

| Van Dusen Road / Cross Street(s) | Weekday AM Peak Hour | Weekday PM Peak Hour | Available Storage (feet) |
|--|---------------------------|---------------------------|--------------------------|
| Existing Conditions | 95th% Queue Length (feet) | 95th% Queue Length (feet) | |
| Old Sandy Springs Road | | | |
| NB Left/Through Lane | 120 feet | 256 feet | 360 feet |
| NB Right-turn Lane | 0 feet | 52 feet | 360 feet |
| EB Left-turn Lane | 0 feet | 0 feet | 140 feet |
| EB Right-turn Lane | 191 feet | 57 feet | 160 feet |
| WB Left-turn Lane | 207 feet | 188 feet | 130 feet |
| MD 198 (Sandy Springs Road) | | | |
| NB Left-turn Lanes | 362 feet | 235 feet | 400 feet |
| | 379 feet | 256 feet | 400 feet |
| NB Right-turn Lane | 111 feet | 127 feet | 400 feet |
| SB Left-turn Lane | 194 feet | 158 feet | 220 feet |
| SB Left/Through Lane | 217 feet | 192 feet | 360 feet |
| SB Through Lane | 191 feet | 180 feet | 360 feet |
| SB Right-turn Lane | 131 feet | 102 feet | 360 feet |
| EB Left-turn Lane | 126 feet | 422 feet | 350 feet |
| | 163 feet | 540 feet | 350 feet |
| EB Right-turn Lane | 46 feet | 184 feet | 450 feet |
| WB Left-turn Lane | 294 feet | 138 feet | 315 feet |
| Arbory Court | | | |
| NB Left-turn Lane | 32 feet | 58 feet | 75 feet |
| SB Right Lane Drop | 82 feet | 238 feet | 840 feet |
| S Arbory Lane | | | |
| NB Left-turn Lane | 20 feet | 57 feet | 80 feet |
| SB Left-turn Lane | 0 feet | 10 feet | 50 feet |
| Laurel Oaks Lane/Erica Lane | | | |
| NB Left-turn Lane | 10 feet | 15 feet | 100 feet |
| SB Left-turn Lane | 31 feet | 50 feet | 75 feet |
| Cherry Lane | | | |
| NB Left-turn Lane | 41 feet | 80 feet | 90 feet |
| NB Right-turn Lane | 69 feet | 150 feet | 250 feet |
| SB Left-turn Lane | 230 feet | 252 feet | 400 feet |
| EB Left-turn Lane | 203 feet | 86 feet | 270 feet |
| WB Left Lane Drop | 183 feet | 204 feet | >1000 feet |
| WB Right Lane Drop | 167 feet | 152 feet | >1000 feet |
| Olive Branch Way/Killbarron Drive | | | |
| NB Left-turn Lane | 19 feet | 22 feet | 125 feet |
| NB Right-turn Lane | 8 feet | 19 feet | 150 feet |
| SB Left-turn Lane | 29 feet | 49 feet | 315 feet |
| SB Right-turn Lane | 22 feet | 28 feet | 270 feet |
| EB Left-turn Lane | 61 feet | 64 feet | 250 feet |
| WB Left-turn Lane | 36 feet | 27 feet | 100 feet |
| UMD Laurel Medical Center | | | |
| SB Right-turn Lane | 38 feet | 13 feet | 150 feet |
| EB Right-turn Lane | 22 feet | 42 feet | 90 feet |
| Contee Road | | | |
| NB Left Lane Drop | 63 feet | 67 feet | >1000 feet |
| SB Left Lane Drop | 65 feet | 96 feet | >1000 feet |
| EB Right Lane Drop | 29 feet | 30 feet | >1000 feet |
| WB Right-turn Lane | 54 feet | 57 feet | 300 feet |

| Van Dusen Road / Cross Street(s) | Weekday AM Peak Hour | Weekday PM Peak Hour | Available Storage (feet) |
|---|---------------------------|---------------------------|--------------------------|
| MD 198 Southbound (2-left-turn Lanes/1-through/1-right turn lane) | 95th% Queue Length (feet) | 95th% Queue Length (feet) | |
| Old Sandy Springs Road | | | |
| NB Left/Through Lane | 108 feet | 294 feet | 360 feet |
| NB Right-turn Lane | 20 feet | 133 feet | 360 feet |
| EB Left-turn Lane | 0 feet | 0 feet | 140 feet |
| EB Right-turn Lane | 198 feet | 131 feet | 160 feet |
| WB Left-turn Lane | 207 feet | 198 feet | 130 feet |
| MD 198 (Sandy Springs Road) | | | |
| NB Left-turn Lanes | 337 feet | 231 feet | 400 feet |
| | 365 feet | 255 feet | 400 feet |
| NB Right-turn Lane | 82 feet | 111 feet | 400 feet |
| SB Left-turn Lane | 124 feet | 105 feet | 220 feet |
| SB Left-turn Lane | 225 feet | 253 feet | 360 feet |
| SB Through Lane | 275 feet | 324 feet | 360 feet |
| SB Right-turn Lane | 217 feet | 317 feet | 360 feet |
| EB Left-turn Lane | 147 feet | 452 feet | 350 feet |
| | 184 feet | 573 feet | 350 feet |
| EB Right-turn Lane | 157 feet | 406 feet | 450 feet |
| WB Left-turn Lane | 263 feet | 158 feet | 315 feet |
| Arbory Court | | | |
| NB Left-turn Lane | 38 feet | 52 feet | 75 feet |
| SB Right Lane Drop | 29 feet | 39 feet | 75 feet |
| S Arbory Lane | | | |
| NB Left-turn Lane | 35 feet | 40 feet | 80 feet |
| SB Left-turn Lane | 0 feet | 4 feet | 50 feet |

2: Van Dusen Rd & Old Sandy Spring Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBT | All |
|--------------------|------|-----|------|------|------|-----|-----|------|-----|
| Denied Del/Veh (s) | 1.6 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.3 |
| Total Del/Veh (s) | 12.7 | 4.3 | 22.5 | 14.7 | 10.4 | 3.3 | 3.3 | 16.6 | 9.7 |

6: Van Dusen Rd & Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|------|------|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 39.5 | 22.5 | 19.2 | 4.6 | 10.6 | 6.6 | 9.0 |

8: Van Dusen Rd & S Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|------|------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 38.4 | 19.9 | 13.8 | 3.8 | 3.0 | 5.3 | 5.1 | 5.6 |

11: Van Dusen Rd & Erica/Laurel Oaks Performance by movement

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SER | NWL | NWT | NWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|-----|------|------|-----|-----|
| Denied Del/Veh (s) | 0.4 | 0.0 | 0.0 | 0.7 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 6.1 | 2.2 | 2.1 | 7.2 | 2.1 | 1.7 | 22.3 | 7.8 | 21.5 | 42.0 | 8.7 | 2.6 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|------|------|------|-----|------|------|------|
| Denied Del/Veh (s) | 3.9 | 0.5 | 0.4 | 0.3 | 0.2 | 0.4 | 1.5 | 0.2 | 1.4 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 73.7 | 48.4 | 22.8 | 37.6 | 32.9 | 10.7 | 26.6 | 24.7 | 5.4 | 19.9 | 11.8 | 12.7 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.5 |
| Total Del/Veh (s) | 21.2 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 3.9 | 0.2 | 4.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 29.5 | 34.9 | 6.0 | 27.8 | 25.3 | 5.9 | 6.9 | 2.6 | 0.9 | 6.6 | 4.3 | 3.6 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 5.9 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 10.3 | 11.5 | 8.3 | 10.3 | 10.5 | 8.7 | 23.3 | 20.2 | 4.4 | 23.1 | 22.0 | 5.1 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 10.5 |

28: Van Dusen Rd & Medical Cntr Performance by movement

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 4.2 | 0.2 | 0.2 | 0.9 | 0.4 | 0.6 |
| Total Del/Veh (s) | 26.1 | 6.4 | 8.0 | 2.7 | 3.5 | 1.0 | 4.3 |

30: Van Dusen Rd & Laurel Park Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.2 | 0.7 | 0.5 |

32: Van Dusen Rd Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.4 | 0.9 | 0.7 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 2.2 | 0.3 | 2.3 | 2.2 | 0.2 | 2.1 | 0.9 | 0.3 | 1.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 57.4 | 33.4 | 4.8 | 66.8 | 45.5 | 23.9 | 52.5 | 47.8 | 7.7 | 65.7 | 59.5 | 5.8 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.7 |
| Total Del/Veh (s) | 37.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 39.1 |

Intersection: 2: Van Dusen Rd & Old Sandy Spring

| Movement | EB | EB | WB | WB | B5 | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | L | TR | T | LT | LTR |
| Maximum Queue (ft) | 162 | 241 | 223 | 246 | 4 | 169 | 15 |
| Average Queue (ft) | 23 | 53 | 137 | 43 | 0 | 49 | 0 |
| 95th Queue (ft) | 82 | 191 | 207 | 141 | 3 | 120 | 5 |
| Link Distance (ft) | 684 | | | 241 | 261 | 358 | 70 |
| Upstream Blk Time (%) | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | 160 | 130 | | | | |
| Storage Blk Time (%) | | 3 | 10 | 0 | | | |
| Queuing Penalty (veh) | | 1 | 4 | 0 | | | |

Intersection: 6: Van Dusen Rd & Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|-----|-----|
| Directions Served | LR | L | T | T | R |
| Maximum Queue (ft) | 134 | 48 | 246 | 403 | 158 |
| Average Queue (ft) | 48 | 7 | 86 | 99 | 7 |
| 95th Queue (ft) | 100 | 32 | 194 | 271 | 82 |
| Link Distance (ft) | 214 | | 635 | 863 | 863 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 75 | | | |
| Storage Blk Time (%) | | 0 | 5 | | |
| Queuing Penalty (veh) | | 1 | 1 | | |

Intersection: 8: Van Dusen Rd & S Arbory

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | LTR | L | TR | TR |
| Maximum Queue (ft) | 116 | 34 | 264 | 310 |
| Average Queue (ft) | 40 | 3 | 73 | 79 |
| 95th Queue (ft) | 90 | 20 | 198 | 229 |
| Link Distance (ft) | 131 | | 611 | 635 |
| Upstream Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (ft) | | 80 | | |
| Storage Blk Time (%) | | | 4 | 6 |
| Queuing Penalty (veh) | | | 1 | 0 |

Intersection: 11: Van Dusen Rd & Erica/Laurel Oaks

| Movement | NB | SB | SE | NW |
|-----------------------|-----|----|-----|-----|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 17 | 30 | 34 | 64 |
| Average Queue (ft) | 1 | 9 | 8 | 28 |
| 95th Queue (ft) | 10 | 31 | 31 | 54 |
| Link Distance (ft) | | | 82 | 138 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 100 | 75 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 14: Van Dusen Rd & Cherry Ln

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|------|-----|-----|------|
| Directions Served | L | TR | L | T | R | L | T | R | L | TR |
| Maximum Queue (ft) | 272 | 204 | 223 | 94 | 260 | 67 | 240 | 134 | 285 | 328 |
| Average Queue (ft) | 98 | 71 | 102 | 32 | 81 | 12 | 81 | 40 | 118 | 119 |
| 95th Queue (ft) | 203 | 146 | 183 | 74 | 167 | 41 | 178 | 69 | 230 | 258 |
| Link Distance (ft) | | 394 | 387 | 387 | 387 | | 1784 | | | 1032 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 270 | | | | | 90 | | 250 | 400 | |
| Storage Blk Time (%) | 1 | 0 | | | | | 11 | | | 0 |
| Queuing Penalty (veh) | 2 | 0 | | | | | 27 | | | 0 |

Intersection: 17: Van Dusen Rd & Olive Branch/Killbarron

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|-----|-----|------|-----|
| Directions Served | L | TR | L | TR | L | T | R | L | T | R |
| Maximum Queue (ft) | 78 | 34 | 51 | 54 | 29 | 82 | 20 | 40 | 142 | 29 |
| Average Queue (ft) | 26 | 8 | 12 | 18 | 4 | 21 | 1 | 7 | 36 | 5 |
| 95th Queue (ft) | 61 | 28 | 36 | 43 | 19 | 63 | 8 | 29 | 101 | 22 |
| Link Distance (ft) | 294 | 294 | 295 | 295 | | | | | 1784 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 125 | | 150 | 315 | | 270 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Intersection: 20: Contee Rd & Van Dusen Rd

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|------|------|----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | R | LT | R |
| Maximum Queue (ft) | 85 | 189 | 82 | 181 | 80 | 64 | 74 | 50 |
| Average Queue (ft) | 29 | 80 | 30 | 80 | 23 | 32 | 15 | 11 |
| 95th Queue (ft) | 63 | 159 | 65 | 150 | 54 | 54 | 47 | 29 |
| Link Distance (ft) | 1178 | 1178 | | | 317 | 317 | 446 | 446 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 28: Van Dusen Rd & Medical Cntr

| Movement | SE | SE | NE | NE | SW | SW |
|-----------------------|-----|----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | R |
| Maximum Queue (ft) | 55 | 20 | 99 | 155 | 103 | 57 |
| Average Queue (ft) | 18 | 7 | 30 | 36 | 45 | 10 |
| 95th Queue (ft) | 42 | 22 | 74 | 105 | 111 | 38 |
| Link Distance (ft) | 215 | | | | | |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | | 90 | | | | 150 |
| Storage Blk Time (%) | 0 | | | | 0 | |
| Queuing Penalty (veh) | 0 | | | | 0 | |

Intersection: 30: Van Dusen Rd & Laurel Park

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Queuing and Blocking Report
AM

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Intersection: 32: Van Dusen Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 301: Van Dusen Rd & MD 198

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|------|------|------|-----|-----|------|------|------|-----|-----|
| Directions Served | L | L | T | T | T | R | L | T | T | T | R | L |
| Maximum Queue (ft) | 153 | 189 | 326 | 309 | 244 | 87 | 413 | 580 | 547 | 529 | 100 | 422 |
| Average Queue (ft) | 69 | 93 | 206 | 185 | 127 | 3 | 127 | 326 | 300 | 264 | 40 | 231 |
| 95th Queue (ft) | 126 | 163 | 302 | 280 | 234 | 46 | 294 | 525 | 497 | 461 | 119 | 362 |
| Link Distance (ft) | | | 1243 | 1243 | 1243 | | | 1430 | 1430 | 1430 | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 350 | 350 | | | | 450 | 315 | | | | 75 | 400 |
| Storage Blk Time (%) | | | 0 | | | | | 10 | | 36 | 0 | 1 |
| Queuing Penalty (veh) | | | 0 | | | | | 15 | | 43 | 0 | 4 |

Intersection: 301: Van Dusen Rd & MD 198

| Movement | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | LT | T | R |
| Maximum Queue (ft) | 442 | 342 | 154 | 241 | 254 | 279 | 245 |
| Average Queue (ft) | 249 | 137 | 45 | 99 | 140 | 83 | 14 |
| 95th Queue (ft) | 379 | 265 | 111 | 194 | 217 | 191 | 131 |
| Link Distance (ft) | | 863 | | | 358 | 358 | 358 |
| Upstream Blk Time (%) | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | 1 |
| Storage Bay Dist (ft) | 400 | | 400 | 220 | | | |
| Storage Blk Time (%) | 2 | 1 | | 0 | 1 | | |
| Queuing Penalty (veh) | 6 | 6 | | 1 | 1 | | |

Network Summary

Network wide Queuing Penalty: 114

2: Van Dusen Rd & Old Sandy Spring Performance by movement

| Movement | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBT | All |
|--------------------|------|-----|------|------|-----|------|-----|-----|------|------|
| Denied Del/Veh (s) | 0.8 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.7 |
| Total Del/Veh (s) | 16.0 | 1.7 | 22.8 | 15.7 | 1.0 | 13.2 | 5.1 | 3.8 | 10.3 | 11.0 |

6: Van Dusen Rd & Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|------|------|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 47.7 | 18.5 | 14.7 | 2.7 | 11.9 | 7.2 | 8.9 |

8: Van Dusen Rd & S Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | All |
|--------------------|------|------|------|-----|-----|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 43.0 | 15.8 | 10.5 | 3.2 | 0.6 | 14.0 | 4.5 | 3.5 | 4.7 |

11: Van Dusen Rd & Erica/Laurel Oaks Performance by movement

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SER | NWL | NWT | NWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 7.8 | 2.6 | 2.8 | 7.9 | 1.9 | 1.3 | 28.3 | 14.3 | 20.3 | 20.3 | 8.8 | 2.8 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 4.0 | 0.3 | 0.3 | 0.3 | 0.2 | 0.3 | 0.5 | 0.1 | 0.5 | 0.6 | 0.2 | 0.1 |
| Total Del/Veh (s) | 57.2 | 54.5 | 28.5 | 43.1 | 38.6 | 12.1 | 29.1 | 28.8 | 7.8 | 19.3 | 12.8 | 9.1 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.4 |
| Total Del/Veh (s) | 22.1 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 3.4 | 0.4 | 3.4 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 31.6 | 27.8 | 5.9 | 28.2 | 30.5 | 8.0 | 6.9 | 4.4 | 1.3 | 9.1 | 4.2 | 3.7 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.3 |
| Total Del/Veh (s) | 6.1 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.3 | 0.2 | 0.3 | 0.3 | 0.1 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 12.0 | 16.9 | 14.4 | 13.0 | 12.9 | 10.1 | 25.8 | 25.1 | 4.4 | 20.8 | 22.1 | 5.4 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 13.9 |

28: Van Dusen Rd & Medical Cntr Performance by movement

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.4 | 4.0 | 0.2 | 0.9 | 0.9 | 0.7 | 1.1 |
| Total Del/Veh (s) | 22.8 | 5.4 | 11.0 | 6.3 | 5.8 | 1.1 | 7.1 |

30: Van Dusen Rd & Laurel Park Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.4 | 1.0 | 0.6 |

32: Van Dusen Rd Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.6 | 0.9 | 0.7 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-------|------|-----|------|------|-----|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 2.2 | 1.1 | 2.2 | 2.3 | 0.2 | 2.4 | 0.8 | 0.1 | 0.9 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 114.6 | 41.1 | 9.1 | 60.8 | 36.6 | 9.1 | 51.4 | 54.1 | 17.3 | 60.2 | 57.2 | 4.7 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 41.5 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.1 |
| Total Del/Veh (s) | 41.6 |

Intersection: 2: Van Dusen Rd & Old Sandy Spring

| Movement | EB | EB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | L | TR | LT | R | LTR |
| Maximum Queue (ft) | 72 | 96 | 211 | 219 | 272 | 127 | 30 |
| Average Queue (ft) | 20 | 8 | 125 | 51 | 121 | 6 | 3 |
| 95th Queue (ft) | 54 | 57 | 188 | 131 | 256 | 52 | 18 |
| Link Distance (ft) | 684 | | | 241 | 358 | 358 | 70 |
| Upstream Blk Time (%) | | | 0 | 0 | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | 160 | 130 | | | | |
| Storage Blk Time (%) | | 0 | 8 | 0 | | | |
| Queuing Penalty (veh) | | 0 | 5 | 0 | | | |

Intersection: 5: Bend

| Movement | EB |
|-----------------------|-----|
| Directions Served | T |
| Maximum Queue (ft) | 11 |
| Average Queue (ft) | 1 |
| 95th Queue (ft) | 10 |
| Link Distance (ft) | 241 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Van Dusen Rd & Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|-----|-----|
| Directions Served | LR | L | T | T | R |
| Maximum Queue (ft) | 74 | 74 | 162 | 571 | 448 |
| Average Queue (ft) | 23 | 21 | 34 | 114 | 28 |
| 95th Queue (ft) | 54 | 58 | 113 | 377 | 238 |
| Link Distance (ft) | 214 | | 635 | 863 | 863 |
| Upstream Blk Time (%) | | | | | 0 |
| Queuing Penalty (veh) | | | | | 1 |
| Storage Bay Dist (ft) | | 75 | | | |
| Storage Blk Time (%) | | 1 | 2 | | |
| Queuing Penalty (veh) | | 4 | 1 | | |

Intersection: 8: Van Dusen Rd & S Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 86 | 98 | 206 | 20 | 307 |
| Average Queue (ft) | 30 | 16 | 53 | 1 | 66 |
| 95th Queue (ft) | 69 | 57 | 159 | 10 | 195 |
| Link Distance (ft) | 131 | | 611 | | 635 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | 80 | | 50 | |
| Storage Blk Time (%) | | 0 | 3 | 0 | 6 |
| Queuing Penalty (veh) | | 0 | 1 | 1 | 0 |

Intersection: 11: Van Dusen Rd & Erica/Laurel Oaks

| Movement | NB | NB | SB | SB | SE | NW |
|-----------------------|-----|------|----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 29 | 48 | 61 | 50 | 55 | 45 |
| Average Queue (ft) | 2 | 2 | 19 | 2 | 14 | 14 |
| 95th Queue (ft) | 15 | 18 | 50 | 23 | 42 | 39 |
| Link Distance (ft) | | 1032 | | 611 | 82 | 138 |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | 100 | | 75 | | | |
| Storage Blk Time (%) | | 0 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 1 | 0 | | |

Intersection: 14: Van Dusen Rd & Cherry Ln

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|------|
| Directions Served | L | TR | L | T | R | L | T | R | L | TR |
| Maximum Queue (ft) | 91 | 177 | 252 | 130 | 188 | 140 | 322 | 206 | 275 | 262 |
| Average Queue (ft) | 41 | 76 | 112 | 48 | 75 | 19 | 151 | 59 | 149 | 104 |
| 95th Queue (ft) | 86 | 146 | 204 | 106 | 152 | 80 | 278 | 150 | 252 | 223 |
| Link Distance (ft) | | 394 | 387 | 387 | 387 | | 1784 | | | 1032 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 270 | | | | | 90 | | 250 | 400 | |
| Storage Blk Time (%) | | | | | | | 24 | | | |
| Queuing Penalty (veh) | | | | | | | 66 | | | |

Intersection: 17: Van Dusen Rd & Olive Branch/Killbarron

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB | |
|-----------------------|-----|-----|-----|-----|-----|-----|----|----|------|-----|-----|
| Directions Served | L | TR | L | TR | L | T | R | L | T | R | |
| Maximum Queue (ft) | 78 | 30 | 35 | 59 | 33 | 183 | 30 | 65 | 117 | 33 | |
| Average Queue (ft) | 27 | 9 | 7 | 23 | 4 | 63 | 4 | 19 | 34 | 7 | |
| 95th Queue (ft) | 64 | 29 | 27 | 49 | 22 | 139 | 19 | 49 | 95 | 28 | |
| Link Distance (ft) | 294 | 294 | 295 | 295 | | | | | 1784 | | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 125 | | | | 150 | 315 | 270 |
| Storage Blk Time (%) | | | | | | 1 | | | | | |
| Queuing Penalty (veh) | | | | | | 0 | | | | | |

Intersection: 20: Contee Rd & Van Dusen Rd

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | R | LT | R |
| Maximum Queue (ft) | 89 | 274 | 116 | 241 | 114 | 61 | 79 | 52 |
| Average Queue (ft) | 32 | 140 | 54 | 99 | 37 | 35 | 22 | 11 |
| 95th Queue (ft) | 67 | 249 | 96 | 194 | 85 | 57 | 56 | 30 |
| Link Distance (ft) | 1178 | 1178 | | | 317 | 317 | 446 | 446 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 28: Van Dusen Rd & Medical Cntr

| Movement | SE | SE | NE | NE | SW | SW |
|-----------------------|-----|----|----|-----|-----|----|
| Directions Served | L | R | L | T | T | R |
| Maximum Queue (ft) | 113 | 50 | 40 | 188 | 115 | 30 |
| Average Queue (ft) | 32 | 21 | 11 | 110 | 61 | 2 |
| 95th Queue (ft) | 73 | 42 | 37 | 218 | 122 | 13 |
| Link Distance (ft) | 215 | | | | | |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | 90 | | | 150 | | |
| Storage Blk Time (%) | 1 | | 0 | | | |
| Queuing Penalty (veh) | 1 | | 0 | | | |

Intersection: 30: Van Dusen Rd & Laurel Park

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Van Dusen Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 301: Van Dusen Rd & MD 198

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | |
|-----------------------|-----|-----|------|------|------|-----|-----|------|------|------|-----|-----|---|
| Directions Served | L | L | T | T | T | R | L | T | T | T | T | R | L |
| Maximum Queue (ft) | 375 | 531 | 789 | 710 | 553 | 423 | 172 | 383 | 348 | 326 | 100 | 276 | |
| Average Queue (ft) | 256 | 305 | 422 | 382 | 283 | 26 | 77 | 243 | 219 | 176 | 35 | 154 | |
| 95th Queue (ft) | 422 | 540 | 726 | 649 | 444 | 184 | 138 | 329 | 301 | 279 | 112 | 235 | |
| Link Distance (ft) | | | 1243 | 1243 | 1243 | | | 1430 | 1430 | 1430 | | | |
| Upstream Blk Time (%) | | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 350 | 350 | | | | 450 | 315 | | | | 75 | 400 | |
| Storage Blk Time (%) | 10 | 13 | 12 | | 1 | 0 | | 1 | | 20 | 0 | | |
| Queuing Penalty (veh) | 60 | 74 | 56 | | 8 | 0 | | 1 | | 32 | 0 | | |

Intersection: 301: Van Dusen Rd & MD 198

| Movement | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | LT | T | R |
| Maximum Queue (ft) | 282 | 311 | 176 | 186 | 208 | 210 | 83 |
| Average Queue (ft) | 176 | 171 | 63 | 74 | 131 | 88 | 8 |
| 95th Queue (ft) | 256 | 273 | 127 | 158 | 192 | 180 | 102 |
| Link Distance (ft) | | 863 | | | 358 | 358 | 358 |
| Upstream Blk Time (%) | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | 0 |
| Storage Bay Dist (ft) | 400 | | 400 | 220 | | | |
| Storage Blk Time (%) | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | 0 | 0 | | |

Network Summary

| |
|-----------------------------------|
| Network wide Queuing Penalty: 314 |
|-----------------------------------|

2: Van Dusen Rd & Old Sandy Spring Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBT | NBR | SBT | All |
|--------------------|------|-----|------|------|-----|-----|-----|-----|------|
| Denied Del/Veh (s) | 1.4 | 3.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 1.3 |
| Total Del/Veh (s) | 16.1 | 5.3 | 23.3 | 12.0 | 9.8 | 3.3 | 3.4 | 8.0 | 10.1 |

6: Van Dusen Rd & Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|------|------|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 41.9 | 23.3 | 14.0 | 4.6 | 10.3 | 9.2 | 9.0 |

8: Van Dusen Rd & S Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|------|------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 37.7 | 16.5 | 12.0 | 3.9 | 3.4 | 5.4 | 4.8 | 5.7 |

11: Van Dusen Rd & Erica/Laurel Oaks Performance by movement

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SER | NWL | NWT | NWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|------|------|------|-----|-----|
| Denied Del/Veh (s) | 0.6 | 0.0 | 0.0 | 0.6 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 7.9 | 2.1 | 2.0 | 7.5 | 2.1 | 1.5 | 21.4 | 22.7 | 18.8 | 43.7 | 8.9 | 2.5 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|-----|------|------|-----|------|------|------|
| Denied Del/Veh (s) | 3.8 | 0.5 | 0.6 | 0.2 | 0.2 | 0.4 | 1.8 | 0.2 | 1.4 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 65.9 | 42.1 | 23.1 | 37.8 | 30.4 | 9.7 | 28.2 | 24.8 | 5.9 | 19.5 | 11.5 | 12.0 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.5 |
| Total Del/Veh (s) | 20.2 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 3.6 | 0.3 | 3.9 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 28.7 | 20.4 | 6.5 | 29.8 | 22.2 | 6.1 | 5.9 | 3.1 | 2.1 | 7.8 | 4.4 | 3.6 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 6.2 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 10.5 | 11.2 | 9.3 | 10.4 | 10.7 | 9.6 | 27.8 | 23.0 | 4.7 | 24.2 | 19.9 | 5.8 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 10.8 |

28: Van Dusen Rd & Medical Cntr Performance by movement

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 4.0 | 0.2 | 0.2 | 0.7 | 0.3 | 0.5 |
| Total Del/Veh (s) | 27.0 | 5.9 | 8.5 | 2.2 | 3.0 | 0.8 | 3.8 |

30: Van Dusen Rd & Laurel Park Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.3 | 0.7 | 0.5 |

32: Van Dusen Rd Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.3 | 1.0 | 0.7 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 2.2 | 0.3 | 2.3 | 2.2 | 0.2 | 2.0 | 0.8 | 0.1 | 0.8 | 0.0 | 0.2 | 0.1 |
| Total Del/Veh (s) | 61.3 | 33.1 | 6.0 | 64.6 | 40.8 | 17.1 | 51.4 | 48.1 | 8.8 | 63.9 | 74.3 | 6.3 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.6 |
| Total Del/Veh (s) | 36.4 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.9 |
| Total Del/Veh (s) | 38.3 |

Queuing and Blocking Report
 Van Dusen at MD 198

11/06/2023

Intersection: 2: Van Dusen Rd & Old Sandy Spring

| Movement | EB | EB | WB | WB | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | L | TR | LT | R | LTR |
| Maximum Queue (ft) | 317 | 243 | 224 | 230 | 134 | 38 | 20 |
| Average Queue (ft) | 35 | 58 | 137 | 38 | 46 | 3 | 1 |
| 95th Queue (ft) | 167 | 198 | 207 | 130 | 108 | 20 | 9 |
| Link Distance (ft) | 696 | | | 237 | 361 | 361 | 70 |
| Upstream Blk Time (%) | 0 | | 0 | 0 | | | |
| Queuing Penalty (veh) | 0 | | 0 | 0 | | | |
| Storage Bay Dist (ft) | | 160 | 130 | | | | |
| Storage Blk Time (%) | | 3 | 10 | 0 | | | |
| Queuing Penalty (veh) | | 1 | 4 | 0 | | | |

Intersection: 5: Bend

| Movement | EB |
|-----------------------|-----|
| Directions Served | T |
| Maximum Queue (ft) | 11 |
| Average Queue (ft) | 0 |
| 95th Queue (ft) | 8 |
| Link Distance (ft) | 237 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 6: Van Dusen Rd & Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|-----|----|
| Directions Served | LR | L | T | T | R |
| Maximum Queue (ft) | 113 | 54 | 268 | 307 | 71 |
| Average Queue (ft) | 49 | 7 | 84 | 80 | 4 |
| 95th Queue (ft) | 97 | 38 | 198 | 222 | 29 |
| Link Distance (ft) | 214 | | 635 | 864 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 75 | | | 75 |
| Storage Blk Time (%) | | | 5 | 5 | 0 |
| Queuing Penalty (veh) | | | 1 | 1 | 0 |

Intersection: 8: Van Dusen Rd & S Arbory

| Movement | EB | NB | NB | SB |
|-----------------------|-----|----|-----|-----|
| Directions Served | LTR | L | TR | TR |
| Maximum Queue (ft) | 105 | 70 | 224 | 319 |
| Average Queue (ft) | 45 | 6 | 79 | 92 |
| 95th Queue (ft) | 85 | 35 | 188 | 245 |
| Link Distance (ft) | 131 | | 611 | 635 |
| Upstream Blk Time (%) | 0 | | | |
| Queuing Penalty (veh) | 0 | | | |
| Storage Bay Dist (ft) | | 80 | | |
| Storage Blk Time (%) | | | 4 | 7 |
| Queuing Penalty (veh) | | | 1 | 0 |

Intersection: 11: Van Dusen Rd & Erica/Laurel Oaks

| Movement | NB | SB | SB | SE | NW |
|-----------------------|-----|----|-----|-----|-----|
| Directions Served | L | L | TR | LTR | LTR |
| Maximum Queue (ft) | 17 | 38 | 4 | 38 | 75 |
| Average Queue (ft) | 1 | 9 | 0 | 8 | 28 |
| 95th Queue (ft) | 11 | 33 | 3 | 31 | 57 |
| Link Distance (ft) | | | 611 | 82 | 138 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 100 | 75 | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 14: Van Dusen Rd & Cherry Ln

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|----|------|-----|-----|------|
| Directions Served | L | TR | L | T | R | L | T | R | L | TR |
| Maximum Queue (ft) | 217 | 209 | 192 | 103 | 230 | 76 | 207 | 96 | 294 | 322 |
| Average Queue (ft) | 100 | 71 | 100 | 31 | 76 | 14 | 79 | 44 | 115 | 112 |
| 95th Queue (ft) | 192 | 149 | 164 | 77 | 159 | 48 | 170 | 79 | 235 | 259 |
| Link Distance (ft) | | 394 | 387 | 387 | 387 | | 1784 | | | 1032 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 270 | | | | | 90 | | 250 | 400 | |
| Storage Blk Time (%) | 0 | 0 | | | | 0 | 10 | | 0 | |
| Queuing Penalty (veh) | 1 | 0 | | | | 2 | 24 | | 1 | |

Intersection: 17: Van Dusen Rd & Olive Branch/Killbarron

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB | |
|-----------------------|-----|-----|-----|-----|-----|----|----|-----|------|-----|--|
| Directions Served | L | TR | L | TR | L | T | R | L | T | R | |
| Maximum Queue (ft) | 72 | 38 | 62 | 67 | 29 | 93 | 25 | 39 | 139 | 37 | |
| Average Queue (ft) | 27 | 7 | 13 | 19 | 3 | 26 | 3 | 7 | 41 | 4 | |
| 95th Queue (ft) | 59 | 27 | 40 | 48 | 16 | 67 | 17 | 28 | 101 | 19 | |
| Link Distance (ft) | 294 | 294 | 295 | 295 | | | | | 1784 | | |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 125 | | | 150 | 315 | 270 | |
| Storage Blk Time (%) | 0 | | | | | | | | | | |
| Queuing Penalty (veh) | 0 | | | | | | | | | | |

Intersection: 20: Contee Rd & Van Dusen Rd

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|------|------|----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | R | LT | R |
| Maximum Queue (ft) | 76 | 211 | 74 | 201 | 100 | 73 | 82 | 50 |
| Average Queue (ft) | 30 | 81 | 32 | 78 | 29 | 36 | 19 | 14 |
| 95th Queue (ft) | 62 | 165 | 64 | 162 | 70 | 62 | 57 | 35 |
| Link Distance (ft) | 1178 | 1178 | | | 317 | 317 | 446 | 446 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 28: Van Dusen Rd & Medical Cntr

| Movement | SE | SE | NE | NE | SW | SW |
|-----------------------|-----|----|-----|-----|-----|----|
| Directions Served | L | R | L | T | T | R |
| Maximum Queue (ft) | 62 | 24 | 125 | 118 | 102 | 45 |
| Average Queue (ft) | 15 | 6 | 31 | 26 | 37 | 10 |
| 95th Queue (ft) | 43 | 21 | 80 | 86 | 106 | 37 |
| Link Distance (ft) | 215 | | | | | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 90 | | | 150 | | |
| Storage Blk Time (%) | 0 | | | | | |
| Queuing Penalty (veh) | 0 | | | | | |

Intersection: 30: Van Dusen Rd & Laurel Park

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Van Dusen Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
 Van Dusen at MD 198

11/06/2023

Intersection: 301: Van Dusen Rd & MD 198

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|------|------|------|-----|-----|------|------|------|-----|-----|
| Directions Served | L | L | T | T | T | R | L | T | T | T | R | L |
| Maximum Queue (ft) | 190 | 225 | 346 | 315 | 257 | 264 | 342 | 505 | 488 | 441 | 100 | 361 |
| Average Queue (ft) | 71 | 102 | 209 | 184 | 131 | 28 | 122 | 301 | 281 | 239 | 35 | 229 |
| 95th Queue (ft) | 147 | 184 | 304 | 273 | 243 | 157 | 263 | 446 | 426 | 383 | 111 | 337 |
| Link Distance (ft) | | | 1255 | 1255 | 1255 | | | 1430 | 1430 | 1430 | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 350 | 350 | | | | 450 | 315 | | | | 75 | 400 |
| Storage Blk Time (%) | | | 0 | | | | | 7 | | 35 | 0 | |
| Queuing Penalty (veh) | | | 0 | | | | | 11 | | 41 | 0 | |

Intersection: 301: Van Dusen Rd & MD 198

| Movement | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | L | T | R |
| Maximum Queue (ft) | 397 | 268 | 93 | 152 | 275 | 305 | 410 |
| Average Queue (ft) | 252 | 129 | 47 | 59 | 109 | 167 | 35 |
| 95th Queue (ft) | 365 | 230 | 82 | 124 | 225 | 275 | 217 |
| Link Distance (ft) | | 864 | | | | 361 | 361 |
| Upstream Blk Time (%) | | | | | | | 2 |
| Queuing Penalty (veh) | | | | | | | 8 |
| Storage Bay Dist (ft) | 400 | | 400 | 220 | 220 | | |
| Storage Blk Time (%) | 0 | | | | 0 | 7 | |
| Queuing Penalty (veh) | 1 | | | | 0 | 14 | |

Network Summary

| |
|-----------------------------------|
| Network wide Queuing Penalty: 110 |
|-----------------------------------|

2: Van Dusen Rd & Old Sandy Spring Performance by movement

| Movement | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBT | All |
|--------------------|------|-----|------|------|-----|------|-----|-----|-----|------|
| Denied Del/Veh (s) | 0.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.7 |
| Total Del/Veh (s) | 13.6 | 5.3 | 23.6 | 15.3 | 4.2 | 15.3 | 4.9 | 4.1 | 8.5 | 12.3 |

6: Van Dusen Rd & Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 49.5 | 16.8 | 9.6 | 2.9 | 9.5 | 9.4 | 7.5 |

8: Van Dusen Rd & S Arbory Performance by movement

| Movement | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | All |
|--------------------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 44.0 | 16.6 | 9.1 | 3.0 | 2.8 | | 4.2 | 2.9 | 4.4 |

11: Van Dusen Rd & Erica/Laurel Oaks Performance by movement

| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SER | NWL | NWT | NWR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|-----|------|------|------|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 6.9 | 2.5 | 1.9 | 7.0 | 1.8 | 1.5 | 16.9 | 9.1 | 26.0 | 55.4 | 10.0 | 2.7 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 3.9 | 0.4 | 0.3 | 0.2 | 0.2 | 0.3 | 0.4 | 0.1 | 0.5 | 0.6 | 0.2 | 0.2 |
| Total Del/Veh (s) | 59.3 | 52.1 | 25.4 | 44.6 | 39.2 | 11.8 | 30.6 | 27.0 | 7.6 | 18.8 | 11.0 | 7.4 |

14: Van Dusen Rd & Cherry Ln Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.4 |
| Total Del/Veh (s) | 21.2 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.1 | 3.1 | 0.5 | 3.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 31.6 | 33.2 | 5.0 | 27.8 | 24.3 | 7.6 | 7.1 | 4.2 | 1.4 | 8.9 | 3.7 | 4.0 |

17: Van Dusen Rd & Olive Branch/Killbarron Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.3 |
| Total Del/Veh (s) | 5.7 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|------|------|------|-----|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.2 | 0.2 | 0.3 | 0.3 | 0.2 | 0.1 | 0.2 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 10.7 | 15.6 | 11.9 | 12.7 | 12.7 | 7.3 | 28.5 | 26.0 | 4.9 | 24.2 | 22.8 | 5.8 |

20: Contee Rd & Van Dusen Rd Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 13.4 |

28: Van Dusen Rd & Medical Cntr Performance by movement

| Movement | SEL | SER | NEL | NET | SWT | SWR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.4 | 3.9 | 0.2 | 0.6 | 0.8 | 0.1 | 0.9 |
| Total Del/Veh (s) | 21.9 | 5.5 | 9.5 | 6.0 | 5.7 | 1.1 | 6.8 |

30: Van Dusen Rd & Laurel Park Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.3 | 1.0 | 0.6 |

32: Van Dusen Rd Performance by movement

| Movement | NET | SWT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 0.6 | 0.8 | 0.7 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-------|------|------|------|------|------|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 2.1 | 0.9 | 2.1 | 2.3 | 0.2 | 2.3 | 0.9 | 0.2 | 0.8 | 0.3 | 0.6 | 0.3 |
| Total Del/Veh (s) | 125.1 | 45.7 | 11.8 | 66.4 | 38.2 | 10.1 | 50.6 | 52.4 | 18.3 | 69.5 | 85.9 | 8.2 |

301: Van Dusen Rd & MD 198 Performance by movement

| Movement | All |
|--------------------|------|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 46.2 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 44.0 |

Queuing and Blocking Report
 Van Dusen at MD 198 PM

11/06/2023

Intersection: 2: Van Dusen Rd & Old Sandy Spring

| Movement | EB | EB | WB | WB | B5 | NB | NB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | T | R | L | TR | T | LT | R | LTR |
| Maximum Queue (ft) | 223 | 189 | 221 | 225 | 22 | 294 | 247 | 30 |
| Average Queue (ft) | 36 | 24 | 129 | 54 | 1 | 140 | 18 | 4 |
| 95th Queue (ft) | 153 | 131 | 198 | 150 | 21 | 294 | 133 | 19 |
| Link Distance (ft) | 696 | | | 237 | 261 | 361 | 361 | 70 |
| Upstream Blk Time (%) | | | 1 | 1 | | | 0 | |
| Queuing Penalty (veh) | | | 0 | 0 | | | 0 | |
| Storage Bay Dist (ft) | | 160 | 130 | | | | | |
| Storage Blk Time (%) | 0 | 3 | 8 | 0 | | | | |
| Queuing Penalty (veh) | 1 | 1 | 6 | 0 | | | | |

Intersection: 6: Van Dusen Rd & Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|-----|----|
| Directions Served | LR | L | T | T | R |
| Maximum Queue (ft) | 71 | 73 | 192 | 266 | 72 |
| Average Queue (ft) | 24 | 19 | 41 | 54 | 7 |
| 95th Queue (ft) | 55 | 52 | 132 | 170 | 39 |
| Link Distance (ft) | 214 | | 635 | 864 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 75 | | | 75 |
| Storage Blk Time (%) | | 0 | 2 | 4 | 0 |
| Queuing Penalty (veh) | | 1 | 1 | 2 | 0 |

Intersection: 8: Van Dusen Rd & S Arbory

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|----|-----|----|-----|
| Directions Served | LTR | L | TR | L | TR |
| Maximum Queue (ft) | 91 | 50 | 201 | 5 | 294 |
| Average Queue (ft) | 31 | 11 | 49 | 0 | 66 |
| 95th Queue (ft) | 70 | 40 | 153 | 4 | 203 |
| Link Distance (ft) | 131 | | 611 | | 635 |
| Upstream Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |
| Storage Bay Dist (ft) | | 80 | | 50 | |
| Storage Blk Time (%) | | 0 | 3 | | 6 |
| Queuing Penalty (veh) | | 0 | 1 | | 0 |

Intersection: 11: Van Dusen Rd & Erica/Laurel Oaks

| Movement | NB | NB | SB | SB | SE | NW |
|-----------------------|-----|------|----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 29 | 16 | 56 | 24 | 46 | 71 |
| Average Queue (ft) | 3 | 1 | 18 | 1 | 13 | 21 |
| 95th Queue (ft) | 18 | 9 | 45 | 14 | 40 | 53 |
| Link Distance (ft) | | 1032 | | 611 | 82 | 138 |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | 100 | | 75 | | | |
| Storage Blk Time (%) | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | 0 | 0 | | |

Intersection: 14: Van Dusen Rd & Cherry Ln

| Movement | EB | EB | WB | WB | WB | NB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|------|
| Directions Served | L | TR | L | T | R | L | T | R | L | TR |
| Maximum Queue (ft) | 103 | 147 | 211 | 126 | 194 | 120 | 364 | 255 | 301 | 230 |
| Average Queue (ft) | 39 | 68 | 106 | 46 | 72 | 21 | 150 | 61 | 144 | 87 |
| 95th Queue (ft) | 87 | 129 | 182 | 100 | 144 | 81 | 281 | 152 | 242 | 184 |
| Link Distance (ft) | | 394 | 387 | 387 | 387 | | 1784 | | | 1032 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 270 | | | | | 90 | | 250 | 400 | |
| Storage Blk Time (%) | | | | | | | 23 | | | |
| Queuing Penalty (veh) | | | | | | | 64 | | | |

Intersection: 17: Van Dusen Rd & Olive Branch/Killbarron

| Movement | EB | EB | WB | WB | NB | NB | NB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|----|------|
| Directions Served | L | TR | L | TR | L | T | R | L | T | R |
| Maximum Queue (ft) | 84 | 26 | 44 | 55 | 29 | 171 | 25 | 51 | 88 | 45 |
| Average Queue (ft) | 24 | 7 | 10 | 21 | 6 | 56 | 3 | 18 | 27 | 8 |
| 95th Queue (ft) | 58 | 26 | 32 | 48 | 24 | 132 | 17 | 46 | 72 | 31 |
| Link Distance (ft) | 294 | 294 | 295 | 295 | | | | | | 1784 |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | | | | | 125 | | 150 | 315 | | 270 |
| Storage Blk Time (%) | | | | | | 1 | | | | |
| Queuing Penalty (veh) | | | | | | 0 | | | | |

Queuing and Blocking Report
 Van Dusen at MD 198 PM

11/06/2023

Intersection: 20: Contee Rd & Van Dusen Rd

| Movement | EB | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|------|------|-----|-----|-----|-----|-----|-----|
| Directions Served | L | TR | L | TR | LT | R | LT | R |
| Maximum Queue (ft) | 93 | 276 | 108 | 251 | 91 | 76 | 74 | 44 |
| Average Queue (ft) | 32 | 130 | 51 | 96 | 40 | 39 | 23 | 10 |
| 95th Queue (ft) | 67 | 229 | 92 | 194 | 76 | 67 | 58 | 29 |
| Link Distance (ft) | 1178 | 1178 | | | 317 | 317 | 446 | 446 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | | | | | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

Intersection: 28: Van Dusen Rd & Medical Cntr

| Movement | SE | SE | NE | NE | SW | SW |
|-----------------------|-----|----|----|-----|-----|-----|
| Directions Served | L | R | L | T | T | R |
| Maximum Queue (ft) | 97 | 52 | 49 | 178 | 111 | 18 |
| Average Queue (ft) | 31 | 23 | 14 | 113 | 62 | 2 |
| 95th Queue (ft) | 69 | 44 | 40 | 202 | 120 | 15 |
| Link Distance (ft) | 215 | | | | | |
| Upstream Blk Time (%) | | | | | 0 | |
| Queuing Penalty (veh) | | | | | 0 | |
| Storage Bay Dist (ft) | | 90 | | | | 150 |
| Storage Blk Time (%) | 0 | | | | 0 | |
| Queuing Penalty (veh) | 0 | | | | 0 | |

Intersection: 30: Van Dusen Rd & Laurel Park

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Queuing and Blocking Report
 Van Dusen at MD 198 PM

11/06/2023

Intersection: 32: Van Dusen Rd

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 301: Van Dusen Rd & MD 198

| Movement | EB | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB |
|-----------------------|-----|-----|------|------|------|-----|-----|------|------|------|-----|-----|
| Directions Served | L | L | T | T | T | R | L | T | T | T | R | L |
| Maximum Queue (ft) | 404 | 543 | 903 | 799 | 557 | 525 | 186 | 355 | 343 | 289 | 100 | 254 |
| Average Queue (ft) | 268 | 331 | 479 | 436 | 317 | 135 | 88 | 243 | 224 | 178 | 43 | 157 |
| 95th Queue (ft) | 452 | 573 | 829 | 740 | 479 | 406 | 158 | 322 | 306 | 271 | 123 | 231 |
| Link Distance (ft) | | | 1255 | 1255 | 1255 | | | 1430 | 1430 | 1430 | | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 350 | 350 | | | | 450 | 315 | | | | 75 | 400 |
| Storage Blk Time (%) | 14 | 18 | 16 | | 1 | 0 | | 1 | | 23 | 0 | |
| Queuing Penalty (veh) | 77 | 102 | 78 | | 5 | 3 | | 1 | | 37 | 0 | |

Intersection: 301: Van Dusen Rd & MD 198

| Movement | NB | NB | NB | SB | SB | SB | SB |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|
| Directions Served | L | T | R | L | L | T | R |
| Maximum Queue (ft) | 276 | 372 | 131 | 146 | 266 | 330 | 338 |
| Average Queue (ft) | 180 | 173 | 61 | 44 | 103 | 195 | 68 |
| 95th Queue (ft) | 255 | 293 | 111 | 105 | 253 | 324 | 317 |
| Link Distance (ft) | | 864 | | | | 361 | 361 |
| Upstream Blk Time (%) | | | | | | 1 | 6 |
| Queuing Penalty (veh) | | | | | | 4 | 17 |
| Storage Bay Dist (ft) | 400 | | 400 | 220 | 220 | | |
| Storage Blk Time (%) | | 0 | | 0 | 0 | 16 | |
| Queuing Penalty (veh) | | 2 | | 0 | 0 | 21 | |

Network Summary

Network wide Queuing Penalty: 424