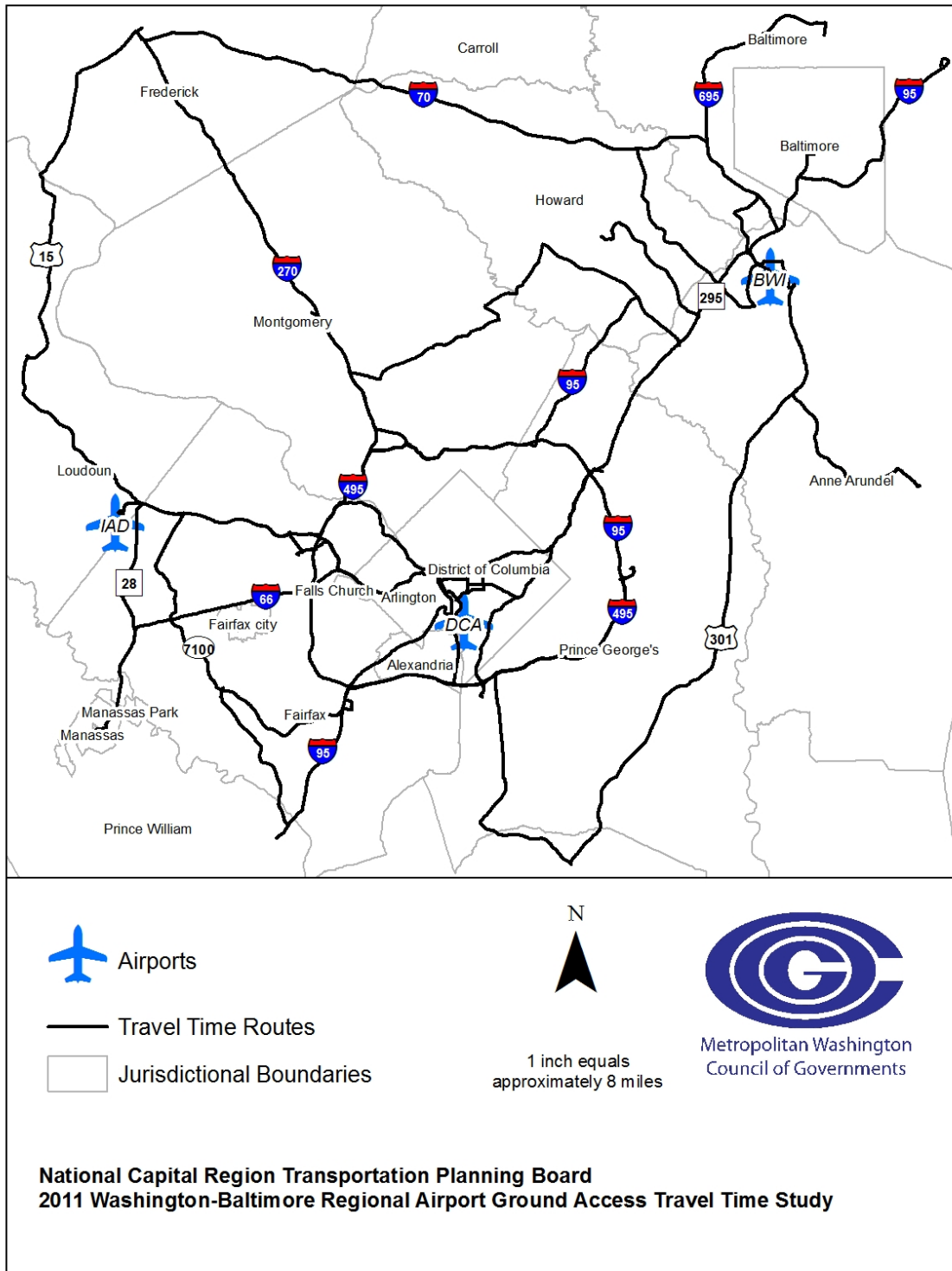
Table 3: Data Collection Routes for 2011, 2003, 1994, and 1988 Ground Access Travel Time Studies (IAD)

<i>Airport Destination</i> Activity Center Origin (Highway Travel Route)	Travel Time Studies			
	2011	2003	1994	1988
Frederick (via I-270, Capital Beltway, and airport roadway of VA 267)	X			
Frederick (via US 15 and Dulles Greenway)	X	X		
Gaithersburg (via I-270, Capital Beltway, and airport roadway of VA 267)	X	X		
Greenbelt (via Capital Beltway and airport roadway of VA 267)	X	X		
Largo (via Capital Beltway using Woodrow Wilson Bridge and airport roadway of VA 267)	X	X		
Manassas (via VA 28)	X	X		
National Harbor (via Capital Beltway using Wilson Bridge and airport roadway of VA 267) ⁵	X	X		
Rockville (via I-270, Capital Beltway, and airport roadway of VA 267)	X		X	X
Springfield (via VA 7900, VA 7100, and airport roadway of VA 267)	X	X		
Tysons Corner (via VA 123, VA 7, and airport roadway of VA 267)	X		X	X
Waldorf (via MD 228, MD 210, Beltway over Wilson Bridge, and airport roadway of VA 267) ⁶	X			
Washington D.C. (via K St, 14 th St, Constitution Ave, I-66, and airport roadway of VA 267)	X		X	X
Woodbridge (via US 1, VA 123, VA 7100, and airport roadway of VA 267)	X	X		

⁵ See note 1

⁶ See note 4

Figure 1: 2011 Airport Ground Access Travel Time Routes



DATA COLLECTION, PROCESSING, AND ANALYSIS METHODOLOGY

Travel time data collection runs were conducted on Tuesdays, Wednesdays, and Thursdays along 43 routes during the AM peak period of 6:00 – 10:00 AM, mid-day period of 10:00 A.M. – 2:00 P.M. and during the PM peak period of 3:30 – 7:00 P.M. To the extent feasible, travel-time runs were not performed in inclement weather or on days near major holidays. In addition, runs scheduled on days in which a major traffic disruption occurred were not performed. Data were collected during spring 2011.

Three travel runs per time period were driven using the “floating car” method (i.e., where the driver “floats” with the traffic by attempting to safely pass as many vehicles as pass the probe vehicle). Data were collected using GiSTEQ model DL-500 GPS devices deployed in the probe vehicles. The resulting data files were then matched and conflated to a NAVTEQ street centerline network using a customized ArcGIS program developed by COG staff. The processed files were then stored and analyzed using a customized Microsoft Access database also developed by COG staff. For purposes of the analysis, the 43 routes (covering 1,372 miles) were broken into 611 segments that were matched in the GIS network. Segment length and speed limits were gathered from the GIS network and other sources in addition to field observations.

Since the final approach, to the airports are similar for most of the routes, it was decided that common segments were to be merged to constitute the entire route. Time and budget constraints, are also another factor considered to conduct travel time runs at a minimum of three and only conduct data collection where route segments are different. Therefore, it should be noted that for some routes speed, elapsed and delay times are the same for segments that are common.

The 2003 ground access travel time study analysis used a methodology adapted from the year 2000 Highway Capacity Manual (HCM) to evaluate segment level of service (LOS) based primarily on computed delay and vehicle density/flow curves with lookup tables for segment roadway type and functional class. During review of this methodology by the Aviation Technical Subcommittee, this methodology was found to be both difficult to understand and replicate, and did not work well on specialized facilities such as the Dulles Airport Access Road. As a result, the technique was replaced with regular computation of travel time, travel speed, and a comparison of average speed against posted speed limits by route segment.

Under this methodology, the following computations were performed using the collected travel time data:

1. Calculation of the length of the segment in miles between defines signalized link segments.
2. Calculation of total elapsed travel time for each segment, in minutes, by direction and time period.
3. Calculation of average travel speed both by route segment and entire route, using the equation

$$S = \frac{60 * ND}{\sum T}$$

where:

S = average speed in miles per hour

D = segment length in miles

N = number of travel time runs

$\sum T$ = sum of travel time for all travel runs

DEMOGRAPHIC AND TRANSPORTATION SYSTEM CHANGES SINCE THE 2003 STUDY

Population and Employment

Population in the Washington-Baltimore Air System Planning Region in 2010 was 8.3 million, up from 7.9 million in 2005. Employment went from 4.8 million in 2005 to 5.1 million in 2010. In general, growth was higher in outer jurisdictions farther away from the core areas of the District of Columbia and Baltimore City.

Since the 2003 study, several major improvements to the transportation system have improved access to the region's airports:

Highway

- New Woodrow Wilson Bridge -- number of lanes increases from six to ten.
- Springfield interchange (I-95 / I-495 / I-395) reconstruction
- Additional general-purpose lanes (one each way) on I-95 between VA 123 and VA 7100
- Completion of Fairfax County Parkway (VA 7100) between I-95 and Franconia-Springfield Parkway (VA 7900)
- Widening of the ramp from southbound I-495 to westbound VA 267
- I-66 was widened from 4 lanes total to 8 lanes (6 general-purpose, 2 HOV) from VA 234 Business in Manassas to US 29 at Gainesville
- The Dulles Greenway was widened from four lanes to six lanes along its entire length
- I-70 in Frederick County was reconstructed from I-270 to MD 144 with a widening from 4 lanes to 6
- In Prince George's County, the interchange at I-95/I-495 and Md. 5 (Branch Avenue) was reconstructed
- New interchange at I-95/I-495 and Ritchie-Marlboro Road was completed
- In Anne Arundel County, the at-grade signalized intersection on MD 32 at the National Security Agency (Canine Road) was eliminated and replaced with an interchange in about 2005. This made MD 32 a continuous freeway from MD 108 in Howard County to I-97

- Intercounty Connector (MD 200) completed, adding a new six lane freeway from I-370 in Gaithersburg to I-95 near Laurel⁷

Transit

- All Metrobuses take SmarTrip cards
- Metrorail Blue Line extension (Morgan Boulevard, Largo Town Center stations) opens
- Eight-car train operation on Metrorail Orange and Red Lines
- New York Ave / Florida Ave / Gaulludet U station opens on Metrorail Red Line
- Improved bus and commuter rail service to airports.

Major Construction Projects Ongoing During Data Collection

Several major construction projects were active during the spring 2011 data collection for this study; that work sometimes resulted in decreased travel speeds and increased travel times that might not have occurred absent the construction. Those projects are:

- High-Occupancy Toll (HOT) lanes on I-95 and I-495 in Virginia
- I-66 Spot Improvements east of I-495
- Metrorail Silver Line in the Falls Church and Tysons Corner areas of Fairfax County
- Reconstruction of DC 295 in the District of Columbia

FINDINGS

Regional

Figure 2 through Figure 4 below show average travel speeds for AM peak period, mid-day, and PM peak period conditions for travel from the activity centers to the three airports. Regionally, the AM peak period has the worst travel conditions. However, travel conditions do vary depending on the destination airport. Figure 5 through Figure 7 show the proportion of travel mileage by average speed to each airport. Travel conditions to DCA in both peak periods are worse than travel to the other two airports; however, since DCA is much closer to the DC core than BWI and IAD, overall travel time from the core areas is less. The impacts of travel to each airport from certain activity centers are examined in the next section.

⁷ Facility opened in late 2011, following the completion of travel time data collection.

Figure 2: AM Peak Period Average Travel Speeds (mph) From Activity Centers to Airports

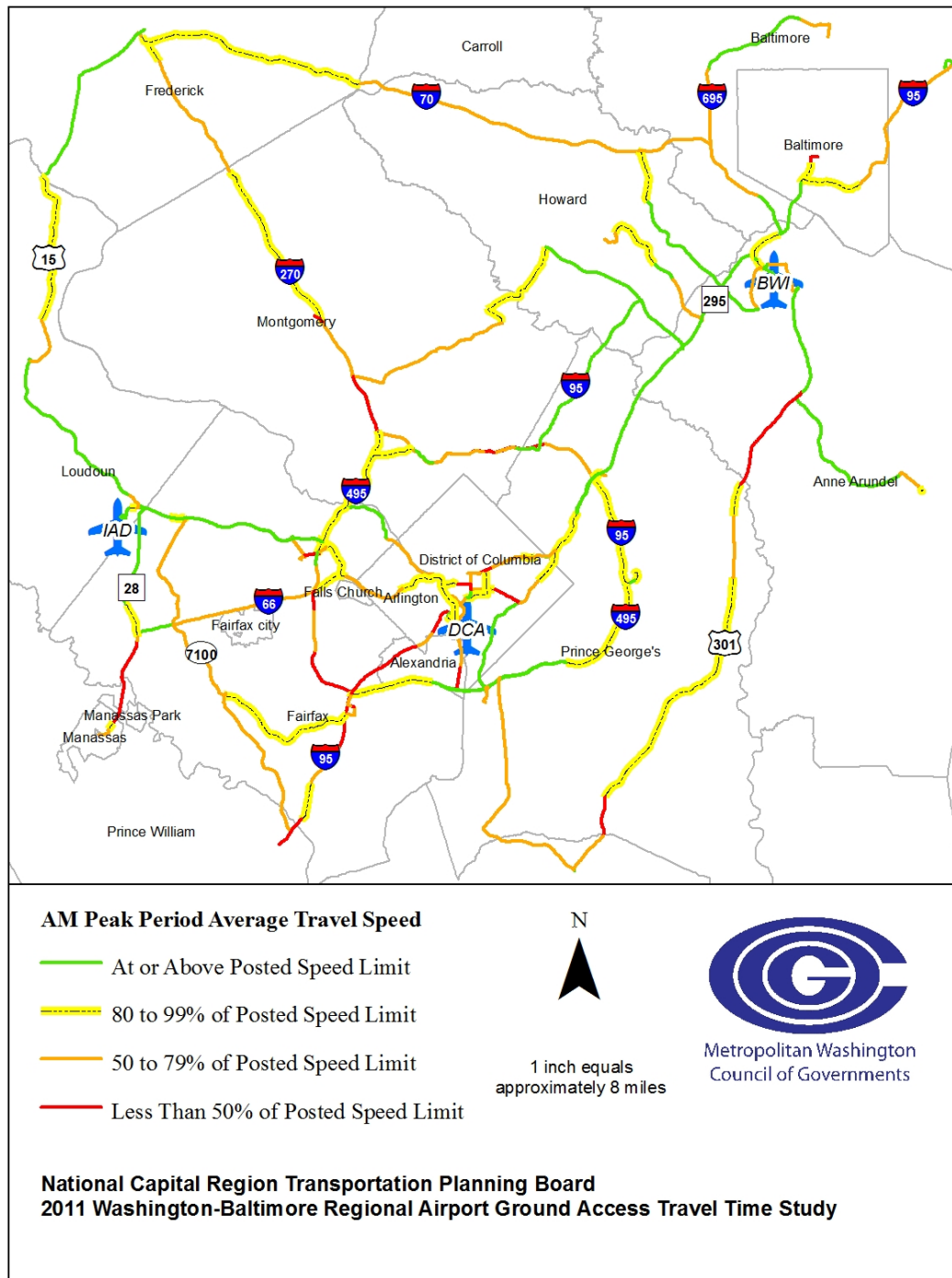


Figure 3: Mid-Day Average Travel Speeds (mph) From Activity Centers to Airports

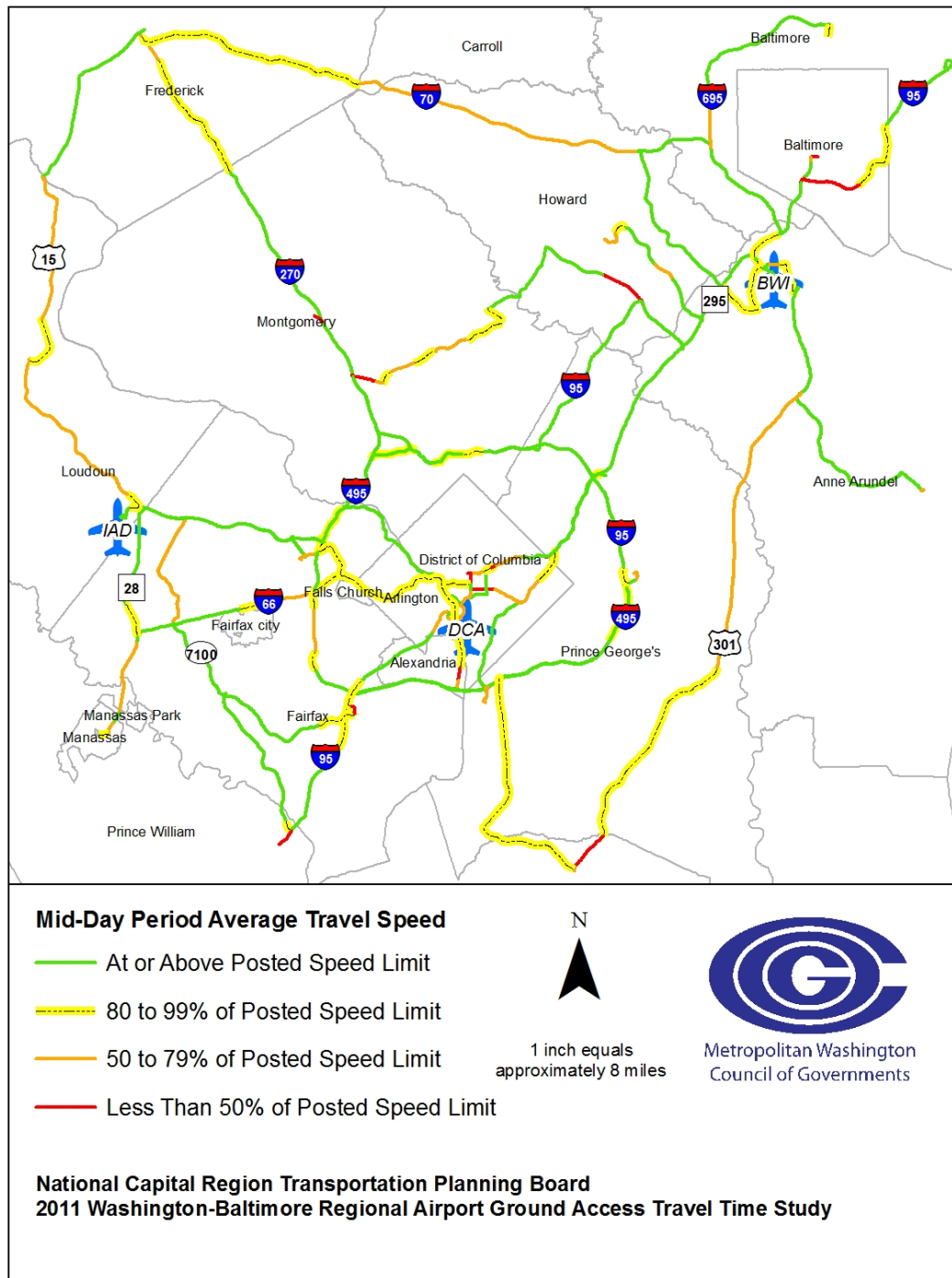


Figure 4: PM Peak Period Average Travel Speeds (mph) from Activity Center to Airports

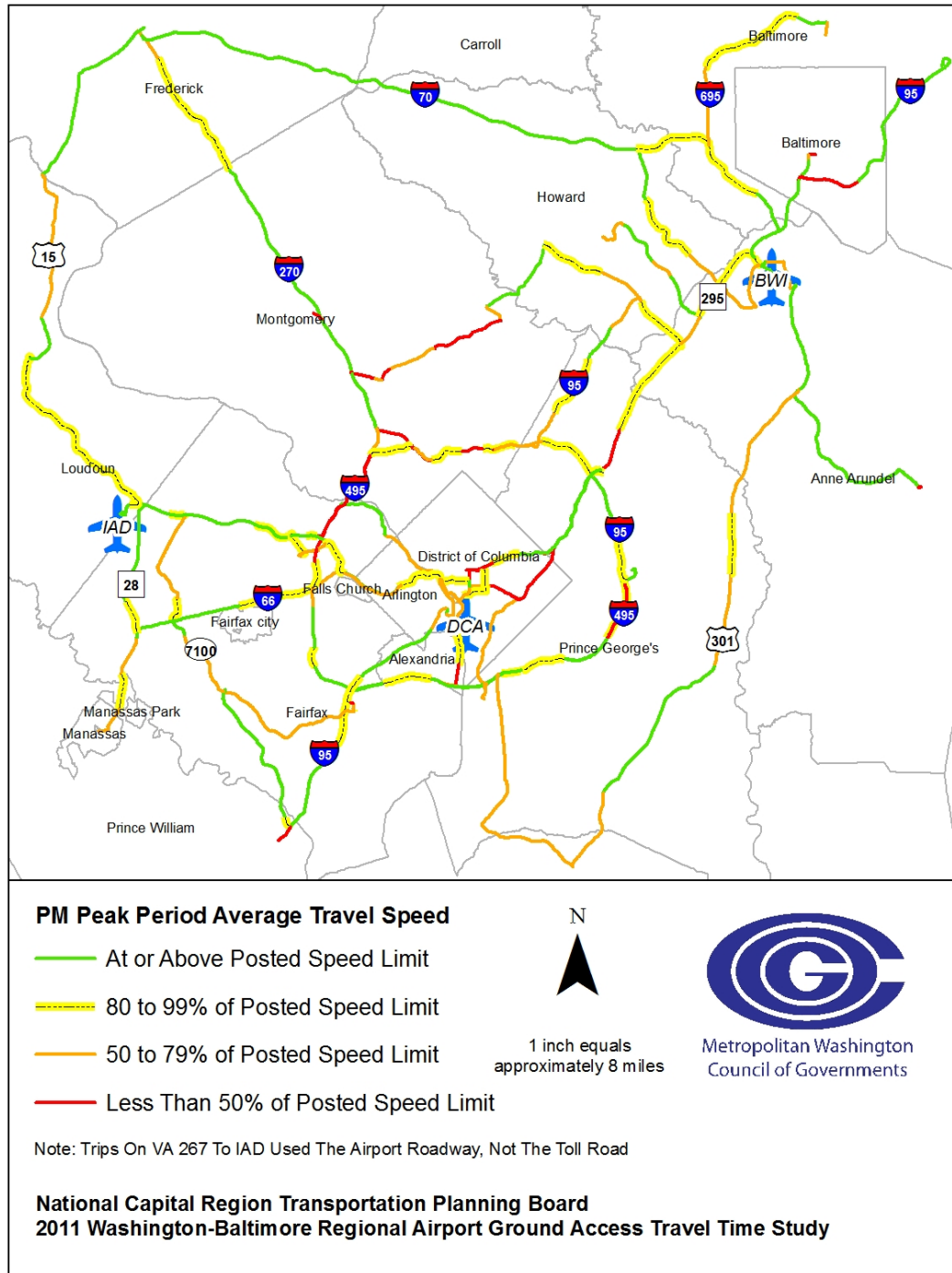


Figure 5: Route-Mileage to Airports by Average Speed – AM Peak Period

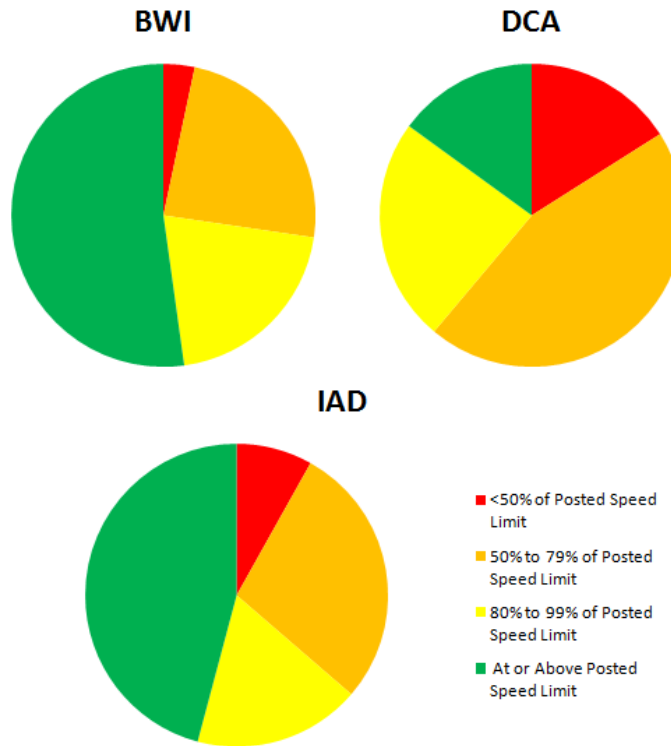


Figure 6: Route-Mileage to Airports by Average Speed – Mid-Day Period

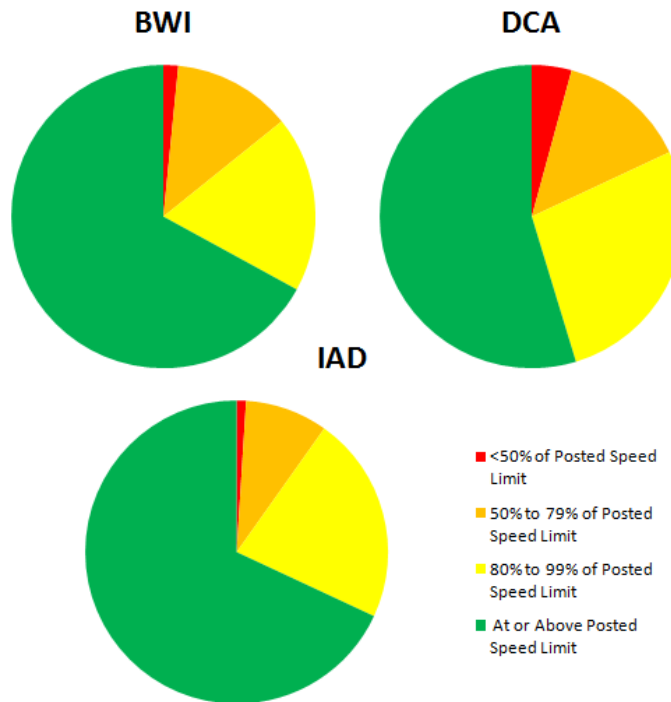
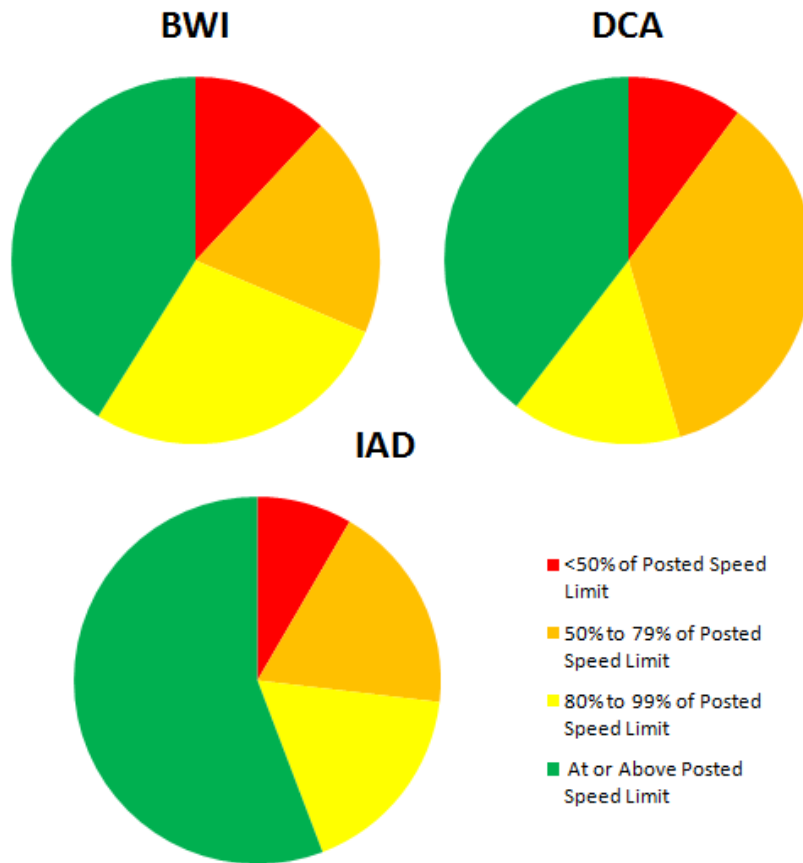


Figure 7: Route Mileage to Airports by Average Speed – PM Peak Period



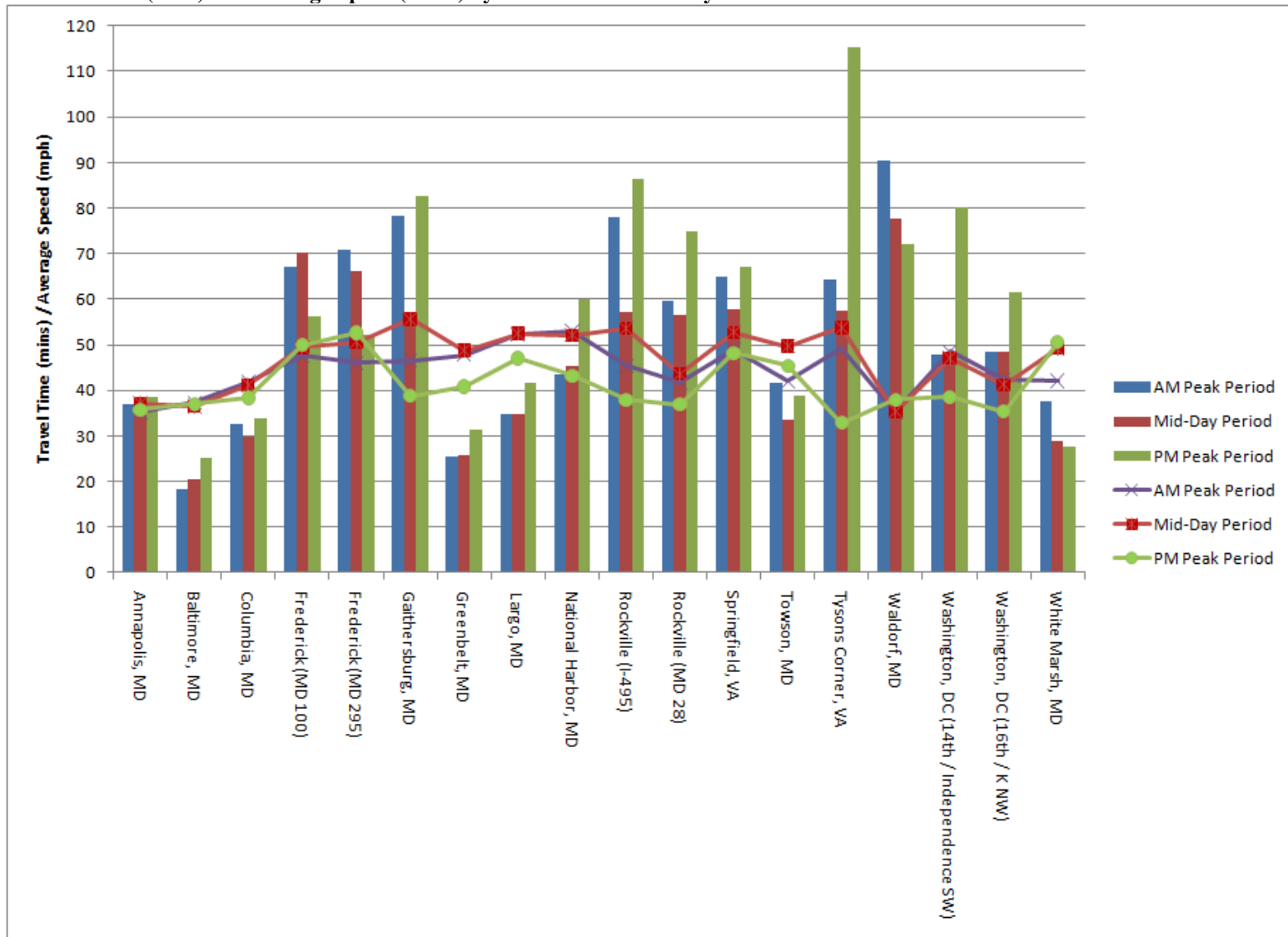
BWI

Table 4 below summarizes the travel time and average speed for routes from activity centers to BWI. Figure 8 shows both travel times and average speeds for all three time periods from activity centers to BWI. In general, PM peak period conditions are worst for traveling to BWI from nearly all activity centers, except for Frederick, Waldorf and White Marsh. AM peak period travelers from White Marsh and from Frederick to BWI must contend with heavy home-based work trip flows into Baltimore City and northern Baltimore via I-95 and I-695. PM peak period travel from downtown DC to BWI via New York Avenue, NW/NE and Pennsylvania Ave, SE to DC 295 create very poor travel conditions to BWI. Similar problems exist for all routes utilizing the Capital Beltway (I-495), especially the section from Tysons Corner around through College Park.

Table 4: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to BWI

Description	Distance	Travel Time			Average Speed		
		AM	MD	PM	AM	MD	PM
Annapolis, MD	25.6	37.0	36.9	38.5	35.2	37.2	35.8
Baltimore, MD	10.7	18.5	20.4	25.1	37.3	36.5	37.0
Columbia, MD	18.5	32.7	29.7	33.7	41.9	41.2	38.3
Frederick, MD (via MD 100)	53.8	67.1	70.2	56.2	47.6	49.4	50.0
Frederick, MD (via MD 295)	52.4	70.9	66.1	52.1	46.0	50.5	52.7
Gaithersburg, MD via I-270/I-495/I-95	46.7	78.2	53.9	82.7	46.6	55.7	38.8
Greenbelt, MD	20.2	25.5	25.6	31.2	47.8	48.7	40.8
Largo, MD	29.0	34.7	34.8	41.5	52.3	52.5	47.1
National Harbor, MD	38.3	43.4	45.5	60.1	53.1	52.1	43.2
Rockville, MD via I-495/I-95	44.2	78.0	57.3	86.4	45.4	53.6	37.9
Rockville, MD via MD 28	38.1	59.6	56.5	75.0	41.8	43.6	36.9
Springfield, VA	51.8	64.8	57.9	67.1	49.1	52.8	48.2
Towson, MD	27.3	41.5	33.4	38.8	42.0	49.7	45.4
Tysons Corner, VA	47.4	64.4	57.4	115.3	49.1	53.8	32.9
Waldorf, MD	49.0	90.3	77.7	72.1	35.1	35.3	38.0
Washington D.C. 14th St. & Independence Ave	33.5	47.9	46.7	80.2	48.6	47.1	38.6
Washington D.C. 16th St. & K St.	32.3	48.4	48.5	61.5	42.3	41.2	35.4
White Marsh, MD	24.2	37.7	29.0	27.7	42.1	49.2	50.6

Figure 8: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to BWI



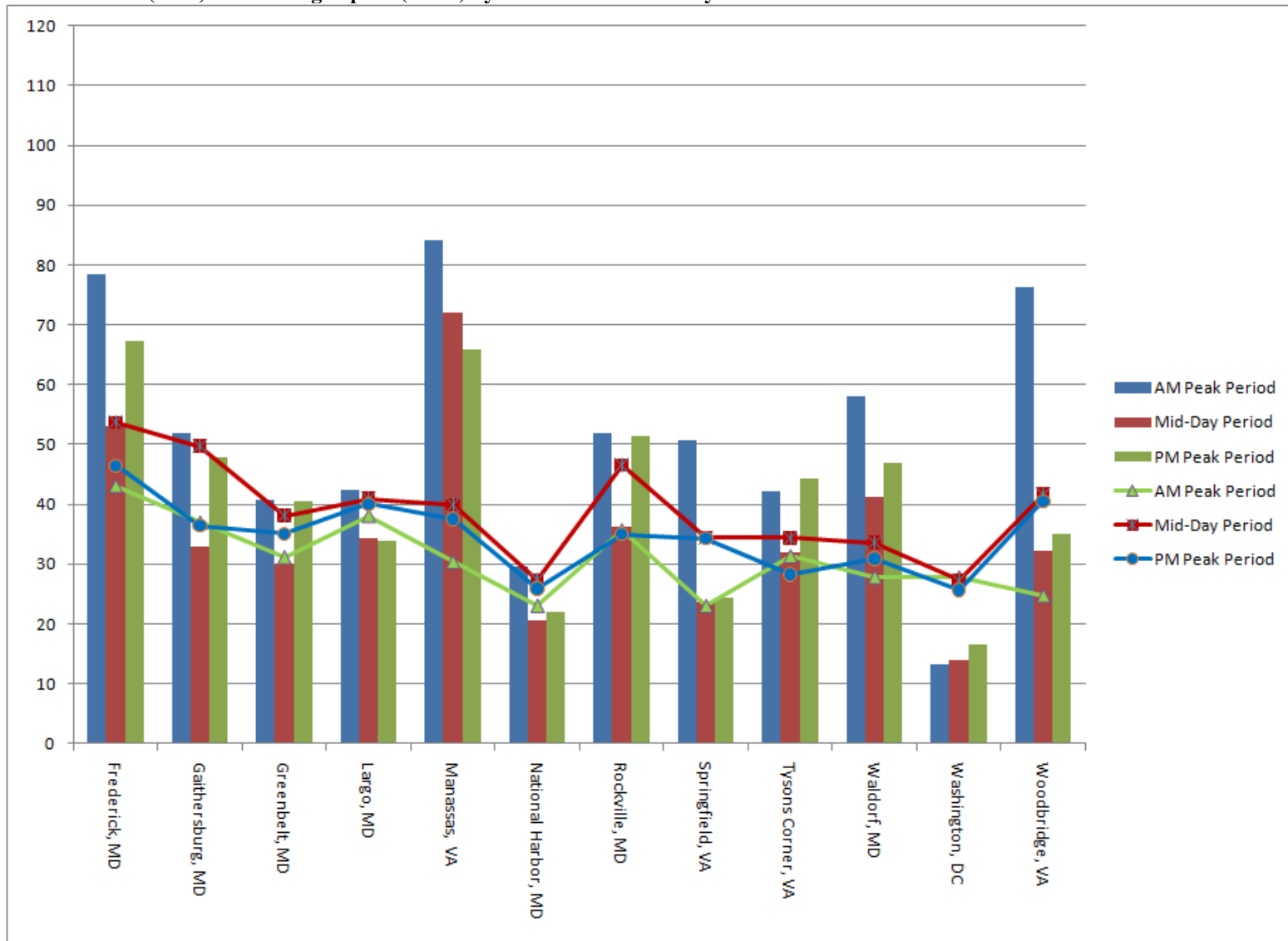
DCA

Table 5 below summarizes travel time and average speed from activity centers to DCA. Figure 9 shows both travel times and average speeds for all three time periods from activity centers to DCA. Because of DCA’s central location in the region near the major job centers of the District of Columbia and Arlington County, AM peak period travelers to the airport must contend with regular work trips, and as a result travel conditions tend to be worst during the AM peak period. Exceptions to this pattern include travel to DCA from Tysons Corner, Waldorf, and downtown Washington. Travel to DCA from Frederick and Rockville, both of which heavily use I-270 and the Capital Beltway, is equally poor during both peak periods.

Table 5: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to DCA

Description	Distance	Travel Time			Average Speed		
		AM	MD	PM	AM	MD	PM
Frederick, MD	50.8	78.4	53.1	67.3	43.1	53.7	46.5
Gaithersburg, MD via I-270/I-495/GW Pkwy	28.3	51.9	32.8	47.7	37.0	49.8	36.4
Greenbelt, MD	17.6	40.8	30.0	40.6	31.2	38.1	35.1
Largo, MD	21.1	42.4	34.4	33.9	38.1	41.0	40.0
Manassas, VA	33.4	84.1	72.0	65.8	30.4	39.9	37.5
National Harbor, MD	7.7	29.6	20.6	22.1	23.1	27.4	25.9
Rockville, MD	25.9	51.8	36.2	51.4	35.7	46.6	35.0
Springfield, VA	12.3	50.8	23.7	24.4	23.1	34.4	34.3
Tysons Corner, VA	16.6	42.2	32.0	44.3	31.4	34.4	28.3
Waldorf, MD	24.6	58.1	41.2	46.8	27.9	33.6	30.9
Washington D.C. 16th St. & K St.	5.0	13.3	13.8	16.6	27.8	27.3	25.7
Woodbridge, VA	21.9	76.2	32.2	35.1	24.8	41.7	40.6

Figure 9: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to DCA



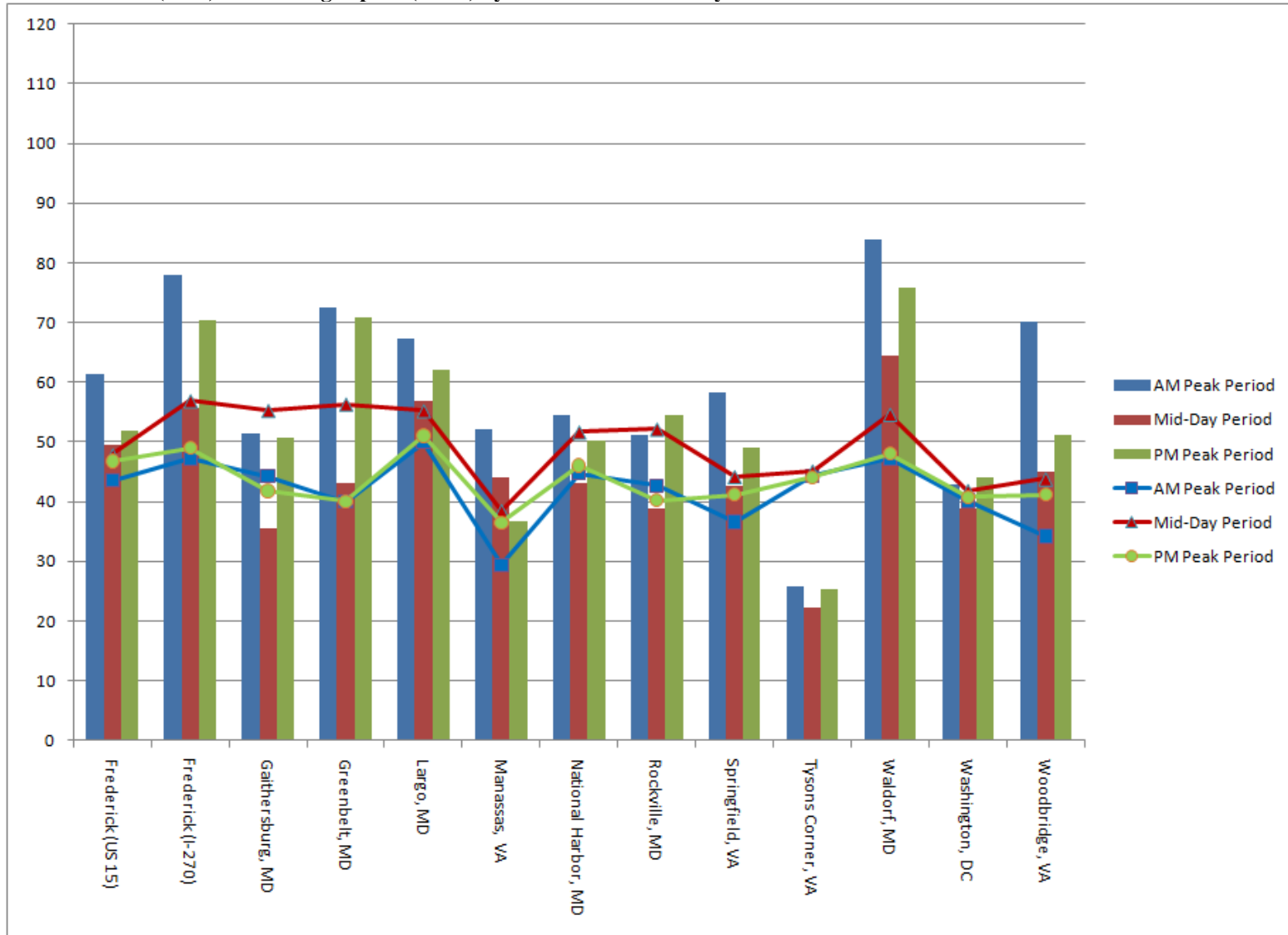
IAD

Table 6 below summarizes travel time and average speed for travel from activity centers to IAD. Figure 10 shows both travel times and average speeds for all three time periods from activity centers to IAD. The Tysons Corner activity center has a distinct advantage for travel to IAD both due to geographic proximity and because travelers may use the Dulles Airport Access Road. Since the Access Road is restricted to airport traffic only, it allows much faster speeds and lower travel times than the general purpose lanes of VA 267. Regionally, travel times from Tysons Corner to IAD area nearly one-half of those for all other studied activity centers. Travelers from other activity centers who also use the Access Road for the last several miles of their trip must travel in congested conditions along the Capital Beltway or I-66 before getting to the Access Road.

Table 6: Summary of Travel Time (mins) and Average Speed (mph) from Activity Centers to IAD

Description	Distance	Travel Time			Average Speed		
		AM	MD	PM	AM	MD	PM
Frederick, MD (via US 15)	41.4	61.5	49.6	51.9	43.6	47.9	46.8
Frederick, MD (via I-270)	55.2	77.9	55.7	70.3	47.2	56.9	49.0
Gaithersburg, MD	32.7	51.4	35.4	50.8	44.3	55.3	41.8
Greenbelt, MD	39.5	72.5	43.1	70.9	40.0	56.4	40.0
Largo, MD	49.8	67.4	56.8	62.1	50.0	55.2	51.1
Manassas, VA	18.6	52.1	44.0	36.7	29.4	38.5	36.5
National Harbor, MD	36.4	54.6	43.0	50.3	44.8	51.7	46.1
Rockville, MD	30.2	51.2	38.8	54.5	42.7	52.2	40.2
Springfield, VA	29.8	58.3	42.7	49.1	36.6	44.2	41.2
Tysons Corner, VA	17.2	25.9	22.2	25.3	44.3	45.2	44.1
Waldorf, MD	54.0	83.8	64.4	75.9	47.3	54.7	48.1
Washington D.C (16th and K St NW).	27.7	42.8	38.9	44.2	40.2	41.9	40.8
Woodbridge, VA	31.4	70.2	44.9	51.2	34.2	43.8	41.2

Figure 10: Travel Time (Bars) and Average Speed (Lines) by Time Period – Activity Centers to IAD



CONGESTED BOTTLENECKS

Figure 11 through Figure 19 show congested bottlenecks across the region for travelers to each of the three airports by time period. Bottlenecks are shown in red and are selected when travel on that segment is less than 50% of the posted speed limit. During the mid-day period, the bottlenecks are mostly limited to a few arterial segments where delays are caused by regular signal cycles and increased cross traffic on streets with mid-day destinations such as restaurants and other retails. During the peak periods, the bottlenecks occur largely along freeways with recurring regional congestion, such as I-270 between MD 28 and the “split,” I-495 between I-395 and I-66 (in the AM peak period), the entire length of I-395 from the Beltway to the Pentagon, and the Beltway between Tysons Corner and the I-270 split (in the PM peak period). The arterial bottlenecks from the mid-day period increase in severity during the AM and PM peak periods, particularly in downtown Washington and across Montgomery County.

Figure 11: Congested Bottlenecks Traveling to DCA – AM Peak Period

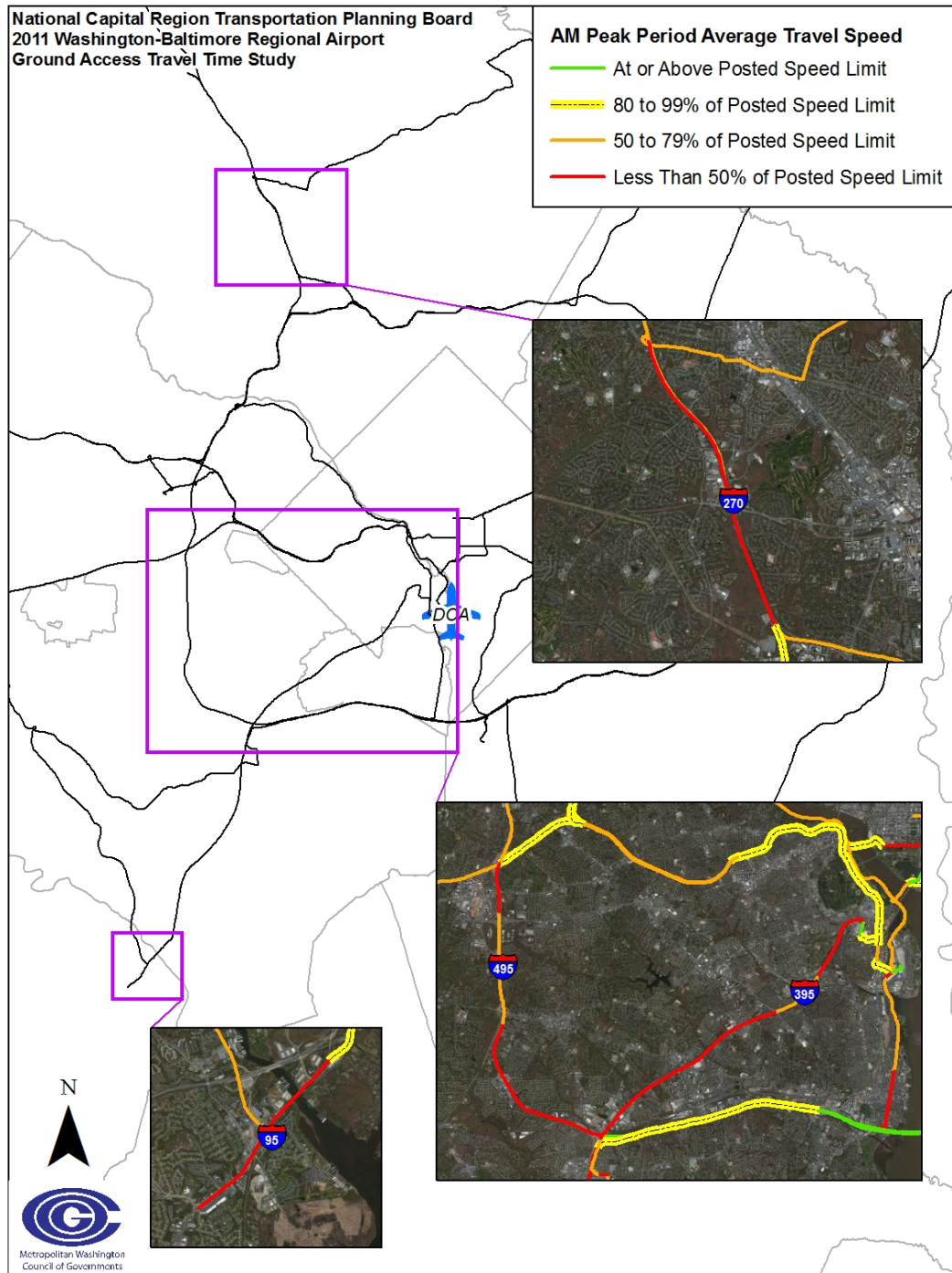


Figure 12: Congested Bottlenecks Traveling to DCA – Mid-Day Period

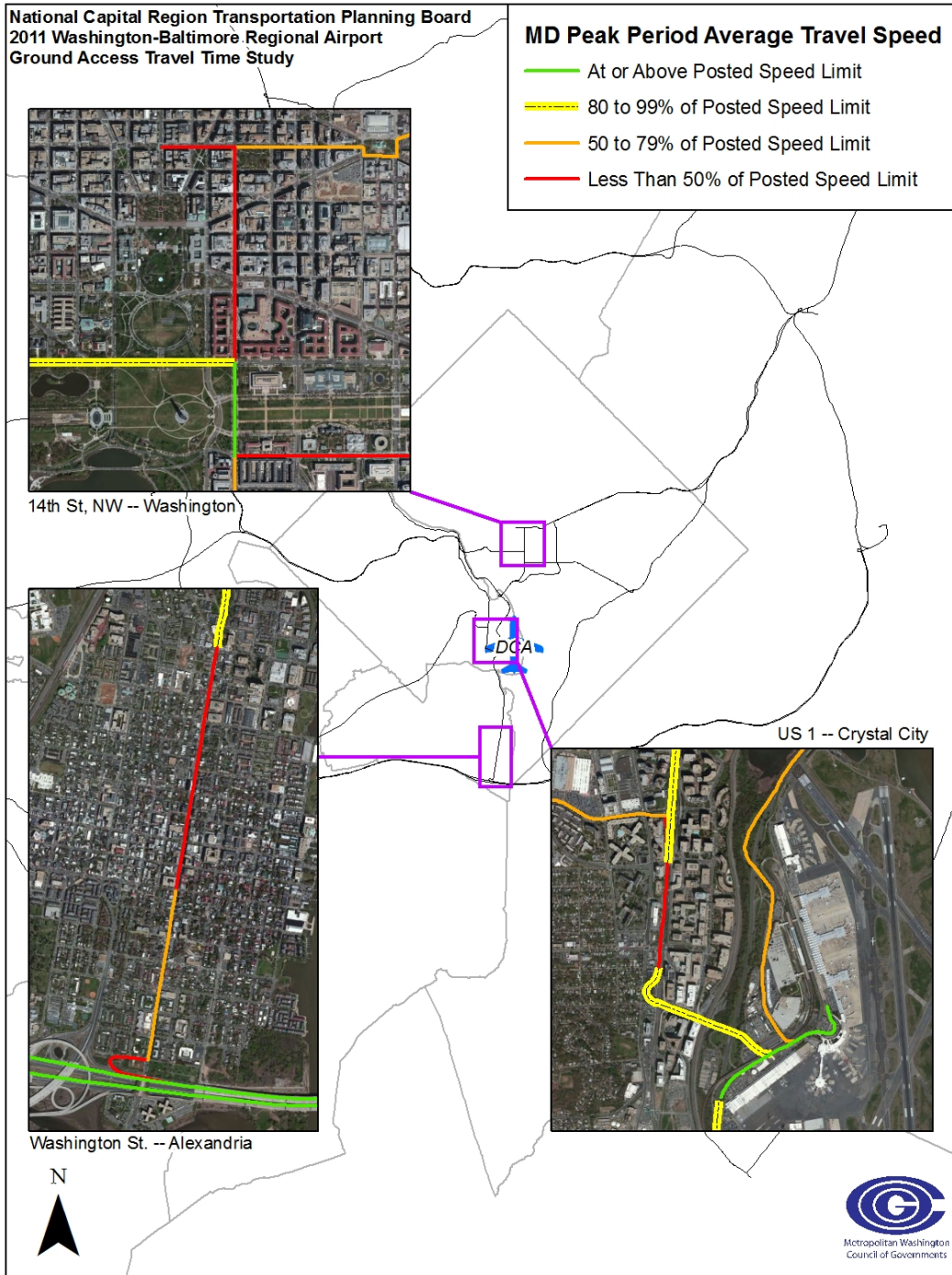


Figure 13: Congested Bottlenecks Traveling to DCA – PM Peak Period

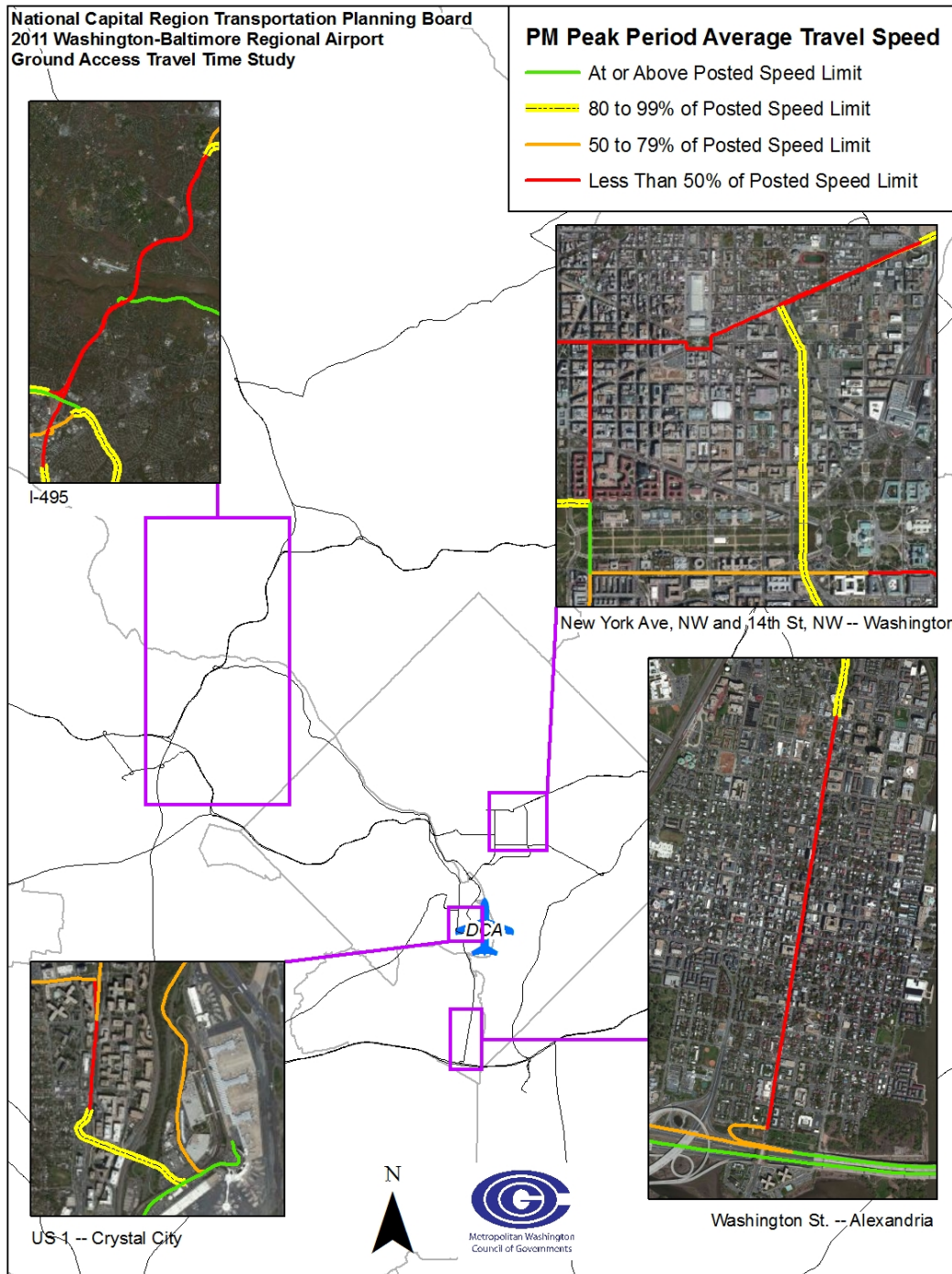


Figure 14: Congested Bottlenecks Traveling to BWI – AM Peak Period

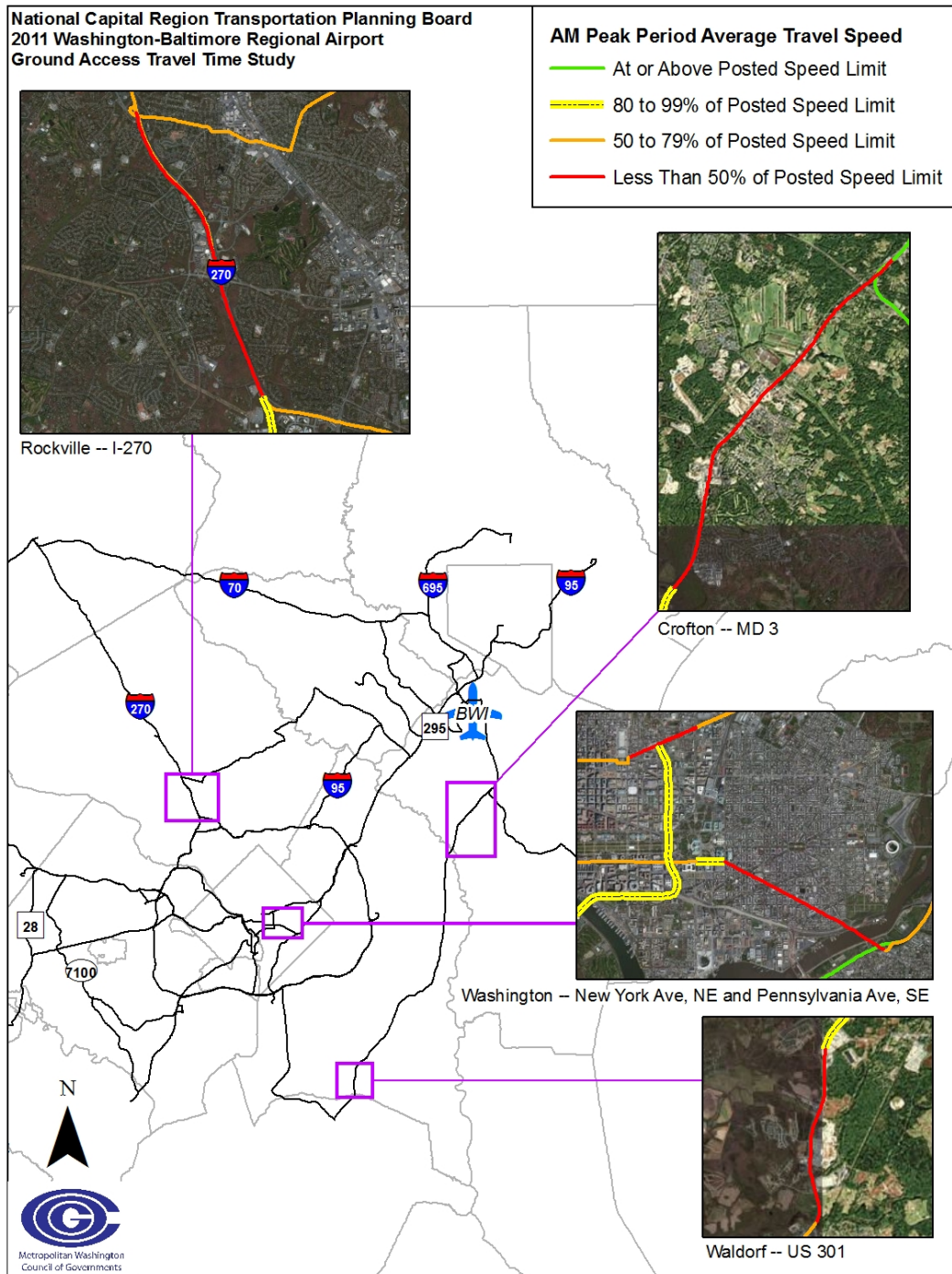


Figure 15: Congested Bottlenecks Traveling to BWI – Mid-Day Period

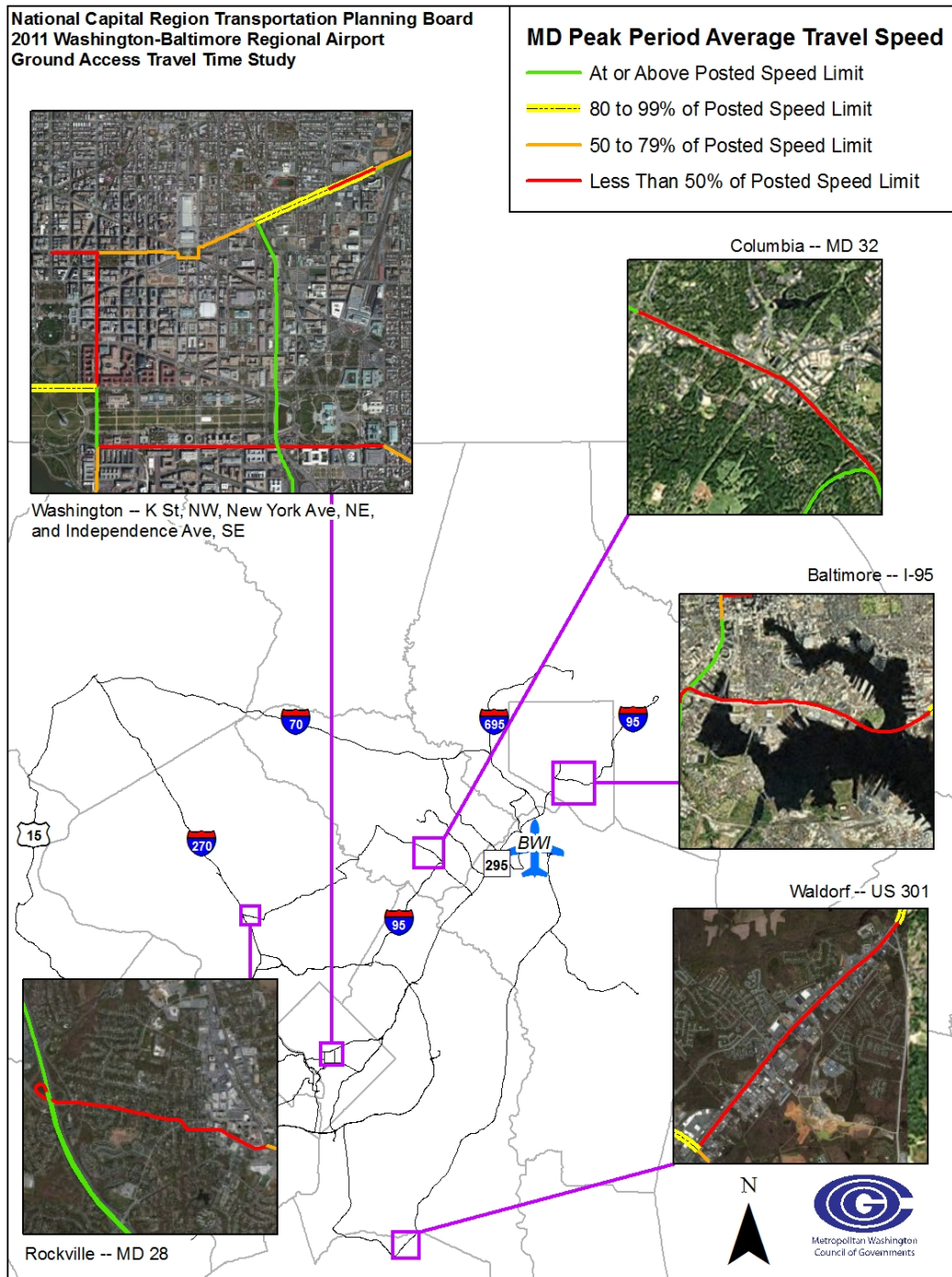


Figure 16: Congested Bottlenecks Traveling to BWI – PM Peak Period

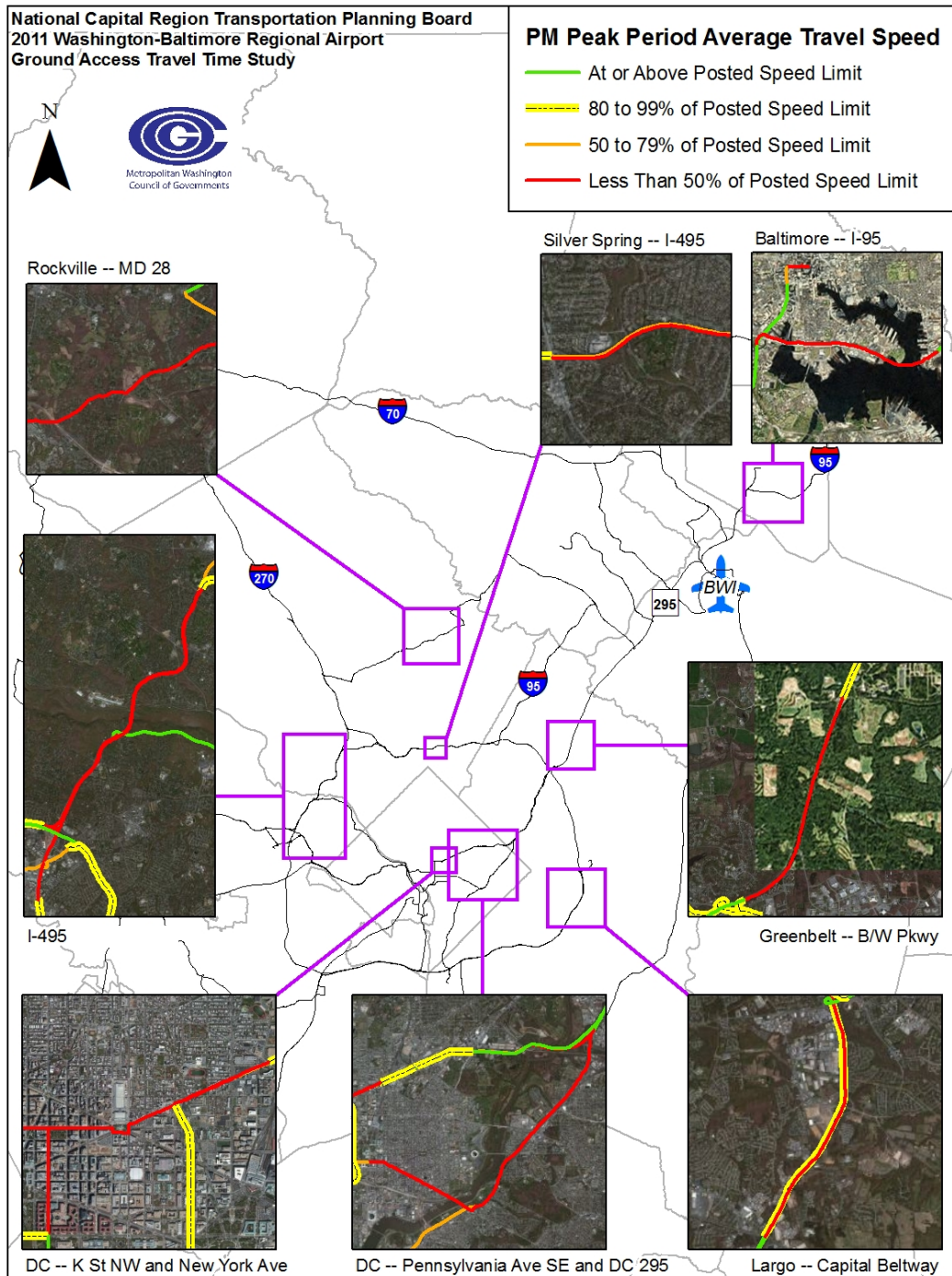


Figure 17: Congested Bottlenecks Traveling to IAD -- AM Peak Period

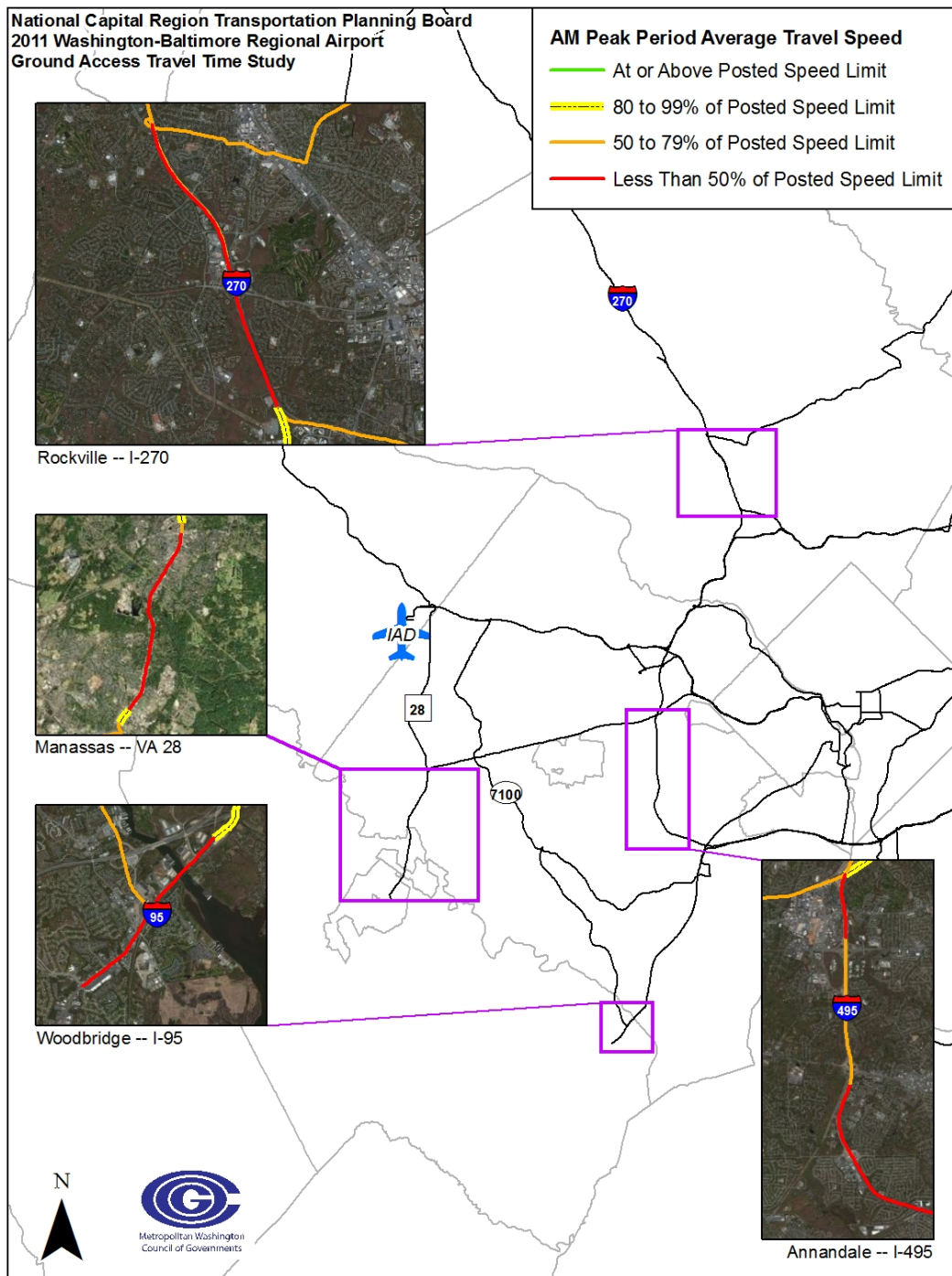
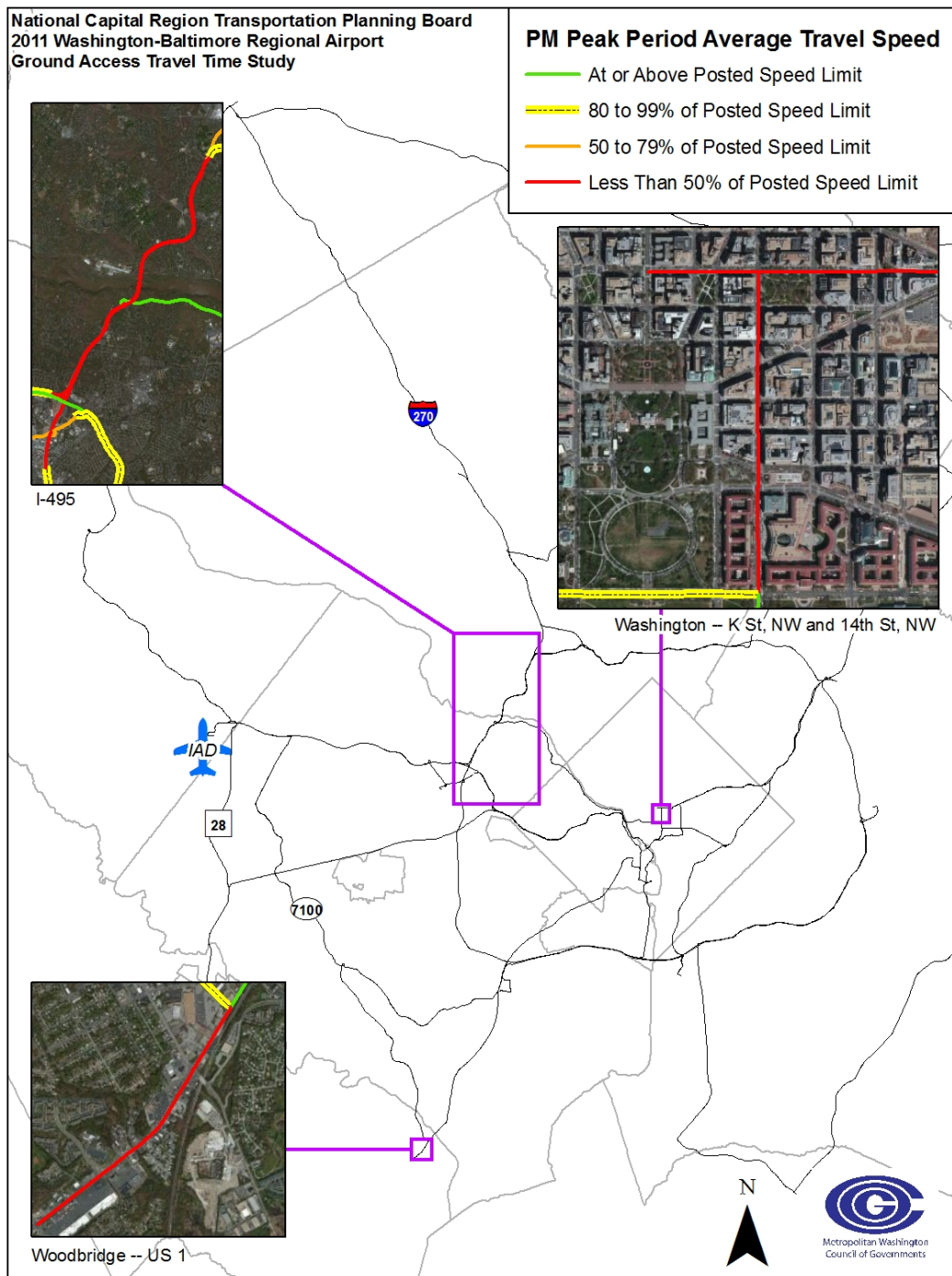


Figure 18: Congested Bottlenecks Traveling to IAD – Mid-Day Period



Figure 19: Congested Bottlenecks Traveling to IAD – PM Peak Period



COMPARISON WITH PREVIOUS STUDIES

Table 7 through Table 12 compare travel times and travel speeds at each airport across the three previous regional airport ground access travel time studies, for those activity centers that were analyzed previously. Figure 20 through Figure 25 provides a visual comparison of the same information. For the 1988 and 1994 studies, data for DCA were collected only during the AM peak period, and data for BWI and IAD were collected only during the PM peak period. Beginning with the 2003 study, data for all three airports were collected for the AM peak period, mid-day period, and PM peak period. The variability over the four studies cannot be easily explained for some activity centers; some years may be outliers.

Table 13 through Table 15 compare only the 2003 and 2011 travel times for each airport for all time periods. For nearly all activity centers to all three airports for all time periods, travel times have increased between 2003 and 2011. These changes are illustrated in Figure 26 through Figure 34.

Table 7: Comparison of AM Peak Period Travel Times (mins) to DCA

Activity Center	1988	1994	2003	2011
Woodbridge	68.6	54.5	40.6	76.2
Tysons Corner	27.8	20.1	39.9	42.2
Rockville	41.5	33.4	50.3	51.8
Washington, D.C.		8.9	12.7	13.3

Table 8: Comparison of AM Peak Period Average Travel Speeds (mph) to DCA

Activity Center	1988	1994	2003	2011
Woodbridge	19	24	35	25
Tysons Corner	31	42	27	31
Rockville	35	44	33	36
Washington, D.C.		26	25	28

Table 9: Comparison of PM Peak Period Travel Times (mins) to IAD

Activity Center	1988	1994	2003	2011
Tysons Corner	18.1	16.7	23.9	25.3
Rockville	39.7	36.2	38.5	54.5
Washington, D.C. (16th & K)	40	43.1	51.5	44.2

Table 10: Comparison of PM Peak Period Travel Speeds (mph) to IAD

Activity Center	1988	1994	2003	2011
Tysons Corner	44	48	51	44
Rockville (I-495/95)	42	47	50	40
Washington, D.C. (16th & K)	40	37	39	41

Table 11: Comparison of PM Peak Period Travel Times (mins) to BWI

Activity Center	1988	1994	2003	2011
Rockville	54.9	53.8	49.4	86.4
Washington, D.C. (16th & K)	47.9	46.7	64.2	61.5
Baltimore	14.6	18.7	20.9	25.1
Annapolis	38.7	29.7	34.8	38.5
Rockville (Rt. 28)	55.6	52.6	61.5	75.0
Washington, D.C., 14th & Independence		32.85	60.8	80.2

Table 12: Comparison of PM Peak Period Average Speeds to BWI

Activity Center	1988	1994	2003	2011
Rockville (I-495/95)	46	46	51	38
Washington, D.C. (16th & K)	39	40	39	35
Baltimore	38	30	31	37
Annapolis	36	50	36	36
Rockville (Rt. 28)	38	41	38	37
Washington, D.C., 14th & Independence		38	38	39

Figure 20: Comparison of AM Peak Period Travel Times (mins) to DCA

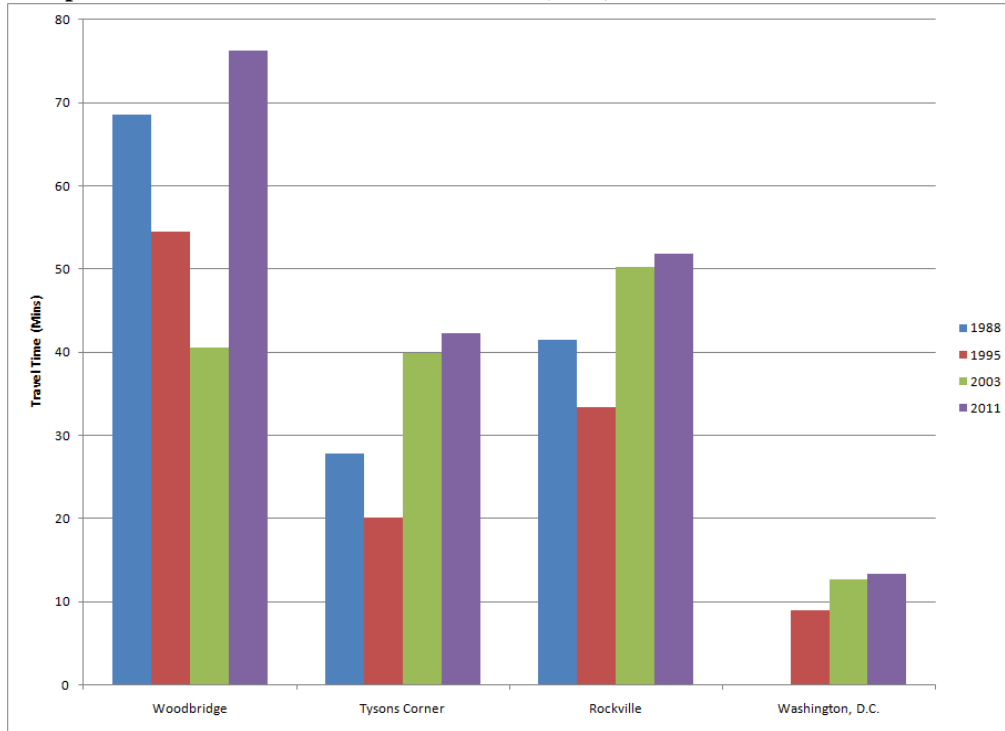


Figure 21: Comparison of AM Peak Period Average Travel Speeds (mph) to DCA

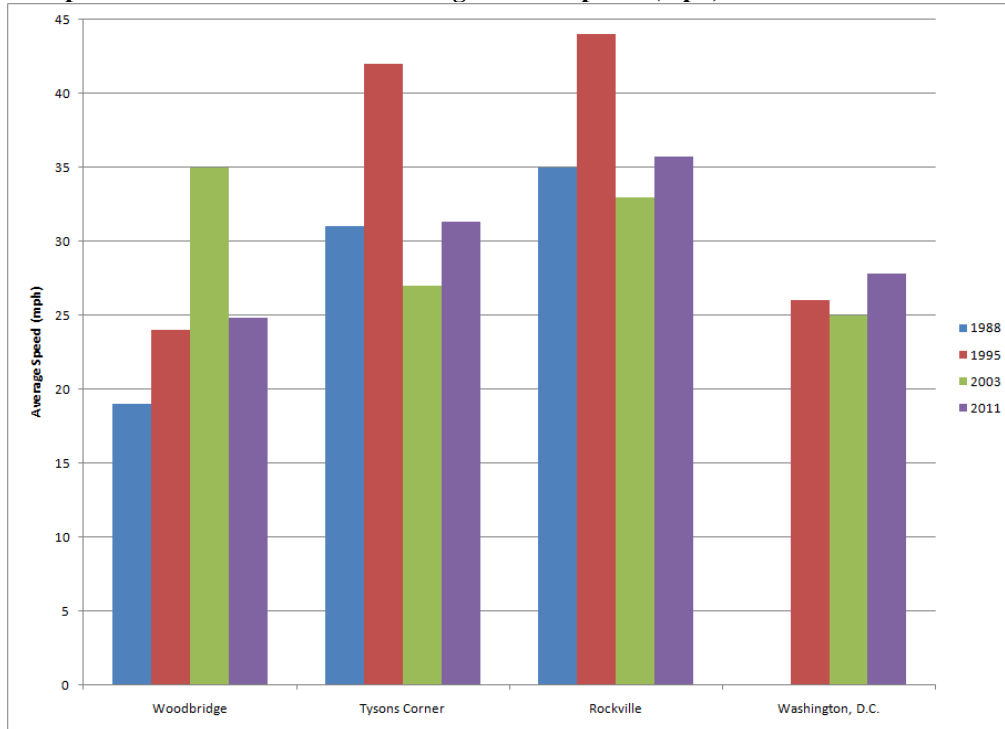


Figure 22: Comparison of PM Peak Period Travel Times (mins) to IAD

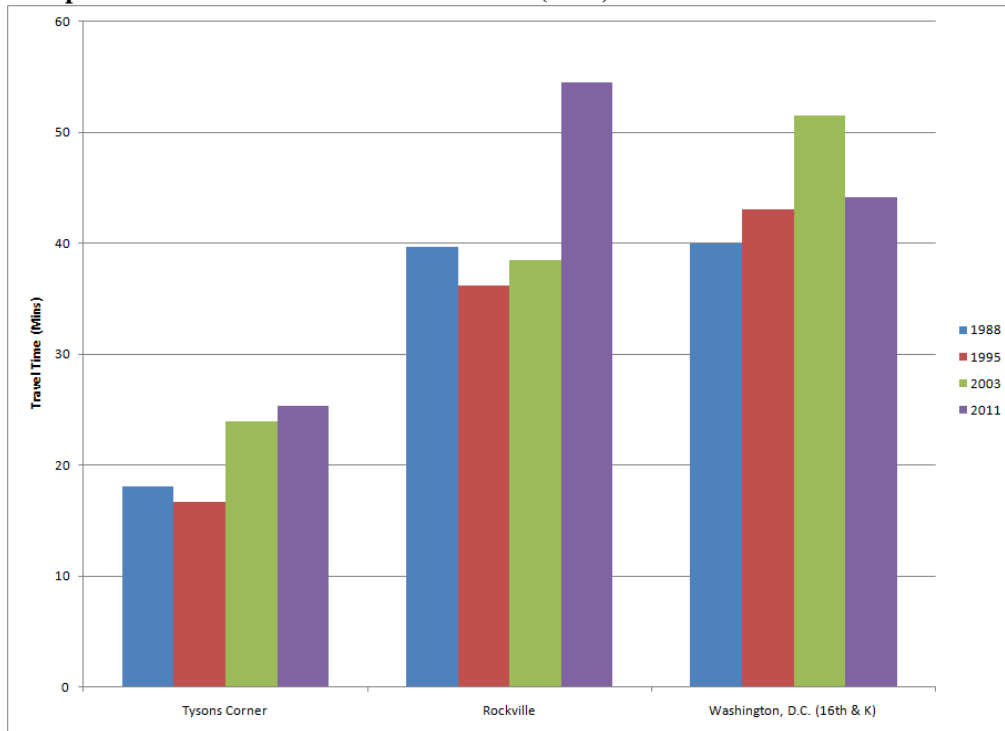


Figure 23: Comparison of PM Peak Period Average Speeds to IAD

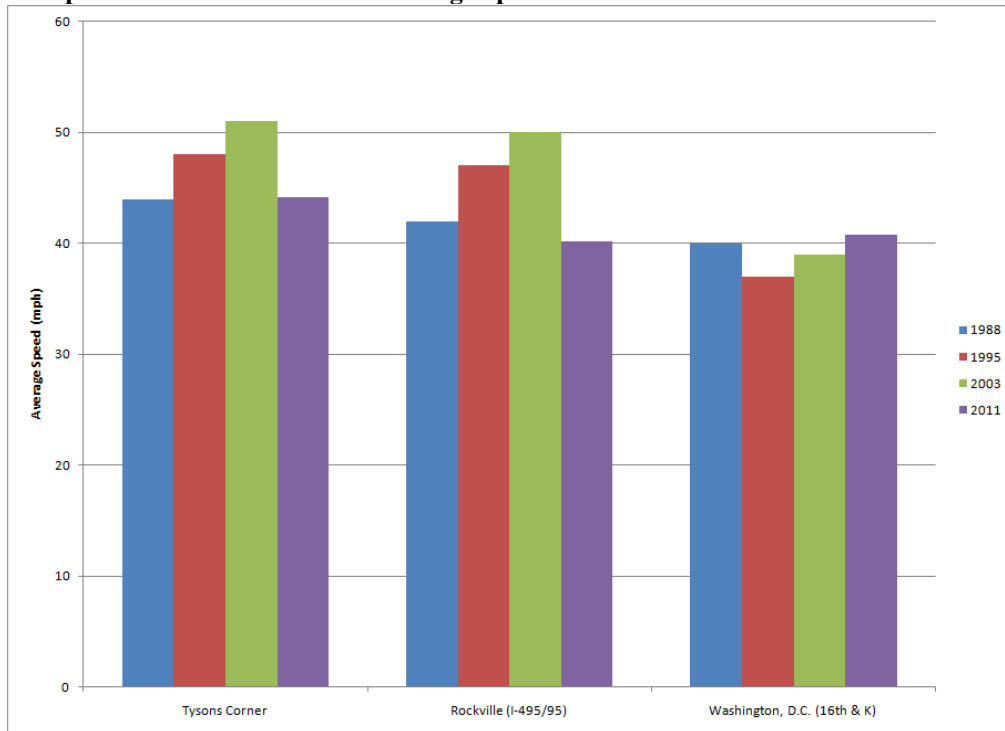


Figure 24: Comparison of PM Peak Period Travel Times (mins) to BWI

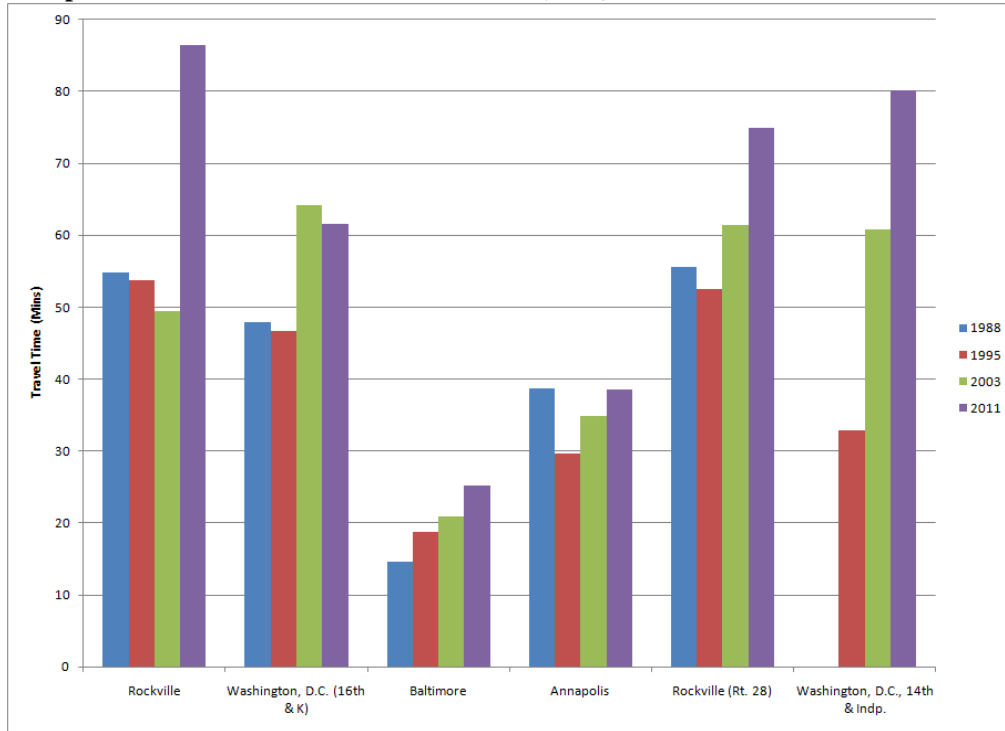


Figure 25: Comparison of PM Peak Period Travel Speeds (mph) to BWI

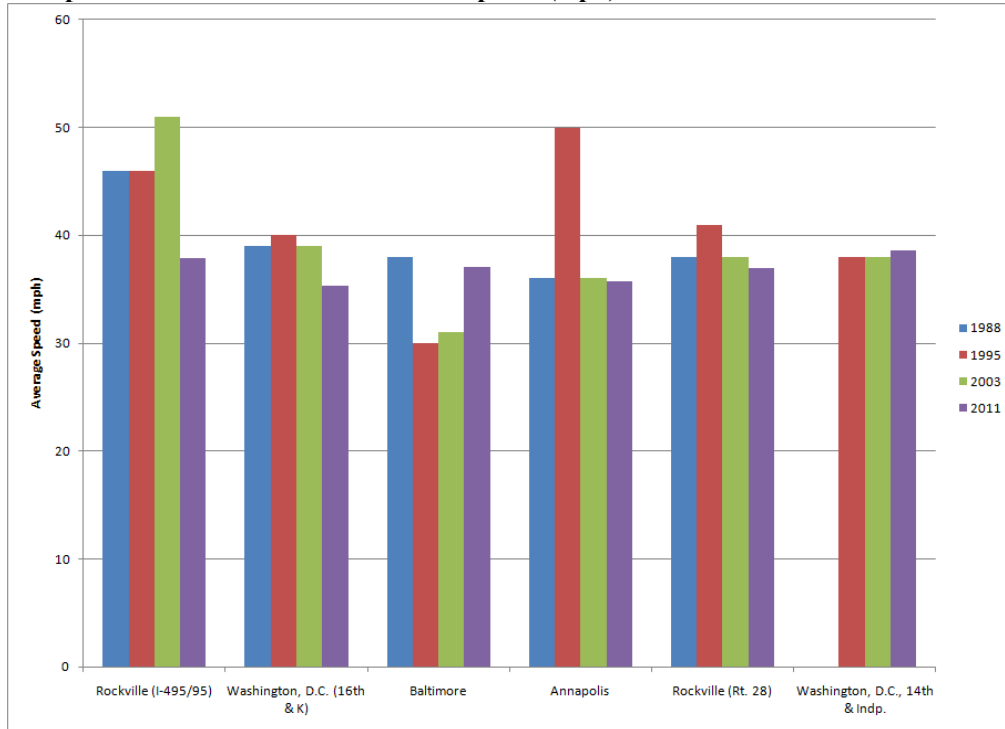


Table 13: Comparison of 2003 and 2011 Travel Times (mins) to BWI

	2003 AM	2011 AM	2003 MD	2011 MD	2003 PM	2011 PM
Annapolis, MD	32.2	37.0	37.1	36.9	34.8	38.5
Baltimore, MD	17.0	18.5	15.3	20.4	21.0	25.1
Columbia, MD	25.8	32.7	31.8	29.7	31.7	33.7
Frederick, MD	60.8	67.1	39.8	70.2	55.9	56.2
Gaithersburg, MD(I-495/I-95)	63.0	78.2	50.7	53.9	51.8	82.7
Greenbelt, MD	25.6	25.5	26.7	25.6	26.6	31.2
Largo, MD	32.0	34.7	28.8	34.8	36.4	41.5
National Harbor, MD	56.5	43.4	46.1	45.5	67.7	60.1
Rockville, MD (I-495/I-95)	57.1	78.0	49.0	57.3	49.4	86.4
Rockville, MD (Rt. 28/32)	56.6	59.6	51.4	56.5	61.5	75.0
Towson, MD	41.1	41.5	29.8	33.4	44.2	38.8
Waldorf, MD	74.8	90.3	73.7	77.7	68.0	72.1
Washington, DC (16th and K)	42.5	48.4	45.5	48.5	64.2	61.5
Washington, DC (14th and Independence)	48.5	47.9	44.2	46.7	60.8	80.2
White Marsh, MD	31.6	37.7	30.8	29.0	32.8	27.7

Figure 26: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to BWI

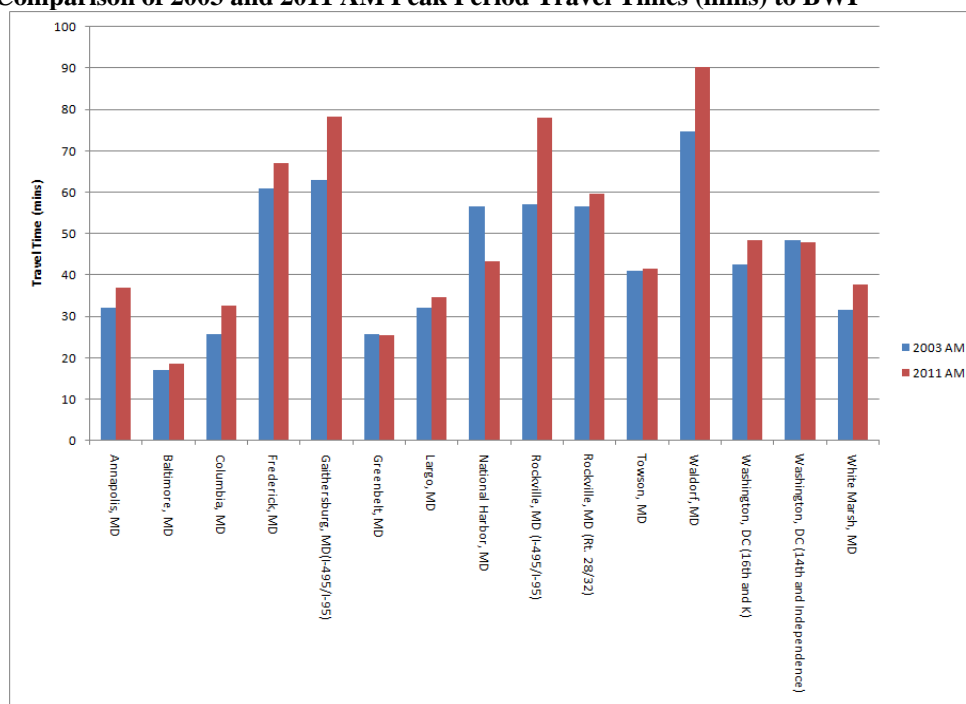


Figure 27: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to BWI

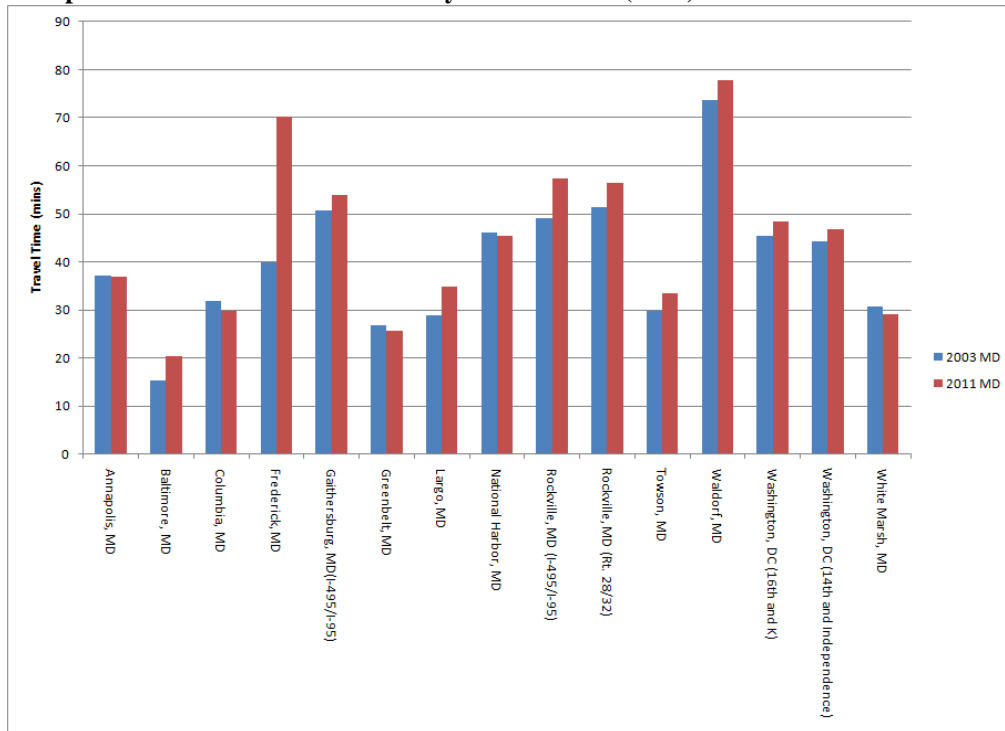


Figure 28: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to BWI

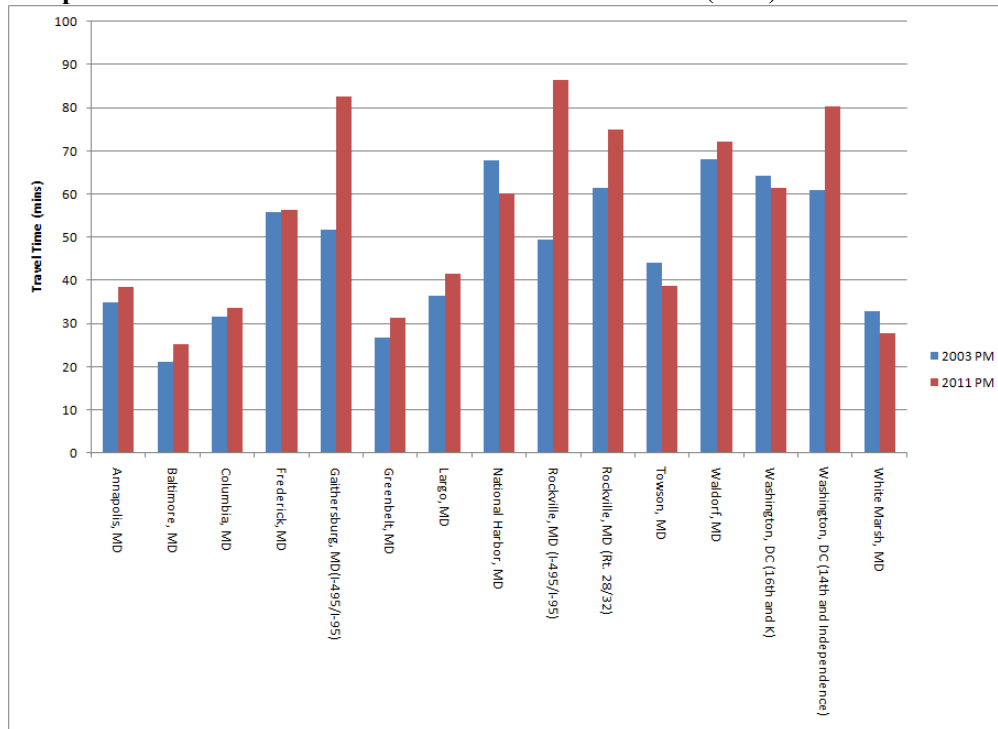


Table 14: Comparison of 2003 and 2011 Travel Times (mins) to DCA

	2003 AM	2011 AM	2003 MD	2011 MD	2003 PM	2011 PM
Frederick, MD	88.1	78.4	57.3	53.1	65.0	67.3
Gaithersburg, MD (I-495/I-95)	55.9	51.9	34.5	32.8	42.0	47.7
Greenbelt, MD	40.8	40.8	31.7	30.0	31.6	40.6
Largo, MD	41.8	42.4	30.7	34.4	29.5	33.9
National Harbor, MD	36.0	29.6	25.0	20.6	26.8	22.1
Rockville, MD (I-495/I-95)	50.3	51.8	32.3	36.2	41.6	51.4
Springfield/Franconia, VA	28.7	50.8	24.0	23.7	22.8	24.4
Tyson's Corner, VA	40.0	42.2	22.9	32.0	24.8	44.3
Waldorf, MD	55.3	58.1	41.4	41.2	43.4	46.8
Washington, DC (16th and K, NW)	12.7	13.3	12.7	13.8	15.1	16.6
Woodbridge, VA	40.5	76.2	38.1	32.2	30.1	35.1

Figure 29: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to DCA

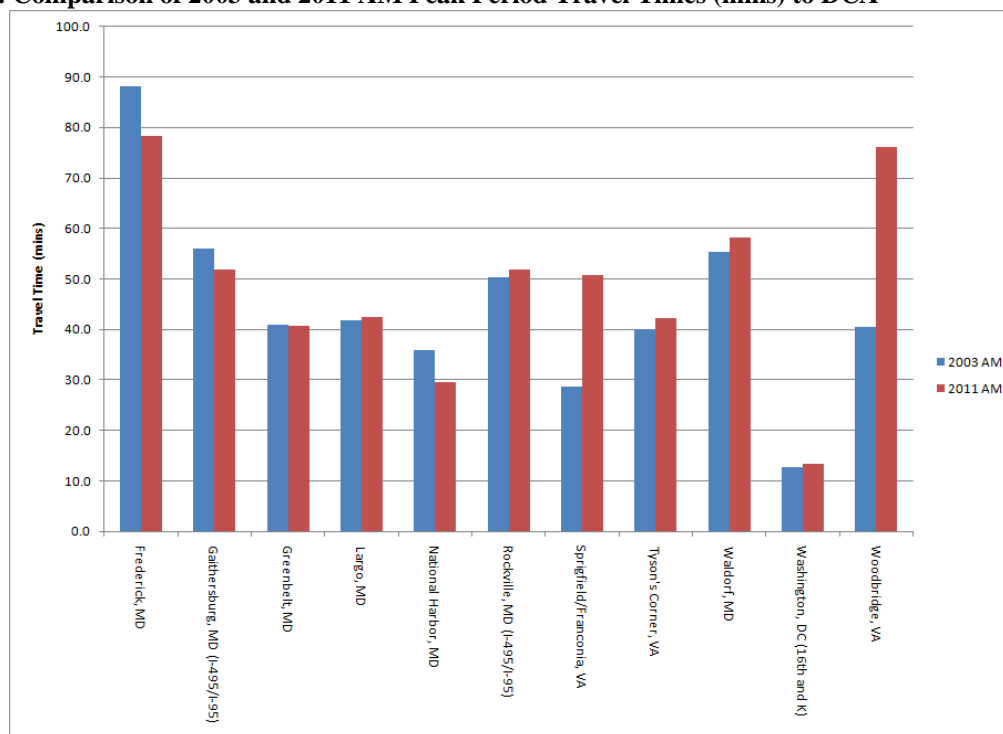


Figure 30: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to DCA

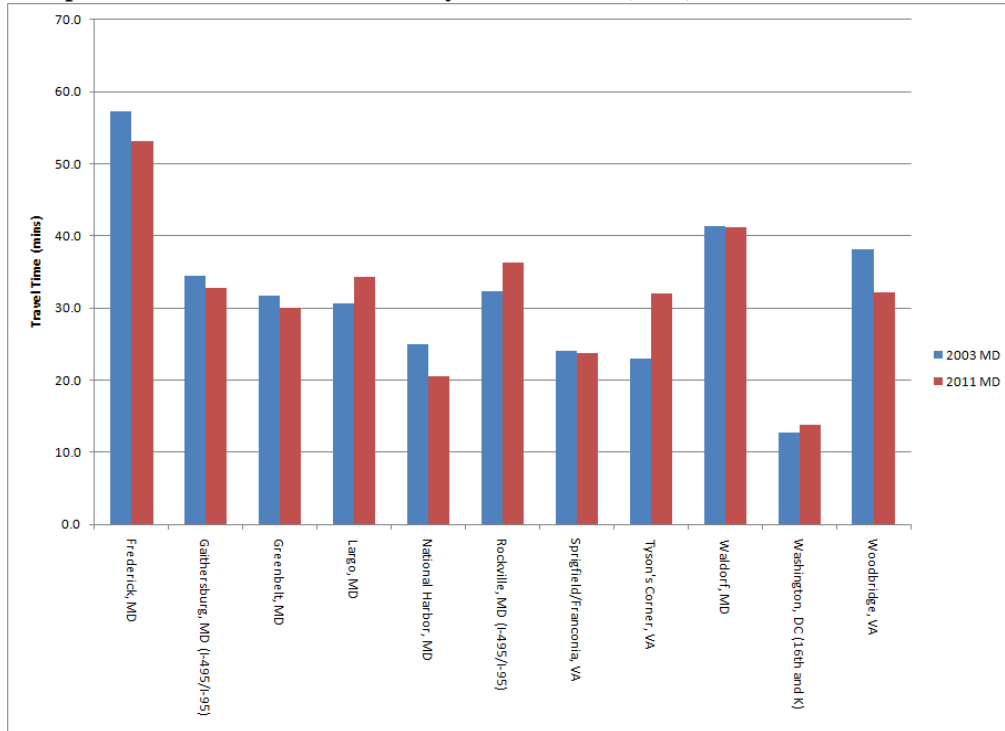


Figure 31: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to DCA

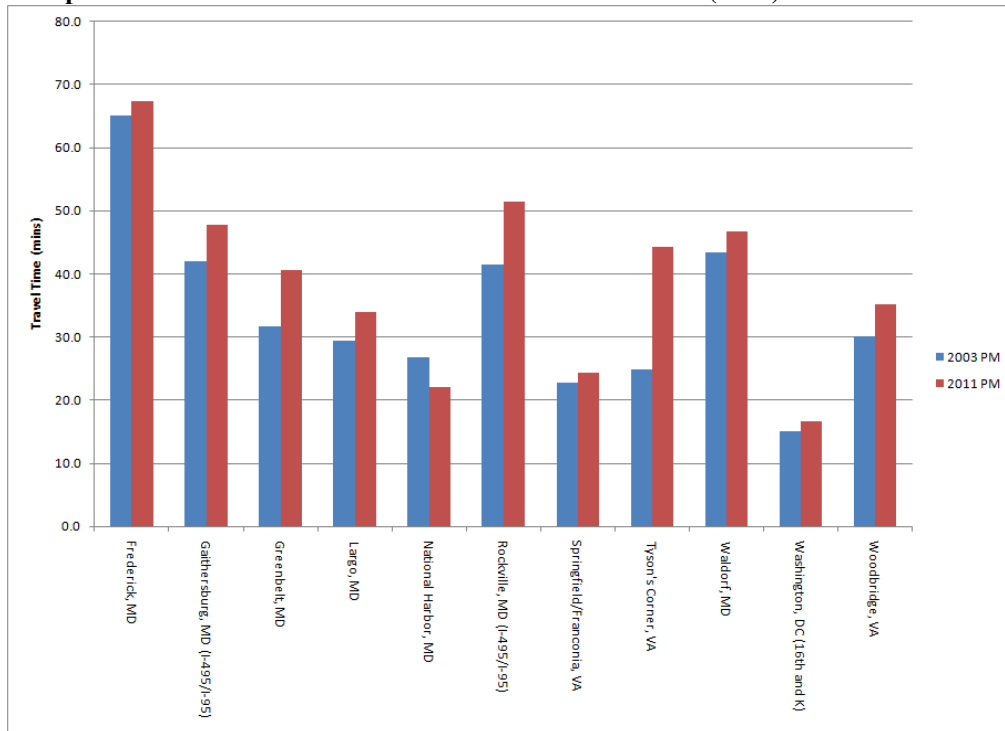


Table 15: Comparison of 2003 and 2011 Travel Times (mins) to IAD

	2003 AM	2011 AM	2003 MD	2011 MD	2003 PM	2011 PM
Frederick, MD	55.5	50.4	53.1	61.5	49.6	51.9
Gaithersburg, MD (I-495/I-95)	48.5	34.6	39.8	51.4	35.4	50.8
Greenbelt, MD	93.0	50.5	66.6	72.5	43.1	70.9
Largo, MD	71.2	49.7	52.8	67.4	56.8	62.1
Manassas, VA	42.1	46.9	40.6	52.1	44.0	36.7
National Harbor, MD	65.3	44.0	50.1	54.6	43.0	50.3
Rockville, MD (I-495/I-95)	42.9	32.7	38.5	51.2	38.8	54.5
Springfield/Franconia, VA	48.5	49.5	46.3	58.3	42.7	49.1
Tysons Corner, VA	17.2	17.4	23.9	25.9	22.2	25.3
Waldorf, MD	84.6	60.3	66.7	83.8	64.4	75.9
Washington, DC (16th and K, NW)	44.1	37.8	51.5	42.8	38.9	44.2
Woodbridge, VA	57.8	45.5	49.1	70.2	44.9	51.2

Figure 32: Comparison of 2003 and 2011 AM Peak Period Travel Times (mins) to IAD

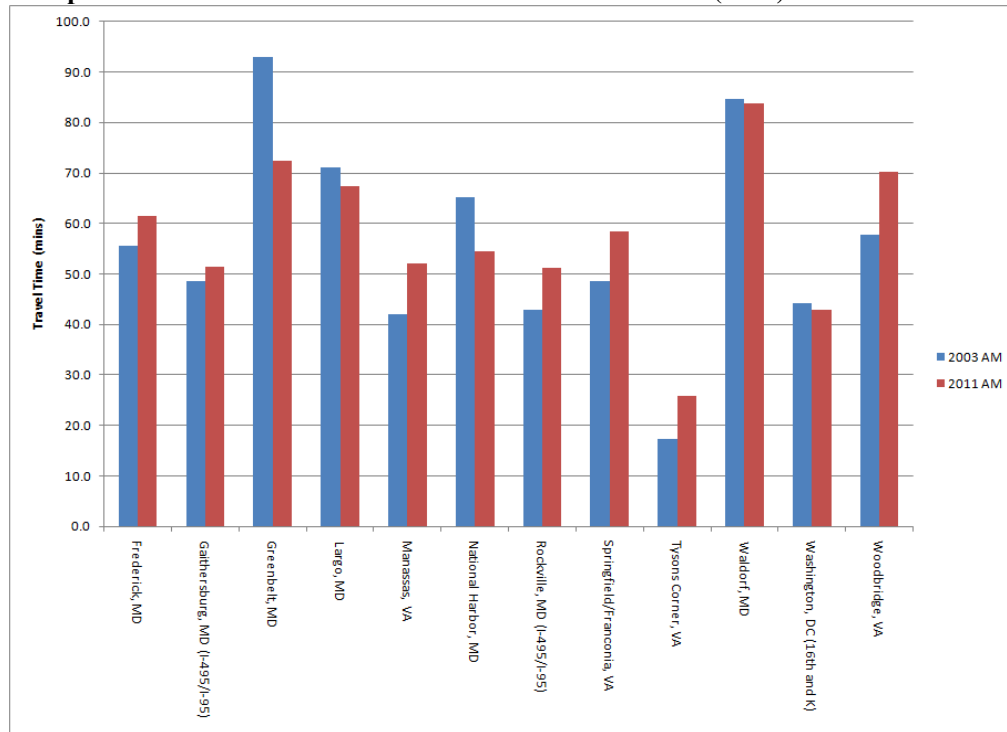


Figure 33: Comparison of 2003 and 2011 Mid-Day Travel Times (mins) to IAD

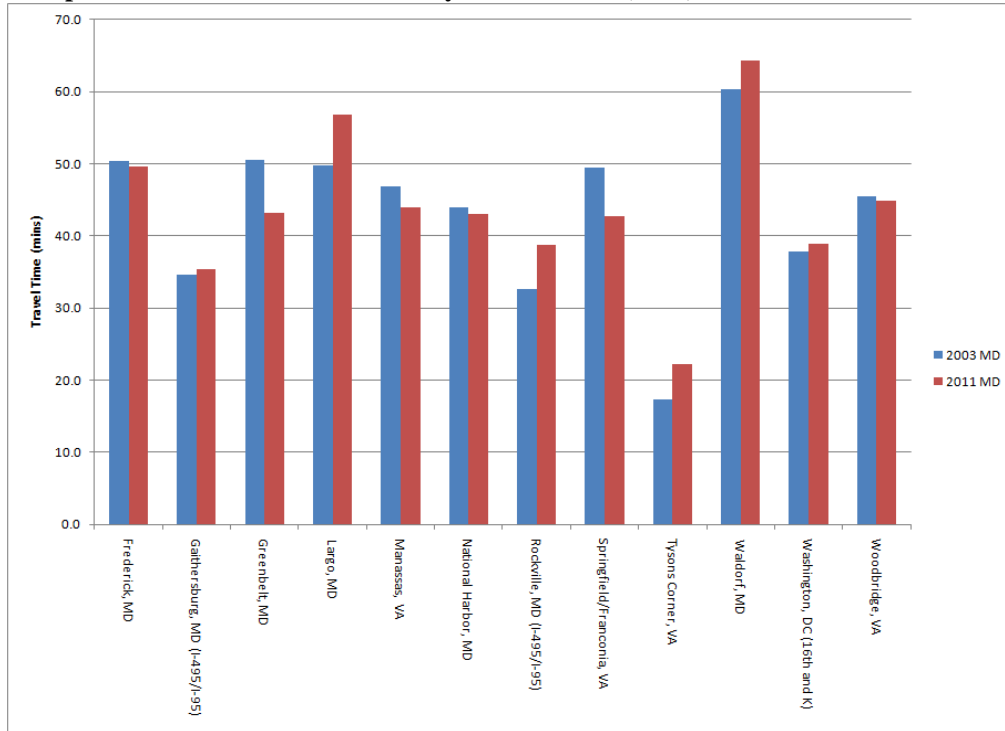
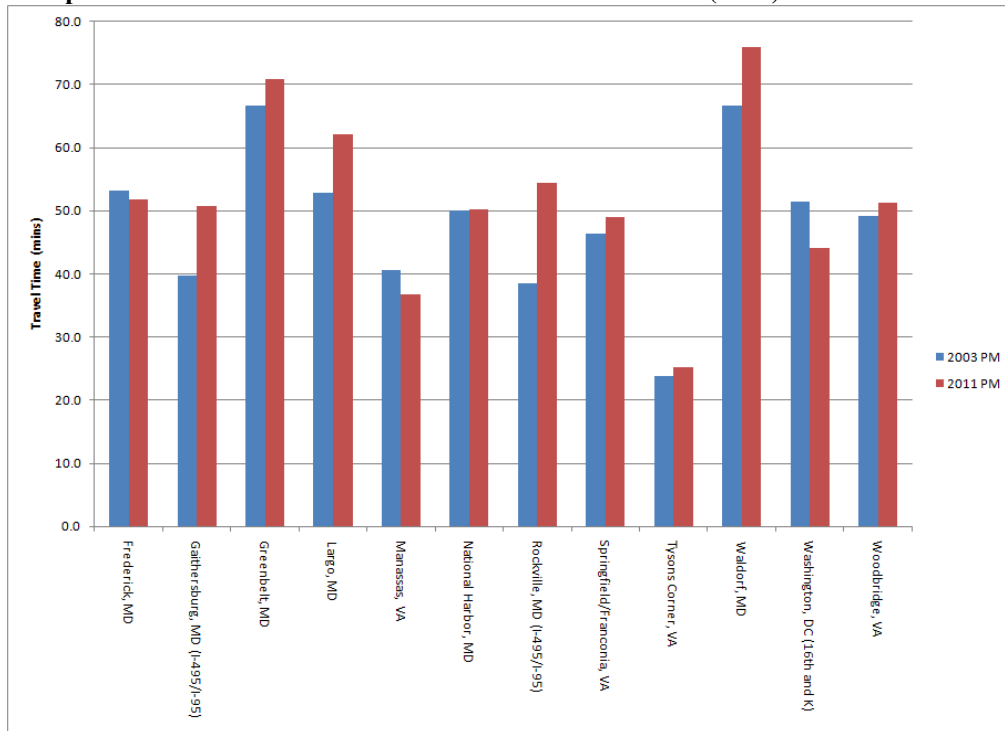


Figure 34: Comparison of 2003 and 2011 PM Peak Period Travel Times (mins) to IAD



NON AUTOMOBILE GROUND ACCESS

The most predominant mode of travel for passengers going to and from the three commercial airports has been the automobile, including private cars, rental cars and taxi cabs. Based on recent Washington-Baltimore Regional Air Passenger Survey data, almost 95 percent of the region's originating air passengers used modes of transportation to the airport that travel by way of the highway network (autos, taxis, rental cars, airport bus/limo, hotel/motel courtesy bus). Only five (5) percent of the originating passenger trips used fixed rail transportation services to access the airports.

This section summarizes non-automobile ground access travel times from selected activity centers to the three commercial airports. The travel times summarized in this report are taken from published schedules by the service providers. The data also estimates access time to the services, possible wait times, and egress times from the service to the airport terminals. Travel time data from activity centers to each of the airports are provided by time period. Table 16 shows BWI, Table 17 shows DCA, and Table 18 shows IAD.

BWI

Table 16: Comparison of 2011 Auto and Transit Travel Times (mins) to BWI

BWI	AM Peak Period		Mid-Day Period		PM Peak Period	
	2011 Auto	2011 Transit	2011 Auto	2011 Transit	2011 Auto	2011 Transit
Annapolis, MD (3)	37.0	110	36.9	110	38.5	110
Baltimore, MD (1)	18.5	45	20.4	45	25.1	45
Columbia, MD (2)	32.7	80	29.7	80	33.7	80
Frederick, MD (5)	67.1	180	70.2	180	56.2	180
Gaithersburg, MD(I-495/I-95) (6)	78.2	70	53.9	70	82.7	70
Greenbelt, MD (7)	25.5	30	25.6	30	31.2	30
Largo, MD (8)	34.7	85	34.8	85	41.5	85
National Harbor, MD (9)	43.4	85	45.5	85	60.1	85
Rockville, MD (I-495/I-95) [10]	78.0	85	57.3	85	86.4	85
Rockville, MD (Rt. 28/32) [11]	59.6	85	56.5	85	75.0	85
Towson, MD (12)	41.5	90	33.4	90	38.8	90
Waldorf, MD (4)	90.3	120	77.7	n/a	72.1	n/a
Washington, DC (16th and K) [13]	48.4	50	48.5	50	61.5	50
Washington, DC (14th and Independence) [14]	47.9	70	46.7	70	80.2	70
White Marsh, MD (15)	37.7	70	29.0	n/a	27.7	70

Note: all transit times are average scheduled travel times and include estimates for walk access, waiting, and transfers. N/A means travel between the two points is not possible using fixed-route transit service during the specified time period.

- (1) Via MARC Penn Line
- (2) Via Central Maryland Regional Transit / Howard Transit Silver Route
- (3) Via MTA Local Bus Route 14 and MTA Light Rail
- (4) Via MTA Commuter Bus Route 901, Metrorail Red Line, and MARC Penn Line
- (5) Via MARC Brunswick Line, MARC Penn Line, and BWI Rail Station shuttle, plus transfer times.
- (6) Via MTA Express Bus Route 201. Scheduled time based on bus operation via Intercounty Connector (MD 200) to east of Georgia Ave (MD 97) and then via Norbeck Rd (MD 28) and Spencerville Rd (MD 198). MTA Route 201 now uses MD 200 for its entire open length from I-370 to I-95. None of MD 200 was open to traffic during the highway travel time data collection period.
- (7) Via Metrobus Route B30
- (8) Via Metrobus Route C22, Metrorail Blue and Green Lines and Metrobus Route B30.
- (9) Via The Bus Route 35, Metrorail Green and Red Lines, and MARC Penn Line. Gaylord National offers door-to-door service between the hotel and DCA, operated by SuperShuttle.
- (10) Via Metrorail Red Line and MTA Express Bus Route 201 (see note 6)
- (11) Via Metrorail Red Line and MTA Express Bus Route 201 (see note 6)
- (12) Via MTA Local Bus Route 8 and MTA Light Rail
- (13) Via Metrorail Red Line and MARC Penn Line
- (14) Via Metrorail Orange Line and MARC Penn Line
- (15) Via MTA Express Bus Route 120 and MTA Light Rail

DCA

Table 17: Comparison of 2011 Auto and Transit Travel Times (mins) to DCA

DCA	AM Peak Period		Mid-Day Period		PM Peak Period	
	2011 Auto	2011 Transit	2011 Auto	2011 Transit	2011 Auto	2011 Transit
Frederick, MD (1)	78.4	120	53.1	n/a	67.3	120
Gaithersburg, MD (2)	51.9	65	32.8	65	47.7	65
Greenbelt, MD (3)	40.8	60	30.0	60	40.6	60
Largo, MD (4)	42.4	50	34.4	50	33.9	50
Manassas, VA (5)	84.1	60	72.0	60	65.8	60
National Harbor, MD (6)	29.6	70	20.6	70	22.1	70
Rockville, MD (7)	51.8	60	36.2	60	51.4	60
Springfield, VA (8)	50.8	28	23.7	28	24.4	28
Tysons Corner, VA (9)	42.2	60	32.0	60	44.3	60
Waldorf, MD (10)	58.1	60	41.2	n/a	46.8	n/a
Washington D.C. 16th St. & K St. (11)	13.3	20	13.8	20	16.6	20
Woodbridge, VA (12)	76.2	40	32.2	40	35.1	40

Note: all transit times are average scheduled travel times and include estimates for walk access, waiting, and transfers. N/A means travel between the two points is not possible using fixed-route transit service during the specified time period.

- (1) Via MARC Brunswick Line and Metrorail Red Line and Yellow Line
- (2) Via Ride-On Route 55, Metrorail Red and Yellow Lines
- (3) Via Metrobus Route G16, Metrorail Green and Yellow Lines
- (4) Via Metrobus Route C22, Metrorail Blue and Yellow Lines
- (5) Via VRE Manassas Line and Metrorail Blue / Yellow Lines
- (6) Via Metrobus Route NH1 and Metrorail Green and Yellow Lines. Gaylord National offers door-to-door service between the hotel and DCA, operated by SuperShuttle.
- (7) Via Metrorail Red Line and Yellow Line
- (8) Via Metrorail Blue Line
- (9) Via Metrobus Route 15 and Metrorail Blue Line
- (10) Via MTA Commuter Bus Route 901 and Metrorail Yellow Line
- (11) Via Metrorail Blue Line
- (12) Via VRE Fredericksburg Line and Metrorail Blue Line

IAD

Table 18: Comparison of 2011 Auto and Transit Travel Times (mins) to IAD

IAD	AM Peak Period		Mid-Day Period		PM Peak Period	
	2011 Auto	2011 Transit	2011 Auto	2011 Transit	2011 Auto	2011 Transit
Frederick, MD (1)	50.4	150	61.5	150	51.9	150
Gaithersburg, MD (I-495/I-95) [2]	34.6	110	51.4	110	50.8	110
Greenbelt, MD (3)	50.5	100	72.5	100	70.9	100
Largo, MD (4)	49.7	85	67.4	85	62.1	85
Manassas, VA (5)	46.9	105	52.1	105	36.7	105
National Harbor, MD (6)	44.0	95	54.6	95	50.3	95
Rockville, MD (I-495/I-95) [7]	32.7	100	51.2	100	54.5	100
Springfield, VA (8)	49.5	80	58.3	80	49.1	80
Tysons Corner, VA (9)	17.4	40	25.9	40	25.3	40
Waldorf, MD (10)	60.3	100	83.8	n/a	75.9	n/a
Washington, DC (16th and K, NW) [11]	37.8	45	42.8	45	44.2	45
Woodbridge, VA (12)	45.5	90	70.2	115	51.2	115

Note: all transit times are average scheduled travel times and include estimates for walk access, waiting, and transfers. N/A means travel between the two points is not possible using fixed-route transit service during the specified time period.

- (1) Via MARC Brunswick Line, Metrorail Red and Yellow / Green Lines, and Metrobus Route 5A
- (2) Via Ride-On Route 55, Metrorail Red and Orange Lines and Metrobus Route 5A
- (3) Via Metrobus Route G16, Metrorail Green Line and Metrobus Route 5A
- (4) Via Metrobus Route C22, Metrorail Blue Line and Yellow / Green Lines, and Metrobus Route 5A
- (5) Via PRTC Manassas Metro Direct and Washington Flyer buses
- (6) Via Metrobus Route NH1, Metrorail Green Line, and Metrobus Route 5A. Gaylord National offers door-to-door service between the hotel and IAD, operated by SuperShuttle.
- (7) Via Metrorail Red and Orange Lines and Metrobus Route 5A
- (8) Via Metrorail Blue Line and Metrobus Route 5A
- (9) Via Metrobus Route 5A
- (10) Via MTA Commuter Bus Route 901 and Metrobus Route 5A
- (11) Via Metrorail Blue / Orange Lines and Metrobus Route 5A
- (12) Via OmniRide Tysons Express and Metrobus Route 5A (AM); via OmniRide Prince William Metro Direct, Metrorail Blue Line, and Metrobus Route 5A (MD, PM). OmniRide Tysons Express is funded by Virginia Megaprojects.

Appendix A: Segment Level Travel Time and Speed Data
AM Peak Period

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

1 Annapolis, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	COLLEGE AVE	EAST ST	BLADEN ST	0.29	15	1.17	12.30	82%
2	ROWE BLVD	COLLEGE AVE	US-301	2.01	40	5.36	22.69	57%
3	US-301	ROWE BLVD	I-97	2.92	55	3.03	57.93	100%
4	I-97	US-301	CRAIN HWY	7.91	60	7.59	62.52	100%
5	I-97	MD-32	DORSEY RD	7.36	60	7.15	61.98	100%
6	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	5.31	32.60	72%
7	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.18	23.27	66%
8	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	2.45	17.86	100%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				25.56		37.03	35.17	

2 Baltimore, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	W FAYETTE ST	N CHARLES ST	N GREENE ST	0.46	25	2.52	11.55	46%
2	S GREENE ST	W FAYETTE ST	WASHINGTON BLVD	0.36	45	2.69	8.14	18%
3	RUSSELL ST	WASHINGTON BLVD	I-95	1.49	45	2.13	41.97	93%
4	BW Pkwy (MD 295)	I-95	I-695	3.89	50	4.23	56.41	100%
5	BW Pkwy (MD 295)	I-695	I-195	2.41	55	3.10	47.00	85%
6	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
7	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
8	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				10.65		18.49	37.34	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

3 Columbia, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LITTLE PATUXENT Pkwy	CENTURY PLZ	GOVERNOR WARFIELD Pkwy	1.48	45	3.85	23.10	51%
2	LITTLE PATUXENT Pkwy	GOVERNOR WARFIELD Pkwy	COLUMBIA PIKE	0.92	45	1.47	38.26	85%
3	MD-175	COLUMBIA PIKE	SNOWDEN RIVER Pkwy	3.18	45	4.67	41.07	91%
4	MD-175	SNOWDEN RIVER Pkwy	I-95	1.57	45	1.70	55.88	100%
5	MD-175	I-95	MD-295	3.63	45	11.43	25.59	57%
6	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
7	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
8	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				18.47		32.66	41.86	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

4 Frederick, MD to BWI Marshall - MD 100

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.68	43.53	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.77	36.26	66%
3	I-70	US-40	MD-27	15.17	65	14.38	63.38	98%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	25.41	45.61	70%
5	COLUMBIA PIKE	I-70	BALTIMORE NATIONAL PIKE	1.51	55	1.82	54.55	99%
6	COLUMBIA PIKE	BALTIMORE NATIONAL PIKE	MD-100	1.94	55	2.12	54.13	98%
7	MD-100	COLUMBIA PIKE	I-95	5.17	55	5.89	55.38	100%
8	MD-100	I-95	MD-295	2.79	55	2.91	57.31	100%
9	MD-100	MD-295	MD-170	3.02	50	4.11	53.77	100%
10	MD-170	MD-100	I-195	3.21	50	6.25	34.74	69%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				53.84		67.13	47.64	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

5 Frederick, MD to BWI Marshall - MD 295

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.68	43.53	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.77	36.26	66%
3	I-70	US-40	MD-27	15.17	65	14.38	63.38	98%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	25.41	45.61	70%
5	I-70	COLUMBIA PIKE	I-695	5.22	55	12.60	35.67	65%
6	I-695	I-70	I-95	4.69	55	7.36	38.66	70%
7	I-695	I-95	MD-295	2.99	55	2.84	62.50	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	3.10	47.00	85%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				52.41		70.94	46.03	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

6 Frederick, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.68	43.53	100%
2	US-15	US-40	US-340	4.65	50	5.19	53.93	100%
3	US-15	US-340	LOVETTSVILLE RD	7.33	50	8.69	50.80	100%
4	US-15	LOVETTSVILLE RD	US-15-BR HWY	9.87	45	16.12	37.62	84%
5	US-15	US-15-BR HWY	DULLES GREENWAY	3.61	45	14.05	22.52	50%
6	DULLES GREENWAY	LEESBURG BYP	ARIANE WAY	12.40	65	11.34	65.97	100%
7	DULLES GREENWAY	ARIANE WAY	DULLES ACCESS RD	1.24	55	2.14	36.70	67%
8	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.78	48.15	88%
9	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				41.38		61.49	43.55	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

7 Frederick, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.68	43.53	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.77	36.26	66%
3	I-270	I-70	MD-85	1.90	65	1.87	61.27	94%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	6.67	47.08	72%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	5.80	38.60	59%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	7.55	51.20	93%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	1.22	52.22	95%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.90	50.26	91%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	12.19	35.69	65%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
14	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	5.62	33.50	61%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.72	59.54	100%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				55.16		77.86	47.20	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

8 Frederick, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.68	43.53	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.77	36.26	66%
3	I-270	I-70	MD-85	1.90	65	1.87	61.27	94%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	6.67	47.08	72%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	5.80	38.60	59%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	7.55	51.20	93%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	1.22	52.22	95%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.90	50.26	91%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	12.19	35.69	65%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
14	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.92	53.13	100%
15	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	13.61	34.71	77%
16	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.13	37.95	76%
17	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.87	31.23	62%
18	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				50.82		78.40	43.05	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

9 Gaithersburg, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	12.19	35.69	65%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	5.62	33.50	61%
8	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.72	59.54	100%
9	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
10	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
11	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
12	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
13	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				32.66		51.41	44.28	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

10 Gaithersburg, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	12.19	35.69	65%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
7	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.92	53.13	100%
8	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	13.61	34.71	77%
9	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.13	37.95	76%
10	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.87	31.23	62%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				28.32		51.94	36.96	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

11 Gaithersburg, MD to to BWI Marshall - via I-270/I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	12.19	35.69	65%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
4	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	14.17	33.13	60%
5	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	3.05	39.11	71%
6	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.64	28.61	52%
7	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	3.13	38.87	71%
8	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.70	56.38	100%
9	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	2.74	41.02	75%
10	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.03	55.85	100%
11	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	3.04	60.49	100%
12	I-95	POWDER MILL RD	MD-198	4.20	55	3.79	66.70	100%
13	I-95	MD-198	MD-216	2.46	55	2.24	66.17	100%
14	I-95	MD-216	MD-32	3.10	55	3.00	62.09	100%
15	MD-32	MD-32	MD-295	4.08	55	4.30	56.99	100%
16	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
17	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
18	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
19	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
20	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				46.66		78.22	46.58	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

12 Greenbelt, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	2.14	15.00	60%
2	GREENBELT RD - BW Pkwy Ra	HANOVER Pkwy	MD-295	0.23	25	2.00	20.00	80%
3	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
4	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
5	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
6	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
7	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
8	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
9	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
10	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				20.24		25.54	47.79	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

13 Greenbelt, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	2.14	15.00	60%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	2.04	21.64	87%
3	I-495 CAPITAL BELTWAY	MD-295	I-95	4.30	55	9.68	28.27	51%
4	I-495 CAPITAL BELTWAY	I-95	MD-650	1.71	55	10.60	10.79	20%
5	I-495 CAPITAL BELTWAY	MD-650	MD-193	1.55	55	6.88	14.11	26%
6	I-495 CAPITAL BELTWAY	MD-193	COLESVILLE RD	0.62	55	1.81	23.07	42%
7	I-495 CAPITAL BELTWAY	COLESVILLE RD	GEORGIA AVE	1.45	55	3.27	27.20	49%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	CONNECTICUT AVE	2.22	55	3.25	41.85	76%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	ROCKVILLE PIKE	1.43	55	1.39	61.64	100%
10	I-495 CAPITAL BELTWAY	ROCKVILLE PIKE	I-270-SPUR	3.21	55	3.23	59.53	100%
11	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
12	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
13	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	5.62	33.50	61%
14	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.72	59.54	100%
15	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
16	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
17	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
18	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
19	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				39.47		72.51	39.97	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

14 Greenbelt, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	2.14	15.00	60%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	2.04	21.64	87%
3	BW Pkwy (MD 295)	GREENBELT RD	CAPITAL BELTWAY	0.26	55	0.34	47.04	86%
4	BW Pkwy (MD 295)	CAPITAL BELTWAY	RIVERDALE RD	2.55	55	2.75	56.66	100%
5	BW Pkwy (MD 295)	RIVERDALE RD	NEW YORK AVE	2.89	55	3.71	48.09	87%
6	NEW YORK AVE NE (US 50)	MD-295	SOUTH DAKOTA AVE NE	1.46	35	4.61	24.22	69%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	BLADENSBURG RD NE	0.96	35	2.33	29.96	86%
8	NEW YORK AVE NE (US 50)	BLADENSBURG RD NE	FLORIDA AVE NE	1.85	35	6.58	17.69	51%
9	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	N CAPITOL ST NW	0.27	30	1.11	20.22	67%
10	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	4TH ST NW	0.42	30	5.31	4.83	16%
11	I-395	NEW YORK AVE NW	US-1	3.05	50	4.29	42.60	85%
12	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.19	38.53	70%
13	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.13	37.95	76%
14	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.87	31.23	62%
15	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				17.57		40.80	31.21	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

15 Largo, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	2.08	22.37	89%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.90	100%
3	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.52	50.06	91%
4	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	3.14	54.36	99%
5	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	5.71	44.00	80%
6	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.40	65.71	100%
7	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
8	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
9	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
10	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
11	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
12	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
13	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
14	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				28.96		34.71	52.30	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

16 Largo, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	2.08	22.37	89%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.90	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.56	67.34	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.66	42.73	78%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.18	65.24	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.68	66.11	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.48	64.07	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	1.00	63.15	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
10	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.82	57.00	100%
11	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.68	52.88	96%
12	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	1.99	66.22	100%
13	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	6.57	26.83	49%
14	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	4.74	18.18	33%
15	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.97	34.15	62%
16	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	3.89	24.71	45%
17	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.53	42.54	77%
18	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.79	61.39	100%
19	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.40	48.11	87%
20	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
21	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
22	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
23	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
24	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				49.80		67.38	49.96	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

17 Largo, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	2.08	22.37	89%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.90	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.56	67.34	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.66	42.73	78%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.18	65.24	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.68	66.11	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.48	64.07	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	1.00	63.15	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
10	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.54	14.03	47%
11	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.34	12.02	40%
12	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.02	14.57	49%
13	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	5.19	14.55	48%
14	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	7.82	23.78	59%
15	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.62	11.09	44%
16	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
17	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				21.09		42.37	38.10	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

18 Manassas, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	1.67	17.85	71%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.21	17.31	69%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	1.53	24.22	81%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	9.57	10.14	34%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	14.23	10.71	21%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	8.88	14.02	28%
7	SULLY RD	LEE HWY	I-66	0.26	45	1.74	23.81	53%
8	SULLY RD	I-66	WESTFIELDS BLVD	2.25	50	3.03	43.04	86%
9	SULLY RD	WESTFIELDS BLVD	LEE JACKSON MEM. HWY	1.49	50	2.51	52.11	100%
10	SULLY RD	LEE JACKSON MEM. HWY	DULLES ACCESS RD	5.54	50	4.49	59.01	100%
11	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.78	48.15	88%
12	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				18.56		52.14	29.43	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

19 Manassas, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	1.67	17.85	71%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.21	17.31	69%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	1.53	24.22	81%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	9.57	10.14	34%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	14.23	10.71	21%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	8.88	14.02	28%
7	SULLY RD	LEE HWY	I-66	0.26	45	1.74	23.81	53%
8	I-66	SULLY RD	FAIRFAX COUNTY Pkwy	2.58	55	3.30	56.41	100%
9	I-66	FAIRFAX COUNTY Pkwy	LEE JACKSON MEMORIAL HWY	2.28	55	4.53	41.61	76%
10	I-66	LEE JACKSON MEMORIAL HWY	CHAIN BRIDGE RD	2.11	55	2.80	42.59	77%
11	I-66	CHAIN BRIDGE RD	NUTLEY ST	2.36	55	3.85	41.85	76%
12	I-66	NUTLEY ST	I-495 CAPITAL BELTWAY	2.60	55	5.24	28.85	52%
13	I-66	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	2.36	55	4.45	46.34	84%
14	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	8.03	39.39	72%
15	I-66	N GLEBE RD	VA110	3.03	55	4.33	44.01	80%
16	VA - 110	I-66	15TH ST S	2.86	55	3.62	46.88	85%
17	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	1.43	23.81	68%
18	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.80	22.71	91%
19	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
20	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				33.39		84.07	30.43	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

20 National Harbor to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.26	13.79	55%
2	Annapostia Freeway (I-295)	CAPITAL BELTWAY	PENNSYLVANIA AVE SE	7.40	50	7.19	55.29	100%
3	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	3.00	39.68	72%
4	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	2.68	51.53	94%
5	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.83	62.41	100%
6	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.61	64.77	100%
7	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.40	65.71	100%
8	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
9	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
10	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				38.28		43.36	53.07	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

21 National Harbor to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.26	13.79	55%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	1.01	36.81	67%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
4	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.82	57.00	100%
5	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.68	52.88	96%
6	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	1.99	66.22	100%
7	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	6.57	26.83	49%
8	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	4.74	18.18	33%
9	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.97	34.15	62%
10	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	3.89	24.71	45%
11	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.53	42.54	77%
12	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.79	61.39	100%
13	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.40	48.11	87%
14	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
15	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
16	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
17	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
18	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				36.40		54.57	44.77	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

22 National Harbor to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.26	13.79	55%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	1.01	36.81	67%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
4	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.54	14.03	47%
5	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.34	12.02	40%
6	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.02	14.57	49%
7	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	5.19	14.55	48%
8	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	7.82	23.78	59%
9	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.62	11.09	44%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				7.69		29.56	23.13	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

23 Rockville, MD to BWI Marshall - I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	2.90	22.00	55%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.18	21.52	54%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	5.95	25.97	47%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
5	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	14.17	33.13	60%
6	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	3.05	39.11	71%
7	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.64	28.61	52%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	3.13	38.87	71%
9	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.70	56.38	100%
10	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	2.74	41.02	75%
11	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.03	55.85	100%
12	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	3.04	60.49	100%
13	I-95	POWDER MILL RD	MD-198	4.20	55	3.79	66.70	100%
14	I-95	MD-198	MD-216	2.46	55	2.24	66.17	100%
15	I-95	MD-216	MD-32	3.10	55	3.00	62.09	100%
16	MD-32	MD-32	MD-295	4.08	55	4.30	56.99	100%
17	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
18	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
19	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
20	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
21	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				44.20		78.05	45.40	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

24 Rockville, MD to BWI Marshall - MD 28

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	Norbeck Rd. (MD-28)	VEIRS MILL RD	E GUDE DR	0.92	40	2.75	20.28	51%
2	Norbeck Rd. (MD-28)	E GUDE DR	BEL PRE RD	1.70	40	3.43	30.09	75%
3	Norbeck Rd. (MD-28)	BEL PRE RD	GEORGIA AVE	1.48	40	4.39	20.26	51%
4	Norbeck Rd. (MD-28)	GEORGIA AVE	LAYHILL RD	2.55	40	5.61	27.40	68%
5	Ednor Rd.	MD-28	NEW HAMPSHIRE AVE	2.42	40	7.12	20.57	51%
6	New Hampshire Ave (MD 650)	EDNOR RD	ASHTON RD	1.39	40	2.13	39.05	98%
7	Ashton Rd. (MD 108)	NEW HAMPSHIRE AVE	MD-32	6.09	40	10.80	34.19	85%
8	Patuxent Fwy (MD 32)	CLARKSVILLE PIKE	COLUMBIA PIKE	4.18	55	4.17	60.59	100%
9	Patuxent Fwy (MD 32)	COLUMBIA PIKE	I-95	3.38	55	3.24	62.70	100%
10	MD-32	MD-32	MD-295	4.08	55	4.30	56.99	100%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				38.08		59.63	41.76	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

25 Rockville, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	2.90	22.00	55%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.18	21.52	54%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	5.95	25.97	47%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
8	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	5.62	33.50	61%
9	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.72	59.54	100%
10	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
11	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
12	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
13	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
14	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				30.20		51.24	42.67	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

26 Rockville, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	2.90	22.00	55%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.18	21.52	54%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	5.95	25.97	47%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	6.50	24.13	44%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	2.49	47.37	86%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.80	52.52	95%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	4.04	45.36	82%
8	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.92	53.13	100%
9	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	13.61	34.71	77%
10	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.13	37.95	76%
11	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.87	31.23	62%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				25.86		51.77	35.70	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

27 Springfield, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	2.11	13.06	52%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.35	10.56	23%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.34	43.41	79%
4	I-495 CAPITAL BELTWAY	I-395	S VAN DORN ST	2.33	55	3.33	46.84	85%
5	I-495 CAPITAL BELTWAY	S VAN DORN ST	TELEGRAPH RD	3.18	55	3.25	38.86	71%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	GW MEM. Pkwy	1.79	55	2.09	55.56	100%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	INDIAN HEAD HWY	3.11	55	3.16	58.02	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	BRANCH AVE	4.22	55	4.59	58.49	100%
9	I-495 CAPITAL BELTWAY	BRANCH AVE	MD-4	3.46	55	4.56	52.62	96%
10	I-495 CAPITAL BELTWAY	MD-4	CENTRAL AVE	4.30	55	6.89	45.23	82%
11	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.52	50.06	91%
12	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	3.14	54.36	99%
13	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	5.71	44.00	80%
14	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.40	65.71	100%
15	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
16	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
17	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
18	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
19	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
20	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
21	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
22	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				51.80		64.84	49.07	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

28 Springfield, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA-SPRINGFIELD Pkwy	0.14	25	0.62	16.81	67%
2	FRANCONIA-SPRINGFIELD Pk	FRONTIER DR	I-95	0.61	50	2.02	30.32	61%
3	FRANCONIA-SPRINGFIELD Pk	I-95	ROLLING RD	1.96	50	2.64	45.24	90%
4	FAIRFAX COUNTY Pkwy	ROLLING RD	OX RD	7.75	50	11.40	42.31	85%
5	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	12.49	31.39	63%
6	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	6.12	36.72	73%
7	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	3.62	27.21	54%
8	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	12.91	30.22	60%
9	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.27	51.32	93%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				29.76		58.34	36.59	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

29 Springfield, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	2.11	13.06	52%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.35	10.56	23%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.34	43.41	79%
4	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	5.35	11.68	21%
5	I-395	EDSALL RD	DUKE ST	1.66	55	10.71	10.57	19%
6	I-395	DUKE ST	KING ST	2.57	55	14.32	17.42	32%
7	I-395	KING ST	S GLEBE RD	1.34	55	2.94	33.26	60%
8	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	5.87	26.32	48%
9	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.63	29.58	100%
10	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	1.10	24.52	98%
11	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	1.43	23.81	68%
12	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.80	22.71	91%
13	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
14	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				12.35		50.82	23.07	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

30 Towson, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	DULANEY VALLEY RD	E JOPPA RD	I-695	0.83	25	3.40	15.75	63%
2	I-695	DULANEY VALLEY RD	I-83	2.09	55	3.51	38.29	70%
3	I-695	I-83	I-795	7.15	55	7.12	60.44	100%
4	I-695	I-795	LIBERTY RD	1.64	55	4.22	31.89	58%
5	I-695	LIBERTY RD	I-70	3.44	55	6.16	34.19	62%
6	I-695	I-70	I-95	4.69	55	7.36	38.66	70%
7	I-695	I-95	MD-295	2.99	55	2.84	62.50	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	3.10	47.00	85%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				27.29		41.52	42.03	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

31 Tysons, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	4.78	18.71	53%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	4.37	17.42	50%
3	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.40	48.11	87%
4	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	GW MEM. Pkwy	2.83	55	3.09	54.57	99%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	MD-190	2.56	55	2.91	52.45	95%
6	I-495 CAPITAL BELTWAY	MD-190	I-270-SPUR	1.46	55	1.43	58.80	100%
7	I-495 CAPITAL BELTWAY	I-270-SPUR	ROCKVILLE PIKE	2.73	55	3.12	53.06	96%
8	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	3.05	39.11	71%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.64	28.61	52%
10	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	3.13	38.87	71%
11	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.70	56.38	100%
12	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	2.74	41.02	75%
13	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.03	55.85	100%
14	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	3.04	60.49	100%
15	I-95	POWDER MILL RD	MD-198	4.20	55	3.79	66.70	100%
16	I-95	MD-198	MD-216	2.46	55	2.24	66.17	100%
17	I-95	MD-216	MD-32	3.10	55	3.00	62.09	100%
18	MD-32	MD-32	MD-295	4.08	55	4.30	56.99	100%
19	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
20	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
21	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
22	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
23	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				47.38		64.44	49.12	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

32 Tysons, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	4.78	18.71	53%
2	LEESBURG PIKE (VA 7)	CHAIN BRIDGE RD	DULLES ACCESS RD	1.63	35	4.16	26.66	76%
3	DULLES ACCESS RD	LEESBURG PIKE	DULLES ACCESS RD Ramp	2.88	55	2.99	57.14	100%
4	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
5	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
6	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
7	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				17.24		25.86	44.32	

33 Tysons, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	4.78	18.71	53%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	4.37	17.42	50%
3	CHAIN BRIDGE RD (VA 123)	CAPITAL BELTWAY	DULLES ACCESS RD	0.66	35	9.02	23.30	67%
4	DULLES ACCESS RD	OLD DOMINION DR	I-66	2.70	55	2.95	52.52	95%
5	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	8.03	39.39	72%
6	I-66	N GLEBE RD	VA110	3.03	55	4.33	44.01	80%
7	VA - 110	I-66	15TH ST S	2.86	55	3.62	46.88	85%
8	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	1.43	23.81	68%
9	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.80	22.71	91%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				16.64		42.22	31.35	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

34 Waldorf, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LEONARDTOWN RD	OLD WASHINGTON RD	CRAIN HWY	0.18	25	0.43	25.18	100%
2	CRAIN HWY (US 301)	LEONARDTOWN RD	MD-5	2.90	55	4.35	39.96	73%
3	CRAIN HWY (US 301)	MD-5	BRANCH AVE	2.57	55	12.82	12.60	23%
4	CRAIN HWY (US 301)	BRANCH AVE	MD-4	11.49	55	14.21	48.54	88%
5	CRAIN HWY (US 301)	MD-4	CENTRAL AVE	5.97	55	6.92	52.04	95%
6	CRAIN HWY (US 301)	CENTRAL AVE	US-50	3.92	55	6.32	37.39	68%
7	CRAIN HWY (US 301)	US-50	ANNAPOLIS RD	2.20	55	2.52	53.30	97%
8	CRAIN HWY (US 301)	ANNAPOLIS RD	MD-32	7.36	55	22.89	26.68	49%
9	I-97	MD-32	DORSEY RD	7.36	60	7.15	61.98	100%
10	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	5.31	32.60	72%
11	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.18	23.27	66%
12	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	2.45	17.86	100%
13	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				49.03		90.34	35.13	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

35 Waldorf, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	11.40	36.96	74%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	20.41	30.65	61%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	1.00	63.15	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.82	57.00	100%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.68	52.88	96%
7	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	1.99	66.22	100%
8	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	6.57	26.83	49%
9	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	4.74	18.18	33%
10	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.97	34.15	62%
11	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	3.89	24.71	45%
12	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.53	42.54	77%
13	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.79	61.39	100%
14	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.40	48.11	87%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.72	59.54	100%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				54.03		83.83	47.27	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

36 Waldorf, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	11.40	36.96	74%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	20.41	30.65	61%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	1.00	63.15	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.88	57.67	100%
5	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.54	14.03	47%
6	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.34	12.02	40%
7	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.02	14.57	49%
8	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	5.19	14.55	48%
9	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	7.82	23.78	59%
10	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.62	11.09	44%
11	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				24.60		58.10	27.88	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

37 Washington D.C. to BWI Marshall - 14th St. & Independence Ave

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	INDEPENDENCE AVE SW	14TH ST SW	S CAPITOL ST SE	1.24	25	4.80	16.13	65%
2	INDEPENDENCE AVE SE	S CAPITOL ST SE	2ND ST SE	0.29	25	0.83	21.85	87%
3	PENNSYLVANIA AVE SE	2ND ST SE	FAIRLAWN AVE SE	1.86	45	9.37	11.98	27%
4	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	3.00	39.68	72%
5	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	2.68	51.53	94%
6	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.83	62.41	100%
7	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.61	64.77	100%
8	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.40	65.71	100%
9	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
10	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
11	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
12	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
13	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
14	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
15	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
16	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				33.52		47.91	48.56	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

38 Washington D.C. to BWI Marshall - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.32	15.09	60%
2	K ST NW	14TH ST NW	7TH ST NW	0.63	25	2.53	16.12	64%
3	NEW YORK AVE NW	7TH ST NW	4TH ST NW	0.33	30	2.33	13.40	45%
4	NEW YORK AVE NW	4TH ST NW	N CAPITOL ST NW	0.42	30	1.73	14.94	50%
5	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	FLORIDA AVE NE	0.27	30	1.06	15.88	53%
6	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	SOUTH DAKOTA AVE NE	2.82	35	9.37	19.31	55%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	MD-295 - Merge	1.45	35	1.48	58.79	100%
8	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.83	62.41	100%
9	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.61	64.77	100%
10	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.40	65.71	100%
11	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.81	63.34	100%
12	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.40	58.91	100%
13	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.48	66.27	100%
14	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.17	61.46	100%
15	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	5.72	59.21	100%
16	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
17	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
18	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
19	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.32	15.09	60%
Subtotal				32.32		48.35	42.34	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

39 Washington D.C. to Dulles International - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.32	15.09	60%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	3.33	13.38	54%
3	CONSTITUTION AVE NW	14TH ST NW	23RD ST NW	0.98	25	5.78	10.50	42%
4	I-66	23RD ST NW	N GLEBE RD	4.38	55	4.99	52.74	96%
5	I-66	N GLEBE RD	VA-267	4.29	55	8.21	32.71	59%
6	DULLES ACCESS RD (VA-267)	I-66	CAPITAL BELTWAY	2.69	55	3.14	51.87	94%
7	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.12	57.81	100%
8	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.60	59.49	100%
9	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.07	57.25	100%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				27.74		42.81	40.16	

40 Washington D.C. to Ronald Reagan National - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.32	15.09	60%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	3.33	13.38	54%
3	14TH ST NW	CONSTITUTION AVE NW	INDEPENDENCE AVE SW	0.31	25	1.96	10.71	43%
4	14th ST SW (US-1)	INDEPENDENCE AVE SW	I-395	0.80	25	1.12	43.38	100%
5	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.19	38.53	70%
6	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.13	37.95	76%
7	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.87	31.23	62%
8	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				4.97		13.31	27.84	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

41 White Marsh, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	HONEYGO BLVD	CAMPBELL BLVD	MD-43	0.45	25	1.01	27.62	100%
2	Whitemarsh Blvd (MD-43)	HONEYGO BLVD	I-95	0.62	25	1.00	39.02	100%
3	I-95	MD-43	I-695	2.90	55	6.14	33.16	60%
4	I-95	I-695	HARBOR TUNNEL THWY	2.93	55	5.23	34.15	62%
5	I-95	HARBOR TUNNEL THWY	TOLL PLAZA	4.82	55	8.06	43.39	79%
6	I-95	TOLL PLAZA	MD-295	4.13	55	5.16	48.67	88%
7	BW Pkwy (MD 295)	I-95	I-695	3.89	50	4.23	56.41	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	3.10	47.00	85%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.21	55.81	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.82	52.51	95%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.79	25.35	100%
Subtotal				24.21		37.74	42.10	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

42 Woodbridge, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	6.54	13.84	25%
2	GORDON BLVD	JEFFERSON DAVIS HWY	I-95	0.72	45	1.51	30.15	67%
3	GORDON BLVD	I-95	FAIRFAX COUNTY Pkwy	10.20	50	20.53	30.42	61%
4	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	12.49	31.39	63%
5	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	6.12	36.72	73%
6	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	3.62	27.21	54%
7	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	12.91	30.22	60%
8	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.27	51.32	93%
9	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.76	58.22	100%
10	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.49	32.74	100%
Subtotal				31.40		70.24	34.22	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - AM (6:00 - 10:00 AM)**

43 Woodbridge, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	6.54	13.84	25%
2	JEFFERSON DAVIS HWY	GORDON BLVD	I-95	1.05	55	3.13	20.36	37%
3	I-95 (North)	RICHMOND HWY	LORTON RD	2.36	55	3.12	54.03	98%
4	I-95 (North)	LORTON RD	FAIRFAX COUNTY Pkwy	3.02	55	5.99	31.35	57%
5	I-95 (North)	FAIRFAX COUNTY Pkwy	CAPITAL BELTWAY	3.64	55	11.41	21.30	39%
6	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	5.35	11.68	21%
7	I-395	EDSALL RD	DUKE ST	1.66	55	10.71	10.57	19%
8	I-395	DUKE ST	KING ST	2.57	55	14.32	17.42	32%
9	I-395	KING ST	S GLEBE RD	1.34	55	2.94	33.26	60%
10	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	5.87	26.32	48%
11	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.63	29.58	100%
12	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	1.10	24.52	98%
13	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	1.43	23.81	68%
14	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.80	22.71	91%
15	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.50	23.64	100%
16	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.48	100%
Subtotal				21.95		76.21	24.80	

Appendix B: Segment Level Travel Time and Speed Data
Mid-Day Period

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

1 Annapolis, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	COLLEGE AVE	EAST ST	BLADEN ST	0.29	15	1.78	19.98	100%
2	ROWE BLVD	COLLEGE AVE	US-301	2.01	40	4.64	27.35	68%
3	US-301	ROWE BLVD	I-97	2.92	55	2.93	60.15	100%
4	I-97	US-301	CRAIN HWY	7.91	60	7.22	66.04	100%
5	I-97	MD-32	DORSEY RD	7.36	60	7.08	62.85	100%
6	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	4.25	36.53	81%
7	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.34	19.39	55%
8	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	3.33	20.12	100%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				25.56		36.90	37.22	

2 Baltimore, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	W FAYETTE ST	N CHARLES ST	N GREENE ST	0.46	25	4.07	7.06	28%
2	S GREENE ST	W FAYETTE ST	WASHINGTON BLVD	0.36	45	2.23	11.84	26%
3	RUSSELL ST	WASHINGTON BLVD	I-95	1.49	45	2.72	33.50	74%
4	BW Pkwy (MD 295)	I-95	I-695	3.89	50	4.08	57.36	100%
5	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.73	53.04	96%
6	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
7	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
8	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				10.65		20.37	36.55	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

3 Columbia, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LITTLE PATUXENT Pkwy	CENTURY PLZ	GOVERNOR WARFIELD Pkwy	1.48	45	3.45	25.98	58%
2	LITTLE PATUXENT Pkwy	GOVERNOR WARFIELD Pkwy	COLUMBIA PIKE	0.92	45	1.80	31.76	71%
3	MD-175	COLUMBIA PIKE	SNOWDEN RIVER Pkwy	3.18	45	4.62	42.55	95%
4	MD-175	SNOWDEN RIVER Pkwy	I-95	1.57	45	1.82	53.17	100%
5	MD-175	I-95	MD-295	3.63	45	6.93	31.49	70%
6	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
7	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
8	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				18.47		29.72	41.16	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

4 Frederick, MD to BWI Marshall - MD 100

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.63	48.42	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.73	31.48	57%
3	I-70	US-40	MD-27	15.17	65	14.01	64.95	100%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	31.01	42.39	65%
5	COLUMBIA PIKE	I-70	BALTIMORE NATIONAL PIKE	1.51	55	1.52	59.44	100%
6	COLUMBIA PIKE	BALTIMORE NATIONAL PIKE	MD-100	1.94	55	1.92	59.67	100%
7	MD-100	COLUMBIA PIKE	I-95	5.17	55	5.08	60.61	100%
8	MD-100	I-95	MD-295	2.79	55	2.74	60.52	100%
9	MD-100	MD-295	MD-170	3.02	50	3.63	52.93	100%
10	MD-170	MD-100	I-195	3.21	50	5.59	40.84	82%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				53.84		70.22	49.44	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

5 Frederick, MD to BWI Marshall - MD 295

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.63	48.42	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.73	31.48	57%
3	I-70	US-40	MD-27	15.17	65	14.01	64.95	100%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	31.01	42.39	65%
5	I-70	COLUMBIA PIKE	I-695	5.22	55	4.80	65.21	100%
6	I-695	I-70	I-95	4.69	55	4.75	59.32	100%
7	I-695	I-95	MD-295	2.99	55	2.87	61.67	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.73	53.04	96%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				52.41		66.07	50.55	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

6 Frederick, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.63	48.42	100%
2	US-15	US-40	US-340	4.65	50	4.79	59.58	100%
3	US-15	US-340	LOVETTSVILLE RD	7.33	50	8.15	54.02	100%
4	US-15	LOVETTSVILLE RD	US-15-BR HWY	9.87	45	12.84	46.41	100%
5	US-15	US-15-BR HWY	DULLES GREENWAY	3.61	45	6.62	33.40	74%
6	DULLES GREENWAY	LEESBURG BYP	ARIANE WAY	12.40	65	11.79	63.59	98%
7	DULLES GREENWAY	ARIANE WAY	DULLES ACCESS RD	1.24	55	1.71	43.76	80%
8	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.57	49.16	89%
9	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				41.38		49.59	47.88	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

7 Frederick, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.63	48.42	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.73	31.48	57%
3	I-270	I-70	MD-85	1.90	65	1.75	43.57	67%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	5.12	58.77	90%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	3.70	60.54	93%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	6.28	61.49	100%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	0.98	63.40	100%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.04	64.00	100%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.82	72.42	100%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
14	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	3.20	52.25	95%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.71	61.00	100%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				55.16		55.65	56.93	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

8 Frederick, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.63	48.42	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.73	31.48	57%
3	I-270	I-70	MD-85	1.90	65	1.75	43.57	67%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	5.12	58.77	90%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	3.70	60.54	93%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	6.28	61.49	100%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	0.98	63.40	100%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.04	64.00	100%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.82	72.42	100%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
14	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.66	55.77	100%
15	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	8.78	48.72	100%
16	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.24	39.49	79%
17	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.46	27.06	54%
18	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				50.82		53.07	53.72	

Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)

9 Gaithersburg, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.82	72.42	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	3.20	52.25	95%
8	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.71	61.00	100%
9	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
10	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
11	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
12	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
13	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				32.66		35.42	55.30	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

10 Gaithersburg, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.82	72.42	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
7	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.66	55.77	100%
8	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	8.78	48.72	100%
9	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.24	39.49	79%
10	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.46	27.06	54%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				28.32		32.84	49.75	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

11 Gaithersburg, MD to to BWI Marshall - via I-270/I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	2.00	12.00	34%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.82	72.42	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
4	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	2.84	61.95	100%
5	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	1.43	60.82	100%
6	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.76	47.07	86%
7	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.75	48.09	87%
8	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.61	64.63	100%
9	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	1.51	60.72	100%
10	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.02	56.02	100%
11	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	2.98	61.77	100%
12	I-95	POWDER MILL RD	MD-198	4.20	55	3.82	66.11	100%
13	I-95	MD-198	MD-216	2.46	55	2.12	69.74	100%
14	I-95	MD-216	MD-32	3.10	55	2.99	62.76	100%
15	MD-32	MD-32	MD-295	4.08	55	4.19	58.45	100%
16	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
17	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
18	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
19	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
20	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				46.66		53.92	55.67	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

12 Greenbelt, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.74	25.00	100%
2	GREENBELT RD - BW Pkwy Ra	HANOVER Pkwy	MD-295	0.23	25	1.00	30.00	100%
3	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
4	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
5	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
6	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
7	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
8	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
9	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
10	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				20.24		25.65	48.74	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

13 Greenbelt, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.74	25.00	100%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	1.83	24.12	96%
3	I-495 CAPITAL BELTWAY	MD-295	I-95	4.30	55	4.10	62.93	100%
4	I-495 CAPITAL BELTWAY	I-95	MD-650	1.71	55	1.57	65.54	100%
5	I-495 CAPITAL BELTWAY	MD-650	MD-193	1.55	55	1.37	68.17	100%
6	I-495 CAPITAL BELTWAY	MD-193	COLESVILLE RD	0.62	55	0.57	65.52	100%
7	I-495 CAPITAL BELTWAY	COLESVILLE RD	GEORGIA AVE	1.45	55	1.35	65.02	100%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	CONNECTICUT AVE	2.22	55	2.04	65.39	100%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	ROCKVILLE PIKE	1.43	55	1.37	62.62	100%
10	I-495 CAPITAL BELTWAY	ROCKVILLE PIKE	I-270-SPUR	3.21	55	3.20	60.20	100%
11	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
12	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
13	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	3.20	52.25	95%
14	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.71	61.00	100%
15	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
16	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
17	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
18	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
19	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				39.47		43.12	56.39	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

14 Greenbelt, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.74	25.00	100%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	1.83	24.12	96%
3	BW Pkwy (MD 295)	GREENBELT RD	CAPITAL BELTWAY	0.26	55	0.29	55.15	100%
4	BW Pkwy (MD 295)	CAPITAL BELTWAY	RIVERDALE RD	2.55	55	2.26	68.00	100%
5	BW Pkwy (MD 295)	RIVERDALE RD	NEW YORK AVE	2.89	55	2.95	58.71	100%
6	NEW YORK AVE NE (US 50)	MD-295	SOUTH DAKOTA AVE NE	1.46	35	1.53	57.36	100%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	BLADENSBURG RD NE	0.96	35	1.45	40.63	100%
8	NEW YORK AVE NE (US 50)	BLADENSBURG RD NE	FLORIDA AVE NE	1.85	35	4.60	24.61	70%
9	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	N CAPITOL ST NW	0.27	30	0.80	23.60	79%
10	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	4TH ST NW	0.42	30	3.39	7.44	25%
11	I-395	NEW YORK AVE NW	US-1	3.05	50	3.98	45.98	92%
12	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.06	39.52	72%
13	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.24	39.49	79%
14	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.46	27.06	54%
15	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				17.57		29.97	38.10	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

15 Largo, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	3.25	14.44	58%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.85	100%
3	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.34	53.44	97%
4	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	2.67	61.31	100%
5	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	3.75	58.99	100%
6	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.42	61.30	100%
7	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
8	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
9	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
10	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
11	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
12	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
13	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
14	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				28.96		34.78	52.48	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

16 Largo, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	3.25	14.44	58%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.85	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.50	69.39	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.30	45.82	83%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.13	66.17	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.63	67.22	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.44	65.67	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.96	65.95	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
10	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.72	60.08	100%
11	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.19	59.89	100%
12	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.13	61.75	100%
13	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	2.58	64.71	100%
14	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.67	50.91	93%
15	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.57	35.28	64%
16	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.41	49.72	90%
17	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	1.78	59.59	100%
18	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.78	61.98	100%
19	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.32	50.90	93%
20	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
21	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
22	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
23	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
24	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				49.80		56.84	55.24	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

17 Largo, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	3.25	14.44	58%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	52.85	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.50	69.39	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.30	45.82	83%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.13	66.17	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.63	67.22	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.44	65.67	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.96	65.95	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
10	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.57	13.87	46%
11	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	1.68	20.25	68%
12	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.08	13.24	44%
13	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	2.68	14.86	50%
14	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.55	38.31	96%
15	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.39	29.00	100%
16	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
17	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				21.09		34.36	40.95	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

18 Manassas, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	18.00	21.00	84%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.10	16.09	64%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	1.88	19.12	64%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	1.47	34.12	100%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	4.00	34.62	69%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	4.38	36.82	74%
7	SULLY RD	LEE HWY	I-66	0.26	45	0.28	55.67	100%
8	SULLY RD	I-66	WESTFIELDS BLVD	2.25	50	2.54	53.05	100%
9	SULLY RD	WESTFIELDS BLVD	LEE JACKSON MEM. HWY	1.49	50	1.89	47.80	96%
10	SULLY RD	LEE JACKSON MEM. HWY	DULLES ACCESS RD	5.54	50	5.35	62.10	100%
11	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.57	49.16	89%
12	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				18.56		43.96	38.51	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

19 Manassas, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	18.00	21.00	84%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.10	16.09	64%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	1.88	19.12	64%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	1.47	34.12	100%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	4.00	34.62	69%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	4.38	36.82	74%
7	SULLY RD	LEE HWY	I-66	0.26	45	0.28	55.67	100%
8	I-66	SULLY RD	FAIRFAX COUNTY Pkwy	2.58	55	2.82	63.87	100%
9	I-66	FAIRFAX COUNTY Pkwy	LEE JACKSON MEMORIAL HWY	2.28	55	2.41	62.27	100%
10	I-66	LEE JACKSON MEMORIAL HWY	CHAIN BRIDGE RD	2.11	55	2.56	55.14	100%
11	I-66	CHAIN BRIDGE RD	NUTLEY ST	2.36	55	3.60	55.55	100%
12	I-66	NUTLEY ST	I-495 CAPITAL BELTWAY	2.60	55	3.09	52.06	95%
13	I-66	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	2.36	55	6.73	41.66	76%
14	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	4.79	53.79	98%
15	I-66	N GLEBE RD	VA110	3.03	55	4.88	54.62	99%
16	VA - 110	I-66	15TH ST S	2.86	55	3.54	47.90	87%
17	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.02	10.50	30%
18	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.57	23.41	94%
19	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
20	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				33.39		72.02	39.91	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

20 National Harbor to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	2.86	15.80	63%
2	Annapostia Freeway (I-295)	CAPITAL BELTWAY	PENNSYLVANIA AVE SE	7.40	50	7.97	59.75	100%
3	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	2.94	39.72	72%
4	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	2.73	50.60	92%
5	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.94	60.61	100%
6	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.70	62.01	100%
7	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.42	61.30	100%
8	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
9	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
10	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				38.28		45.46	52.15	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

21 National Harbor to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	2.86	15.80	63%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	1.01	36.86	67%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
4	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.72	60.08	100%
5	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.19	59.89	100%
6	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.13	61.75	100%
7	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	2.58	64.71	100%
8	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.67	50.91	93%
9	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.57	35.28	64%
10	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.41	49.72	90%
11	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	1.78	59.59	100%
12	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.78	61.98	100%
13	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.32	50.90	93%
14	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
15	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
16	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
17	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
18	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				36.40		43.03	51.71	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

22 National Harbor to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	2.86	15.80	63%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	1.01	36.86	67%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
4	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.57	13.87	46%
5	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	1.68	20.25	68%
6	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.08	13.24	44%
7	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	2.68	14.86	50%
8	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.55	38.31	96%
9	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.39	29.00	100%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				7.69		20.56	27.39	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

23 Rockville, MD to BWI Marshall - I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.25	20.10	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.74	19.10	48%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.22	56.80	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
5	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	2.84	61.95	100%
6	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	1.43	60.82	100%
7	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.76	47.07	86%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.75	48.09	87%
9	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.61	64.63	100%
10	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	1.51	60.72	100%
11	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.02	56.02	100%
12	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	2.98	61.77	100%
13	I-95	POWDER MILL RD	MD-198	4.20	55	3.82	66.11	100%
14	I-95	MD-198	MD-216	2.46	55	2.12	69.74	100%
15	I-95	MD-216	MD-32	3.10	55	2.99	62.76	100%
16	MD-32	MD-32	MD-295	4.08	55	4.19	58.45	100%
17	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
18	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
19	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
20	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
21	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				44.20		57.30	53.57	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

24 Rockville, MD to BWI Marshall - MD 28

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	Norbeck Rd. (MD-28)	VEIRS MILL RD	E GUDE DR	0.92	40	2.03	29.46	74%
2	Norbeck Rd. (MD-28)	E GUDE DR	BEL PRE RD	1.70	40	3.87	32.33	81%
3	Norbeck Rd. (MD-28)	BEL PRE RD	GEORGIA AVE	1.48	40	3.61	24.82	62%
4	Norbeck Rd. (MD-28)	GEORGIA AVE	LAYHILL RD	2.55	40	4.54	33.97	85%
5	Ednor Rd.	MD-28	NEW HAMPSHIRE AVE	2.42	40	5.67	25.75	64%
6	New Hampshire Ave (MD 650)	EDNOR RD	ASHTON RD	1.39	40	2.22	37.79	94%
7	Ashton Rd. (MD 108)	NEW HAMPSHIRE AVE	MD-32	6.09	40	9.95	36.69	92%
8	Patuxent Fwy (MD 32)	CLARKSVILLE PIKE	COLUMBIA PIKE	4.18	55	4.03	62.11	100%
9	Patuxent Fwy (MD 32)	COLUMBIA PIKE	I-95	3.38	55	3.05	66.94	100%
10	MD-32	MD-32	MD-295	4.08	55	4.19	58.45	100%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				38.08		56.49	43.60	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

25 Rockville, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.25	20.10	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.74	19.10	48%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.22	56.80	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
8	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	3.20	52.25	95%
9	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.71	61.00	100%
10	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
11	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
12	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
13	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
14	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				30.20		38.81	52.18	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

26 Rockville, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.25	20.10	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	5.74	19.10	48%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.22	56.80	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.72	65.04	100%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	1.88	62.60	100%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	1.22	67.58	100%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	2.68	61.73	100%
8	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	4.66	55.77	100%
9	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	8.78	48.72	100%
10	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.24	39.49	79%
11	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.46	27.06	54%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				25.86		36.23	46.57	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

27 Springfield, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	2.51	11.06	44%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.20	11.97	27%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.27	45.86	83%
4	I-495 CAPITAL BELTWAY	I-395	S VAN DORN ST	2.33	55	2.25	61.35	100%
5	I-495 CAPITAL BELTWAY	S VAN DORN ST	TELEGRAPH RD	3.18	55	3.15	59.62	100%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	GW MEM. Pkwy	1.79	55	1.80	59.01	100%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	INDIAN HEAD HWY	3.11	55	3.02	60.50	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	BRANCH AVE	4.22	55	4.09	61.74	100%
9	I-495 CAPITAL BELTWAY	BRANCH AVE	MD-4	3.46	55	3.29	62.17	100%
10	I-495 CAPITAL BELTWAY	MD-4	CENTRAL AVE	4.30	55	4.26	59.92	100%
11	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.34	53.44	97%
12	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	2.67	61.31	100%
13	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	3.75	58.99	100%
14	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.42	61.30	100%
15	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
16	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
17	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
18	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
19	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
20	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
21	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
22	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				51.80		57.91	52.76	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

28 Springfield, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA-SPRINGFIELD Pkwy	0.14	25	0.33	25.84	100%
2	FRANCONIA-SPRINGFIELD Pk	FRONTIER DR	I-95	0.61	50	0.85	42.89	86%
3	FRANCONIA-SPRINGFIELD Pk	I-95	ROLLING RD	1.96	50	2.48	47.54	95%
4	FAIRFAX COUNTY Pkwy	ROLLING RD	OX RD	7.75	50	11.43	41.58	83%
5	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	5.54	53.70	100%
6	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	1.35	55.96	100%
7	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	2.67	37.13	74%
8	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	11.72	33.04	66%
9	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.17	55.53	100%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				29.76		42.67	44.21	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

29 Springfield, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	2.51	11.06	44%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.20	11.97	27%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.27	45.86	83%
4	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	1.29	48.69	89%
5	I-395	EDSALL RD	DUKE ST	1.66	55	1.63	61.25	100%
6	I-395	DUKE ST	KING ST	2.57	55	2.62	59.30	100%
7	I-395	KING ST	S GLEBE RD	1.34	55	1.32	61.08	100%
8	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	3.19	37.14	68%
9	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.59	32.14	100%
10	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	1.59	19.30	77%
11	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.02	10.50	30%
12	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.57	23.41	94%
13	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
14	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				12.35		23.69	34.41	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

30 Towson, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	DULANEY VALLEY RD	E JOPPA RD	I-695	0.83	25	3.93	12.67	51%
2	I-695	DULANEY VALLEY RD	I-83	2.09	55	2.62	48.01	87%
3	I-695	I-83	I-795	7.15	55	6.99	61.58	100%
4	I-695	I-795	LIBERTY RD	1.64	55	1.65	59.75	100%
5	I-695	LIBERTY RD	I-70	3.44	55	3.39	61.06	100%
6	I-695	I-70	I-95	4.69	55	4.75	59.32	100%
7	I-695	I-95	MD-295	2.99	55	2.87	61.67	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.73	53.04	96%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				27.29		33.45	49.70	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

31 Tysons, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.21	23.65	68%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	2.81	23.22	66%
3	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.32	50.90	93%
4	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	GW MEM. Pkwy	2.83	55	2.88	58.20	100%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	MD-190	2.56	55	2.57	59.65	100%
6	I-495 CAPITAL BELTWAY	MD-190	I-270-SPUR	1.46	55	1.38	62.17	100%
7	I-495 CAPITAL BELTWAY	I-270-SPUR	ROCKVILLE PIKE	2.73	55	2.75	57.56	100%
8	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	1.43	60.82	100%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	4.76	47.07	86%
10	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.75	48.09	87%
11	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	0.61	64.63	100%
12	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	1.51	60.72	100%
13	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	1.02	56.02	100%
14	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	2.98	61.77	100%
15	I-95	POWDER MILL RD	MD-198	4.20	55	3.82	66.11	100%
16	I-95	MD-198	MD-216	2.46	55	2.12	69.74	100%
17	I-95	MD-216	MD-32	3.10	55	2.99	62.76	100%
18	MD-32	MD-32	MD-295	4.08	55	4.19	58.45	100%
19	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
20	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
21	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
22	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
23	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				47.38		57.44	53.79	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

32 Tysons, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.21	23.65	68%
2	LEESBURG PIKE (VA 7)	CHAIN BRIDGE RD	DULLES ACCESS RD	1.63	35	2.97	28.34	81%
3	DULLES ACCESS RD	LEESBURG PIKE	DULLES ACCESS RD Ramp	2.88	55	3.01	56.55	100%
4	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
5	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
6	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
7	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				17.24		22.20	45.17	

33 Tysons, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.21	23.65	68%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	2.81	23.22	66%
3	CHAIN BRIDGE RD (VA 123)	CAPITAL BELTWAY	DULLES ACCESS RD	0.66	35	4.54	26.23	75%
4	DULLES ACCESS RD	OLD DOMINION DR	I-66	2.70	55	2.74	54.77	100%
5	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	4.79	53.79	98%
6	I-66	N GLEBE RD	VA110	3.03	55	4.88	54.62	99%
7	VA - 110	I-66	15TH ST S	2.86	55	3.54	47.90	87%
8	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.02	10.50	30%
9	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.57	23.41	94%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				16.64		32.02	34.38	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

34 Waldorf, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LEONARDTOWN RD	OLD WASHINGTON RD	CRAIN HWY	0.18	25	0.44	25.01	100%
2	CRAIN HWY (US 301)	LEONARDTOWN RD	MD-5	2.90	55	5.18	33.56	61%
3	CRAIN HWY (US 301)	MD-5	BRANCH AVE	2.57	55	11.33	14.63	27%
4	CRAIN HWY (US 301)	BRANCH AVE	MD-4	11.49	55	13.13	52.58	96%
5	CRAIN HWY (US 301)	MD-4	CENTRAL AVE	5.97	55	7.37	48.77	89%
6	CRAIN HWY (US 301)	CENTRAL AVE	US-50	3.92	55	5.88	40.16	73%
7	CRAIN HWY (US 301)	US-50	ANNAPOLIS RD	2.20	55	3.10	42.79	78%
8	CRAIN HWY (US 301)	ANNAPOLIS RD	MD-32	7.36	55	10.99	40.25	73%
9	I-97	MD-32	DORSEY RD	7.36	60	7.08	62.85	100%
10	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	4.25	36.53	81%
11	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.34	19.39	55%
12	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	3.33	20.12	100%
13	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				49.03		77.74	35.32	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

35 Waldorf, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	9.28	45.16	90%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	14.24	43.30	87%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.96	65.95	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	1.72	60.08	100%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.19	59.89	100%
7	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.13	61.75	100%
8	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	2.58	64.71	100%
9	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.67	50.91	93%
10	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	4.57	35.28	64%
11	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.41	49.72	90%
12	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	1.78	59.59	100%
13	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	0.78	61.98	100%
14	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	1.32	50.90	93%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	0.71	61.00	100%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				54.03		64.35	54.68	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

36 Waldorf, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	9.28	45.16	90%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	14.24	43.30	87%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.96	65.95	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.83	59.10	100%
5	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.57	13.87	46%
6	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	1.68	20.25	68%
7	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	1.08	13.24	44%
8	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	2.68	14.86	50%
9	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.55	38.31	96%
10	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.39	29.00	100%
11	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				24.60		41.16	33.59	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

37 Washington D.C. to BWI Marshall - 14th St. & Independence Ave

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	INDEPENDENCE AVE SW	14TH ST SW	S CAPITOL ST SE	1.24	25	4.44	16.94	68%
2	INDEPENDENCE AVE SE	S CAPITOL ST SE	2ND ST SE	0.29	25	1.63	11.07	44%
3	PENNSYLVANIA AVE SE	2ND ST SE	FAIRLAWN AVE SE	1.86	45	5.98	19.06	42%
4	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	2.94	39.72	72%
5	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	2.73	50.60	92%
6	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.94	60.61	100%
7	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.70	62.01	100%
8	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.42	61.30	100%
9	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
10	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
11	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
12	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
13	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
14	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
15	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
16	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				33.52		46.68	47.11	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

38 Washington D.C. to BWI Marshall - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.94	8.52	34%
2	K ST NW	14TH ST NW	7TH ST NW	0.63	25	4.53	8.41	34%
3	NEW YORK AVE NW	7TH ST NW	4TH ST NW	0.33	30	1.02	20.30	68%
4	NEW YORK AVE NW	4TH ST NW	N CAPITOL ST NW	0.42	30	1.31	21.83	73%
5	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	FLORIDA AVE NE	0.27	30	1.20	14.06	47%
6	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	SOUTH DAKOTA AVE NE	2.82	35	6.11	28.01	80%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	MD-295 - Merge	1.45	35	1.51	57.63	100%
8	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.94	60.61	100%
9	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.70	62.01	100%
10	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.42	61.30	100%
11	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	2.88	61.64	100%
12	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	5.15	61.53	100%
13	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	1.55	63.57	100%
14	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	2.22	60.23	100%
15	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.58	55.89	100%
16	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
17	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
18	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
19	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.94	8.52	34%
Subtotal				32.32		48.52	41.24	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

39 Washington D.C. to Dulles International - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.94	8.52	34%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	4.20	10.83	43%
3	CONSTITUTION AVE NW	14TH ST NW	23RD ST NW	0.98	25	4.03	14.63	59%
4	I-66	23RD ST NW	N GLEBE RD	4.38	55	4.78	54.96	100%
5	I-66	N GLEBE RD	VA-267	4.29	55	4.76	54.35	99%
6	DULLES ACCESS RD (VA-267)	I-66	CAPITAL BELTWAY	2.69	55	3.02	53.42	97%
7	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.17	56.61	100%
8	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.64	58.72	100%
9	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	6.23	55.82	100%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				27.74		38.92	41.91	

40 Washington D.C. to Ronald Reagan National - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	1.94	8.52	34%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	4.20	10.83	43%
3	14TH ST NW	CONSTITUTION AVE NW	INDEPENDENCE AVE SW	0.31	25	1.38	16.84	67%
4	14th ST SW (US-1)	INDEPENDENCE AVE SW	I-395	0.80	25	1.17	41.28	100%
5	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.06	39.52	72%
6	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	2.24	39.49	79%
7	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.46	27.06	54%
8	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				4.97		13.83	27.30	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

41 White Marsh, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	HONEYGO BLVD	CAMPBELL BLVD	MD-43	0.45	25	1.10	25.15	100%
2	Whitemarsh Blvd (MD-43)	HONEYGO BLVD	I-95	0.62	25	0.82	45.64	100%
3	I-95	MD-43	I-695	2.90	55	2.80	62.14	100%
4	I-95	I-695	HARBOR TUNNEL THWY	2.93	55	2.87	61.53	100%
5	I-95	HARBOR TUNNEL THWY	TOLL PLAZA	4.82	55	5.25	55.14	100%
6	I-95	TOLL PLAZA	MD-295	4.13	55	4.83	51.28	93%
7	BW Pkwy (MD 295)	I-95	I-695	3.89	50	4.08	57.36	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.73	53.04	96%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.20	55.49	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.98	51.54	94%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	3.35	22.55	100%
Subtotal				24.21		29.01	49.17	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

42 Woodbridge, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	3.08	24.05	44%
2	GORDON BLVD	JEFFERSON DAVIS HWY	I-95	0.72	45	1.13	39.22	87%
3	GORDON BLVD	I-95	FAIRFAX COUNTY Pkwy	10.20	50	13.14	46.67	93%
4	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	5.54	53.70	100%
5	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	1.35	55.96	100%
6	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	2.67	37.13	74%
7	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	11.72	33.04	66%
8	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.17	55.53	100%
9	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.65	60.55	100%
10	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.50	32.58	100%
Subtotal				31.40		44.92	43.84	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - MD (10:00 AM - 2:00 PM)**

43 Woodbridge, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	3.08	24.05	44%
2	JEFFERSON DAVIS HWY	GORDON BLVD	I-95	1.05	55	2.10	30.80	56%
3	I-95 (North)	RICHMOND HWY	LORTON RD	2.36	55	2.05	69.26	100%
4	I-95 (North)	LORTON RD	FAIRFAX COUNTY Pkwy	3.02	55	2.72	67.05	100%
5	I-95 (North)	FAIRFAX COUNTY Pkwy	CAPITAL BELTWAY	3.64	55	3.51	62.49	100%
6	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	1.29	48.69	89%
7	I-395	EDSALL RD	DUKE ST	1.66	55	1.63	61.25	100%
8	I-395	DUKE ST	KING ST	2.57	55	2.62	59.30	100%
9	I-395	KING ST	S GLEBE RD	1.34	55	1.32	61.08	100%
10	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	3.19	37.14	68%
11	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.59	32.14	100%
12	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	1.59	19.30	77%
13	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.02	10.50	30%
14	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.57	23.41	94%
15	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.53	25.18	100%
16	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	34.88	100%
Subtotal				21.95		32.17	41.66	

Appendix C: Segment Level Travel Time and Speed Data
PM Peak Period

Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)

1 Annapolis, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	COLLEGE AVE	EAST ST	BLADEN ST	0.29	15	2.91	7.24	48%
2	ROWE BLVD	COLLEGE AVE	US-301	2.01	40	6.98	19.21	48%
3	US-301	ROWE BLVD	I-97	2.92	55	2.93	59.76	100%
4	I-97	US-301	CRAIN HWY	7.91	60	7.41	64.13	100%
5	I-97	MD-32	DORSEY RD	7.36	60	6.43	69.17	100%
6	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	5.06	31.41	70%
7	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.55	18.14	52%
8	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	1.72	24.84	100%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				25.56		38.49	35.76	

2 Baltimore, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	W FAYETTE ST	N CHARLES ST	N GREENE ST	0.46	25	7.57	6.55	26%
2	S GREENE ST	W FAYETTE ST	WASHINGTON BLVD	0.36	45	4.49	5.96	13%
3	RUSSELL ST	WASHINGTON BLVD	I-95	1.49	45	3.14	29.45	65%
4	BW Pkwy (MD 295)	I-95	I-695	3.89	50	3.85	60.57	100%
5	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.61	55.70	100%
6	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
7	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
8	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				10.65		25.15	37.05	

Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)

3 Columbia, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LITTLE PATUXENT Pkwy	CENTURY PLZ	GOVERNOR WARFIELD Pkwy	1.48	45	4.44	20.28	45%
2	LITTLE PATUXENT Pkwy	GOVERNOR WARFIELD Pkwy	COLUMBIA PIKE	0.92	45	1.74	32.62	72%
3	MD-175	COLUMBIA PIKE	SNOWDEN RIVER Pkwy	3.18	45	6.16	31.20	69%
4	MD-175	SNOWDEN RIVER Pkwy	I-95	1.57	45	2.12	45.19	100%
5	MD-175	I-95	MD-295	3.63	45	9.41	23.40	52%
6	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
7	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
8	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
9	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				18.47		33.72	38.33	

Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)

4 Frederick, MD to BWI Marshall - MD 100

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.70	45.62	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.70	32.57	59%
3	I-70	US-40	MD-27	15.17	65	13.60	67.14	100%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	16.40	69.54	100%
5	COLUMBIA PIKE	I-70	BALTIMORE NATIONAL PIKE	1.51	55	1.57	58.30	100%
6	COLUMBIA PIKE	BALTIMORE NATIONAL PIKE	MD-100	1.94	55	1.97	58.45	100%
7	MD-100	COLUMBIA PIKE	I-95	5.17	55	5.20	59.28	100%
8	MD-100	I-95	MD-295	2.79	55	3.08	54.16	98%
9	MD-100	MD-295	MD-170	3.02	50	4.71	38.91	78%
10	MD-170	MD-100	I-195	3.21	50	5.78	38.10	76%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				53.84		56.19	50.00	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

5 Frederick, MD to BWI Marshall - MD 295

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.70	45.62	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.70	32.57	59%
3	I-70	US-40	MD-27	15.17	65	13.60	67.14	100%
4	I-70	MD-27	COLUMBIA PIKE	18.94	65	16.40	69.54	100%
5	I-70	COLUMBIA PIKE	I-695	5.22	55	4.90	64.09	100%
6	I-695	I-70	I-95	4.69	55	5.66	50.24	91%
7	I-695	I-95	MD-295	2.99	55	4.09	56.35	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.61	55.70	100%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				52.41		52.14	52.68	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

6 Frederick, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.70	45.62	100%
2	US-15	US-40	US-340	4.65	50	4.87	58.60	100%
3	US-15	US-340	LOVETTSVILLE RD	7.33	50	8.48	51.96	100%
4	US-15	LOVETTSVILLE RD	US-15-BR HWY	9.87	45	13.16	45.19	100%
5	US-15	US-15-BR HWY	DULLES GREENWAY	3.61	45	8.15	27.00	60%
6	DULLES GREENWAY	LEESBURG BYP	ARIANE WAY	12.40	65	11.61	65.46	100%
7	DULLES GREENWAY	ARIANE WAY	DULLES ACCESS RD	1.24	55	1.63	46.36	84%
8	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.55	50.10	91%
9	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				41.38		51.86	46.77	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

7 Frederick, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.70	45.62	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.70	32.57	59%
3	I-270	I-70	MD-85	1.90	65	1.75	43.54	67%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	4.76	63.20	97%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	3.50	64.07	99%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	5.99	64.47	100%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	0.99	62.73	100%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.05	64.06	100%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.97	70.73	100%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
14	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	7.78	21.38	39%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	1.00	45.58	83%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				55.16		70.34	48.99	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

8 Frederick, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	S JEFFERSON ST	CATOCTIN AVE	US-40	0.48	25	0.70	45.62	100%
2	US-40 (Dwight Eisenhower Mem	S JEFFERSON ST	I-70	0.46	55	0.70	32.57	59%
3	I-270	I-70	MD-85	1.90	65	1.75	43.54	67%
4	I-270	MD-85	FINGERBOARD RD	5.01	65	4.76	63.20	97%
5	I-270	FINGERBOARD RD	OLD HUNDRED RD	3.73	65	3.50	64.07	99%
6	I-270	OLD HUNDRED RD	FATHER HURLEY BLVD	6.43	55	5.99	64.47	100%
7	I-270	FATHER HURLEY BLVD	GERMANTOWN RD	1.03	55	0.99	62.73	100%
8	I-270	GERMANTOWN RD	West Diamond Ave	4.13	55	3.05	64.06	100%
9	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.97	70.73	100%
10	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
11	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
12	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
13	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
14	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	5.03	51.81	100%
15	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	12.76	35.94	80%
16	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	1.84	38.54	77%
17	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.91	30.42	61%
18	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				50.82		67.31	46.49	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

9 Gaithersburg, MD to Dulles International -via I-270

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	1.87	3.94	11%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.97	70.73	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	7.78	21.38	39%
8	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	1.00	45.58	83%
9	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
10	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
11	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
12	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
13	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				32.66		50.78	41.81	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

10 Gaithersburg, MD to Ronald Reagan National - via I-270/I-495/GW Pkwy

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	1.87	3.94	11%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.97	70.73	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
4	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
5	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
6	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
7	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	5.03	51.81	100%
8	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	12.76	35.94	80%
9	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	1.84	38.54	77%
10	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.91	30.42	61%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				28.32		47.74	36.41	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

11 Gaithersburg, MD to to BWI Marshall - via I-270/I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	West Diamond Ave	Quince Orchard Rd.	I-270	0.68	35	1.87	3.94	11%
2	I-270	West Diamond Ave	MONTROSE RD	6.14	55	5.97	70.73	100%
3	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
4	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	8.46	23.11	42%
5	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	7.74	11.36	21%
6	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	6.93	19.31	35%
7	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.80	22.18	40%
8	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	2.16	26.74	49%
9	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	4.44	31.24	57%
10	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	3.58	37.50	68%
11	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	6.36	29.72	54%
12	I-95	POWDER MILL RD	MD-198	4.20	55	5.61	46.56	85%
13	I-95	MD-198	MD-216	2.46	55	2.30	64.24	100%
14	I-95	MD-216	MD-32	3.10	55	4.67	39.90	73%
15	MD-32	MD-32	MD-295	4.08	55	5.03	50.98	93%
16	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
17	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
18	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
19	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
20	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				46.66		82.67	38.83	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

12 Greenbelt, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.26	20.87	83%
2	GREENBELT RD - BW Pkwy Ra	HANOVER Pkwy	MD-295	0.23	25	1.10	22.00	88%
3	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
4	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
5	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
6	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
7	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
8	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
9	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
10	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				20.24		31.24	40.82	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

13 Greenbelt, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.26	20.87	83%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	1.92	22.87	91%
3	I-495 CAPITAL BELTWAY	MD-295	I-95	4.30	55	5.86	44.67	81%
4	I-495 CAPITAL BELTWAY	I-95	MD-650	1.71	55	1.94	52.10	95%
5	I-495 CAPITAL BELTWAY	MD-650	MD-193	1.55	55	3.10	37.77	69%
6	I-495 CAPITAL BELTWAY	MD-193	COLESVILLE RD	0.62	55	0.86	48.87	89%
7	I-495 CAPITAL BELTWAY	COLESVILLE RD	GEORGIA AVE	1.45	55	2.18	44.48	81%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	CONNECTICUT AVE	2.22	55	3.52	40.62	74%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	ROCKVILLE PIKE	1.43	55	1.79	48.67	88%
10	I-495 CAPITAL BELTWAY	ROCKVILLE PIKE	I-270-SPUR	3.21	55	10.73	28.81	52%
11	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
12	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
13	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	7.78	21.38	39%
14	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	1.00	45.58	83%
15	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
16	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
17	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
18	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
19	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				39.47		70.86	40.05	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

14 Greenbelt, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	GREENBELT RD	FRANKFORT DR	HANOVER Pkwy	0.25	25	1.26	20.87	83%
2	BW Pkwy (MD 295)	HANOVER Pkwy	MD-295	0.72	25	1.92	22.87	91%
3	BW Pkwy (MD 295)	GREENBELT RD	CAPITAL BELTWAY	0.26	55	0.30	53.39	97%
4	BW Pkwy (MD 295)	CAPITAL BELTWAY	RIVERDALE RD	2.55	55	2.31	66.38	100%
5	BW Pkwy (MD 295)	RIVERDALE RD	NEW YORK AVE	2.89	55	3.08	56.48	100%
6	NEW YORK AVE NE (US 50)	MD-295	SOUTH DAKOTA AVE NE	1.46	35	1.63	53.87	100%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	BLADENSBURG RD NE	0.96	35	1.49	41.47	100%
8	NEW YORK AVE NE (US 50)	BLADENSBURG RD NE	FLORIDA AVE NE	1.85	35	5.55	24.51	70%
9	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	N CAPITOL ST NW	0.27	30	0.75	27.13	90%
10	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	4TH ST NW	0.42	30	3.33	9.49	32%
11	I-395	NEW YORK AVE NW	US-1	3.05	50	12.86	17.34	35%
12	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.98	31.62	57%
13	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	1.84	38.54	77%
14	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.91	30.42	61%
15	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				17.57		40.58	35.11	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

15 Largo, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	1.08	33.00	100%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	51.85	100%
3	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.71	47.02	85%
4	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	4.89	44.31	81%
5	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	4.09	55.08	100%
6	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.41	62.95	100%
7	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
8	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
9	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
10	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
11	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
12	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
13	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
14	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				28.96		41.52	47.11	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

16 Largo, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	1.08	33.00	100%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	51.85	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.81	56.86	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.19	46.42	84%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.32	62.49	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.67	66.32	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.42	66.77	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.97	65.22	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
10	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	3.29	38.99	71%
11	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.52	54.47	99%
12	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.11	62.24	100%
13	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	3.09	55.50	100%
14	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.60	53.18	97%
15	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	2.42	68.05	100%
16	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.72	41.87	76%
17	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.67	46.11	84%
18	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	4.12	14.77	27%
19	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	3.52	19.57	36%
20	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
21	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
22	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
23	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
24	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				49.80		62.08	51.07	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

17 Largo, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LANDOVER RD	ARENA DR	CENTRAL AVE	0.78	25	1.08	33.00	100%
2	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.40	25	0.46	51.85	100%
3	CENTRAL AVE	LANDOVER RD	CAPITAL BELTWAY	0.58	55	0.81	56.86	100%
4	I-495 CAPITAL BELTWAY	CENTRAL AVE	MD-4	4.00	55	5.19	46.42	84%
5	I-495 CAPITAL BELTWAY	MD-4	BRANCH AVE	3.45	55	3.32	62.49	100%
6	I-495 CAPITAL BELTWAY	BRANCH AVE	ST BARNABAS RD	2.94	55	2.67	66.32	100%
7	I-495 CAPITAL BELTWAY	ST BARNABAS RD	INDIAN HEAD HWY	1.58	55	1.42	66.77	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.97	65.22	100%
9	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
10	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.47	18.47	62%
11	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.09	11.86	40%
12	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	0.86	14.62	49%
13	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	3.07	12.83	43%
14	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.68	36.80	92%
15	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.00	25.00	100%
16	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
17	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				21.09		33.94	40.04	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

18 Manassas, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	9.07	19.00	76%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.11	16.46	66%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	2.17	15.19	51%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	2.21	23.07	77%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	3.17	43.50	87%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	4.89	33.87	68%
7	SULLY RD	LEE HWY	I-66	0.26	45	0.30	52.55	100%
8	SULLY RD	I-66	WESTFIELDS BLVD	2.25	50	2.62	51.59	100%
9	SULLY RD	WESTFIELDS BLVD	LEE JACKSON MEM. HWY	1.49	50	1.97	45.51	91%
10	SULLY RD	LEE JACKSON MEM. HWY	DULLES ACCESS RD	5.54	50	5.91	56.31	100%
11	DULLES GREENWAY	DULLES GREENWAY	DULLES ACCESS RD	0.46	55	0.55	50.10	91%
12	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				18.56		36.68	36.48	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

19 Manassas, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CENTER ST	PEABODY ST	PRESCOTT AVE	0.70	25	9.07	19.00	76%
2	PRESCOTT AVE	CENTER ST	CENTREVILLE RD	0.29	25	1.11	16.46	66%
3	CENTREVILLE RD	PRESCOTT AVE	LIBERIA AVE	0.51	30	2.17	15.19	51%
4	CENTREVILLE RD	LIBERIA AVE	MANASSAS DR	0.79	30	2.21	23.07	77%
5	CENTREVILLE RD	MANASSAS DR	CENTREVILLE RD	2.30	50	3.17	43.50	87%
6	CENTREVILLE RD	CENTREVILLE RD	LEE HWY	2.63	50	4.89	33.87	68%
7	SULLY RD	LEE HWY	I-66	0.26	45	0.30	52.55	100%
8	I-66	SULLY RD	FAIRFAX COUNTY Pkwy	2.58	55	2.79	64.45	100%
9	I-66	FAIRFAX COUNTY Pkwy	LEE JACKSON MEMORIAL HWY	2.28	55	2.37	61.62	100%
10	I-66	LEE JACKSON MEMORIAL HWY	CHAIN BRIDGE RD	2.11	55	2.05	55.62	100%
11	I-66	CHAIN BRIDGE RD	NUTLEY ST	2.36	55	2.53	57.10	100%
12	I-66	NUTLEY ST	I-495 CAPITAL BELTWAY	2.60	55	2.53	50.04	91%
13	I-66	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	2.36	55	5.00	46.34	84%
14	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	8.09	33.69	61%
15	I-66	N GLEBE RD	VA110	3.03	55	3.32	54.15	98%
16	VA - 110	I-66	15TH ST S	2.86	55	6.51	35.30	64%
17	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.98	8.53	24%
18	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.85	24.89	100%
19	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
20	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				33.39		65.85	37.53	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

20 National Harbor to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.15	14.36	57%
2	Annapostia Freeway (I-295)	CAPITAL BELTWAY	PENNSYLVANIA AVE SE	7.40	50	7.45	50.96	100%
3	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	7.95	15.32	28%
4	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	6.44	21.54	39%
5	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.97	60.28	100%
6	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.81	57.83	100%
7	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.41	62.95	100%
8	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
9	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
10	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				38.28		60.06	43.24	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

21 National Harbor to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.15	14.36	57%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	0.96	38.89	71%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
4	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	3.29	38.99	71%
5	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.52	54.47	99%
6	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.11	62.24	100%
7	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	3.09	55.50	100%
8	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.60	53.18	97%
9	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	2.42	68.05	100%
10	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.72	41.87	76%
11	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.67	46.11	84%
12	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	4.12	14.77	27%
13	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	3.52	19.57	36%
14	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
15	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
16	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
17	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
18	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				36.40		50.26	46.11	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

22 National Harbor to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	WATERFRONT ST	FORT FOOTE RD	CAPITAL BELTWAY EXIT	0.75	25	3.15	14.36	57%
2	I-495 CAPITAL BELTWAY RAM	WATERFRONT ST	I-495 CAPITAL BELTWAY	0.62	55	0.96	38.89	71%
3	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
4	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.47	18.47	62%
5	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.09	11.86	40%
6	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	0.86	14.62	49%
7	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	3.07	12.83	43%
8	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.68	36.80	92%
9	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.00	25.00	100%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				7.69		22.12	25.90	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

23 Rockville, MD to BWI Marshall - I-495/I-95

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.26	20.00	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	6.01	18.62	47%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.27	55.51	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
5	I-270	I-270-SPUR	CAPITAL BELTWAY	2.93	55	8.46	23.11	42%
6	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	7.74	11.36	21%
7	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	6.93	19.31	35%
8	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.80	22.18	40%
9	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	2.16	26.74	49%
10	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	4.44	31.24	57%
11	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	3.58	37.50	68%
12	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	6.36	29.72	54%
13	I-95	POWDER MILL RD	MD-198	4.20	55	5.61	46.56	85%
14	I-95	MD-198	MD-216	2.46	55	2.30	64.24	100%
15	I-95	MD-216	MD-32	3.10	55	4.67	39.90	73%
16	MD-32	MD-32	MD-295	4.08	55	5.03	50.98	93%
17	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
18	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
19	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
20	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
21	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				44.20		86.38	37.91	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

24 Rockville, MD to BWI Marshall - MD 28

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	Norbeck Rd. (MD-28)	VEIRS MILL RD	E GUDE DR	0.92	40	2.86	22.08	55%
2	Norbeck Rd. (MD-28)	E GUDE DR	BEL PRE RD	1.70	40	5.51	19.75	49%
3	Norbeck Rd. (MD-28)	BEL PRE RD	GEORGIA AVE	1.48	40	3.93	22.80	57%
4	Norbeck Rd. (MD-28)	GEORGIA AVE	LAYHILL RD	2.55	40	6.95	23.73	59%
5	Ednor Rd.	MD-28	NEW HAMPSHIRE AVE	2.42	40	10.00	15.12	38%
6	New Hampshire Ave (MD 650)	EDNOR RD	ASHTON RD	1.39	40	5.22	19.74	49%
7	Ashton Rd. (MD 108)	NEW HAMPSHIRE AVE	MD-32	6.09	40	14.54	26.92	67%
8	Patuxent Fwy (MD 32)	CLARKSVILLE PIKE	COLUMBIA PIKE	4.18	55	3.97	63.17	100%
9	Patuxent Fwy (MD 32)	COLUMBIA PIKE	I-95	3.38	55	3.99	53.24	97%
10	MD-32	MD-32	MD-295	4.08	55	5.03	50.98	93%
11	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
12	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
13	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
14	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
15	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				38.08		74.98	36.92	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

25 Rockville, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.26	20.00	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	6.01	18.62	47%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.27	55.51	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
8	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	VA-267	2.75	55	7.78	21.38	39%
9	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	1.00	45.58	83%
10	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
11	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
12	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
13	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
14	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				30.20		54.48	40.22	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

26 Rockville, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	VEIRS MILL RD	1ST ST	ROCKVILLE PIKE	0.45	40	3.26	20.00	50%
2	W MONTGOMERY AVE	ROCKVILLE PIKE	I-270 LOCAL	1.82	40	6.01	18.62	47%
3	I-270 LOCAL	W MONTGOMERY AVE	I-270 Merge	2.10	55	2.27	55.51	100%
4	I-270	MONTROSE RD	I-270-SPUR	1.87	55	1.78	62.93	100%
5	I-270-SPUR	I-270-SPUR	CAPITAL BELTWAY	1.95	55	3.47	34.83	63%
6	I-495 CAPITAL BELTWAY	I-270-SPUR	MD-190	1.37	55	4.67	18.40	33%
7	I-495 CAPITAL BELTWAY	MD-190	GW MEM. Pkwy	2.75	55	8.05	20.74	38%
8	GW MEM. Pkwy	CAPITAL BELTWAY	DOLLEY MADISON BLVD	4.33	45	5.03	51.81	100%
9	GW MEM. Pkwy	DOLLEY MADISON BLVD	I-395	7.03	45	12.76	35.94	80%
10	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	1.84	38.54	77%
11	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.91	30.42	61%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				25.86		51.44	35.00	

Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)

27 Springfield, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	1.54	17.58	70%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.07	14.01	31%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.19	48.57	88%
4	I-495 CAPITAL BELTWAY	I-395	S VAN DORN ST	2.33	55	2.31	59.82	100%
5	I-495 CAPITAL BELTWAY	S VAN DORN ST	TELEGRAPH RD	3.18	55	3.27	57.76	100%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	GW MEM. Pkwy	1.79	55	1.93	52.73	96%
7	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	INDIAN HEAD HWY	3.11	55	3.57	56.63	100%
8	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	BRANCH AVE	4.22	55	3.96	63.75	100%
9	I-495 CAPITAL BELTWAY	BRANCH AVE	MD-4	3.46	55	4.13	54.49	99%
10	I-495 CAPITAL BELTWAY	MD-4	CENTRAL AVE	4.30	55	4.19	60.84	100%
11	I-495 CAPITAL BELTWAY	CENTRAL AVE	ARENA DR	1.18	55	1.71	47.02	85%
12	I-495 CAPITAL BELTWAY	ARENA DR	US-50	2.72	55	4.89	44.31	81%
13	I-495 CAPITAL BELTWAY	US-50	MD-295	3.68	55	4.09	55.08	100%
14	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.41	62.95	100%
15	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
16	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
17	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
18	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
19	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
20	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
21	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
22	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				51.80		67.13	48.22	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

28 Springfield, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA-SPRINGFIELD Pkwy	0.14	25	0.37	23.62	94%
2	FRANCONIA-SPRINGFIELD Pk	FRONTIER DR	I-95	0.61	50	0.84	43.13	86%
3	FRANCONIA-SPRINGFIELD Pk	I-95	ROLLING RD	1.96	50	3.03	39.72	79%
4	FAIRFAX COUNTY Pkwy	ROLLING RD	OX RD	7.75	50	14.22	34.21	68%
5	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	7.93	38.93	78%
6	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	1.29	58.40	100%
7	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	2.39	42.33	85%
8	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	12.29	31.45	63%
9	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.24	52.26	95%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				29.76		49.08	41.19	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

29 Springfield, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	FRONTIER DR	SPRING MALL RD	FRANCONIA RD	0.45	25	1.54	17.58	70%
2	FRANCONIA RD	FRONTIER DR	COMMERCE ST	0.24	45	1.07	14.01	31%
3	I-95	FRANCONIA RD	CAPITAL BELTWAY	0.96	55	1.19	48.57	88%
4	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	1.11	54.64	99%
5	I-395	EDSALL RD	DUKE ST	1.66	55	1.64	61.00	100%
6	I-395	DUKE ST	KING ST	2.57	55	2.62	58.97	100%
7	I-395	KING ST	S GLEBE RD	1.34	55	1.38	58.39	100%
8	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	3.29	36.27	66%
9	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.64	29.19	100%
10	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	2.16	12.60	50%
11	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.98	8.53	24%
12	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.85	24.89	100%
13	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
14	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				12.35		24.39	34.27	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

30 Towson, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	DULANEY VALLEY RD	E JOPPA RD	I-695	0.83	25	3.74	13.30	53%
2	I-695	DULANEY VALLEY RD	I-83	2.09	55	3.66	38.39	70%
3	I-695	I-83	I-795	7.15	55	7.45	57.57	100%
4	I-695	I-795	LIBERTY RD	1.64	55	1.81	54.36	99%
5	I-695	LIBERTY RD	I-70	3.44	55	6.32	35.21	64%
6	I-695	I-70	I-95	4.69	55	5.66	50.24	91%
7	I-695	I-95	MD-295	2.99	55	4.09	56.35	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.61	55.70	100%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				27.29		38.83	45.39	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

31 Tysons, VA to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.03	23.49	67%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	3.89	19.33	55%
3	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	3.52	19.57	36%
4	I-495 CAPITAL BELTWAY	DULLES ACCESS RD	GW MEM. Pkwy	2.83	55	13.91	13.94	25%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	MD-190	2.56	55	8.31	19.64	36%
6	I-495 CAPITAL BELTWAY	MD-190	I-270-SPUR	1.46	55	3.47	27.08	49%
7	I-495 CAPITAL BELTWAY	I-270-SPUR	ROCKVILLE PIKE	2.73	55	15.52	16.73	30%
8	I-495 CAPITAL BELTWAY	I-270	CONNECTICUT AVE	1.45	55	7.74	11.36	21%
9	I-495 CAPITAL BELTWAY	CONNECTICUT AVE	GEORGIA AVE	2.21	55	6.93	19.31	35%
10	I-495 CAPITAL BELTWAY	GEORGIA AVE	COLESVILLE RD	1.43	55	2.80	22.18	40%
11	I-495 CAPITAL BELTWAY	COLESVILLE RD	MD-193	0.65	55	2.16	26.74	49%
12	I-495 CAPITAL BELTWAY	MD-193	MD-650	1.53	55	4.44	31.24	57%
13	I-495 CAPITAL BELTWAY	MD-650	I-95	0.95	55	3.58	37.50	68%
14	I-95	CAPITAL BELTWAY	POWDER MILL RD	3.06	55	6.36	29.72	54%
15	I-95	POWDER MILL RD	MD-198	4.20	55	5.61	46.56	85%
16	I-95	MD-198	MD-216	2.46	55	2.30	64.24	100%
17	I-95	MD-216	MD-32	3.10	55	4.67	39.90	73%
18	MD-32	MD-32	MD-295	4.08	55	5.03	50.98	93%
19	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
20	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
21	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
22	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
23	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				47.38		115.26	32.86	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

32 Tysons, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.03	23.49	67%
2	LEESBURG PIKE (VA 7)	CHAIN BRIDGE RD	DULLES ACCESS RD	1.63	35	6.02	24.22	69%
3	DULLES ACCESS RD	LEESBURG PIKE	DULLES ACCESS RD Ramp	2.88	55	3.20	53.70	98%
4	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
5	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
6	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
7	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				17.24		25.31	44.11	

33 Tysons, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	CHAIN BRIDGE RD (VA 123)	OLD COURTHOUSE RD	LEESBURG PIKE	0.33	35	2.03	23.49	67%
2	CHAIN BRIDGE RD (VA 123)	LEESBURG PIKE	CAPITAL BELTWAY	1.31	35	3.89	19.33	55%
3	CHAIN BRIDGE RD (VA 123)	CAPITAL BELTWAY	DULLES ACCESS RD	0.66	35	6.34	19.03	54%
4	DULLES ACCESS RD	OLD DOMINION DR	I-66	2.70	55	6.31	37.43	68%
5	I-66	DULLES ACCESS RD	N GLEBE RD	4.33	55	8.09	33.69	61%
6	I-66	N GLEBE RD	VA110	3.03	55	3.32	54.15	98%
7	VA - 110	I-66	15TH ST S	2.86	55	6.51	35.30	64%
8	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.98	8.53	24%
9	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.85	24.89	100%
10	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
11	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				16.64		44.25	28.27	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

34 Waldorf, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	LEONARDTOWN RD	OLD WASHINGTON RD	CRAIN HWY	0.18	25	0.51	21.62	86%
2	CRAIN HWY (US 301)	LEONARDTOWN RD	MD-5	2.90	55	4.34	40.14	73%
3	CRAIN HWY (US 301)	MD-5	BRANCH AVE	2.57	55	3.90	39.61	72%
4	CRAIN HWY (US 301)	BRANCH AVE	MD-4	11.49	55	16.12	43.02	78%
5	CRAIN HWY (US 301)	MD-4	CENTRAL AVE	5.97	55	6.55	55.51	100%
6	CRAIN HWY (US 301)	CENTRAL AVE	US-50	3.92	55	6.10	39.39	72%
7	CRAIN HWY (US 301)	US-50	ANNAPOLIS RD	2.20	55	2.95	49.60	90%
8	CRAIN HWY (US 301)	ANNAPOLIS RD	MD-32	7.36	55	13.34	33.29	61%
9	I-97	MD-32	DORSEY RD	7.36	60	6.43	69.17	100%
10	AVIATION BLVD	I-97	S CAMP MEADE RD	2.56	45	5.06	31.41	70%
11	AIRPORT LOOP	S CAMP MEADE RD	TERMINAL RD	0.75	35	2.55	18.14	52%
12	TERMINAL RD	AIRPORT LOOP	I-195	0.62	15	1.72	24.84	100%
13	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				49.03		72.06	37.97	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

35 Waldorf, MD to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	11.47	36.68	73%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	16.34	37.68	75%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.97	65.22	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
5	I-495 CAPITAL BELTWAY	GW MEM. Pkwy	TELEGRAPH RD	1.72	55	3.29	38.99	71%
6	I-495 CAPITAL BELTWAY	TELEGRAPH RD	S VAN DORN ST	3.18	55	3.52	54.47	99%
7	I-495 CAPITAL BELTWAY	S VAN DORN ST	I-395	2.19	55	2.11	62.24	100%
8	I-495 CAPITAL BELTWAY	I-395	BRADDOCK RD	2.78	55	3.09	55.50	100%
9	I-495 CAPITAL BELTWAY	BRADDOCK RD	LITTLE RIVER TPKE	1.42	55	1.60	53.18	97%
10	I-495 CAPITAL BELTWAY	LITTLE RIVER TPKE	ARLINGTON BLVD	2.67	55	2.42	68.05	100%
11	I-495 CAPITAL BELTWAY	ARLINGTON BLVD	I-66	1.17	55	1.72	41.87	76%
12	I-495 CAPITAL BELTWAY	I-66	LEESBURG PIKE	1.77	55	2.67	46.11	84%
13	I-495 CAPITAL BELTWAY	LEESBURG PIKE	CHAIN BRIDGE RD	0.80	55	4.12	14.77	27%
14	I-495 CAPITAL BELTWAY	CHAIN BRIDGE RD	DULLES ACCESS RD	1.12	55	3.52	19.57	36%
15	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	DULLES ACCESS RD	0.72	55	1.00	45.58	83%
16	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
17	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
18	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
19	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
20	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				54.03		75.94	48.10	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

36 Waldorf, MD to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	MD 228	US 301 Crain Hwy	MD 210 Indian Head Hwy	6.97	50	11.47	36.68	73%
2	MD 210 Indian Head Hwy	MD 228	I-495 CAPITAL BELTWAY	10.26	50	16.34	37.68	75%
3	I-495 CAPITAL BELTWAY	INDIAN HEAD HWY	I-295	1.05	55	0.97	65.22	100%
4	I-495 CAPITAL BELTWAY	I-295	GW MEM. Pkwy	1.79	55	1.92	56.95	100%
5	I-495 CAPITAL BELTWAY	CAPITAL BELTWAY	S WASHINGTON ST	0.36	30	1.47	18.47	62%
6	GW MEM. Pkwy	CHURCH ST	DUKE ST	0.56	30	3.09	11.86	40%
7	GW MEM. Pkwy	DUKE ST	KING ST	0.16	30	0.86	14.62	49%
8	GW MEM. Pkwy	KING ST	POWHATAN ST	0.64	30	3.07	12.83	43%
9	GW MEM. Pkwy	POWHATAN ST	Airport Exit	2.26	40	3.68	36.80	92%
10	S SMITH BLVD	GEORGE WASHINGTON MEM.	VA-233	0.23	25	2.00	25.00	100%
11	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
12	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				24.60		46.79	30.94	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

37 Washington D.C. to BWI Marshall - 14th St. & Independence Ave

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	INDEPENDENCE AVE SW	14TH ST SW	S CAPITOL ST SE	1.24	25	5.73	12.96	52%
2	INDEPENDENCE AVE SE	S CAPITOL ST SE	2ND ST SE	0.29	25	1.44	16.32	65%
3	PENNSYLVANIA AVE SE	2ND ST SE	FAIRLAWN AVE SE	1.86	45	23.58	5.22	12%
4	Annapostia Freeway (DC-295)	FAIRLAWN AVE SE	BENNING RD NE	1.92	55	7.95	15.32	28%
5	Annapostia Freeway (DC-295)	BENNING RD NE	MD-295 - Merge	2.30	55	6.44	21.54	39%
6	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.97	60.28	100%
7	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.81	57.83	100%
8	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.41	62.95	100%
9	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
10	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
11	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
12	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
13	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
14	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
15	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
16	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				33.52		80.21	38.61	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

38 Washington D.C. to BWI Marshall - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	2.00	9.92	40%
2	K ST NW	14TH ST NW	7TH ST NW	0.63	25	4.52	10.09	40%
3	NEW YORK AVE NW	7TH ST NW	4TH ST NW	0.33	30	2.16	9.95	33%
4	NEW YORK AVE NW	4TH ST NW	N CAPITOL ST NW	0.42	30	2.15	13.12	44%
5	NEW YORK AVE NE (US 50)	N CAPITOL ST NW	FLORIDA AVE NE	0.27	30	1.47	13.15	44%
6	NEW YORK AVE NE (US 50)	FLORIDA AVE NE	SOUTH DAKOTA AVE NE	2.82	35	10.03	17.95	51%
7	NEW YORK AVE NE (US 50)	SOUTH DAKOTA AVE NE	MD-295 - Merge	1.45	35	2.13	41.28	100%
8	BW Pkwy (MD 295)	MD-295 - Merge	GOOD LUCK RD	3.98	55	3.97	60.28	100%
9	BW Pkwy (MD 295)	GOOD LUCK RD	CAPITAL BELTWAY	1.74	55	1.81	57.83	100%
10	BW Pkwy (MD 295)	CAPITAL BELTWAY	GREENBELT RD _Ramp	0.43	55	0.41	62.95	100%
11	BW Pkwy (MD 295)	GREENBELT RD _Ramp	POWDER MILL RD	2.95	55	7.81	24.14	44%
12	BW Pkwy (MD 295)	POWDER MILL RD	LAUREL FORT MEADE RD	5.27	55	6.09	51.93	94%
13	BW Pkwy (MD 295)	LAUREL FORT MEADE RD	MD-32	1.63	55	2.00	53.03	96%
14	BW Pkwy (MD 295)	MD-32	ANNAPOLIS RD	2.22	55	3.14	43.98	80%
15	BW Pkwy (MD 295)	ANNAPOLIS RD	I-195 - Ramp	5.64	55	6.35	54.12	98%
16	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
17	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
18	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
19	K ST NW	16TH ST NW	14TH ST NW	0.25	25	2.00	9.92	40%
Subtotal				32.32		61.54	35.36	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

39 Washington D.C. to Dulles International - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	2.00	9.92	40%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	5.55	8.40	34%
3	CONSTITUTION AVE NW	14TH ST NW	23RD ST NW	0.98	25	5.64	10.45	42%
4	I-66	23RD ST NW	N GLEBE RD	4.38	55	5.09	51.75	94%
5	I-66	N GLEBE RD	VA-267	4.29	55	6.93	45.25	82%
6	DULLES ACCESS RD (VA-267)	I-66	CAPITAL BELTWAY	2.69	55	2.79	58.09	100%
7	DULLES ACCESS RD (VA-267)	CAPITAL BELTWAY	LEESBURG PIKE	2.04	55	2.13	57.65	100%
8	DULLES ACCESS RD (VA-267)	LEESBURG PIKE	BEULAH RD	2.58	55	2.62	59.55	100%
9	DULLES ACCESS RD (VA-267)	BEULAH RD	FAIRFAX COUNTY Pkwy	5.79	55	5.97	58.79	100%
10	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
11	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				27.74		44.18	40.81	

40 Washington D.C. to Ronald Reagan National - 16th St. & K St.

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	K ST NW	16TH ST NW	14TH ST NW	0.25	25	2.00	9.92	40%
2	14TH ST NW	K ST NW	CONSTITUTION AVE NW	0.72	25	5.55	8.40	34%
3	14TH ST NW	CONSTITUTION AVE NW	INDEPENDENCE AVE SW	0.31	25	1.58	18.98	76%
4	14th ST SW (US-1)	INDEPENDENCE AVE SW	I-395	0.80	25	1.40	35.50	100%
5	14th St. Bridge (I-395)	I-395	GW MEM. Pkwy	0.68	55	1.98	31.62	57%
6	GW MEM. Pkwy	I-395	DCA Exit	1.03	50	1.84	38.54	77%
7	DCA - Exit Ramp	GW MEM. Pkwy	S SMITH BLVD	0.96	50	1.91	30.42	61%
8	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				4.97		16.64	25.71	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

41 White Marsh, MD to BWI Marshall

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	HONEYGO BLVD	CAMPBELL BLVD	MD-43	0.45	25	2.01	13.76	55%
2	Whitemarsh Blvd (MD-43)	HONEYGO BLVD	I-95	0.62	25	0.81	46.26	100%
3	I-95	MD-43	I-695	2.90	55	2.68	65.05	100%
4	I-95	I-695	HARBOR TUNNEL THWY	2.93	55	2.78	63.46	100%
5	I-95	HARBOR TUNNEL THWY	TOLL PLAZA	4.82	55	5.00	57.98	100%
6	I-95	TOLL PLAZA	MD-295	4.13	55	4.45	55.76	100%
7	BW Pkwy (MD 295)	I-95	I-695	3.89	50	3.85	60.57	100%
8	BW Pkwy (MD 295)	I-695	I-195	2.41	55	2.61	55.70	100%
9	I-195	MD-295-Ramp	I-195 - Merge	0.18	55	0.19	56.67	100%
10	I-195	I-195 - Merge	AIRPORT LOOP	0.71	55	0.81	53.60	97%
11	Airport Loop	AIRPORT LOOP	Terminal	1.15	15	2.49	27.90	100%
Subtotal				24.21		27.68	50.61	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

42 Woodbridge, VA to Dulles International

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	4.40	16.15	29%
2	GORDON BLVD	JEFFERSON DAVIS HWY	I-95	0.72	45	1.05	42.48	94%
3	GORDON BLVD	I-95	FAIRFAX COUNTY Pkwy	10.20	50	15.13	40.52	81%
4	FAIRFAX COUNTY Pkwy	OX RD	LEE HWY	4.92	50	7.93	38.93	78%
5	FAIRFAX COUNTY Pkwy	LEE HWY	I-66	1.25	50	1.29	58.40	100%
6	FAIRFAX COUNTY Pkwy	I-66	LEE JACKSON MEM. HWY	1.61	50	2.39	42.33	85%
7	FAIRFAX COUNTY Pkwy	LEE JACKSON MEM. HWY	DULLES ACCESS RD	6.43	50	12.29	31.45	63%
8	DULLES ACCESS RD	FAIRFAX COUNTY Pkwy	DULLES ACCESS RD Ramp	1.08	55	1.24	52.26	95%
9	DULLES ACCESS RD (VA-267)	FAIRFAX COUNTY Pkwy	SULLY RD	2.67	55	2.75	58.40	100%
10	DULLES ACCESS RD (VA-267)	SULLY RD	Terminal	1.35	25	2.71	30.65	100%
Subtotal				31.40		51.20	41.16	

**Washington-Baltimore Air System Planning Region
2011 Airport Ground Access Travel Time Survey
Travel Time Summary by Route Segment - PM (3:30 PM - 7:00 PM)**

43 Woodbridge, VA to Ronald Reagan National

No.	Facility	From	To	Distance (Miles)	Speed Limit (MPH)	Elapsed Time	Average Speed	Percent of Speed Limit
1	JEFFERSON DAVIS HWY	PRINCE WILLIAM Pkwy	GORDON BLVD	1.17	55	4.40	16.15	29%
2	JEFFERSON DAVIS HWY	GORDON BLVD	I-95	1.05	55	2.02	31.49	57%
3	I-95 (North)	RICHMOND HWY	LORTON RD	2.36	55	2.01	70.49	100%
4	I-95 (North)	LORTON RD	FAIRFAX COUNTY Pkwy	3.02	55	2.70	67.29	100%
5	I-95 (North)	FAIRFAX COUNTY Pkwy	CAPITAL BELTWAY	3.64	55	3.40	64.24	100%
6	I-395	CAPITAL BELTWAY	EDSALL RD	1.01	55	1.11	54.64	99%
7	I-395	EDSALL RD	DUKE ST	1.66	55	1.64	61.00	100%
8	I-395	DUKE ST	KING ST	2.57	55	2.62	58.97	100%
9	I-395	KING ST	S GLEBE RD	1.34	55	1.38	58.39	100%
10	I-395	S GLEBE RD	ARMY NAVY DR	1.96	55	3.29	36.27	66%
11	S HAYES ST	ARMY NAVY DR	15TH ST S	0.31	25	0.64	29.19	100%
12	15TH ST S	S HAYES ST	JEFFERSON DAVIS HWY	0.45	25	2.16	12.60	50%
13	JEFFERSON DAVIS HWY	15TH ST S	VA-233	0.51	35	3.98	8.53	24%
14	VA-233	JEFFERSON DAVIS HWY	S SMITH BLVD	0.58	25	1.85	24.89	100%
15	S SMITH BLVD	VA-233	Terminal Entance	0.09	15	1.54	22.87	100%
16	DCA - Terminal Loop	S SMITH BLVD	Terminal	0.22	15	0.39	32.29	100%
Subtotal				21.95		35.12	40.58	