Attachment 5

WELLS + ASSOCIATES

KAISER ASPEN HILL

LOCAL AREA TRANSPORTATION REVIEW

MONTGOMERY COUNTY, MARYLAND

April 21, 2020

Kaiser Aspen Hill

Local Area Transportation Review

Montgomery County, Maryland

April 21, 2020

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INTRODUCTION

OVERVIEW

This report presents a Local Area Transportation Review (LATR) for Kaiser Permanente's submission of Preliminary Plan of Subdivision and Site Plan Amendment applications for a 180,000 SF medical office building. The redevelopment of the site is proposed in two phases; Phase I consisting of a 130,000 SF medical office building with surface parking and Phase II (or build out) adding 50,000 SF for a total 180,000 SF medical office building and a parking garage.

The properties comprising the subject site are located west of Connecticut Avenue (MD 185), north of Aspen Hill Road within the Aspen Hill Policy Area of Montgomery County, as shown on Figure 1. The site consists of two parcels of land that are currently developed as a vacant, formerly known as Vitro/BAE, office building with addresses of 4115 Aspen Hill Road and 13905 Connecticut Avenue. The redevelopment of the property will have an address of 13900 Connecticut Avenue. The site was previously approved in 2018 (site plan number 820180070) for a 95,000 SF auto dealership.

Vehicular access is planned via an existing, shared driveway with The Home Depot, extending from Connecticut Avenue (MD 185) and an existing driveway on Aspen Hill Road. Two access points from the shared driveway will provide vehicles access to parking spaces in the pick-up and drop off area and loading for the medical office building. A new traffic signal, though not required for adequacy purposes, is proposed for the Connecticut Avenue/shared driveway intersection, as part of this redevelopment. The driveway on Aspen Hill Road will be limited to employees and emergency vehicles only and will be controlled by a gate. The site plan is shown on Figure 2.

This redevelopment is subject to Local Area Transportation Review (LATR) since the proposed development is expected to generate 50 or more new peak hour person trips. This study was prepared to satisfy LATR requirements in accordance with the Maryland-National Capital Park and Planning Commission (M-NCPPC) Local Area Transportation Review Guidelines. The scope of this LATR traffic study was established in consultation with M-NCPPC and Montgomery County Department of Transportation (MC-DOT) staff. The Scope of Work Agreement is included in Appendix A.

A traffic signal warrant study for the proposed traffic signal at the Connecticut Avenue/shared driveway intersection will be provided under separate cover. Additionally, justification for the parking waiver will be provided under separate cover.

DESCRIPTION OF MULTI-MODAL ADEQUACY TESTS

Following is a description of the various multi-modal tests for determining transportation adequacy per the LATR Fall 2017 Guidelines and the Subdivision Staging Policy:

Motor Vehicle Adequacy. This analysis is required if the subject development generates 50 or more peak hour person trips. Sites located within Yellow policy areas such as the Aspen Hill policy area evaluate intersection capacity based on Critical Lane Volume Analysis. The CLV congestion standard is 1475. Highway Capacity Manual (HCM) methodology is required if the CLV exceeds 1350. The congestion standard for study intersections requiring HCM Capacity Analysis in the Aspen Hill policy area is an overall average vehicle delay of 59 seconds per vehicle. The proposed development will generate more than 50 peak hour person trips and is therefore subject to the motor vehicle adequacy test.

Pedestrian System Adequacy. This analysis is required if 50 peak hour pedestrian trips or more are generated by the proposed development. This analysis first requires checking if the ADA non-compliance issues identified within 500 feet of site are met. Restoration or funding of the ADA non-compliance issues shall be conducted if necessary. It is required to establish a LOS D or better for crosswalk pedestrian delay at the study intersections within 500 feet of the site area or within a Road Code Urban Area/Bicycle Pedestrian Priority Area. These measures can be met by reducing the crosswalk distances and utilizing efficient signal timing methodology. The proposed site will not generate more than 50 new pedestrian trips. Therefore, the application is exempt from the pedestrian system adequacy test and does not require any off-site pedestrian facility improvements.

Bicycle System Adequacy. This analysis is required if 50 peak hour non-motorized trips or more are generated by the proposed development and is within a quarter mile of educational, institutional or existing or planned bikeshare station. Adequacy is measured by the LTS (Level of Traffic Stress). The stress is determined on the comfort or skill level of a bicyclist in reference to a roadway. The appropriate adequacy for a bicycle system provides a LTS – 2. Mitigation involves the applicant providing necessary adjustments to promote low level of traffic stress that facilitates LTS – 2 conditions within 750 feet of a development site boundary. The proposed site would not generate more than 50 new non-motorized (bicycle) trips. Therefore, the bicycle system adequacy analysis is not required, and off-site bicycle facility improvements are not required.

Transit System Adequacy. This analysis is required if 50 peak hour transit trips or more are generated by the proposed development. However, development sites that are within 1,000 feet from a Metrorail station entrance are exempt from the transit system adequacy analysis. Should the proposed development exceed the 50-transit trip threshold, an inventory of transit stations and stops within 1000 feet of the site and the peak load for each route should be identified. The applicant would have to coordinate with staff to determine the capital improvements necessary to adjust peak load factor such as adding more buses. Because the proposed development does not generate more than 50 new transit trips, the application is exempt from this analysis and transit improvements are not required.

Based on the criteria in the Subdivision Staging Policy and the LATR Guidelines and the number of peak hour trips by each mode shown in Table 1, an evaluation of the motor vehicle adequacy is required. Evaluation of the Pedestrian, Bicycle and Transit System Adequacy is not required.

SITE LOCATION AND STUDY AREA

The subject site is situated north of Aspen Hill Road and west of Connecticut Avenue on a site near the existing Home Depot as shown on Figure 1. Per the site plan, a 180,000 SF medical office building would be constructed to replace the existing vacant office building on the site. The proposed site consists of two phases with the first phase consisting of 130,000 SF and the second phase adding 50,000 SF for a total of 180,000 SF. As noted previously and shown on Figure 2, vehicular access is planned via an existing, shared driveway with The Home Depot, extending from Connecticut Avenue (MD 185) and an existing driveway on Aspen Hill Road. Two access points from the shared driveway will provide vehicles access to parking spaces in the pick-up and drop off area and loading for the medical office building. A new traffic signal is proposed for the Connecticut Avenue/shared driveway intersection, as part of this redevelopment. The traffic signal is not required to adequacy standards. However, a new traffic signal would help facilitate better traffic circulation as well as improve bicycle and pedestrian safety in the area, consistent with Vision Zero policy. The driveway on Aspen Hill Road will be limited to employees and emergency vehicles only and will be controlled by a gate. This LATR assumed analyzed the Aspen Hill driveway as a full movement intersection. However, after further discussion with DOT and MNCPPC staff, the driveway will be limited to right-in/right-out movements. The analysis and results are not expected to change substantially.

Tasks undertaken in this study included the following:

- Review of the proposed plans, background materials provided, the Aspen Hill Minor Master Plan Amendment, and the Aspen Hill Vision Zero Study
- Coordination with M-NCPPC and MCDOT staff to identify the necessary scope and analyses to be included in the LATR study
- Coordination with SHA staff regarding the potential for a new traffic signal on Connecticut Avenue at the shared driveway intersection.
- A field reconnaissance of existing roadways and pedestrian infrastructure, intersection geometrics, traffic controls and speed limits
- Collection of vehicle, bicycle and pedestrian counts at the study intersections on a typical weekday during both the AM and PM peak periods
- Calculation of existing peak hour Critical Lane Volumes (CLVs) for the study intersections
- Forecast of background future traffic volumes by compiling the existing peak hour traffic volumes and the traffic forecasted to be generated by pipeline projects that are currently approved or planned for development

- Calculation of background future CLVs for the study intersections based on the background future traffic forecasts and the existing or planned intersection geometrics
- Estimation of the number of AM and PM peak hour vehicle trips that will be generated by the site based on the Trip Generation Manual, 10th Edition—published by the Institute of Transportation Engineers—and the Aspen Hill policy area adjustment factors
- Determination of directional distributions of the site-generated trips based on LATR Guidelines and consultation with M-NCPPC and MCDOT staff
- Forecast of total future traffic volumes by combining the site trips with the background traffic forecasts
- Calculation of total future CLVs for the study intersections based on the total future traffic forecasts and existing or planned intersection geometrics
- Preparation of a pedestrian and bicycle statement in accordance with the LATR Guidelines

Sources of data for the analyses contained in this memorandum include Montgomery County LATR Fall 2017 Guidelines, the Institute of Transportation Engineers (ITE), The Aspen Hill Minor Master Plan Amendment, The Aspen Hill Vision Zero Study, The Maryland State Highway Administration, Cannon Design, VIKA, Kaiser Permanente, and Wells + Associates.

Table 1
Kaiser Aspen Hill
Site Trip Generation with Mode Split Summary[1,2]

				ITE Trip Generation[1]						SSP 2016-2020 Trip Generation											
				AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour					
Land Use	LUC	Amount	Unit	In	Out	Total	In	Out	Total	Auto Driver (Vehicle Trips)	Auto Pass.	Transit Trips	Non Motorized (Bicycle Trips)	Peds (Walking Trips)	Total Person Trips	Auto Driver (Vehicle Trips)	Auto Pass.	Transit Trips	Non Motorized (Bicycle Trips)	Peds (Walking Trips)	Total Person Trips
Existing Conditions																					
Office	710	262,923	SF	236	38	274	46	239	285	269	66	11	17	28	363	279	68	11	18	29	376
Proposed Conditions																					
Phase 1																					
Medical Office Building	720	130,000	SF	220	62	282	126	324	450	276	68	11	17	28	372	441	108	17	28	45	594
Difference (Proposed vs. Existing)				-16	24	8	80	85	165	7	2	0	0	0	9	162	40	6	10	16	218
Phase 2																					
Medical Office Building	720	180,000	SF	294	83	377	174	449	623	369	90	14	23	37	497	611	150	24	39	63	823
Difference (Proposed vs. Existing)				58	45	103	128	210	338	100	24	3	6	9	134	332	82	13	21	34	447

Notes:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Mode Split assumptions based on the Aspen Hill Policy Area

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Figure 1
Site Location

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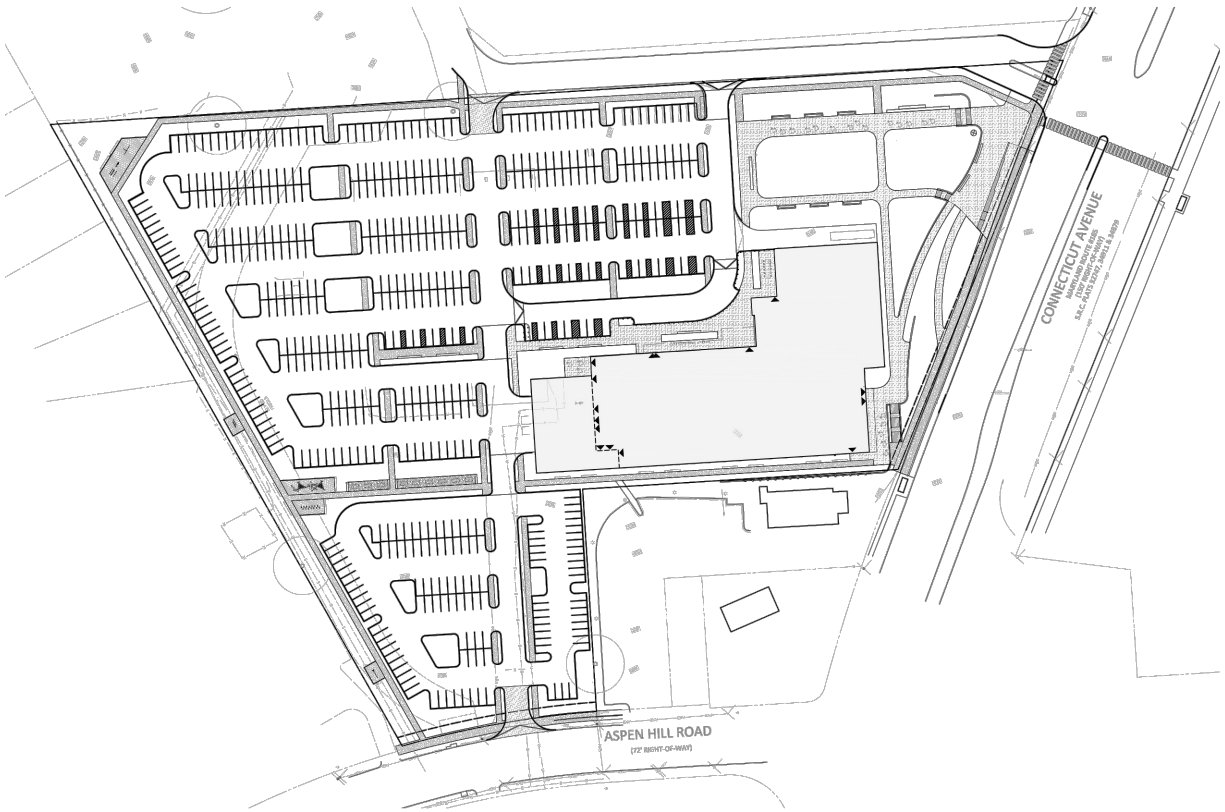

Figure 2
Conceptual Site Plan-FOR GENERAL CONTEXT ONLY
Image Provided by Cannon Design

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Montgomery County, Maryland

BACKGROUND INFORMATION

PUBLIC ROAD NETWORK

Existing Roadway Network. Regional access to the site is provided by Connecticut Avenue (MD 185), Veirs Mill Road (MD 586), and Georgia Avenue (MD 97). Local access is provided by Aspen Hill Road and Bel Pre Road as shown in Figure 1.

Connecticut Avenue (MD 185), within the study area, is a six-lane, median-divided, major highway providing both regional and local access to the site. MD 185 connects Washington D.C. to Aspen Hill and ends just north of Bel Pre Road. Sidewalks are provided along both sides of the roadway through the study area and crosswalks are provided at all legs of the signalized intersections with Georgia Avenue (MD 97) and Aspen Hill Road. The posted speed limit in the site vicinity is 45 mph.

Georgia Avenue (MD 97), within the study area, is a six-lane, median-divided, major highway providing both regional and local access to the Property. MD 97 extends from Washington D.C. through Montgomery County and into Howard County to the north. Sidewalks are provided on both the east and west sides of the street through the study area. Crosswalks are located on all legs of the signalized study intersection of Connecticut Avenue (MD 185) and on three legs of the signalized study intersections of Bel Pre Road and Aspen Hill Road. The posted speed limit south of Connecticut Avenue is 35 mph. North of Connecticut Avenue the speed limit is 45 mph

Veirs Mill Road (MD 586) extends from Georgia Avenue northeast to the City of Rockville in an east/west direction and is classified as a major highway in the site vicinity. Veirs Mill Road is owned and maintained by the State. In the vicinity of the site, Veirs Mill Road is generally a four-lane roadway with turn lanes provided at major intersections. The posted speed limit is 35 mph.

Aspen Hill Road is an east-west street extending from Veirs Mill Road to Georgia Avenue (MD 97) and is classified as an arterial road with varying 2 to 4 lanes. Sidewalks are provided on both the north and south sides of the roadway. Crosswalks are provided on all legs of the signalized intersection at Connecticut Avenue (MD 185) and on three legs (east, south, and west) of the signalized intersection at Georgia Avenue. The posted speed limit is 30 mph**.**

Bel Pre Road is an east-west roadway classified as a minor arterial between Norbeck Road (MD 28) and Georgia Avenue (MD 97). It is classified as an arterial roadway between Georgia Avenue and Layhill Road. Sidewalks are provided along both sides of the road through the study area. Crosswalks are located on all but the north leg of the signalized study intersection with Georgia Avenue. The posted speed limit is 25 mph to the west of Georgia Avenue and 35 mph to the east of Georgia Avenue.

Bauer Drive/Heathfield Road is an east-west street extending from Norbeck Road (MD 28) to Georgia Avenue (MD 97) and is classified as a primary residential roadway. Sidewalks are provided on both the north and south sides of the roadway. The posted speed limit is 25 mph.

Parkland Drive is a primary residential roadway that runs north-south from Veirs Mill Road (MD 586) to Chesterfield Road. Sidewalks are provided on both the east and west sides of the roadway. The posted speed limit is 25 mph.

Figure 3 shows the existing intersection lane use and traffic control at the study intersections in the vicinity of the site.

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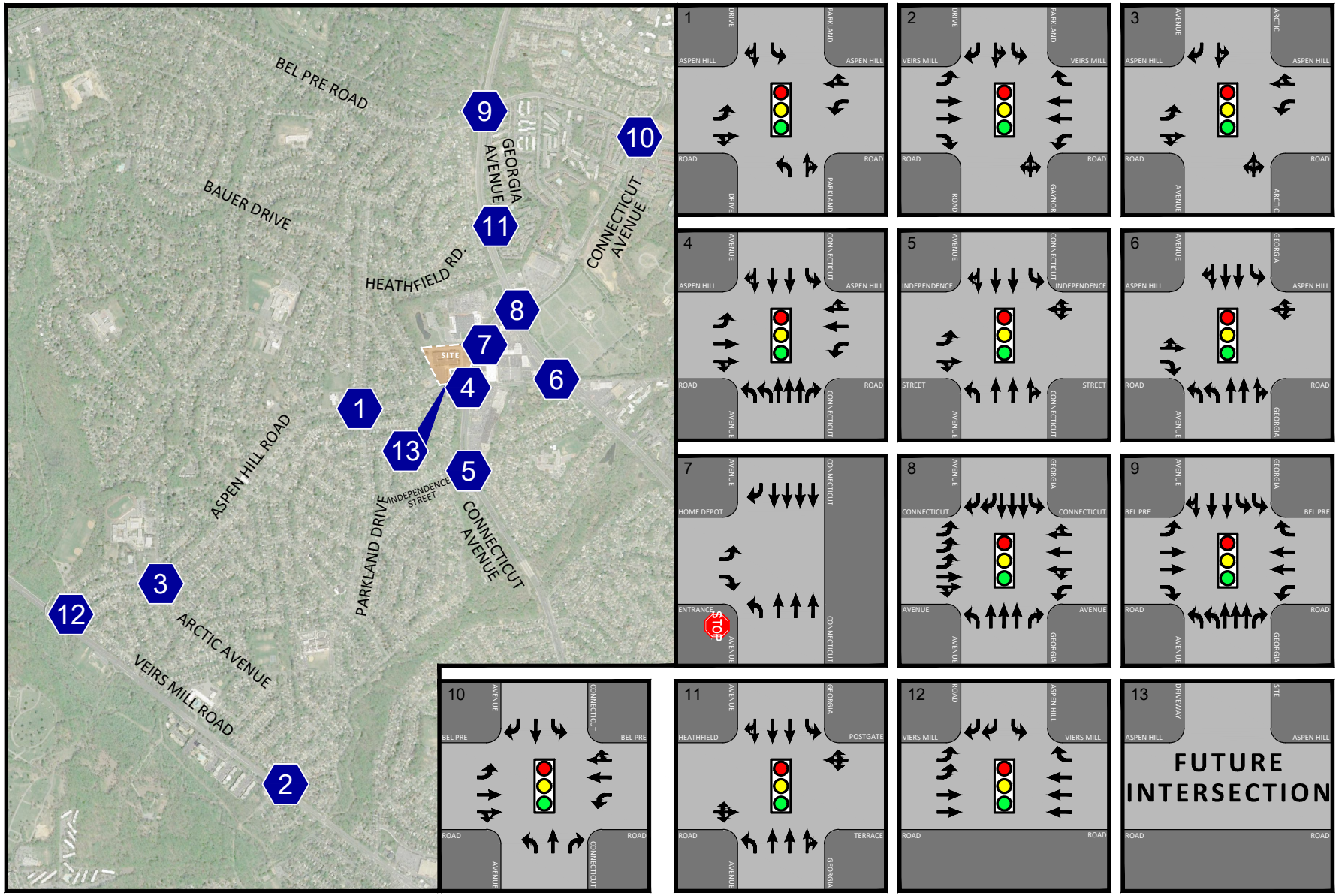

Figure 3
Existing Lane Use and Traffic Controls

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Montgomery County, Maryland

NON-AUTO FACILITIES

This pedestrian, bicycle, and transit statement discusses the pedestrian and bicycle access and circulation in the vicinity of the site and the transit and other non-automotive options in the study area. This section presents a description of the existing pedestrian, bicycle and transit facilities that will serve the site. The non-auto facilities are shown on Figure 4.

PEDESTRIAN FACILITIES

Sidewalks are provided along all legs of the study intersections. Most of the signalized study intersections have marked crosswalks and pedestrian signal heads across all four legs. The following three intersections have marked/signalized crossing but not for each leg:

- Veirs Mill Road/Parkland Drive/Gaynor Road – marking crossings and signal heads on the north, south and west legs.
- Connecticut Avenue/Independence Street – marked crossings and signal heads on the north and west legs.
- Georgia Avenue/Aspen Hill Road – marked crossings and signal heads on the north, south and east legs.
- Veirs Mill Road/Aspen Hill Road – marked crossing and signal heads on the north and east legs.

The Connecticut Avenue/The Home Depot driveway intersection is currently not signalized for pedestrians or vehicles. There is a marked pedestrian crossing on the west leg. Marked crossing are not provided across the north and south legs. The pedestrian infrastructure is included on Figure 5.

Between Bel Pre Road and Aspen Hill Road there are existing sidewalks along the north and southbound sides of Georgia Avenue with a varying width between 5 to 8 feet. Between Georgia Avenue and Veirs Mill Road along Aspen Hill Road there are sidewalks along the west and eastbound sides of the roadway that vary from 4 to 5 feet with a 5-foot grass buffer. There are sidewalks along the east and westbound sides of Heathfield Road that are about 5 feet wide with a varying 7- to 10-foot grass buffer. Sidewalks are also provided along Bel Pre Road, west of Georgia Avenue there are 5 foot sidewalks with a varying 7 to 12 foot grass buffer and to the east of Georgia Ave there are 7 foot sidewalks with no buffer on the westbound side of the roadway and on the eastbound side of the roadway there are 10 foot sidewalks with a 2 foot grass buffer. Along Parkland Drive on the north and southbound side of the roadway there are 5-foot sidewalks with a 10-foot grass buffer between Heathfield Road and Veirs Mill Road. Along Connecticut Ave there are sidewalks along the north and southbound sides of the roadway that are 5 feet in width with a 9-foot grass buffer and west of Georgia Ave there are 8-foot sidewalks with no grass buffer between Georgia Ave and Independence Street.

With redevelopment of the site, the existing sidewalks along the Connecticut Avenue and Aspen Hill Road frontage would be upgraded to a shared use path, 10 feet wide, connecting pedestrians and bicyclists from the neighborhood and local area to the medical office building and through the site. The Kaiser design team will continue to work with MNCPPC staff to extend the shared use path along the adjacent (corner property) site's frontage to the first driveway. A trail would also be built throughout the property for use by the public and Kaiser members.

TRANSIT FACILITIES

Off-Site Transportation Facilities

Existing bus routes near the project area include Washington Metropolitan Area Transit Authority (WMATA) bus routes Y2, Y7, Y8, and L8 and Montgomery County Ride On routes include 26, 34, 41, and 48.

Georgia Avenue

Along Georgia Avenue (MD 97) WMATA routes Y2, Y7, Y8 provide service north and southbound between Medstar Montgomery Medical Center and Silver Spring Station.

The Northbound/Southbound Route to Medstar Montgomery Medical Center/Silver Spring Station Stops include:

- Medstar Montgomery Medical Center
- Georgia Ave & Rt. 108 (Olney)
- ICC Park & Ride Lot
- Georgia Ave & Norbeck Road
- Leisure World (clubhouse)
- Georgia & Connecticut Aves (Aspen Hill)
- Glenmont Metro Station
- Georgia Ave & Randolph Rd (Glenmont)
- Wheaton Metro Station
- Georgia Ave & Forest Glen Road (Forest Glen)
- Georgia Ave & Spring Street
- Paul S. Sarbanes Transit Center (Silver Spring Metro)

At the intersection of Georgia and Connecticut Avenue, Montgomery County's Ride On buses provide service with routes 26, 34, and 41 that connect riders between Glenmont and Montgomery Mall. More information on ride stop location will be detailed in the Connecticut Avenue section.

Connecticut Avenue

Along Connecticut Avenue, WMATA route L8 provides service north and southbound between Aspen Hill and Friendship Heights.

The L8 Northbound/Southbound route to Aspen Hill and Friendship Heights includes:

- Grand Pre & Bel Pre (Aspen Hill)
- Connecticut & Georgia Avenue
- Connecticut Avenue & Randolph Road
- Connecticut & Knowles Ave (Kensington)
- Connecticut Ave & Chevy Chase Lake Dr
- Connecticut Ave & Irving St (Chevy Chase Circle)
- Friendship Heights

Also, along Connecticut Avenue, Montgomery County Ride On routes 26, 34 and 41 provide service north and southbound between Aspen Hill and Friendship Heights

Route 26 provides service at the following stops:

- Glenmont Metro Station
- Bel Pre-Layhill
- Homecrest-Longmead Xing
- Connecticut- Georgia
- Parkland- Aspen Hill
- Twinbrook – Veirs Mill
- Twinbrook Metro Station
- Jefferson- Montrose
- White Flint Metro Station
- Rockledge – Rock Spring
- Montgomery Mall Transit Center

Route 34 provides service at the following stops:

- Aspen Hill (Grand & Bel Pre Road)
- Connecticut Ave and Georgia Ave
- Connecticut & Randolph
- Wheaton Metro Station
- Connecticut & Knowles

- Medical Center Metro Station
- Battery& Old Georgetown
- Bethesda Metro Station
- Wisconsin & Bradley
- Friendship Heights Metro Station

Route 41 provides service at the following stops:

- Grand Pre & Bel Pre
- Connecticut & Georgia
- Connecticut & Weller
- Glenmont Metro Station

Kaiser Permanente will continue to work with MNCPPC and MC DOT staff to move the southbound Connecticut Avenue bus stop, between Aspen Hill Road and the shared driveway intersection further north towards the Connecticut Avenue/shared driveway intersection.

Parkland Drive

Along Parkland Drive, Montgomery County Ride On routes include 48 which provides service north and southbound between Rockville Metro Station and Wheaton Metro Station.

Route 48 stops include the following:

- Rockville Metro Station (East)
- Norbeck & Bauer
- Parkland & Aspen Hill
- Veirs Mill & Randolph
- Wheaton Metro Station

Aspen Hill Road

Along Aspen Hill Road, Montgomery County Ride On includes route 26 which provides service east and westbound between Glenmont Metro Station and Montgomery Mall Transit Center

Route 26 stops include the following

- Glenmont Metro Station
- Bel Pre & Layhill
- Homecrest & Longmead Xing
- Connecticut & Georgia
- Parkland & Aspen Hill

- Twinbrook Veirs Mill
- Twinbrook Metro Station
- Jefferson & Montrose
- White Flint Metro Station
- Rockledge & Rock Spring
- Montgomery Mall Transit Center

Timetables and routes for each bus route are provided in Appendix B.

Bus Rapid Transit

The Montgomery County Planning Department has identified Georgia Avenue and Veirs Mill Road as Bus Rapid Transit corridors. However, plans for the BRT have not been prepared at the of this study.

BICYCLE FACILITIES

There currently are not any on road or off-road bicycle facilities in the immediate site vicinity. Within the area there is the Matthew Henson Trail that is oriented east and west between the Bel Pre neighborhood and Veirs Mill Road. Additionally, the Rock Creek Hiker-Biker Trail crosses Veirs Mill Road at Aspen Hill Road at-grade and an overpass across Veirs Mill Road is located just west of Aspen Hill Road. With Montgomery's Aspen Hill Neighborhood Greenway Pilot there are plans to connect the Glenmont Metro Station to the Aspen Hill Shopping Center and North Gate Shopping Center via roadways that have low motor vehicle volumes and giving pedestrian and cyclist priority in future designs.

Separated bicycleways are planned for Connecticut Avenue, Aspen Hill Road, Artic Avenue, Parkland Road, Heathfield Road, Bauer Drive, and Bel Pre Road. Per Montgomery County's Bicycle Master Plan, separated bikeways provide physical separation from traffic and include sidepaths and separated bike lanes. With redevelopment of the site, a shared use path separated from Connecticut Avenue and Aspen Hill Road would be provided along the site frontage, and across the properties south of the site on Connecticut Avenue and east of the site on Aspen Hill Road.

STREET LIGHT INVENTORY

Streetlights are provided at intersections within the site area and also along all roadways within the site area. Light will be provided throughout the proposed development in accordance with the current Montgomery County lighting standards

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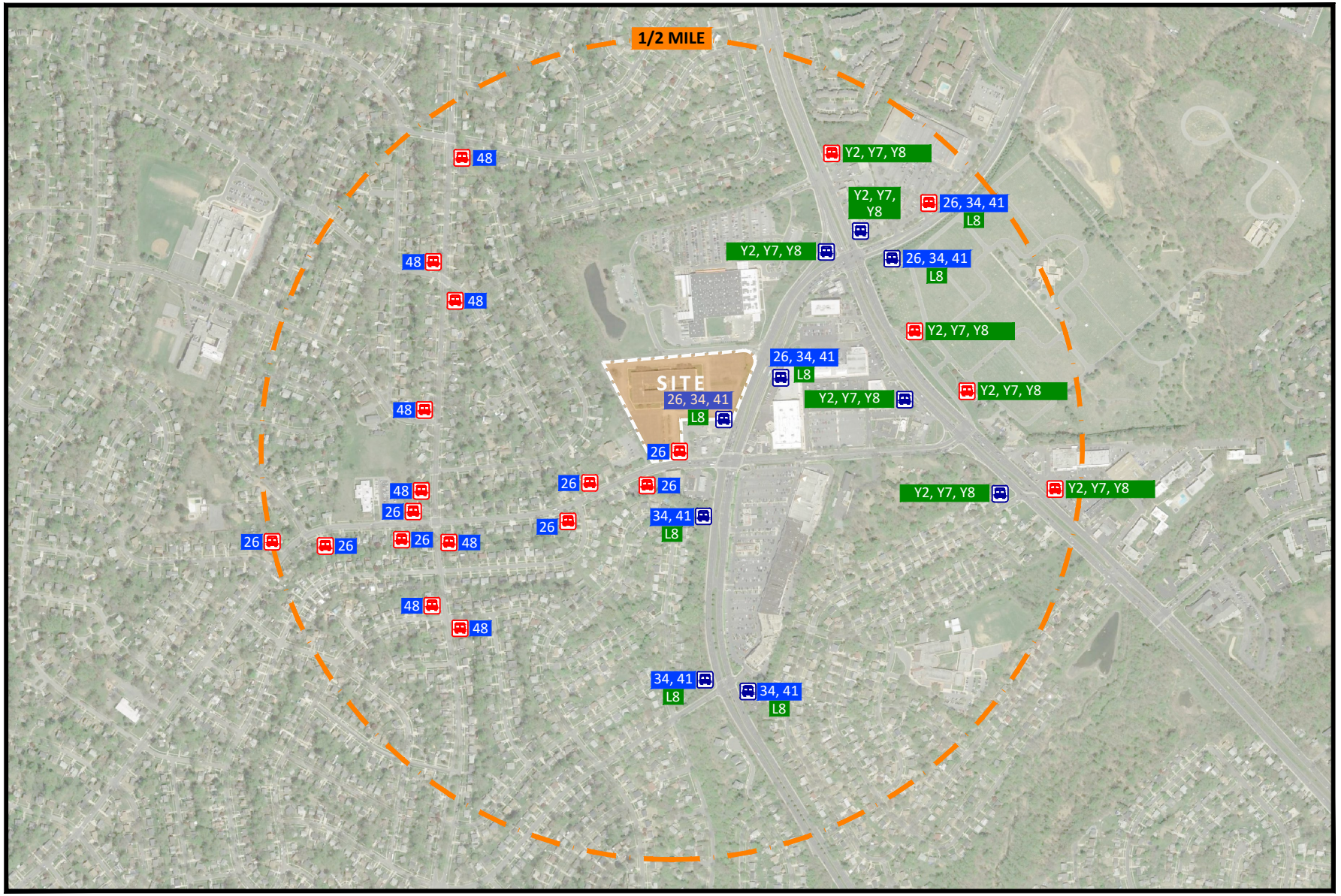

Figure 4
Non-Auto Facilities

Bus Stop
Bus Stop with Shelter
XXX Ride On Bus Routes
XXX Metro Bus Routes

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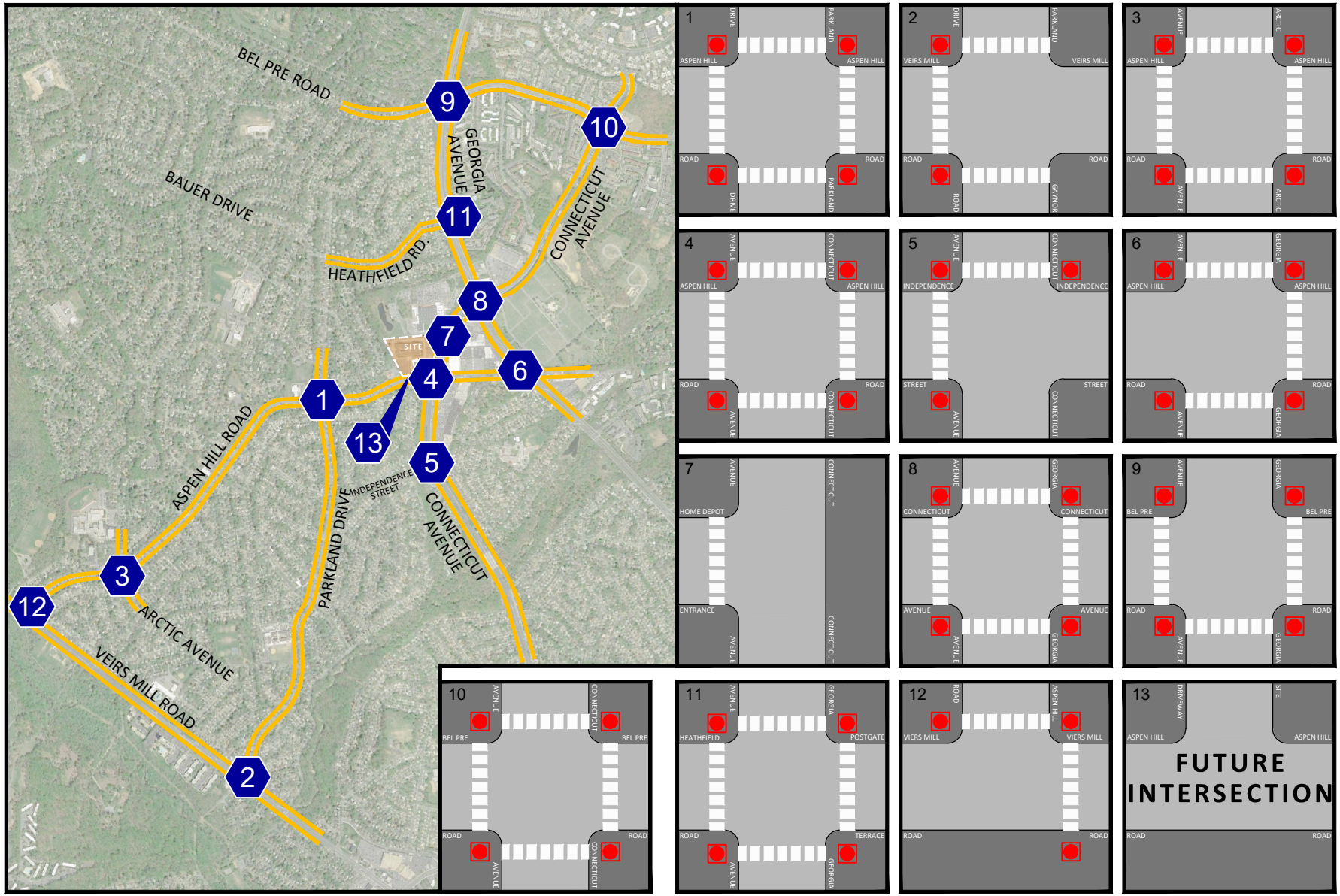

Figure 5
Pedestrian Infrastructure

Sidewalk

Pedestrian Signal Head

Pedestrian Crosswalk

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EXISTING TRAFFIC COUNTS

Weekday traffic counts were collected on Tuesday, November 19, 2019 and Wednesday, November 20, 2019 from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM at the following intersections:

- Aspen Hill Road and Parkland Drive
- Veirs Mill Road and Parkland Drive
- Aspen Hill Road and Arctic Drive
- Connecticut Avenue and Aspen Hill Road
- Connecticut Avenue and Independence Street
- Georgia Avenue and Aspen Hill Road
- Connecticut Avenue and Home Depot Entrance
- Georgia Avenue and Connecticut Avenue
- Georgia Avenue and Bel Pre Road
- Connecticut Avenue and Bel Pre Road
- Georgia Avenue and Heathfield Road
- Veirs Mill Road and Aspen Hill Road

Existing vehicular, pedestrian, and bicycle AM and PM peak hour traffic counts are summarized on Figures 6, 7, and 8 respectively. The vehicular, pedestrian, and bicycle data is included in Appendix C. Connecticut Avenue between Aspen Hill Road and the Home Depot Driveway presently carries 3,094 AM peak hour trips and 2913 PM peak hour trips. Aspen Hill Road between Connecticut Avenue and Parkland Drive presently carries 1,240 AM peak hour trips and 1,370 PM peak hour trips. Georgia Avenue north of Connecticut Avenue currently carries 3,905 AM peak hour trips and 3,841 PM peak hour trips. Parkland Drive north of Aspen Hill Road presently carries, 739 AM peak hour trips and 581 PM peak hour trips. Parkland Drive south of Aspen Hill Road currently carries 502 AM peak hour trips and 405 PM peak hour trips.

PIPELINE DEVELOPMENTS

A search of development applications on Montgomery County's development finder website indicated two potential development projects; Montgomery County Humane Society Plan No. 1201901000, located at 13730 Georgia Avenue and Parkview at Aspen Hill, which are within the Project study area.

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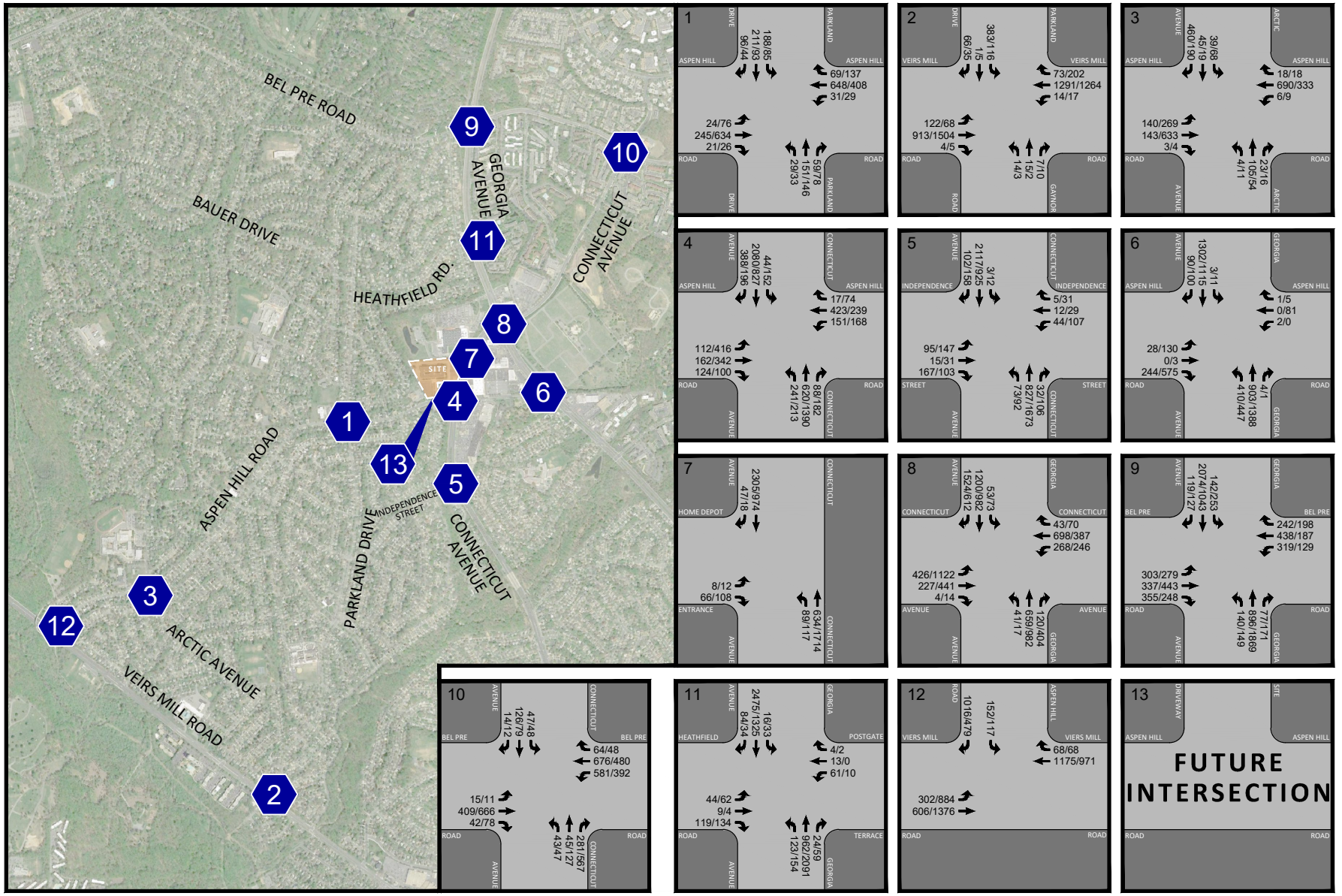

Figure 6
Existing Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

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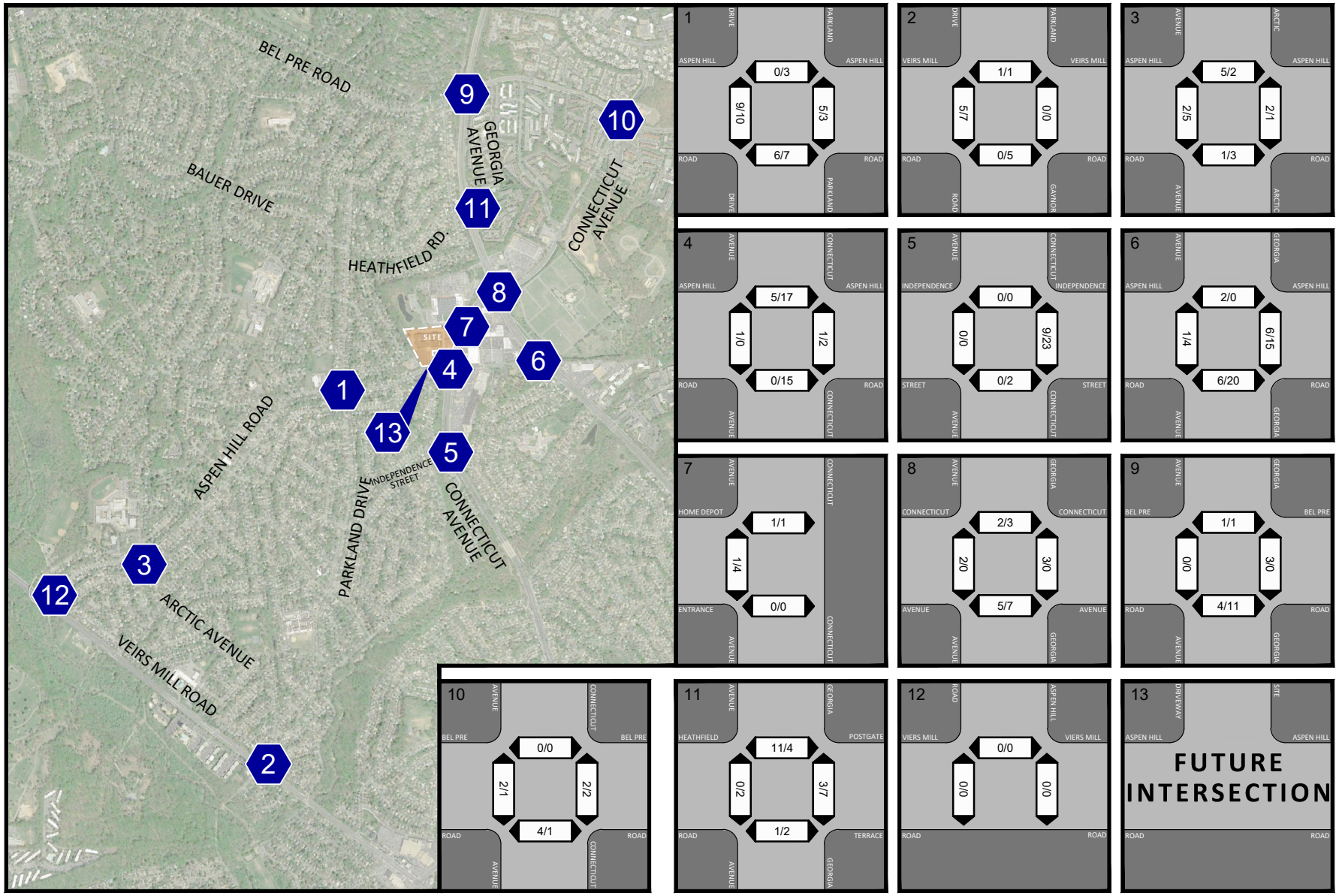

Figure 7
Existing Peak Hour Pedestrian Counts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

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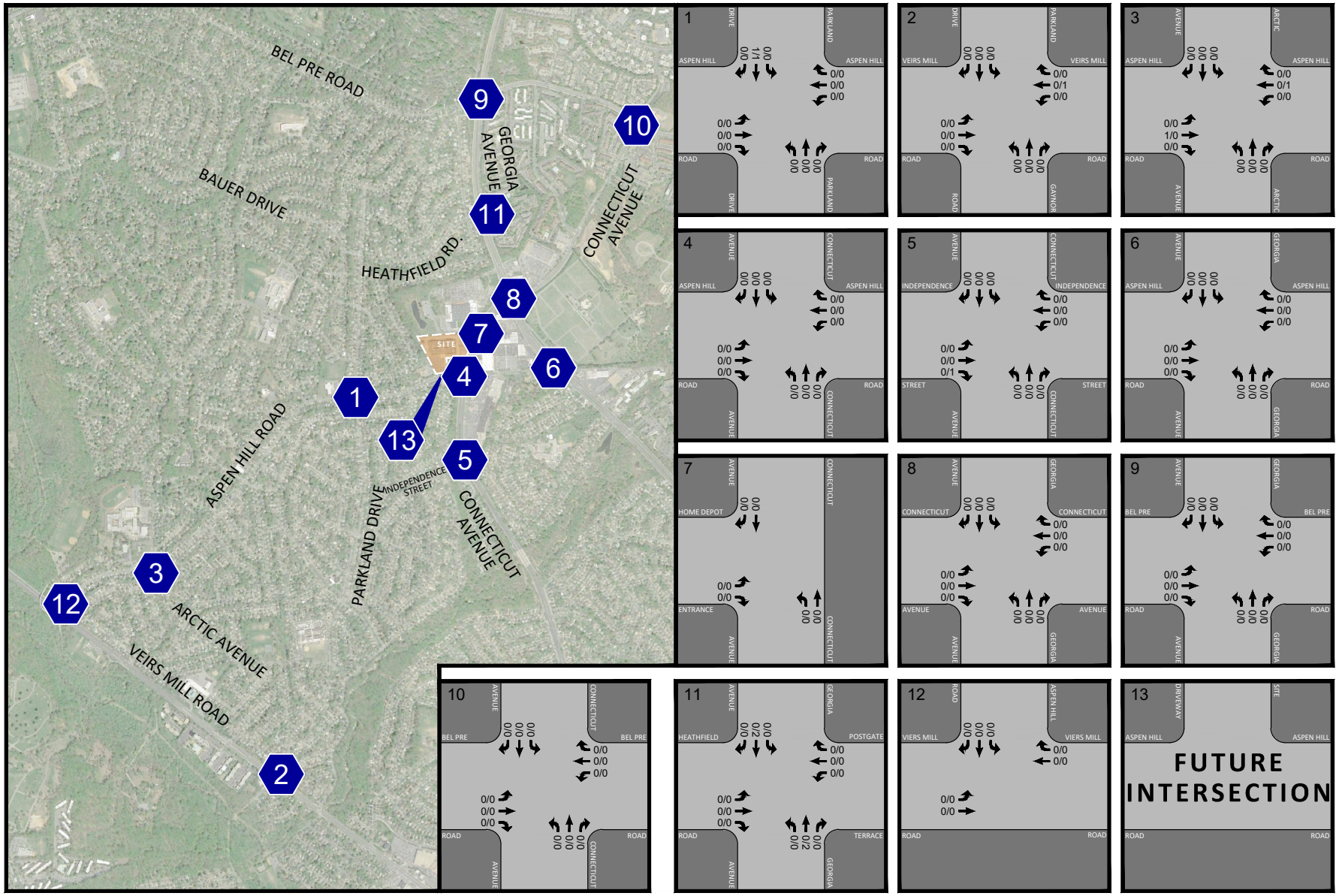

Figure 8
Existing Peak Hour Bicycle Counts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

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Montgomery County, Maryland

ANALYSIS

ADEQUACY STANDARD

According to current LATR Fall 2017 Guidelines, the intersection CLV standard is 1475 based on Critical Lane Volume Analysis methodologies for the Aspen Hill policy area. Additionally, any intersection that exceeds a CLV of 1350 requires HCM analysis. The HCM average vehicle delay standard for the Aspen Hill policy area is 59 seconds. If an intersection operates beyond the congestion standard, mitigation recommendations to achieve acceptable CLV's or delays are required.

Although not required to determine Motor Vehicle adequacy, per the request of the SHA and MNCPPC staff, the 95th percentile queues on southbound Connecticut Avenue and eastbound Aspen Hill Road at the Connecticut Avenue/Aspen Hill Road intersection are also included in this report.

EXISTING CRITICAL LANE VOLUME ANALYSIS

Existing, Phase I and Phase II peak hour critical lane volumes were estimated at each of the study intersections included in the study area based on the existing lane usage and traffic controls shown on Figure 3, the existing traffic counts shown on Figure 6, and the critical lane volume (CLV) capacity analysis methodology as currently required by MNCPPC. The results and worksheets are summarized in Table 2 and Appendix D respectively.

For existing, all study intersections currently meet the adequacy standard of a CLV of 1475 or below in the AM and PM peak hours. Though meeting the standard, the intersections at Georgia Avenue and Bel Pre Road and Connecticut Avenue and Aspen Hill Road require further analysis using HCM methodologies since they exceed the 1350 CLV threshold. See Table 2 for all CLV numbers.

EXISTING HCM ANALYSIS

Synchro software was used in performing HCM analysis for the Georgia Avenue/Bel Pre Road and Connecticut Avenue/Aspen Hill Road intersections since they exceeded a CLV of 1350. As shown in Table 3, the intersection at Georgia Avenue/Bel Pre Road operates with an overall average delay of 57.1 seconds, below the 59 seconds congestion standard, during the AM peak hour. Similarly, as shown in Table 3, the intersection at Connecticut Avenue/Aspen Hill Road operates with an overall average delay of 61.1 seconds, which is above the 59 seconds congestion standard, during the AM peak hour. The LATR provides mitigation/signal timing modifications to bring the intersection delay below 61.1 seconds for this intersection. The HCM worksheet with existing conditions is included in Appendix D.

EXISTING QUEUES

Synchro software was used to calculate the 95th percentile queues, based on HCM methodology, for southbound Connecticut Avenue and eastbound Aspen Hill Road at the Connecticut Avenue/Aspen Hill Road intersection. The 95th percentile queue is defined as the maximum back of queue with 95th percentile traffic volumes. The 95th percentile queue is not necessarily ever observed, it is simply based on statistical calculations. The queues are shown on the HCM worksheets included in Appendix D. As shown in Table 4, the southbound left turn movements on Connecticut Avenue at Aspen Hill Road extend 85 feet during the AM peak hour and 276 feet during the PM peak hour. The left turn storage bay extends approximately 585 feet to the median break for the shared Home Depot driveway. The southbound through movement, however, extends 1,599 feet through the median break to Georgia Avenue during the AM peak hour, and 456 feet during the PM peak hour. The distance between Aspen Hill Road and Georgia Avenue is approximately 1,400 feet, while the queue is 1,599 feet long.

On Aspen Hill Road, the eastbound left turn movements extend 156 feet during the AM peak hour and 674 feet during the PM peak hour, past the existing driveway to the Kaiser Permanente site, which is approximately 275 feet from the stop bar. The eastbound through and right turn movements extend 160 feet and 326 feet during the AM and PM peak hour, respectively.

It is noted that the calculated 95th percentile queue exceeds what was observed on the day of the traffic counts. The maximum southbound queue on Connecticut Avenue during the AM peak hour was 38 vehicles or approximately 950 feet, opposed to 1,599 feet calculated. The maximum queue for the eastbound left turn was 25 vehicles, or approximately 525 feet. This is essentially the length of the left turn storage.

PIPELINE DEVELOPMENT TRAFFIC

As discussed previously, two (2) pipeline developments in the vicinity of the site have been identified. The impact of the Montgomery County Humane Society Aspen Hill (Plan No. 120190100) and Parkview at Aspen Hill was evaluated on the study intersections. As shown in Table 5, the Montgomery County Humane Society Aspen Hill development is anticipated to generate 22 AM and 21 PM peak hour trips based on trip generation from previously approved traffic statements and Parkview at Aspen Hill is anticipated to generate 24 AM and 30 PM peak hour trips. These trips were assigned to the area road network using office super district distributions per the LATR guidelines. The pipeline development assignments are shown on Figure 9.

Table 2
Kaiser Aspen Hill
Intersection CLV Summary (1)

Intersection	Existing		Background		Phase 1 Total Future		Phase 2 Total Future	
	AM	PM	AM	PM	AM	PM	AM	PM
1: Parkland Drive/Aspen Hill Road (2)	(1139)	(998)	(1140)	(999)	(1182)	(1046)	(1196)	(1064)
2: Veirs Mill Road/Parkland Drive/Gaynor Road	(1046)	(893)	(1046)	(893)	N/A	N/A	(1048)	(905)
3: Aspen Hill Road/Arctic Avenue	(1172)	(795)	(1173)	(796)	N/A	N/A	(1182)	(820)
4: Connecticut Avenue/Aspen Hill Road (2)	(1386)	(1248)	(1389)	(1251)	(1434)	(1293)	(1447)	(1310)
5: Connecticut Avenue/Independence Street	(1120)	(984)	(1122)	(986)	N/A	N/A	(1128)	(999)
6: Georgia Avenue/Aspen Hill Road	(763)	(906)	(772)	(914)	N/A	N/A	(788)	(930)
7: Connecticut Avenue/Home Depot Entrance (2)	(789)	(646)	(790)	(648)	(884)	(788)	(915)	(842)
8: Georgia Avenue/Connecticut Avenue (2)	(946)	(1062)	(951)	(1067)	(975)	(1103)	(982)	(1116)
9: Georgia Avenue/Bel Pre Road	(1420)	(1204)	(1423)	(1207)	N/A	N/A	(1447)	(1239)
10: Connecticut Avenue/Bel Pre Road	(989)	(961)	(993)	(963)	N/A	N/A	(1033)	(987)
11: Georgia Avenue/Heathfield Road	(1303)	(1039)	(1305)	(1041)	N/A	N/A	(1333)	(1083)
12: Aspen Hill Road/Viers Mill Road	(1049)	(945)	(1050)	(945)	N/A	N/A	(1063)	(955)
13: Site Access Driveway/Aspen Hill Road (2)	(558)	(455)	(558)	(455)	(620)	(542)	(641)	(574)

Note : (1) Number in parenthesis ( ) represent critical lane volume in vehicles.
(2) Tier 1 Intersection Analyzed for Phase 1 Site Development APF Test
(N/A) - Not Applicable for Phase 1 APF Test

Table 3
Kaiser Aspen Hill
Intersection Delay Summary (1) (2)

Intersection	Existing AM Peak	Background AM Peak	Phase 1 Total Future AM Peak	Phase 2 Total Future AM Peak
4: Connecticut Avenue/Aspen Hill Road (3)	61.1	61.5	70.4	72.9
Mitigation/Signal Timing Modifications		--	53.6	54.8
9: Georgia Avenue/Bel Pre Road	57.1	57.3	(N/A)	58.3

Note : (1) Average Delay in Seconds Per Vehicle Intersections/Peak Hours with CLV > 1,350
(2) The Congestion Standard for the Aspen Hill Poicy Area is 59 seconds
(3) Tier 1 Intersection Analyzed for Phase 1 Site Development APF Test
(N/A) - Not Applicable for Phase 1 APF Test

Table 4
Kaiser Aspen Hill
Intersection Queue Summary (1)

Intersection	Existing		Background		Total Future Phase 1		Total Future Phase 2	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
4: Connecticut Avenue/Aspen Hill Road								
Eastbound Left	156	674	156	676	275	706	295	716
Eastbound Through/Right	160	326	164	327	166	344	167	351
Southbound Left	85	276	87	276	110	304	111	311
Southbouond Through/Right	1599	456	1603	458	1376	541	1381	615

Note : (1) 95th Percentile Queue (Reported in Feet)

Table 5

Kaiser Aspen Hill

Pipeline Trip Generation Summary

Land Use	Size	Units	AM Peak Hour			PM Peak Hour		
			IN	OUT	TOTAL	IN	OUT	TOTAL
1. Montgomery County Humane Society Aspen Hill (Plan No. 120190100)								
Humane Society Facility	16,000	SF	**18**	**4**	**22**	**5**	**16**	**21**
2. Parkview at Aspen Hill								
Independent Senior Housing	120	DU	**8**	**16**	**24**	**16**	**14**	**30**
Total Background			**26**	**20**	**46**	**21**	**30**	**51**

Notes:

1. Trip generation based on previously approved traffic impact study.

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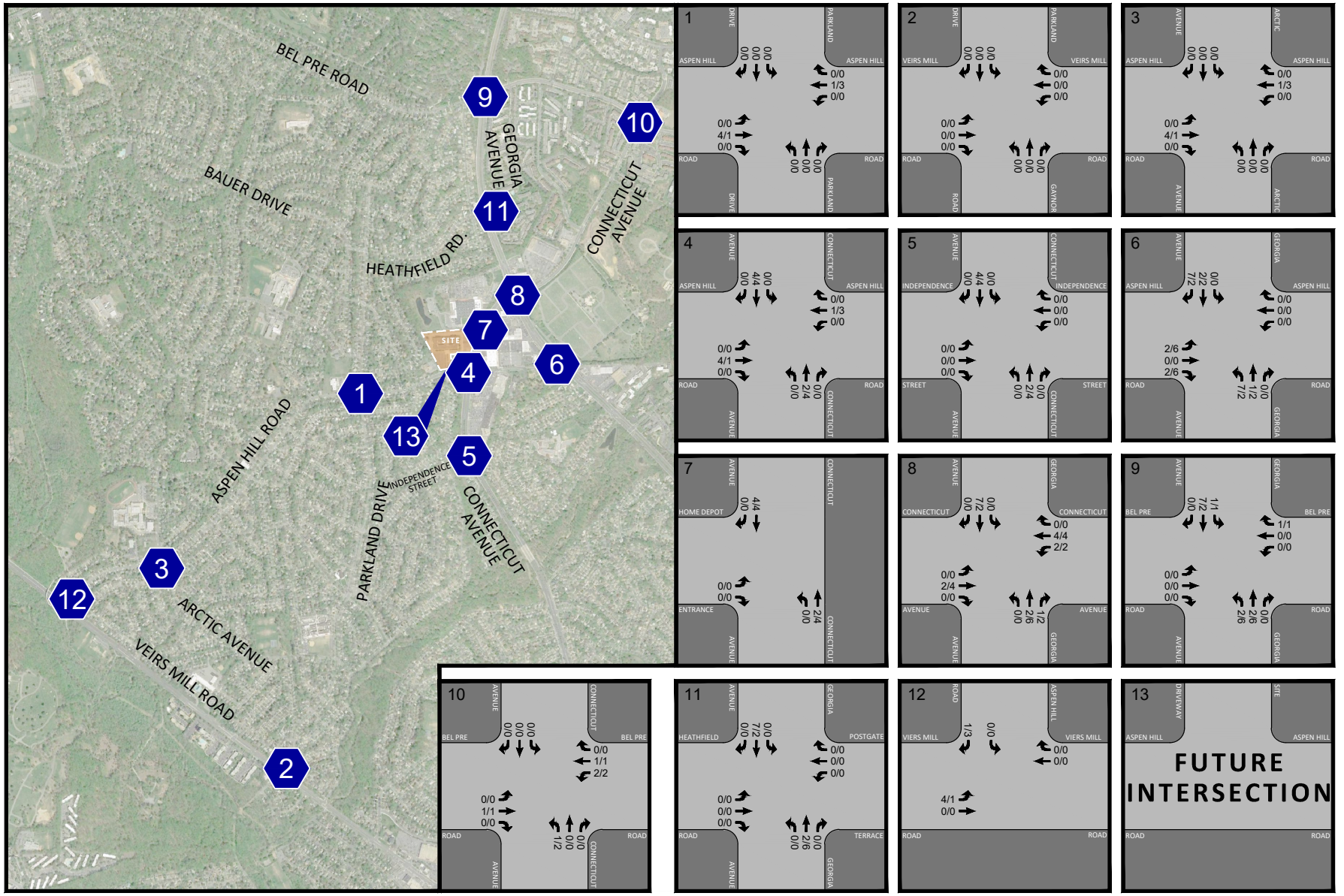

Figure 9
Combined Pipeline Assignments

Kaiser Aspen Hill
Montgomery County, Maryland

BACKGROUND TRAFFIC FORECASTS

Background traffic forecasts represent the sum of existing traffic volumes and pipeline development traffic assigned to the area road network. The background traffic volumes are shown on Figure 10.

BACKGROUND CRITICAL LANE VOLUME ANALYSIS

Background peak hour critical lane volumes were estimated at the study area intersections based on the existing lane usage and traffic control shown on Figure 3, the background traffic forecasts shown on Figure 10, and CLV capacity analysis procedures. The results and worksheets are summarized in Table 2 and Appendix E respectively.

As shown on Table 2, all study intersections would operate at an acceptable CLV of 1475 or better during both the AM and PM peak hours. The intersection Georgia Avenue and Bel Pre Road and Connecticut Avenue/Aspen Hill Road require further analysis using HCM methodologies since they exceeded the 1350 CLV threshold. See Table 2 for all CLV numbers.

BACKGROUND HCM ANALYSIS

Synchro software was used in performing HCM analysis for the Georgia Avenue/Bel Pre Road and Connecticut Avenue/Aspen Hill Road intersections since they exceeded a CLV of 1350. As shown in Table 3, the intersection at Georgia Avenue/Bel Pre Road would operate with an overall average delay of 57.3 seconds, below the 59 seconds congestion standard, during the AM peak hour. Similarly, as shown in Table 3, the intersection at Connecticut Avenue/Aspen Hill Road would operate with an overall average delay of 61.5 seconds, which is above the 59 seconds congestion standard, during the AM peak hour. The LATR provides mitigation/signal timing modifications to bring the intersection delay below 61.5 seconds for this intersection. The HCM worksheet with existing conditions is included in Appendix E.

BACKGROUND QUEUES

Synchro software was used to calculate the 95th percentile queues, based on HCM methodology, for southbound Connecticut Avenue and eastbound Aspen Hill Road at the Connecticut Avenue/Aspen Hill Road intersection. The queues are shown on worksheets included in Appendix E. As shown in Table 4, the southbound left turn movements on Connecticut Avenue at Aspen Hill Road would extend 87 feet during the AM peak hour and 276 feet during the PM peak hour. The left turn storage bay extends approximately 585 feet to the median break for the shared Home Depot driveway. The southbound through movement, however, extends 1,603 feet through the median break to Georgia Avenue during the AM peak hour, and 458 feet during the PM peak hour.

On Aspen Hill Road, the eastbound left turn movements extend 156 feet during the AM peak hour and 676 feet during the PM peak hour. The eastbound through and right turn movements extend 164 feet and 327 feet during the AM and PM peak hour, respectively.

The Montgomery County Humane Society Aspen Hill trips did not impact the queues at the Connecticut Avenue/Aspen Hill Road intersection.

SITE TRIP GENERATION ANALYSIS

Kaiser Permanente proposes to replace the existing office building and develop a 180,000 SF medical office building in two phases. The number of vehicle-trips that will be generated by the medical office building was estimated based on trip generation rates or equations from the ITE Trip Generation Manual 10th Edition and mode split assumptions documented in the LATR guidelines based on the Aspen Hill Policy Area. The site trip generation results for Phase I and Phase II are shown in Table 1.

As shown in Table 1, the existing office building generates 269 auto driver trips during the AM peak hour and 279 auto driver trips during the PM peak hour. Phase 1, a 130,000 SF medical office building, will generate 276 auto driver trips during the AM peak hour and 441 auto driver trips during the PM peak hour. The redeveloped site would generate 7 additional trips during the AM peak hour and 162 additional trips during the PM peak hour, compared to what the existing office generates. Since the office is vacant the 276 AM and 441 PM auto driver trips were distributed to the road network.

At build out, a 180,000 SF medical office building would generate 369 AM and 611 PM peak hour auto driver trips. This is an increase of 100 trips during the AM peak hour and 332 trips during the PM peak hour, compared to the existing office building. As with the Phase I assignments, the 369 and 611 auto driver trips were distributed to the road network.

DIRECTIONS OF APPROACH

Site trips were assigned to the area network based on the LATR trip distribution methodology for office development in Super District 8: Aspen Hill/Olney. Trips south of the site are anticipated to use Connecticut Avenue, Georgia Avenue, and Veirs Mill Road. The trips coming from the north would mostly arrive from Georgia Avenue. Trips from the east and west would use Bel Pre Road, Bauer Drive/Heathfield Road, and Aspen Hill Road.

The resulting site trip distributions are as follows:

To/From	Percent
North via Georgia Avenue	20%
East via Bel Pre Road	14%
South via Georgia Avenue	14%
South on Connecticut Avenue	21%
South on Parkland Drive	5%
West on Aspen Hill Road	11%
West on Bauer Drive/Heathfield Road	9%
West on Bel Pre Road	6%
TOTAL	100%

SITE TRAFFIC ASSIGNMENTS

The site-generated auto driver trips shown in Table 1 were assigned to the public road network according to the directional distribution described above and ITE directional splits (in and out). The resulting site traffic assignments for Phase I is shown on Figure 11 and Phase II site traffic assignments is shown on Figure 12.

TOTAL FUTURE TRAFFIC FORECASTS

Phase I Total Future Traffic Forecasts are shown in Figure 13 and Phase II (Buildout) Total Future Traffic Forecast are shown in Figure 14. They represent the sum of existing traffic volumes shown in Figure 6 plus pipeline development traffic assignments shown in Figure 9, and site traffic assignments shown in Figure 11 and 12.

PHASE I TOTAL FUTURE CRITICAL LANE VOLUME ANALYSIS

Total Future peak hour critical lane volumes for Phase I were calculated at the study area intersections based on the existing lane usage and traffic control shown on Figure 3, the total future traffic forecast shown on Figure 13, and CLV capacity analysis procedures. Phase I requires the first tier of intersections, or one signalized intersection in each direction from the site driveways, per the LATR Guidelines and the agreed upon Scoping Document. The following intersections were evaluated for Phase I Motor Vehicle Test:

- Parkland Drive/Aspen Hill Road
- Connecticut Avenue/Aspen Hill Road
- Connecticut Avenue/Home Depot Driveway
- Georgia Avenue/Connecticut Avenue
- Aspen Hill Road/Site Driveway

The results and worksheets are summarized in Table 2 and Appendix F, respectively.

As shown on Table 2, the Phase I study intersections will continue to operate at an acceptable CLV of 1475 or lower during both the AM and PM peak hours with the 130,000 SF medical office building. However, the intersection of Connecticut Avenue and Aspen Hill Road exceeded the 1350 CLV threshold and requires further analysis using HCM methodologies. See Table 2 for all CLV numbers.

PHASE I TOTAL FUTURE HCM ANALYSIS

Synchro software was used in performing HCM analysis for the Connecticut Avenue/Aspen Hill Road intersection that exceeded a CLV of 1350. As shown in Table 3, the intersection operates with an overall average delay of 70.4 seconds, above the 59 seconds congestion standard by 11.4 seconds, during the AM peak hour. The HCM worksheets with total future conditions are included in Appendix F.

Mitigation is required to either bring the average vehicle delay to below 59 seconds or below the background conditions average delay result, if above the congestion standard. Per the LATR Guidelines, Montgomery County prioritizes the application of modal mitigation approaches when a project exceeds the congestion standard. The guidelines go on to say that a mitigation approach may be evaluated in the priority list if it is explicitly identified in an area master plan, such as the Aspen Hill Minor Master Plan Amendment. The mitigation priority order is as follows:

- Transportation Demand Management approaches to reduce vehicular demand
- Pedestrian or bicycle improvements
- Transit facility or service improvements
- Intersection operational improvements
- Roadway capacity improvement

Intersection signal timing adjustments would reduce delay at the Connecticut Avenue/Aspen Hill Road intersection and would mitigate the site's impact. With the operational adjustments, the intersection would operate at 53.6 seconds during the AM peak hour.

Based on the CLV and HCM results, and the optimization of the traffic signal timings at the Connecticut Avenue/Aspen Hill Road intersection, Phase I of the proposed redevelopment passes the Motor Vehicle Adequacy Test.

PHASE I TOTAL FUTURE QUEUES

Synchro software was used to calculate the 95th percentile queues for southbound Connecticut Avenue and eastbound Aspen Hill Road at the Connecticut Avenue/Aspen Hill Road intersection. The queues are shown on the HCM worksheets included in Appendix E. As shown in Table 4, the southbound left turn movements on Connecticut Avenue at Aspen Hill Road would extend 110 feet during the AM peak hour and 304 feet during the PM peak hour, an increase of one vehicle compared to background conditions. The southbound through movement, extends 1,376 feet during the AM peak hour, and 541 feet during the PM peak hour, and decrease of 9 vehicles during the AM peak hour due to the optimization of traffic signal timing and an increase of 3 to 4 vehicles during the PM peak hour.

As noted previously in this report, with the redevelopment of the subject site a new traffic signal is proposed at the Connecticut Avenue/Home Depot/Kaiser Permanente driveway intersection. Although this traffic signal is not required to satisfy the motor vehicle adequacy test and requirements, it will aid left turning vehicles from Connecticut Avenue and the driveway, as well as pedestrians crossing Connecticut Avenue to the bus stop, retail and restaurant establishments, by stopping vehicles on Connecticut Avenue, consistent with Vision Zero policy. A signal warrant analysis document was prepared separately to demonstrate the signal is warranted at this intersection. Signal timings and coordination with the adjacent signals will be reviewed with MC DOT and the SHA during the signal design review process to optimize the efficient flow of vehicles, pedestrians and bikes along Connecticut Avenue.

On Aspen Hill Road, the eastbound left turn movements extend 275 feet during the AM peak hour and 706 feet during the PM peak hour, an increase of 4 to 5 vehicles during the AM peak hours and 2 to 3 vehicles during the PM peak hours. The eastbound through and right turn movements extend 166 feet and 344 feet during the AM and PM peak hour, respectively, an increase of zero to 1 vehicle compared to background conditions.

PHASE II (BUILDOUT) TOTAL FUTURE CRITICAL LANE VOLUME ANALYSIS

Total Future Traffic peak hour critical lane volumes for Phase 2 were calculated at the study area intersections based on the existing lane usage and traffic control shown on Figure 3, the total future traffic forecasts shown on Figure 14, and CLV capacity analysis procedures. The number of trips generated for Phase 2 requires two tiers of signalized intersections from the site driveways. However, the Georgia Avenue/Bel Pre Road and Veirs Mill Road/Aspen Hill Road intersections, which are in the third tier, are included in this report. All the study intersections listed in the Existing Counts section of the report and the driveway on Aspen Hill Road were evaluated as part of the Motor Vehicle Adequacy test. The results and worksheets are summarized in Table 2 and Appendix G respectively.

As shown on Table 2, the Phase 2 study intersections will continue to operate at an acceptable CLV of 1475 or better during both the AM and PM peak hours with the 180,000 SF medical office

building. However, the intersections of Georgia Avenue/Bel Pre Road and Connecticut Avenue/Aspen Hill Road exceeded the 1350 CLV threshold and require further analysis using HCM methodologies. See Table 2 for all CLV numbers.

PHASE II (BUILDOUT) TOTAL FUTURE HCM ANALYSIS

Synchro software was used in performing HCM analysis for the Connecticut Avenue/Aspen Hill Road and Georgia Avenue/Bel Pre Road intersection since they exceeded a CLV of 1350. As shown in Table 3, the Connecticut Avenue/Aspen Hill Road intersection would operate with an overall average delay of 72.9 seconds, above the 59 seconds congestion standard by 13.9 seconds, during the AM peak hour. The Georgia Avenue/Bel Pre Road intersection would operate with an overall delay of 58.3 seconds, below the congestion standard by 0.7 seconds. The HCM worksheets with total future conditions are included in Appendix G.

As evaluated with Phase I, adjustments to the signal timing would reduce delay at the Connecticut Avenue/Aspen Hill Road intersection and would mitigate the site's impact. With the operational adjustments, the intersection would operate at 54.8 seconds during the AM peak hour, only a 1.2 second increase from the Phase 1 condition.

Based on the CLV and HCM results, and the optimization of the traffic signal timings at the Connecticut Avenue/Aspen Hill Road intersection, Phase II of the proposed redevelopment passes the Motor Vehicle Adequacy Test.

PHASE II TOTAL FUTURE QUEUES

Synchro software was used to calculate the 95th percentile queues, based on HCM methodology, for southbound Connecticut Avenue and eastbound Aspen Hill Road at the Connecticut Avenue/Aspen Hill Road intersection. The queues are shown on the HCM worksheets included in Appendix E. As shown in Table 4, the southbound left turn movements on Connecticut Avenue at Aspen Hill Road would extend 111 feet during the AM peak hour and 311 feet during the PM peak hour, an increase of zero or 1 vehicles compared to background conditions. The southbound through movement, extends 1,381 feet during the AM peak hour, and 615 feet during the PM peak hour, and decrease of 9 vehicles during the AM peak hour due to the optimization of traffic signal timing and an increase of 6 to 7 vehicles during the PM peak hour.

As discussed previously with the Phase I results, a new traffic signal on Connecticut Avenue at the shared driveway with The Home Depot would control traffic on Connecticut Avenue and aid the movement of vehicles exiting from The Home Depot and future Kaiser medical office building and pedestrians crossing Connecticut Avenue.

On Aspen Hill Road, the eastbound left turn movements extend 295 feet during the AM peak hour and 716 feet during the PM peak hour, an increase of 5 to 6 vehicle during the AM and PM

peak hours, respectively, compared to background conditions. The eastbound through and right turn movements extend 167 feet and 351 feet during the AM and PM peak hour, respectively, an increase of zero to 1 vehicle compared to background conditions.

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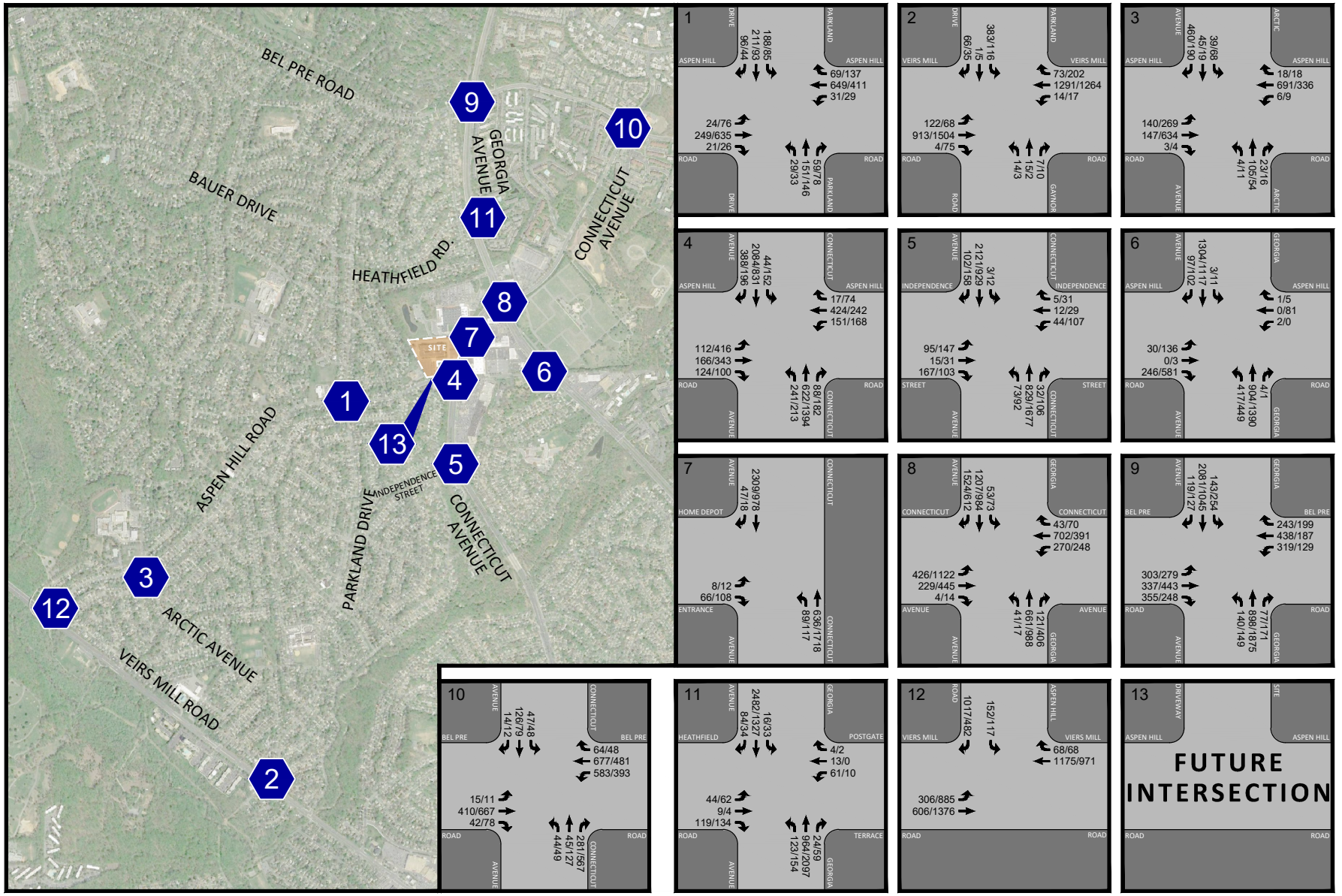

Figure 10
Background Peak Hour Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

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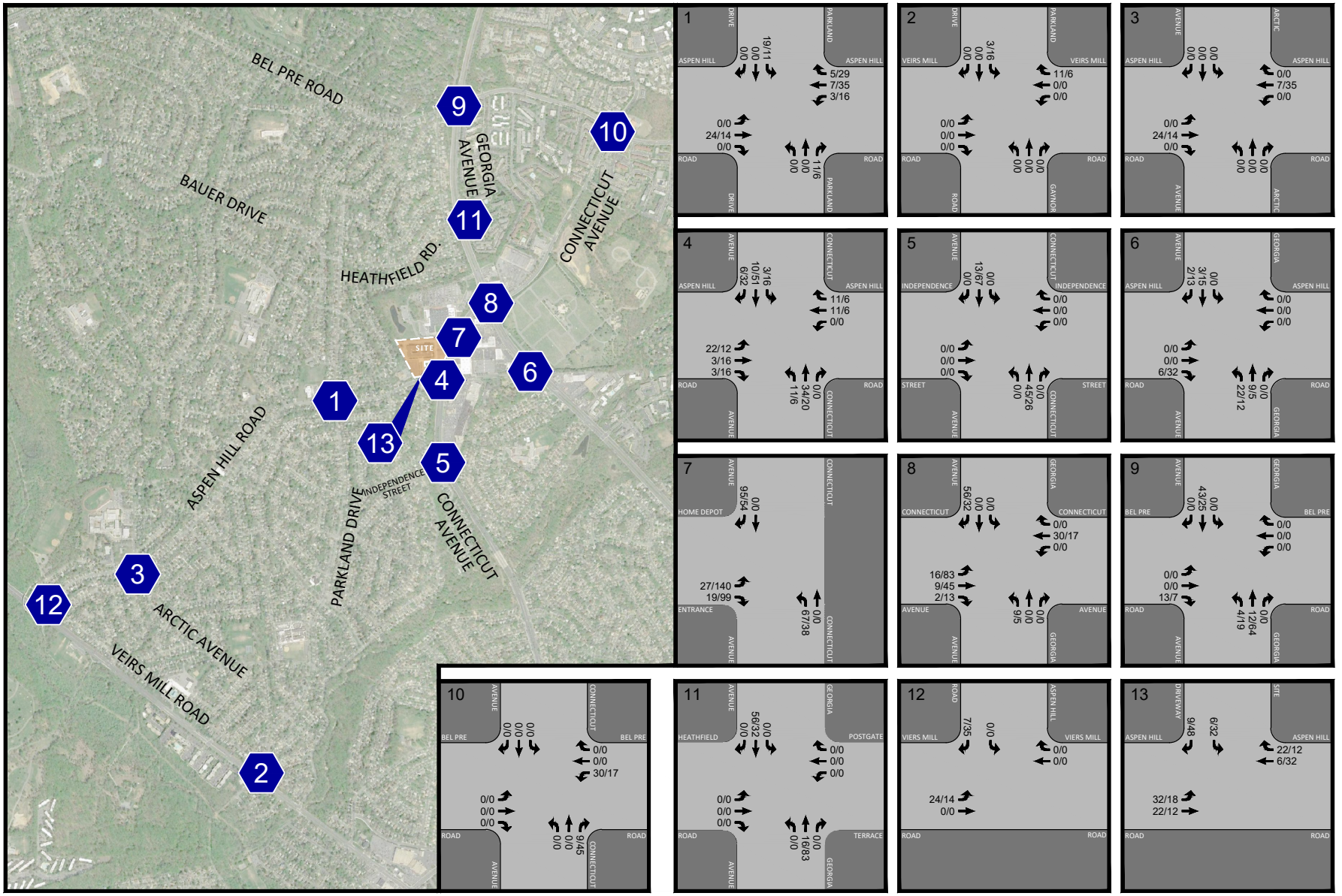

Figure 11
Phase 1 Site Assignments
(130,000 SF)

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

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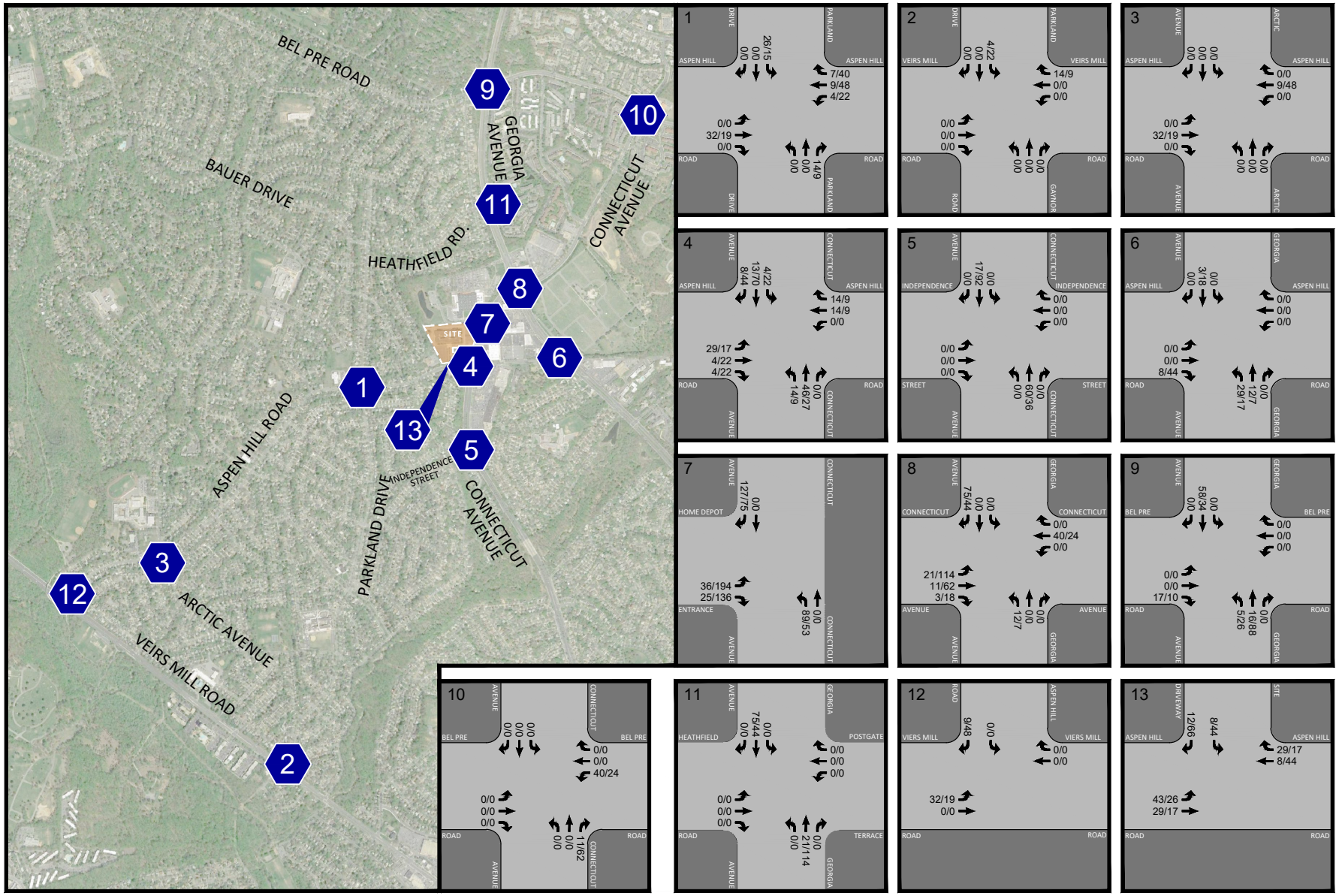

Figure 12
Phase 2 Site Traffic Assignment
(130,000 SF + 50,000 SF)

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

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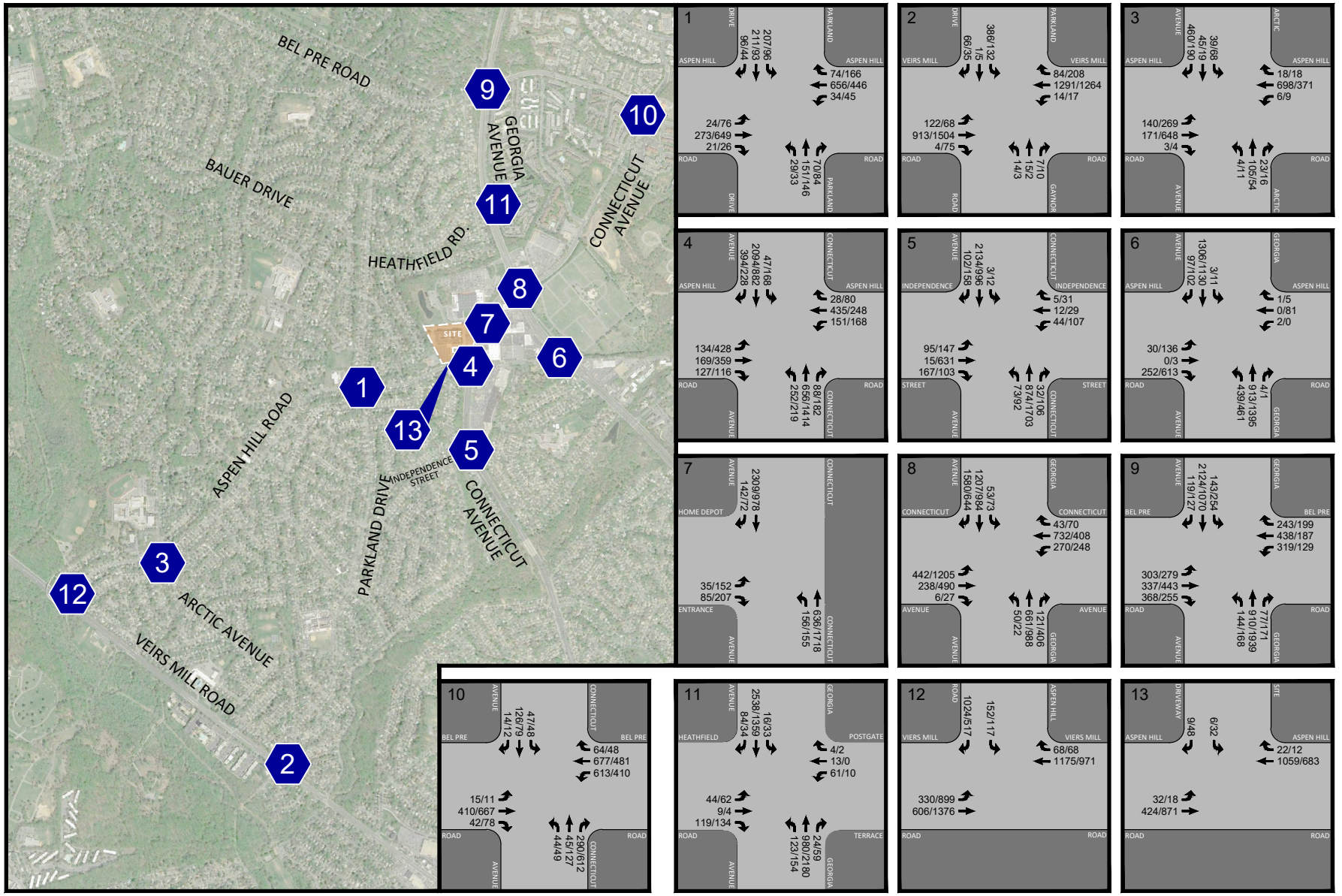

Figure 13
Phase 1 Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

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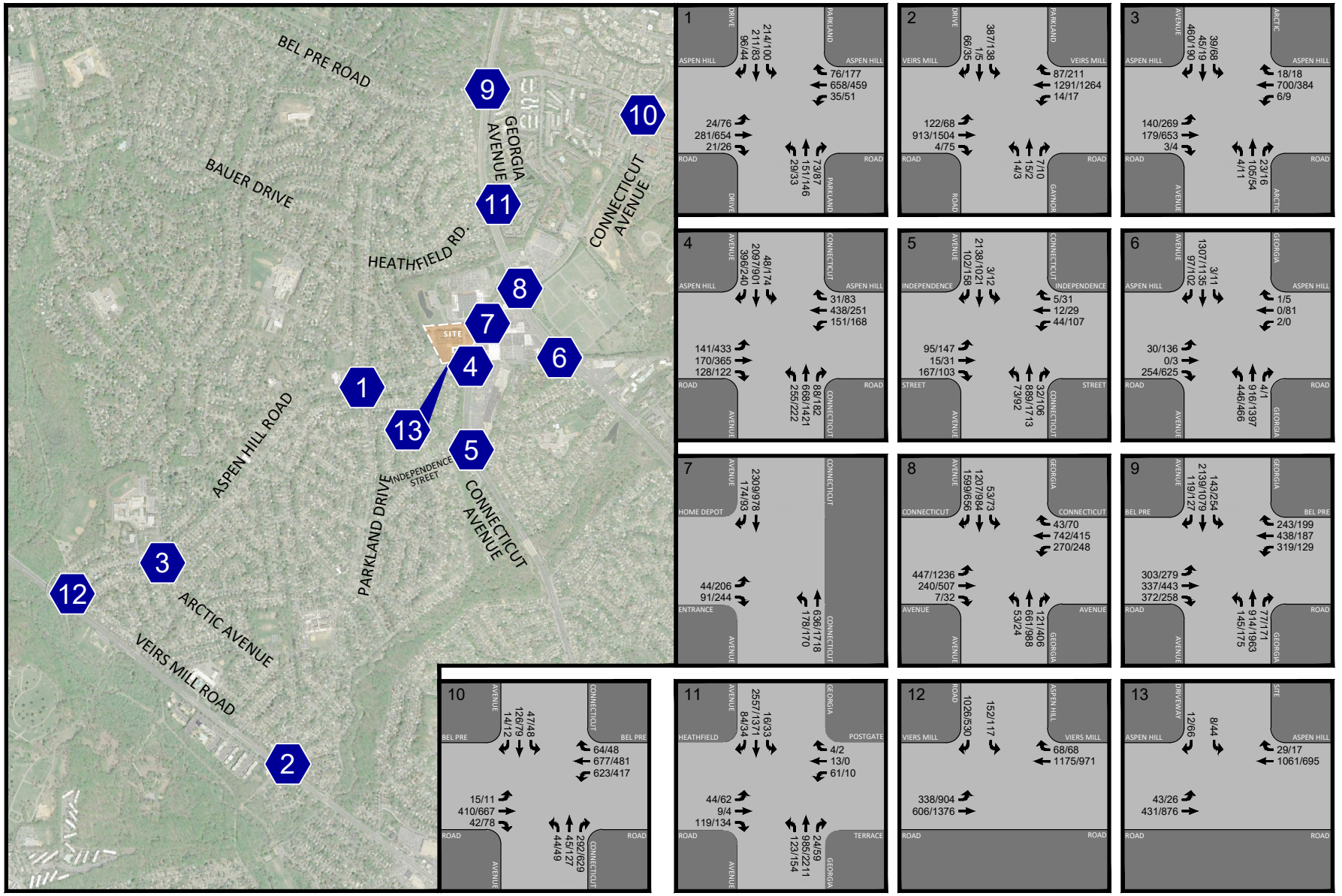


Figure 14
Phase 2 Total Future Traffic Forcasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

CONCLUSIONS

The conclusions of this study are as follows:

1. The proposed Kaiser Permanente medical office building will replace a vacant office building, construct pedestrian connections through and along the site, contribute to the County's bicycle infrastructure on Connecticut Avenue and Aspen Hill Road, and install a new traffic signal on Connecticut Avenue to assist pedestrians and vehicles crossing Connecticut Avenue, meeting goals outlined in the Aspen Hill Minor Master Plan Amendment and the Aspen Hill Vision Zero Study.

2. Phase I, a 130,000 SF medical office building, will generate 372 person trips and 276 auto driver trips during the AM peak hour, an increase of only 9 person trips and 7 auto trips compared to the existing office building. During the PM peak hour, the 130,000 SF facility will generate 594 person trips and 441 auto trips, an increase of 218 person and 162 auto trips compared to the office building.

3. Phase II, a 180,000 SF medical office building, will generate 134 more person trips and 100 more auto trips during the AM peak hour compared to the existing office building. During the PM peak hour, the 180,000 SF medical office building will generate 447 additional person trips and 332 additional auto trips, compared to the existing office building.

4. The driveway on Aspen Hill Road will be restricted to employees and emergency vehicles, controlled by a gate. Members, deliveries and visitors will use the Connecticut Avenue driveway, shared with The Home Depot.

5. A new traffic signal is planned, though not required for Motor Vehicle adequacy, for the Connecticut Avenue driveway with the Kaiser Permanente medical office building redevelopment. The traffic signal would help facilitate better traffic circulation as well as improve bicycle and pedestrian safety in the area, consistent with Vision Zero policy.

6. Under existing conditions, all study intersection operate within the Critical Lane Volume congestion standard of 1,475 for the Aspen Hill policy area. The Connecticut Avenue/Aspen Hill intersection currently operates with an overall delay of 61.1 seconds per vehicle. Vehicle queues on southbound Connecticut Avenue extend past the shared Home Depot driveway, and on eastbound Aspen Hill Road through the existing driveway to the subject site.

7. Although each of the study intersections would continue to operate within the CLV congestion standard of 1,450, with redevelopment of the site, minor increases in delay would be realized at the Georgia Avenue/Bel Pre Road intersection and the Connecticut Avenue/Aspen Hill Road intersection. Optimization of signal timings at the Connecticut Avenue/Aspen Hill Road intersection would mitigate the traffic impact of the proposed medical office building. The intersection would operate below the HCM congestion standard of 59.0 seconds; 53.6 and 54.8 seconds during the AM peak hour with Phase I and Phase II, respectively. The Georgia Avenue/Bel Pre Road intersection would continue to operate below the 59.0 second threshold; 58.3 seconds with Phase II (180,000 SF).

8. Both Phase I and Phase II pass the Motor Vehicle Adequacy Test, with signal timing optimization at the Connecticut Avenue/Aspen Hill Road intersection.

APPENDIX A

SCOPE OF WORK,

CORRESPONDENCE

Attachment 5
Revised March 27, 2020

MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Local Area Transportation Review

TRANSPORTATION IMPACT STUDY SCOPE OF WORK AGREEMENT

Contact Information				
Transportation Consultant (company, contact name, email, and phone number)	Wells + Associates, Inc. Chris Kabatt, P.E., clkabatt@wellsandassociates.com;			
Name of Applicant / Developer	Kaiser Permanente Sumrien Ali			
Project Information	*Include Tables/Graphics, As Needed*			
Project Name (include plan no. if known)	Kaiser Permanente Aspen Hill			
Project Location (include address if known)	The site of the Kaiser Permanente Aspen Hill project is located on two parcels of land that are currently developed as a vacant Vitro/BAE office building with addresses of 4115 Aspen Hill Road and 13905 Connecticut Avenue. The redevelopment project will have an address of 13900 Connecticut Avenue. The property parcel is more specifically located west of Connecticut Avenue, north of Aspen Hill road, east of single-family housing, and south of a Home Depot store.			
Policy Area(s) (subdivision staging policy map)	Aspen Hill	Master Plan(s) / Sector Plan Area(s)	Aspen Hill Minor Master Plan	
Application Type(s)	**X** Preliminary Plan	**X** Site Plan	D Sketch/Concept/Pre-Preliminary (Optional)	D Amendment
	D Conditional Use (formerly special exception)	D Local Map Amendment	D APF at Building Permit	D Other:

Project Description & Previous Approvals (proposed land uses, zoning, no. of units, square footage, construction phasing, prior approvals and proposals, existing uses, site operations, year built, status of Adequate Public Facilities [APF], other relevant info)	The Applicant is proposing to raze the existing 265,600 SF vacant office building and redevelop the site with 180,000 SF of medical office space in two phases. The first phase would result in a 130,000 SF medical office building, and phase two would add 50,000 SF resulting in the total buildout of 180,000 SF of medical office space. A conceptual site plan is included as Attachment I. The site was previously approved in 2018 (site plan number 820180070) for a 95,000 SF auto dealership.
1.Site Access (proposed access location(s), existing/adjacent/opposite curb cuts, interparcel connections, access configurations and restrictions, internal circulation, private roads, parking/loading areas, other relevant info)	Vehicular access to the site is proposed via an existing driveway from Aspen Hill Road as well as an easement with the existing Home Depot property that leads from Connecticut Avenue.

2.Transportation Analysis Requirement	**X** Transportation Impact Study Generates 50 or more total weekday peak hour person trips (vehicular, transit, bicycle, and/or pedestrian) with no reductions other than a credit for existing developments over 12 years old, *AND* is outside of the White Flint and White Oak Policy Areas. Fill out remainder of this form and include in transportation impact study appendix.		D Transportation Study Exemption Statement Generates 49 or fewer total weekday peak hour person trips (vehicular, transit, bicycle, and/or pedestrian) with no reductions other than a credit for existing developments over 12 years old, *OR* within White Flint and White Oak Policy Areas. Fill out PAR and trip generation sections below, and include with exemption statement.	
3.Policy Area Review (PAR) Only for projects filed before 1/1/17	D TPAR (1/1/13 – 12/31/16) 0, 25, 50%: (TPAR = Transportation Policy Area Review)	D PAMR (11/15/07 - 12/31/12) 0-50%: (PAMR = Policy Area Mobility Review)	**X** Exempt (no square footage increase or fewer than 3 new trips) **or** 1/1/17 or later) D No PAR (7/1/03 – 11/14/07) D PATR (before 6/30/03) (PATR = Policy Area Transportation Review)	
4.Transportation Mitigation Agreement (TMAg)	**X** No	D Yes (In Transportation Management District [TMD])	D Amend Existing TMAg	
5.Established Trans-portation Management District (TMD)?	**X** No	D Yes TMD Name:		

Transportation Impact Study Assumptions *Include Tables/Graphics, As Needed*

6.Study Years / Phases	Existing Year: 2019	Phases / Build-out Year(s): Phase 1 – 2021 / Phase 2 - 2026			
7.Study Periods	**X** AM **X** PM ☐ Mid-day ☐ Saturday ☐ Sunday ☐ Other: _____				
8.Study Intersections (For projects generating 50 or more person trips, list all signalized & significant unsignalized intersections, and site driveways traffic counts **must be collected within 12- months of completed and accepted application**)	# of tiers of intersections to study (refer current LATR Guidelines): One (1) for Phase 1, denoted with an *, and Two (2) for Phase 2, denoted with an ** *For the purpose of determining the number of tiers of study intersections, trip calculation for the subject site should also include nearby unbuilt properties in common ownership. No trip reductions should be taken in this calculation other than a credit for existing developments over 12 years old.*				
	1) Aspen Hill Road/Parkland Drive*		8) Georgia Avenue (MD 97)/Connecticut Avenue (MD 185)*		
	2) Veirs Mill Road/Parkland Drive/Gaynor Road**		9) Georgia Avenue (MD 97)/Bel Pre Road**		
	3) Aspen Hill Road/Arctic Avenue**		10) Connecticut Avenue (MD 185)/Bel Pre Road**		
	4) Connecticut Avenue (MD 185)/Aspen Hill Road*		11) Georgia Avenue/Heathfield Road		
	5) Connecticut Avenue (MD 185)/Independence Street		12) Veirs Mill Road/Aspen Hill Road		
	6) Georgia Avenue (MD 97)/Aspen Hill Road		13) All Site Driveways		
	7) Connecticut Avenue (MD 185)/Home Depot Entrance*				
9.Trip Generation (clearly cite sources and methodology including use of average rates vs. equation; include trip generation for existing site, current	PHASE I Total Person Trips: 372 AM, 594 PM	PHASE I Vehicle Trips* (Auto Driver): 276 AM, 441 PM	PHASE I Transit Trips*: 11 AM, 17 PM	PHASE I Walking Trips* (non-motorized + transit): 28 AM, 45 PM	PHASE I Bicycling Trips* (non-motorized): 17 AM, 28 PM
	EXISTING Total Person Trips: 364 AM, 380 PM	EXISTING Vehicle Trips* (Auto Driver): 270 AM, 282 PM	EXISTING Transit Trips*: 11 AM, 11 PM	EXISTING Walking Trips* (non-motorized + transit): 28 AM, 29 PM	EXISTING Bicycling Trips* (non-motorized): 17 AM, 18 PM
	Phase I NET NEW Total Person Trips: 8 **AM, 214 PM**	Phase I NET NEW Vehicle Trips* (Auto Driver): **6 AM, 159 PM**	Phase I NET NEW Transit Trips*: **0 AM, 6 PM**	Phase I NET NEW Walking Trips* (non-motorized + transit): **0 AM, 16 PM**	Phase I NET NEW Bicycling Trips* (non-motorized): **0 AM, 10 PM**
	PHASE I +II Total Person Trips: 497 AM, 823 PM	PHASE I +II Vehicle Trips* (Auto Driver): 69 AM, 611 PM	PHASE I+II Transit Trips*: 14 AM, 24 PM	PHASE I+II Walking Trips* (non-motorized + transit): 37 AM, 63 PM	PHASE I+II Bicycling Trips* (non-motorized): 23 AM, 39 PM

approvals, proposed uses, and net changes)	EXISTING Total Person Trips 364 AM, 380 PM	EXISTING Vehicle Trips* (Auto Driver) 270 AM, 282 PM	EXISTING Transit Trips* 11 AM, 11 PM	EXISTING Walking Trips* (non-motorized + transit) 28 AM, 29 PM	EXISTING Bicycling Trips* (non-motorized) 17 AM, 18 PM

	Phase I+II NET NEW Total Person Trips **133 AM, 443 PM**	Phase I+II NET NEW Vehicle Trips* (Auto Driver) **99 AM, 329 PM**	Phase I+II NET NEW Transit Trips* **3 AM, 13 PM**	Phase I+II NET NEW Walking Trips* (non-motorized + transit) **9 AM, 34 PM**	Phase I+II NET NEW Bicycling Trips* (non-motorized) **6 AM, 21 PM**
	** Only required if total peak hour person trips are 50 or more in either the AM or PM peak hour. Sum of all vehicle, transit, and non-motorized trips shall be the equivalent of total person trips. Use table at the end of the form to show all calculations and assumptions for mode breakout.* Table 1 presents trip generation calculations for the existing (now vacant, although assumed occupied) and the proposed use (both phase one and phase two). The base vehicle trips were calculated using the Institute of Transportation Engineers' Trip Generation Manual, 10th Edition. A 98 percent trip adjustment factor, based on Table 1a. of the LATR Guidelines appendix, was then applied to determine the number of auto driver trips. Transit, non-motorized, pedestrian, and person trips were calculated using the respective mode split percentages for the Aspen Hill policy area as documented in Table 1b. of the LATR Guidelines appendix. The trip generation for the Phase 1 development, 130,000 SF medical office building, requires tier one (1) intersection. Phase II, includes an additional 50,000 SF for a total of 180,000 SF medical office building, requires tier two intersections.				
10.Trip Reductions (include justification and supporting documentation for internal capture, pass-by, diverted, Transportation Demand Management)	No trip reductions are proposed. The auto driver vehicle trip will be added to the road network for the traffic forecasting.				

11.Trip Distribution % (include a map of the proposed project in addition to a list or table)	North on Georgia Avenue – 20% East on Bel Pre Road – 14% South on Georgia Avenue – 14% South on Connecticut Avenue – 21% South on Parkland Drive – 5% West on Aspen Hill Road – 11% West on Bauer Drive – 9% West on Bel Pre Road – 6% Attachment II presents the distributions on a map format.

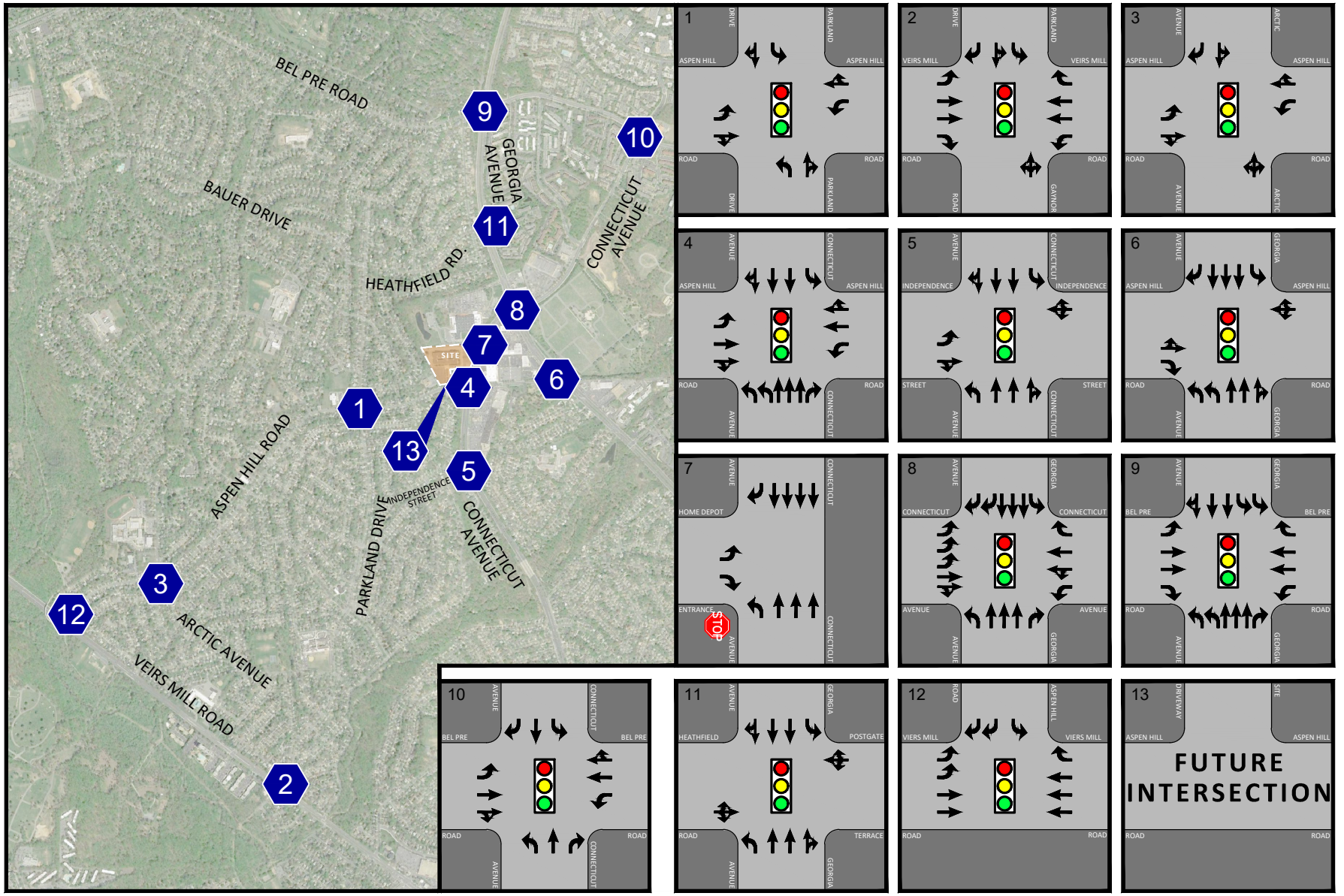
12.Pipeline Developments to be considered as background traffic (include name, plan #, land uses, and sizes for approved but unbuilt developments or concurrently pending applications; info can be obtained from the M-NCPPC Pipeline website: - website is	1. Montgomery County Humane Society – Plan No. 120190100 2. Parkview at Aspen Hill Plan No. 120170030 Table 2 presents the development programs for the pipeline development.
13.Pipeline Transportation Projects to be considered as background condition (fully funded for construction in County Capital Improvement Program, State Consolidated Transportation Program, developer projects, etc. within the next 6 years)	There are no known funded transportation projects that would immediately impact the study area.

Preliminary Mitigation Analysis		**Refer to the LATR Guidelines for details on how to mitigate*
14.Vehicular Analysis	**X** Vehicular Analysis Anticipated (Vehicular mitigation to be determined after study)	☐ TEST: HCM Analysis is required to be provided for all intersections analyzed in studies for: 1) "Red & Orange" policy areas, and 2) intersections with a CLV of more than 1,350 in "Yellow & Green" policy areas. 3) **CLV analysis required for all intersections regardless of policy area. CLV assessment and signal timing worksheets are to be included in the study appendix.** ☐ MITIGATION: Required if HCM delay analyses exceed policy area standard

15.Pedestrian Analysis	☐ Pedestrian Mitigation Anticipated	☐ TEST: If the plan generates 50 or more pedestrian peak hour trips, mitigation of surrounding pedestrian conditions is required ☐ MITIGATION: Required if ADA non-compliance issues within 500 foot radius of site boundary and if pedestrian crosswalk delay at LATR intersections within 500 feet of site boundary is lower than Level of Service (LOS) D
16.Bicycle Analysis	☐ Bicycle Mitigation Anticipated	☐ TEST: If the plan generates 50 or more bicycle peak hour trips and is within 0.25 miles of an existing educational institution or existing/planned bikeshare station, mitigation of surrounding bicycle conditions is required ☐ MITIGATION: Required to make improvements to provide a low Level of Traffic Stress to any existing similar facility within 750 feet of the site boundary; Alternatively, project may provide a master planned improvement that provides an equivalent improvement in the level of traffic stress for cyclists

17.Transit Analysis	D Transit Mitigation Anticipated	☐ TEST: If the plan generates 50 or more transit peak hour trips and the peak load of bus routes at bus stops within 1,000 feet of site boundary exceeds (or is worse than) peak load of LOS D (1.25 transit riders per seat during the peak period in the peak direction), mitigation of transit conditions is required ☐ MITIGATION: Required to provide or fund improvements that would mitigate the trips exceeding the standard that are attributable to the development	
Additional Analysis or Software Required	**X** Queuing Analysis (At the Connecticut Avenue/Aspen Hill Road intersection) **X** Signal Warrant Analysis – For the Connecticut Avenue intersection with the shared Home Depot/Kaiser driveway will be provided under separate cover D Weaving/Merge Analysis	D Accident Analysis **X** Synchro D SIDRA	D VISSIM D CORSIM D Other_____

S:\PROJECTS - S DRIVE\7908 KAISER ASPEN HILL LATR\GRAPHICS\7908 - GRAPHICS 3.9.2020.DWG



Study Intersections

Represents One Travel Lane
Signalized Intersection
Stop Sign

NORTH

Kaiser Aspen Hill
Montgomery County, Maryland

Table 1
Kaiser Aspen Hill
Site Trip Generation with Mode Split Summary[1,2]

				ITE Trip Generation[1]						SSP 2016-2020 Trip Generation											
				AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour					
Land Use	LUC	Amount	Unit	In	Out	Total	In	Out	Total	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips
Existing Conditions																					
Office	710	265,600	SF	237	39	276	46	242	288	270	66	11	17	28	364	282	69	11	18	29	380
Proposed Conditions																					
Medical Office Building (Phase I)	720	130,000	SF	220	62	282	126	324	450	276	68	11	17	28	372	441	108	17	28	45	594
Difference (Proposed with Phase I vs. Existing)				**-17**	**23**	**6**	**80**	**82**	**162**	**6**	**2**	**0**	**0**	**0**	**8**	**159**	**39**	**6**	**10**	**16**	**214**
Medical Office Building (Phase II)	720	50,000	SF	74	21	95	48	125	173	93	22	3	6	9	125	170	42	7	11	18	229
Total Buildout																					
Medical Office Building (Phase II)	720	180,000	SF	294	83	377	174	449	623	369	90	14	23	37	497	611	150	24	39	63	823
Difference (Proposed with Phase II vs. Existing)				**57**	**44**	**101**	**128**	**207**	**335**	**99**	**24**	**3**	**6**	**9**	**133**	**329**	**81**	**13**	**21**	**34**	**443**

Notes:
1. Trip generation based on ITE Trip Generation Manual, 10th Edition.
2. Mode Split assumptions based on the Aspen Hill Policy Area.

Table 2

Kaiser Aspen Hill

Pipeline Trip Generation Summary

Land Use	Size	Units
1. Montgomery County Humane Society Aspen Hill (Plan No. 120190100)		
Humane Society Facility	16,000	SF
2. Parkview at Aspen Hill		
Independent Senior Housing	120	DU

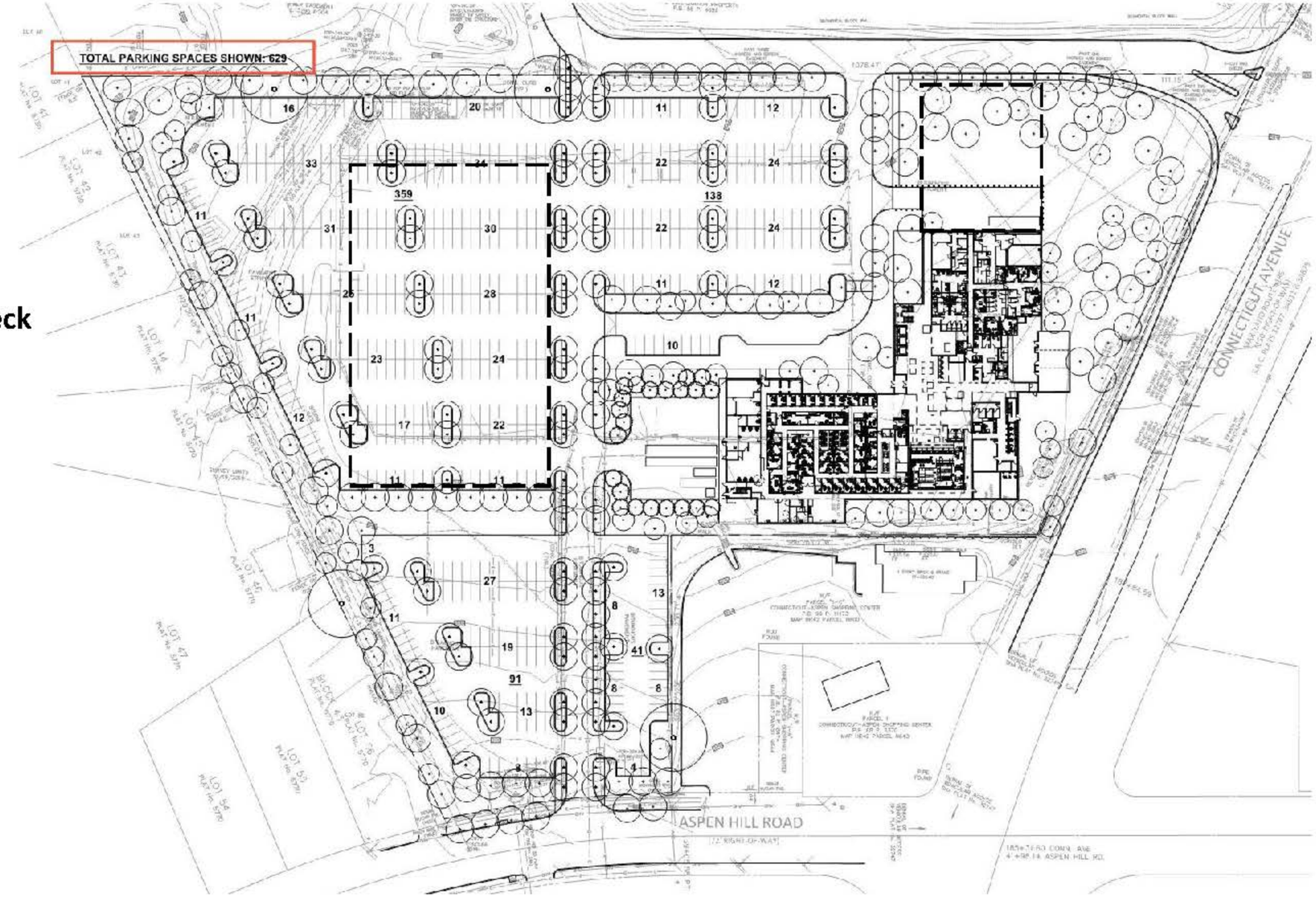
Proposed Site Plan

Attachment I

KAISER PERMANENTE®

BASIC SITE INFORMATION

- **Phase I**
  - ~130,000 sf
  - ~621 Parking Spaces
- **Phase II – Addition & Parking Deck**
  - ~170,000 sf
  - ~808 Parking Spaces



Attachment II
Site Trip Distributions

20%

6%

14%

9%

14%

11%

5%

21%

SITE

Bel Pre Rd

Chesterfield Rd

Bauer Dr

Heathfield Rd

Grand Pre Rd

S Leisure World Blvd

Arctic Ave

Aspen Hill Rd

Parkland Dr

Aspen Hill

Hewitt Ave

97

185

APPENDIX B

AREA TRANSIT SCHEDULES AND MAPS

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español Effective 9-16-18

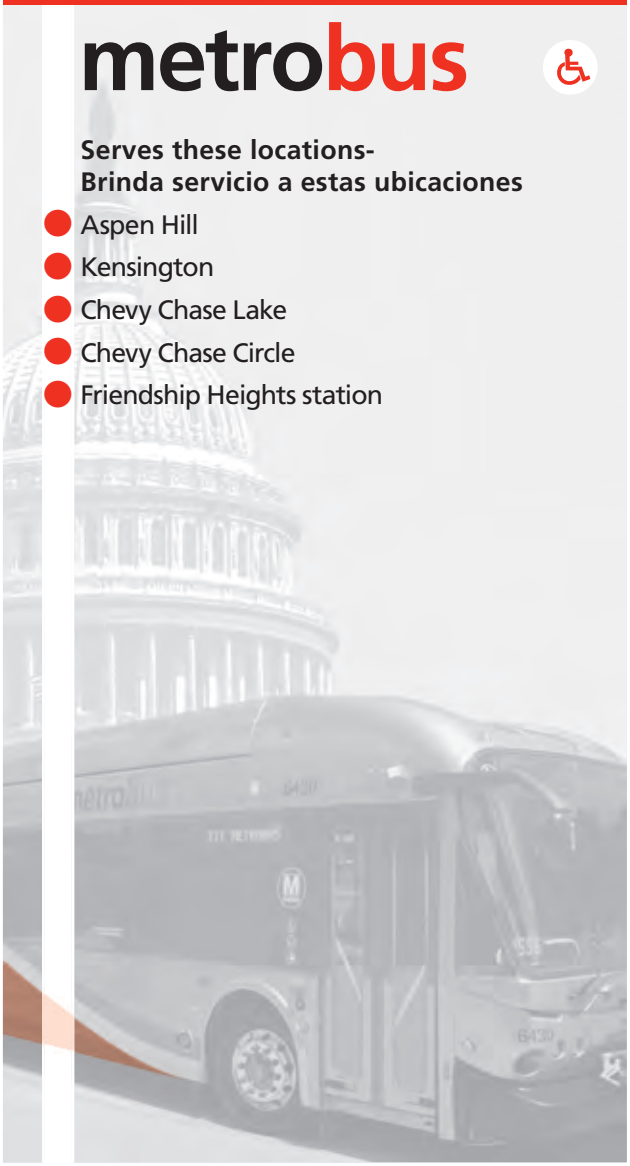
L8

Connecticut Ave.-Maryland Line

metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

- Aspen Hill
- Kensington
- Chevy Chase Lake
- Chevy Chase Circle
- Friendship Heights station



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Information Anytime 202-637-7000 TTY 202-962-2033

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership


L8
Connecticut Ave.-Maryland Line
For route and schedule information
Call 202-637-7000
www.wmata.com
Legend
Metrorail Station
Terminal Stands
BEL PRE RD
GRAND PRE RD
ASPEN HILL
GEORGIA AVE
CONNECTICUT AVE
MD RT 185
MD RT 97
WHEATON
RANDOLPH RD
VEIRS MILL RD
REEDIE DR
MD RT 586
WESTFIELD WHEATON
UNIVERSITY BLVD
MD RT 193
KENSINGTON
KNOWLES AVE
WARNER AVE
I-495 BELTWAY
CHEVY CHASE LAKE DR
CHEVY CHASE LAKE
MD RT 410
EAST-WEST HWY
CHEVY CHASE
MD
DC
MD RT 355
IRVING ST
CHEVY CHASE CIRCLE
FRIENDSHIP HEIGHTS STATION
metro
WISCONSIN CIRCLE
WISCONSIN AVE
WESTERN AVE
Guaranteed Ride Home
When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program.
The program will get you home in the event of a personal emergency or unscheduled overtime.
To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.
(2/97)
WMATA ©2013
For information regarding this map contact <R•A•D•S>.

L8

Connecticut Ave.-Maryland Line

Southbound To
Friendship Heights station

Monday thru Friday — Lunes a viernes

Route Number	Grand Pre & Bel Pre Rds. (Aspen Hill)	Connecticut & Georgia Aves.	Connecticut Ave. & Randolph Rd.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut Ave. & Irving St. (Chevy Chase Circle)	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino							
L8	4:52	4:58	5:06	5:14	5:20	5:25	5:30
L8	5:10	5:16	5:24	5:32	5:38	5:43	5:48
L8	5:28	5:34	5:42	5:50	5:56	6:01	6:06
L8	5:46	5:52	6:00	6:08	6:18	6:25	6:31
L8	6:00	6:06	6:14	6:22	6:32	6:39	6:45
L8	6:11	6:17	6:25	6:33	6:43	6:50	6:56
L8	6:23	6:29	6:37	6:45	6:55	7:02	7:08
L8	6:33	6:39	6:47	6:55	7:05	7:12	7:18
L8	6:42	6:47	6:57	7:08	7:18	7:25	7:31
L8	6:52	6:57	7:07	7:18	7:28	7:35	7:41
L8	7:02	7:07	7:17	7:28	7:38	7:45	7:51
L8	7:16	7:21	7:31	7:42	7:52	7:59	8:05
L8	7:29	7:34	7:44	7:55	8:05	8:12	8:18
L8	7:42	7:47	7:57	8:08	8:18	8:25	8:31
L8	7:56	8:01	8:08	8:18	8:25	8:31	8:37
L8	8:15	8:20	8:27	8:37	8:44	8:50	8:56
L8	8:37	8:42	8:49	8:59	9:06	9:12	9:18
L8	9:07	9:12	9:19	9:29	9:36	9:42	9:48
L8	9:37	9:42	9:49	9:59	10:06	10:12	10:18
L8	10:07	10:12	10:19	10:29	10:36	10:42	10:48
L8	10:37	10:42	10:49	10:59	11:06	11:12	11:18
L8	11:07	11:12	11:19	11:29	11:36	11:42	11:48
L8	11:37	11:42	11:49	11:59	12:06	12:12	12:18
PM Service — Servicio vespertino							
L8	12:07	12:12	12:19	12:29	12:36	12:42	12:48
L8	12:37	12:42	12:49	12:59	1:06	1:12	1:18
L8	1:07	1:12	1:19	1:29	1:36	1:42	1:48
L8	1:37	1:42	1:49	1:59	2:06	2:12	2:18
L8	2:07	2:13	2:21	2:30	2:37	2:45	2:50
L8	2:37	2:43	2:51	3:00	3:07	3:15	3:20
L8	3:07	3:13	3:21	3:30	3:37	3:45	3:50
L8	3:26	3:32	3:40	3:49	3:56	4:04	4:09
L8	3:45	3:51	3:59	4:08	4:15	4:23	4:28
L8	4:10	4:16	4:24	4:33	4:40	4:48	4:53
L8	4:35	4:41	4:49	4:58	5:05	5:13	5:18
L8	4:57	5:03	5:11	5:20	5:27	5:35	5:40
L8	5:23	5:28	5:35	5:43	5:49	5:56	6:00
L8	5:43	5:48	5:55	6:03	6:09	6:16	6:20
L8	6:03	6:08	6:15	6:23	6:29	6:36	6:40
L8	6:23	6:28	6:35	6:43	6:49	6:56	7:00
L8	6:53	6:58	7:05	7:13	7:19	7:26	7:30
L8	7:23	7:28	7:35	7:43	7:49	7:56	8:00
L8	7:53	7:58	8:04	8:11	8:17	8:21	8:25
L8	8:23	8:28	8:34	8:41	8:47	8:51	8:55
L8	8:53	8:58	9:04	9:11	9:17	9:21	9:25
L8	9:23	9:28	9:34	9:41	9:47	9:51	9:55
L8	9:53	9:58	10:04	10:11	10:17	10:21	10:25
L8	10:23	10:28	10:34	10:41	10:47	10:51	10:55

L8

Connecticut Ave.-Maryland Line

Northbound To Aspen Hill

Monday thru Friday — Lunes a viernes

Route Number	Friendship Heights Metro	Connecticut Ave. & Irving St. (Chevy Chase Circle)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Randolph Rd.	Connecticut & Georgia Aves.	Grand Pre & Bel Pre Rds. (ASPEN HILL)
AM Service — Servicio matutino							
L8	5:40	5:43	5:47	5:52	5:57	6:03	6:05
L8	5:55	5:58	6:02	6:07	6:12	6:18	6:20
L8	6:15	6:19	6:24	6:30	6:36	6:44	6:46
L8	6:35	6:39	6:44	6:50	6:56	7:04	7:06
L8	6:55	7:00	7:06	7:13	7:20	7:27	7:30
L8	7:15	7:20	7:26	7:33	7:40	7:47	7:50
L8	7:35	7:40	7:46	7:53	8:00	8:07	8:10
L8	7:55	8:00	8:06	8:13	8:20	8:27	8:30
L8	8:25	8:30	8:36	8:43	8:50	8:57	9:00
L8	8:55	9:00	9:06	9:13	9:20	9:27	9:30
L8	9:25	9:29	9:34	9:43	9:51	9:58	10:01
L8	9:55	9:59	10:04	10:13	10:21	10:28	10:31
L8	10:25	10:29	10:34	10:43	10:51	10:58	11:01
L8	10:55	10:59	11:04	11:13	11:21	11:28	11:31
L8	11:25	11:29	11:34	11:43	11:51	11:58	12:01
L8	11:55	11:59	12:04	12:13	12:21	12:28	12:31
PM Service — Servicio vespertino							
L8	12:25	12:29	12:34	12:43	12:51	12:58	1:01
L8	12:55	12:59	1:04	1:13	1:21	1:28	1:31
L8	1:25	1:29	1:34	1:43	1:51	1:58	2:01
L8	1:55	1:59	2:04	2:13	2:21	2:28	2:31
L8	2:25	2:30	2:38	2:48	2:58	3:07	3:10
L8	2:50	2:55	3:03	3:13	3:23	3:32	3:35
L8	3:15	3:20	3:28	3:38	3:48	3:57	4:00
L8	3:40	3:45	3:53	4:03	4:13	4:22	4:25
L8	4:03	4:08	4:16	4:26	4:36	4:45	4:48
L8	4:19	4:24	4:32	4:42	4:52	5:01	5:04
L8	4:35	4:40	4:48	4:58	5:08	5:17	5:20
L8	4:54	5:00	5:12	5:23	5:34	5:42	5:46
L8	5:11	5:17	5:29	5:40	5:51	5:59	6:03
L8	5:28	5:34	5:43	5:53	6:03	6:12	6:15
L8	5:47	5:53	6:02	6:12	6:22	6:31	6:34
L8	6:07	6:13	6:22	6:32	6:42	6:51	6:54
L8	6:27	6:33	6:42	6:52	7:02	7:11	7:14
L8	6:47	6:53	7:02	7:12	7:22	7:31	7:34
L8	7:08	7:13	7:18	7:25	7:33	7:40	7:42
L8	7:38	7:43	7:48	7:55	8:03	8:10	8:12
L8	8:08	8:13	8:18	8:25	8:33	8:40	8:42
L8	8:38	8:43	8:48	8:55	9:03	9:10	9:12
L8	9:08	9:13	9:18	9:25	9:33	9:40	9:42
L8	9:38	9:43	9:48	9:55	10:03	10:10	10:12
L8	10:08	10:13	10:18	10:25	10:33	10:40	10:42
L8	10:38	10:42	10:46	10:52	10:59	11:06	11:08
L8	11:08	11:12	11:16	11:22	11:29	11:36	11:38

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L8

Connecticut Ave.-Maryland Line

Southbound To Friendship Heights station

Saturday — En sábados

Route Number	Grand Pre & Bel Pre Rds. (Aspen Hill)	Connecticut & Georgia Aves.	Connecticut Ave. & Randolph Rd.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut Ave. & Irving St. (Chevy Chase Circle)	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino							
L8	6:10	6:16	6:24	6:31	6:38	6:44	6:47
L8	6:43	6:49	6:57	7:04	7:11	7:17	7:20
L8	7:13	7:19	7:27	7:34	7:41	7:47	7:50
L8	7:43	7:49	7:57	8:04	8:11	8:17	8:20
L8	8:13	8:19	8:27	8:34	8:41	8:47	8:50
L8	8:43	8:49	8:57	9:04	9:11	9:17	9:20
L8	9:13	9:19	9:27	9:34	9:41	9:47	9:50
L8	9:43	9:49	9:57	10:04	10:12	10:19	10:22
L8	10:13	10:19	10:27	10:34	10:42	10:49	10:52
L8	10:43	10:49	10:57	11:04	11:12	11:19	11:22
L8	11:13	11:19	11:27	11:34	11:42	11:49	11:52
L8	11:43	11:49	11:57	12:04	12:12	12:19	12:22
PM Service — Servicio vespertino							
L8	12:13	12:19	12:27	12:34	12:42	12:49	12:52
L8	12:43	12:49	12:58	1:05	1:13	1:22	1:25
L8	1:13	1:19	1:28	1:35	1:43	1:52	1:55
L8	1:43	1:49	1:58	2:05	2:13	2:22	2:25
L8	2:13	2:19	2:28	2:35	2:43	2:52	2:55
L8	2:43	2:49	2:58	3:05	3:13	3:22	3:25
L8	3:13	3:19	3:28	3:35	3:43	3:52	3:55
L8	3:43	3:49	3:58	4:05	4:13	4:22	4:25
L8	4:13	4:19	4:28	4:35	4:43	4:52	4:55
L8	4:43	4:49	4:57	5:04	5:12	5:20	5:23
L8	5:13	5:19	5:27	5:34	5:42	5:50	5:53
L8	5:43	5:49	5:57	6:04	6:12	6:20	6:23
L8	6:13	6:19	6:27	6:34	6:42	6:50	6:53
L8	6:43	6:48	6:55	7:02	7:09	7:15	7:18
L8	7:13	7:18	7:25	7:32	7:39	7:45	7:48
L8	7:43	7:48	7:55	8:02	8:09	8:15	8:18
L8	8:13	8:18	8:25	8:32	8:39	8:45	8:48
L8	8:43	8:48	8:55	9:02	9:09	9:15	9:18
L8	9:13	9:18	9:25	9:32	9:39	9:45	9:48
L8	9:43	9:48	9:55	10:02	10:09	10:15	10:18
L8	10:13	10:18	10:25	10:32	10:39	10:45	10:48

On four Federal holidays, Columbus Day, Veterans' Day, Martin L. King Day, and Presidents' Day, Metrobus will run on a Saturday supplemental schedule. On these holidays, all Saturday trips will operate.

Saturday and Sunday service is operated by RIDE-ON.
Information 240/777-7433 (Touchtone), 240/777-5869 (TDD) 240/777-5871 (Rotary), 1/800/732-3327
http://www.montgomerycountymd.gov (Website)

L8

Connecticut Ave.-Maryland Line

Northbound To Aspen Hill

Saturday — En sábados

Route Number	Friendship Heights (Metro)	Connecticut Ave. & Irving St. (Chevy Chase Circle)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Randolph Rd.	Connecticut & Georgia Aves.	Grand Pre & Bel Pre Rds. (ASPEN HILL)
AM Service — Servicio matutino							
L8	6:00	6:02	6:07	6:12	6:18	6:24	6:26
L8	6:30	6:32	6:37	6:42	6:48	6:54	6:56
L8	7:00	7:02	7:07	7:12	7:18	7:24	7:26
L8	7:30	7:32	7:37	7:44	7:51	7:57	7:59
L8	8:00	8:02	8:07	8:14	8:21	8:27	8:29
L8	8:30	8:32	8:37	8:44	8:51	8:57	8:59
L8	9:00	9:02	9:07	9:14	9:21	9:27	9:29
L8	9:30	9:32	9:37	9:44	9:51	9:57	9:59
L8	10:00	10:03	10:09	10:16	10:24	10:32	10:34
L8	10:30	10:33	10:39	10:46	10:54	11:02	11:04
L8	11:00	11:03	11:09	11:16	11:24	11:32	11:34
L8	11:30	11:33	11:39	11:46	11:54	12:02	12:04
PM Service — Servicio vespertino							
L8	12:00	12:03	12:09	12:16	12:24	12:32	12:34
L8	12:30	12:33	12:39	12:46	12:54	1:02	1:04
L8	1:00	1:03	1:09	1:16	1:24	1:32	1:34
L8	1:30	1:34	1:41	1:49	1:59	2:08	2:10
L8	2:00	2:04	2:11	2:19	2:29	2:38	2:40
L8	2:30	2:34	2:41	2:49	2:59	3:08	3:10
L8	3:00	3:04	3:11	3:19	3:29	3:38	3:40
L8	3:30	3:34	3:41	3:49	3:59	4:08	4:10
L8	4:00	4:04	4:11	4:19	4:29	4:38	4:40
L8	4:30	4:34	4:41	4:49	4:59	5:08	5:10
L8	5:00	5:04	5:11	5:19	5:29	5:38	5:40
L8	5:30	5:33	5:39	5:47	5:56	6:04	6:06
L8	6:00	6:03	6:09	6:17	6:26	6:34	6:36
L8	6:30	6:33	6:39	6:47	6:56	7:04	7:06
L8	7:00	7:03	7:09	7:17	7:26	7:34	7:36
L8	7:30	7:33	7:38	7:44	7:51	7:58	8:00
L8	8:00	8:03	8:08	8:14	8:21	8:28	8:30
L8	8:30	8:33	8:38	8:44	8:51	8:58	9:00
L8	9:00	9:03	9:08	9:14	9:21	9:28	9:30
L8	9:30	9:33	9:38	9:44	9:51	9:58	10:00
L8	10:00	10:03	10:08	10:14	10:21	10:28	10:30
L8	10:30	10:33	10:38	10:44	10:51	10:58	11:00
L8	11:05	11:08	11:13	11:19	11:26	11:33	11:35

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L8

Connecticut Ave.-Maryland Line

Southbound To Friendship Heights station

Sunday — En domingo

Route Number	Grand Pre & Bel Pre Rds. (Aspen Hill)	Connecticut & Georgia Aves.	Connecticut Ave. & Randolph Rd.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut Ave. & Irving St. (Chevy Chase Circle)	FRIENDSHIP HEIGHTS Metro
AM Service — Servicio matutino							
L8	6:10	6:16	6:23	6:29	6:36	6:41	6:44
L8	6:43	6:49	6:56	7:02	7:09	7:14	7:17
L8	7:13	7:19	7:26	7:32	7:39	7:44	7:47
L8	7:43	7:49	7:56	8:02	8:09	8:14	8:17
L8	8:13	8:19	8:26	8:32	8:39	8:44	8:47
L8	8:43	8:49	8:56	9:02	9:09	9:14	9:17
L8	9:13	9:19	9:26	9:32	9:39	9:44	9:47
L8	9:43	9:49	9:57	10:04	10:11	10:17	10:20
L8	10:13	10:19	10:27	10:34	10:41	10:47	10:50
L8	10:43	10:49	10:57	11:04	11:11	11:17	11:20
L8	11:13	11:19	11:27	11:34	11:41	11:47	11:50
L8	11:43	11:49	11:57	12:04	12:11	12:17	12:20
PM Service — Servicio vespertino							
L8	12:13	12:19	12:27	12:34	12:41	12:47	12:50
L8	12:43	12:49	12:57	1:04	1:11	1:17	1:20
L8	1:13	1:19	1:27	1:34	1:41	1:47	1:50
L8	1:43	1:49	1:57	2:04	2:11	2:17	2:20
L8	2:13	2:19	2:27	2:34	2:41	2:47	2:50
L8	2:43	2:49	2:56	3:02	3:09	3:15	3:18
L8	3:13	3:19	3:26	3:32	3:39	3:45	3:48
L8	3:43	3:49	3:56	4:02	4:09	4:15	4:18
L8	4:13	4:19	4:26	4:32	4:39	4:45	4:48
L8	4:43	4:49	4:56	5:02	5:09	5:15	5:18
L8	5:13	5:19	5:26	5:32	5:39	5:45	5:48
L8	5:43	5:48	5:55	6:01	6:08	6:13	6:16
L8	6:13	6:18	6:25	6:31	6:38	6:43	6:46
L8	6:43	6:48	6:55	7:01	7:08	7:13	7:16
L8	7:13	7:18	7:25	7:31	7:38	7:43	7:46
L8	7:43	7:48	7:55	8:01	8:08	8:13	8:16
L8	8:13	8:18	8:25	8:31	8:38	8:43	8:46
L8	8:43	8:48	8:55	9:01	9:08	9:13	9:16

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L8

Connecticut Ave.-Maryland Line

Northbound To Aspen Hill

Sunday — En domingo

Route Number	Friendship Heights (Metro)	Connecticut Ave. & Irving St. (Chevy Chase Circle)	Connecticut Ave. & Chevy Chase Lake Dr.	Connecticut & Knowles Aves. (Kensington)	Connecticut Ave. & Randolph Rd.	Connecticut & Georgia Aves.	Grand Pre & Bel Pre Rds. (ASPEN HILL)
AM Service — Servicio matutino							
L8	6:00	6:02	6:07	6:12	6:18	6:24	6:26
L8	6:30	6:32	6:37	6:42	6:48	6:54	6:56
L8	7:00	7:02	7:07	7:12	7:18	7:24	7:26
L8	7:30	7:32	7:37	7:42	7:48	7:54	7:56
L8	8:00	8:02	8:07	8:12	8:18	8:24	8:26
L8	8:30	8:32	8:37	8:42	8:48	8:54	8:56
L8	9:00	9:02	9:07	9:12	9:18	9:24	9:26
L8	9:30	9:33	9:38	9:45	9:52	10:00	10:02
L8	10:00	10:03	10:08	10:15	10:22	10:30	10:32
L8	10:30	10:33	10:38	10:45	10:52	11:00	11:02
L8	11:00	11:03	11:08	11:15	11:22	11:30	11:32
L8	11:30	11:33	11:38	11:45	11:52	12:00	12:02
PM Service — Servicio vespertino							
L8	12:00	12:03	12:08	12:15	12:22	12:30	12:32
L8	12:30	12:33	12:38	12:45	12:52	1:00	1:02
L8	1:00	1:03	1:08	1:15	1:22	1:30	1:32
L8	1:30	1:33	1:38	1:45	1:52	2:00	2:02
L8	2:00	2:03	2:08	2:15	2:22	2:30	2:32
L8	2:30	2:33	2:39	2:46	2:54	3:02	3:04
L8	3:00	3:03	3:09	3:16	3:24	3:32	3:34
L8	3:30	3:33	3:39	3:46	3:54	4:02	4:04
L8	4:00	4:03	4:09	4:16	4:24	4:32	4:34
L8	4:30	4:33	4:39	4:46	4:54	5:02	5:04
L8	5:00	5:03	5:09	5:16	5:24	5:32	5:34
L8	5:30	5:33	5:39	5:45	5:53	6:00	6:02
L8	6:00	6:03	6:09	6:15	6:23	6:30	6:32
L8	6:30	6:33	6:39	6:45	6:53	7:00	7:02
L8	7:00	7:03	7:09	7:15	7:23	7:30	7:32
L8	7:30	7:33	7:38	7:44	7:51	7:58	8:00
L8	8:05	8:08	8:13	8:19	8:26	8:33	8:35

Saturday and Sunday service is operated by RIDE-ON.
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26 To Montgomery Mall Transit Center

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Bel Pre & Layhill Rds	Homecrest Rd & Longmead Xing Dr	Connecticut & Georgia Aves	Parkland Dr & Aspen Hill Rd	Twinbrook Pkwy & Veirs Mill Rd	Twinbrook M (East)	Jefferson St & Montrose Rd	White Flint M	Rockledge & Rock Spring Drs	Montgomery Mall Transit Center
1	2	3	4	5	6	7	8	9	10	11
4:56	5:01	5:06	5:14	5:17	5:23	5:28	5:37	5:43	5:51	5:53
5:26	5:31	5:36	5:44	5:47	5:53	5:58	6:07	6:13	6:21	6:23
5:50	5:56	6:01	6:09	6:13	6:19	6:24	6:34	6:40	6:48	6:51
6:12	6:18	6:23	6:31	6:35	6:41	6:46	6:56	7:02	7:10	7:13
6:32	6:39	6:44	6:54	6:59	7:07	7:12	7:23	7:28	7:38	7:41
6:52	6:59	7:04	7:14	7:19	7:27	7:32	7:43	7:48	7:58	8:01
7:12	7:19	7:24	7:34	7:39	7:47	7:52	8:03	8:08	8:18	8:21
7:32	7:39	7:44	7:54	7:59	8:07	8:12	8:23	8:28	8:38	8:41
7:52	7:59	8:04	8:14	8:19	8:27	8:32	8:43	8:48	8:58	9:01
8:12	8:19	8:24	8:34	8:39	8:47	8:52	9:03	9:08	9:18	9:21
8:32	8:39	8:44	8:54	8:59	9:07	9:12	9:23	9:28	9:38	9:41
8:52	8:58	9:03	9:12	9:16	9:23	9:28	9:38	9:43	9:53	9:55
9:12	9:18	9:23	9:32	9:36	9:43	9:48	9:58	10:03	10:13	10:15
9:32	9:38	9:43	9:52	9:56	10:03	10:08	10:18	10:23	10:33	10:35
9:52	9:58	10:03	10:12	10:16	10:23	10:27	10:38	10:43	10:51	10:53
10:12	10:18	10:23	10:32	10:36	10:43	10:47	10:58	11:03	11:11	11:13
10:42	10:48	10:53	11:02	11:06	11:13	11:17	11:28	11:33	11:41	11:43
11:12	11:18	11:23	11:32	11:36	11:43	11:47	11:58	**12:03**	**12:11**	**12:13**
11:42	11:48	11:53	**12:02**	**12:06**	**12:13**	**12:17**	**12:28**	**12:33**	**12:41**	**12:43**
12:12	**12:18**	**12:23**	**12:32**	**12:36**	**12:43**	**12:47**	**12:58**	**1:03**	**1:11**	**1:13**
12:42	**12:48**	**12:53**	**1:02**	**1:06**	**1:13**	**1:17**	**1:28**	**1:33**	**1:41**	**1:43**
1:12	**1:18**	**1:23**	**1:32**	**1:36**	**1:43**	**1:48**	**2:00**	**2:06**	**2:15**	**2:17**
1:42	**1:48**	**1:53**	**2:02**	**2:06**	**2:13**	**2:18**	**2:30**	**2:36**	**2:45**	**2:47**
2:12	**2:18**	**2:23**	**2:32**	**2:36**	**2:43**	**2:48**	**3:00**	**3:06**	**3:15**	**3:17**
2:42	**2:48**	**2:53**	**3:02**	**3:06**	**3:13**	**3:18**	**3:30**	**3:36**	**3:45**	**3:47**
3:07	**3:13**	**3:18**	**3:27**	**3:31**	**3:38**	**3:43**	**3:55**	**4:01**	**4:10**	**4:12**
3:27	**3:35**	**3:41**	**3:51**	**3:55**	**4:02**	**4:07**	**4:20**	**4:26**	**4:35**	**4:37**
3:47	**3:55**	**4:01**	**4:11**	**4:15**	**4:22**	**4:27**	**4:40**	**4:46**	**4:55**	**4:57**
4:07	**4:15**	**4:21**	**4:31**	**4:35**	**4:42**	**4:47**	**5:00**	**5:06**	**5:15**	**5:17**
4:27	**4:35**	**4:41**	**4:51**	**4:55**	**5:02**	**5:07**	**5:20**	**5:26**	**5:35**	**5:37**
4:47	**4:55**	**5:01**	**5:11**	**5:15**	**5:22**	**5:27**	**5:40**	**5:46**	**5:55**	**5:57**
5:07	**5:15**	**5:21**	**5:31**	**5:35**	**5:42**	**5:47**	**6:00**	**6:06**	**6:15**	**6:17**
5:27	**5:35**	**5:41**	**5:51**	**5:55**	**6:02**	**6:07**	**6:20**	**6:26**	**6:35**	**6:37**
5:52	**6:00**	**6:06**	**6:15**	**6:18**	**6:25**	**6:30**	**6:42**	**6:47**	**6:56**	**6:58**
6:17	**6:25**	**6:31**	**6:40**	**6:43**	**6:50**	**6:55**	**7:07**	**7:12**	**7:21**	**7:23**
6:47	**6:55**	**7:01**	**7:10**	**7:13**	**7:20**	**7:25**	**7:37**	**7:42**	**7:51**	**7:53**
7:17	**7:24**	**7:29**	**7:37**	**7:40**	**7:46**	**7:51**	**8:02**	**8:07**	**8:15**	**8:17**
7:47	**7:54**	**7:59**	**8:07**	**8:10**	**8:16**	**8:21**	**8:32**	**8:37**	**8:45**	**8:47**
8:17	**8:24**	**8:29**	**8:37**	**8:40**	**8:46**	**8:51**	**9:02**	**9:07**	**9:15**	**9:17**
8:47	**8:54**	**8:59**	**9:07**	**9:10**	**9:16**	**9:21**	**9:32**	**9:37**	**9:45**	**9:47**
9:17	**9:24**	**9:29**	**9:37**	**9:40**	**9:46**	**9:51**	**10:02**	**10:07**	**10:15**	**10:17**
9:47	**9:53**	**9:58**	**10:05**	**10:08**	**10:14**	**10:18**	**10:26**	**10:31**	**10:39**	**10:41**
10:32	**10:38**	**10:43**	**10:50**	**10:53**	**10:59**	**11:03**	**11:11**	**11:16**	**11:24**	**11:26**
11:17	**11:23**	**11:28**	**11:35**	**11:38**	**11:44**	**11:48**	**11:56**	12:01	12:09	12:11
NOTES:									AM	PM

26 To Glenmont M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Montgomery Mall Transit Center	Rockledge & Rock Spring Drs	White Flint M	Jefferson St & Montrose Rd	Twinbrook M (East)	Twinbrook Pkwy & Veirs Mill Rd	Parkland Dr & Aspen Hill Rd	Connecticut & Georgia Aves	Homecrest Rd & Longmead Xing Dr	Bel Pre & Layhill Rds	Glenmont M
11	10	9	8	7	6	5	4	3	2	1
4:27	4:30	4:36	4:40	4:51	4:56	5:02	5:07	5:13	5:18	5:23
5:03	5:06	5:12	5:16	5:27	5:32	5:38	5:43	5:49	5:54	5:59
5:38	5:41	5:47	5:52	6:05	6:10	6:17	6:22	6:29	6:35	6:40
6:08	6:11	6:19	6:26	6:42	6:47	6:54	6:59	7:07	7:14	7:20
6:33	6:36	6:44	6:51	7:07	7:12	7:19	7:24	7:32	7:39	7:45
6:58	7:01	7:08	7:15	7:30	7:36	7:42	7:47	7:55	8:02	8:09
7:23	7:26	7:33	7:40	7:55	8:01	8:07	8:12	8:20	8:27	8:34
7:53	7:56	8:03	8:10	8:25	8:31	8:37	8:42	8:50	8:57	9:04
8:23	8:26	8:33	8:40	8:54	8:59	9:05	9:10	9:17	9:22	9:28
8:53	8:56	9:03	9:10	9:24	9:29	9:35	9:40	9:47	9:52	9:58
9:23	9:26	9:33	9:40	9:54	9:59	10:05	10:10	10:17	10:22	10:28
9:53	9:56	10:03	10:10	10:24	10:29	10:35	10:40	10:47	10:52	10:58
10:23	10:26	10:33	10:40	10:54	10:59	11:05	11:10	11:17	11:22	11:28
10:53	10:56	11:03	11:10	11:24	11:29	11:35	11:40	11:47	11:52	11:58
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11:53	11:56	**12:03**	**12:10**	**12:24**	**12:29**	**12:35**	**12:40**	**12:47**	**12:52**	**12:58**
12:23	**12:26**	**12:33**	**12:40**	**12:54**	**12:59**	**1:05**	**1:10**	**1:17**	**1:22**	**1:28**
12:53	**12:56**	**1:03**	**1:10**	**1:25**	**1:32**	**1:39**	**1:45**	**1:53**	**1:58**	**2:04**
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3:18	**3:21**	**3:28**	**3:35**	**3:50**	**3:57**	**4:04**	**4:10**	**4:18**	**4:23**	**4:29**
3:38	**3:42**	**3:51**	**3:58**	**4:14**	**4:21**	**4:28**	**4:33**	**4:41**	**4:47**	**4:53**
3:58	**4:02**	**4:11**	**4:18**	**4:34**	**4:41**	**4:48**	**4:53**	**5:01**	**5:07**	**5:13**
4:18	**4:22**	**4:31**	**4:38**	**4:54**	**5:01**	**5:08**	**5:13**	**5:21**	**5:27**	**5:33**
4:38	**4:42**	**4:51**	**4:58**	**5:14**	**5:21**	**5:28**	**5:33**	**5:41**	**5:47**	**5:53**
4:58	**5:02**	**5:11**	**5:18**	**5:34**	**5:41**	**5:48**	**5:53**	**6:01**	**6:07**	**6:13**
5:18	**5:22**	**5:31**	**5:38**	**5:54**	**6:01**	**6:08**	**6:13**	**6:21**	**6:27**	**6:33**
5:38	**5:42**	**5:51**	**5:58**	**6:14**	**6:21**	**6:28**	**6:33**	**6:41**	**6:47**	**6:53**
5:58	**6:01**	**6:10**	**6:16**	**6:32**	**6:38**	**6:44**	**6:50**	**6:57**	**7:03**	**7:08**
6:23	**6:26**	**6:35**	**6:41**	**6:57**	**7:03**	**7:09**	**7:15**	**7:22**	**7:28**	**7:33**
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7:23	**7:26**	**7:35**	**7:41**	**7:57**	**8:03**	**8:09**	**8:15**	**8:22**	**8:28**	**8:33**
7:53	**7:56**	**8:05**	**8:11**	**8:27**	**8:33**	**8:39**	**8:45**	**8:52**	**8:58**	**9:03**
8:23	**8:26**	**8:34**	**8:40**	**8:53**	**8:58**	**9:04**	**9:10**	**9:17**	**9:22**	**9:27**
8:53	**8:56**	**9:04**	**9:10**	**9:23**	**9:28**	**9:34**	**9:40**	**9:47**	**9:52**	**9:57**
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9:53	**9:56**	**10:04**	**10:10**	**10:23**	**10:28**	**10:34**	**10:40**	**10:47**	**10:52**	**10:57**
10:23	**10:26**	**10:34**	**10:40**	**10:53**	**10:58**	**11:04**	**11:10**	**11:17**	**11:22**	**11:27**
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11:33	**11:36**	**11:44**	**11:50**	12:03	12:08	12:14	12:20	12:27	12:32	12:37
12:20	12:23	12:31	12:36	12:47	12:52	12:56	1:02	1:08	1:12	1:16
NOTES:									AM	PM

26 To Montgomery Mall Transit Center

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Bel Pre & Layhill Rds	Homecrest Rd & Longmead Xing Dr	Connecticut & Georgia Aves	Parkland Dr & Aspen Hill Rd	Twinbrook Pkwy & Veirs Mill Rd	Twinbrook M (East)	Jefferson St & Montrose Rd	White Flint M	Rockledge & Rock Spring Drs	Montgomery Mall Transit Center
1	2	3	4	5	6	7	8	9	10	11
5:12	5:17	5:22	5:30	5:33	5:39	5:43	5:53	5:58	6:05	6:07
5:42	5:47	5:52	6:00	6:03	6:09	6:13	6:23	6:28	6:35	6:37
6:12	6:17	6:22	6:30	6:33	6:39	6:43	6:53	6:58	7:05	7:07
6:42	6:47	6:52	7:00	7:03	7:09	7:13	7:23	7:28	7:35	7:37
7:12	7:17	7:22	7:30	7:33	7:39	7:43	7:53	7:58	8:05	8:07
7:42	7:47	7:52	8:00	8:03	8:09	8:13	8:23	8:28	8:35	8:37
8:12	8:17	8:22	8:30	8:33	8:39	8:43	8:53	8:58	9:05	9:07
8:42	8:48	8:53	9:02	9:06	9:12	9:16	9:27	9:32	9:40	9:42
9:12	9:18	9:23	9:32	9:36	9:42	9:46	9:57	10:02	10:10	10:12
9:42	9:48	9:53	10:02	10:06	10:12	10:16	10:27	10:32	10:40	10:42
10:12	10:18	10:23	10:32	10:36	10:42	10:46	10:57	11:02	11:10	11:12
10:42	10:49	10:54	11:03	11:07	11:13	11:17	11:29	11:34	11:43	11:45
11:12	11:19	11:24	11:33	11:37	11:43	11:47	11:59	**12:04**	**12:13**	**12:15**
11:42	11:49	11:54	**12:03**	**12:07**	**12:13**	**12:17**	**12:29**	**12:34**	**12:43**	**12:45**
12:12	**12:19**	**12:24**	**12:33**	**12:37**	**12:43**	**12:47**	**12:59**	**1:04**	**1:13**	**1:15**
12:42	**12:49**	**12:54**	**1:03**	**1:07**	**1:13**	**1:17**	**1:29**	**1:34**	**1:43**	**1:45**
1:12	**1:19**	**1:24**	**1:33**	**1:37**	**1:43**	**1:47**	**1:59**	**2:04**	**2:13**	**2:15**
1:42	**1:49**	**1:54**	**2:03**	**2:07**	**2:13**	**2:17**	**2:29**	**2:34**	**2:43**	**2:45**
2:12	**2:19**	**2:24**	**2:33**	**2:37**	**2:43**	**2:47**	**2:59**	**3:04**	**3:13**	**3:15**
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3:12	**3:19**	**3:24**	**3:33**	**3:37**	**3:43**	**3:47**	**3:59**	**4:04**	**4:13**	**4:15**
3:42	**3:49**	**3:54**	**4:03**	**4:07**	**4:13**	**4:17**	**4:29**	**4:34**	**4:43**	**4:45**
4:12	**4:19**	**4:24**	**4:33**	**4:37**	**4:43**	**4:47**	**4:59**	**5:04**	**5:12**	**5:14**
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5:12	**5:19**	**5:24**	**5:33**	**5:37**	**5:43**	**5:47**	**5:59**	**6:04**	**6:12**	**6:14**
5:42	**5:49**	**5:54**	**6:03**	**6:07**	**6:13**	**6:17**	**6:29**	**6:34**	**6:42**	**6:44**
6:12	**6:19**	**6:24**	**6:33**	**6:37**	**6:43**	**6:47**	**6:59**	**7:04**	**7:12**	**7:14**
6:42	**6:49**	**6:54**	**7:03**	**7:07**	**7:13**	**7:17**	**7:29**	**7:34**	**7:42**	**7:44**
7:12	**7:19**	**7:24**	**7:33**	**7:37**	**7:43**	**7:47**	**7:59**	**8:04**	**8:12**	**8:14**
7:42	**7:49**	**7:54**	**8:03**	**8:07**	**8:13**	**8:17**	**8:29**	**8:34**	**8:42**	**8:44**
8:12	**8:18**	**8:23**	**8:31**	**8:35**	**8:41**	**8:45**	**8:56**	**9:01**	**9:08**	**9:10**
8:42	**8:48**	**8:53**	**9:01**	**9:05**	**9:11**	**9:15**	**9:26**	**9:31**	**9:38**	**9:40**
9:12	**9:18**	**9:23**	**9:31**	**9:35**	**9:41**	**9:45**	**9:56**	**10:01**	**10:08**	**10:10**
9:42	**9:48**	**9:53**	**10:01**	**10:04**	**10:09**	**10:13**	**10:22**	**10:27**	**10:33**	**10:35**
10:27	**10:33**	**10:38**	**10:46**	**10:49**	**10:54**	**10:58**	**11:07**	**11:12**	**11:18**	**11:20**
11:17	**11:23**	**11:28**	**11:36**	**11:39**	**11:44**	**11:48**	**11:57**	12:02	12:08	12:10
NOTES:									AM	PM

SEE REVERSE FOR SUNDAY SERVICE

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

26 To Glenmont M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Montgomery Mall Transit Center	Rockledge & Rock Spring Drs	White Flint M	Jefferson St & Montrose Rd	Twinbrook M (East)	Twinbrook Pkwy & Veirs Mill Rd	Parkland Dr & Aspen Hill Rd	Connecticut & Georgia Aves	Homecrest Rd & Longmead Xing Dr	Bel Pre & Layhill Rds	Glenmont M
11	10	9	8	7	6	5	4	3	2	1
6:15	6:18	6:25	6:30	6:43	6:48	6:53	6:57	7:04	7:09	7:14
6:53	6:56	7:03	7:08	7:21	7:26	7:31	7:35	7:42	7:47	7:52
7:23	7:26	7:33	7:38	7:51	7:56	8:01	8:05	8:12	8:17	8:22
7:53	7:56	8:03	8:08	8:21	8:26	8:31	8:35	8:42	8:47	8:52
8:23	8:26	8:33	8:38	8:51	8:56	9:01	9:05	9:12	9:17	9:22
8:53	8:56	9:03	9:09	9:23	9:29	9:34	9:39	9:46	9:51	9:56
9:23	9:26	9:33	9:39	9:53	9:59	10:04	10:09	10:16	10:21	10:26
9:53	9:56	10:03	10:09	10:23	10:29	10:34	10:39	10:46	10:51	10:56
10:23	10:26	10:33	10:39	10:53	10:59	11:04	11:09	11:16	11:21	11:26
10:53	10:56	11:03	11:09	11:23	11:29	11:34	11:39	11:46	11:51	11:56
11:23	11:26	11:33	11:39	11:53	11:59	**12:04**	**12:09**	**12:16**	**12:21**	**12:26**
11:53	11:56	**12:03**	**12:09**	**12:23**	**12:29**	**12:34**	**12:39**	**12:46**	**12:51**	**12:56**
12:23	**12:26**	**12:33**	**12:39**	**12:53**	**12:59**	**1:04**	**1:09**	**1:16**	**1:21**	**1:26**
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1:23	**1:26**	**1:33**	**1:39**	**1:53**	**1:59**	**2:04**	**2:09**	**2:16**	**2:21**	**2:26**
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2:23	**2:26**	**2:34**	**2:40**	**2:55**	**3:01**	**3:07**	**3:12**	**3:19**	**3:24**	**3:29**
2:53	**2:56**	**3:04**	**3:10**	**3:25**	**3:31**	**3:37**	**3:42**	**3:49**	**3:54**	**3:59**
3:23	**3:26**	**3:34**	**3:40**	**3:55**	**4:01**	**4:07**	**4:12**	**4:19**	**4:24**	**4:29**
3:53	**3:56**	**4:04**	**4:10**	**4:25**	**4:31**	**4:37**	**4:42**	**4:49**	**4:54**	**4:59**
4:23	**4:26**	**4:34**	**4:40**	**4:55**	**5:01**	**5:07**	**5:12**	**5:19**	**5:24**	**5:29**
4:53	**4:56**	**5:04**	**5:10**	**5:25**	**5:31**	**5:37**	**5:42**	**5:49**	**5:54**	**5:59**
5:23	**5:26**	**5:34**	**5:40**	**5:55**	**6:01**	**6:07**	**6:12**	**6:19**	**6:24**	**6:29**
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6:23	**6:26**	**6:33**	**6:39**	**6:53**	**6:58**	**7:04**	**7:09**	**7:16**	**7:21**	**7:26**
6:53	**6:56**	**7:03**	**7:09**	**7:23**	**7:28**	**7:34**	**7:39**	**7:46**	**7:51**	**7:56**
7:23	**7:26**	**7:33**	**7:39**	**7:53**	**7:58**	**8:04**	**8:09**	**8:16**	**8:21**	**8:26**
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8:23	**8:26**	**8:33**	**8:39**	**8:53**	**8:58**	**9:04**	**9:09**	**9:16**	**9:21**	**9:26**
8:53	**8:56**	**9:03**	**9:09**	**9:23**	**9:28**	**9:34**	**9:39**	**9:46**	**9:51**	**9:56**
9:23	**9:26**	**9:33**	**9:38**	**9:51**	**9:56**	**10:02**	**10:06**	**10:13**	**10:18**	**10:23**
9:53	**9:56**	**10:03**	**10:08**	**10:21**	**10:26**	**10:32**	**10:36**	**10:43**	**10:48**	**10:53**
10:23	**10:26**	**10:33**	**10:38**	**10:51**	**10:56**	**11:02**	**11:06**	**11:13**	**11:18**	**11:23**
10:53	**10:56**	**11:03**	**11:08**	**11:21**	**11:26**	**11:32**	**11:36**	**11:43**	**11:48**	**11:53**
11:33	**11:36**	**11:43**	**11:48**	12:01	12:06	12:12	12:16	12:23	12:28	12:33
12:20	12:23	12:29	12:34	12:45	12:50	12:55	12:59	1:05	1:10	1:14
NOTES:									AM	PM

SEE REVERSE FOR SUNDAY SERVICE

FARES

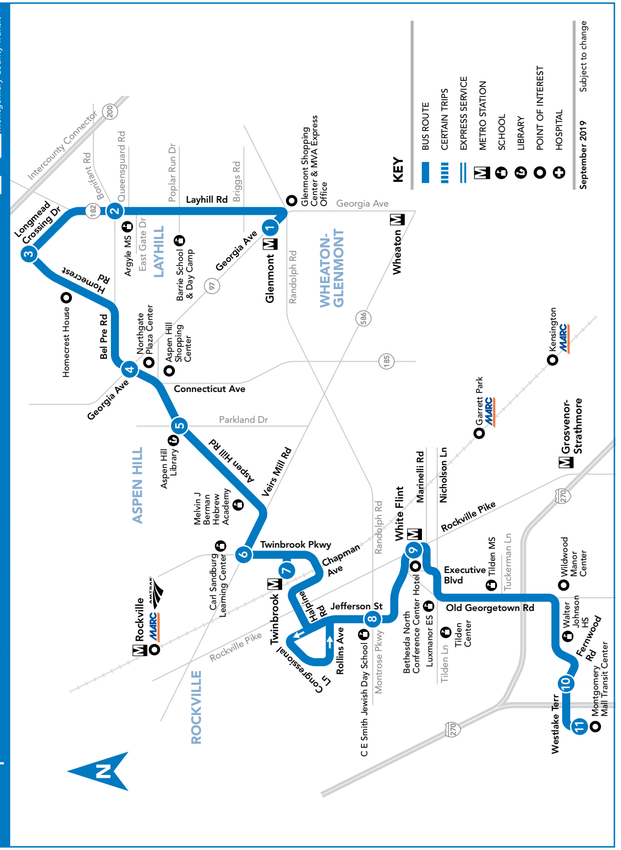
Regular Fare, Token, or SmarTrip®	**$2.00**
SmarTrip® Fare Transfer from MetroRail	**$1.50**
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Senior/Disabled SmarTrip® or Cash	**$1.00**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.50**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disabled ID Card from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm.	
Person with disability with Metro Disability ID Card – Attendant Eligible from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm. Attendant rides half fare or free depending on time.	
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	
Children under age 5	**FREE**
Local Bus Transfer with SmarTrip®	
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level.*

26 Glenmont M – Aspen Hill – Wheaton Woods – Twinbrook M – White Flint M – Montgomery Mall Transit Center



26 To Montgomery Mall Transit Center

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Bel Pre & Layhill Rds	Homecrest Rd & Longmead Xing Dr.	Connecticut & Georgia Aves	Parkland Dr & Aspen Hill Rd	Twinbrook Pkwy & Veirs Mill Rd	Twinbrook M (East)	Jefferson St & Montrose Rd	White Flint M	Rockledge & Rock Spring Drs	Montgomery Mall Transit Center
1	2	3	4	5	6	7	8	9	10	11
5:12	5:16	5:20	5:28	5:31	5:37	5:41	5:50	5:54	6:01	6:03
5:42	5:47	5:51	5:59	6:02	6:08	6:13	6:23	6:28	6:36	6:38
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10:42	10:48	10:53	11:01	11:04	11:10	11:15	11:26	11:31	11:39	11:41
11:12	11:18	11:23	11:31	11:34	11:40	11:45	11:56	**12:01**	**12:09**	**12:11**
11:42	11:48	11:53	**12:01**	**12:04**	**12:10**	**12:15**	**12:26**	**12:31**	**12:39**	**12:41**
12:12	**12:18**	**12:23**	**12:31**	**12:34**	**12:40**	**12:45**	**12:56**	**1:01**	**1:09**	**1:11**
12:42	**12:48**	**12:53**	**1:01**	**1:04**	**1:10**	**1:15**	**1:26**	**1:31**	**1:39**	**1:41**
1:12	**1:19**	**1:24**	**1:32**	**1:36**	**1:42**	**1:47**	**1:58**	**2:03**	**2:11**	**2:13**
1:42	**1:49**	**1:54**	**2:02**	**2:06**	**2:12**	**2:17**	**2:28**	**2:33**	**2:41**	**2:43**
2:12	**2:19**	**2:24**	**2:32**	**2:36**	**2:42**	**2:47**	**2:58**	**3:03**	**3:11**	**3:13**
2:42	**2:49**	**2:54**	**3:02**	**3:06**	**3:12**	**3:17**	**3:28**	**3:33**	**3:41**	**3:43**
3:12	**3:19**	**3:24**	**3:32**	**3:36**	**3:42**	**3:47**	**3:58**	**4:03**	**4:11**	**4:13**
3:42	**3:49**	**3:54**	**4:02**	**4:06**	**4:12**	**4:17**	**4:28**	**4:33**	**4:41**	**4:43**
4:12	**4:19**	**4:24**	**4:32**	**4:36**	**4:42**	**4:47**	**4:58**	**5:03**	**5:11**	**5:13**
4:42	**4:49**	**4:54**	**5:02**	**5:06**	**5:12**	**5:17**	**5:28**	**5:33**	**5:41**	**5:43**
5:12	**5:19**	**5:24**	**5:32**	**5:36**	**5:42**	**5:47**	**5:58**	**6:03**	**6:11**	**6:13**
5:42	**5:48**	**5:53**	**6:01**	**6:04**	**6:10**	**6:14**	**6:24**	**6:29**	**6:37**	**6:39**
6:12	**6:18**	**6:23**	**6:31**	**6:34**	**6:40**	**6:44**	**6:54**	**6:59**	**7:07**	**7:09**
6:42	**6:48**	**6:53**	**7:01**	**7:04**	**7:10**	**7:14**	**7:24**	**7:29**	**7:37**	**7:39**
7:12	**7:18**	**7:23**	**7:31**	**7:34**	**7:40**	**7:44**	**7:54**	**7:59**	**8:07**	**8:09**
7:42	**7:47**	**7:51**	**7:59**	**8:02**	**8:07**	**8:11**	**8:20**	**8:25**	**8:32**	**8:34**
8:12	**8:17**	**8:21**	**8:29**	**8:32**	**8:37**	**8:41**	**8:50**	**8:55**	**9:02**	**9:04**
8:42	**8:47**	**8:51**	**8:59**	**9:02**	**9:07**	**9:11**	**9:20**	**9:25**	**9:32**	**9:34**
9:12	**9:17**	**9:21**	**9:29**	**9:32**	**9:37**	**9:41**	**9:50**	**9:55**	**10:02**	**10:04**
9:42	**9:47**	**9:51**	**9:59**	**10:02**	**10:07**	**10:11**	**10:20**	**10:25**	**10:32**	**10:34**
10:27	**10:32**	**10:36**	**10:44**	**10:47**	**10:52**	**10:56**	**11:05**	**11:10**	**11:17**	**11:19**
11:17	**11:22**	**11:26**	**11:34**	**11:37**	**11:42**	**11:46**	**11:55**	12:00	12:07	12:09
NOTES:									AM	**PM**

SEE REVERSE FOR MONDAY – FRIDAY SERVICE

SEE REVERSE FOR SATURDAY SERVICE

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

26 To Glenmont M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Montgomery Mall Transit Center	Rockledge & Rock Spring Drs	White Flint M	Jefferson St & Montrose Rd	Twinbrook M (East)	Twinbrook Pkwy & Veirs Mill Rd	Parkland Dr & Aspen Hill Rd	Connecticut & Georgia Aves	Homecrest Rd & Longmead Xing Dr	Bel Pre & Layhill Rds	Glenmont M
11	10	9	8	7	6	5	4	3	2	1
6:15	6:18	6:25	6:29	6:41	6:46	6:51	6:56	7:02	7:06	7:11
6:53	6:56	7:03	7:07	7:19	7:24	7:29	7:34	7:40	7:44	7:49
7:23	7:26	7:33	7:38	7:50	7:55	8:00	8:05	8:12	8:17	8:22
7:53	7:56	8:03	8:08	8:20	8:25	8:30	8:35	8:42	8:47	8:52
8:23	8:26	8:33	8:38	8:50	8:55	9:00	9:05	9:12	9:17	9:22
8:53	8:56	9:03	9:08	9:20	9:25	9:30	9:35	9:42	9:47	9:52
9:23	9:26	9:33	9:38	9:50	9:55	10:00	10:05	10:12	10:17	10:22
9:53	9:56	10:03	10:08	10:20	10:25	10:30	10:35	10:42	10:47	10:52
10:23	10:26	10:33	10:38	10:50	10:55	11:00	11:05	11:12	11:17	11:22
10:53	10:56	11:03	11:08	11:20	11:25	11:30	11:35	11:42	11:47	11:52
11:23	11:26	11:33	11:38	11:50	11:55	**12:00**	**12:05**	**12:12**	**12:17**	**12:22**
11:53	11:56	**12:03**	**12:08**	**12:20**	**12:25**	**12:30**	**12:35**	**12:42**	**12:47**	**12:52**
12:23	**12:26**	**12:33**	**12:38**	**12:50**	**12:55**	**1:00**	**1:05**	**1:12**	**1:17**	**1:22**
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1:23	**1:26**	**1:33**	**1:39**	**1:53**	**1:58**	**2:03**	**2:08**	**2:15**	**2:20**	**2:25**
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3:53	**3:56**	**4:03**	**4:09**	**4:23**	**4:28**	**4:33**	**4:38**	**4:45**	**4:50**	**4:55**
4:23	**4:26**	**4:33**	**4:39**	**4:53**	**4:58**	**5:03**	**5:08**	**5:15**	**5:20**	**5:25**
4:53	**4:56**	**5:03**	**5:09**	**5:23**	**5:28**	**5:33**	**5:38**	**5:45**	**5:50**	**5:55**
5:23	**5:26**	**5:33**	**5:39**	**5:53**	**5:58**	**6:03**	**6:08**	**6:15**	**6:20**	**6:25**
5:53	**5:56**	**6:03**	**6:09**	**6:23**	**6:28**	**6:33**	**6:38**	**6:45**	**6:50**	**6:55**
6:23	**6:26**	**6:33**	**6:39**	**6:53**	**6:58**	**7:03**	**7:08**	**7:15**	**7:20**	**7:25**
6:53	**6:56**	**7:03**	**7:09**	**7:23**	**7:28**	**7:33**	**7:38**	**7:45**	**7:50**	**7:55**
7:23	**7:26**	**7:33**	**7:39**	**7:53**	**7:58**	**8:03**	**8:08**	**8:15**	**8:20**	**8:25**
7:53	**7:56**	**8:03**	**8:09**	**8:23**	**8:28**	**8:33**	**8:38**	**8:45**	**8:50**	**8:55**
8:23	**8:26**	**8:33**	**8:39**	**8:53**	**8:58**	**9:03**	**9:08**	**9:15**	**9:20**	**9:25**
8:53	**8:56**	**9:03**	**9:09**	**9:23**	**9:28**	**9:33**	**9:38**	**9:45**	**9:50**	**9:55**
9:23	**9:26**	**9:32**	**9:38**	**9:50**	**9:55**	**10:00**	**10:05**	**10:11**	**10:16**	**10:20**
9:53	**9:56**	**10:02**	**10:08**	**10:20**	**10:25**	**10:30**	**10:35**	**10:41**	**10:46**	**10:50**
10:23	**10:26**	**10:32**	**10:38**	**10:50**	**10:55**	**11:00**	**11:05**	**11:11**	**11:16**	**11:20**
10:53	**10:56**	**11:02**	**11:08**	**11:20**	**11:25**	**11:30**	**11:35**	**11:41**	**11:46**	**11:50**
11:33	**11:36**	**11:42**	**11:48**	12:00	12:05	12:10	12:15	12:21	12:26	12:30
12:20	12:23	12:29	12:34	12:45	12:50	12:54	12:59	1:04	1:08	1:12
NOTES:									AM	**PM**

SEE REVERSE FOR MONDAY – FRIDAY SERVICE

SEE REVERSE FOR SATURDAY SERVICE

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County **240-777-0311**

Visit our web site at:
www.rideonbus.com

Real Time information is available at:
www.rideonrealtime.com

Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th
Floor Rockville, MD 20850

For more information, or to request this document in an alternate format or translated into another language, please call 311, or outside Montgomery County 240-777-0311.

Para más información o para pedir este documento en un formato diferente o traducido a otro idioma, por favor, llame al 311 o de fuera del Condado de Montgomery al 240-777-0311.

如需更多信息、需要以其它格式提供本文檔或需要將本文檔翻譯成其它語言，請撥打311。如果您不在蒙哥馬利郡，請撥打240–777–0311。

자세한 정보를 원하시거나 본 문서를 다른 형식 또는 다른 언어로의 번역본으로 원하실 경우, 전화번호 311, 또는 몽고메리 카운티 이외의 지역에서는 240-777-0311로 연락하시기 바랍니다.

ለተጨማሪ መረጃ፡ ወይም ይህንን ጹኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወዲሌላ ቋንቋ ለማስተርጎም፡ እባክዎትን በ 311 ወይም ከሞንትጎመሪ ካውንቲ ውጪ 240-777-0311 ይደውሉ።

Pour plus d'informations ou pour recevoir un exemplaire de ce document sous un format différent ou traduit dans une autre langue, veuillez composer le 311 ou le 240-777-0311, à l'extérieur du comté de Montgomery.

Để tìm hiểu thêm, hoặc để yêu cầu cung cấp tài liệu này theo định dạng khác hay chuyển ngữ sang ngôn ngữ khác, vui lòng gọi 311 hoặc số 240-777-0311 nếu gọi từ bên ngoài Quận Montgomery.

HOLIDAY SCHEDULE

Weekday Schedule operates on Columbus Day

Saturday Schedule operates on Independence Day

Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day

Special Schedule operates on MLK, Jr. Day, Presidents' Day, Veterans Day

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MONTGOMERY RIDEON to 468311

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Thank You for Riding with Us!

♻ Printed on recycled paper with soy-based ink

EFFECTIVE: SEPTEMBER 15, 2019

26

Approximate travel time between stops

- Glenmont M
- 6-8 mins
- Bel Pre & Layhill Rds
- 3-5 mins
- Homecrest Rd & Longmead Crossing Dr
- 5-10 mins
- Connecticut & Georgia Aves
- 2-4 mins
- Parkland Dr & Aspen Hill Rd
- 4-8 mins
- Twinbrook Pkwy & Veirs Mill Rd
- 3-7 mins
- Twinbrook M (East)
- 7-14 mins
- Jefferson St & Montrose Rd
- 4-8 mins
- White Flint M
- 4-11 mins
- Rockledge & Rock Spring Drs
- 2-5 mins
- Montgomery Mall Transit Center

SERVICE DAYS

DAILY

Ride On
Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**

34 To Friendship Heights M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Grand Pre Rd & Bel Pre Rd	Connecticut Ave & Georgia Ave	Connecticut Ave & Randolph Rd	Wheaton M	Connecticut Ave & Knowles Ave	Medical Center M	Battery Ln & Old Georgetown Rd	Bethesda M	Wisconsin Ave & Bradley Ave	Friendship Heights M
1	2	3	4	5	6	7	8	9	10
			5:00	5:08	5:18	5:21	5:25	5:29	5:32
			5:30	5:38	5:48	5:51	5:55	5:59	6:02
5:24	5:28	5:35	5:45	5:53	6:03	6:06	6:10	6:14	6:17
			6:00	6:09	6:19	6:22	6:26	6:32	6:35
5:50	5:56	6:05	6:15	6:24	6:34	6:37	6:41	6:47	6:50
			6:30	6:40	6:53	6:56	7:02	7:09	7:13
6:14	6:21	6:30	6:45	6:55	7:08	7:11	7:17	7:24	7:28
			7:00	7:14	7:28	7:32	7:39	7:47	7:52
6:44	6:51	7:03	7:15	7:29	7:43	7:47	7:54	8:02	8:07
			7:30	7:44	7:58	8:02	8:09	8:17	8:22
7:14	7:21	7:33	7:45	7:59	8:13	8:17	8:24	8:32	8:37
			8:00	8:14	8:28	8:32	8:39	8:47	8:52
7:44	7:51	8:03	8:15	8:29	8:43	8:47	8:54	9:02	9:07
			8:30	8:40	8:52	8:56	9:02	9:10	9:14
8:18	8:25	8:34	8:45	8:55	9:07	9:11	9:17	9:25	9:29
			9:00	9:10	9:22	9:26	9:32	9:40	9:44
8:48	8:55	9:04	9:15	9:25	9:37	9:41	9:47	9:55	9:59
			9:30	9:40	9:52	9:56	10:02	10:10	10:14
			9:50	9:59	10:09	10:13	10:19	10:27	10:31
			10:10	10:19	10:29	10:33	10:39	10:47	10:51
			10:40	10:49	10:59	11:03	11:09	11:17	11:21
			11:10	11:19	11:29	11:33	11:39	11:47	11:51
			11:40	11:49	11:59	**12:03**	**12:09**	**12:17**	**12:21**
			12:10	**12:19**	**12:29**	**12:33**	**12:39**	**12:47**	**12:51**
			12:40	**12:49**	**12:59**	**1:03**	**1:09**	**1:17**	**1:21**
			1:10	**1:19**	**1:29**	**1:33**	**1:39**	**1:47**	**1:51**
			1:40	**1:49**	**1:59**	**2:03**	**2:09**	**2:17**	**2:21**
			2:10	**2:19**	**2:29**	**2:33**	**2:39**	**2:47**	**2:51**
			2:40	**2:49**	**3:00**	**3:04**	**3:11**	**3:20**	**3:24**
			3:10	**3:19**	**3:30**	**3:34**	**3:41**	**3:50**	**3:54**
			3:40	**3:49**	**4:00**	**4:04**	**4:11**	**4:20**	**4:24**
			4:10	**4:20**	**4:32**	**4:36**	**4:43**	**4:54**	**4:58**
			4:40	**4:50**	**5:02**	**5:06**	**5:13**	**5:24**	**5:28**
			5:10	**5:20**	**5:32**	**5:36**	**5:43**	**5:54**	**5:58**
			5:40	**5:50**	**6:02**	**6:06**	**6:13**	**6:24**	**6:28**
			6:10	**6:18**	**6:27**	**6:30**	**6:35**	**6:42**	**6:45**
			6:40	**6:48**	**6:57**	**7:00**	**7:05**	**7:12**	**7:15**
			7:10	**7:18**	**7:27**	**7:30**	**7:35**	**7:42**	**7:45**
			7:40	**7:48**	**7:57**	**8:00**	**8:05**	**8:12**	**8:15**
			8:10	**8:17**	**8:25**	**8:28**	**8:32**	**8:38**	**8:41**
			8:40	**8:47**	**8:55**	**8:58**	**9:02**	**9:08**	**9:11**
			9:10	**9:17**	**9:25**	**9:28**	**9:32**	**9:38**	**9:41**
			9:40	**9:47**	**9:55**	**9:58**	**10:02**	**10:08**	**10:11**
			10:25	**10:32**	**10:40**	**10:43**	**10:47**	**10:53**	**10:56**
			11:10	**11:17**	**11:25**	**11:28**	**11:32**	**11:38**	**11:41**
			12:00	12:07	12:15	12:18	12:22	12:28	12:31

NOTES: AM | PM

34 To Friendship Heights M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Wheaton M	Connecticut Ave & Knowles Ave	Medical Center M	Battery Ln & Old Georgetown Rd	Bethesda M	Wisconsin Ave & Bradley Ave	Friendship Heights M
4	5	6	7	8	9	10
6:00	6:07	6:15	6:18	6:23	6:29	6:32
6:40	6:47	6:55	6:58	7:03	7:09	7:12
7:13	7:20	7:28	7:31	7:36	7:42	7:45
7:43	7:50	7:58	8:01	8:06	8:12	8:15
8:13	8:22	8:30	8:33	8:38	8:46	8:49
8:43	8:52	9:00	9:03	9:08	9:16	9:19
9:13	9:22	9:30	9:33	9:38	9:46	9:49
9:43	9:52	10:00	10:03	10:08	10:16	10:19
10:13	10:22	10:30	10:33	10:38	10:46	10:49
10:43	10:52	11:00	11:03	11:08	11:16	11:19
11:13	11:22	11:31	11:34	11:39	11:49	11:53
11:43	11:52	**12:01**	**12:04**	**12:09**	**12:19**	**12:23**
12:13	**12:22**	**12:31**	**12:34**	**12:39**	**12:49**	**12:53**
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2:43	**2:52**	**3:01**	**3:04**	**3:09**	**3:19**	**3:23**
3:13	**3:22**	**3:31**	**3:34**	**3:39**	**3:49**	**3:53**
3:43	**3:52**	**4:01**	**4:04**	**4:09**	**4:19**	**4:23**
4:13	**4:22**	**4:31**	**4:34**	**4:39**	**4:49**	**4:53**
4:43	**4:52**	**5:01**	**5:04**	**5:09**	**5:19**	**5:23**
5:13	**5:22**	**5:31**	**5:34**	**5:39**	**5:49**	**5:53**
5:43	**5:51**	**6:00**	**6:03**	**6:08**	**6:16**	**6:20**
6:13	**6:21**	**6:30**	**6:33**	**6:38**	**6:46**	**6:50**
6:43	**6:51**	**7:00**	**7:03**	**7:08**	**7:16**	**7:20**
7:13	**7:21**	**7:30**	**7:33**	**7:38**	**7:46**	**7:50**
7:43	**7:51**	**8:00**	**8:03**	**8:08**	**8:16**	**8:20**
8:13	**8:19**	**8:27**	**8:30**	**8:35**	**8:42**	**8:45**
8:43	**8:49**	**8:57**	**9:00**	**9:05**	**9:12**	**9:15**
9:13	**9:19**	**9:27**	**9:30**	**9:35**	**9:42**	**9:45**
9:43	**9:49**	**9:57**	**10:00**	**10:05**	**10:12**	**10:15**
10:25	**10:31**	**10:39**	**10:42**	**10:47**	**10:54**	**10:57**
11:10	**11:16**	**11:24**	**11:27**	**11:32**	**11:39**	**11:42**
12:00	12:06	12:14	12:17	12:22	12:29	12:32

NOTES: AM | PM

SEE REVERSE FOR SUNDAY SERVICE

34 To Wheaton M / Aspen Hill

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Friendship Heights M	Wisconsin Ave & Bradley Ave	Bethesda M	Battery Ln & Old Georgetown Rd	Medical Center M	Connecticut Ave & Knowles Ave	Wheaton M	Connecticut Ave & Randolph Rd	Connecticut Ave & Georgia Ave	Grand Pre Rd & Bel Pre Rd
10	9	8	7	6	5	4	3	2	1
5:20	5:23	5:28	5:31	5:39	5:47	5:51			
5:56	5:59	6:04	6:07	6:15	6:23	6:27			
6:26	6:29	6:34	6:37	6:45	6:53	6:57			
6:56	7:00	7:07	7:11	7:21	7:31	7:37			
7:26	7:30	7:37	7:41	7:51	8:01	8:07			
7:56	8:00	8:07	8:11	8:21	8:31	8:37			
8:26	8:30	8:37	8:41	8:51	9:01	9:07			
8:56	9:00	9:07	9:11	9:21	9:31	9:37			
9:26	9:30	9:37	9:41	9:51	10:01	10:07			
9:56	10:00	10:07	10:13	10:20	10:29	10:36			
10:26	10:30	10:37	10:43	10:50	10:59	11:06			
10:56	11:00	11:07	11:13	11:20	11:29	11:36			
11:26	11:30	11:37	11:43	11:50	**12:00**	**12:06**			
11:56	**12:00**	**12:07**	**12:13**	**12:20**	**12:30**	**12:36**			
12:26	**12:30**	**12:37**	**12:43**	**12:50**	**1:00**	**1:06**			
12:56	**1:00**	**1:07**	**1:13**	**1:20**	**1:30**	**1:36**			
1:26	**1:30**	**1:37**	**1:43**	**1:50**	**2:00**	**2:06**			
1:51	**1:55**	**2:02**	**2:08**	**2:18**	**2:31**	**2:39**			
2:11	**2:15**	**2:22**	**2:28**	**2:38**	**2:51**	**2:59**			
2:31	**2:35**	**2:42**	**2:48**	**2:58**	**3:11**	**3:19**			
2:50	**2:54**	**3:01**	**3:07**	**3:17**	**3:30**	**3:38**			
3:05	**3:09**	**3:16**	**3:22**	**3:32**	**3:45**	**3:53**	**4:01**	**4:08**	**4:10**
3:20	**3:24**	**3:31**	**3:36**	**3:48**	**4:07**	**4:15**			
3:35	**3:39**	**3:46**	**3:51**	**4:03**	**4:22**	**4:30**	**4:41**	**4:49**	**4:51**
3:50	**3:54**	**4:01**	**4:06**	**4:18**	**4:37**	**4:45**			
4:05	**4:09**	**4:16**	**4:21**	**4:33**	**4:52**	**5:00**	**5:11**	**5:19**	**5:21**
4:20	**4:24**	**4:32**	**4:39**	**4:52**	**5:10**	**5:19**			
4:35	**4:39**	**4:47**	**4:54**	**5:07**	**5:25**	**5:34**	**5:46**	**5:55**	**5:57**
4:50	**4:54**	**5:02**	**5:09**	**5:22**	**5:40**	**5:49**			
5:05	**5:09**	**5:17**	**5:24**	**5:37**	**5:55**	**6:04**	**6:16**	**6:25**	**6:27**
5:20	**5:24**	**5:32**	**5:39**	**5:52**	**6:10**	**6:19**			
5:35	**5:39**	**5:47**	**5:54**	**6:07**	**6:25**	**6:34**	**6:46**	**6:55**	**6:57**
5:50	**5:54**	**6:02**	**6:09**	**6:22**	**6:40**	**6:49**			
6:05	**6:09**	**6:17**	**6:23**	**6:35**	**6:47**	**6:55**	**7:03**	**7:11**	**7:13**
6:20	**6:24**	**6:32**	**6:38**	**6:50**	**7:02**	**7:10**			
6:35	**6:39**	**6:47**	**6:52**	**7:02**	**7:12**	**7:19**	**7:26**	**7:34**	**7:36**
6:50	**6:54**	**7:02**	**7:07**	**7:17**	**7:27**	**7:34**			
7:10	**7:14**	**7:22**	**7:27**	**7:37**	**7:47**	**7:54**			
7:35	**7:38**	**7:44**	**7:49**	**7:55**	**8:05**	**8:10**			
8:00	**8:03**	**8:09**	**8:14**	**8:20**	**8:30**	**8:35**			
8:30	**8:33**	**8:39**	**8:44**	**8:50**	**9:00**	**9:05**			
9:00	**9:03**	**9:09**	**9:14**	**9:20**	**9:30**	**9:35**			
9:30	**9:33**	**9:39**	**9:44**	**9:50**	**10:00**	**10:05**			
10:00	**10:03**	**10:09**	**10:14**	**10:20**	**10:30**	**10:35**			
10:30	**10:33**	**10:39**	**10:43**	**10:49**	**10:58**	**11:03**			
11:10	**11:13**	**11:19**	**11:23**	**11:29**	**11:38**	**11:43**			
11:55	**11:58**	12:04	12:08	12:14	12:23	12:28			
12:40	12:43	12:49	12:53	12:59	1:08	1:13			

NOTES: AM | PM

34 To Wheaton M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Friendship Heights M	Wisconsin Ave & Bradley Ave	Bethesda M	Battery Ln & Old Georgetown Rd	Medical Center M	Connecticut Ave & Knowles Ave	Wheaton M
10	9	8	7	6	5	4
5:50	5:53	5:58	6:02	6:08	6:16	6:21
6:26	6:29	6:34	6:38	6:44	6:52	6:57
6:56	6:59	7:04	7:08	7:14	7:22	7:27
7:26	7:29	7:34	7:38	7:44	7:52	7:57
7:56	7:59	8:04	8:08	8:14	8:22	8:27
8:26	8:30	8:35	8:40	8:47	8:55	9:01
8:56	9:00	9:05	9:10	9:17	9:25	9:31
9:26	9:30	9:35	9:40	9:47	9:55	10:01
9:56	10:00	10:05	10:10	10:17	10:25	10:31
10:26	10:30	10:35	10:40	10:47	10:55	11:01
10:56	11:00	11:05	11:10	11:17	11:25	11:31
11:26	11:30	11:37	11:43	11:51	**12:01**	**12:08**
11:56	**12:00**	**12:07**	**12:13**	**12:21**	**12:31**	**12:38**
12:26	**12:30**	**12:37**	**12:43**	**12:51**	**1:01**	**1:08**
12:56	**1:00**	**1:07**	**1:13**	**1:21**	**1:31**	**1:38**
1:26	**1:30**	**1:37**	**1:43**	**1:51**	**2:01**	**2:08**
1:56	**2:00**	**2:07**	**2:13**	**2:21**	**2:31**	**2:38**
2:26	**2:30**	**2:37**	**2:43**	**2:51**	**3:01**	**3:08**
2:56	**3:00**	**3:07**	**3:13**	**3:21**	**3:31**	**3:38**
3:26	**3:30**	**3:37**	**3:43**	**3:51**	**4:01**	**4:08**
3:56	**4:00**	**4:07**	**4:13**	**4:21**	**4:31**	**4:38**
4:26	**4:30**	**4:37**	**4:43**	**4:51**	**5:01**	**5:08**
4:56	**5:00**	**5:07**	**5:13**	**5:21**	**5:31**	**5:38**
5:26	**5:30**	**5:37**	**5:43**	**5:51**	**6:01**	**6:08**
5:56	**6:00**	**6:06**	**6:10**	**6:16**	**6:25**	**6:31**
6:26	**6:30**	**6:36**	**6:40**	**6:46**	**6:55**	**7:01**
6:56	**7:00**	**7:06**	**7:10**	**7:16**	**7:25**	**7:31**
7:26	**7:30**	**7:36**	**7:40**	**7:46**	**7:55**	**8:01**
7:56	**8:00**	**8:06**	**8:10**	**8:16**	**8:25**	**8:31**
8:26	**8:30**	**8:36**	**8:40**	**8:46**	**8:55**	**9:01**
8:56	**9:00**	**9:06**	**9:10**	**9:16**	**9:25**	**9:31**
9:26	**9:29**	**9:35**	**9:39**	**9:45**	**9:53**	**9:58**
9:56	**9:59**	**10:05**	**10:09**	**10:15**	**10:23**	**10:28**
10:30	**10:33**	**10:39**	**10:43**	**10:49**	**10:57**	**11:02**
11:10	**11:13**	**11:19**	**11:23**	**11:29**	**11:37**	**11:42**
11:55	**11:58**	12:04	12:08	12:14	12:22	12:27
12:40	12:43	12:49	12:53	12:59	1:07	1:12

NOTES: AM | PM

SEE REVERSE FOR SUNDAY SERVICE

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level.*

HOW TO READ A TIMETABLE

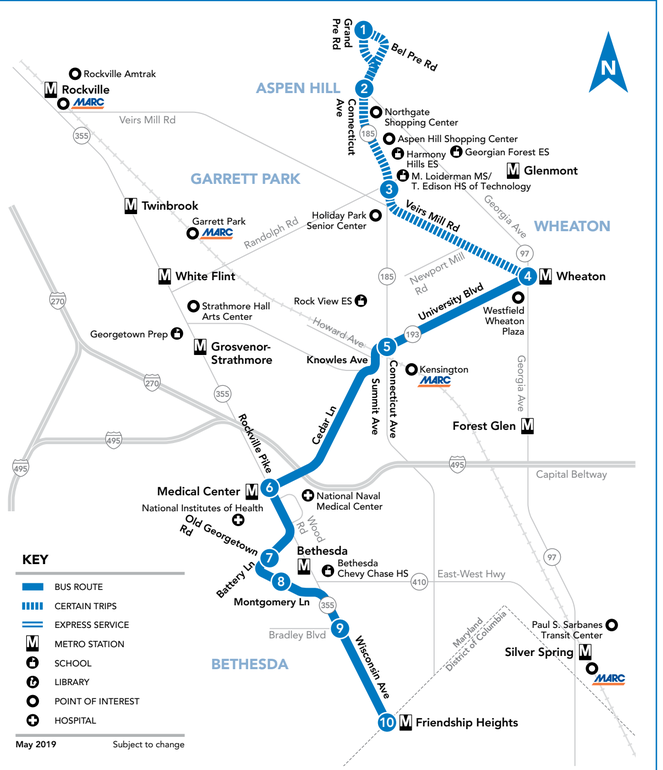
- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints. If no time is shown, that trip does not serve that timepoint.

Attachment 5

34

Aspen Hill (Designated Trips) - Wheaton M - Kensington - Medical Center M - Bethesda M - Friendship Heights M

Ride On Montgomery County Transit



34 To Friendship Heights M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Wheaton M	Connecticut Ave & Knowles Ave	Medical Center M	Battery Ln & Old Georgetown Rd	Bethesda M	Wisconsin Ave & Bradley Ave	Friendship Heights M
4	5	6	7	8	9	10
6:00	6:07	6:15	6:18	6:23	6:30	6:33
6:40	6:47	6:55	6:58	7:03	7:10	7:13
7:10	7:17	7:25	7:28	7:33	7:40	7:43
7:40	7:47	7:55	7:58	8:03	8:10	8:13
8:10	8:17	8:25	8:28	8:33	8:40	8:43
8:40	8:48	8:57	9:01	9:07	9:14	9:17
9:10	9:18	9:27	9:31	9:37	9:44	9:47
9:40	9:48	9:57	10:01	10:07	10:14	10:17
10:10	10:18	10:27	10:31	10:37	10:44	10:47
10:40	10:48	10:57	11:01	11:07	11:14	11:17
11:10	11:18	11:27	11:31	11:37	11:44	11:47
11:40	11:48	11:57	**12:01**	**12:07**	**12:16**	**12:19**
12:10	**12:18**	**12:27**	**12:31**	**12:37**	**12:46**	**12:49**
12:40	**12:48**	**12:57**	**1:01**	**1:07**	**1:16**	**1:19**
1:10	**1:18**	**1:27**	**1:31**	**1:37**	**1:46**	**1:49**
1:40	**1:48**	**1:57**	**2:01**	**2:07**	**2:16**	**2:19**
2:10	**2:18**	**2:27**	**2:31**	**2:37**	**2:46**	**2:49**
2:40	**2:48**	**2:57**	**3:01**	**3:07**	**3:16**	**3:19**
3:10	**3:18**	**3:27**	**3:31**	**3:37**	**3:46**	**3:49**
3:40	**3:48**	**3:57**	**4:01**	**4:07**	**4:16**	**4:19**
4:10	**4:18**	**4:27**	**4:31**	**4:37**	**4:46**	**4:49**
4:40	**4:48**	**4:57**	**5:01**	**5:07**	**5:16**	**5:19**
5:10	**5:17**	**5:26**	**5:29**	**5:35**	**5:43**	**5:46**
5:40	**5:47**	**5:56**	**5:59**	**6:05**	**6:13**	**6:16**
6:10	**6:17**	**6:26**	**6:29**	**6:35**	**6:43**	**6:46**
6:40	**6:47**	**6:56**	**6:59**	**7:05**	**7:13**	**7:16**
7:10	**7:17**	**7:26**	**7:29**	**7:35**	**7:43**	**7:46**
7:40	**7:47**	**7:56**	**7:59**	**8:05**	**8:13**	**8:16**
8:10	**8:16**	**8:25**	**8:28**	**8:33**	**8:40**	**8:43**
8:40	**8:46**	**8:55**	**8:58**	**9:03**	**9:10**	**9:13**
9:10	**9:16**	**9:25**	**9:28**	**9:33**	**9:40**	**9:43**
9:40	**9:46**	**9:55**	**9:58**	**10:03**	**10:10**	**10:13**
10:25	**10:31**	**10:40**	**10:43**	**10:48**	**10:55**	**10:58**
11:10	**11:16**	**11:25**	**11:28**	**11:33**	**11:40**	**11:43**
12:00	12:06	12:15	12:18	12:23	12:30	12:33
NOTES:					AM	**PM**

34 To Wheaton M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Friendship Heights M	Wisconsin Ave & Bradley Ave	Bethesda M	Battery Ln & Old Georgetown Rd	Medical Center M	Connecticut Ave & Knowles Ave	Wheaton M
10	9	8	7	6	5	4
5:50	5:53	5:58	6:02	6:08	6:16	6:20
6:26	6:29	6:34	6:38	6:44	6:52	6:56
6:56	6:59	7:04	7:08	7:14	7:22	7:26
7:26	7:29	7:34	7:38	7:44	7:52	7:56
7:56	7:59	8:04	8:08	8:14	8:22	8:26
8:26	8:29	8:34	8:38	8:44	8:52	8:56
8:56	9:00	9:05	9:10	9:16	9:24	9:29
9:26	9:30	9:35	9:40	9:46	9:54	9:59
9:56	10:00	10:05	10:10	10:16	10:24	10:29
10:26	10:30	10:35	10:40	10:46	10:54	10:59
10:56	11:00	11:05	11:10	11:16	11:24	11:29
11:26	11:30	11:35	11:40	11:46	11:54	11:59
11:56	**12:00**	**12:06**	**12:12**	**12:19**	**12:28**	**12:34**
12:26	**12:30**	**12:36**	**12:42**	**12:49**	**12:58**	**1:04**
12:56	**1:00**	**1:06**	**1:12**	**1:19**	**1:28**	**1:34**
1:26	**1:30**	**1:36**	**1:42**	**1:49**	**1:58**	**2:04**
1:56	**2:00**	**2:06**	**2:12**	**2:19**	**2:28**	**2:34**
2:26	**2:30**	**2:36**	**2:42**	**2:49**	**2:58**	**3:04**
2:56	**3:00**	**3:06**	**3:12**	**3:19**	**3:28**	**3:34**
3:26	**3:30**	**3:36**	**3:42**	**3:49**	**3:58**	**4:04**
3:56	**4:00**	**4:06**	**4:12**	**4:19**	**4:28**	**4:34**
4:26	**4:30**	**4:36**	**4:42**	**4:49**	**4:58**	**5:04**
4:56	**5:00**	**5:06**	**5:12**	**5:19**	**5:28**	**5:34**
5:26	**5:30**	**5:36**	**5:41**	**5:48**	**5:57**	**6:02**
5:56	**6:00**	**6:06**	**6:11**	**6:18**	**6:27**	**6:32**
6:26	**6:30**	**6:36**	**6:41**	**6:48**	**6:57**	**7:02**
6:56	**7:00**	**7:06**	**7:11**	**7:18**	**7:27**	**7:32**
7:26	**7:30**	**7:36**	**7:41**	**7:48**	**7:57**	**8:02**
7:56	**8:00**	**8:06**	**8:11**	**8:18**	**8:27**	**8:32**
8:26	**8:29**	**8:34**	**8:39**	**8:46**	**8:54**	**8:58**
8:56	**8:59**	**9:04**	**9:09**	**9:16**	**9:24**	**9:28**
9:26	**9:29**	**9:34**	**9:39**	**9:46**	**9:54**	**9:58**
9:56	**9:59**	**10:04**	**10:09**	**10:16**	**10:24**	**10:28**
10:30	**10:33**	**10:38**	**10:43**	**10:50**	**10:58**	**11:02**
11:10	**11:13**	**11:18**	**11:23**	**11:30**	**11:38**	**11:42**
11:55	**11:58**	12:03	12:08	12:15	12:23	12:27
12:40	12:43	12:48	12:53	1:00	1:08	1:12
NOTES:					AM	**PM**

FARES

Effective September 2, 2017

Regular Fare, Token, or SmarTrip®	**$2.00**
SmarTrip® Fare Transfer from MetroRail	**$1.50**
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Senior/Disabled SmarTrip® or Cash	**$1.00**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.50**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disabled ID Card from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disability ID Card – Attendant Eligible from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm. Attendant rides half fare or free depending on time.	**FREE**
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	**FREE**
Children under age 5 Limit 2 children per paying passenger	**FREE**
Local Bus Transfer with SmarTrip®	**FREE**
Children 5 to 18 with a student ID or Youth Cruiser SmarTrip® Card Monday to Friday, 2:00 - 8:00 pm	**FREE**

GUARANTEED RIDE HOME

When you take Metrobus, Metrorail and Ride On to work, you are eligible to participate in the free Commuter Connections Guaranteed Ride Home Program. To register and to receive program details call:
Commuter Services at **301-770-POOL(7665)**.

METROACCESS

Alternative paratransit service to this Ride On route for people with certified disabilities is available. Call MetroAccess at **301-562-5360**.

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County **240-777-0311**

Visit our web site at:
www.rideonbus.com

Real Time information is available at:
www.rideonrealtime.com

Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th
Floor Rockville, MD 20850

For more information, or to request this document in an alternate format or translated into another language, please call 311, or outside Montgomery County 240-777-0311.

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ለተጨማሪ መረጃ፡ ወይም ይህንን ጹኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወዲሌላ ቋንቋ ለማስተርጎም፡ እባክዎትን በ 311 ወይም ከሞንትጎመሪ ካውንትዩ ውጪ 240-777-0311 ይደውሉ።

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HOLIDAY SCHEDULE

Weekday Schedule operates on Columbus Day

Saturday Schedule operates on Independence Day

Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day

Special Schedule operates on MLK, Jr. Day, Presidents' Day, Veterans Day

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YouTube
youtube.com/RideOnMCT

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EFFECTIVE: MAY 12, 2019

34

Approximate travel time between stops

- Grand Pre Rd & Bel Pre Rd
- 4-5 mins
- Connecticut Ave & Georgia Ave — DESIGNATED TRIPS
- 8 mins
- Connecticut Ave & Randolph Rd
- 8-10 mins
- Wheaton M
- 6-12 mins
- Connecticut Ave & Knowles Ave
- 7-15 mins
- Medical Center M
- 4-12 mins
- Battery Ln & Old Georgetown Rd
- 3-8 mins
- Bethesda M
- 2-8 mins
- Wisconsin Ave & Bradley Ave
- 3-10 mins
- Friendship Heights M

SERVICE DAYS

DAILY

Ride On Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**

41 To Glenmont M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Grand Pre & Bel Pre Rds	Connecticut & Georgia Aves	Connecticut Ave & Weller Rd	Glenmont M
1	2	3	4
5:18	5:22	5:26	5:30
5:46	5:50	5:55	6:00
6:16	6:20	6:25	6:30
6:46	6:54	7:01	7:06
7:16	7:24	7:31	7:36
7:46	7:54	8:01	8:06
8:16	8:24	8:31	8:36
8:46	8:54	9:01	9:06
9:16	9:21	9:27	9:31
9:46	9:51	9:57	10:01
10:16	10:21	10:27	10:31
10:46	10:51	10:57	11:01
11:16	11:21	11:27	11:31
11:46	11:51	11:57	**12:01**
12:16	**12:21**	**12:27**	**12:31**
12:46	**12:51**	**12:57**	**1:01**
1:16	**1:21**	**1:27**	**1:31**
1:46	**1:51**	**1:57**	**2:01**
2:16	**2:22**	**2:28**	**2:32**
2:46	**2:52**	**2:58**	**3:02**
3:16	**3:22**	**3:28**	**3:32**
3:46	**3:52**	**3:58**	**4:02**
4:16	**4:22**	**4:28**	**4:32**
4:46	**4:52**	**4:58**	**5:02**
5:16	**5:22**	**5:28**	**5:32**
5:46	**5:52**	**5:58**	**6:02**
6:16	**6:22**	**6:28**	**6:32**
6:46	**6:52**	**6:58**	**7:02**
7:16	**7:21**	**7:26**	**7:30**
7:46	**7:51**	**7:56**	**8:00**
8:16	**8:21**	**8:26**	**8:30**
8:46	**8:51**	**8:56**	**9:00**
9:25	**9:30**	**9:35**	**9:39**
10:05	**10:10**	**10:15**	**10:19**
10:48	**10:53**	**10:58**	**11:02**

NOTES: AM | **PM**

41 To Grand Pre & Bel Pre Roads

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Connecticut Ave & Weller Rd	Connecticut & Georgia Aves	Grand Pre & Bel Pre Rds
4	3	2	1
5:58	6:01	6:08	6:10
6:28	6:31	6:38	6:40
6:58	7:02	7:09	7:11
7:28	7:32	7:39	7:41
7:58	8:02	8:09	8:11
8:28	8:32	8:39	8:41
8:58	9:02	9:09	9:11
9:28	9:32	9:39	9:41
9:58	10:02	10:09	10:11
10:28	10:32	10:39	10:41
10:58	11:02	11:09	11:11
11:28	11:32	11:39	11:41
11:58	**12:02**	**12:09**	**12:11**
12:28	**12:32**	**12:39**	**12:41**
12:58	**1:02**	**1:09**	**1:11**
1:28	**1:32**	**1:39**	**1:41**
1:58	**2:02**	**2:09**	**2:11**
2:28	**2:32**	**2:39**	**2:41**
2:58	**3:02**	**3:09**	**3:11**
3:28	**3:32**	**3:39**	**3:41**
3:58	**4:02**	**4:09**	**4:11**
4:28	**4:33**	**4:40**	**4:42**
4:58	**5:03**	**5:10**	**5:12**
5:28	**5:33**	**5:40**	**5:42**
5:58	**6:02**	**6:09**	**6:11**
6:28	**6:32**	**6:39**	**6:41**
6:58	**7:02**	**7:09**	**7:11**
7:28	**7:32**	**7:39**	**7:41**
7:58	**8:02**	**8:09**	**8:11**
8:28	**8:32**	**8:39**	**8:41**
9:08	**9:12**	**9:19**	**9:21**
9:48	**9:52**	**9:59**	**10:01**
10:33	**10:37**	**10:43**	**10:45**
11:18	**11:22**	**11:28**	**11:30**

NOTES: AM | **PM**

41 To Glenmont M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Grand Pre & Bel Pre Rds	Connecticut & Georgia Aves	Connecticut Ave & Weller Rd	Glenmont M
1	2	3	4
6:16	6:20	6:24	6:27
6:46	6:50	6:54	6:57
7:16	7:21	7:27	7:30
7:46	7:51	7:57	8:00
8:16	8:21	8:27	8:30
8:46	8:51	8:57	9:00
9:16	9:21	9:27	9:30
9:46	9:51	9:57	10:00
10:16	10:21	10:27	10:30
10:46	10:51	10:57	11:00
11:16	11:21	11:27	11:30
11:46	11:51	11:57	**12:00**
12:16	**12:21**	**12:27**	**12:30**
12:46	**12:51**	**12:57**	**1:00**
1:16	**1:21**	**1:27**	**1:31**
1:46	**1:51**	**1:57**	**2:01**
2:16	**2:21**	**2:27**	**2:31**
2:46	**2:51**	**2:57**	**3:01**
3:16	**3:21**	**3:27**	**3:31**
3:46	**3:51**	**3:57**	**4:01**
4:16	**4:21**	**4:27**	**4:31**
4:46	**4:51**	**4:57**	**5:01**
5:16	**5:21**	**5:27**	**5:31**
5:46	**5:51**	**5:57**	**6:01**
6:16	**6:21**	**6:27**	**6:31**
6:46	**6:51**	**6:57**	**7:01**
7:16	**7:21**	**7:27**	**7:31**
7:46	**7:51**	**7:56**	**7:59**
8:16	**8:21**	**8:26**	**8:29**
8:46	**8:51**	**8:56**	**8:59**
9:22	**9:27**	**9:32**	**9:35**
10:02	**10:07**	**10:12**	**10:15**

NOTES: AM | **PM**

SEE REVERSE FOR SUNDAY SERVICE

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

41 To Grand Pre & Bel Pre Roads

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Connecticut Ave & Weller Rd	Connecticut & Georgia Aves	Grand Pre & Bel Pre Rds
4	3	2	1
6:58	7:01	7:06	7:08
7:28	7:31	7:36	7:38
7:58	8:01	8:06	8:08
8:28	8:31	8:36	8:38
8:58	9:01	9:06	9:08
9:28	9:31	9:36	9:38
9:58	10:02	10:09	10:11
10:28	10:32	10:39	10:41
10:58	11:02	11:09	11:11
11:28	11:32	11:39	11:41
11:58	**12:02**	**12:09**	**12:11**
12:28	**12:32**	**12:39**	**12:41**
12:58	**1:02**	**1:09**	**1:11**
1:28	**1:32**	**1:40**	**1:42**
1:58	**2:02**	**2:10**	**2:12**
2:28	**2:32**	**2:40**	**2:42**
2:58	**3:02**	**3:10**	**3:12**
3:28	**3:32**	**3:40**	**3:42**
3:58	**4:02**	**4:10**	**4:12**
4:28	**4:32**	**4:40**	**4:42**
4:58	**5:02**	**5:10**	**5:12**
5:28	**5:32**	**5:40**	**5:42**
5:58	**6:02**	**6:10**	**6:12**
6:28	**6:32**	**6:40**	**6:42**
6:58	**7:02**	**7:10**	**7:12**
7:28	**7:31**	**7:37**	**7:39**
7:58	**8:01**	**8:07**	**8:09**
8:28	**8:31**	**8:37**	**8:39**
9:08	**9:11**	**9:17**	**9:19**
9:48	**9:51**	**9:57**	**9:59**
10:35	**10:38**	**10:44**	**10:46**

NOTES: AM | **PM**

SEE REVERSE FOR SUNDAY SERVICE

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level*.

HOW TO READ A TIMETABLE

- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints. If no time is shown, that trip does not serve that timepoint.

FARES

Effective September 15, 2019 Attachment 5

Regular Fare, Token, or SmarTrip®	**$2.00**
SmarTrip® Fare Transfer from MetroRail	**$1.50**
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Senior/Disabled SmarTrip® or Cash	**$1.00**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.50**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disabled ID Card from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disability ID Card – Attendant Eligible from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm. Attendant rides half fare or free depending on time.	**FREE**
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	**FREE**
Children under age 5	**FREE**
Local Bus Transfer with SmarTrip®	**FREE**
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	**FREE**

GUARANTEED RIDE HOME

When you take Metrobus, Metrorail and Ride On to work, you are eligible to participate in the free Commuter Connections Guaranteed Ride Home Program. To register and to receive program details call:
Commuter Services at **301-770-POOL(7665)**.

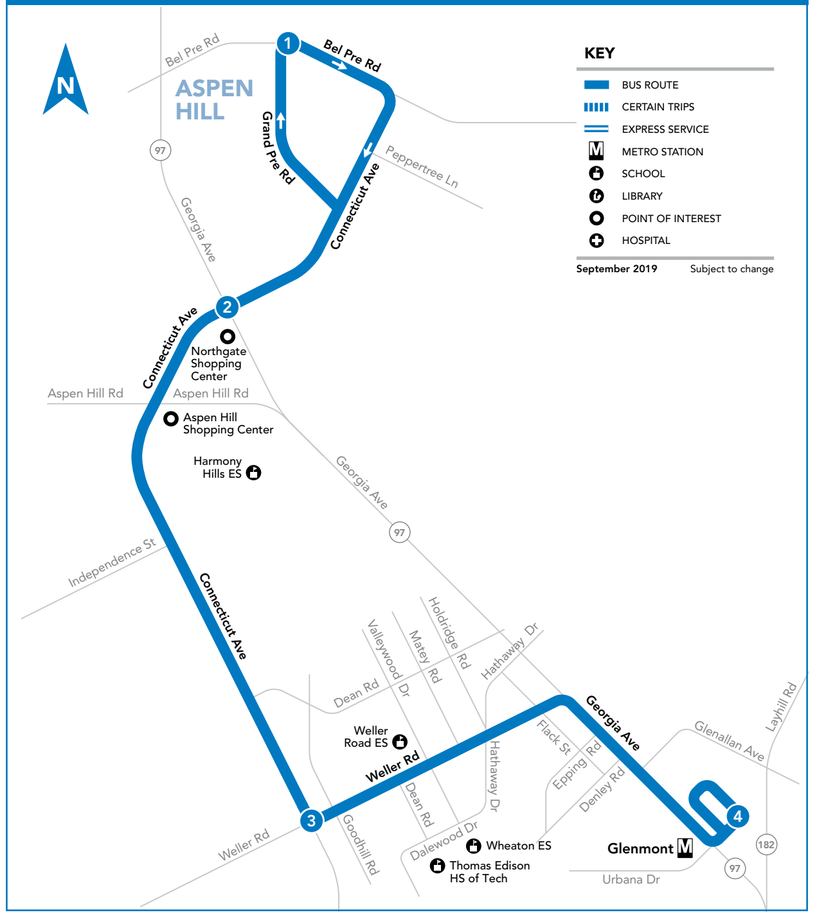
METROACCESS

Alternative paratransit service to this Ride On route for people with certified disabilities is available. Call MetroAccess at **301-562-5360**.

Ride On
Montgomery County Transit

41 Aspen Hill - Connecticut Ave – Weller Rd – Georgia Ave – Glenmont M

Ride On Montgomery County Transit



41 To Glenmont M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Grand Pre & Bel Pre Rds	Connecticut & Georgia Aves	Connecticut Ave & Weller Rd	Glenmont M
1	2	3	4
9:48	9:53	9:58	10:01
10:16	10:21	10:26	10:29
10:46	10:51	10:56	10:59
11:16	11:21	11:27	11:31
11:46	11:51	11:57	**12:01**
12:16	**12:21**	**12:27**	**12:31**
12:46	**12:51**	**12:57**	**1:01**
1:16	**1:21**	**1:27**	**1:31**
1:46	**1:51**	**1:57**	**2:01**
2:16	**2:21**	**2:27**	**2:31**
2:46	**2:51**	**2:57**	**3:01**
3:16	**3:21**	**3:27**	**3:31**
3:46	**3:51**	**3:57**	**4:01**
4:16	**4:21**	**4:27**	**4:31**
4:46	**4:51**	**4:57**	**5:01**
5:16	**5:21**	**5:27**	**5:31**
5:46	**5:51**	**5:57**	**6:01**
6:26	**6:30**	**6:35**	**6:38**
NOTES:		AM	**PM**

HOW TO READ A TIMETABLE

- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints.

41 To Grand Pre & Bel Pre Roads

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Glenmont M	Connecticut Ave & Weller Rd	Connecticut & Georgia Aves	Grand Pre & Bel Pre Rds
4	3	2	1
9:28	9:32	9:37	9:39
9:58	10:02	10:07	10:09
10:28	10:32	10:37	10:39
10:58	11:02	11:08	11:10
11:28	11:32	11:38	11:40
11:58	**12:02**	**12:08**	**12:10**
12:28	**12:32**	**12:38**	**12:40**
12:58	**1:02**	**1:08**	**1:10**
1:28	**1:32**	**1:38**	**1:40**
1:58	**2:02**	**2:08**	**2:10**
2:28	**2:32**	**2:38**	**2:40**
2:58	**3:02**	**3:10**	**3:12**
3:28	**3:32**	**3:40**	**3:42**
3:58	**4:02**	**4:10**	**4:12**
4:28	**4:32**	**4:40**	**4:42**
4:58	**5:02**	**5:09**	**5:11**
5:28	**5:32**	**5:39**	**5:41**
5:58	**6:02**	**6:09**	**6:11**
6:43	**6:47**	**6:54**	**6:56**
NOTES:		AM	**PM**

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County **240-777-0311**

Visit our web site at:
www.rideonbus.com

Real Time information is available at:
www.rideonrealtime.com

Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th Floor Rockville, MD 20850

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ለተጨማሪ መረጃ፣ ወይም ይህንን ዶኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፣ እባክዎትን በ 311 ወይም ከሞንጎሜሪ ካውንቲ ውጪ 240-777-0311 ደዉሉ።

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HOLIDAY SCHEDULE

Weekday Schedule operates on Columbus Day

Saturday Schedule operates on Independence Day

Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day

Special Schedule operates on MLK, Jr. Day, Presidents' Day, Veterans Day

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Follow us on Twitter *twitter.com/RideOnMCT*

Subscribe to email alerts at *www.montgomerycountymd.gov/govdelivery*

Subscribe to text alerts by texting *MONTGOMERY RIDEON to 468311*

YouTube *youtube.com/RideOnMCT*

Thank You for Riding with Us!

♻ Printed on recycled paper with soy-based ink

EFFECTIVE: SEPTEMBER 15, 2019

Attachment 5

41

Approximate travel time between stops

- Grand Pre & Bel Pre Rds
- 3-5 mins
- Connecticut & Georgia Aves
- 3-6 mins
- Connecticut Ave & Weller Rd
- 4-7 mins
- Glenmont M

SERVICE DAYS

DAILY

Ride On Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**

48 To Wheaton M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville M (East)	Norbeck Rd & Bauer Dr	Parkland Dr & Aspen Hill Rd	Veirs Mill & Randolph Rds	Wheaton M
1	2	3	4	5
5:05	5:12	5:19	5:26	5:33
5:35	5:42	5:49	5:56	6:03
6:05	6:14	6:23	6:34	6:42
6:35	6:44	6:53	7:04	7:12
7:05	7:14	7:23	7:34	7:42
7:30	7:39	7:48	7:59	8:07
7:55	8:04	8:13	8:24	8:32
8:20	8:29	8:38	8:49	8:57
8:45	8:54	9:03	9:14	9:22
9:10	9:19	9:28	9:39	9:47
9:35	9:43	9:51	10:00	10:07
10:00	10:08	10:16	10:25	10:32
10:25	10:33	10:41	10:50	10:57
10:50	10:58	11:06	11:15	11:22
11:15	11:23	11:31	11:40	11:47
11:40	11:48	11:56	**12:05**	**12:12**
12:05	**12:13**	**12:21**	**12:30**	**12:37**
12:30	**12:38**	**12:46**	**12:55**	**1:02**
12:55	**1:04**	**1:13**	**1:22**	**1:30**
1:20	**1:29**	**1:38**	**1:47**	**1:55**
1:45	**1:54**	**2:03**	**2:12**	**2:20**
2:10	**2:19**	**2:28**	**2:37**	**2:45**
2:35	**2:46**	**2:55**	**3:05**	**3:13**
2:55	**3:06**	**3:15**	**3:25**	**3:33**
3:15	**3:26**	**3:35**	**3:45**	**3:53**
3:35	**3:46**	**3:55**	**4:05**	**4:13**
3:55	**4:06**	**4:15**	**4:25**	**4:33**
4:15	**4:26**	**4:35**	**4:45**	**4:53**
4:35	**4:46**	**4:55**	**5:05**	**5:13**
4:55	**5:06**	**5:15**	**5:25**	**5:33**
5:15	**5:26**	**5:35**	**5:45**	**5:53**
5:35	**5:46**	**5:55**	**6:05**	**6:13**
6:00	**6:11**	**6:20**	**6:30**	**6:38**
6:25	**6:36**	**6:45**	**6:55**	**7:03**
6:50	**6:58**	**7:06**	**7:15**	**7:22**
7:20	**7:28**	**7:36**	**7:45**	**7:52**
7:50	**7:58**	**8:06**	**8:15**	**8:22**
8:20	**8:28**	**8:36**	**8:45**	**8:52**
8:50	**8:58**	**9:06**	**9:13**	**9:20**
9:20	**9:28**	**9:36**	**9:43**	**9:50**
9:55	**10:03**	**10:11**	**10:18**	**10:25**
10:30	**10:38**	**10:46**	**10:53**	**11:00**
11:05	**11:13**	**11:21**	**11:28**	**11:35**
11:45	**11:53**	12:01	12:08	12:15
NOTES:			AM	**PM**

48 To Rockville M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Wheaton M	Veirs Mill & Randolph Rds	Parkland Dr & Aspen Hill Rd	Norbeck Rd & Bauer Dr	Rockville M (East)
5	4	3	2	1
5:15	5:21	5:28	5:36	5:43
5:45	5:54	6:02	6:11	6:20
6:10	6:19	6:27	6:36	6:45
6:35	6:44	6:52	7:01	7:10
7:00	7:09	7:17	7:26	7:35
7:25	7:34	7:42	7:51	8:00
7:50	7:59	8:07	8:16	8:25
8:15	8:24	8:32	8:41	8:50
8:40	8:48	8:55	9:03	9:11
9:05	9:13	9:20	9:28	9:36
9:30	9:38	9:45	9:53	10:01
9:55	10:03	10:10	10:18	10:26
10:20	10:28	10:35	10:43	10:51
10:45	10:53	11:00	11:08	11:16
11:10	11:18	11:25	11:33	11:41
11:35	11:43	11:50	11:58	**12:06**
12:00	**12:08**	**12:15**	**12:23**	**12:31**
12:25	**12:33**	**12:40**	**12:48**	**12:56**
12:50	**12:58**	**1:05**	**1:13**	**1:21**
1:15	**1:23**	**1:30**	**1:38**	**1:46**
1:40	**1:51**	**1:59**	**2:08**	**2:17**
2:05	**2:16**	**2:24**	**2:33**	**2:42**
2:30	**2:41**	**2:49**	**2:58**	**3:07**
2:55	**3:06**	**3:14**	**3:23**	**3:32**
3:20	**3:31**	**3:39**	**3:48**	**3:57**
3:40	**3:51**	**3:59**	**4:08**	**4:17**
4:00	**4:11**	**4:19**	**4:28**	**4:37**
4:20	**4:31**	**4:39**	**4:48**	**4:57**
4:40	**4:51**	**4:59**	**5:08**	**5:17**
5:00	**5:11**	**5:19**	**5:28**	**5:37**
5:20	**5:31**	**5:39**	**5:48**	**5:57**
5:40	**5:51**	**5:59**	**6:08**	**6:17**
6:05	**6:15**	**6:22**	**6:30**	**6:37**
6:30	**6:40**	**6:47**	**6:55**	**7:02**
7:00	**7:10**	**7:17**	**7:25**	**7:32**
7:30	**7:40**	**7:47**	**7:55**	**8:02**
8:00	**8:07**	**8:13**	**8:20**	**8:27**
8:30	**8:37**	**8:43**	**8:50**	**8:57**
9:00	**9:07**	**9:13**	**9:20**	**9:27**
9:30	**9:37**	**9:43**	**9:50**	**9:57**
10:00	**10:07**	**10:13**	**10:20**	**10:27**
10:30	**10:37**	**10:43**	**10:50**	**10:57**
11:05	**11:12**	**11:18**	**11:25**	**11:32**
11:40	**11:47**	**11:53**	12:00	12:07
12:20	12:27	12:33	12:40	12:47
NOTES:			AM	**PM**

48 To Wheaton M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville M (East)	Norbeck Rd & Bauer Dr	Parkland Dr & Aspen Hill Rd	Veirs Mill & Randolph Rds	Wheaton M
1	2	3	4	5
6:20	6:27	6:34	6:42	6:49
6:50	6:57	7:04	7:12	7:19
7:20	7:28	7:36	7:45	7:52
7:50	7:58	8:06	8:15	8:22
8:20	8:28	8:36	8:45	8:52
8:50	8:58	9:06	9:15	9:22
9:20	9:28	9:36	9:45	9:52
9:50	9:58	10:06	10:15	10:22
10:20	10:28	10:36	10:45	10:52
10:50	10:58	11:06	11:15	11:22
11:20	11:28	11:36	11:45	11:52
11:50	11:58	**12:06**	**12:15**	**12:22**
12:15	**12:23**	**12:31**	**12:40**	**12:47**
12:40	**12:48**	**12:56**	**1:05**	**1:12**
1:05	**1:13**	**1:21**	**1:30**	**1:37**
1:30	**1:38**	**1:46**	**1:55**	**2:02**
1:55	**2:03**	**2:11**	**2:20**	**2:27**
2:20	**2:28**	**2:36**	**2:45**	**2:52**
2:45	**2:53**	**3:01**	**3:10**	**3:17**
3:10	**3:18**	**3:26**	**3:35**	**3:42**
3:35	**3:43**	**3:51**	**4:00**	**4:07**
4:00	**4:08**	**4:16**	**4:25**	**4:32**
4:25	**4:33**	**4:41**	**4:50**	**4:57**
4:50	**4:58**	**5:06**	**5:15**	**5:22**
5:20	**5:28**	**5:36**	**5:45**	**5:52**
5:50	**5:58**	**6:06**	**6:15**	**6:22**
6:20	**6:28**	**6:36**	**6:45**	**6:52**
6:50	**6:58**	**7:05**	**7:12**	**7:19**
7:20	**7:28**	**7:35**	**7:42**	**7:49**
7:50	**7:58**	**8:05**	**8:12**	**8:19**
8:20	**8:28**	**8:35**	**8:42**	**8:49**
9:00	**9:08**	**9:15**	**9:22**	**9:29**
NOTES:			AM	**PM**

SEE REVERSE FOR SUNDAY SERVICE

48 To Rockville M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Wheaton M	Veirs Mill & Randolph Rds	Parkland Dr & Aspen Hill Rd	Norbeck Rd & Bauer Dr	Rockville M (East)
5	4	3	2	1
6:30	6:37	6:44	6:52	7:00
7:00	7:07	7:14	7:22	7:30
7:30	7:37	7:44	7:52	8:00
8:00	8:07	8:14	8:22	8:30
8:30	8:37	8:44	8:52	9:00
9:00	9:07	9:14	9:22	9:30
9:30	9:37	9:44	9:52	10:00
10:00	10:07	10:14	10:22	10:30
10:30	10:37	10:44	10:52	11:00
11:00	11:07	11:14	11:22	11:30
11:30	11:37	11:44	11:52	**12:00**
12:00	**12:08**	**12:16**	**12:24**	**12:32**
12:30	**12:38**	**12:46**	**12:54**	**1:02**
12:55	**1:03**	**1:11**	**1:19**	**1:27**
1:20	**1:28**	**1:36**	**1:44**	**1:52**
1:45	**1:53**	**2:01**	**2:09**	**2:17**
2:10	**2:18**	**2:26**	**2:34**	**2:42**
2:35	**2:43**	**2:51**	**2:59**	**3:07**
3:00	**3:09**	**3:17**	**3:25**	**3:32**
3:25	**3:34**	**3:42**	**3:50**	**3:57**
3:50	**3:59**	**4:07**	**4:15**	**4:22**
4:15	**4:24**	**4:32**	**4:40**	**4:47**
4:40	**4:49**	**4:57**	**5:05**	**5:12**
5:05	**5:14**	**5:22**	**5:30**	**5:37**
5:30	**5:38**	**5:45**	**5:53**	**6:00**
6:00	**6:08**	**6:15**	**6:23**	**6:30**
6:30	**6:38**	**6:45**	**6:53**	**7:00**
7:00	**7:08**	**7:15**	**7:23**	**7:30**
7:30	**7:38**	**7:45**	**7:53**	**8:00**
8:00	**8:08**	**8:15**	**8:23**	**8:30**
8:30	**8:38**	**8:45**	**8:53**	**9:00**
9:00	**9:08**	**9:15**	**9:23**	**9:30**
9:35	**9:43**	**9:50**	**9:58**	**10:05**
NOTES:			AM	**PM**

SEE REVERSE FOR SUNDAY SERVICE

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

HOW TO RIDE A BUS

Check schedule for timepoint nearest your location. Wait at the blue and white **RIDE ON** bus stop sign. Arrive several minutes before scheduled time. Have exact fare ready (drivers do not make change).

- Not all stops are listed on a public timetable.
- If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.
- Ask the bus driver if you are not sure if the bus goes to your stop.
- If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.
- Be mindful of changes in the schedule, for holidays or bad weather.
- Please observe the following rules for all patrons: No eating, drinking, or smoking.
- Electronic devices may be played with earphones set *at low level*.

HOW TO READ A TIMETABLE

- Find the schedule for the day of the week and the direction you wish to ride.
- Find the timepoints closest to your origin and destination. The timepoints are shown on the route map and indicate the time the bus is scheduled to be at the particular location. Your nearest bus stop may be between timepoints.
- Read down the column to see the times when a trip will be at the given timepoint. Read the times across to the right to see when the trip reaches other timepoints.

FARES

Regular Fare, Token, or SmarTrip®	**$2.00**
SmarTrip® Fare Transfer from MetroRail	**$1.50**
Seniors and persons with disability with valid ID (including attendant-eligible) except during free periods:	
Senior/Disabled SmarTrip® or Cash	**$1.00**
Senior/Disabled SmarTrip® Transfer from Metrorail	**$0.50**
Seniors age 65 years or older with a Senior SmarTrip® card or valid Metro Senior ID Card or with valid Medicare Card and Photo ID from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disabled ID Card from 9:30 am – 3:00 pm Monday through Friday and Saturday from 8:30 am – 4:00 pm.	**FREE**
Person with disability with Metro Disability ID Card – Attendant Eligible from 9:30 am – 3:00 pm Mon. through Fri. and Sat. from 8:30 am – 4:00 pm. Attendant rides half fare or free depending on time.	**FREE**
MetroAccess - Certified Customer with ID **MetroAccess** - Companion	**FREE**
Children under age 5 Limit 2 children per paying passenger	**FREE**
Local Bus Transfer with SmarTrip®	**FREE**
Children 5 to 18 with a student ID or Youth Cruiser SmarTrip® Card Monday to Friday, 2:00 - 8:00 pm	**FREE**

GUARANTEED RIDE HOME

When you take Metrobus, Metrorail and Ride On to work, you are eligible to participate in the free Commuter Connections Guaranteed Ride Home Program. To register and to receive program details call:
Commuter Services at **301-770-POOL(7665)**.

METROACCESS

Alternative paratransit service to this Ride On route for people with certified disabilities is available. Call MetroAccess at **301-562-5360**.

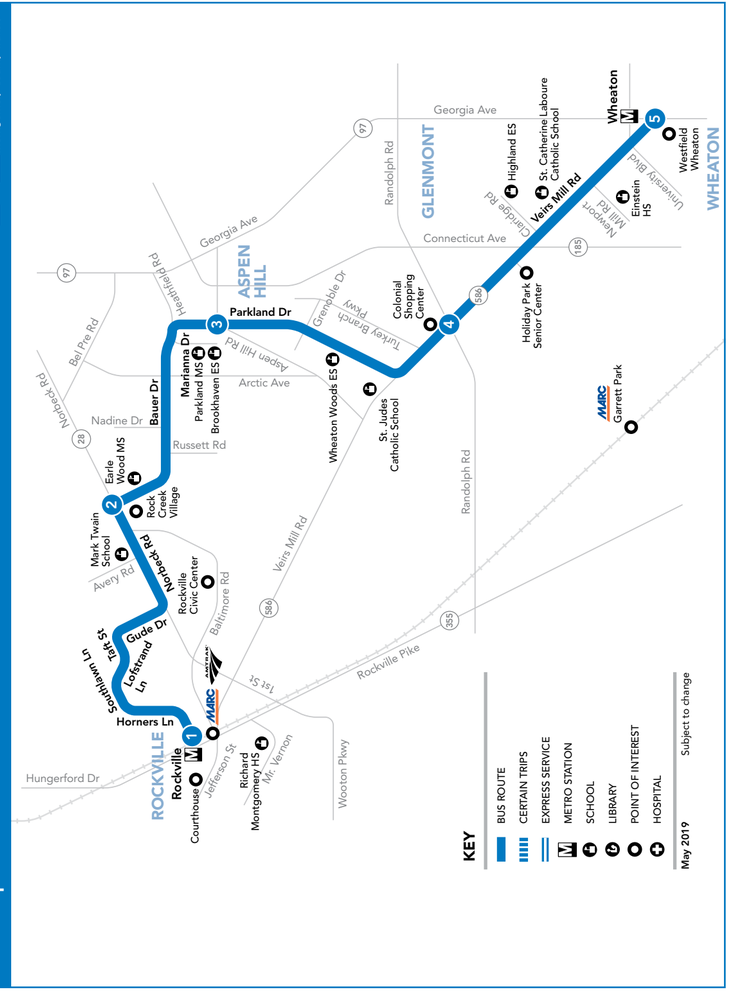
Ride On
Montgomery County Transit

Attachment 1.5

48

Ride On Montgomery County Transit

Rockville M – Norbeck Rd – Rock Creek Village – Bauer Dr – Parkland Dr – Veirs Mill Rd – Wheaton M



48 To Wheaton M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Rockville M (East)	Norbeck Rd & Bauer Dr	Parkland Dr & Aspen Hill Rd	Veirs Mill & Randolph Rds	Wheaton M
1	2	3	4	5
6:45	6:52	7:00	7:08	7:14
7:20	7:27	7:35	7:43	7:49
7:50	7:57	8:05	8:13	8:19
8:20	8:27	8:35	8:43	8:49
8:50	8:57	9:05	9:13	9:19
9:20	9:27	9:35	9:43	9:49
9:50	9:57	10:05	10:13	10:19
10:20	10:27	10:35	10:43	10:49
10:50	10:58	11:06	11:15	11:22
11:20	11:28	11:36	11:45	11:52
11:50	11:58	**12:06**	**12:15**	**12:22**
12:20	**12:28**	**12:36**	**12:45**	**12:52**
12:50	**12:58**	**1:06**	**1:15**	**1:22**
1:20	**1:28**	**1:36**	**1:45**	**1:52**
1:50	**1:58**	**2:06**	**2:15**	**2:22**
2:20	**2:28**	**2:36**	**2:45**	**2:52**
2:50	**2:58**	**3:06**	**3:15**	**3:22**
3:20	**3:28**	**3:36**	**3:45**	**3:52**
3:50	**3:58**	**4:06**	**4:15**	**4:22**
4:20	**4:28**	**4:36**	**4:45**	**4:52**
4:50	**4:57**	**5:04**	**5:12**	**5:19**
5:20	**5:27**	**5:34**	**5:42**	**5:49**
5:50	**5:57**	**6:04**	**6:12**	**6:19**
6:20	**6:27**	**6:34**	**6:42**	**6:49**
6:50	**6:57**	**7:04**	**7:11**	**7:17**
7:20	**7:27**	**7:34**	**7:41**	**7:47**
7:50	**7:57**	**8:04**	**8:11**	**8:17**
NOTES:			AM	PM

48 To Rockville M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Wheaton M	Veirs Mill & Randolph Rds	Parkland Dr & Aspen Hill Rd	Norbeck Rd & Bauer Dr	Rockville M (East)
5	4	3	2	1
7:20	7:27	7:34	7:42	7:49
7:55	8:02	8:09	8:17	8:24
8:25	8:32	8:39	8:47	8:54
8:55	9:02	9:09	9:17	9:24
9:25	9:32	9:39	9:47	9:54
9:55	10:02	10:09	10:17	10:24
10:25	10:32	10:39	10:47	10:54
10:55	11:02	11:09	11:17	11:24
11:25	11:32	11:39	11:47	11:54
11:55	**12:02**	**12:09**	**12:17**	**12:24**
12:25	**12:34**	**12:41**	**12:49**	**12:56**
12:55	**1:04**	**1:11**	**1:19**	**1:26**
1:25	**1:34**	**1:41**	**1:49**	**1:56**
1:55	**2:04**	**2:11**	**2:19**	**2:26**
2:25	**2:34**	**2:41**	**2:49**	**2:56**
2:55	**3:04**	**3:11**	**3:19**	**3:26**
3:25	**3:34**	**3:41**	**3:49**	**3:56**
3:55	**4:04**	**4:11**	**4:18**	**4:25**
4:25	**4:34**	**4:41**	**4:48**	**4:55**
4:55	**5:04**	**5:11**	**5:18**	**5:25**
5:25	**5:34**	**5:41**	**5:48**	**5:55**
5:55	**6:04**	**6:11**	**6:18**	**6:25**
6:25	**6:34**	**6:41**	**6:48**	**6:55**
6:55	**7:02**	**7:09**	**7:17**	**7:24**
7:25	**7:32**	**7:39**	**7:47**	**7:54**
7:55	**8:02**	**8:09**	**8:17**	**8:24**
8:30	**8:37**	**8:44**	**8:52**	**8:59**
NOTES:			AM	PM

Please arrive at your stop several minutes ahead of your bus' scheduled arrival. Since safe service is a priority at Ride On, buses may be delayed due to traffic or weather.

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation.

RIDE ON operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations.

For detailed information, or to have timetables mailed, call **311**.

Outside Montgomery County **240-777-0311**

Visit our web site at:
www.rideonbus.com

Real Time information is available at:
www.rideonrealtime.com

Regular Mailing Address:
Montgomery County DOT
Division of Transit Services
101 Monroe Street, 5th Floor Rockville, MD 20850

For more information, or to request this document in an alternate format or translated into another language, please call 311, or outside Montgomery County 240-777-0311.

Para más información o para pedir este documento en un formato diferente o traducido a otro idioma, por favor, llame al 311 o de fuera del Condado de Montgomery al 240-777-0311.

如需更多信息、需要以其它格式提供本文檔或需要將本文檔翻譯成其它語言，請撥打311。如果您不在蒙哥馬利郡，請撥打240–777–0311。

자세한 정보를 원하시거나 본 문서를 다른 형식 또는 다른 언어로의 번역본으로 원하실 경우, 전화번호 311, 또는 몽고메리 카운티 이외의 지역에서는 240-777-0311로 연락하시기 바랍니다.

ለተጨማሪ መረጃ፡ ወይም ይህንን ዶኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፡ እባክዎትን በ 311 ወይም ከሞንትጎመሪ ካውንቲ ውጪ 240-777-0311 ደዉሉ።

Pour plus d'informations ou pour recevoir un exemplaire de ce document sous un format différent ou traduit dans une autre langue, veuillez composer le 311 ou le 240-777-0311, à l'extérieur du comté de Montgomery.

Để tìm hiểu thêm, hoặc để yêu cầu cung cấp tài liệu này theo định dạng khác hay chuyển ngữ sang ngôn ngữ khác, vui lòng gọi 311 hoặc số 240-777-0311 nếu gọi từ bên ngoài Quận Montgomery.

HOLIDAY SCHEDULE

Weekday Schedule operates on Columbus Day

Saturday Schedule operates on Independence Day

Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day

Special Schedule operates on MLK, Jr. Day, Presidents' Day, Veterans Day

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MONTGOMERY RIDEON to 468311

YouTube
youtube.com/RideOnMCT

Thank You for Riding with Us!

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EFFECTIVE MAY 12, 2019

48

Approximate travel time between stops

- Rockville M (East)
- 6-13 mins
- Norbeck Rd & Bauer Dr
- 6-9 mins
- Parkland Dr & Aspen Hill Rd
- 4-9 mins
- Veirs Mill & Randolph Rds
- 5-13 mins
- Wheaton M

SERVICE DAYS

DAILY

Ride On Montgomery County Transit

Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**

How to use this timetable

- Use the map to find the stops closest to where you will get on and off the bus.
- Select the schedule (Weekday, Saturday, Sunday) for when you will travel. Along the top of the schedule, find the stop at or nearest the point where you will get on the bus. Follow that column down to the time you want to leave.
- Use the same method to find the times the bus is scheduled to arrive at the stop where you will get off the bus.
- If the bus stop is not listed, use the time shown for the bus stop before it as the time to wait at the stop.
- The end-of-the-line or last stop is listed in ALL CAPS on the schedule.

Cómo Usar este Horario

- Use este mapa para localizar las paradas más cercanas a donde se subirá y bajará del autobús.
- Seleccione el horario (Entre semana, sábado, domingo) de cuando viajará. A lo largo de la parte superior del horario, localice la parada o el punto más cercano a la parada en la que se subirá al autobús. Siga esa columna hacia abajo hasta la hora en la que desee salir.
- Utilice el mismo método para localizar las horas en que el autobús está programado para llegar a la parada en donde desea bajarse del autobús.
- Si la parada del autobús no está listada use la hora que se muestra en la parada anterior como la hora de espera en la parada.
- El final de la ruta o la última parada del autobús aparece en letras MAYÚSCULAS en el horario.

English-Español Effective 6-25-17

Y2,7,8

Georgia Avenue-Maryland Line

metrobus

Serves these locations-
Brinda servicio a estas ubicaciones

- Medstar Montgomery Medical Center (Y2,Y8)
- Olney (Y2,Y8)
- Georgia Ave – ICC Park & Ride Lot (Y7)
- Leisure World (Y7,Y8)
- Aspen Hill
- Glenmont station
- Wheaton station
- Forest Glen station
- Paul S. Sarbanes Transit Center (Silver Spring station)

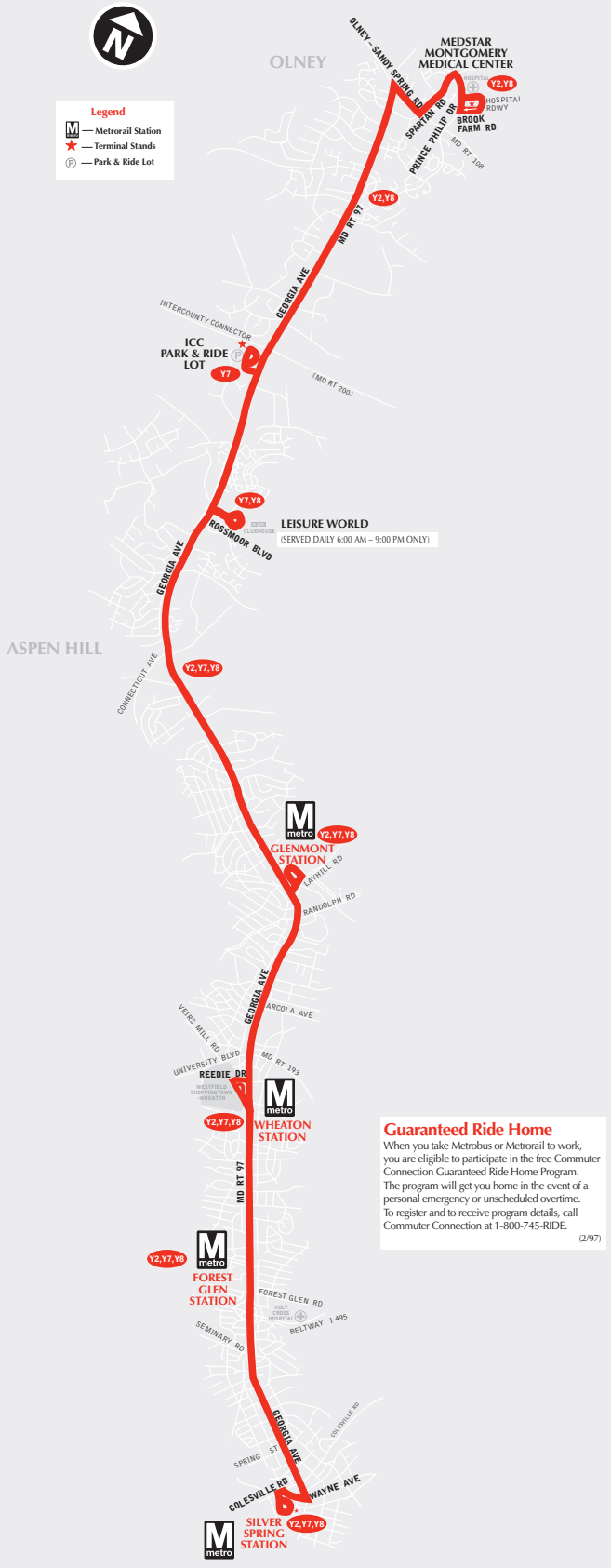
www.wmata.com
Information Anytime 202-637-7000 TTY 202-962-2033

Washington Metropolitan Area Transit Authority

A District of Columbia, Maryland and Virginia Transit Partnership

Y2,Y7,Y8
Georgia Ave. - Maryland Line

For route and schedule information
Call 202-637-7000
www.wmata.com



Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program. The program will get you home in the event of a personal emergency or unscheduled overtime. To register and to receive program details, call Commuter Connection at 1-800-745-RIDE.

(2/97)

Y2,7,8

Georgia Avenue-Maryland Line

Southbound to Silver Spring station

Monday thru Friday — Lunes a viernes

Route Number	Medstar Montgomery Medical Center	Georgia Ave. & Rt. 108 (Olney)	ICC Park & Ride Lot	Georgia Ave. & Norbeck Rd.	Leisure World (clubhouse)	Georgia & Connecticut Aves. (Aspen Hill)	Glenmont Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Wheaton Metro	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Georgia Ave. & Spring St.	Paul S. Sarbanes Transit Center (SILVER SPRING) Metro
AM Service — Servicio matutino												
Y2	4:13	4:18	-	4:26	-	4:33	4:41	4:44	4:52	4:59	5:04	5:10
Y2	4:43	4:48	-	4:56	-	5:03	5:11	5:14	5:22	5:29	5:34	5:40
Y2	5:03	5:08	-	5:16	-	5:23	5:31	5:34	5:42	5:49	5:54	6:00
Y2	5:23	5:28	-	5:36	-	5:43	5:51	5:54	6:02	6:09	6:14	6:20
Y2	5:31	5:36	-	5:44	-	5:51	6:01	6:04	6:16	6:24	6:29	6:35
Y7	-	-	5:51	5:55	5:59	6:06	6:16	6:18	6:28	6:39	6:44	6:50
Y2	6:01	6:06	-	6:14	-	6:21	6:31	6:34	6:46	6:54	6:59	7:05
Y7	-	-	6:19	6:23	6:27	6:34	6:44	6:46	6:56	7:07	7:12	7:18
Y2	6:21	6:27	-	6:35	-	6:43	6:53	6:55	7:09	7:18	7:24	7:30
Y7	-	-	6:42	6:46	6:50	6:57	7:07	7:09	7:19	7:28	7:34	7:40
Y2	6:41	6:47	-	6:55	-	7:03	7:13	7:15	7:29	7:38	7:44	7:50
Y7	-	-	7:02	7:06	7:10	7:17	7:27	7:29	7:39	7:48	7:54	8:00
Y2	7:01	7:07	-	7:15	-	7:23	7:33	7:35	7:49	7:58	8:04	8:10
Y7	-	-	7:22	7:26	7:30	7:37	7:47	7:49	7:59	8:08	8:14	8:20
Y2	7:21	7:27	-	7:35	-	7:43	7:53	7:55	8:09	8:18	8:24	8:30
Y7	-	-	7:42	7:46	7:50	7:57	8:07	8:09	8:19	8:28	8:34	8:40
Y2	7:41	7:47	-	7:55	-	8:03	8:13	8:15	8:29	8:38	8:44	8:50
Y7	-	-	8:02	8:06	8:10	8:17	8:27	8:29	8:39	8:48	8:54	9:00
Y2	8:01	8:07	-	8:15	-	8:23	8:33	8:35	8:49	8:58	9:04	9:10
Y7	-	-	8:22	8:26	8:30	8:37	8:47	8:49	8:59	9:08	9:14	9:20
Y2	8:20	8:26	-	8:35	-	8:44	8:56	8:58	9:11	9:18	9:24	9:30
Y7	-	-	8:41	8:44	8:48	8:55	9:07	9:09	9:20	9:28	9:34	9:40
Y2	8:40	8:46	-	8:55	-	9:04	9:16	9:18	9:31	9:38	9:44	9:50
Y7	-	-	9:01	9:04	9:08	9:15	9:27	9:29	9:40	9:48	9:54	10:00
Y2	9:00	9:06	-	9:15	-	9:24	9:36	9:38	9:51	9:58	10:04	10:10
Y7	-	-	9:21	9:24	9:28	9:35	9:47	9:49	10:00	10:08	10:14	10:20
Y8	9:22	9:29	-	9:38	9:42	9:49	10:00	10:02	10:13	10:20	10:26	10:30
Y7	-	-	9:46	9:49	9:53	10:00	10:12	10:14	10:25	10:33	10:39	10:45
Y8	9:50	9:57	-	10:06	10:10	10:17	10:28	10:30	10:41	10:50	10:56	11:00
Y7	-	-	10:16	10:19	10:23	10:30	10:42	10:44	10:55	11:03	11:09	11:15
Y8	10:20	10:27	-	10:36	10:40	10:47	10:58	11:00	11:11	11:20	11:26	11:30
Y7	-	-	10:46	10:49	10:53	11:00	11:12	11:14	11:25	11:33	11:39	11:45
Y8	10:50	10:57	-	11:06	11:10	11:17	11:28	11:30	11:41	11:50	11:56	12:00
Y7	-	-	11:16	11:19	11:23	11:30	11:42	11:44	11:55	12:03	12:09	12:15
Y8	11:20	11:27	-	11:36	11:40	11:47	11:58	12:00	12:11	12:20	12:26	12:30
Y7	-	-	11:46	11:49	11:53	12:00	12:12	12:14	12:25	12:33	12:39	12:45
Y8	11:50	11:57	-	12:06	12:10	12:17	12:28	12:30	12:41	12:50	12:56	1:00

Y2,7,8

Georgia Avenue-Maryland Line

Southbound to Silver Spring station

Monday thru Friday — Lunes a viernes

Route Number	Medstar Montgomery Medical Center	Georgia Ave. & Rt. 108 (Olney)	ICC Park & Ride Lot	Georgia Ave. & Norbeck Rd.	Leisure World (clubhouse)	Georgia & Connecticut Aves. (Aspen Hill)	Glenmont Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Wheaton Metro	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Georgia Ave. & Spring St.	Paul S. Sarbanes Transit Center (SILVER SPRING) Metro
PM Service — Servicio vespertino												
Y7	-	-	12:16	12:19	12:23	12:30	12:42	12:44	12:55	1:03	1:09	1:15
Y8	12:20	12:27	-	12:36	12:40	12:47	12:58	1:00	1:11	1:20	1:26	1:30
Y7	-	-	12:46	12:49	12:53	1:00	1:12	1:14	1:25	1:33	1:39	1:45
Y8	12:50	12:57	-	1:06	1:10	1:17	1:28	1:30	1:41	1:50	1:56	2:00
Y7	-	-	1:16	1:19	1:23	1:30	1:42	1:44	1:55	2:03	2:09	2:15
Y8	1:20	1:27	-	1:36	1:40	1:47	1:58	2:00	2:11	2:20	2:26	2:30
Y7	-	-	1:46	1:49	1:53	2:00	2:12	2:14	2:25	2:33	2:39	2:45
Y8	1:50	1:57	-	2:06	2:10	2:17	2:28	2:30	2:41	2:50	2:56	3:00
Y7	-	-	2:16	2:19	2:23	2:30	2:42	2:44	2:55	3:03	3:09	3:15
Y8	2:19	2:26	-	2:35	2:39	2:46	2:57	2:59	3:10	3:19	3:25	3:30
Y7	-	-	2:46	2:50	2:54	3:01	3:12	3:14	3:26	3:33	3:39	3:45
Y2	2:52	2:59	-	3:08	-	3:16	3:27	3:29	3:41	3:48	3:54	4:00
Y7	-	-	3:16	3:20	3:24	3:31	3:42	3:44	3:56	4:03	4:09	4:15
Y8	3:19	3:26	-	3:35	3:39	3:46	3:57	3:59	4:10	4:19	4:25	4:30
Y7	-	-	3:41	3:45	3:49	3:56	4:07	4:09	4:21	4:28	4:34	4:40
Y2	3:42	3:49	-	3:58	-	4:06	4:17	4:19	4:31	4:38	4:44	4:50
Y7	-	-	4:01	4:05	4:09	4:16	4:27	4:29	4:41	4:48	4:54	5:00
Y8	3:59	4:06	-	4:15	4:19	4:26	4:37	4:39	4:50	4:59	5:05	5:10
Y7	-	-	4:21	4:25	4:29	4:36	4:47	4:49	5:01	5:08	5:14	5:20
Y2	4:23	4:30	-	4:39	-	4:46	4:58	5:01	5:12	5:19	5:25	5:30
Y7	-	-	4:43	4:47	4:51	4:58	5:09	5:11	5:22	5:29	5:35	5:40
Y8	4:49	4:55	-	5:03	5:07	5:13	5:23	5:25	5:35	5:42	5:46	5:50
Y7	-	-	5:03	5:07	5:11	5:18	5:29	5:31	5:42	5:49	5:55	6:00
Y2	5:03	5:10	-	5:19	-	5:26	5:38	5:41	5:52	5:59	6:05	6:10
Y7	-	-	5:23	5:27	5:31	5:38	5:49	5:51	6:02	6:09	6:15	6:20
Y8	5:29	5:35	-	5:43	5:47	5:53	6:03	6:05	6:15	6:22	6:26	6:30
Y7	-	-	5:43	5:47	5:51	5:58	6:09	6:11	6:22	6:29	6:35	6:40
Y2	5:43	5:50	-	5:59	-	6:06	6:18	6:21	6:32	6:39	6:45	6:50
Y7	-	-	6:09	6:12	6:16	6:23	6:33	6:35	6:45	6:51	6:56	7:00
Y8	6:09	6:15	-	6:23	6:27	6:33	6:43	6:45	6:55	7:02	7:06	7:10
Y7	-	-	6:29	6:32	6:36	6:43	6:53	6:55	7:05	7:11	7:16	7:20
Y2	6:30	6:36	-	6:44	-	6:51	7:01	7:03	7:13	7:20	7:25	7:30
Y7	-	-	6:54	6:57	7:01	7:08	7:18	7:20	7:30	7:36	7:41	7:45
Y8	6:59	7:05	-	7:13	7:17	7:23	7:33	7:35	7:45	7:52	7:56	8:00
Y7	-	-	7:24	7:27	7:31	7:38	7:48	7:50	8:00	8:06	8:11	8:15
Y2	7:35	7:40	-	7:48	-	7:54	8:04	8:06	8:16	8:22	8:26	8:30
Y7	-	-	7:54	7:57	8:01	8:08	8:18	8:20	8:30	8:36	8:41	8:45
Y8	7:59	8:05	-	8:13	8:17	8:23	8:33	8:35	8:45	8:52	8:56	9:00
Y7	-	-	8:24	8:27	8:31	8:38	8:48	8:50	9:00	9:06	9:11	9:15
Y2	8:35	8:40	-	8:48	-	8:54	9:04	9:06	9:16	9:22	9:26	9:30
Y2	8:55	9:00	-	9:08	-	9:14	9:24	9:26	9:36	9:42	9:46	9:50
Y2	9:23	9:28	-	9:35	-	9:40	9:50	9:52	10:01	10:07	10:11	10:15
Y2	9:53	9:58	-	10:05	-	10:10	10:20	10:22	10:31	10:37	10:41	10:45
Y2	10:23	10:28	-	10:35	-	10:40	10:50	10:52	11:01	11:07	11:11	11:15
Y2	10:53	10:58	-	11:05	-	11:10	11:20	11:22	11:31	11:37	11:41	11:45
Y2	11:25	11:29	-	11:35	-	11:40	11:50	11:52	12:01	12:07	12:11	12:15
Y2	11:55	11:59	-	12:05	-	12:10	12:20	12:22	12:31	12:37	12:41	12:45

Y2,7,8

Georgia Avenue-Maryland Line

Northbound to Olney

Monday thru Friday — Lunes a viernes

Route Number	Paul S. Sarbanes Transit Center (Silver Spring)	Georgia Ave. & Spring St	Georgia Ave. & Forest Glen Rd. (Forest Glen)	Wheaton	Georgia Ave. & Randolph Rd. (Glenmont)	Glenmont	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Leisure World (clubhouse)	Georgia Ave. & Norbeck Rd	ICC PARK & RIDE Lot	Georgia Ave. & Rt. 108 (Olney)	MEDSTAR MONTGOMERY MEDICAL CENTER
AM Service — Servicio matutino												
Y2	4:50	4:56	5:01	5:08	5:16	5:19	5:26	-	5:32	-	5:37	5:40
Y2	5:20	5:26	5:31	5:38	5:46	5:49	5:56	-	6:02	-	6:07	6:10
Y2	5:50	5:56	6:01	6:08	6:16	6:19	6:26	-	6:32	-	6:37	6:40
Y2	6:10	6:16	6:21	6:28	6:36	6:39	6:46	-	6:52	-	6:57	7:00
Y8	6:30	6:35	6:40	6:47	6:55	6:58	7:05	7:10	7:12	-	7:21	7:25
Y7	6:40	6:46	6:51	6:58	7:06	7:09	7:16	7:21	7:23	7:26	-	-
Y8	6:50	6:55	7:00	7:07	7:15	7:18	7:25	7:30	7:32	-	7:41	7:45
Y7	7:00	7:06	7:11	7:18	7:26	7:29	7:36	7:41	7:43	7:46	-	-
Y8	7:10	7:15	7:20	7:27	7:35	7:38	7:45	7:50	7:52	-	8:01	8:05
Y7	7:20	7:26	7:31	7:38	7:46	7:49	7:56	8:01	8:03	8:06	-	-
Y8	7:30	7:35	7:40	7:47	7:55	7:58	8:05	8:10	8:12	-	8:21	8:25
Y7	7:40	7:46	7:51	7:59	8:07	8:10	8:18	8:24	8:26	8:29	-	-
Y8	7:55	8:00	8:05	8:12	8:21	8:24	8:32	8:38	8:40	-	8:48	8:52
Y7	8:10	8:16	8:21	8:29	8:37	8:40	8:48	8:54	8:56	8:59	-	-
Y8	8:25	8:30	8:35	8:42	8:51	8:54	9:02	9:08	9:10	-	9:18	9:22
Y7	8:40	8:46	8:51	8:59	9:07	9:10	9:18	9:24	9:26	9:29	-	-
Y8	8:55	9:00	9:05	9:12	9:21	9:24	9:32	9:38	9:40	-	9:48	9:52
Y7	9:10	9:16	9:21	9:29	9:37	9:40	9:48	9:54	9:56	9:59	-	-
Y8	9:25	9:31	9:37	9:45	9:55	9:58	10:06	10:12	10:14	-	10:22	10:26
Y7	9:40	9:46	9:52	9:59	10:09	10:12	10:20	10:26	10:29	10:32	-	-
Y8	9:55	10:01	10:07	10:15	10:25	10:28	10:36	10:42	10:44	-	10:52	10:56
Y7	10:10	10:16	10:22	10:29	10:39	10:42	10:50	10:56	10:59	11:02	-	-
Y8	10:25	10:31	10:37	10:45	10:55	10:58	11:06	11:12	11:14	-	11:22	11:26
Y7	10:40	10:46	10:52	10:59	11:09	11:12	11:20	11:26	11:29	11:32	-	-
Y8	10:55	11:01	11:07	11:15	11:25	11:28	11:36	11:42	11:44	-	11:52	11:56
Y7	11:10	11:16	11:22	11:29	11:39	11:42	11:50	11:56	11:59	12:02	-	-
Y8	11:25	11:31	11:37	11:45	11:55	11:58	12:06	12:12	12:14	-	12:22	12:26
Y7	11:40	11:46	11:52	11:59	12:09	12:12	12:20	12:26	12:29	12:32	-	-
Y8	11:55	12:01	12:07	12:15	12:25	12:28	12:36	12:42	12:44	-	12:52	12:56

Y2,7,8

Georgia Avenue-Maryland Line

Northbound to Olney

Monday thru Friday — Lunes a viernes

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) Metro	Georgia Ave. & Spring St.	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Wheaton Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Glenmont Metro	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Leisure World (clubhouse)	Georgia Ave. & Norbeck Rd.	ICC PARK & RIDE Lot	Georgia Ave. & Rt. 108 (Olney)	MEDSTAR MONTGOMERY MEDICAL CENTER
PM Service — Servicio vespertino												
Y7	12:10	12:16	12:22	12:29	12:39	12:42	12:50	12:56	12:59	1:02	-	-
Y8	12:25	12:31	12:37	12:45	12:55	12:58	1:06	1:12	1:14	-	1:22	1:26
Y7	12:40	12:46	12:52	12:59	1:09	1:12	1:20	1:26	1:29	1:32	-	-
Y8	12:55	1:01	1:07	1:15	1:25	1:28	1:36	1:42	1:44	-	1:52	1:56
Y7	1:10	1:16	1:22	1:29	1:39	1:42	1:50	1:56	1:59	2:02	-	-
Y8	1:25	1:31	1:37	1:45	1:55	1:58	2:06	2:12	2:14	-	2:22	2:26
Y7	1:40	1:46	1:52	1:59	2:09	2:12	2:20	2:26	2:29	2:32	-	-
Y8	1:55	2:01	2:07	2:15	2:25	2:28	2:36	2:42	2:44	-	2:52	2:56
Y7	2:10	2:16	2:24	2:32	2:43	2:46	2:54	2:59	3:01	3:04	-	-
Y8	2:20	2:26	2:34	2:42	2:53	2:56	3:04	3:09	3:11	-	3:19	3:23
Y7	2:30	2:36	2:44	2:52	3:03	3:06	3:14	3:19	3:21	3:24	-	-
Y8	2:40	2:46	2:54	3:02	3:13	3:16	3:24	3:29	3:31	-	3:39	3:43
Y7	2:50	2:56	3:04	3:12	3:23	3:26	3:34	3:39	3:41	3:44	-	-
Y8	3:00	3:06	3:16	3:24	3:36	3:39	3:47	3:53	3:56	-	4:06	4:10
Y7	3:10	3:16	3:26	3:34	3:46	3:49	3:57	4:03	4:06	4:09	-	-
Y8	3:20	3:26	3:36	3:44	3:56	3:59	4:07	4:13	4:16	-	4:26	4:30
Y7	3:30	3:36	3:46	3:54	4:06	4:09	4:17	4:23	4:26	4:29	-	-
Y8	3:40	3:46	3:56	4:04	4:16	4:19	4:27	4:33	4:36	-	4:46	4:50
Y7	3:50	3:56	4:06	4:14	4:26	4:29	4:37	4:43	4:46	4:49	-	-
Y2	4:00	4:06	4:14	4:21	4:33	4:36	4:46	-	4:56	-	5:06	5:16
Y7	4:10	4:16	4:26	4:34	4:46	4:49	4:57	5:03	5:06	5:09	-	-
Y2	4:20	4:26	4:34	4:41	4:53	4:56	5:06	-	5:16	-	5:26	5:36
Y7	4:30	4:36	4:46	4:54	5:06	5:09	5:17	5:23	5:26	5:29	-	-
Y8	4:40	4:46	4:56	5:04	5:16	5:19	5:27	5:33	5:36	-	5:46	5:50
Y7	4:50	4:56	5:05	5:13	5:26	5:29	5:36	5:42	5:45	5:48	-	-
Y2	5:00	5:06	5:15	5:23	5:35	5:38	5:45	-	5:51	-	6:01	6:06
Y7	5:10	5:16	5:25	5:33	5:46	5:49	5:56	6:02	6:05	6:08	-	-
Y2	5:20	5:26	5:35	5:43	5:55	5:58	6:05	-	6:11	-	6:21	6:26
Y7	5:30	5:36	5:45	5:53	6:06	6:09	6:16	6:22	6:25	6:28	-	-
Y8	5:40	5:46	5:55	6:04	6:17	6:20	6:27	6:33	6:38	-	6:47	6:51
Y7	5:50	5:56	6:05	6:13	6:26	6:29	6:36	6:42	6:45	6:48	-	-
Y2	6:00	6:06	6:15	6:23	6:35	6:38	6:45	-	6:51	-	7:01	7:06
Y7	6:10	6:16	6:25	6:33	6:46	6:49	6:56	7:02	7:05	7:08	-	-
Y2	6:20	6:26	6:35	6:43	6:55	6:58	7:05	-	7:11	-	7:21	7:26
Y7	6:30	6:36	6:45	6:53	7:06	7:09	7:16	7:22	7:25	7:28	-	-
Y8	6:40	6:46	6:55	7:04	7:17	7:20	7:27	7:33	7:38	-	7:47	7:51
Y7	6:55	7:01	7:10	7:18	7:31	7:34	7:41	7:47	7:50	7:53	-	-
Y2	7:10	7:16	7:25	7:33	7:45	7:48	7:55	-	8:01	-	8:11	8:16
Y7	7:25	7:30	7:35	7:42	7:51	7:54	8:01	8:07	8:09	8:12	-	-
Y8	7:40	7:45	7:50	7:57	8:07	8:10	8:17	8:23	8:27	-	8:35	8:39
Y7	7:55	8:00	8:05	8:12	8:21	8:24	8:31	8:37	8:39	8:42	-	-
Y2	8:10	8:15	8:20	8:27	8:37	8:40	8:47	-	8:55	-	9:03	9:08
Y2	8:25	8:30	8:35	8:42	8:52	8:55	9:02	-	9:10	-	9:18	9:23
Y2	8:40	8:45	8:49	8:56	9:06	9:08	9:15	-	9:22	-	9:29	9:33
Y2	8:55	9:00	9:04	9:11	9:21	9:23	9:30	-	9:37	-	9:44	9:48
Y2	9:10	9:15	9:19	9:26	9:36	9:38	9:45	-	9:52	-	9:59	10:03
Y2	9:25	9:30	9:34	9:41	9:51	9:53	10:00	-	10:07	-	10:14	10:18
Y2	9:40	9:45	9:49	9:56	10:06	10:08	10:15	-	10:22	-	10:29	10:33
Y2	10:00	10:05	10:09	10:16	10:26	10:28	10:35	-	10:42	-	10:49	10:53
Y2	10:25	10:30	10:34	10:41	10:51	10:53	11:00	-	11:07	-	11:14	11:18
Y2	10:55	11:00	11:04	11:11	11:21	11:23	11:30	-	11:37	-	11:44	11:48
Y2	11:25	11:30	11:34	11:40	11:47	11:49	11:55	-	12:00	-	12:07	12:10
Y2	11:55	12:00	12:04	12:10	12:17	12:19	12:25	-	12:30	-	12:37	12:40
After Midnight Service — Servicio después de la medianoche												
Y2	12:25	12:30	12:34	12:40	12:47	12:49	12:55	-	1:00	-	1:07	1:10

Y2,7,8

Georgia Avenue-Maryland Line

Southbound to Silver Spring station

Saturday — En sábados

Route Number	Medstar Montgomery Medical Center	Georgia Ave. & Rt. 108 (Olney)	Georgia Ave. & Norbeck Rd.	Leisure World	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Glenmont Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Wheaton Metro	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Georgia Ave. & Spring St.	Paul S. Sarbanes Transit Center (SILVER SPRING) Metro
AM Service — Servicio matutino											
Y2	4:59	5:03	5:09	-	5:13	5:19	5:21	5:27	5:33	5:37	5:40
Y2	5:22	5:26	5:32	-	5:36	5:42	5:44	5:50	5:56	6:00	6:03
Y2	5:44	5:48	5:54	-	5:58	6:04	6:06	6:12	6:18	6:22	6:25
Y8	6:03	6:07	6:13	6:17	6:21	6:27	6:29	6:35	6:41	6:45	6:48
Y2	6:23	6:27	6:33	-	6:38	6:45	6:48	6:56	7:03	7:07	7:10
Y8	6:42	6:46	6:52	6:56	7:01	7:08	7:11	7:19	7:26	7:30	7:33
Y2	7:08	7:12	7:18	-	7:23	7:30	7:33	7:41	7:48	7:52	7:55
Y8	7:27	7:31	7:37	7:41	7:46	7:53	7:56	8:04	8:11	8:15	8:18
Y2	7:53	7:57	8:03	-	8:08	8:15	8:18	8:26	8:33	8:37	8:40
Y8	8:05	8:09	8:17	8:21	8:27	8:35	8:39	8:48	8:55	9:00	9:03
Y2	8:31	8:35	8:43	-	8:49	8:57	9:01	9:10	9:17	9:22	9:25
Y8	8:50	8:54	9:02	9:06	9:12	9:20	9:24	9:33	9:40	9:45	9:48
Y2	9:16	9:20	9:28	-	9:34	9:42	9:46	9:55	10:02	10:07	10:10
Y8	9:35	9:39	9:47	9:51	9:57	10:05	10:09	10:18	10:25	10:30	10:33
Y2	9:57	10:02	10:11	-	10:17	10:26	10:28	10:38	10:46	10:51	10:55
Y8	10:16	10:21	10:30	10:34	10:40	10:49	10:51	11:01	11:09	11:14	11:18
Y2	10:42	10:47	10:56	-	11:02	11:11	11:13	11:23	11:31	11:36	11:40
Y8	11:01	11:06	11:15	11:19	11:25	11:34	11:36	11:46	11:54	11:59	12:03
Y2	11:27	11:32	11:41	-	11:47	11:56	11:58	12:08	12:16	12:21	12:25
Y8	11:46	11:51	12:00	12:04	12:10	12:19	12:21	12:31	12:39	12:44	12:48
PM Service — Servicio vespertino											
Y2	12:12	12:17	12:26	-	12:32	12:41	12:43	12:53	1:01	1:06	1:10
Y8	12:30	12:35	12:44	12:48	12:54	1:03	1:05	1:15	1:23	1:28	1:32
Y2	12:51	12:56	1:05	-	1:11	1:20	1:22	1:32	1:40	1:45	1:49
Y8	1:13	1:18	1:27	1:31	1:37	1:46	1:48	1:58	2:06	2:11	2:15
Y2	1:34	1:39	1:48	-	1:54	2:03	2:05	2:15	2:23	2:28	2:32
Y8	1:50	1:55	2:04	2:08	2:14	2:23	2:25	2:35	2:43	2:48	2:52
Y2	2:14	2:19	2:28	-	2:34	2:43	2:45	2:55	3:03	3:08	3:12
Y8	2:30	2:35	2:44	2:48	2:54	3:03	3:05	3:15	3:23	3:28	3:32
Y2	2:54	2:59	3:08	-	3:14	3:23	3:25	3:35	3:43	3:48	3:52
Y8	3:12	3:17	3:26	3:30	3:36	3:45	3:47	3:57	4:05	4:10	4:14
Y2	3:42	3:47	3:56	-	4:02	4:11	4:13	4:23	4:31	4:36	4:40
Y8	3:53	3:58	4:07	4:11	4:17	4:26	4:28	4:38	4:46	4:51	4:55
Y2	4:20	4:25	4:34	-	4:40	4:49	4:51	5:01	5:09	5:14	5:18
Y8	4:42	4:47	4:55	4:59	5:05	5:14	5:16	5:24	5:32	5:37	5:40
Y2	5:09	5:14	5:22	-	5:28	5:37	5:39	5:47	5:55	6:00	6:03
Y8	5:27	5:32	5:40	5:44	5:50	5:59	6:01	6:09	6:17	6:22	6:25
Y2	5:54	5:59	6:07	-	6:13	6:22	6:24	6:32	6:40	6:45	6:48
Y8	6:19	6:24	6:31	6:35	6:39	6:47	6:49	6:57	7:03	7:07	7:10
Y2	6:46	6:51	6:58	-	7:02	7:10	7:12	7:20	7:26	7:30	7:33
Y8	7:04	7:09	7:16	7:20	7:24	7:32	7:34	7:42	7:48	7:52	7:55
Y2	7:31	7:36	7:43	-	7:47	7:55	7:57	8:05	8:11	8:15	8:18
Y8	7:49	7:54	8:01	8:05	8:09	8:17	8:19	8:27	8:33	8:37	8:40
Y2	8:16	8:22	8:28	-	8:33	8:40	8:42	8:50	8:56	9:00	9:03
Y2	8:38	8:44	8:50	-	8:55	9:02	9:04	9:12	9:18	9:22	9:25
Y2	9:01	9:07	9:13	-	9:18	9:25	9:27	9:35	9:41	9:45	9:48
Y2	9:23	9:29	9:35	-	9:40	9:47	9:49	9:57	10:03	10:07	10:10
Y2	9:50	9:55	10:01	-	10:05	10:12	10:14	10:20	10:26	10:30	10:33
Y2	10:12	10:17	10:23	-	10:27	10:34	10:36	10:42	10:48	10:52	10:55
Y2	10:35	10:40	10:46	-	10:50	10:57	10:59	11:05	11:11	11:15	11:18
Y2	10:57	11:02	11:08	-	11:12	11:19	11:21	11:27	11:33	11:37	11:40
Y2	11:20	11:25	11:31	-	11:35	11:42	11:44	11:50	11:56	12:00	12:03

On four Federal holidays, Columbus Day, Veterans' Day, Martin L. King Day, and Presidents' Day, Metrobus will run on a Saturday supplemental schedule. On these holidays, all Saturday trips will operate.

El Día de la Raza, el Día de los Veteranos, el Día de Martin Luther King Jr. y el Día de los Presidentes, Metrobus operará un horario sabatino en esta ruta.

Y2,7,8

Georgia Avenue-Maryland Line

Northbound to Olney

Saturday — En sábados

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) Metro	Georgia Ave. & Spring St.	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Wheaton Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Glenmont Metro	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Leisure World	Georgia Ave. & Norbeck Rd.	Georgia Ave. & Rt.108 (Olney)	MEDSTAR MONTGOMERY MEDICAL CENTER
AM Service — Servicio matutino											
Y2	5:25	5:29	5:33	5:38	5:45	5:47	5:53	-	5:58	6:05	6:08
Y2	5:48	5:52	5:56	6:01	6:08	6:10	6:16	-	6:21	6:28	6:31
Y2	6:10	6:14	6:18	6:23	6:30	6:32	6:38	-	6:43	6:50	6:53
Y8	6:33	6:37	6:41	6:47	6:53	6:55	7:01	7:06	7:10	7:18	7:22
Y2	6:55	6:59	7:03	7:09	7:15	7:17	7:23	-	7:29	7:37	7:41
Y8	7:18	7:22	7:26	7:32	7:38	7:40	7:46	7:51	7:55	8:03	8:07
Y2	7:40	7:44	7:48	7:54	8:01	8:03	8:10	-	8:16	8:23	8:26
Y8	8:03	8:07	8:11	8:17	8:24	8:26	8:33	8:38	8:42	8:49	8:52
Y2	8:25	8:29	8:33	8:39	8:46	8:48	8:55	-	9:01	9:08	9:11
Y8	8:48	8:52	8:56	9:02	9:09	9:11	9:18	9:23	9:27	9:34	9:37
Y2	9:10	9:14	9:19	9:27	9:37	9:39	9:46	-	9:52	10:00	10:03
Y8	9:33	9:37	9:42	9:50	10:00	10:02	10:09	10:14	10:18	10:26	10:29
Y2	9:55	9:59	10:04	10:12	10:22	10:24	10:31	-	10:37	10:45	10:48
Y8	10:18	10:22	10:27	10:35	10:45	10:47	10:54	10:59	11:03	11:11	11:14
Y2	10:40	10:44	10:49	10:57	11:07	11:09	11:16	-	11:22	11:30	11:33
Y8	11:03	11:07	11:12	11:20	11:30	11:32	11:39	11:44	11:48	11:56	11:59
Y2	11:25	11:29	11:34	11:42	11:52	11:54	12:01	-	12:07	12:15	12:18
Y8	11:48	11:52	11:57	12:05	12:15	12:17	12:24	12:29	12:33	12:41	12:44
PM Service — Servicio vespertino											
Y2	12:10	12:15	12:20	12:28	12:39	12:41	12:49	-	12:55	1:03	1:06
Y8	12:28	12:33	12:38	12:46	12:57	12:59	1:07	1:13	1:17	1:25	1:28
Y2	12:48	12:53	12:58	1:06	1:17	1:19	1:27	-	1:33	1:41	1:44
Y8	1:08	1:13	1:18	1:26	1:37	1:39	1:47	1:53	1:57	2:05	2:08
Y2	1:28	1:33	1:38	1:46	1:57	1:59	2:07	-	2:13	2:21	2:24
Y8	1:48	1:53	1:58	2:06	2:17	2:19	2:27	2:33	2:37	2:45	2:48
Y2	2:10	2:15	2:20	2:28	2:39	2:41	2:49	-	2:55	3:03	3:06
Y8	2:37	2:42	2:47	2:55	3:06	3:08	3:16	3:22	3:26	3:34	3:37
Y2	2:50	2:55	3:00	3:08	3:19	3:21	3:29	-	3:35	3:43	3:46
Y8	3:10	3:15	3:20	3:28	3:39	3:41	3:49	3:55	3:59	4:07	4:10
Y2	3:33	3:38	3:43	3:51	4:02	4:04	4:12	-	4:18	4:26	4:29
Y8	3:55	4:00	4:05	4:13	4:24	4:26	4:34	4:40	4:44	4:52	4:55
Y2	4:18	4:23	4:28	4:36	4:47	4:49	4:57	-	5:03	5:11	5:14
Y8	4:40	4:45	4:50	4:58	5:09	5:11	5:19	5:25	5:29	5:37	5:40
Y2	5:03	5:08	5:13	5:21	5:32	5:34	5:42	-	5:48	5:56	5:59
Y8	5:25	5:30	5:35	5:43	5:54	5:56	6:04	6:10	6:14	6:22	6:25
Y2	5:48	5:53	5:58	6:06	6:17	6:19	6:27	-	6:33	6:41	6:44
Y8	6:10	6:15	6:19	6:27	6:37	6:39	6:46	6:52	6:56	7:03	7:07
Y2	6:33	6:38	6:42	6:50	7:00	7:02	7:09	-	7:15	7:22	7:26
Y8	6:55	7:00	7:04	7:12	7:22	7:24	7:31	7:37	7:41	7:48	7:52
Y2	7:18	7:23	7:27	7:35	7:45	7:47	7:54	-	8:00	8:07	8:11
Y8	7:40	7:44	7:48	7:55	8:04	8:06	8:13	8:19	8:23	8:30	8:33
Y2	8:03	8:07	8:11	8:18	8:27	8:29	8:36	-	8:41	8:48	8:51
Y2	8:25	8:29	8:33	8:40	8:49	8:51	8:58	-	9:03	9:10	9:13
Y2	8:48	8:52	8:56	9:03	9:12	9:14	9:21	-	9:26	9:33	9:36
Y2	9:10	9:14	9:18	9:25	9:34	9:36	9:43	-	9:48	9:55	9:58
Y2	9:33	9:37	9:41	9:48	9:57	9:59	10:06	-	10:11	10:18	10:21
Y2	9:55	9:59	10:03	10:10	10:19	10:21	10:28	-	10:33	10:40	10:43
Y2	10:18	10:22	10:26	10:32	10:40	10:42	10:48	-	10:53	10:59	11:02
Y2	10:40	10:44	10:48	10:54	11:02	11:04	11:10	-	11:15	11:21	11:24
Y2	11:03	11:07	11:11	11:17	11:25	11:27	11:33	-	11:38	11:44	11:47
Y2	11:25	11:29	11:33	11:39	11:47	11:49	11:55	-	12:00	12:06	12:09
Y2	11:48	11:52	11:56	12:02	12:10	12:12	12:18	-	12:23	12:29	12:32
After Midnight Service — Servicio después de la medianoche											
Y2	12:10	12:14	12:18	12:24	12:32	12:34	12:40	-	12:45	12:51	12:54

On four Federal holidays, Columbus Day, Veterans' Day, Martin L. King Day, and Presidents' Day, Metrobus will run on a Saturday supplemental schedule. On these holidays, all Saturday trips will operate.
El Día de la Raza, el Día de los Veteranos, el Día de Martin Luther King Jr. y el Día de los Presidentes, Metrobus operará un horario sabatino en esta ruta.

Y2,7,8

Georgia Avenue-Maryland Line

Southbound to Silver Spring station

Sunday Southbound — En domingo con dirección al sur

Route Number	Medstar Montgomery Medical Center	Georgia Ave. & Rt. 108 (Olney)	Georgia Ave. & Norbeck Rd.	Leisure World (clubhouse)	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Glenmont Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Wheaton Metro	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Georgia Ave. & Spring St.	Paul S. Sarbanes Transit Center (SILVER SPRING) Metro
AM Service — Servicio matutino											
Y2	5:01	5:06	5:12	-	5:16	5:23	5:25	5:32	5:38	5:42	5:45
Y2	5:24	5:29	5:35	-	5:39	5:46	5:48	5:55	6:01	6:05	6:08
Y2	5:46	5:51	5:57	-	6:01	6:08	6:10	6:17	6:23	6:27	6:30
Y8	6:05	6:10	6:16	6:20	6:24	6:31	6:33	6:40	6:46	6:50	6:53
Y2	6:27	6:32	6:38	-	6:43	6:51	6:53	7:00	7:07	7:12	7:15
Y8	6:46	6:51	6:57	7:01	7:06	7:14	7:16	7:23	7:30	7:35	7:38
Y2	7:12	7:17	7:23	-	7:28	7:36	7:38	7:45	7:52	7:57	8:00
Y8	7:31	7:36	7:42	7:46	7:51	7:59	8:01	8:08	8:15	8:20	8:23
Y2	7:57	8:02	8:08	-	8:13	8:21	8:23	8:30	8:37	8:42	8:45
Y8	8:16	8:21	8:27	8:31	8:36	8:44	8:46	8:53	9:00	9:05	9:08
Y2	8:36	8:41	8:49	-	8:54	9:03	9:05	9:14	9:21	9:27	9:30
Y8	8:55	9:00	9:08	9:12	9:17	9:26	9:28	9:37	9:44	9:50	9:53
Y2	9:21	9:26	9:34	-	9:39	9:48	9:50	9:59	10:06	10:12	10:15
Y8	9:40	9:45	9:53	9:57	10:02	10:11	10:13	10:22	10:29	10:35	10:38
Y2	10:06	10:11	10:19	-	10:24	10:33	10:35	10:44	10:51	10:57	11:00
Y8	10:20	10:26	10:35	10:39	10:45	10:54	10:56	11:06	11:14	11:19	11:23
Y2	10:46	10:52	11:01	-	11:07	11:16	11:18	11:28	11:36	11:41	11:45
Y8	11:05	11:11	11:20	11:24	11:30	11:39	11:41	11:51	11:59	12:04	12:08
Y2	11:31	11:37	11:46	-	11:52	12:01	12:03	12:13	12:21	12:26	12:30
Y8	11:50	11:56	12:05	12:09	12:15	12:24	12:26	12:36	12:44	12:49	12:53
PM Service — Servicio vespertino											
Y2	12:16	12:22	12:31	-	12:37	12:46	12:48	12:58	1:06	1:11	1:15
Y8	12:35	12:41	12:50	12:54	1:00	1:09	1:11	1:21	1:29	1:34	1:38
Y2	1:01	1:07	1:16	-	1:22	1:31	1:33	1:43	1:51	1:56	2:00
Y8	1:23	1:29	1:38	1:42	1:48	1:57	1:59	2:09	2:17	2:22	2:26
Y2	1:46	1:52	2:01	-	2:07	2:16	2:18	2:28	2:36	2:41	2:45
Y8	2:08	2:14	2:23	2:27	2:33	2:42	2:44	2:54	3:02	3:07	3:11
Y2	2:31	2:37	2:46	-	2:52	3:01	3:03	3:13	3:21	3:26	3:30
Y8	2:56	3:02	3:11	3:15	3:21	3:30	3:32	3:42	3:50	3:55	3:59
Y2	3:16	3:22	3:31	-	3:37	3:46	3:48	3:58	4:06	4:11	4:15
Y8	3:38	3:44	3:53	3:57	4:03	4:12	4:14	4:24	4:32	4:37	4:41
Y2	4:01	4:07	4:16	-	4:22	4:31	4:33	4:43	4:51	4:56	5:00
Y8	4:23	4:29	4:38	4:42	4:48	4:57	4:59	5:09	5:17	5:22	5:26
Y2	4:52	4:57	5:05	-	5:11	5:20	5:22	5:31	5:37	5:42	5:45
Y8	5:11	5:16	5:24	5:28	5:34	5:43	5:45	5:54	6:00	6:05	6:08
Y2	5:37	5:42	5:50	-	5:56	6:05	6:07	6:16	6:22	6:27	6:30
Y8	5:56	6:01	6:09	6:13	6:19	6:28	6:30	6:39	6:45	6:50	6:53
Y2	6:26	6:31	6:38	-	6:43	6:52	6:54	7:02	7:08	7:12	7:15
Y8	6:45	6:50	6:57	7:01	7:06	7:15	7:17	7:25	7:31	7:35	7:38
Y2	7:11	7:16	7:23	-	7:28	7:37	7:39	7:47	7:53	7:57	8:00
Y8	7:27	7:32	7:39	7:43	7:48	7:57	7:59	8:07	8:13	8:17	8:20
Y2	7:56	8:01	8:08	-	8:13	8:22	8:24	8:32	8:38	8:42	8:45
Y8	8:15	8:20	8:27	8:31	8:36	8:45	8:47	8:55	9:01	9:05	9:08
Y2	8:46	8:51	8:58	-	9:03	9:10	9:12	9:19	9:26	9:30	9:33
Y2	9:06	9:11	9:18	-	9:23	9:30	9:32	9:39	9:46	9:50	9:53
Y2	9:25	9:30	9:37	-	9:42	9:49	9:51	9:58	10:05	10:09	10:12
Y2	9:51	9:56	10:03	-	10:08	10:15	10:17	10:24	10:31	10:35	10:38
Y2	10:17	10:22	10:28	-	10:32	10:39	10:41	10:47	10:53	10:57	11:00
Y2	10:40	10:45	10:51	-	10:55	11:02	11:04	11:10	11:16	11:20	11:23
Y2	11:02	11:07	11:13	-	11:17	11:24	11:26	11:32	11:38	11:42	11:45

Y2,7,8

Georgia Avenue-Maryland Line

Northbound to Olney

Sunday Northbound — En domingo con dirección al norte

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) Metro	Georgia Ave. & Spring St.	Georgia Ave. & Forest Glen Rd. (Forest Glen) Metro	Wheaton Metro	Georgia Ave. & Randolph Rd. (Glenmont)	Glenmont Metro	Georgia Ave. & Connecticut Ave. (Aspen Hill)	Leisure World (clubhouse)	Georgia Ave. & Norbeck Rd.	Georgia Ave. & Rt.108 (Olney)	MEDSTAR MONTGOMERY MEDICAL CENTER
AM Service — Servicio matutino											
Y2	5:55	5:59	6:03	6:09	6:15	6:17	6:23	-	6:29	6:36	6:40
Y2	6:18	6:22	6:26	6:32	6:38	6:40	6:46	-	6:52	6:59	7:03
Y2	6:40	6:44	6:48	6:54	7:00	7:02	7:08	-	7:14	7:21	7:25
Y8	7:03	7:07	7:11	7:17	7:23	7:25	7:31	7:36	7:40	7:47	7:51
Y2	7:25	7:29	7:33	7:39	7:45	7:47	7:53	-	7:59	8:06	8:10
Y8	7:48	7:52	7:56	8:02	8:09	8:11	8:18	8:23	8:27	8:34	8:38
Y2	8:10	8:14	8:18	8:24	8:31	8:33	8:40	-	8:46	8:53	8:57
Y8	8:33	8:37	8:41	8:47	8:54	8:56	9:03	9:08	9:12	9:19	9:23
Y2	8:55	8:59	9:03	9:09	9:16	9:18	9:25	-	9:31	9:38	9:42
Y8	9:18	9:22	9:27	9:34	9:43	9:45	9:52	9:57	10:01	10:09	10:12
Y2	9:40	9:44	9:49	9:56	10:05	10:07	10:14	-	10:20	10:28	10:31
Y8	10:03	10:07	10:12	10:19	10:28	10:30	10:37	10:42	10:46	10:54	10:57
Y2	10:25	10:29	10:34	10:41	10:50	10:52	10:59	-	11:05	11:13	11:16
Y8	10:48	10:52	10:57	11:04	11:13	11:15	11:22	11:27	11:31	11:39	11:42
Y2	11:10	11:14	11:19	11:26	11:35	11:37	11:44	-	11:50	11:58	12:01
Y8	11:33	11:37	11:42	11:49	11:58	12:00	12:07	12:12	12:16	12:24	12:27
Y2	11:55	12:00	12:05	12:13	12:24	12:26	12:34	-	12:40	12:48	12:51
PM Service — Servicio vespertino											
Y8	12:18	12:23	12:28	12:36	12:47	12:49	12:57	1:02	1:06	1:14	1:17
Y2	12:40	12:45	12:50	12:58	1:09	1:11	1:19	-	1:25	1:33	1:36
Y8	1:03	1:08	1:13	1:21	1:32	1:34	1:42	1:47	1:51	1:59	2:02
Y2	1:25	1:30	1:35	1:43	1:54	1:56	2:04	-	2:10	2:18	2:21
Y8	1:48	1:53	1:58	2:06	2:17	2:19	2:27	2:32	2:36	2:44	2:47
Y2	2:10	2:15	2:20	2:28	2:39	2:41	2:49	-	2:55	3:03	3:06
Y8	2:33	2:38	2:43	2:51	3:02	3:04	3:12	3:17	3:21	3:29	3:32
Y2	2:55	3:00	3:05	3:13	3:24	3:26	3:34	-	3:40	3:48	3:51
Y8	3:18	3:23	3:28	3:36	3:47	3:49	3:57	4:02	4:06	4:14	4:17
Y2	3:40	3:45	3:50	3:58	4:09	4:11	4:19	-	4:25	4:33	4:36
Y8	4:05	4:10	4:15	4:23	4:34	4:36	4:44	4:49	4:53	5:01	5:04
Y2	4:25	4:30	4:35	4:43	4:54	4:56	5:04	-	5:10	5:18	5:21
Y8	4:48	4:53	4:58	5:06	5:17	5:19	5:27	5:32	5:36	5:44	5:47
Y2	5:10	5:15	5:20	5:28	5:39	5:41	5:49	-	5:55	6:03	6:06
Y8	5:33	5:38	5:43	5:51	6:02	6:04	6:12	6:17	6:21	6:29	6:32
Y2	5:55	6:00	6:05	6:13	6:24	6:26	6:34	-	6:40	6:48	6:51
Y8	6:18	6:23	6:27	6:35	6:45	6:47	6:54	6:59	7:03	7:10	7:14
Y2	6:40	6:45	6:49	6:57	7:07	7:09	7:16	-	7:22	7:29	7:33
Y8	7:03	7:08	7:12	7:20	7:30	7:32	7:39	7:44	7:48	7:55	7:59
Y2	7:25	7:30	7:34	7:42	7:52	7:54	8:01	-	8:07	8:14	8:18
Y8	7:48	7:52	7:56	8:03	8:12	8:14	8:21	8:26	8:30	8:37	8:40
Y2	8:10	8:14	8:18	8:25	8:34	8:36	8:43	-	8:48	8:55	8:58
Y2	8:30	8:34	8:38	8:45	8:54	8:56	9:03	-	9:08	9:15	9:18
Y2	8:55	8:59	9:03	9:10	9:19	9:21	9:28	-	9:33	9:40	9:43
Y2	9:18	9:22	9:26	9:33	9:42	9:44	9:51	-	9:56	10:03	10:06
Y2	9:40	9:44	9:48	9:55	10:04	10:06	10:13	-	10:18	10:25	10:28
Y2	10:03	10:07	10:11	10:18	10:27	10:29	10:36	-	10:41	10:48	10:51
Y2	10:18	10:22	10:26	10:32	10:39	10:41	10:47	-	10:52	10:58	11:01
Y2	10:48	10:52	10:56	11:02	11:09	11:11	11:17	-	11:22	11:28	11:31
Y2	11:07	11:11	11:15	11:21	11:28	11:30	11:36	-	11:41	11:47	11:50
Y2	11:33	11:37	11:41	11:47	11:54	11:56	12:02	-	12:07	12:13	12:16
Y2	11:55	11:59	12:03	12:09	12:16	12:18	12:24	-	12:29	12:35	12:38

APPENDIX C

VEHICLE, PEDESTRIAN AND BICYCLE COUNT DATA

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Parkland Drive
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Parkland Drive
INTERSECTION:	Aspen Hill Rd. & Parkland Dr.	WEATHER:	cold	WESTBOUND ROAD:	Aspen Hill Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Admir	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan		

Time Period	Turning Movements: Southbound Parkland Drive				Westbound Aspen Hill Road				Northbound Parkland Drive				Eastbound Aspen Hill Road				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	9	11	12	32	5	75	4	84	16	18	2	36	4	33	1	38	68	122	190		6:30-6:45
6:45-7:00	10	18	22	50	14	114	5	133	23	23	6	52	3	35	7	45	102	178	280		6:45-7:00
7:00-7:15	26	27	20	73	4	125	7	136	23	25	11	59	1	53	6	60	132	196	328		7:00-7:15
7:15-7:30	31	42	21	94	9	160	12	181	17	29	6	52	6	66	7	79	146	260	406		7:15-7:30
7:30-7:45	22	25	28	75	15	179	9	203	12	30	4	46	4	49	8	61	121	264	385		7:30-7:45
7:45-8:00	32	62	48	142	29	137	5	171	16	42	12	70	3	50	7	60	212	231	443		7:45-8:00
8:00-8:15	25	64	63	152	11	173	11	195	12	42	10	64	10	78	5	93	216	288	504		8:00-8:15
8:15-8:30	17	60	49	126	14	159	6	179	19	37	3	59	4	68	4	76	185	255	440		8:15-8:30
8:30-8:45	17	28	32	77	17	141	5	163	10	36	5	51	5	54	5	64	128	227	355		8:30-8:45
8:45-9:00	21	28	41	90	18	138	6	162	19	30	10	59	1	39	4	44	149	206	355		8:45-9:00
9:00-9:15	21	30	31	82	13	104	5	122	17	29	5	51	1	50	4	55	133	177	310		9:00-9:15
9:15-9:30	21	25	35	81	10	103	3	116	18	27	2	47	7	62	6	75	128	191	319		9:15-9:30
3 Hour Totals	**252**	**420**	**402**	**1,074**	**159**	**1,608**	**78**	**1,845**	**202**	**368**	**76**	**646**	**49**	**637**	**64**	**750**	**1,720**	**2,595**	**4,315**		
1 Hour Totals																					
6:30-7:30	76	98	75	249	32	474	28	534	79	95	25	199	14	187	21	222	448	756	1,204	0.74	6:30-7:30
6:45-7:45	89	112	91	292	42	578	33	653	75	107	27	209	14	203	28	245	501	898	1,399	0.86	6:45-7:45
7:00-8:00	111	156	117	384	57	601	33	691	68	126	33	227	14	218	28	260	611	951	1,562	0.88	7:00-8:00
7:15-8:15	110	193	160	463	64	649	37	750	57	143	32	232	23	243	27	293	695	1,043	1,738	0.86	7:15-8:15
7:30-8:30	96	211	188	495	69	648	31	748	59	151	29	239	21	245	24	290	734	1,038	1,772	0.88	7:30-8:30
7:45-8:45	91	214	192	497	71	610	27	708	57	157	30	244	22	250	21	293	741	1,001	1,742	0.86	7:45-8:45
8:00-9:00	80	180	185	445	60	611	28	699	60	145	28	233	20	239	18	277	678	976	1,654	0.82	8:00-9:00
8:15-9:15	76	146	153	375	62	542	22	626	65	132	23	220	11	211	17	239	595	865	1,460	0.83	8:15-9:15
8:30-9:30	80	111	139	330	58	486	19	563	64	122	22	208	14	205	19	238	538	801	1,339	0.94	8:30-9:30
AM Peak 7:30-8:30	**96**	**211**	**188**	**495**	**69**	**648**	**31**	**748**	**59**	**151**	**29**	**239**	**21**	**245**	**24**	**290**	**734**	**1,038**	**1,772**	**0.88**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	7	29	39	75	32	94	11	137	24	39	7	70	9	147	6	162	145	299	444		4:00-4:15
4:15-4:30	9	22	27	58	39	101	7	147	13	28	7	48	4	154	16	174	106	321	427		4:15-4:30
4:30-4:45	6	25	17	48	37	100	7	144	24	35	6	65	10	158	18	186	113	330	443		4:30-4:45
4:45-5:00	9	17	21	47	31	102	7	140	19	37	15	71	2	166	23	191	118	331	449		4:45-5:00
5:00-5:15	9	26	18	53	34	107	9	150	12	35	6	53	8	157	11	176	106	326	432		5:00-5:15
5:15-5:30	20	25	29	74	35	99	6	140	23	39	6	68	6	153	24	183	142	323	465		5:15-5:30
5:30-5:45	6	25	14	45	41	87	7	135	12	37	6	55	3	155	11	169	100	304	404		5:30-5:45
5:45-6:00	20	30	23	73	31	100	11	142	22	41	5	68	8	140	17	165	141	307	448		5:45-6:00
6:00-6:15	11	17	18	46	21	95	9	125	23	25	10	58	4	137	21	162	104	287	391		6:00-6:15
6:15-6:30	11	25	26	62	15	87	13	115	21	30	1	52	4	148	18	170	114	285	399		6:15-6:30
6:30-6:45	7	12	12	31	18	95	7	120	11	30	7	48	9	139	14	162	79	282	361		6:30-6:45
6:45-7:00	9	18	13	40	21	93	7	121	21	34	9	64	6	125	15	146	104	267	371		6:45-7:00
3 Hour Totals	**124**	**271**	**257**	**652**	**355**	**1,160**	**101**	**1,616**	**225**	**410**	**85**	**720**	**73**	**1,779**	**194**	**2,046**	**1,372**	**3,662**	**5,034**		
1 Hour Totals																					
4:00-5:00	31	93	104	228	139	397	32	568	80	139	35	254	25	625	63	713	482	1,281	1,763	0.98	4:00-5:00
4:15-5:15	33	90	83	206	141	410	30	581	68	135	34	237	24	635	68	727	443	1,308	1,751	0.97	4:15-5:15
4:30-5:30	44	93	85	222	137	408	29	574	78	146	33	257	26	634	76	736	479	1,310	1,789	0.96	4:30-5:30
4:45-5:45	44	93	82	219	141	395	29	565	66	148	33	247	19	631	69	719	466	1,284	1,750	0.94	4:45-5:45
5:00-6:00	55	106	84	245	141	393	33	567	69	152	23	244	25	605	63	693	489	1,260	1,749	0.94	5:00-6:00
5:15-6:15	57	97	84	238	128	381	33	542	80	142	27	249	21	585	73	679	487	1,221	1,708	0.92	5:15-6:15
5:30-6:30	48	97	81	226	108	369	40	517	78	133	22	233	19	580	67	666	459	1,183	1,642	0.92	5:30-6:30
5:45-6:45	49	84	79	212	85	377	40	502	77	126	23	226	25	564	70	659	438	1,161	1,599	0.89	5:45-6:45
6:00-7:00	38	72	69	179	75	370	36	481	76	119	27	222	23	549	68	640	401	1,121	1,522	0.95	6:00-7:00
PM Peak 4:30-5:30	**44**	**93**	**85**	**222**	**137**	**408**	**29**	**574**	**78**	**146**	**33**	**257**	**26**	**634**	**76**	**736**	**479**	**1,310**	**1,789**	**0.96**	**PM Peak 4:30-5:30**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

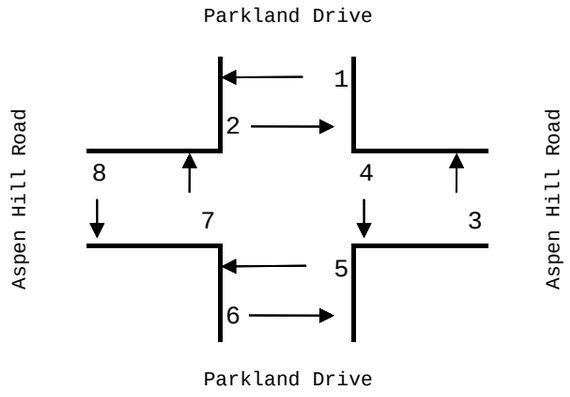
Location: Montgomery Co.,MD

Intersection: Aspen Hill Rd. & Parkland Dr.

Weather: cold

Date: 11/20/2019

Surveyor: Admir



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	2	1	0	1	1	3	1	1	10	3	1	4	2
6:45	7:45	2	1	0	2	2	3	3	2	15	3	2	5	5
7:00	8:00	0	1	0	2	4	1	4	1	13	1	2	5	5
7:15	8:15	0	1	0	4	6	0	6	1	18	1	4	6	7
7:30	8:30	0	0	0	5	6	0	8	1	20	0	5	6	9
7:45	8:45	1	0	0	6	5	0	8	0	20	1	6	5	8
8:00	9:00	3	0	0	6	3	3	7	0	22	3	6	6	7
8:15	9:15	3	1	0	4	1	3	7	0	19	4	4	4	7
8:30	9:30	3	3	0	2	3	3	5	0	19	6	2	6	5
PM PEAK														
16:00	17:00	2	2	1	2	6	4	3	9	29	4	3	10	12
16:15	17:15	2	2	1	2	7	3	3	9	29	4	3	10	12
16:30	17:30	2	1	2	1	5	2	2	8	23	3	3	7	10
16:45	17:45	1	0	1	1	5	0	3	0	11	1	2	5	3
17:00	18:00	0	0	1	1	7	0	2	0	11	0	2	7	2
17:15	18:15	0	0	1	1	6	0	2	0	10	0	2	6	2
17:30	18:30	0	0	0	0	6	2	1	0	9	0	0	8	1
17:45	18:45	0	0	1	0	7	2	0	0	10	0	1	9	0
18:00	19:00	0	0	1	0	6	3	0	0	10	0	1	9	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Parkland Drive
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Parkland Drive
INTERSECTION:	Aspen Hill Rd. & Parkland Dr.	WEATHER:	cold	WESTBOUND ROAD:	Aspen Hill Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Admir	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Parkland Drive				Westbound Aspen Hill Road				Northbound Parkland Drive				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**1**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**3**		
1 Hour Totals																					
6:30-7:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:30-7:30
6:45-7:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	7:30-8:30
7:45-8:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	7:45-8:45
8:00-9:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	8:00-9:00
8:15-9:15	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	8:30-9:30
AM Peak 8:00-9:00	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0.50**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**5**	**0**	**5**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:15-5:15
4:30-5:30	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	4:30-5:30
4:45-5:45	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.75	4:45-5:45
5:00-6:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	5:00-6:00
5:15-6:15	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.75	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3	0	3	0.75	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0.50	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0.50	6:00-7:00
PM Peak 4:45-5:45	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0.75**	**PM Peak 4:45-5:45**

Wells & Associates,Inc

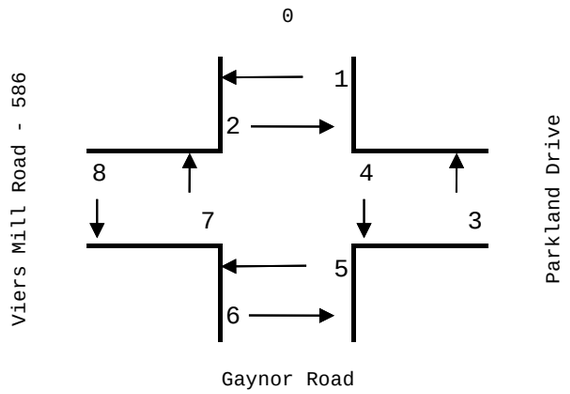
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Parkland Drive
W & A JOB NO.:	P7716	DAY:	Wednesday	NORTHBOUND ROAD:	Gaynor Road
INTERSECTION:	Viers Mill Rd. & Parkland Dr.	WEATHER:	cold	WESTBOUND ROAD:	Viers Mill Road - 586
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Halid	EASTBOUND ROAD:	Viers Mill Road - 586
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Parkland Drive				Westbound Viers Mill Road - 586				Northbound Gaynor Road				Eastbound Viers Mill Road - 586								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	9	0	45	54	0	108	0	108	3	2	1	6	4	133	3	140	60	248	308		6:30-6:45
6:45-7:00	10	0	85	95	10	192	2	204	2	1	1	4	1	241	4	246	99	450	549		6:45-7:00
7:00-7:15	8	0	85	93	5	166	1	172	4	2	2	8	0	237	51	288	101	460	561		7:00-7:15
7:15-7:30	22	0	34	56	35	168	4	207	1	1	1	3	0	343	2	345	59	552	611		7:15-7:30
7:30-7:45	12	0	96	108	26	331	3	360	2	3	1	6	0	204	74	278	114	638	752		7:30-7:45
7:45-8:00	21	0	105	126	31	309	1	341	1	4	4	9	0	168	28	196	135	537	672		7:45-8:00
8:00-8:15	20	0	83	103	12	348	7	367	1	6	8	15	0	251	17	268	118	635	753		8:00-8:15
8:15-8:30	13	1	99	113	4	303	3	310	3	2	1	6	4	290	3	297	119	607	726		8:15-8:30
8:30-8:45	1	0	52	53	21	189	2	212	0	0	0	0	0	124	5	129	53	341	394		8:30-8:45
8:45-9:00	8	0	49	57	23	278	2	303	0	1	1	2	2	234	5	241	59	544	603		8:45-9:00
9:00-9:15	7	1	61	69	14	274	2	290	1	2	2	5	2	300	25	327	74	617	691		9:00-9:15
9:15-9:30	9	0	78	87	14	281	1	296	1	1	0	2	0	155	2	157	89	453	542		9:15-9:30
3 Hour Totals	**140**	**2**	**872**	**1,014**	**195**	**2,947**	**28**	**3,170**	**19**	**25**	**22**	**66**	**13**	**2,680**	**219**	**2,912**	**1,080**	**6,082**	**7,162**		
1 Hour Totals																					
6:30-7:30	49	0	249	298	50	634	7	691	10	6	5	21	5	954	60	1,019	319	1,710	2,029	0.83	6:30-7:30
6:45-7:45	52	0	300	352	76	857	10	943	9	7	5	21	1	1,025	131	1,157	373	2,100	2,473	0.82	6:45-7:45
7:00-8:00	63	0	320	383	97	974	9	1,080	8	10	8	26	0	952	155	1,107	409	2,187	2,596	0.86	7:00-8:00
7:15-8:15	75	0	318	393	104	1,156	15	1,275	5	14	14	33	0	966	121	1,087	426	2,362	2,788	0.93	7:15-8:15
7:30-8:30	66	1	383	450	73	1,291	14	1,378	7	15	14	36	4	913	122	1,039	486	2,417	2,903	0.96	7:30-8:30
7:45-8:45	55	1	339	395	68	1,149	13	1,230	5	12	13	30	4	833	53	890	425	2,120	2,545	0.84	7:45-8:45
8:00-9:00	42	1	283	326	60	1,118	14	1,192	4	9	10	23	6	899	30	935	349	2,127	2,476	0.82	8:00-9:00
8:15-9:15	29	2	261	292	62	1,044	9	1,115	4	5	4	13	8	948	38	994	305	2,109	2,414	0.83	8:15-9:15
8:30-9:30	25	1	240	266	72	1,022	7	1,101	2	4	3	9	4	813	37	854	275	1,955	2,230	0.81	8:30-9:30
AM Peak 7:30-8:30	**66**	**1**	**383**	**450**	**73**	**1,291**	**14**	**1,378**	**7**	**15**	**14**	**36**	**4**	**913**	**122**	**1,039**	**486**	**2,417**	**2,903**	**0.96**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	8	1	28	37	42	297	4	343	2	2	1	5	26	301	11	338	42	681	723		4:00-4:15
4:15-4:30	7	1	31	39	46	311	5	362	1	2	2	5	20	371	14	405	44	767	811		4:15-4:30
4:30-4:45	5	1	37	43	48	222	2	272	3	1	1	5	39	364	13	416	48	688	736		4:30-4:45
4:45-5:00	6	1	21	28	53	281	3	337	1	1	2	4	24	379	13	416	32	753	785		4:45-5:00
5:00-5:15	7	0	30	37	67	373	4	444	1	0	0	1	16	353	9	378	38	822	860		5:00-5:15
5:15-5:30	7	1	25	33	52	302	4	358	3	0	1	4	21	378	17	416	37	774	811		5:15-5:30
5:30-5:45	13	1	29	43	38	268	0	306	0	0	0	0	15	369	21	405	43	711	754		5:30-5:45
5:45-6:00	10	2	31	43	52	358	3	413	1	1	0	2	18	372	11	401	45	814	859		5:45-6:00
6:00-6:15	5	1	31	37	60	336	10	406	6	1	2	9	21	385	19	425	46	831	877		6:00-6:15
6:15-6:30	7	1	26	34	40	284	7	331	0	0	0	0	18	352	9	379	34	710	744		6:15-6:30
6:30-6:45	9	0	46	55	57	272	3	332	2	1	0	3	10	297	10	317	58	649	707		6:30-6:45
6:45-7:00	9	0	31	40	47	274	2	323	1	1	0	2	9	229	5	243	42	566	608		6:45-7:00
3 Hour Totals	**93**	**10**	**366**	**469**	**602**	**3,578**	**47**	**4,227**	**21**	**10**	**9**	**40**	**237**	**4,150**	**152**	**4,539**	**509**	**8,766**	**9,275**		
1 Hour Totals																					
4:00-5:00	26	4	117	147	189	1,111	14	1,314	7	6	6	19	109	1,415	51	1,575	166	2,889	3,055	0.94	4:00-5:00
4:15-5:15	25	3	119	147	214	1,187	14	1,415	6	4	5	15	99	1,467	49	1,615	162	3,030	3,192	0.93	4:15-5:15
4:30-5:30	25	3	113	141	220	1,178	13	1,411	8	2	4	14	100	1,474	52	1,626	155	3,037	3,192	0.93	4:30-5:30
4:45-5:45	33	3	105	141	210	1,224	11	1,445	5	1	3	9	76	1,479	60	1,615	150	3,060	3,210	0.93	4:45-5:45
5:00-6:00	37	4	115	156	209	1,301	11	1,521	5	1	1	7	70	1,472	58	1,600	163	3,121	3,284	0.95	5:00-6:00
5:15-6:15	35	5	116	156	202	1,264	17	1,483	10	2	3	15	75	1,504	68	1,647	171	3,130	3,301	0.94	5:15-6:15
5:30-6:30	35	5	117	157	190	1,246	20	1,456	7	2	2	11	72	1,478	60	1,610	168	3,066	3,234	0.92	5:30-6:30
5:45-6:45	31	4	134	169	209	1,250	23	1,482	9	3	2	14	67	1,406	49	1,522	183	3,004	3,187	0.91	5:45-6:45
6:00-7:00	30	2	134	166	204	1,166	22	1,392	9	3	2	14	58	1,263	43	1,364	180	2,756	2,936	0.84	6:00-7:00
PM Peak 5:15-6:15	**35**	**5**	**116**	**156**	**202**	**1,264**	**17**	**1,483**	**10**	**2**	**3**	**15**	**75**	**1,504**	**68**	**1,647**	**171**	**3,130**	**3,301**	**0.94**	**PM Peak 5:15-6:15**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	P7716
Location:	Montgomery Co.,MD
Intersection:	Viers Mill Rd. & Parkland Dr.
Weather:	cold
Date:	11/20/2019
Surveyor:	Halid



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	0	0	0	0	3	1	3	4	11	0	0	4	7
6:45	7:45	0	1	0	0	3	1	5	5	15	1	0	4	10
7:00	8:00	0	1	0	0	3	0	5	5	14	1	0	3	10
7:15	8:15	0	1	0	0	0	0	3	2	6	1	0	0	5
7:30	8:30	0	1	0	0	0	0	2	2	5	1	0	0	4
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK														
16:00	17:00	1	1	0	0	1	0	3	0	6	2	0	1	3
16:15	17:15	1	1	0	0	2	1	4	3	12	2	0	3	7
16:30	17:30	1	1	0	0	2	4	4	3	15	2	0	6	7
16:45	17:45	1	0	0	0	2	4	2	3	12	1	0	6	5
17:00	18:00	0	0	0	0	1	4	1	4	10	0	0	5	5
17:15	18:15	1	0	0	0	0	5	1	6	13	1	0	5	7
17:30	18:30	1	0	0	0	0	2	1	6	10	1	0	2	7
17:45	18:45	1	0	0	0	1	2	1	7	12	1	0	3	8
18:00	19:00	1	0	0	0	1	2	1	6	11	1	0	3	7

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	0
W & A JOB NO.:	P7716	DAY:	Wednesday	NORTHBOUND ROAD:	Gaynor Road
INTERSECTION:	Viers Mill Rd. & Parkland Dr.	WEATHER:	cold	WESTBOUND ROAD:	Parkland Drive
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Halid	EASTBOUND ROAD:	Viers Mill Road - 586
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound 0				Westbound Parkland Drive				Northbound Gaynor Road				Eastbound Viers Mill Road - 586								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**3**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	0.25	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	0.25	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	0.25	8:30-9:30
AM Peak 8:00-9:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**2**	**2**	**0.25**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:00-6:00
5:15-6:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:15-6:15
5:30-6:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:30-6:30
5:45-6:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 5:00-6:00	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0.25**	**PM Peak 5:00-6:00**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Arctic Drive
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Arctic Drive
INTERSECTION:	Aspen Hill Rd. & Arctic Dr.	WEATHER:	cold	WESTBOUND ROAD:	Aspen Hill Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements: Southbound Arctic Drive				Westbound Aspen Hill Road				Northbound Arctic Drive				Eastbound Aspen Hill Road				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	34	0	1	35	2	104	0	106	1	1	0	2	0	18	8	26	37	132	169		6:30-6:45
6:45-7:00	59	0	1	60	3	144	1	148	1	4	1	6	0	27	12	39	66	187	253		6:45-7:00
7:00-7:15	73	4	1	78	3	167	0	170	4	0	0	4	0	44	4	48	82	218	300		7:00-7:15
7:15-7:30	78	4	4	86	1	199	2	202	1	1	0	2	0	42	16	58	88	260	348		7:15-7:30
7:30-7:45	108	7	1	116	1	197	1	199	4	4	1	9	0	37	13	50	125	249	374		7:30-7:45
7:45-8:00	110	12	5	127	8	184	2	194	5	19	1	25	3	31	33	67	152	261	413		7:45-8:00
8:00-8:15	129	9	20	158	5	148	2	155	5	48	0	53	0	41	56	97	211	252	463		8:00-8:15
8:15-8:30	113	17	13	143	4	161	1	166	9	34	2	45	0	34	38	72	188	238	426		8:15-8:30
8:30-8:45	87	4	5	96	6	154	1	161	3	8	1	12	0	36	16	52	108	213	321		8:30-8:45
8:45-9:00	74	8	8	90	9	176	2	187	6	7	1	14	4	42	28	74	104	261	365		8:45-9:00
9:00-9:15	74	4	2	80	3	126	1	130	3	8	1	12	0	34	26	60	92	190	282		9:00-9:15
9:15-9:30	70	3	12	85	7	136	2	145	2	4	0	6	1	44	13	58	91	203	294		9:15-9:30
3 Hour Totals	**1,009**	**72**	**73**	**1,154**	**52**	**1,896**	**15**	**1,963**	**44**	**138**	**8**	**190**	**8**	**430**	**263**	**701**	**1,344**	**2,664**	**4,008**		
1 Hour Totals																					
6:30-7:30	244	8	7	259	9	614	3	626	7	6	1	14	0	131	40	171	273	797	1,070	0.77	6:30-7:30
6:45-7:45	318	15	7	340	8	707	4	719	10	9	2	21	0	150	45	195	361	914	1,275	0.85	6:45-7:45
7:00-8:00	369	27	11	407	13	747	5	765	14	24	2	40	3	154	66	223	447	988	1,435	0.87	7:00-8:00
7:15-8:15	425	32	30	487	15	728	7	750	15	72	2	89	3	151	118	272	576	1,022	1,598	0.86	7:15-8:15
7:30-8:30	460	45	39	544	18	690	6	714	23	105	4	132	3	143	140	286	676	1,000	1,676	0.90	7:30-8:30
7:45-8:45	439	42	43	524	23	647	6	676	22	109	4	135	3	142	143	288	659	964	1,623	0.88	7:45-8:45
8:00-9:00	403	38	46	487	24	639	6	669	23	97	4	124	4	153	138	295	611	964	1,575	0.85	8:00-9:00
8:15-9:15	348	33	28	409	22	617	5	644	21	57	5	83	4	146	108	258	492	902	1,394	0.82	8:15-9:15
8:30-9:30	305	19	27	351	25	592	6	623	14	27	3	44	5	156	83	244	395	867	1,262	0.86	8:30-9:30
AM Peak 7:30-8:30	**460**	**45**	**39**	**544**	**18**	**690**	**6**	**714**	**23**	**105**	**4**	**132**	**3**	**143**	**140**	**286**	**676**	**1,000**	**1,676**	**0.90**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	31	10	10	51	6	63	7	76	2	14	2	18	2	131	51	184	69	260	329		4:00-4:15
4:15-4:30	42	4	10	56	8	86	1	95	7	19	1	27	1	162	62	225	83	320	403		4:15-4:30
4:30-4:45	58	5	29	92	4	89	0	93	6	15	3	24	0	152	75	227	116	320	436		4:30-4:45
4:45-5:00	39	3	9	51	3	91	3	97	2	6	3	11	0	164	72	236	62	333	395		4:45-5:00
5:00-5:15	51	7	20	78	3	67	5	75	1	14	4	19	3	155	60	218	97	293	390		5:00-5:15
5:15-5:30	28	4	4	36	1	81	3	85	2	12	2	16	4	171	66	241	52	326	378		5:15-5:30
5:30-5:45	23	5	7	35	1	68	5	74	3	13	2	18	0	154	71	225	53	299	352		5:30-5:45
5:45-6:00	19	1	5	25	3	82	4	89	2	9	2	13	1	137	75	213	38	302	340		5:45-6:00
6:00-6:15	26	7	9	42	3	84	3	90	0	6	1	7	3	150	81	234	49	324	373		6:00-6:15
6:15-6:30	24	4	3	31	2	62	2	66	0	4	0	4	1	157	75	233	35	299	334		6:15-6:30
6:30-6:45	19	1	0	20	6	68	3	77	1	8	2	11	1	148	35	184	31	261	292		6:30-6:45
6:45-7:00	26	2	3	31	1	65	3	69	3	7	2	12	0	110	35	145	43	214	257		6:45-7:00
3 Hour Totals	**386**	**53**	**109**	**548**	**41**	**906**	**39**	**986**	**29**	**127**	**24**	**180**	**16**	**1,791**	**758**	**2,565**	**728**	**3,551**	**4,279**		
1 Hour Totals																					
4:00-5:00	170	22	58	250	21	329	11	361	17	54	9	80	3	609	260	872	330	1,233	1,563	0.90	4:00-5:00
4:15-5:15	190	19	68	277	18	333	9	360	16	54	11	81	4	633	269	906	358	1,266	1,624	0.93	4:15-5:15
4:30-5:30	176	19	62	257	11	328	11	350	11	47	12	70	7	642	273	922	327	1,272	1,599	0.92	4:30-5:30
4:45-5:45	141	19	40	200	8	307	16	331	8	45	11	64	7	644	269	920	264	1,251	1,515	0.96	4:45-5:45
5:00-6:00	121	17	36	174	8	298	17	323	8	48	10	66	8	617	272	897	240	1,220	1,460	0.94	5:00-6:00
5:15-6:15	96	17	25	138	8	315	15	338	7	40	7	54	8	612	293	913	192	1,251	1,443	0.95	5:15-6:15
5:30-6:30	92	17	24	133	9	296	14	319	5	32	5	42	5	598	302	905	175	1,224	1,399	0.94	5:30-6:30
5:45-6:45	88	13	17	118	14	296	12	322	3	27	5	35	6	592	266	864	153	1,186	1,339	0.90	5:45-6:45
6:00-7:00	95	14	15	124	12	279	11	302	4	25	5	34	5	565	226	796	158	1,098	1,256	0.84	6:00-7:00
PM Peak 4:15-5:15	**190**	**19**	**68**	**277**	**18**	**333**	**9**	**360**	**16**	**54**	**11**	**81**	**4**	**633**	**269**	**906**	**358**	**1,266**	**1,624**	**0.93**	**PM Peak 4:15-5:15**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

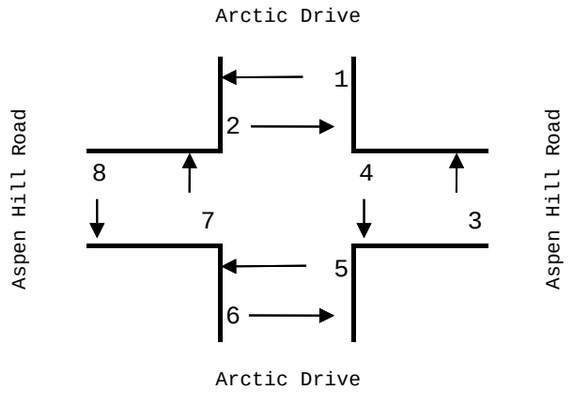
Location: Montgomery Co.,MD

Intersection: Aspen Hill Rd. & Arctic Dr.

Weather: cold

Date: 11/20/2019

Surveyor: Majda



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	0	0	0	0	3	0	0	0	3	0	0	3	0
6:45	7:45	5	0	1	1	3	0	0	0	10	5	2	3	0
7:00	8:00	5	0	1	1	0	0	1	0	8	5	2	0	1
7:15	8:15	5	0	1	1	0	0	1	0	8	5	2	0	1
7:30	8:30	5	0	1	1	1	0	2	0	10	5	2	1	2
7:45	8:45	0	0	0	0	2	0	3	0	5	0	0	2	3
8:00	9:00	0	0	0	0	3	0	3	3	9	0	0	3	6
8:15	9:15	0	0	0	0	3	0	3	3	9	0	0	3	6
8:30	9:30	1	0	0	0	2	0	3	3	9	1	0	2	6
PM PEAK														
16:00	17:00	1	1	0	1	3	0	5	0	11	2	1	3	5
16:15	17:15	1	1	0	1	3	0	5	0	11	2	1	3	5
16:30	17:30	2	1	0	3	2	0	3	0	11	3	3	2	3
16:45	17:45	1	1	0	2	2	0	2	0	8	2	2	2	2
17:00	18:00	2	1	0	3	3	0	3	0	12	3	3	3	3
17:15	18:15	2	1	0	3	1	0	1	0	8	3	3	1	1
17:30	18:30	1	1	0	4	1	0	1	0	8	2	4	1	1
17:45	18:45	1	1	0	4	1	0	1	0	8	2	4	1	1
18:00	19:00	0	1	0	4	0	0	0	0	5	1	4	0	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Kaiser Aspen Hill LATR
W & A JOB NO.: 7908
INTERSECTION: Aspen Hill Rd. & Arctic Dr.
LOCATION: Montgomery Co.,MD

DATE: 11/20/2019
DAY: Wednesday
WEATHER: cold
COUNTED BY: Majda
INPUTED BY: agan

SOUTHBOUND ROAD: Arctic Drive
NORTHBOUND ROAD: Arctic Drive
WESTBOUND ROAD: Aspen Hill Road
EASTBOUND ROAD: Aspen Hill Road

BIKES

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Arctic Drive				Westbound Aspen Hill Road				Northbound Arctic Drive				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**2**	**2**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2	2	0.50	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2	2	0.50	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
AM Peak 7:00-8:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**2**	**2**	**0.50**	**AM Peak 7:00-8:00**
PM																					
4:00-4:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	1	2		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**3**	**4**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	4:15-5:15
4:30-5:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	4:30-5:30
4:45-5:45	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	1	2	3	0.38	4:45-5:45
5:00-6:00	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	1	2	3	0.38	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	1	2	0.25	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	1	2	0.25	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 4:45-5:45	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**1**	**1**	**2**	**3**	**0.38**	**PM Peak 4:45-5:45**

Wells & Associates,Inc

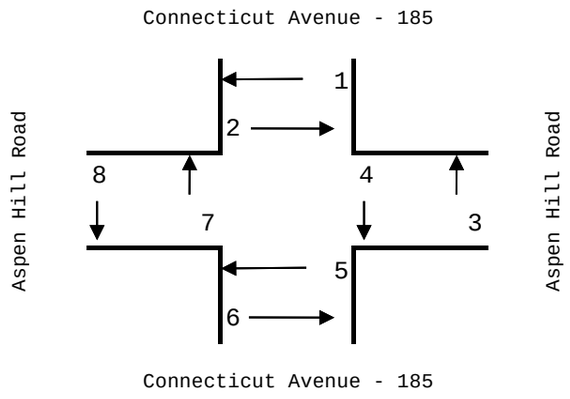
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	P7716	DAY:	Wednesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Aspen Hill Rd.	WEATHER:	cold	WESTBOUND ROAD:	Aspen Hill Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	James,Inita & Ramiz	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Connecticut Avenue - 185				Westbound Aspen Hill Road				Northbound Connecticut Avenue - 185				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	51	446	8	505	1	73	30	104	12	93	26	131	23	21	30	74	636	178	814		6:30-6:45
6:45-7:00	77	429	12	518	1	56	33	90	12	97	37	146	23	28	27	78	664	168	832		6:45-7:00
7:00-7:15	84	455	11	550	2	52	29	83	15	103	39	157	28	26	37	91	707	174	881		7:00-7:15
7:15-7:30	125	574	10	709	4	78	40	122	19	152	41	212	38	38	37	113	921	235	1,156		7:15-7:30
7:30-7:45	94	518	8	620	3	89	44	136	24	146	55	225	27	28	26	81	845	217	1,062		7:30-7:45
7:45-8:00	79	492	15	586	6	122	34	162	22	169	76	267	32	42	26	100	853	262	1,115		7:45-8:00
8:00-8:15	90	496	11	597	4	134	33	171	23	153	69	245	27	54	23	104	842	275	1,117		8:00-8:15
8:15-8:30	68	473	14	555	2	84	31	117	27	140	41	208	35	66	43	144	763	261	1,024		8:15-8:30
8:30-8:45	120	518	13	651	4	50	27	81	30	146	27	203	27	43	38	108	854	189	1,043		8:30-8:45
8:45-9:00	113	467	16	596	3	51	23	77	20	131	40	191	23	32	34	89	787	166	953		8:45-9:00
9:00-9:15	64	396	16	476	2	44	25	71	23	156	44	223	19	38	34	91	699	162	861		9:00-9:15
9:15-9:30	65	474	27	566	8	66	29	103	21	119	33	173	35	41	39	115	739	218	957		9:15-9:30
3 Hour Totals	**1,030**	**5,738**	**161**	**6,929**	**40**	**899**	**378**	**1,317**	**248**	**1,605**	**528**	**2,381**	**337**	**457**	**394**	**1,188**	**9,310**	**2,505**	**11,815**		
1 Hour Totals																					
6:30-7:30	337	1,904	41	2,282	8	259	132	399	58	445	143	646	112	113	131	356	2,928	755	3,683	0.80	6:30-7:30
6:45-7:45	380	1,976	41	2,397	10	275	146	431	70	498	172	740	116	120	127	363	3,137	794	3,931	0.85	6:45-7:45
7:00-8:00	382	2,039	44	2,465	15	341	147	503	80	570	211	861	125	134	126	385	3,326	888	4,214	0.91	7:00-8:00
7:15-8:15	388	2,080	44	2,512	17	423	151	591	88	620	241	949	124	162	112	398	3,461	989	4,450	0.96	7:15-8:15
7:30-8:30	331	1,979	48	2,358	15	429	142	586	96	608	241	945	121	190	118	429	3,303	1,015	4,318	0.97	7:30-8:30
7:45-8:45	357	1,979	53	2,389	16	390	125	531	102	608	213	923	121	205	130	456	3,312	987	4,299	0.96	7:45-8:45
8:00-9:00	391	1,954	54	2,399	13	319	114	446	100	570	177	847	112	195	138	445	3,246	891	4,137	0.93	8:00-9:00
8:15-9:15	365	1,854	59	2,278	11	229	106	346	100	573	152	825	104	179	149	432	3,103	778	3,881	0.93	8:15-9:15
8:30-9:30	362	1,855	72	2,289	17	211	104	332	94	552	144	790	104	154	145	403	3,079	735	3,814	0.91	8:30-9:30
AM Peak 7:15-8:15	**388**	**2,080**	**44**	**2,512**	**17**	**423**	**151**	**591**	**88**	**620**	**241**	**949**	**124**	**162**	**112**	**398**	**3,461**	**989**	**4,450**	**0.96**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	56	185	35	276	15	57	45	117	56	336	61	453	26	74	98	198	729	315	1,044		4:00-4:15
4:15-4:30	47	201	38	286	22	60	45	127	37	331	53	421	19	102	124	245	707	372	1,079		4:15-4:30
4:30-4:45	31	218	52	301	17	54	39	110	45	373	55	473	24	84	95	203	774	313	1,087		4:30-4:45
4:45-5:00	62	223	27	312	20	68	39	127	44	350	44	438	31	82	99	212	750	339	1,089		4:45-5:00
5:00-5:15	31	193	22	246	12	79	33	124	42	377	52	471	25	81	75	181	717	305	1,022		5:00-5:15
5:15-5:30	51	222	31	304	12	48	34	94	50	393	57	500	25	87	78	190	804	284	1,088		5:15-5:30
5:30-5:45	39	211	24	274	21	64	35	120	48	383	53	484	18	75	78	171	758	291	1,049		5:30-5:45
5:45-6:00	43	247	31	321	15	64	29	108	60	333	53	446	23	75	68	166	767	274	1,041		5:45-6:00
6:00-6:15	45	206	22	273	18	53	29	100	57	329	43	429	21	68	73	162	702	262	964		6:00-6:15
6:15-6:30	31	187	23	241	23	50	41	114	55	329	66	450	19	80	83	182	691	296	987		6:15-6:30
6:30-6:45	42	190	28	260	20	43	33	96	55	343	53	451	20	58	54	132	711	228	939		6:30-6:45
6:45-7:00	45	194	16	255	19	65	27	111	57	338	57	452	15	70	55	140	707	251	958		6:45-7:00
3 Hour Totals	**523**	**2,477**	**349**	**3,349**	**214**	**705**	**429**	**1,348**	**606**	**4,215**	**647**	**5,468**	**266**	**936**	**980**	**2,182**	**8,817**	**3,530**	**12,347**		
1 Hour Totals																					
4:00-5:00	196	827	152	1,175	74	239	168	481	182	1,390	213	1,785	100	342	416	858	2,960	1,339	4,299	0.99	4:00-5:00
4:15-5:15	171	835	139	1,145	71	261	156	488	168	1,431	204	1,803	99	349	393	841	2,948	1,329	4,277	0.98	4:15-5:15
4:30-5:30	175	856	132	1,163	61	249	145	455	181	1,493	208	1,882	105	334	347	786	3,045	1,241	4,286	0.98	4:30-5:30
4:45-5:45	183	849	104	1,136	65	259	141	465	184	1,503	206	1,893	99	325	330	754	3,029	1,219	4,248	0.98	4:45-5:45
5:00-6:00	164	873	108	1,145	60	255	131	446	200	1,486	215	1,901	91	318	299	708	3,046	1,154	4,200	0.97	5:00-6:00
5:15-6:15	178	886	108	1,172	66	229	127	422	215	1,438	206	1,859	87	305	297	689	3,031	1,111	4,142	0.95	5:15-6:15
5:30-6:30	158	851	100	1,109	77	231	134	442	220	1,374	215	1,809	81	298	302	681	2,918	1,123	4,041	0.96	5:30-6:30
5:45-6:45	161	830	104	1,095	76	210	132	418	227	1,334	215	1,776	83	281	278	642	2,871	1,060	3,931	0.94	5:45-6:45
6:00-7:00	163	777	89	1,029	80	211	130	421	224	1,339	219	1,782	75	276	265	616	2,811	1,037	3,848	0.97	6:00-7:00
PM Peak 4:00-5:00	**196**	**827**	**152**	**1,175**	**74**	**239**	**168**	**481**	**182**	**1,390**	**213**	**1,785**	**100**	**342**	**416**	**858**	**2,960**	**1,339**	**4,299**	**0.99**	**PM Peak 4:00-5:00**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	P7716
Location:	Montgomery Co.,MD
Intersection:	Connecticut Ave. & Aspen Hill R
Weather:	cold
Date:	11/20/2019
Surveyor:	James,Inita & Ramiz



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
6:30	7:30		3	1	0	1	1	1	1	0	8	4	1	2	1
6:45	7:45		4	2	0	1	1	1	1	0	10	6	1	2	1
7:00	8:00		4	2	0	1	1	1	1	0	10	6	1	2	1
7:15	8:15		4	1	0	1	0	0	1	0	7	5	1	0	1
7:30	8:30		3	2	0	2	1	0	2	0	10	5	2	1	2
7:45	8:45		4	1	1	2	1	0	2	0	11	5	3	1	2
8:00	9:00		5	1	2	2	4	0	1	0	15	6	4	4	1
8:15	9:15		5	1	5	1	4	4	1	0	21	6	6	8	1
8:30	9:30		5	2	6	0	4	10	0	0	27	7	6	14	0
PM PEAK															
16:00	17:00		10	7	1	1	5	10	0	0	34	17	2	15	0
16:15	17:15		11	6	0	0	5	10	0	0	32	17	0	15	0
16:30	17:30		10	3	0	0	7	8	0	0	28	13	0	15	0
16:45	17:45		7	3	1	0	9	6	0	0	26	10	1	15	0
17:00	18:00		7	3	1	0	10	3	0	0	24	10	1	13	0
17:15	18:15		6	1	1	0	7	1	0	0	16	7	1	8	0
17:30	18:30		6	0	1	1	5	6	1	0	20	6	2	11	1
17:45	18:45		7	2	1	1	7	6	1	0	25	9	2	13	1
18:00	19:00		5	4	1	1	5	6	1	0	23	9	2	11	1

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	P7716	DAY:	Wednesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Aspen Hill Rd.	WEATHER:	cold	WESTBOUND ROAD:	Aspen Hill Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	James,Inita & Ramiz	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Connecticut Avenue - 185				Westbound Aspen Hill Road				Northbound Connecticut Avenue - 185				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
AM Peak 6:30-7:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**1**	**0.25**	**AM Peak 6:30-7:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**2**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	5:15-6:15
5:30-6:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:30-6:30
5:45-6:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	5:45-6:45
6:00-7:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	6:00-7:00
PM Peak 4:30-5:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**0.25**	**PM Peak 4:30-5:30**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Independence St.	WEATHER:	cold	WESTBOUND ROAD:	Independence Street
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda	EASTBOUND ROAD:	Independence Street
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements: Southbound Connecticut Avenue - 185				Westbound Independence Street				Northbound Connecticut Avenue - 185				Eastbound Independence Street				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	12	446	0	458	0	1	3	4	4	107	9	120	30	3	22	55	578	59	637		6:30-6:45
6:45-7:00	12	438	1	451	0	2	7	9	1	121	11	133	34	3	31	68	584	77	661		6:45-7:00
7:00-7:15	18	535	0	553	0	0	11	11	9	125	4	138	44	0	26	70	691	81	772		7:00-7:15
7:15-7:30	19	563	1	583	1	1	14	16	6	178	14	198	46	1	27	74	781	90	871		7:15-7:30
7:30-7:45	20	519	1	540	1	2	7	10	8	201	24	233	55	2	21	78	773	88	861		7:30-7:45
7:45-8:00	29	526	0	555	2	2	19	23	6	231	26	263	27	8	23	58	818	81	899		7:45-8:00
8:00-8:15	34	509	1	544	1	7	4	12	12	217	9	238	39	4	24	67	782	79	861		8:00-8:15
8:15-8:30	32	480	0	512	0	2	12	14	12	152	15	179	38	5	32	75	691	89	780		8:15-8:30
8:30-8:45	33	497	3	533	2	4	11	17	11	173	9	193	28	2	31	61	726	78	804		8:30-8:45
8:45-9:00	24	450	1	475	0	3	6	9	9	170	10	189	21	1	17	39	664	48	712		8:45-9:00
9:00-9:15	21	373	0	394	0	3	9	12	12	186	10	208	20	4	23	47	602	59	661		9:00-9:15
9:15-9:30	29	428	1	458	3	0	8	11	13	142	4	159	20	5	15	40	617	51	668		9:15-9:30
3 Hour Totals	**283**	**5,764**	**9**	**6,056**	**10**	**27**	**111**	**148**	**103**	**2,003**	**145**	**2,251**	**402**	**38**	**292**	**732**	**8,307**	**880**	**9,187**		
1 Hour Totals																					
6:30-7:30	61	1,982	2	2,045	1	4	35	40	20	531	38	589	154	7	106	267	2,634	307	2,941	0.84	6:30-7:30
6:45-7:45	69	2,055	3	2,127	2	5	39	46	24	625	53	702	179	6	105	290	2,829	336	3,165	0.91	6:45-7:45
7:00-8:00	86	2,143	2	2,231	4	5	51	60	29	735	68	832	172	11	97	280	3,063	340	3,403	0.95	7:00-8:00
7:15-8:15	102	2,117	3	2,222	5	12	44	61	32	827	73	932	167	15	95	277	3,154	338	3,492	0.97	7:15-8:15
7:30-8:30	115	2,034	2	2,151	4	13	42	59	38	801	74	913	159	19	100	278	3,064	337	3,401	0.95	7:30-8:30
7:45-8:45	128	2,012	4	2,144	5	15	46	66	41	773	59	873	132	19	110	261	3,017	327	3,344	0.93	7:45-8:45
8:00-9:00	123	1,936	5	2,064	3	16	33	52	44	712	43	799	126	12	104	242	2,863	294	3,157	0.92	8:00-9:00
8:15-9:15	110	1,800	4	1,914	2	12	38	52	44	681	44	769	107	12	103	222	2,683	274	2,957	0.92	8:15-9:15
8:30-9:30	107	1,748	5	1,860	5	10	34	49	45	671	33	749	89	12	86	187	2,609	236	2,845	0.88	8:30-9:30
AM Peak 7:15-8:15	**102**	**2,117**	**3**	**2,222**	**5**	**12**	**44**	**61**	**32**	**827**	**73**	**932**	**167**	**15**	**95**	**277**	**3,154**	**338**	**3,492**	**0.97**	**AM Peak 7:15-8:15**
PM																					
4:00-4:15	25	222	6	253	7	16	21	44	19	410	27	456	1	6	36	43	709	87	796		4:00-4:15
4:15-4:30	37	235	4	276	5	9	16	30	17	394	10	421	43	6	28	77	697	107	804		4:15-4:30
4:30-4:45	41	253	4	298	2	14	29	45	21	406	25	452	37	2	35	74	750	119	869		4:30-4:45
4:45-5:00	39	245	1	285	10	19	19	48	16	387	20	423	25	3	39	67	708	115	823		4:45-5:00
5:00-5:15	28	221	3	252	10	6	19	35	25	447	24	496	22	10	31	63	748	98	846		5:00-5:15
5:15-5:30	34	229	1	264	7	11	26	44	27	406	16	449	24	10	45	79	713	123	836		5:15-5:30
5:30-5:45	45	220	1	266	7	5	30	42	27	447	33	507	32	5	38	75	773	117	890		5:30-5:45
5:45-6:00	51	255	7	313	7	7	32	46	27	373	19	419	25	6	33	64	732	110	842		5:45-6:00
6:00-6:15	30	218	9	257	6	10	28	44	28	402	17	447	19	6	22	47	704	91	795		6:00-6:15
6:15-6:30	38	210	4	252	5	5	28	38	23	372	23	418	36	9	36	81	670	119	789		6:15-6:30
6:30-6:45	76	170	2	248	8	10	14	32	29	399	23	451	11	6	29	46	699	78	777		6:30-6:45
6:45-7:00	39	190	3	232	7	13	18	38	30	374	27	431	17	4	17	38	663	76	739		6:45-7:00
3 Hour Totals	**483**	**2,668**	**45**	**3,196**	**81**	**125**	**280**	**486**	**289**	**4,817**	**264**	**5,370**	**292**	**73**	**389**	**754**	**8,566**	**1,240**	**9,806**		
1 Hour Totals																					
4:00-5:00	142	955	15	1,112	24	58	85	167	73	1,597	82	1,752	106	17	138	261	2,864	428	3,292	0.95	4:00-5:00
4:15-5:15	145	954	12	1,111	27	48	83	158	79	1,634	79	1,792	127	21	133	281	2,903	439	3,342	0.96	4:15-5:15
4:30-5:30	142	948	9	1,099	29	50	93	172	89	1,646	85	1,820	108	25	150	283	2,919	455	3,374	0.97	4:30-5:30
4:45-5:45	146	915	6	1,067	34	41	94	169	95	1,687	93	1,875	103	28	153	284	2,942	453	3,395	0.95	4:45-5:45
5:00-6:00	158	925	12	1,095	31	29	107	167	106	1,673	92	1,871	103	31	147	281	2,966	448	3,414	0.96	5:00-6:00
5:15-6:15	160	922	18	1,100	27	33	116	176	109	1,628	85	1,822	100	27	138	265	2,922	441	3,363	0.94	5:15-6:15
5:30-6:30	164	903	21	1,088	25	27	118	170	105	1,594	92	1,791	112	26	129	267	2,879	437	3,316	0.93	5:30-6:30
5:45-6:45	195	853	22	1,070	26	32	102	160	107	1,546	82	1,735	91	27	120	238	2,805	398	3,203	0.95	5:45-6:45
6:00-7:00	183	788	18	989	26	38	88	152	110	1,547	90	1,747	83	25	104	212	2,736	364	3,100	0.97	6:00-7:00
PM Peak 5:00-6:00	**158**	**925**	**12**	**1,095**	**31**	**29**	**107**	**167**	**106**	**1,673**	**92**	**1,871**	**103**	**31**	**147**	**281**	**2,966**	**448**	**3,414**	**0.96**	**PM Peak 5:00-6:00**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

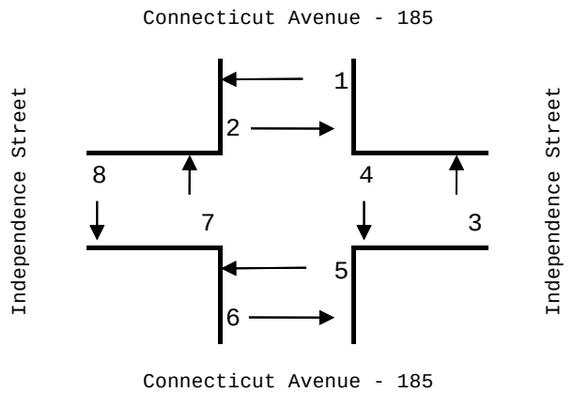
Location: Montgomery Co.,MD

Intersection: Connecticut Ave. & Independence

Weather: cold

Date: 11/20/2019

Surveyor: Majda



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	1	1	2	4	1	1	0	0	10	2	6	2	0
6:45	7:45	1	1	3	4	1	1	0	0	11	2	7	2	0
7:00	8:00	1	0	3	5	1	0	0	0	10	1	8	1	0
7:15	8:15	0	0	3	6	0	0	0	0	9	0	9	0	0
7:30	8:30	0	0	3	6	0	0	0	0	9	0	9	0	0
7:45	8:45	1	0	3	6	1	0	0	0	11	1	9	1	0
8:00	9:00	1	0	1	6	1	0	0	0	9	1	7	1	0
8:15	9:15	2	0	2	6	2	0	0	0	12	2	8	2	0
8:30	9:30	2	0	2	4	2	0	0	0	10	2	6	2	0
PM PEAK														
16:00	17:00	2	0	20	5	1	11	0	0	39	2	25	12	0
16:15	17:15	2	0	20	7	1	6	0	0	36	2	27	7	0
16:30	17:30	1	0	19	5	1	1	0	0	27	1	24	2	0
16:45	17:45	0	0	23	4	0	0	0	0	27	0	27	0	0
17:00	18:00	0	0	19	4	0	2	0	0	25	0	23	2	0
17:15	18:15	0	0	16	2	0	4	0	0	22	0	18	4	0
17:30	18:30	0	0	15	2	1	6	0	0	24	0	17	7	0
17:45	18:45	0	0	14	2	4	6	0	0	26	0	16	10	0
18:00	19:00	0	0	14	0	4	6	0	0	24	0	14	10	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Independence St.	WEATHER:	cold	WESTBOUND ROAD:	Independence Street
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda	EASTBOUND ROAD:	Independence Street
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Connecticut Avenue - 185				Westbound Independence Street				Northbound Connecticut Avenue - 185				Eastbound Independence Street								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
1 Hour Totals																					
6:30-7:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:30-7:30
6:45-7:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
AM Peak 6:30-7:30	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 6:30-7:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1		6:45-7:00
3 Hour Totals	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**1**	**2**	**2**	**2**	**4**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0.25	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	5:15-6:15
5:30-6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	5:30-6:30
5:45-6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	5:45-6:45
6:00-7:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	0.50	6:00-7:00
PM Peak 6:00-7:00	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**1**	**2**	**0.50**	**PM Peak 6:00-7:00**

Wells & Associates,Inc

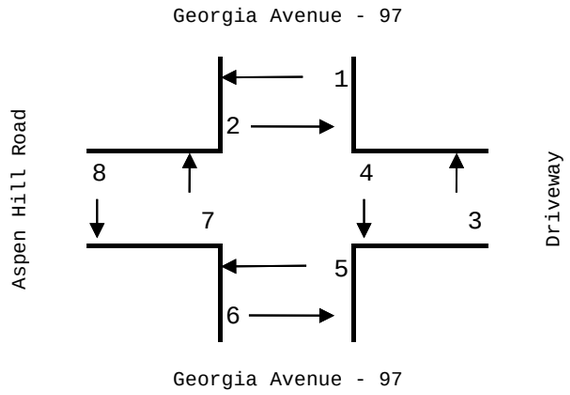
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Aspen Hill Rd.	WEATHER:	cold	WESTBOUND ROAD:	Driveway
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda, Adi & Mira	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Driveway				Northbound Georgia Avenue - 97				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	12	226	0	238	0	0	0	0	0	178	59	237	30	1	3	34	475	34	509		6:30-6:45
6:45-7:00	16	282	0	298	0	0	0	0	1	179	81	261	27	0	1	28	559	28	587		6:45-7:00
7:00-7:15	21	292	0	313	0	0	0	0	2	162	70	234	51	0	0	51	547	51	598		7:00-7:15
7:15-7:30	13	331	0	344	0	0	0	0	2	166	93	261	46	1	5	52	605	52	657		7:15-7:30
7:30-7:45	15	345	1	361	1	0	1	2	2	192	84	278	57	0	5	62	639	64	703		7:30-7:45
7:45-8:00	24	304	0	328	0	0	1	1	1	254	144	399	45	0	8	53	727	54	781		7:45-8:00
8:00-8:15	31	338	0	369	0	0	0	0	0	239	107	346	74	0	5	79	715	79	794		8:00-8:15
8:15-8:30	20	315	2	337	0	0	0	0	1	218	75	294	68	0	10	78	631	78	709		8:15-8:30
8:30-8:45	17	304	0	321	0	1	1	2	0	168	71	239	76	1	7	84	560	86	646		8:30-8:45
8:45-9:00	10	306	0	316	0	1	0	1	2	200	94	296	74	0	12	86	612	87	699		8:45-9:00
9:00-9:15	12	244	0	256	0	1	0	1	1	204	75	280	56	1	9	66	536	67	603		9:00-9:15
9:15-9:30	22	238	0	260	0	0	0	0	3	200	77	280	59	2	13	74	540	74	614		9:15-9:30
3 Hour Totals	**213**	**3,525**	**3**	**3,741**	**1**	**3**	**3**	**7**	**15**	**2,360**	**1,030**	**3,405**	**663**	**6**	**78**	**747**	**7,146**	**754**	**7,900**		
1 Hour Totals																					
6:30-7:30	62	1,131	0	1,193	0	0	0	0	5	685	303	993	154	2	9	165	2,186	165	2,351	0.89	6:30-7:30
6:45-7:45	65	1,250	1	1,316	1	0	1	2	7	699	328	1,034	181	1	11	193	2,350	195	2,545	0.91	6:45-7:45
7:00-8:00	73	1,272	1	1,346	1	0	2	3	7	774	391	1,172	199	1	18	218	2,518	221	2,739	0.88	7:00-8:00
7:15-8:15	83	1,318	1	1,402	1	0	2	3	5	851	428	1,284	222	1	23	246	2,686	249	2,935	0.92	7:15-8:15
7:30-8:30	90	1,302	3	1,395	1	0	2	3	4	903	410	1,317	244	0	28	272	2,712	275	2,987	0.94	7:30-8:30
7:45-8:45	92	1,261	2	1,355	0	1	2	3	2	879	397	1,278	263	1	30	294	2,633	297	2,930	0.92	7:45-8:45
8:00-9:00	78	1,263	2	1,343	0	2	1	3	3	825	347	1,175	292	1	34	327	2,518	330	2,848	0.90	8:00-9:00
8:15-9:15	59	1,169	2	1,230	0	3	1	4	4	790	315	1,109	274	2	38	314	2,339	318	2,657	0.94	8:15-9:15
8:30-9:30	61	1,092	0	1,153	0	3	1	4	6	772	317	1,095	265	4	41	310	2,248	314	2,562	0.92	8:30-9:30
AM Peak 7:30-8:30	**90**	**1,302**	**3**	**1,395**	**1**	**0**	**2**	**3**	**4**	**903**	**410**	**1,317**	**244**	**0**	**28**	**272**	**2,712**	**275**	**2,987**	**0.94**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	24	225	3	252	0	2	10	12	1	300	96	397	128	2	29	159	649	171	820		4:00-4:15
4:15-4:30	18	250	3	271	0	0	4	4	1	377	113	491	152	0	24	176	762	180	942		4:15-4:30
4:30-4:45	14	265	1	280	1	3	2	6	1	328	94	423	121	1	38	160	703	166	869		4:30-4:45
4:45-5:00	16	257	0	273	0	0	1	1	0	304	117	421	136	0	29	165	694	166	860		4:45-5:00
5:00-5:15	15	267	2	284	0	0	4	4	0	316	102	418	143	0	32	175	702	179	881		5:00-5:15
5:15-5:30	14	296	1	311	0	0	0	0	0	335	103	438	166	0	29	195	749	195	944		5:15-5:30
5:30-5:45	14	336	0	350	0	0	0	0	1	333	129	463	137	2	31	170	813	170	983		5:30-5:45
5:45-6:00	11	286	0	297	0	0	0	0	0	347	104	451	138	0	30	168	748	168	916		5:45-6:00
6:00-6:15	61	197	10	268	5	81	0	86	0	373	111	484	134	1	40	175	752	261	1,013		6:00-6:15
6:15-6:30	19	265	0	284	0	0	0	0	0	302	129	431	121	0	31	152	715	152	867		6:15-6:30
6:30-6:45	13	235	0	248	0	0	1	1	2	314	88	404	129	0	28	157	652	158	810		6:30-6:45
6:45-7:00	5	240	0	245	0	0	0	0	1	339	138	478	118	2	29	149	723	149	872		6:45-7:00
3 Hour Totals	**224**	**3,119**	**20**	**3,363**	**6**	**86**	**22**	**114**	**7**	**3,968**	**1,324**	**5,299**	**1,623**	**8**	**370**	**2,001**	**8,662**	**2,115**	**10,777**		
1 Hour Totals																					
4:00-5:00	72	997	7	1,076	1	5	17	23	3	1,309	420	1,732	537	3	120	660	2,808	683	3,491	0.93	4:00-5:00
4:15-5:15	63	1,039	6	1,108	1	3	11	15	2	1,325	426	1,753	552	1	123	676	2,861	691	3,552	0.94	4:15-5:15
4:30-5:30	59	1,085	4	1,148	1	3	7	11	1	1,283	416	1,700	566	1	128	695	2,848	706	3,554	0.94	4:30-5:30
4:45-5:45	59	1,156	3	1,218	0	0	5	5	1	1,288	451	1,740	582	2	121	705	2,958	710	3,668	0.93	4:45-5:45
5:00-6:00	54	1,185	3	1,242	0	0	4	4	1	1,331	438	1,770	584	2	122	708	3,012	712	3,724	0.95	5:00-6:00
5:15-6:15	100	1,115	11	1,226	5	81	0	86	1	1,388	447	1,836	575	3	130	708	3,062	794	3,856	0.95	5:15-6:15
5:30-6:30	105	1,084	10	1,199	5	81	0	86	1	1,355	473	1,829	530	3	132	665	3,028	751	3,779	0.93	5:30-6:30
5:45-6:45	104	983	10	1,097	5	81	1	87	2	1,336	432	1,770	522	1	129	652	2,867	739	3,606	0.89	5:45-6:45
6:00-7:00	98	937	10	1,045	5	81	1	87	3	1,328	466	1,797	502	3	128	633	2,842	720	3,562	0.88	6:00-7:00
PM Peak 5:15-6:15	**100**	**1,115**	**11**	**1,226**	**5**	**81**	**0**	**86**	**1**	**1,388**	**447**	**1,836**	**575**	**3**	**130**	**708**	**3,062**	**794**	**3,856**	**0.95**	**PM Peak 5:15-6:15**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	7908
Location:	Montgomery Co.,MD
Intersection:	Georgia Ave. & Aspen Hill Rd.
Weather:	cold
Date:	11/19/2019
Surveyor:	Majda, Adi & Mira



Hourly Pedestrian Count

			1	2	3	4	5	6	7	8					
		From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
6:30	7:30		1	0	1	1	1	0	3	0	7	1	2	1	3
6:45	7:45		1	0	1	1	1	1	2	0	7	1	2	2	2
7:00	8:00		2	0	2	3	3	3	0	1	14	2	5	6	1
7:15	8:15		3	0	2	2	2	3	0	1	13	3	4	5	1
7:30	8:30		2	0	2	4	2	4	0	1	15	2	6	6	1
7:45	8:45		2	0	3	5	3	3	0	1	17	2	8	6	1
8:00	9:00		1	0	2	3	1	1	0	0	8	1	5	2	0
8:15	9:15		0	0	3	3	5	2	0	0	13	0	6	7	0
8:30	9:30		0	0	5	1	5	2	2	0	15	0	6	7	2
PM PEAK															
16:00	17:00		0	0	3	13	11	16	2	12	57	0	16	27	14
16:15	17:15		1	0	3	10	10	13	2	11	50	1	13	23	13
16:30	17:30		1	0	5	10	8	18	2	6	50	1	15	26	8
16:45	17:45		1	0	8	12	11	13	2	8	55	1	20	24	10
17:00	18:00		1	0	8	10	12	12	1	3	47	1	18	24	4
17:15	18:15		0	0	9	6	9	11	1	3	39	0	15	20	4
17:30	18:30		0	0	7	7	10	7	1	3	35	0	14	17	4
17:45	18:45		0	0	4	7	9	4	1	2	27	0	11	13	3
18:00	19:00		0	0	4	8	8	2	1	2	25	0	12	10	3

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Aspen Hill Rd.	WEATHER:	cold	WESTBOUND ROAD:	Driveway
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda, Adi & Mira	EASTBOUND ROAD:	Aspen Hill Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Driveway				Northbound Georgia Avenue - 97				Eastbound Aspen Hill Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**2**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0.25	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	1	1	2	0.50	8:30-9:30
AM Peak 8:30-9:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**2**	**0.50**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**1**	**2**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	6:00-7:00
PM Peak 4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**PM Peak 4:00-5:00**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Connecticut Avenue
W & A JOB NO.:	7908	DAY:	Wednesday	NORTHBOUND ROAD:	Connecticut Avenue
INTERSECTION:	Connecticut Ave. & Home Depot Entr.	WEATHER:	clear	WESTBOUND ROAD:	0
LOCATION:	Montgomery County,MD	COUNTED BY:	Laura	EASTBOUND ROAD:	Home Depot Driveway
		INPUTED BY:	agan	TOTAL VEHICLES	

Time Period	Turning Movements: Southbound Connecticut Avenue 1 Right	2 Thru	3 Left	Total	Westbound 0 4 Right	5 Thru	6 Left	Total	Northbound Connecticut Avenue 7 Right	8 Thru	9 Left	Total	Eastbound Home Depot Driveway 10 Right	11 Thru	12 Left	Total	North & South	East & West	Total	PHF	Time Period
AM																					
6:00-6:15	3	258	0	261	0	0	0	0	0	76	8	84	3	0	2	5	345	5	350		6:00-6:15
6:15-6:30	8	353	0	361	0	0	0	0	0	84	17	101	14	0	0	14	462	14	476		6:15-6:30
6:30-6:45	5	451	0	456	0	0	0	0	0	103	10	113	12	0	2	14	569	14	583		6:30-6:45
6:45-7:00	12	504	0	516	0	0	0	0	0	117	14	131	11	0	2	13	647	13	660		6:45-7:00
7:00-7:15	12	576	0	588	0	0	0	0	0	128	29	157	16	0	1	17	745	17	762		7:00-7:15
7:15-7:30	11	634	0	645	0	0	0	0	0	167	15	182	20	0	1	21	827	21	848		7:15-7:30
7:30-7:45	16	572	0	588	0	0	0	0	0	162	19	181	13	0	0	13	769	13	782		7:30-7:45
7:45-8:00	8	523	0	531	0	0	0	0	0	177	26	203	17	0	6	23	734	23	757		7:45-8:00
8:00-8:15	15	533	0	548	0	0	0	0	0	165	18	183	20	0	4	24	731	24	755		8:00-8:15
8:15-8:30	16	509	0	525	0	0	0	0	0	152	32	184	20	0	5	25	709	25	734		8:15-8:30
8:30-8:45	10	563	0	573	0	0	0	0	0	169	31	200	26	0	2	28	773	28	801		8:30-8:45
8:45-9:00	13	556	0	569	0	0	0	0	0	140	25	165	28	0	3	31	734	31	765		8:45-9:00
9:00-9:15	7	405	0	412	0	0	0	0	0	166	18	184	31	0	2	33	596	33	629		9:00-9:15
9:15-9:30	13	435	0	448	0	0	0	0	0	147	31	178	22	0	3	25	626	25	651		9:15-9:30
9:30-9:45	19	372	0	391	0	0	0	0	0	138	31	169	31	0	7	38	560	38	598		9:30-9:45
9:45-10:00	12	297	0	309	0	0	0	0	0	152	25	177	31	0	5	36	486	36	522		9:45-10:00
10:00-10:15	7	307	0	314	0	0	0	0	0	139	34	173	33	0	2	35	487	35	522		10:00-10:15
10:15-10:30	7	295	0	302	0	0	0	0	0	173	33	206	33	0	7	40	508	40	548		10:15-10:30
10:30-10:45	12	269	0	281	0	0	0	0	0	152	37	189	42	0	4	46	470	46	516		10:30-10:45
10:45-11:00	10	266	0	276	0	0	0	0	0	160	20	180	25	0	2	27	456	27	483		10:45-11:00
11:00-12:00	12	300	0	312	0	0	0	0	0	146	31	177	31	0	4	35	489	35	524		11:00-12:00
11:15-11:30	13	306	0	319	0	0	0	0	0	191	33	224	30	0	3	33	543	33	576		11:15-11:30
11:30-11:45	8	243	0	251	0	0	0	0	0	181	27	208	33	0	6	39	459	39	498		11:30-11:45
11:45-12:00	10	297	0	307	0	0	0	0	0	190	35	225	36	0	2	38	532	38	570		11:45-12:00
12:00-12:15	15	259	0	274	0	0	0	0	0	201	36	237	32	0	3	35	511	35	546		12:00-12:15
12:15-12:30	10	320	0	330	0	0	0	0	0	210	31	241	43	0	6	49	571	49	620		12:15-12:30
12:30-12:45	4	268	0	272	0	0	0	0	0	218	42	260	35	0	4	39	532	39	571		12:30-12:45
12:45-1:00	6	253	0	259	0	0	0	0	0	258	27	285	30	0	3	33	544	33	577		12:45-1:00
1:00-1:15	8	287	0	295	0	0	0	0	0	227	27	254	43	0	3	46	549	46	595		1:00-1:15
1:15-1:30	9	282	0	291	0	0	0	0	0	251	43	294	28	0	2	30	585	30	615		1:15-1:30
1:30-1:45	8	263	0	271	0	0	0	0	0	248	28	276	44	0	2	46	547	46	593		1:30-1:45
1:45-2:00	2	290	0	292	0	0	0	0	0	259	30	289	36	0	3	39	581	39	620		1:45-2:00
2:00-2:15	2	238	0	240	0	0	0	0	0	252	21	273	35	0	1	36	513	36	549		2:00-2:15
2:15-2:30	5	254	0	259	0	0	0	0	0	249	38	287	19	0	5	24	546	24	570		2:15-2:30
2:30-2:45	10	302	0	312	0	0	0	0	0	327	27	354	35	0	13	48	666	48	714		2:30-2:45
2:45-3:00	4	272	0	276	0	0	0	0	0	309	26	335	31	0	8	39	611	39	650		2:45-3:00
3:00-3:15	8	224	0	232	0	0	0	0	0	330	30	360	30	0	4	34	592	34	626		3:00-3:15
3:15-3:30	10	254	0	264	0	0	0	0	0	397	37	434	25	0	0	25	698	25	723		3:15-3:30
3:30-3:45	4	211	0	215	0	0	0	0	0	404	17	421	29	0	4	33	636	33	669		3:30-3:45
3:45-4:00	6	256	0	262	0	0	0	0	0	402	21	423	28	0	0	28	685	28	713		3:45-4:00
4:00-4:15	7	222	0	229	0	0	0	0	0	414	32	446	24	0	2	26	675	26	701		4:00-4:15
4:15-4:30	5	241	0	246	0	0	0	0	0	420	22	442	23	0	15	38	688	38	726		4:15-4:30
4:30-4:45	3	234	0	237	0	0	0	0	0	461	23	484	25	0	7	32	721	32	753		4:30-4:45
4:45-5:00	2	245	0	247	0	0	0	0	0	405	29	434	35	0	6	41	681	41	722		4:45-5:00
5:00-5:15	4	222	0	226	0	0	0	0	0	422	28	450	23	0	1	24	676	24	700		5:00-5:15
5:15-5:30	9	260	0	269	0	0	0	0	0	433	34	467	22	0	4	26	736	26	762		5:15-5:30
5:30-5:45	3	247	0	250	0	0	0	0	0	454	26	480	28	0	1	29	730	29	759		5:30-5:45
5:45-6:00	3	286	0	289	0	0	0	0	0	377	23	400	25	0	5	30	689	30	719		5:45-6:00
6:00-6:15	7	240	0	247	0	0	0	0	0	390	23	413	25	0	0	25	660	25	685		6:00-6:15
6:15-6:30	8	210	0	218	0	0	0	0	0	386	26	412	23	0	1	24	630	24	654		6:15-6:30
6:30-6:45	5	226	0	231	0	0	0	0	0	384	29	413	18	0	1	19	644	19	663		6:30-6:45
6:45-7:00	3	222	0	225	0	0	0	0	0	387	24	411	15	0	2	17	636	17	653		6:45-7:00
Totals	429	16,912	0	17,341	0	0	0	0	0	13,050	1,399	14,449	1,387	0	181	1,568	31,790	1,568	33,358		
1 Hour Totals																					
6:00-7:00	28	1,566	0	1,594	0	0	0	0	0	380	49	429	40	0	6	46	2,023	46	2,069	0.78	6:00-7:00
6:15-7:15	37	1,884	0	1,921	0	0	0	0	0	432	70	502	53	0	5	58	2,423	58	2,481	0.81	6:15-7:15
6:30-7:30	40	2,165	0	2,205	0	0	0	0	0	515	68	583	59	0	6	65	2,788	65	2,853	0.84	6:30-7:30
6:45-7:45	51	2,286	0	2,337	0	0	0	0	0	574	77	651	60	0	4	64	2,988	64	3,052	0.90	6:45-7:45
7:00-8:00	47	2,305	0	2,352	0	0	0	0	0	634	89	723	66	0	8	74	3,075	74	3,149	0.93	7:00-8:00
7:15-8:15	50	2,262	0	2,312	0	0	0	0	0	671	78	749	70	0	11	81	3,061	81	3,142	0.93	7:15-8:15
7:30-8:30	55	2,137	0	2,192	0	0	0	0	0	656	95	751	70	0	15	85	2,943	85	3,028	0.97	7:30-8:30
7:45-8:45	49	2,128	0	2,177	0	0	0	0	0	663	107	770	83	0	17	100	2,947	100	3,047	0.95	7:45-8:45
8:00-9:00	54	2,161	0	2,215	0	0	0	0	0	626	106	732	94	0	14	108	2,947	108	3,055	0.95	8:00-9:00
8:15-9:15	46	2,033	0	2,079	0	0	0	0	0	627	106	733	105	0	12	117	2,812	117	2,929	0.91	8:15-9:15
8:30-9:30	43	1,959	0	2,002	0	0	0	0	0	622	105	727	107	0	10	117	2,729	117	2,846	0.89	8:30-9:30
8:45-9:45	52	1,768	0	1,820	0	0	0	0	0	591	105	696	112	0	15	127	2,516	127	2,643	0.86	8:45-9:45
9:00-10:00	51	1,509	0	1,560	0	0	0	0	0	603	105	708	115	0	17	132	2,268	132	2,400	0.92	9:00-10:00
9:15-10:15	51	1,411	0	1,462	0	0	0	0	0	576	121	697	117	0	17	134	2,159	134	2,293	0.88	9:15-10:15
9:30-10:30	45	1,271	0	1,316	0	0	0	0	0	602	123	725	128	0	21	149	2,041	149	2,190	0.92	9:30-10:30
9:45-10:45	38	1,168	0	1,206	0	0	0	0	0	616	129	745	139	0	18	157	1,951	157	2,108	0.96	9:45-10:45
10:00-11:00	36	1,137	0	1,173	0	0	0	0	0	624	124	748	133	0	15	148	1,921	148	2,069	0.94	10:00-11:00
10:15-11:15	41	1,130	0	1,171	0	0	0	0	0	631	121	752	131	0	17	148	1,923	148	2,071	0.94	10:15-11:15
10:30-11:30	47	1,141	0	1,188	0	0	0	0	0	649	121	770	128	0	13	141	1,958	141	2,099	0.91	10:30-11:30
10:45-11:45	43	1,115	0	1,158	0	0	0	0	0	678	111	789	119	0	15	134	1,947	134	2,081	0.90	10:45-11:45
11:00-12:00	43	1,146	0	1,189	0	0	0	0	0	708	126	834	130	0	15	145	2,023	145	2,168	0.94	11:00-12:00
11:15-12:15	46	1,105	0	1,151	0	0	0	0	0	763	131	894	131	0	14	145	2,045	145	2,190	0.95	11:15-12:15
11:30-12:30	43	1,119	0	1,162	0	0	0	0	0	782	129	911	144	0	17	161	2,073	161	2,234	0.90	11:30-12:30
11:45-12:45	39	1,144	0	1,183	0	0	0	0	0	819	144	963	146	0	15	161	2,146	161	2,307	0.93	11:45-12:45
12:00-1:00	35	1,100	0	1,135	0	0	0	0	0	887	136	1,023	140	0	16	156	2,158	156	2,314	0.93	12:00-1:00
12:15-1:15	28	1,128	0	1,156	0	0	0	0	0	913	127	1,040	151	0	16	167	2,196	167	2,363	0.95	12:15-1:15
12:30-1:30	27	1,090	0	1,117	0	0	0	0	0	954	139	1,093	136	0	12	148	2,210	148	2,358	0.96	12:30-1:30
12:45-1:45	31	1,085	0	1,116	0	0	0	0	0	984	125	1,109	145	0	10	155	2,225	155	2,380	0.97	12:45-1:45
1:00-2:00	27	1,122	0	1,149	0	0	0	0	0	985	128	1,113	151	0	10	161	2,262	161	2,423	0.98	1:00-2:00
1:15-2:15	21	1,073	0	1,094	0	0	0	0	0	1,010	122	1,132	143	0	8	151	2,226	151	2,377	0.96	1:15-2:15
1:30-2:30	17	1,045	0	1,062	0	0	0	0	0	1,008	117	1,125	134	0	11	145	2,187	145	2,332	0.94	1:30-2:30
1:45-2:45	19	1,084	0	1,103	0	0	0	0	0	1,087	116	1,203	125	0	22	147	2,306	147	2,453	0.86	1:45-2:45
2:00-3:00	21	1,066	0	1,087	0	0	0	0	0	1,137	112	1,249	120	0	27	147	2,336	147	2,483	0.87	2:00-3:00
2:15-3:15	27	1,052	0	1,079	0	0	0	0	0	1,215	121	1,336	115	0	30	145	2,415	145	2,560	0.90	2:15-3:15
2:30-3:30	32	1,052	0	1,084	0	0	0	0	0	1,363	120	1,483	121	0	25	146	2,567	146	2,713	0.94	2:30-3:30
2:45-3:45	26	961	0	987	0	0	0	0	0	1,440	110	1,550	115	0	16	131	2,537	131	2,668	0.92	2:45-3:45
3:00-4:00	28	945	0	973	0	0	0	0	0	1,533	105	1,638	112	0	8	120	2,611	120	2,731	0.94	3:00-4:00
3:15-4:15	27	943	0	970	0	0	0	0	0	1,617	107	1,724	106	0	6	112	2,694	112	2,806	0.97	3:15-4:15
3:30-4:30	22	930	0	952	0	0	0	0	0	1,640	92	1,732	104	0	21	125	2,684	125	2,809	0.97	3:30-4:30
3:45-4:45	21	953	0	974	0	0	0	0	0	1,697	98	1,795	100	0	24	124	2,769	124	2,893	0.96	3:45-4:45
4:00-5:00	17	942	0	959	0	0	0	0	0	1,700	106	1,806	107	0	30	137	2,765	137	2,902	0.96	4:00-5:00
4:15-5:15	14	942	0	956	0	0	0	0	0	1,708	102	1,810	106	0	29	135	2,766	135	2,901	0.96	4:15-5:15
4:30-5:30	18	961	0	979	0	0	0	0	0	1,721	114	1,835	105	0	18	123	2,814	123	2,937	0.96	4:30-5:30
4:45-5:45	18	974	0	992	0	0	0	0	0	1,714	117	1,831	108	0	12	120	2,823	120	2,943	0.97	4:45-5:45
5:00-6:00	19	1,015	0	1,034	0	0	0	0	0	1,686	111	1,797	98	0	11	109	2,831	109	2,940	0.96	5:00-6:00
5:15-6:15	22	1,033	0	1,055	0	0	0	0	0	1,654	106	1,760	100	0	10	110	2,815	110	2,925	0.96	5:15-6:15
5:30-6:30	21	983	0	1,004	0	0	0	0	0	1,607	98	1,705	101	0	7	108	2,709	108	2,817	0.93	5:30-6:30
5:45-6:45	23	962	0	985	0	0	0	0	0	1,537	101	1,638	91	0	7	98	2,623	98	2,721	0.95	5:45-6:45
6:00-7:00	23	898	0	921	0	0	0	0	0	1,547	102	1,649	81	0	4	85	2,570	85	2,655	0.97	6:00-7:00
AM Peak																					**AM Peak**
7:00-8:0(	**47**	**2,305**	**0**	**2,352**	**0**	**0**	**0**	**0**	**0**	**634**	**89**	**723**	**66**	**0**	**8**	**74**	**3,075**	**74**	**3,149**	**0.93**	**7:00-8:0(**
Midd Day																					**Midd Day**
1:00-2:0(	**27**	**1,122**	**0**	**1,149**	**0**	**0**	**0**	**0**	**0**	**985**	**128**	**1,113**	**151**	**0**	**10**	**161**	**2,262**	**161**	**2,423**	**0.98**	**1:00-2:0(**
PM Peak																					**PM Peak**
4:45-5:4(	**18**	**974**	**0**	**992**	**0**	**0**	**0**	**0**	**0**	**1,714**	**117**	**1,831**	**108**	**0**	**12**	**120**	**2,823**	**120**	**2,943**	**0.97**	**4:45-5:4(**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

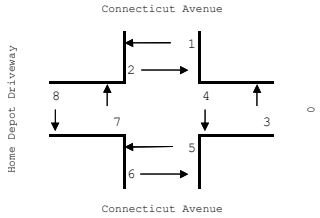
Location: Montgomery County,MD

Intersection: Connecticut Ave. & Home Depot E

Weather: clear

Date: 11/20/2019

Surveyor: Laura



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:00	7:00	0	1	0	0	0	0	3	1	5	1	0	0	4
6:15	7:15	0	1	0	0	0	0	3	2	6	1	0	0	5
6:30	7:30	1	1	0	0	0	0	2	2	6	2	0	0	4
6:45	7:45	1	0	0	0	0	0	1	1	3	1	0	0	2
7:00	8:00	1	0	0	0	0	0	0	1	2	1	0	0	1
7:15	8:15	1	0	0	0	0	0	0	0	1	1	0	0	0
7:30	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	8:45	0	0	0	0	0	0	1	0	1	0	0	0	1
8:00	9:00	0	0	0	0	0	0	2	0	2	0	0	0	2
8:15	9:15	0	1	0	0	0	0	2	0	3	1	0	0	2
8:30	9:30	0	1	0	0	0	0	2	0	3	1	0	0	2
8:45	9:45	0	1	0	0	0	0	2	0	3	1	0	0	2
9:00	10:00	0	1	0	0	0	0	1	0	2	1	0	0	1
9:15	10:15	0	0	0	0	0	0	1	0	1	0	0	0	1
9:30	10:30	0	0	0	0	0	0	1	0	1	0	0	0	1
9:45	10:45	0	0	0	0	0	0	1	0	1	0	0	0	1
10:00	11:00	0	0	0	0	0	0	2	0	2	0	0	0	2
10:15	11:15	0	0	0	0	0	1	2	0	3	0	0	1	2
10:30	11:30	0	0	0	0	1	1	4	1	7	0	0	2	5
10:45	11:45	0	1	0	0	1	1	5	1	9	1	0	2	6
11:00	12:00	1	1	0	0	1	1	4	1	9	2	0	2	5
11:15	12:15	1	1	0	0	1	0	8	1	12	2	0	1	9
11:30	12:30	1	1	0	0	0	0	7	1	10	2	0	0	8
11:45	12:45	1	0	0	0	0	0	6	2	9	1	0	0	8
12:00	13:00	0	0	0	0	0	0	6	2	8	0	0	0	8
12:15	13:15	0	0	0	0	1	0	2	3	6	0	0	1	5
12:30	13:30	0	0	0	0	1	0	2	2	5	0	0	1	4
12:45	13:45	0	1	0	0	1	0	1	1	4	1	0	1	2
13:00	14:00	0	1	0	0	1	0	1	2	5	1	0	1	3
13:15	14:15	1	1	0	0	0	0	2	2	6	2	0	0	4
13:30	14:30	1	1	0	0	0	0	1	3	6	2	0	0	4
13:45	14:45	1	0	0	0	0	0	2	3	6	1	0	0	5
14:00	15:00	1	0	0	0	0	0	2	3	6	1	0	0	5
14:15	15:15	0	0	0	0	0	0	2	2	4	0	0	0	4
14:30	15:30	0	1	0	0	0	0	2	2	5	1	0	0	4
14:45	15:45	1	1	0	0	0	0	1	3	6	2	0	0	4
15:00	16:00	1	1	0	0	0	0	1	2	5	2	0	0	3
15:15	16:15	1	1	0	0	0	0	1	3	6	2	0	0	4
15:30	16:30	1	0	0	0	0	0	2	4	7	1	0	0	6
15:45	16:45	0	0	0	0	0	0	2	4	6	0	0	0	6
16:00	17:00	0	0	0	0	0	0	3	4	7	0	0	0	7
16:15	17:15	0	0	0	0	0	0	2	5	7	0	0	0	7
16:30	17:30	0	0	0	0	0	0	1	3	4	0	0	0	4
16:45	17:45	0	0	0	0	0	0	1	4	5	0	0	0	5
17:00	18:00	0	0	0	0	0	0	0	4	4	0	0	0	4
17:15	18:15	0	0	0	0	0	0	0	2	2	0	0	0	2
17:30	18:30	0	0	0	0	0	0	1	4	5	0	0	0	5
17:45	18:45	0	0	0	0	0	0	1	2	3	0	0	0	3
18:00	19:00	0	0	0	0	0	0	1	3	4	0	0	0	4

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Kaiser Aspen Hill LATR
W & A JOB NO.: 7908
INTERSECTION: Connecticut Ave. & Home Depot Entr.
LOCATION: Montgomery Co.,MD

DATE: 11/20/2019
DAY: Wednesday
WEATHER: clear
COUNTED BY: Laura
INPUTED BY: agan

SOUTHBOUND ROAD: Connecticut Avenue
NORTHBOUND ROAD: Connecticut Avenue
WESTBOUND ROAD: 0
EASTBOUND ROAD: Home Depot Driveway

BIKES

Time Period	Southbound Connecticut Avenue				Westbound 0				Northbound Connecticut Avenue				Eastbound Home Depot Driveway				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
9:30-9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:30-9:45
9:45-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:45-10:00
10:00-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:00-10:15
10:15-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:15-10:30
10:30-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:30-10:45
10:45-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		10:45-11:00
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:00-12:00
11:15-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:15-11:30
11:30-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:30-11:45
11:45-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		11:45-12:00
12:00-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:00-12:15
12:15-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:15-12:30
12:30-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:30-12:45
12:45-1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		12:45-1:00
1:00-1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:00-1:15
1:15-1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:15-1:30
1:30-1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:30-1:45
1:45-2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1:45-2:00
2:00-2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:00-2:15
2:15-2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:15-2:30
2:30-2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:30-2:45
2:45-3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2:45-3:00
3:00-3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:00-3:15
3:15-3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:15-3:30
3:30-3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:30-3:45
3:45-4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		3:45-4:00
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
1 Hour Totals																					
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
6:15-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:15-7:15
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
8:45-9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:45-9:45
9:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	9:00-10:00
9:15-10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	9:15-10:15
9:30-10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	9:30-10:30
9:45-10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	9:45-10:45
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	10:00-11:00
10:15-11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	10:15-11:15
10:30-11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	10:30-11:30
10:45-11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	10:45-11:45
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	11:00-12:00
11:15-12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	11:15-12:15
11:30-12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	11:30-12:30
11:45-12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	11:45-12:45
12:00-1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	12:00-1:00
12:15-1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	12:15-1:15
12:30-1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	12:30-1:30
12:45-1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	12:45-1:45
1:00-2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	1:00-2:00
1:15-2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	1:15-2:15
1:30-2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	1:30-2:30
1:45-2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	1:45-2:45
2:00-3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2:00-3:00
2:15-3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2:15-3:15
2:30-3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2:30-3:30
2:45-3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	2:45-3:45
3:00-4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	3:00-4:00
3:15-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	3:15-4:15
3:30-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	3:30-4:30
3:45-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	3:45-4:45
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
AM Peak 6:00-7:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**AM Peak 6:00-7:00**
Midd Day 6:45-7:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**Midd Day 6:45-7:45**
PM Peak #REF!	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**#REF!**	**PM Peak #REF!**

Wells & Associates,Inc

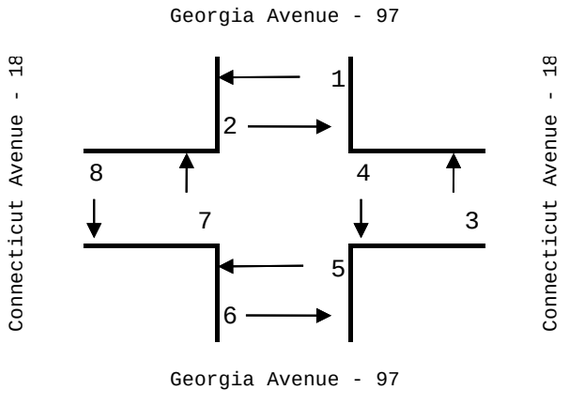
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Connecticut Ave. & Georgia Ave.	WEATHER:	cold	WESTBOUND ROAD:	Connecticut Avenue - 185
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Ali,Meli,Amar & Luz	EASTBOUND ROAD:	Connecticut Avenue - 185
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements: Southbound Georgia Avenue - 97				Westbound Connecticut Avenue - 185				Northbound Georgia Avenue - 97				Eastbound Connecticut Avenue - 185				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	313	210	7	530	14	174	63	251	22	149	10	181	0	30	76	106	711	357	1,068		6:30-6:45
6:45-7:00	337	237	6	580	6	156	69	231	14	131	6	151	1	28	76	105	731	336	1,067		6:45-7:00
7:00-7:15	399	278	12	689	10	147	42	199	11	122	11	144	0	33	77	110	833	309	1,142		7:00-7:15
7:15-7:30	414	315	12	741	10	189	60	259	17	115	11	143	0	35	92	127	884	386	1,270		7:15-7:30
7:30-7:45	412	307	10	729	10	175	70	255	26	167	9	202	0	58	109	167	931	422	1,353		7:30-7:45
7:45-8:00	392	297	3	692	9	150	64	223	35	175	15	225	0	57	97	154	917	377	1,294		7:45-8:00
8:00-8:15	354	316	22	692	8	192	52	252	28	164	10	202	1	59	125	185	894	437	1,331		8:00-8:15
8:15-8:30	366	280	18	664	16	181	82	279	31	153	7	191	3	53	95	151	855	430	1,285		8:15-8:30
8:30-8:45	416	282	14	712	14	174	67	255	30	137	6	173	0	41	104	145	885	400	1,285		8:30-8:45
8:45-9:00	364	267	13	644	13	157	59	229	39	136	4	179	4	59	70	133	823	362	1,185		8:45-9:00
9:00-9:15	307	202	10	519	8	151	97	256	38	132	14	184	0	60	83	143	703	399	1,102		9:00-9:15
9:15-9:30	313	210	9	532	6	145	71	222	46	138	9	193	2	51	82	135	725	357	1,082		9:15-9:30
3 Hour Totals	**4,387**	**3,201**	**136**	**7,724**	**124**	**1,991**	**796**	**2,911**	**337**	**1,719**	**112**	**2,168**	**11**	**564**	**1,086**	**1,661**	**9,892**	**4,572**	**14,464**		
1 Hour Totals																					
6:30-7:30	1,463	1,040	37	2,540	40	666	234	940	64	517	38	619	1	126	321	448	3,159	1,388	4,547	0.90	6:30-7:30
6:45-7:45	1,562	1,137	40	2,739	36	667	241	944	68	535	37	640	1	154	354	509	3,379	1,453	4,832	0.89	6:45-7:45
7:00-8:00	1,617	1,197	37	2,851	39	661	236	936	89	579	46	714	0	183	375	558	3,565	1,494	5,059	0.93	7:00-8:00
7:15-8:15	1,572	1,235	47	2,854	37	706	246	989	106	621	45	772	1	209	423	633	3,626	1,622	5,248	0.97	7:15-8:15
7:30-8:30	1,524	1,200	53	2,777	43	698	268	1,009	120	659	41	820	4	227	426	657	3,597	1,666	5,263	0.97	7:30-8:30
7:45-8:45	1,528	1,175	57	2,760	47	697	265	1,009	124	629	38	791	4	210	421	635	3,551	1,644	5,195	0.98	7:45-8:45
8:00-9:00	1,500	1,145	67	2,712	51	704	260	1,015	128	590	27	745	8	212	394	614	3,457	1,629	5,086	0.96	8:00-9:00
8:15-9:15	1,453	1,031	55	2,539	51	663	305	1,019	138	558	31	727	7	213	352	572	3,266	1,591	4,857	0.94	8:15-9:15
8:30-9:30	1,400	961	46	2,407	41	627	294	962	153	543	33	729	6	211	339	556	3,136	1,518	4,654	0.91	8:30-9:30
AM Peak 7:30-8:30	**1,524**	**1,200**	**53**	**2,777**	**43**	**698**	**268**	**1,009**	**120**	**659**	**41**	**820**	**4**	**227**	**426**	**657**	**3,597**	**1,666**	**5,263**	**0.97**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	133	182	20	335	28	122	67	217	118	206	4	328	0	113	247	360	663	577	1,240		4:00-4:15
4:15-4:30	153	188	16	357	21	82	53	156	102	257	10	369	1	141	296	438	726	594	1,320		4:15-4:30
4:30-4:45	149	243	30	422	22	93	70	185	101	278	5	384	0	109	275	384	806	569	1,375		4:30-4:45
4:45-5:00	154	222	29	405	20	84	47	151	92	230	3	325	3	101	278	382	730	533	1,263		4:45-5:00
5:00-5:15	130	214	18	362	18	94	71	183	107	241	1	349	0	113	306	419	711	602	1,313		5:00-5:15
5:15-5:30	181	233	13	427	18	94	66	178	94	235	5	334	6	108	288	402	761	580	1,341		5:15-5:30
5:30-5:45	147	275	24	446	17	99	55	171	114	226	5	345	4	115	273	392	791	563	1,354		5:30-5:45
5:45-6:00	154	260	18	432	17	100	54	171	89	280	6	375	4	105	255	364	807	535	1,342		5:45-6:00
6:00-6:15	145	223	25	393	14	78	64	156	101	269	4	374	1	107	219	327	767	483	1,250		6:00-6:15
6:15-6:30	162	229	14	405	10	93	56	159	81	241	2	324	1	118	216	335	729	494	1,223		6:15-6:30
6:30-6:45	125	192	19	336	18	94	54	166	82	228	3	313	5	109	185	299	649	465	1,114		6:30-6:45
6:45-7:00	119	193	23	335	19	90	55	164	95	226	3	324	6	103	203	312	659	476	1,135		6:45-7:00
3 Hour Totals	**1,752**	**2,654**	**249**	**4,655**	**222**	**1,123**	**712**	**2,057**	**1,176**	**2,917**	**51**	**4,144**	**31**	**1,342**	**3,041**	**4,414**	**8,799**	**6,471**	**15,270**		
1 Hour Totals																					
4:00-5:00	589	835	95	1,519	91	381	237	709	413	971	22	1,406	4	464	1,096	1,564	2,925	2,273	5,198	0.95	4:00-5:00
4:15-5:15	586	867	93	1,546	81	353	241	675	402	1,006	19	1,427	4	464	1,155	1,623	2,973	2,298	5,271	0.96	4:15-5:15
4:30-5:30	614	912	90	1,616	78	365	254	697	394	984	14	1,392	9	431	1,147	1,587	3,008	2,284	5,292	0.96	4:30-5:30
4:45-5:45	612	944	84	1,640	73	371	239	683	407	932	14	1,353	13	437	1,145	1,595	2,993	2,278	5,271	0.97	4:45-5:45
5:00-6:00	612	982	73	1,667	70	387	246	703	404	982	17	1,403	14	441	1,122	1,577	3,070	2,280	5,350	0.99	5:00-6:00
5:15-6:15	627	991	80	1,698	66	371	239	676	398	1,010	20	1,428	15	435	1,035	1,485	3,126	2,161	5,287	0.98	5:15-6:15
5:30-6:30	608	987	81	1,676	58	370	229	657	385	1,016	17	1,418	10	445	963	1,418	3,094	2,075	5,169	0.95	5:30-6:30
5:45-6:45	586	904	76	1,566	59	365	228	652	353	1,018	15	1,386	11	439	875	1,325	2,952	1,977	4,929	0.92	5:45-6:45
6:00-7:00	551	837	81	1,469	61	355	229	645	359	964	12	1,335	13	437	823	1,273	2,804	1,918	4,722	0.94	6:00-7:00
PM Peak 5:00-6:00	**612**	**982**	**73**	**1,667**	**70**	**387**	**246**	**703**	**404**	**982**	**17**	**1,403**	**14**	**441**	**1,122**	**1,577**	**3,070**	**2,280**	**5,350**	**0.99**	**PM Peak 5:00-6:00**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	7908
Location:	Montgomery Co.,MD
Intersection:	Connecticut Ave. & Georgia Ave.
Weather:	cold
Date:	11/19/2019
Surveyor:	Ali,Meli,Amar & Luz



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	5	2	1	1	2	4	4	2	21	7	2	6	6
6:45	7:45	5	2	1	1	2	4	3	1	19	7	2	6	4
7:00	8:00	4	0	2	1	2	7	3	0	19	4	3	9	3
7:15	8:15	2	0	2	1	0	5	2	0	12	2	3	5	2
7:30	8:30	2	0	1	0	0	4	1	0	8	2	1	4	1
7:45	8:45	2	0	2	0	0	5	1	1	11	2	2	5	2
8:00	9:00	4	0	1	0	0	2	1	2	10	4	1	2	3
8:15	9:15	5	1	2	0	1	1	1	3	14	6	2	2	4
8:30	9:30	4	1	2	1	1	1	0	3	13	5	3	2	3
PM PEAK														
16:00	17:00	2	4	1	1	1	2	0	0	11	6	2	3	0
16:15	17:15	3	3	1	1	0	2	0	0	10	6	2	2	0
16:30	17:30	3	2	1	0	3	1	0	0	10	5	1	4	0
16:45	17:45	2	3	1	0	3	2	0	0	11	5	1	5	0
17:00	18:00	1	2	0	0	5	2	0	0	10	3	0	7	0
17:15	18:15	1	2	1	0	5	2	0	0	11	3	1	7	0
17:30	18:30	1	2	1	0	2	3	0	0	9	3	1	5	0
17:45	18:45	1	0	2	0	2	1	0	1	7	1	2	3	1
18:00	19:00	1	0	2	0	0	2	0	1	6	1	2	2	1

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Connecticut Ave. & Georgia Ave.	WEATHER:	cold	WESTBOUND ROAD:	Connecticut Avenue - 185
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Ali,Meli,Amar & Luz	EASTBOUND ROAD:	Connecticut Avenue - 185
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Connecticut Avenue - 185				Northbound Georgia Avenue - 97				Eastbound Connecticut Avenue - 185								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		8:15-8:30
8:30-8:45	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	2		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		9:00-9:15
9:15-9:30	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**1**	**0**	**1**	**1**	**1**	**0**	**2**	**1**	**6**	**7**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	7:30-8:30
7:45-8:45	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	1	2	3	0.38	7:45-8:45
8:00-9:00	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	1	2	3	0.38	8:00-9:00
8:15-9:15	0	0	0	0	0	2	0	2	0	1	0	1	0	1	0	1	1	3	4	0.50	8:15-9:15
8:30-9:30	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	0	5	5	0.63	8:30-9:30
AM Peak 8:30-9:30	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**5**	**5**	**0.63**	**AM Peak 8:30-9:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**4**	**0**	**5**	**5**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	2	2	0.50	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2	0.50	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	3	3	0.75	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	3	3	0.75	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2	0.50	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	2	0.50	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:00-7:00
PM Peak 4:45-5:45	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**3**	**0**	**3**	**3**	**0.75**	**PM Peak 4:45-5:45**

Wells & Associates,Inc

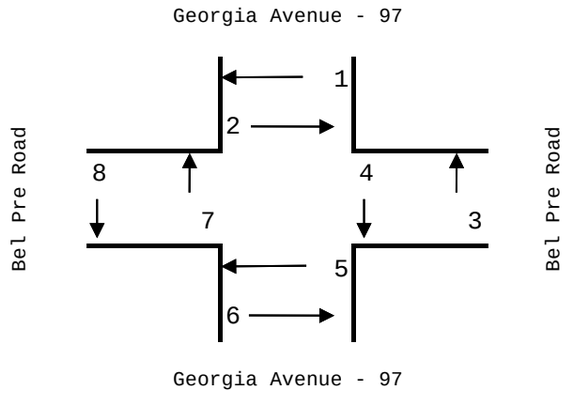
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Bel Pre Rd.	WEATHER:	cold	WESTBOUND ROAD:	Bel Pre Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Matt,Muha & Teuta	EASTBOUND ROAD:	Bel Pre Road
		INPUTED BY:	agan	TOTAL VEHICLES	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Bel Pre Road				Northbound Georgia Avenue - 97				Eastbound Bel Pre Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	5	392	12	409	42	62	55	159	13	140	30	183	31	21	46	98	592	257	849		6:30-6:45
6:45-7:00	13	449	18	480	38	57	43	138	16	167	39	222	44	30	40	114	702	252	954		6:45-7:00
7:00-7:15	16	531	20	567	50	86	79	215	10	163	50	223	72	62	79	213	790	428	1,218		7:00-7:15
7:15-7:30	46	558	20	624	58	92	81	231	9	136	11	156	51	45	45	141	780	372	1,152		7:15-7:30
7:30-7:45	29	543	27	599	77	124	87	288	13	227	40	280	62	50	40	152	879	440	1,319		7:30-7:45
7:45-8:00	31	525	35	591	70	118	86	274	28	206	30	264	70	79	32	181	855	455	1,310		7:45-8:00
8:00-8:15	26	525	38	589	51	107	84	242	25	247	38	310	89	104	110	303	899	545	1,444		8:00-8:15
8:15-8:30	33	481	42	556	44	89	62	195	11	216	32	259	134	104	121	359	815	554	1,369		8:15-8:30
8:30-8:45	15	460	41	516	54	118	76	248	15	209	36	260	107	101	58	266	776	514	1,290		8:30-8:45
8:45-9:00	34	518	33	585	60	109	59	228	25	177	17	219	107	92	37	236	804	464	1,268		8:45-9:00
9:00-9:15	20	454	37	511	49	88	34	171	26	185	43	254	104	116	58	278	765	449	1,214		9:00-9:15
9:15-9:30	27	408	41	476	29	68	26	123	14	191	28	233	103	63	37	203	709	326	1,035		9:15-9:30
3 Hour Totals	**295**	**5,844**	**364**	**6,503**	**622**	**1,118**	**772**	**2,512**	**205**	**2,264**	**394**	**2,863**	**974**	**867**	**703**	**2,544**	**9,366**	**5,056**	**14,422**		
1 Hour Totals																					
6:30-7:30	80	1,930	70	2,080	188	297	258	743	48	606	130	784	198	158	210	566	2,864	1,309	4,173	0.86	6:30-7:30
6:45-7:45	104	2,081	85	2,270	223	359	290	872	48	693	140	881	229	187	204	620	3,151	1,492	4,643	0.88	6:45-7:45
7:00-8:00	122	2,157	102	2,381	255	420	333	1,008	60	732	131	923	255	236	196	687	3,304	1,695	4,999	0.95	7:00-8:00
7:15-8:15	132	2,151	120	2,403	256	441	338	1,035	75	816	119	1,010	272	278	227	777	3,413	1,812	5,225	0.90	7:15-8:15
7:30-8:30	119	2,074	142	2,335	242	438	319	999	77	896	140	1,113	355	337	303	995	3,448	1,994	5,442	0.94	7:30-8:30
7:45-8:45	105	1,991	156	2,252	219	432	308	959	79	878	136	1,093	400	388	321	1,109	3,345	2,068	5,413	0.94	7:45-8:45
8:00-9:00	108	1,984	154	2,246	209	423	281	913	76	849	123	1,048	437	401	326	1,164	3,294	2,077	5,371	0.93	8:00-9:00
8:15-9:15	102	1,913	153	2,168	207	404	231	842	77	787	128	992	452	413	274	1,139	3,160	1,981	5,141	0.94	8:15-9:15
8:30-9:30	96	1,840	152	2,088	192	383	195	770	80	762	124	966	421	372	190	983	3,054	1,753	4,807	0.93	8:30-9:30
AM Peak 7:30-8:30	**119**	**2,074**	**142**	**2,335**	**242**	**438**	**319**	**999**	**77**	**896**	**140**	**1,113**	**355**	**337**	**303**	**995**	**3,448**	**1,994**	**5,442**	**0.94**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	30	245	51	326	58	56	21	135	32	352	30	414	31	66	34	131	740	266	1,006		4:00-4:15
4:15-4:30	30	235	60	325	49	67	42	158	39	454	39	532	49	127	39	215	857	373	1,230		4:15-4:30
4:30-4:45	29	251	59	339	51	55	30	136	46	514	35	595	48	107	75	230	934	366	1,300		4:30-4:45
4:45-5:00	38	277	69	384	36	40	30	106	48	429	25	502	65	103	66	234	886	340	1,226		4:45-5:00
5:00-5:15	27	230	65	322	57	56	34	147	31	443	51	525	70	112	81	263	847	410	1,257		5:00-5:15
5:15-5:30	33	285	60	378	54	36	35	125	46	483	38	567	65	121	57	243	945	368	1,313		5:15-5:30
5:30-5:45	11	292	62	365	52	51	36	139	33	395	33	461	36	146	39	221	826	360	1,186		5:30-5:45
5:45-6:00	23	280	76	379	43	50	39	132	47	465	19	531	78	130	82	290	910	422	1,332		5:45-6:00
6:00-6:15	24	243	61	328	29	62	31	122	41	424	32	497	41	105	63	209	825	331	1,156		6:00-6:15
6:15-6:30	17	208	45	270	47	47	32	126	36	431	17	484	47	115	31	193	754	319	1,073		6:15-6:30
6:30-6:45	23	192	43	258	39	48	34	121	29	386	3	418	34	120	53	207	676	328	1,004		6:30-6:45
6:45-7:00	14	186	54	254	38	40	23	101	32	371	11	414	71	90	34	195	668	296	964		6:45-7:00
3 Hour Totals	**299**	**2,924**	**705**	**3,928**	**553**	**608**	**387**	**1,548**	**460**	**5,147**	**333**	**5,940**	**635**	**1,342**	**654**	**2,631**	**9,868**	**4,179**	**14,047**		
1 Hour Totals																					
4:00-5:00	127	1,008	239	1,374	194	218	123	535	165	1,749	129	2,043	193	403	214	810	3,417	1,345	4,762	0.92	4:00-5:00
4:15-5:15	124	993	253	1,370	193	218	136	547	164	1,840	150	2,154	232	449	261	942	3,524	1,489	5,013	0.96	4:15-5:15
4:30-5:30	127	1,043	253	1,423	198	187	129	514	171	1,869	149	2,189	248	443	279	970	3,612	1,484	5,096	0.97	4:30-5:30
4:45-5:45	109	1,084	256	1,449	199	183	135	517	158	1,750	147	2,055	236	482	243	961	3,504	1,478	4,982	0.95	4:45-5:45
5:00-6:00	94	1,087	263	1,444	206	193	144	543	157	1,786	141	2,084	249	509	259	1,017	3,528	1,560	5,088	0.95	5:00-6:00
5:15-6:15	91	1,100	259	1,450	178	199	141	518	167	1,767	122	2,056	220	502	241	963	3,506	1,481	4,987	0.94	5:15-6:15
5:30-6:30	75	1,023	244	1,342	171	210	138	519	157	1,715	101	1,973	202	496	215	913	3,315	1,432	4,747	0.89	5:30-6:30
5:45-6:45	87	923	225	1,235	158	207	136	501	153	1,706	71	1,930	200	470	229	899	3,165	1,400	4,565	0.86	5:45-6:45
6:00-7:00	78	829	203	1,110	153	197	120	470	138	1,612	63	1,813	193	430	181	804	2,923	1,274	4,197	0.91	6:00-7:00
PM Peak 4:30-5:30	**127**	**1,043**	**253**	**1,423**	**198**	**187**	**129**	**514**	**171**	**1,869**	**149**	**2,189**	**248**	**443**	**279**	**970**	**3,612**	**1,484**	**5,096**	**0.97**	**PM Peak 4:30-5:30**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	7908
Location:	Montgomery Co.,MD
Intersection:	Georgia Ave. & Bel Pre Rd.
Weather:	cold
Date:	11/19/2019
Surveyor:	Matt,Muha & Teuta



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	0	0	4	0	9	1	0	0	14	0	4	10	0
6:45	7:45	0	0	4	0	10	0	0	0	14	0	4	10	0
7:00	8:00	0	0	4	0	9	0	0	0	13	0	4	9	0
7:15	8:15	0	0	4	1	8	0	0	0	13	0	5	8	0
7:30	8:30	1	0	2	1	4	0	0	0	8	1	3	4	0
7:45	8:45	1	0	2	1	4	1	0	0	9	1	3	5	0
8:00	9:00	1	0	1	2	4	1	0	0	9	1	3	5	0
8:15	9:15	1	0	1	1	4	1	0	0	8	1	2	5	0
8:30	9:30	0	0	1	3	5	1	0	0	10	0	4	6	0
PM PEAK														
16:00	17:00	1	0	1	2	6	1	1	0	12	1	3	7	1
16:15	17:15	1	0	1	1	7	3	1	0	14	1	2	10	1
16:30	17:30	1	0	0	0	6	5	0	0	12	1	0	11	0
16:45	17:45	2	0	0	1	3	4	0	0	10	2	1	7	0
17:00	18:00	2	0	0	2	3	8	0	0	15	2	2	11	0
17:15	18:15	2	0	0	3	0	6	0	0	11	2	3	6	0
17:30	18:30	1	0	0	3	1	4	0	0	9	1	3	5	0
17:45	18:45	0	0	0	2	1	4	0	0	7	0	2	5	0
18:00	19:00	0	1	0	2	1	0	0	0	4	1	2	1	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Bel Pre Rd.	WEATHER:	cold	WESTBOUND ROAD:	Bel Pre Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Matt,Muha & Teuta	EASTBOUND ROAD:	Bel Pre Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Bel Pre Road				Northbound Georgia Avenue - 97				Eastbound Bel Pre Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
AM Peak 6:30-7:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**AM Peak 6:30-7:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**PM Peak 4:00-5:00**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Bel Pre Rd.	WEATHER:	cold	WESTBOUND ROAD:	Bel Pre Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Laura	EASTBOUND ROAD:	Bel Pre Road
		INPUTED BY:	agan		

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Connecticut Avenue - 185				Westbound Bel Pre Road				Northbound Connecticut Avenue - 185				Eastbound Bel Pre Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	3	21	1	25	4	79	95	178	46	3	8	57	14	60	2	76	82	254	336		6:30-6:45
6:45-7:00	2	25	7	34	6	105	118	229	35	3	12	50	19	52	2	73	84	302	386		6:45-7:00
7:00-7:15	7	14	14	35	10	143	122	275	66	4	12	82	12	78	2	92	117	367	484		7:00-7:15
7:15-7:30	3	20	10	33	3	166	147	316	52	6	9	67	14	78	0	92	100	408	508		7:15-7:30
7:30-7:45	3	24	7	34	11	202	118	331	60	7	15	82	11	87	3	101	116	432	548		7:30-7:45
7:45-8:00	3	17	7	27	22	209	116	347	63	15	11	89	10	116	1	127	116	474	590		7:45-8:00
8:00-8:15	0	29	12	41	13	158	167	338	80	11	11	102	11	96	3	110	143	448	591		8:00-8:15
8:15-8:30	5	32	9	46	11	168	144	323	75	10	2	87	13	100	2	115	133	438	571		8:15-8:30
8:30-8:45	4	35	13	52	20	177	134	331	54	11	16	81	10	102	6	118	133	449	582		8:30-8:45
8:45-9:00	5	30	13	48	20	173	136	329	72	13	14	99	8	111	4	123	147	452	599		8:45-9:00
9:00-9:15	3	30	13	46	16	134	135	285	60	8	6	74	12	84	5	101	120	386	506		9:00-9:15
9:15-9:30	1	28	17	46	16	104	123	243	67	16	9	92	9	105	3	117	138	360	498		9:15-9:30
3 Hour Totals	**39**	**305**	**123**	**467**	**152**	**1,818**	**1,555**	**3,525**	**730**	**107**	**125**	**962**	**143**	**1,069**	**33**	**1,245**	**1,429**	**4,770**	**6,199**		
1 Hour Totals																					
6:30-7:30	15	80	32	127	23	493	482	998	199	16	41	256	59	268	6	333	383	1,331	1,714	0.84	6:30-7:30
6:45-7:45	15	83	38	136	30	616	505	1,151	213	20	48	281	56	295	7	358	417	1,509	1,926	0.88	6:45-7:45
7:00-8:00	16	75	38	129	46	720	503	1,269	241	32	47	320	47	359	6	412	449	1,681	2,130	0.90	7:00-8:00
7:15-8:15	9	90	36	135	49	735	548	1,332	255	39	46	340	46	377	7	430	475	1,762	2,237	0.95	7:15-8:15
7:30-8:30	11	102	35	148	57	737	545	1,339	278	43	39	360	45	399	9	453	508	1,792	2,300	0.97	7:30-8:30
7:45-8:45	12	113	41	166	66	712	561	1,339	272	47	40	359	44	414	12	470	525	1,809	2,334	0.99	7:45-8:45
8:00-9:00	14	126	47	187	64	676	581	1,321	281	45	43	369	42	409	15	466	556	1,787	2,343	0.98	8:00-9:00
8:15-9:15	17	127	48	192	67	652	549	1,268	261	42	38	341	43	397	17	457	533	1,725	2,258	0.94	8:15-9:15
8:30-9:30	13	123	56	192	72	588	528	1,188	253	48	45	346	39	402	18	459	538	1,647	2,185	0.91	8:30-9:30
AM Peak 8:00-9:00	**14**	**126**	**47**	**187**	**64**	**676**	**581**	**1,321**	**281**	**45**	**43**	**369**	**42**	**409**	**15**	**466**	**556**	**1,787**	**2,343**	**0.98**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	5	21	19	45	12	133	86	231	153	45	13	211	21	107	1	129	256	360	616		4:00-4:15
4:15-4:30	6	13	14	33	19	140	78	237	151	40	12	203	17	168	4	189	236	426	662		4:15-4:30
4:30-4:45	4	14	15	33	15	102	101	218	150	34	13	197	16	150	8	174	230	392	622		4:30-4:45
4:45-5:00	3	13	7	23	20	93	86	199	146	32	8	186	16	167	10	193	209	392	601		4:45-5:00
5:00-5:15	5	27	25	57	16	113	98	227	138	48	11	197	17	143	6	166	254	393	647		5:00-5:15
5:15-5:30	4	22	11	37	9	123	105	237	151	27	10	188	26	177	2	205	225	442	667		5:15-5:30
5:30-5:45	3	23	7	33	10	116	97	223	132	31	12	175	14	157	3	174	208	397	605		5:30-5:45
5:45-6:00	0	7	5	12	13	128	92	233	146	21	14	181	21	189	0	210	193	443	636		5:45-6:00
6:00-6:15	4	18	11	33	12	95	94	201	147	27	11	185	14	126	2	142	218	343	561		6:00-6:15
6:15-6:30	4	22	14	40	11	97	88	196	129	14	8	151	18	161	0	179	191	375	566		6:15-6:30
6:30-6:45	1	10	11	22	19	101	93	213	130	21	19	170	15	109	1	125	192	338	530		6:30-6:45
6:45-7:00	0	9	5	14	18	70	66	154	82	18	13	113	16	105	7	128	127	282	409		6:45-7:00
3 Hour Totals	**39**	**199**	**144**	**382**	**174**	**1,311**	**1,084**	**2,569**	**1,655**	**358**	**144**	**2,157**	**211**	**1,759**	**44**	**2,014**	**2,539**	**4,583**	**7,122**		
1 Hour Totals																					
4:00-5:00	18	61	55	134	66	468	351	885	600	151	46	797	70	592	23	685	931	1,570	2,501	0.94	4:00-5:00
4:15-5:15	18	67	61	146	70	448	363	881	585	154	44	783	66	628	28	722	929	1,603	2,532	0.96	4:15-5:15
4:30-5:30	16	76	58	150	60	431	390	881	585	141	42	768	75	637	26	738	918	1,619	2,537	0.95	4:30-5:30
4:45-5:45	15	85	50	150	55	445	386	886	567	138	41	746	73	644	21	738	896	1,624	2,520	0.94	4:45-5:45
5:00-6:00	12	79	48	139	48	480	392	920	567	127	47	741	78	666	11	755	880	1,675	2,555	0.96	5:00-6:00
5:15-6:15	11	70	34	115	44	462	388	894	576	106	47	729	75	649	7	731	844	1,625	2,469	0.93	5:15-6:15
5:30-6:30	11	70	37	118	46	436	371	853	554	93	45	692	67	633	5	705	810	1,558	2,368	0.93	5:30-6:30
5:45-6:45	9	57	41	107	55	421	367	843	552	83	52	687	68	585	3	656	794	1,499	2,293	0.90	5:45-6:45
6:00-7:00	9	59	41	109	60	363	341	764	488	80	51	619	63	501	10	574	728	1,338	2,066	0.91	6:00-7:00
PM Peak 5:00-6:00	**12**	**79**	**48**	**139**	**48**	**480**	**392**	**920**	**567**	**127**	**47**	**741**	**78**	**666**	**11**	**755**	**880**	**1,675**	**2,555**	**0.96**	**PM Peak 5:00-6:00**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

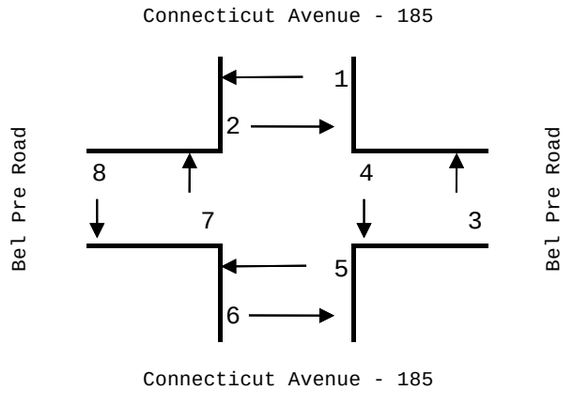
Location: Montgomery Co.,MD

Intersection: Connecticut Ave. & Bel Pre Rd.

Weather: cold

Date: 11/19/2019

Surveyor: Laura



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	0	0	4	0	7	1	0	3	15	0	4	8	3
6:45	7:45	0	0	2	0	8	1	0	0	11	0	2	9	0
7:00	8:00	0	1	2	0	7	1	1	0	12	1	2	8	1
7:15	8:15	0	1	2	0	8	2	1	0	14	1	2	10	1
7:30	8:30	0	1	0	0	4	2	1	0	8	1	0	6	1
7:45	8:45	0	1	0	0	3	2	3	0	9	1	0	5	3
8:00	9:00	0	0	2	0	2	2	2	0	8	0	2	4	2
8:15	9:15	0	0	3	0	1	1	2	0	7	0	3	2	2
8:30	9:30	0	0	6	0	3	0	2	0	11	0	6	3	2
PM PEAK														
16:00	17:00	6	2	0	6	1	5	1	9	30	8	6	6	10
16:15	17:15	4	1	2	6	1	4	2	7	27	5	8	5	9
16:30	17:30	4	1	2	6	1	4	2	4	24	5	8	5	6
16:45	17:45	2	1	2	2	1	0	1	0	9	3	4	1	1
17:00	18:00	0	0	2	0	1	0	1	0	4	0	2	1	1
17:15	18:15	0	0	0	3	1	0	0	0	4	0	3	1	0
17:30	18:30	0	0	0	3	0	0	0	0	3	0	3	0	0
17:45	18:45	1	0	0	3	0	0	0	1	5	1	3	0	1
18:00	19:00	1	0	0	3	0	0	0	1	5	1	3	0	1

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Connecticut Avenue - 185
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Connecticut Avenue - 185
INTERSECTION:	Connecticut Ave. & Bel Pre Rd.	WEATHER:	cold	WESTBOUND ROAD:	Bel Pre Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Laura	EASTBOUND ROAD:	Bel Pre Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Connecticut Avenue - 185				Westbound Bel Pre Road				Northbound Connecticut Avenue - 185				Eastbound Bel Pre Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	8:30-9:30
AM Peak 6:30-7:30	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**0.25**	**AM Peak 6:30-7:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**PM Peak 4:00-5:00**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Heathfield Rd.	WEATHER:	cold	WESTBOUND ROAD:	Postgate Terrace
LOCATION:	Montgomery Co.,MD	COUNTED BY:	James,Halid & Rami	EASTBOUND ROAD:	Heathfield Road
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements: Southbound Georgia Avenue - 97				Westbound Postgate Terrace				Northbound Georgia Avenue - 97				Eastbound Heathfield Road				North & South	East & West	Total	PHF	Time Period
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	6	479	2	487	6	0	22	28	4	157	19	180	19	0	6	25	667	53	720		6:30-6:45
6:45-7:00	7	502	4	513	1	5	14	20	4	178	12	194	28	1	5	34	707	54	761		6:45-7:00
7:00-7:15	17	612	5	634	4	5	17	26	4	203	18	225	23	0	4	27	859	53	912		7:00-7:15
7:15-7:30	15	636	0	651	2	3	20	25	4	174	9	187	23	0	7	30	838	55	893		7:15-7:30
7:30-7:45	25	653	3	681	0	3	14	17	2	250	31	283	12	2	11	25	964	42	1,006		7:30-7:45
7:45-8:00	25	625	4	654	1	5	20	26	8	241	30	279	32	2	6	40	933	66	999		7:45-8:00
8:00-8:15	20	622	4	646	2	5	13	20	7	257	35	299	42	3	18	63	945	83	1,028		8:00-8:15
8:15-8:30	14	575	5	594	1	0	14	15	7	214	27	248	33	2	9	44	842	59	901		8:15-8:30
8:30-8:45	12	625	4	641	3	3	21	27	4	214	29	247	31	0	2	33	888	60	948		8:30-8:45
8:45-9:00	14	606	4	624	0	3	11	14	5	199	34	238	31	1	14	46	862	60	922		8:45-9:00
9:00-9:15	7	532	3	542	1	1	11	13	5	213	18	236	15	1	12	28	778	41	819		9:00-9:15
9:15-9:30	2	521	5	528	2	2	9	13	9	202	20	231	34	1	3	38	759	51	810		9:15-9:30
3 Hour Totals	**164**	**6,988**	**43**	**7,195**	**23**	**35**	**186**	**244**	**63**	**2,502**	**282**	**2,847**	**323**	**13**	**97**	**433**	**10,042**	**677**	**10,719**		
1 Hour Totals																					
6:30-7:30	45	2,229	11	2,285	13	13	73	99	16	712	58	786	93	1	22	116	3,071	215	3,286	0.90	6:30-7:30
6:45-7:45	64	2,403	12	2,479	7	16	65	88	14	805	70	889	86	3	27	116	3,368	204	3,572	0.89	6:45-7:45
7:00-8:00	82	2,526	12	2,620	7	16	71	94	18	868	88	974	90	4	28	122	3,594	216	3,810	0.95	7:00-8:00
7:15-8:15	85	2,536	11	2,632	5	16	67	88	21	922	105	1,048	109	7	42	158	3,680	246	3,926	0.95	7:15-8:15
7:30-8:30	84	2,475	16	2,575	4	13	61	78	24	962	123	1,109	119	9	44	172	3,684	250	3,934	0.96	7:30-8:30
7:45-8:45	71	2,447	17	2,535	7	13	68	88	26	926	121	1,073	138	7	35	180	3,608	268	3,876	0.94	7:45-8:45
8:00-9:00	60	2,428	17	2,505	6	11	59	76	23	884	125	1,032	137	6	43	186	3,537	262	3,799	0.92	8:00-9:00
8:15-9:15	47	2,338	16	2,401	5	7	57	69	21	840	108	969	110	4	37	151	3,370	220	3,590	0.95	8:15-9:15
8:30-9:30	35	2,284	16	2,335	6	9	52	67	23	828	101	952	111	3	31	145	3,287	212	3,499	0.92	8:30-9:30
AM Peak 7:30-8:30	**84**	**2,475**	**16**	**2,575**	**4**	**13**	**61**	**78**	**24**	**962**	**123**	**1,109**	**119**	**9**	**44**	**172**	**3,684**	**250**	**3,934**	**0.96**	**AM Peak 7:30-8:30**
PM																					
4:00-4:15	1	292	7	300	1	0	10	11	16	439	27	482	20	1	8	29	782	40	822		4:00-4:15
4:15-4:30	11	307	8	326	0	0	3	3	19	532	48	599	34	1	15	50	925	53	978		4:15-4:30
4:30-4:45	9	334	12	355	0	0	0	0	18	525	35	578	41	0	25	66	933	66	999		4:30-4:45
4:45-5:00	9	357	6	372	0	0	1	1	11	512	35	558	36	0	12	48	930	49	979		4:45-5:00
5:00-5:15	5	327	7	339	2	0	6	8	11	522	36	569	23	3	10	36	908	44	952		5:00-5:15
5:15-5:30	19	329	10	358	1	1	3	5	9	519	43	571	17	1	14	32	929	37	966		5:15-5:30
5:30-5:45	15	370	5	390	1	0	9	10	19	444	38	501	36	0	18	54	891	64	955		5:30-5:45
5:45-6:00	8	334	9	351	4	0	9	13	19	521	39	579	36	2	13	51	930	64	994		5:45-6:00
6:00-6:15	9	326	10	345	0	0	12	12	19	480	37	536	22	0	9	31	881	43	924		6:00-6:15
6:15-6:30	12	323	13	348	3	2	9	14	10	495	34	539	21	6	7	34	887	48	935		6:15-6:30
6:30-6:45	4	255	3	262	0	0	4	4	8	404	40	452	25	0	3	28	714	32	746		6:30-6:45
6:45-7:00	4	284	15	303	6	0	9	15	18	461	28	507	18	2	3	23	810	38	848		6:45-7:00
3 Hour Totals	**106**	**3,838**	**105**	**4,049**	**18**	**3**	**75**	**96**	**177**	**5,854**	**440**	**6,471**	**329**	**16**	**137**	**482**	**10,520**	**578**	**11,098**		
1 Hour Totals																					
4:00-5:00	30	1,290	33	1,353	1	0	14	15	64	2,008	145	2,217	131	2	60	193	3,570	208	3,778	0.95	4:00-5:00
4:15-5:15	34	1,325	33	1,392	2	0	10	12	59	2,091	154	2,304	134	4	62	200	3,696	212	3,908	0.98	4:15-5:15
4:30-5:30	42	1,347	35	1,424	3	1	10	14	49	2,078	149	2,276	117	4	61	182	3,700	196	3,896	0.97	4:30-5:30
4:45-5:45	48	1,383	28	1,459	4	1	19	24	50	1,997	152	2,199	112	4	54	170	3,658	194	3,852	0.98	4:45-5:45
5:00-6:00	47	1,360	31	1,438	8	1	27	36	58	2,006	156	2,220	112	6	55	173	3,658	209	3,867	0.97	5:00-6:00
5:15-6:15	51	1,359	34	1,444	6	1	33	40	66	1,964	157	2,187	111	3	54	168	3,631	208	3,839	0.97	5:15-6:15
5:30-6:30	44	1,353	37	1,434	8	2	39	49	67	1,940	148	2,155	115	8	47	170	3,589	219	3,808	0.96	5:30-6:30
5:45-6:45	33	1,238	35	1,306	7	2	34	43	56	1,900	150	2,106	104	8	32	144	3,412	187	3,599	0.91	5:45-6:45
6:00-7:00	29	1,188	41	1,258	9	2	34	45	55	1,840	139	2,034	86	8	22	116	3,292	161	3,453	0.92	6:00-7:00
PM Peak 4:15-5:15	**34**	**1,325**	**33**	**1,392**	**2**	**0**	**10**	**12**	**59**	**2,091**	**154**	**2,304**	**134**	**4**	**62**	**200**	**3,696**	**212**	**3,908**	**0.98**	**PM Peak 4:15-5:15**

Project Name: Kaiser Aspen Hill LATR

Project Number: 7908

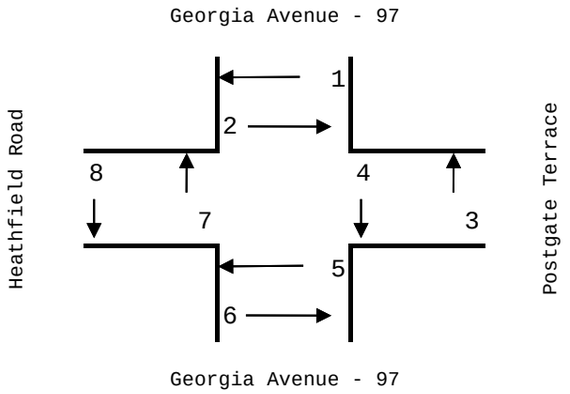
Location: Montgomery Co.,MD

Intersection: Georgia Ave. & Heathfield Rd.

Weather: cold

Date: 11/19/2019

Surveyor: James,Halid & Rami



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	11	2	5	4	1	1	2	2	28	13	9	2	4
6:45	7:45	10	1	6	4	1	1	0	1	24	11	10	2	1
7:00	8:00	14	1	6	3	2	1	0	1	28	15	9	3	1
7:15	8:15	15	1	6	3	2	0	0	0	27	16	9	2	0
7:30	8:30	10	1	2	1	1	0	0	0	15	11	3	1	0
7:45	8:45	10	0	2	2	2	0	0	0	16	10	4	2	0
8:00	9:00	11	1	2	2	2	1	0	0	19	12	4	3	0
8:15	9:15	9	2	3	3	3	1	0	0	21	11	6	4	0
8:30	9:30	10	2	3	4	3	1	0	0	23	12	7	4	0
PM PEAK														
16:00	17:00	1	1	6	0	1	0	0	1	10	2	6	1	1
16:15	17:15	2	2	7	0	2	0	0	2	15	4	7	2	2
16:30	17:30	3	1	7	1	3	0	0	2	17	4	8	3	2
16:45	17:45	4	1	4	4	2	0	0	2	17	5	8	2	2
17:00	18:00	4	5	4	6	2	0	0	1	22	9	10	2	1
17:15	18:15	3	4	4	8	1	0	0	0	20	7	12	1	0
17:30	18:30	2	4	3	8	0	0	1	0	18	6	11	0	1
17:45	18:45	1	4	3	6	0	0	1	0	15	5	9	0	1
18:00	19:00	2	0	2	4	0	0	1	0	9	2	6	0	1

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/19/2019	SOUTHBOUND ROAD:	Georgia Avenue - 97
W & A JOB NO.:	7908	DAY:	Tuesday	NORTHBOUND ROAD:	Georgia Avenue - 97
INTERSECTION:	Georgia Ave. & Heathfield Rd.	WEATHER:	cold	WESTBOUND ROAD:	Postgate Terrace
LOCATION:	Montgomery Co.,MD	COUNTED BY:	James,Halid & Rami	EASTBOUND ROAD:	Heathfield Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																North & South	East & West	Total	PHF	Time Period
	Southbound Georgia Avenue - 97				Westbound Postgate Terrace				Northbound Georgia Avenue - 97				Eastbound Heathfield Road								
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		8:30-8:45
8:45-9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**2**		
1 Hour Totals																					
6:30-7:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:30-7:30
6:45-7:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	7:45-8:45
8:00-9:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	8:30-9:30
AM Peak 6:30-7:30	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 6:30-7:30**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2		4:45-5:00
5:00-5:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**4**		
1 Hour Totals																					
4:00-5:00	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.38	4:00-5:00
4:15-5:15	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4	0	4	0.50	4:15-5:15
4:30-5:30	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0.38	4:30-5:30
4:45-5:45	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3	0	3	0.38	4:45-5:45
5:00-6:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 4:15-5:15	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0.50**	**PM Peak 4:15-5:15**

Wells & Associates,Inc

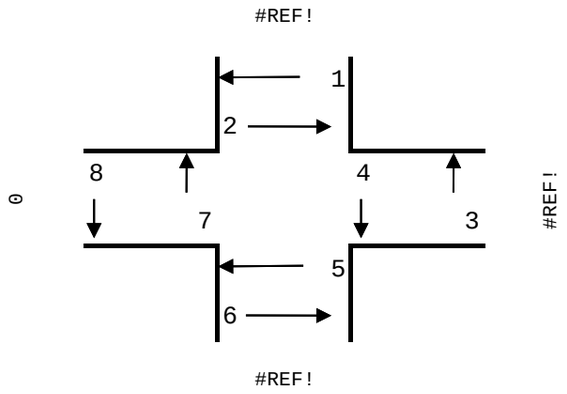
McLean, Virginia

Existing Traffic Count

PROJECT:	Kaiser Aspen Hill LATR	DATE:	11/20/2019	SOUTHBOUND ROAD:	Aspen Hill Road
W & A JOB NO.:	P7716	DAY:	Wednesday	NORTHBOUND ROAD:	0
INTERSECTION:	Viers Mill Rd. & Aspen Hill Rd.	WEATHER:	cold	WESTBOUND ROAD:	Viers Mill Road - 586
LOCATION:	Montgomery Co.,MD	COUNTED BY:	James & Inita	EASTBOUND ROAD:	Viers Mill Road - 586
		INPUTED BY:	agan	**TOTAL VEHICLES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Aspen Hill Road				Westbound Viers Mill Road - 586				Northbound 0				Eastbound Viers Mill Road - 586				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	80	0	16	96	10	176	0	186	0	0	0	0	0	104	16	120	96	306	402		6:30-6:45
6:45-7:00	176	0	17	193	8	229	0	237	0	0	0	0	0	119	45	164	193	401	594		6:45-7:00
7:00-7:15	143	0	38	181	7	208	0	215	0	0	0	0	0	139	49	188	181	403	584		7:00-7:15
7:15-7:30	291	0	40	331	8	259	0	267	0	0	0	0	0	175	58	233	331	500	831		7:15-7:30
7:30-7:45	257	0	33	290	12	301	0	313	0	0	0	0	0	136	51	187	290	500	790		7:30-7:45
7:45-8:00	273	0	28	301	13	281	0	294	0	0	0	0	0	148	81	229	301	523	824		7:45-8:00
8:00-8:15	261	0	34	295	20	283	0	303	0	0	0	0	0	152	100	252	295	555	850		8:00-8:15
8:15-8:30	250	0	47	297	24	278	0	302	0	0	0	0	0	171	54	225	297	527	824		8:15-8:30
8:30-8:45	232	0	43	275	11	333	0	344	0	0	0	0	0	135	67	202	275	546	821		8:30-8:45
8:45-9:00	203	0	28	231	19	297	0	316	0	0	0	0	0	142	55	197	231	513	744		8:45-9:00
9:00-9:15	126	0	28	154	15	254	0	269	0	0	0	0	0	146	65	211	154	480	634		9:00-9:15
9:15-9:30	173	0	32	205	12	208	0	220	0	0	0	0	0	132	46	178	205	398	603		9:15-9:30
3 Hour Totals	**2,465**	**0**	**384**	**2,849**	**159**	**3,107**	**0**	**3,266**	**0**	**0**	**0**	**0**	**0**	**1,699**	**687**	**2,386**	**2,849**	**5,652**	**8,501**		
1 Hour Totals																					
6:30-7:30	690	0	111	801	33	872	0	905	0	0	0	0	0	537	168	705	801	1,610	2,411	0.73	6:30-7:30
6:45-7:45	867	0	128	995	35	997	0	1,032	0	0	0	0	0	569	203	772	995	1,804	2,799	0.84	6:45-7:45
7:00-8:00	964	0	139	1,103	40	1,049	0	1,089	0	0	0	0	0	598	239	837	1,103	1,926	3,029	0.91	7:00-8:00
7:15-8:15	1,082	0	135	1,217	53	1,124	0	1,177	0	0	0	0	0	611	290	901	1,217	2,078	3,295	0.97	7:15-8:15
7:30-8:30	1,041	0	142	1,183	69	1,143	0	1,212	0	0	0	0	0	607	286	893	1,183	2,105	3,288	0.97	7:30-8:30
7:45-8:45	1,016	0	152	1,168	68	1,175	0	1,243	0	0	0	0	0	606	302	908	1,168	2,151	3,319	0.98	7:45-8:45
8:00-9:00	946	0	152	1,098	74	1,191	0	1,265	0	0	0	0	0	600	276	876	1,098	2,141	3,239	0.95	8:00-9:00
8:15-9:15	811	0	146	957	69	1,162	0	1,231	0	0	0	0	0	594	241	835	957	2,066	3,023	0.92	8:15-9:15
8:30-9:30	734	0	131	865	57	1,092	0	1,149	0	0	0	0	0	555	233	788	865	1,937	2,802	0.85	8:30-9:30
AM Peak 7:45-8:45	**1,016**	**0**	**152**	**1,168**	**68**	**1,175**	**0**	**1,243**	**0**	**0**	**0**	**0**	**0**	**606**	**302**	**908**	**1,168**	**2,151**	**3,319**	**0.98**	**AM Peak 7:45-8:45**
PM																					
4:00-4:15	80	0	26	106	24	244	0	268	0	0	0	0	0	249	186	435	106	703	809		4:00-4:15
4:15-4:30	115	0	25	140	21	238	0	259	0	0	0	0	0	338	191	529	140	788	928		4:15-4:30
4:30-4:45	155	0	48	203	14	268	0	282	0	0	0	0	0	368	252	620	203	902	1,105		4:30-4:45
4:45-5:00	118	0	21	139	22	232	0	254	0	0	0	0	0	369	236	605	139	859	998		4:45-5:00
5:00-5:15	91	0	23	114	11	233	0	244	0	0	0	0	0	301	205	506	114	750	864		5:00-5:15
5:15-5:30	78	0	23	101	14	236	0	250	0	0	0	0	0	358	138	496	101	746	847		5:15-5:30
5:30-5:45	76	0	11	87	9	273	0	282	0	0	0	0	0	330	261	591	87	873	960		5:30-5:45
5:45-6:00	69	0	13	82	7	248	0	255	0	0	0	0	0	336	256	592	82	847	929		5:45-6:00
6:00-6:15	120	0	11	131	12	228	0	240	0	0	0	0	0	305	215	520	131	760	891		6:00-6:15
6:15-6:30	63	0	13	76	15	237	0	252	0	0	0	0	0	309	247	556	76	808	884		6:15-6:30
6:30-6:45	65	0	13	78	9	168	0	177	0	0	0	0	0	222	249	471	78	648	726		6:30-6:45
6:45-7:00	54	0	12	66	12	177	0	189	0	0	0	0	0	205	154	359	66	548	614		6:45-7:00
3 Hour Totals	**1,084**	**0**	**239**	**1,323**	**170**	**2,782**	**0**	**2,952**	**0**	**0**	**0**	**0**	**0**	**3,690**	**2,590**	**6,280**	**1,323**	**9,232**	**10,555**		
1 Hour Totals																					
4:00-5:00	468	0	120	588	81	982	0	1,063	0	0	0	0	0	1,324	865	2,189	588	3,252	3,840	0.87	4:00-5:00
4:15-5:15	479	0	117	596	68	971	0	1,039	0	0	0	0	0	1,376	884	2,260	596	3,299	3,895	0.88	4:15-5:15
4:30-5:30	442	0	115	557	61	969	0	1,030	0	0	0	0	0	1,396	831	2,227	557	3,257	3,814	0.86	4:30-5:30
4:45-5:45	363	0	78	441	56	974	0	1,030	0	0	0	0	0	1,358	840	2,198	441	3,228	3,669	0.92	4:45-5:45
5:00-6:00	314	0	70	384	41	990	0	1,031	0	0	0	0	0	1,325	860	2,185	384	3,216	3,600	0.94	5:00-6:00
5:15-6:15	343	0	58	401	42	985	0	1,027	0	0	0	0	0	1,329	870	2,199	401	3,226	3,627	0.94	5:15-6:15
5:30-6:30	328	0	48	376	43	986	0	1,029	0	0	0	0	0	1,280	979	2,259	376	3,288	3,664	0.95	5:30-6:30
5:45-6:45	317	0	50	367	43	881	0	924	0	0	0	0	0	1,172	967	2,139	367	3,063	3,430	0.92	5:45-6:45
6:00-7:00	302	0	49	351	48	810	0	858	0	0	0	0	0	1,041	865	1,906	351	2,764	3,115	0.87	6:00-7:00
PM Peak 4:15-5:15	**479**	**0**	**117**	**596**	**68**	**971**	**0**	**1,039**	**0**	**0**	**0**	**0**	**0**	**1,376**	**884**	**2,260**	**596**	**3,299**	**3,895**	**0.88**	**PM Peak 4:15-5:15**

Project Name:	Kaiser Aspen Hill LATR
Project Number:	P7716
Location:	Montgomery Co.,MD
Intersection:	Viers Mill Rd. & Aspen Hill Rd.
Weather:	cold
Date:	11/20/2019
Surveyor:	James & Inita



Hourly Pedestrian Count

		1	2	3	4	5	6	7	8					
	From:	SE	NE	SW	SE	SW	NW	NW	NE	Total	1 & 2	3 & 4	5 & 6	7 & 8
Time Period	To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK														
6:30	7:30	0	0	0	1	0	0	0	1	2	0	1	0	1
6:45	7:45	0	0	0	1	0	2	0	1	4	0	1	2	1
7:00	8:00	0	0	0	1	0	2	0	1	4	0	1	2	1
7:15	8:15	0	0	0	1	0	2	0	1	4	0	1	2	1
7:30	8:30	0	0	0	0	0	2	0	0	2	0	0	2	0
7:45	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	9:00	0	0	0	0	1	1	0	0	2	0	0	2	0
8:15	9:15	0	0	0	0	1	3	0	0	4	0	0	4	0
8:30	9:30	0	0	0	0	1	4	0	0	5	0	0	5	0
PM PEAK														
16:00	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Kaiser Aspen Hill LATR
W & A JOB NO.: P7716
INTERSECTION: Viers Mill Rd. & Aspen Hill Rd.
LOCATION: Montgomery Co.,MD

DATE: 11/20/2019
DAY: Wednesday
WEATHER: cold
COUNTED BY: James & Inita
INPUTED BY: agan

SOUTHBOUND ROAD: Aspen Hill Road
NORTHBOUND ROAD: 0
WESTBOUND ROAD: Viers Mill Road - 586
EASTBOUND ROAD: Viers Mill Road - 586

BIKES

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Aspen Hill Road				Westbound Viers Mill Road - 586				Northbound 0				Eastbound Viers Mill Road - 586				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1		7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:00-8:15
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8:15-8:30
8:30-8:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2		8:30-8:45
8:45-9:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:00-9:15
9:15-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		9:15-9:30
3 Hour Totals	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**1**	**0**	**0**	**1**	**3**	**1**	**4**		
1 Hour Totals																					
6:30-7:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:30-7:30
6:45-7:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0.25	7:15-8:15
7:30-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:30-8:30
7:45-8:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	0	2	0.25	7:45-8:45
8:00-9:00	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.38	8:00-9:00
8:15-9:15	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.38	8:15-9:15
8:30-9:30	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3	0	3	0.38	8:30-9:30
AM Peak 8:00-9:00	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	**0.38**	**AM Peak 8:00-9:00**
PM																					
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:00-4:15
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:15-4:30
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:00-5:15
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:45-6:00
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:00-6:15
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:15-6:30
6:30-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:30-6:45
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6:45-7:00
3 Hour Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
1 Hour Totals																					
4:00-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:00-5:00
4:15-5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	4:45-5:45
5:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:00-6:00
5:15-6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:15-6:15
5:30-6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:30-6:30
5:45-6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	5:45-6:45
6:00-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	6:00-7:00
PM Peak 4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**PM Peak 4:00-5:00**

APPENDIX D

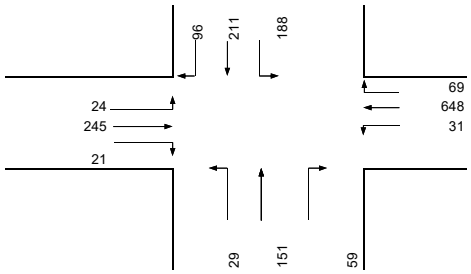
EXISTING ANALYSIS WORKSHEETS

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

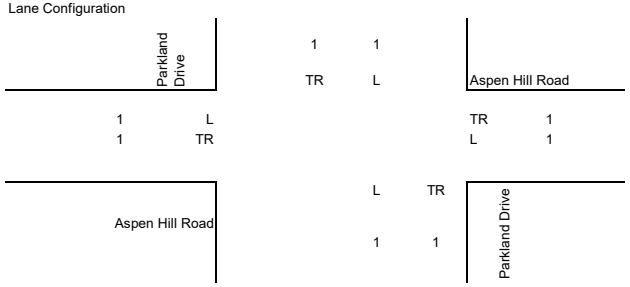
Intersection: 1: Parkland Drive/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

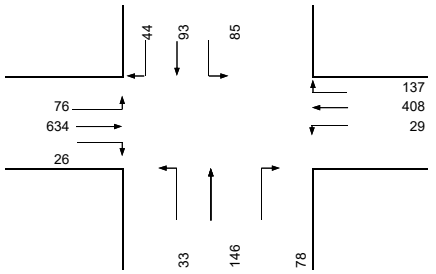
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:

Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	266	1.00	266	31	1.00	31	297	
WB	TR	717	1.00	717	24	1.00	24	741	*
NB	TR	210	1.00	210	188	1.00	188	398	*
SB	TR	307	1.00	307	29	1.00	29	336	

Note:

SUM 1139

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	660	1.00	660	29	1.00	29	689	*
WB	TR	545	1.00	545	76	1.00	76	621	
NB	TR	224	1.00	224	85	1.00	85	309	*
SB	TR	137	1.00	137	33	1.00	33	170	

Note:

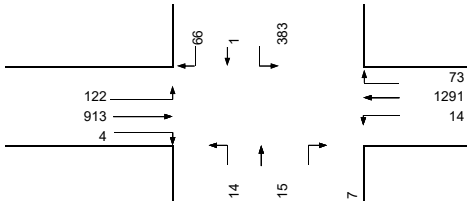
SUM 998

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

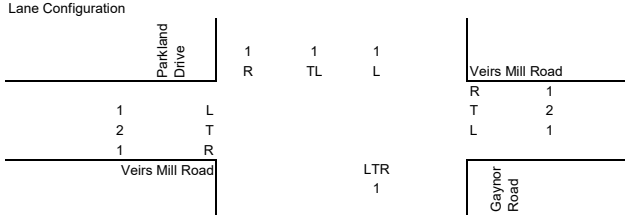
Intersection: 2: Veirs Mill Road/Parkland Drive/Gaynor Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

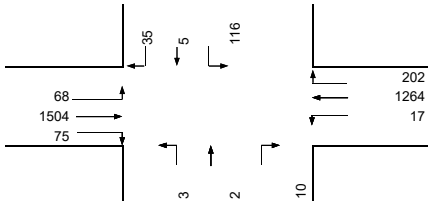
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: N/S

RTOR/Overlap (AM):	NB	0	SB	0	EB	4	WB	73
RTOR/Overlap (PM):	NB	0	SB	0	EB	3	WB	61.48

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	913	0.53	484	14	1.00	14	498	
WB	T	1291	0.53	684	122	1.00	122	806	*
NB	LTR	36	1.00	36	0	1.00	0	36	*
SB	TL	384	0.53	204	0	1.00	0	204	*

Note:

SUM 1046

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1504	0.53	797	17	1.00	17	814	*
WB	T	1264	0.53	670	68	1.00	68	738	
NB	LTR	15	1.00	15	0	1.00	0	15	*
SB	TL	121	0.53	64	0	1.00	0	64	*

Note:

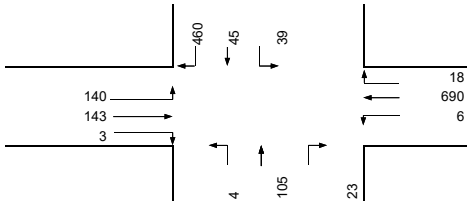
SUM 893

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

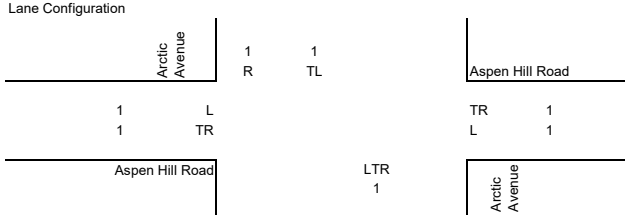
Intersection: 3: Aspen Hill Road/Arctic Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

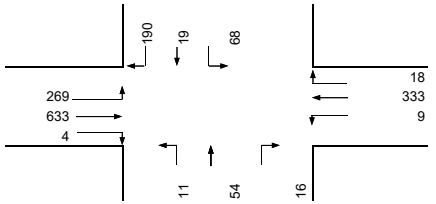
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 140 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	146	1.00	146	6	1.00	6	152	
WB	TR	708	1.00	708	140	1.00	140	848	*
NB	LTR	132	1.00	132	39	1.00	39	171	
SB	R	320	1.00	320	4	1.00	4	324	*

Note: SUM 1172

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	637	1.00	637	9	1.00	9	646	*
WB	TR	351	1.00	351	269	1.00	269	620	
NB	LTR	81	1.00	81	68	1.00	68	149	*
SB	TL	87	1.00	87	11	1.00	11	98	

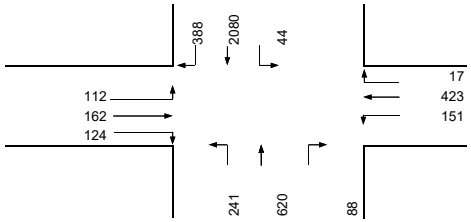
Note: SUM 795

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

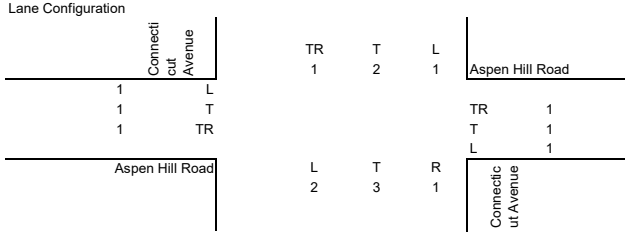
Intersection: 4: Connecticut Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

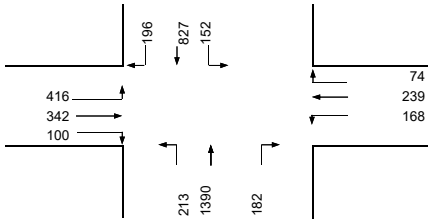
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	TR	286	0.53	152	151	1.00	151	303	
WB	TR	440	0.53	233	112	1.00	112	345	*
NB	T	620	0.37	229	44	1.00	44	273	
SB	TR	2468	0.37	913	241	0.53	128	1041	*

Note:

SUM 1386

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	TR	442	0.53	234	168	1.00	168	402	
WB	TR	313	0.53	166	416	1.00	416	582	*
NB	T	1390	0.37	514	152	1.00	152	666	*
SB	TR	1023	0.37	379	213	0.53	113	492	

Note:

SUM 1248

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

12/13/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	162	124	151	423	17	241	620	88	44	2080	388
Future Volume (veh/h)	112	162	124	151	423	17	241	620	88	44	2080	388
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	122	176	135	164	460	18	262	674	96	48	2261	422
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	296	214	281	591	23	342	2906	905	81	2246	402
Arrive On Green	0.08	0.15	0.15	0.10	0.17	0.17	0.20	1.00	1.00	0.05	0.52	0.52
Sat Flow, veh/h	1774	1962	1420	1774	3473	136	3442	5085	1583	1774	4339	777
Grp Volume(v), veh/h	122	158	153	164	234	244	262	674	96	48	1746	937
Grp Sat Flow(s),veh/h/ln	1774	1770	1612	1774	1770	1839	1721	1695	1583	1774	1695	1726
Q Serve(g_s), s	10.2	15.0	16.1	13.8	22.8	22.9	12.9	0.0	0.0	4.8	92.2	93.2
Cycle Q Clear(g_c), s	10.2	15.0	16.1	13.8	22.8	22.9	12.9	0.0	0.0	4.8	92.2	93.2
Prop In Lane	1.00		0.88	1.00		0.07	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	220	267	243	281	301	313	342	2906	905	81	1755	893
V/C Ratio(X)	0.55	0.59	0.63	0.58	0.78	0.78	0.77	0.23	0.11	0.59	0.99	1.05
Avail Cap(c_a), veh/h	257	447	408	283	447	465	449	2906	905	232	1755	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.5	71.3	71.7	56.7	71.4	71.5	70.1	0.0	0.0	84.2	43.2	43.4
Incr Delay (d2), s/veh	2.2	3.0	3.8	4.8	6.7	6.6	8.5	0.2	0.2	6.7	20.3	43.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	7.5	7.4	7.1	11.7	12.2	6.5	0.0	0.1	2.5	48.1	55.3
LnGrp Delay(d),s/veh	60.7	74.2	75.5	61.5	78.1	78.0	78.6	0.2	0.2	91.0	63.4	87.2
LnGrp LOS	E	E	E	E	E	E	E	A	A	F	E	F
Approach Vol, veh/h		433			642			1032			2731	
Approach Delay, s/veh		70.9			73.8			20.1			72.1	
Approach LOS		E			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	99.2	23.8	32.6	14.7	108.9	20.3	36.1
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	21.5	67.0	16.0	43.5	21.5	67.0	16.0	43.5
Max Q Clear Time (g_c+I1), s	14.9	95.2	15.8	18.1	6.8	2.0	12.2	24.9
Green Ext Time (p_c), s	1.0	0.0	0.0	2.7	0.1	1.0	0.1	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	61.1
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 5: Connecticut Avenue/Independence Street
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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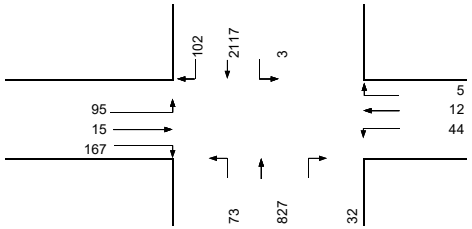
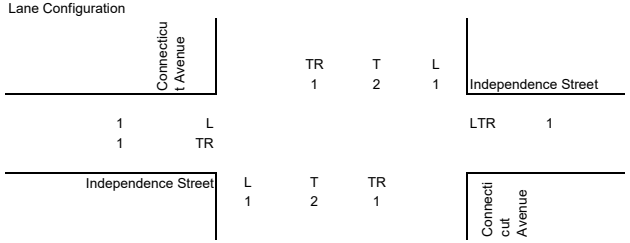
Phone: (301)971-3415 Facsimile: (301)448-1335

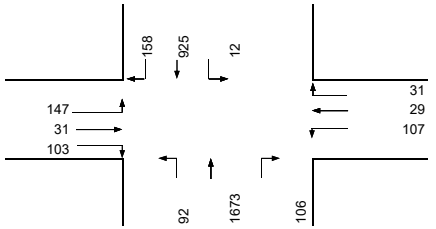
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	182	1.00	182	44	1.00	44	226	*
WB	LTR	61	1.00	61	95	1.00	95	156	
NB	TR	859	0.37	318	3	1.00	3	321	
SB	TR	2219	0.37	821	73	1.00	73	894	*

Note:

SUM 1120

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	134	1.00	134	107	1.00	107	241	
WB	LTR	167	1.00	167	147	1.00	147	314	*
NB	TR	1779	0.37	658	12	1.00	12	670	*
SB	TR	1083	0.37	401	92	1.00	92	493	

Note:

SUM 984

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 6: Georgia Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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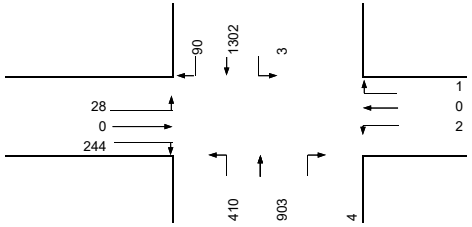
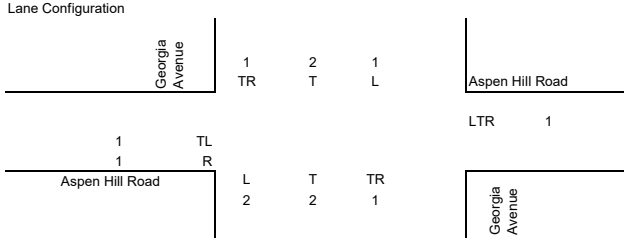
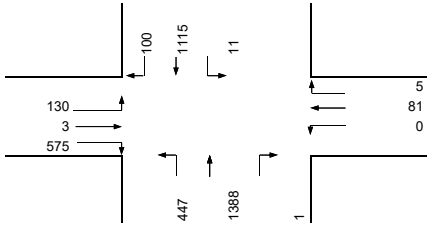
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: E/W

RTOR/Overlap (AM): NB 0 SB 0 EB 244 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 447 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	28	1.00	28	0	1.00	0	28	*
WB	LTR	3	1.00	3	0	1.00	0	3	*
NB	TR	907	0.37	336	3	1.00	3	339	
SB	TR	1392	0.37	515	410	0.53	217	732	*

Note: SUM 763

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	133	1.00	133	0	1.00	0	133	*
WB	LTR	86	1.00	86	0	1.00	0	86	*
NB	TR	1389	0.37	514	11	1.00	11	525	
SB	TR	1215	0.37	450	447	0.53	237	687	*

Note: SUM 906

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 7: Connecticut Avenue/Home Depot Entrance
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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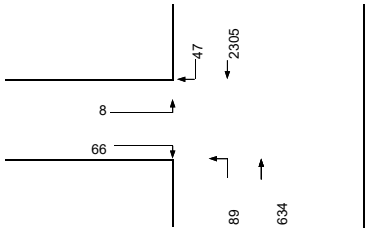
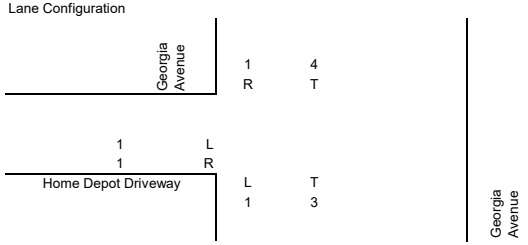
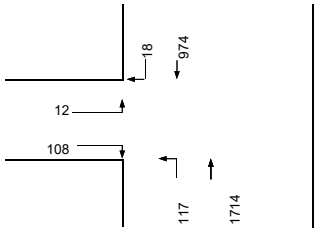
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: ____ Stop: X
Split: ____ Ways: ____

RTOR/Overlap (AM):	NB	0	SB	0	EB	66	WB	0												
RTOR/Overlap (PM):	NB	0	SB	0	EB	108	WB	0												

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	8	1.00	8	0	1.00	0	8	*
WB									
NB	T	634	0.37	235	0	1.00	0	235	
SB	T	2305	0.30	692	89	1.00	89	781	*

Note:

SUM 789

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	12	1.00	12	0	1.00	0	12	*
WB									
NB	T	1714	0.37	634	0	1.00	0	634	*
SB	T	974	0.30	292	117	1.00	117	409	

Note:

SUM 646

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 8: Georgia Avenue/Connecticut Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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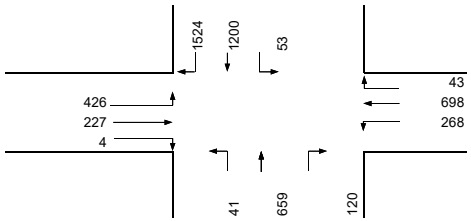
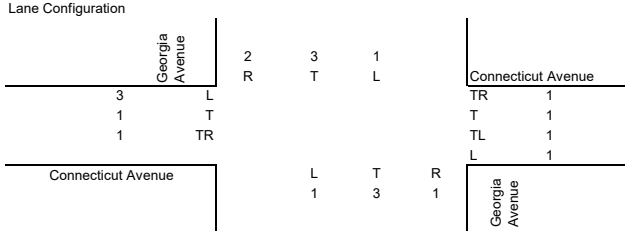
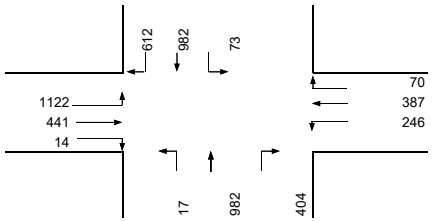
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: E/W

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	L	426	0.37	158	0	1.00	0	158	*
WB	LTR	1009	0.30	303	0	1.00	0	303	*
NB	T	659	0.37	244	53	1.00	53	297	
SB	T	1200	0.37	444	41	1.00	41	485	*

Note: SBR lanes are free flow SUM 946

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	L	1122	0.37	415	0	1.00	0	415	*
WB	LTR	703	0.30	211	0	1.00	0	211	*
NB	T	982	0.37	363	73	1.00	73	436	*
SB	T	982	0.37	363	17	1.00	17	380	

Note: SBR lanes are free flow SUM 1062

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 9: Georgia Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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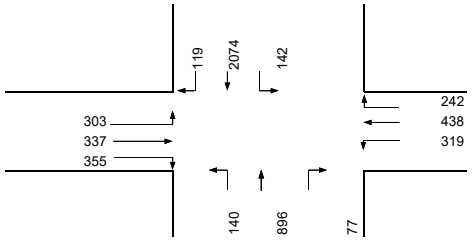
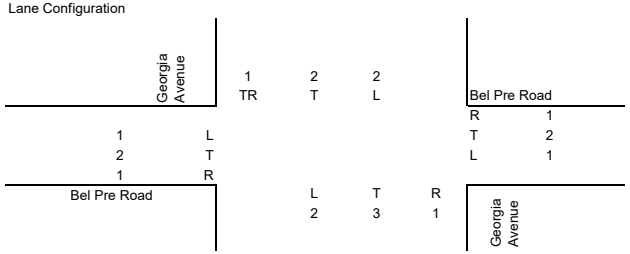
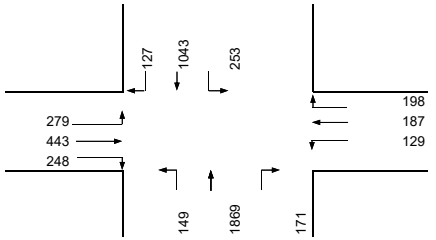
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 140 WB 75.26
RTOR/Overlap (PM): NB 0 SB 0 EB 149 WB 134.09

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	337	0.53	179	319	1.00	319	498	
WB	T	438	0.53	232	303	1.00	303	535	*
NB	T	896	0.37	332	142	0.53	75	407	
SB	TR	2193	0.37	811	140	0.53	74	885	*

Note: SUM 1420

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	443	0.53	235	129	1.00	129	364	
WB	T	187	0.53	99	279	1.00	279	378	*
NB	T	1869	0.37	692	253	0.53	134	826	*
SB	TR	1170	0.37	433	149	0.53	79	512	

Note: SUM 1204

HCM 2010 Signalized Intersection Summary
9: Georgia Avenue & Bel Pre Road

12/12/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	337	355	319	438	242	140	896	77	142	2074	119
Future Volume (veh/h)	303	337	355	319	438	242	140	896	77	142	2074	119
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	322	359	0	347	476	0	154	985	0	154	2254	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	591	264	360	591	264	230	2526	787	230	2526	0
Arrive On Green	0.14	0.17	0.00	0.14	0.17	0.00	0.07	0.50	0.00	0.07	0.50	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5253	0
Grp Volume(v), veh/h	322	359	0	347	476	0	154	985	0	154	2254	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	0
Q Serve(g_s), s	25.0	16.9	0.0	25.0	23.3	0.0	7.9	21.8	0.0	7.9	72.1	0.0
Cycle Q Clear(g_c), s	25.0	16.9	0.0	25.0	23.3	0.0	7.9	21.8	0.0	7.9	72.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	320	591	264	360	591	264	230	2526	787	230	2526	0
V/C Ratio(X)	1.00	0.61	0.00	0.96	0.81	0.00	0.67	0.39	0.00	0.67	0.89	0.00
Avail Cap(c_a), veh/h	320	826	369	360	826	369	315	2526	787	315	2526	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	69.5	0.0	58.4	72.2	0.0	82.0	28.3	0.0	82.0	40.9	0.0
Incr Delay (d2), s/veh	51.5	1.0	0.0	37.6	4.1	0.0	3.3	0.5	0.0	3.3	5.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.4	0.0	18.0	11.8	0.0	3.8	10.3	0.0	3.8	34.8	0.0
LnGrp Delay(d),s/veh	108.4	70.5	0.0	96.0	76.2	0.0	85.4	28.7	0.0	85.4	46.2	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		681			823			1139			2408	
Approach Delay, s/veh		88.4			84.6			36.4			48.7	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	94.4	32.0	35.0	18.5	94.4	32.0	35.0
Change Period (Y+Rc), s	8.5	7.0	9.0	7.0	8.5	7.0	9.0	7.0
Max Green Setting (Gmax), s	14.5	71.0	23.0	40.0	14.5	71.0	23.0	40.0
Max Q Clear Time (g_c+I1), s	9.9	74.1	27.0	18.9	9.9	23.8	27.0	25.3
Green Ext Time (p_c), s	0.2	0.0	0.0	2.3	0.2	1.7	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	57.1
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 10: Connecticut Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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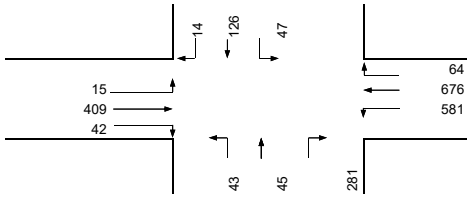
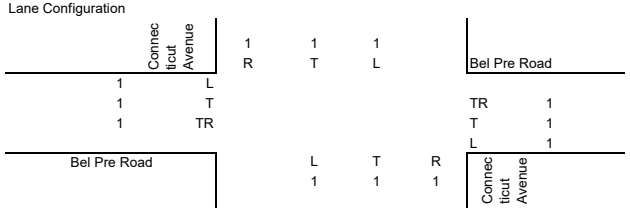
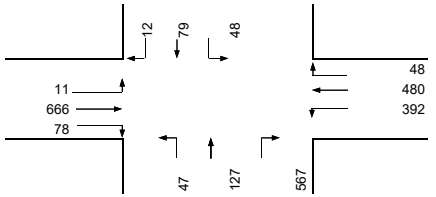
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	TR	451	0.53	239	581	1.00	581	820	*
WB	TR	740	0.53	392	15	1.00	15	407	
NB	T	45	1.00	45	47	1.00	47	92	
SB	T	126	1.00	126	43	1.00	43	169	*

Note: SUM 989

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	Critical *
EB	TR	744	0.53	394	392	1.00	392	786	*
WB	TR	528	0.53	280	11	1.00	11	291	
NB	T	127	1.00	127	48	1.00	48	175	*
SB	T	79	1.00	79	47	1.00	47	126	

Note: SUM 961

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 11: Georgia Avenue/Heathfield Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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1110 Bonifant Street, Silver Spring, Maryland 20910
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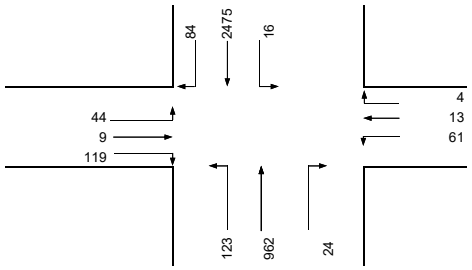
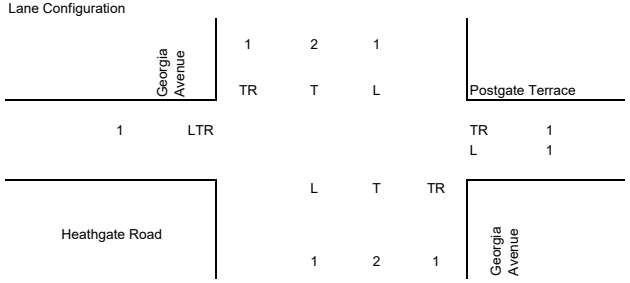
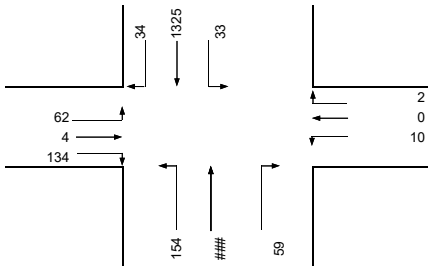
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM):	NB	0	SB	0	EB	0	WB	0
RTOR/Overlap (PM):	NB	0	SB	0	EB	0	WB	0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	172	1.00	172	61	1.00	61	233	*
WB	TR	17	1.00	17	44	1.00	44	61	
NB	TR	986	0.37	365	16	1.00	16	381	
SB	TR	2559	0.37	947	123	1.00	123	1070	*

Note:

SUM 1303

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	200	1.00	200	10	1.00	10	210	*
WB	TR	2	1.00	2	62	1.00	62	64	
NB	TR	2150	0.37	796	33	1.00	33	829	*
SB	TR	1359	0.37	503	154	1.00	154	657	

Note:

SUM 1039

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 12: Aspen Hill Road/Viers Mill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Existing
Computed by: W+A

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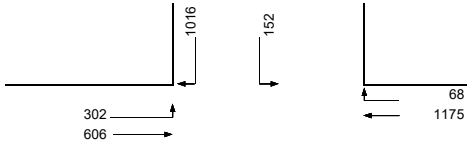
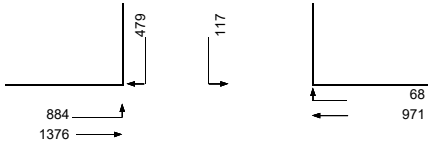
AM Peak



Lane Configuration

PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 160 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 469 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	606	0.53	321	0	1.00	0	321	
WB	T	1175	0.37	435	302	0.53	160	595	*
NB									
SB	R	856	0.53	454	0	1.00	0	454	*

Note:

SUM 1049

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1376	0.53	729	0	1.00	0	729	
WB	T	971	0.37	359	884	0.53	469	828	*
NB									
SB	L	117	1.00	117	0	1.00	0	117	*

Note:

SUM 945

Queues
4: Connecticut Avenue & Aspen Hill Road

12/13/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	122	311	164	478	262	674	96	48	2683
v/c Ratio	0.52	0.46	0.54	0.73	0.60	0.25	0.11	0.40	1.16
Control Delay	53.3	44.8	53.2	75.0	71.7	22.8	2.2	93.8	114.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	44.8	53.2	75.0	71.7	22.8	2.2	93.8	114.9
Queue Length 50th (ft)	107	115	147	283	155	177	3	52	~1395
Queue Length 95th (ft)	156	160	204	334	147	233	24	m85	#1599
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	251	913	307	890	468	2734	910	231	2310
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.34	0.53	0.54	0.56	0.25	0.11	0.21	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Connecticut Avenue & Aspen Hill Road

12/12/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	452	481	183	340	232	1511	198	165	1112
v/c Ratio	1.09	0.67	0.57	0.66	0.57	0.75	0.28	0.70	0.54
Control Delay	114.3	67.7	48.2	73.7	70.8	44.9	11.7	84.8	54.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.3	67.7	48.2	73.7	70.8	44.9	11.7	84.8	54.9
Queue Length 50th (ft)	~500	269	155	191	134	572	68	195	381
Queue Length 95th (ft)	#674	326	206	235	m154	#747	m152	276	456
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	416	879	428	879	562	2028	715	339	2061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.55	0.43	0.39	0.41	0.75	0.28	0.49	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX E

BACKGROUND ANALYSIS WORKSHEETS

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 1: Parkland Drive/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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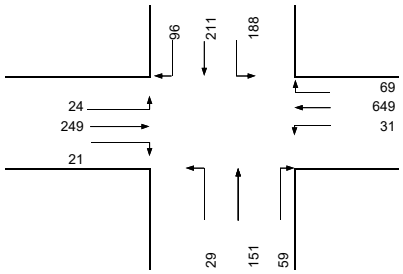
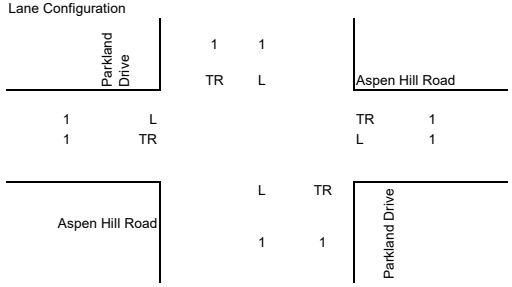
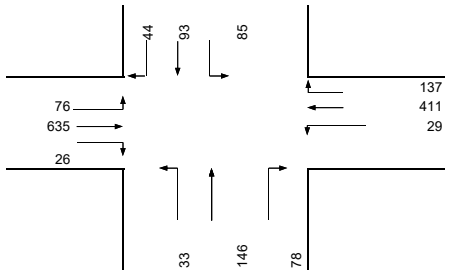
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:

Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	270	1.00	270	31	1.00	31	301	
WB	TR	718	1.00	718	24	1.00	24	742	*
NB	TR	210	1.00	210	188	1.00	188	398	*
SB	TR	307	1.00	307	29	1.00	29	336	

Note:

SUM 1140

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	661	1.00	661	29	1.00	29	690	*
WB	TR	548	1.00	548	76	1.00	76	624	
NB	TR	224	1.00	224	85	1.00	85	309	*
SB	TR	137	1.00	137	33	1.00	33	170	

Note:

SUM 999

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 2: Veirs Mill Road/Parkland Drive/Gaynor Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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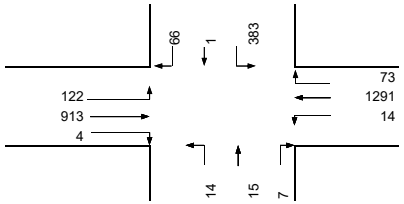
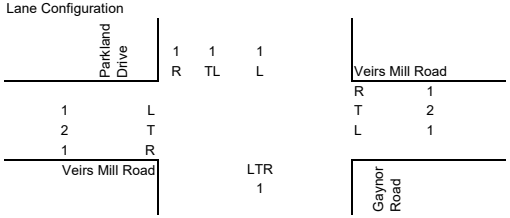
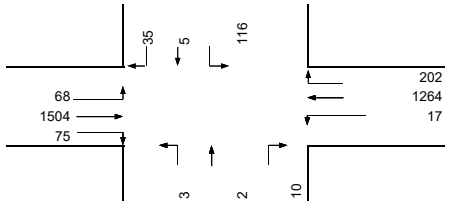
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: N/S

RTOR/Overlap (AM): NB 0 SB 0 EB 4 WB 73
RTOR/Overlap (PM): NB 0 SB 0 EB 3 WB 61.48

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	913	0.53	484	14	1.00	14	498	
WB	T	1291	0.53	684	122	1.00	122	806	*
NB	LTR	36	1.00	36	0	1.00	0	36	*
SB	TL	384	0.53	204	0	1.00	0	204	*

Note: SUM 1046

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1504	0.53	797	17	1.00	17	814	*
WB	T	1264	0.53	670	68	1.00	68	738	
NB	LTR	15	1.00	15	0	1.00	0	15	*
SB	TL	121	0.53	64	0	1.00	0	64	*

Note: SUM 893

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 3: Aspen Hill Road/Arctic Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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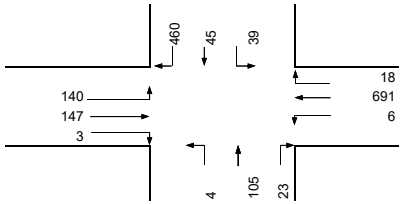
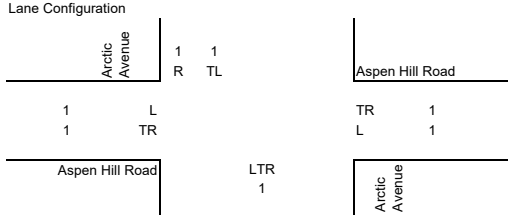
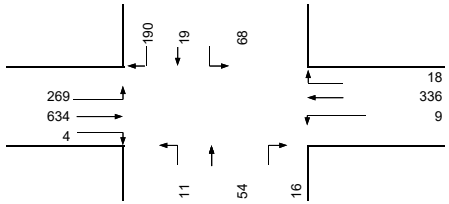
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 140 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	150	1.00	150	6	1.00	6	156	
WB	TR	709	1.00	709	140	1.00	140	849	*
NB	LTR	132	1.00	132	39	1.00	39	171	
SB	R	320	1.00	320	4	1.00	4	324	*

Note:

SUM 1173

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	638	1.00	638	9	1.00	9	647	*
WB	TR	354	1.00	354	269	1.00	269	623	
NB	LTR	81	1.00	81	68	1.00	68	149	*
SB	TL	87	1.00	87	11	1.00	11	98	

Note:

SUM 796

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 4: Connecticut Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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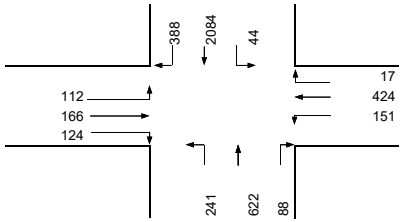
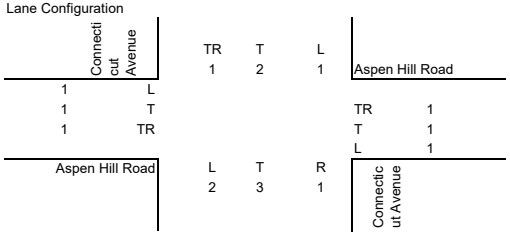
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

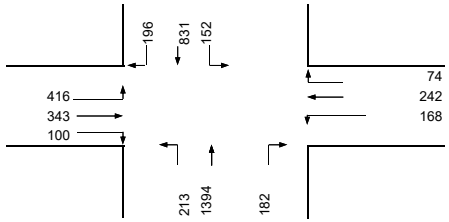
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	290	0.53	154	151	1.00	151	305	
WB	TR	441	0.53	234	112	1.00	112	346	*
NB	T	622	0.37	230	44	1.00	44	274	
SB	TR	2472	0.37	915	241	0.53	128	1043	*

Note: SUM 1389

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	443	0.53	235	168	1.00	168	403	
WB	TR	316	0.53	167	416	1.00	416	583	*
NB	T	1394	0.37	516	152	1.00	152	668	*
SB	TR	1027	0.37	380	213	0.53	113	493	

Note: SUM 1251

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	166	124	151	424	17	241	622	88	44	2084	388
Future Volume (veh/h)	112	166	124	151	424	17	241	622	88	44	2084	388
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	122	180	135	164	461	18	262	676	96	48	2265	422
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	299	212	280	592	23	342	2905	904	81	2246	401
Arrive On Green	0.08	0.15	0.15	0.10	0.17	0.17	0.20	1.00	1.00	0.05	0.52	0.52
Sat Flow, veh/h	1774	1980	1404	1774	3473	135	3442	5085	1583	1774	4340	776
Grp Volume(v), veh/h	122	160	155	164	235	244	262	676	96	48	1748	939
Grp Sat Flow(s),veh/h/ln	1774	1770	1615	1774	1770	1839	1721	1695	1583	1774	1695	1726
Q Serve(g_s), s	10.2	15.2	16.3	13.8	22.8	22.9	12.9	0.0	0.0	4.8	92.5	93.1
Cycle Q Clear(g_c), s	10.2	15.2	16.3	13.8	22.8	22.9	12.9	0.0	0.0	4.8	92.5	93.1
Prop In Lane	1.00		0.87	1.00		0.07	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	220	267	244	280	301	313	342	2905	904	81	1754	893
V/C Ratio(X)	0.55	0.60	0.64	0.59	0.78	0.78	0.77	0.23	0.11	0.59	1.00	1.05
Avail Cap(c_a), veh/h	257	447	408	282	447	465	449	2905	904	232	1754	893
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.4	71.3	71.8	56.7	71.4	71.4	70.1	0.0	0.0	84.2	43.3	43.4
Incr Delay (d2), s/veh	2.2	3.0	3.9	4.9	6.7	6.6	8.5	0.2	0.2	6.7	20.7	44.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	7.6	7.6	7.1	11.8	12.3	6.5	0.0	0.1	2.5	48.3	55.4
LnGrp Delay(d),s/veh	60.6	74.3	75.7	61.6	78.1	78.0	78.6	0.2	0.2	91.0	64.0	87.9
LnGrp LOS	E	E	E	E	E	E	E	A	A	F	E	F
Approach Vol, veh/h		437			643			1034			2735	
Approach Delay, s/veh		71.0			73.9			20.1			72.7	
Approach LOS		E			E			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	99.1	23.8	32.7	14.7	108.8	20.3	36.2
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	21.5	67.0	16.0	43.5	21.5	67.0	16.0	43.5
Max Q Clear Time (g_c+I1), s	14.9	95.1	15.8	18.3	6.8	2.0	12.2	24.9
Green Ext Time (p_c), s	1.0	0.0	0.0	2.7	0.1	1.0	0.1	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	61.5
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 5: Connecticut Avenue/Independence Street
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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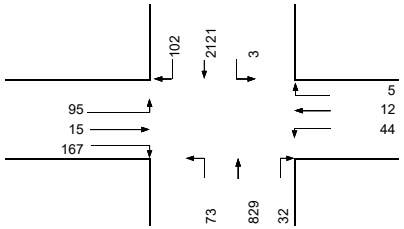
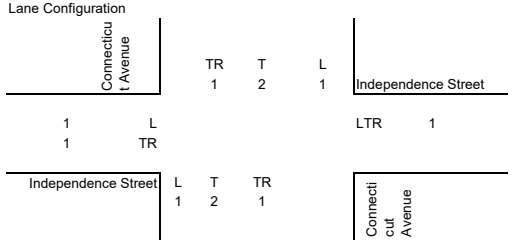
Phone: (301)971-3415 Facsimile: (301)448-1335

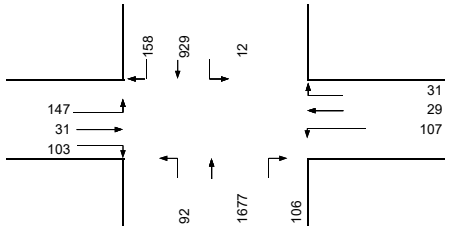
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	182	1.00	182	44	1.00	44	226	*
WB	LTR	61	1.00	61	95	1.00	95	156	
NB	TR	861	0.37	319	3	1.00	3	322	
SB	TR	2223	0.37	823	73	1.00	73	896	*

Note:

SUM 1122

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	134	1.00	134	107	1.00	107	241	
WB	LTR	167	1.00	167	147	1.00	147	314	*
NB	TR	1783	0.37	660	12	1.00	12	672	*
SB	TR	1087	0.37	402	92	1.00	92	494	

Note:

SUM 986

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 6: Georgia Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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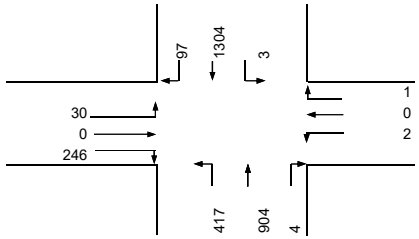
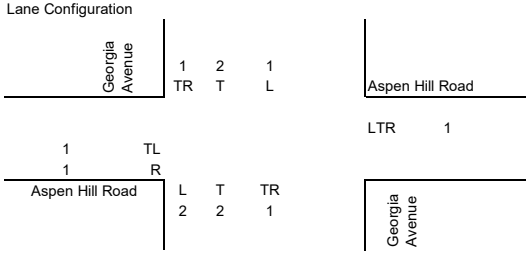
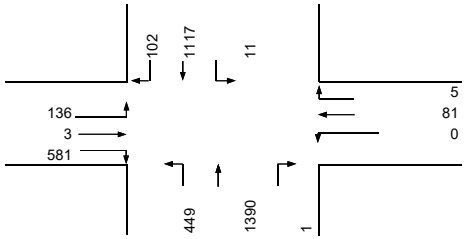
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: E/W

RTOR/Overlap (AM): NB 0 SB 0 EB 246 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 449 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	30	1.00	30	0	1.00	0	30	*
WB	LTR	3	1.00	3	0	1.00	0	3	*
NB	TR	908	0.37	336	3	1.00	3	339	
SB	TR	1401	0.37	518	417	0.53	221	739	*

Note: SUM 772

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	139	1.00	139	0	1.00	0	139	*
WB	LTR	86	1.00	86	0	1.00	0	86	*
NB	TR	1391	0.37	515	11	1.00	11	526	
SB	TR	1219	0.37	451	449	0.53	238	689	*

Note: SUM 914

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 7: Connecticut Avenue/Home Depot Entrance
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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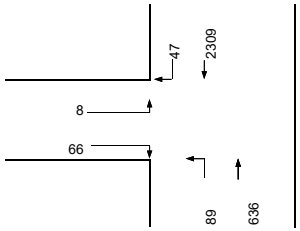
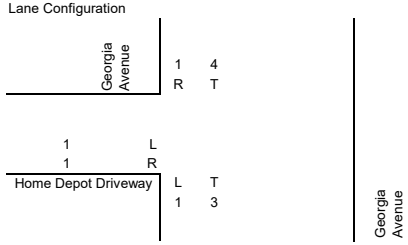
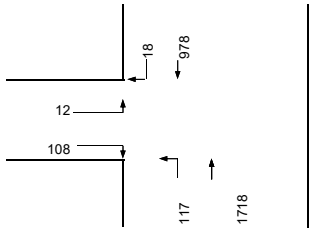
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: ____ Stop: X
Split: ____ Ways: ____

RTOR/Overlap (AM): NB 0 SB 0 EB 66 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 108 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	8	1.00	8	0	1.00	0	8	*
WB									
NB	T	636	0.37	235	0	1.00	0	235	
SB	T	2309	0.30	693	89	1.00	89	782	*

Note: SUM 790

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	12	1.00	12	0	1.00	0	12	*
WB									
NB	T	1718	0.37	636	0	1.00	0	636	*
SB	T	978	0.30	293	117	1.00	117	410	

Note: SUM 648

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 8: Georgia Avenue/Connecticut Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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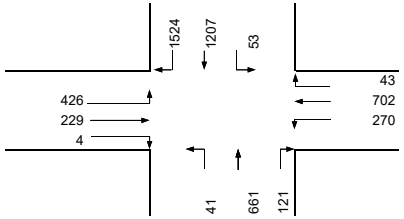
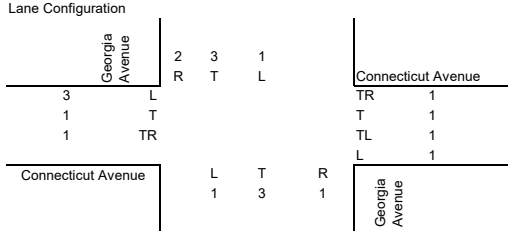
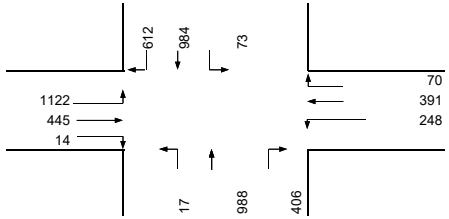
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	426	0.37	158	0	1.00	0	158	*
WB	LTR	1015	0.30	305	0	1.00	0	305	*
NB	T	661	0.37	245	53	1.00	53	298	
SB	T	1207	0.37	447	41	1.00	41	488	*

Note: SBR lanes are free flow SUM 951

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	1122	0.37	415	0	1.00	0	415	*
WB	LTR	709	0.30	213	0	1.00	0	213	*
NB	T	988	0.37	366	73	1.00	73	439	*
SB	T	984	0.37	364	17	1.00	17	381	

Note: SBR lanes are free flow SUM 1067

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 9: Georgia Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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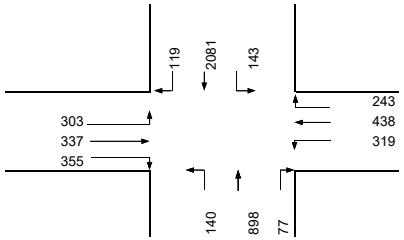
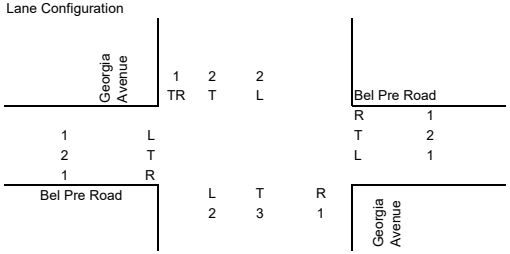
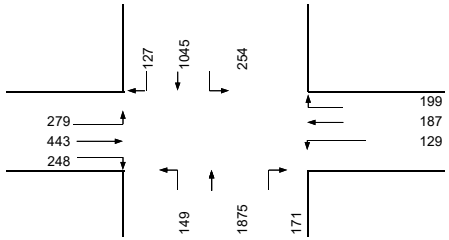
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 140 WB 75.79
RTOR/Overlap (PM): NB 0 SB 0 EB 149 WB 134.62

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	337	0.53	179	319	1.00	319	498	
WB	T	438	0.53	232	303	1.00	303	535	*
NB	T	898	0.37	332	143	0.53	76	408	
SB	TR	2200	0.37	814	140	0.53	74	888	*

Note: SUM 1423

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	443	0.53	235	129	1.00	129	364	
WB	T	187	0.53	99	279	1.00	279	378	*
NB	T	1875	0.37	694	254	0.53	135	829	*
SB	TR	1172	0.37	434	149	0.53	79	513	

Note: SUM 1207

HCM 2010 Signalized Intersection Summary
9: Georgia Avenue & Bel Pre Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	337	355	319	438	243	140	898	77	143	2081	119
Future Volume (veh/h)	303	337	355	319	438	243	140	898	77	143	2081	119
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	322	359	0	347	476	0	154	987	0	155	2262	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	591	264	360	591	264	230	2525	786	231	2526	0
Arrive On Green	0.14	0.17	0.00	0.14	0.17	0.00	0.07	0.50	0.00	0.07	0.50	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5253	0
Grp Volume(v), veh/h	322	359	0	347	476	0	154	987	0	155	2262	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	0
Q Serve(g_s), s	25.0	16.9	0.0	25.0	23.3	0.0	7.9	21.8	0.0	7.9	72.6	0.0
Cycle Q Clear(g_c), s	25.0	16.9	0.0	25.0	23.3	0.0	7.9	21.8	0.0	7.9	72.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	320	591	264	360	591	264	230	2525	786	231	2526	0
V/C Ratio(X)	1.00	0.61	0.00	0.96	0.81	0.00	0.67	0.39	0.00	0.67	0.90	0.00
Avail Cap(c_a), veh/h	320	826	369	360	826	369	315	2525	786	315	2526	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	69.5	0.0	58.4	72.2	0.0	82.0	28.3	0.0	82.0	41.0	0.0
Incr Delay (d2), s/veh	51.5	1.0	0.0	37.6	4.1	0.0	3.3	0.5	0.0	3.3	5.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.4	0.0	18.0	11.8	0.0	3.8	10.3	0.0	3.9	35.2	0.0
LnGrp Delay(d),s/veh	108.4	70.5	0.0	96.0	76.2	0.0	85.4	28.8	0.0	85.4	46.5	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		681			823			1141			2417	
Approach Delay, s/veh		88.4			84.6			36.4			49.0	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	94.4	32.0	35.0	18.6	94.4	32.0	35.0
Change Period (Y+Rc), s	8.5	7.0	9.0	7.0	8.5	7.0	9.0	7.0
Max Green Setting (Gmax), s	14.5	71.0	23.0	40.0	14.5	71.0	23.0	40.0
Max Q Clear Time (g_c+I1), s	9.9	74.6	27.0	18.9	9.9	23.8	27.0	25.3
Green Ext Time (p_c), s	0.2	0.0	0.0	2.3	0.2	1.7	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	57.3
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 10: Connecticut Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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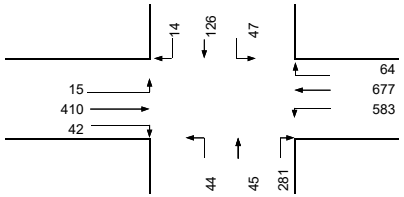
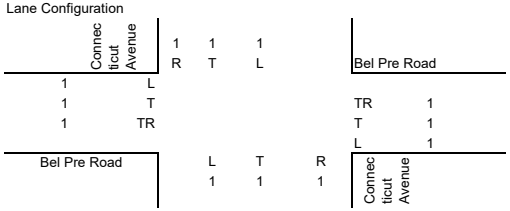
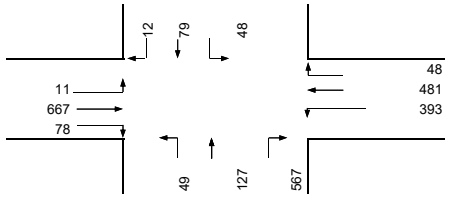
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	452	0.53	240	583	1.00	583	823	*
WB	TR	741	0.53	393	15	1.00	15	408	
NB	T	45	1.00	45	47	1.00	47	92	
SB	T	126	1.00	126	44	1.00	44	170	*

Note: SUM 993

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	745	0.53	395	393	1.00	393	788	*
WB	TR	529	0.53	280	11	1.00	11	291	
NB	T	127	1.00	127	48	1.00	48	175	*
SB	T	79	1.00	79	49	1.00	49	128	

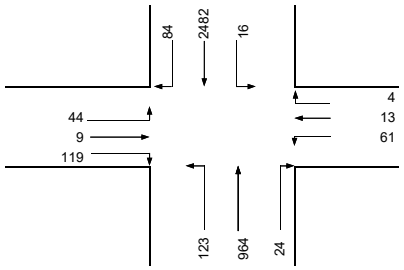
Note: SUM 963

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

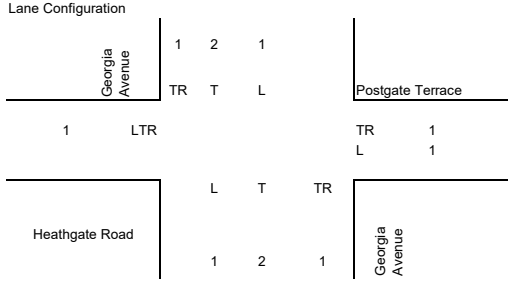
Intersection: 11: Georgia Avenue/Heathfield Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

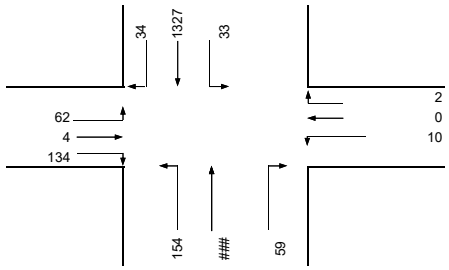
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	172	1.00	172	61	1.00	61	233	*
WB	TR	17	1.00	17	44	1.00	44	61	
NB	TR	988	0.37	366	16	1.00	16	382	
SB	TR	2566	0.37	949	123	1.00	123	1072	*

Note:

SUM 1305

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	200	1.00	200	10	1.00	10	210	*
WB	TR	2	1.00	2	62	1.00	62	64	
NB	TR	2156	0.37	798	33	1.00	33	831	*
SB	TR	1361	0.37	504	154	1.00	154	658	

Note:

SUM 1041

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 12: Aspen Hill Road/Viers Mill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Background
Computed by: W+A

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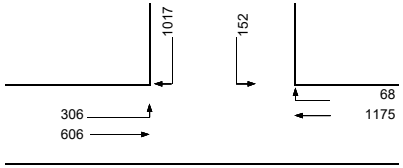
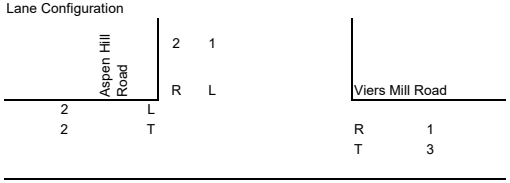
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

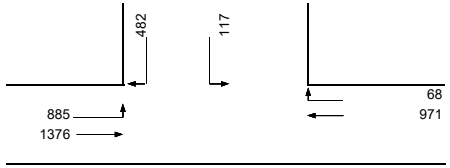
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 162 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 469 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	606	0.53	321	0	1.00	0	321	
WB	T	1175	0.37	435	306	0.53	162	597	*
NB									
SB	R	855	0.53	453	0	1.00	0	453	*

Note:

SUM 1050

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1376	0.53	729	0	1.00	0	729	
WB	T	971	0.37	359	885	0.53	469	828	*
NB									
SB	L	117	1.00	117	0	1.00	0	117	*

Note:

SUM 945

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	122	315	164	479	262	676	96	48	2687
v/c Ratio	0.52	0.47	0.54	0.73	0.60	0.25	0.11	0.40	1.16
Control Delay	53.3	45.8	53.3	75.0	71.7	22.8	2.2	93.8	115.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	45.8	53.3	75.0	71.7	22.8	2.2	93.8	115.8
Queue Length 50th (ft)	107	120	147	283	155	178	3	52	~1399
Queue Length 95th (ft)	156	164	204	334	148	233	25	m87	#1603
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	251	912	306	890	468	2733	909	231	2309
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.35	0.54	0.54	0.56	0.25	0.11	0.21	1.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	452	482	183	343	232	1515	198	165	1116
v/c Ratio	1.09	0.66	0.57	0.66	0.57	0.75	0.28	0.70	0.54
Control Delay	114.5	67.6	48.0	74.0	70.8	45.1	11.8	85.3	55.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.5	67.6	48.0	74.0	70.8	45.1	11.8	85.3	55.3
Queue Length 50th (ft)	~500	270	155	193	134	575	68	195	381
Queue Length 95th (ft)	#676	327	206	237	m154	#753	m152	276	458
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	415	879	428	878	562	2023	714	339	2056
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.55	0.43	0.39	0.41	0.75	0.28	0.49	0.54

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX F

PHASE I

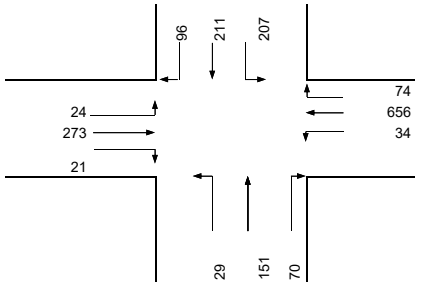
TOTAL FUTURE ANALYSIS WORKSHEETS

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

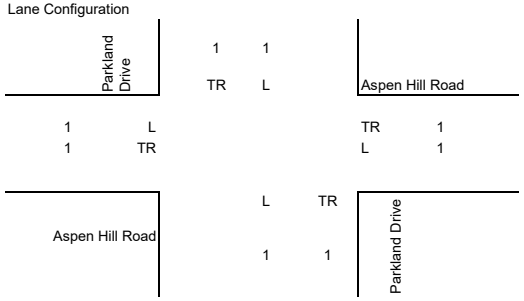
Intersection: 1: Parkland Drive/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

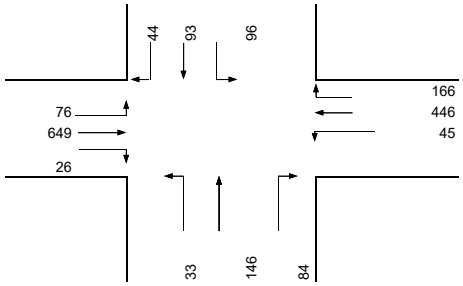
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:

Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	294	1.00	294	34	1.00	34	328	
WB	TR	730	1.00	730	24	1.00	24	754	*
NB	TR	221	1.00	221	207	1.00	207	428	*
SB	TR	307	1.00	307	29	1.00	29	336	
							SUM	1182	

Note:

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	675	1.00	675	45	1.00	45	720	*
WB	TR	612	1.00	612	76	1.00	76	688	
NB	TR	230	1.00	230	96	1.00	96	326	*
SB	TR	137	1.00	137	33	1.00	33	170	
							SUM	1046	

Note:

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 2: Veirs Mill Road/Parkland Drive/Gaynor Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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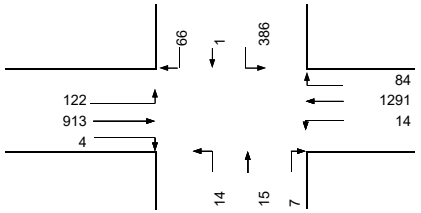
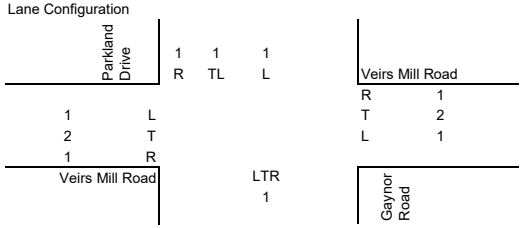
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

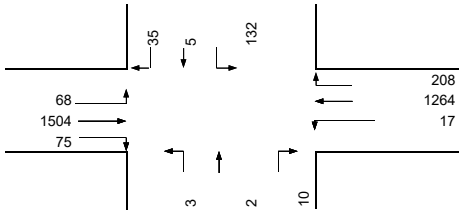
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: N/S

RTOR/Overlap (AM): NB 0 SB 0 EB 4 WB 84
RTOR/Overlap (PM): NB 0 SB 0 EB 3 WB 69.96

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	913	0.53	484	14	1.00	14	498	
WB	T	1291	0.53	684	122	1.00	122	806	*
NB	LTR	36	1.00	36	0	1.00	0	36	*
SB	TL	387	0.53	205	0	1.00	0	205	*
							SUM	1047	

Note:

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1504	0.53	797	17	1.00	17	814	*
WB	T	1264	0.53	670	68	1.00	68	738	
NB	LTR	15	1.00	15	0	1.00	0	15	*
SB	TL	137	0.53	73	0	1.00	0	73	*
							SUM	902	

Note:

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 3: Aspen Hill Road/Arctic Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
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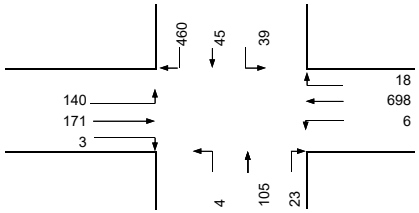
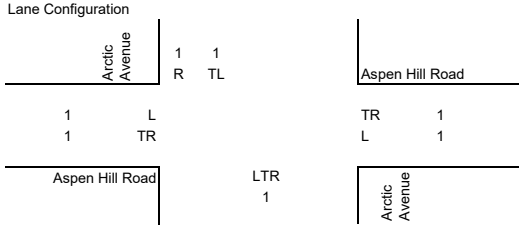
Phone: (301)971-3415 Facsimile: (301)448-1335

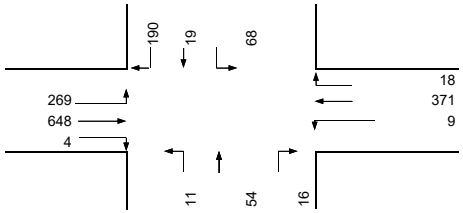
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 140 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	174	1.00	174	6	1.00	6	180	
WB	TR	716	1.00	716	140	1.00	140	856	*
NB	LTR	132	1.00	132	39	1.00	39	171	
SB	R	320	1.00	320	4	1.00	4	324	*

Note:

SUM 1180

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	652	1.00	652	9	1.00	9	661	*
WB	TR	389	1.00	389	269	1.00	269	658	
NB	LTR	81	1.00	81	68	1.00	68	149	*
SB	TL	87	1.00	87	11	1.00	11	98	

Note:

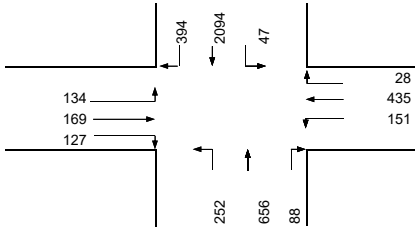
SUM 810

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

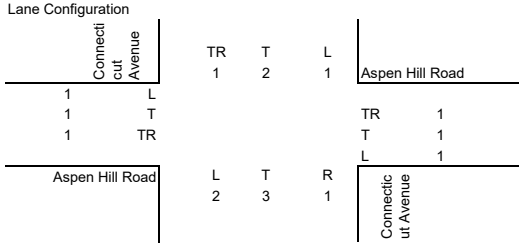
Intersection: 4: Connecticut Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, PLANNING AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

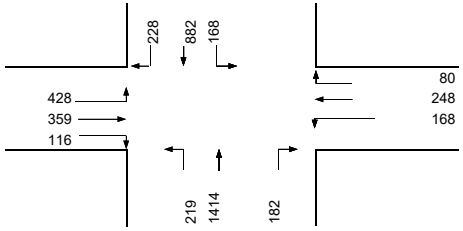
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	296	0.53	157	151	1.00	151	308	
WB	TR	463	0.53	245	134	1.00	134	379	*
NB	T	656	0.37	243	47	1.00	47	290	
SB	TR	2488	0.37	921	252	0.53	134	1055	*

Note: SUM 1434

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	475	0.53	252	168	1.00	168	420	
WB	TR	328	0.53	174	428	1.00	428	602	*
NB	T	1414	0.37	523	168	1.00	168	691	*
SB	TR	1110	0.37	411	219	0.53	116	527	

Note: SUM 1293

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	169	127	151	435	29	252	659	88	47	2094	395
Future Volume (veh/h)	134	169	127	151	435	29	252	659	88	47	2094	395
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	146	184	138	164	473	32	274	716	96	51	2276	429
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	337	239	297	601	41	353	2804	873	85	2151	388
Arrive On Green	0.09	0.17	0.17	0.10	0.18	0.18	0.21	1.00	1.00	0.05	0.50	0.50
Sat Flow, veh/h	1774	1979	1405	1774	3365	227	3442	5085	1583	1774	4333	782
Grp Volume(v), veh/h	146	163	159	164	248	257	274	716	96	51	1759	946
Grp Sat Flow(s),veh/h/ln	1774	1770	1615	1774	1770	1823	1721	1695	1583	1774	1695	1725
Q Serve(g_s), s	12.0	15.2	16.3	13.4	24.1	24.3	13.5	0.0	0.0	5.1	89.4	89.4
Cycle Q Clear(g_c), s	12.0	15.2	16.3	13.4	24.1	24.3	13.5	0.0	0.0	5.1	89.4	89.4
Prop In Lane	1.00		0.87	1.00		0.12	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	237	302	275	297	316	325	353	2804	873	85	1683	856
V/C Ratio(X)	0.62	0.54	0.58	0.55	0.79	0.79	0.78	0.26	0.11	0.60	1.05	1.10
Avail Cap(c_a), veh/h	256	447	408	302	447	461	449	2804	873	232	1683	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	68.2	68.7	54.1	70.6	70.7	69.6	0.0	0.0	84.0	45.3	45.3
Incr Delay (d2), s/veh	3.9	2.2	2.7	3.8	7.4	7.5	9.1	0.2	0.2	6.7	34.7	63.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	7.6	7.5	6.9	12.4	12.9	6.8	0.1	0.1	2.7	50.0	57.7
LnGrp Delay(d),s/veh	59.4	70.4	71.4	57.8	78.1	78.1	78.6	0.2	0.2	90.8	80.1	108.9
LnGrp LOS	E	E	E	E	E	E	E	A	A	F	F	F
Approach Vol, veh/h		468			669			1086			2756	
Approach Delay, s/veh		67.3			73.1			20.0			90.1	
Approach LOS		E			E			C			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	95.4	23.5	36.2	15.1	105.3	22.0	37.6
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	21.5	67.0	16.0	43.5	21.5	67.0	16.0	43.5
Max Q Clear Time (g_c+I1), s	15.5	91.4	15.4	18.3	7.1	2.0	14.0	26.3
Green Ext Time (p_c), s	0.9	0.0	0.1	2.8	0.1	1.1	0.1	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	70.4
HCM 2010 LOS	E

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Mitigation

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	169	127	151	435	28	252	659	88	47	2094	394
Future Volume (veh/h)	134	169	127	151	435	28	252	659	88	47	2094	394
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	146	184	138	164	473	30	274	716	96	51	2276	428
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	352	250	202	601	38	281	3065	954	84	2464	444
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.16	1.00	1.00	0.05	0.57	0.57
Sat Flow, veh/h	1774	1979	1405	1774	3381	214	3442	5085	1583	1774	4334	781
Grp Volume(v), veh/h	146	163	159	164	247	256	274	716	96	51	1758	946
Grp Sat Flow(s),veh/h/ln	1774	1770	1615	1774	1770	1825	1721	1695	1583	1774	1695	1725
Q Serve(g_s), s	7.0	15.1	16.1	7.0	24.0	24.1	14.3	0.0	0.0	5.1	83.7	94.2
Cycle Q Clear(g_c), s	7.0	15.1	16.1	7.0	24.0	24.1	14.3	0.0	0.0	5.1	83.7	94.2
Prop In Lane	1.00		0.87	1.00		0.12	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	148	314	287	202	314	324	281	3065	954	84	1927	981
V/C Ratio(X)	0.99	0.52	0.55	0.81	0.79	0.79	0.97	0.23	0.10	0.61	0.91	0.96
Avail Cap(c_a), veh/h	148	443	405	202	443	457	281	3065	954	116	1927	981
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	67.1	67.5	70.6	70.7	70.8	75.1	0.0	0.0	84.1	34.8	37.1
Incr Delay (d2), s/veh	70.2	1.9	2.4	24.1	7.5	7.5	46.2	0.2	0.2	6.8	8.1	21.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	7.6	7.4	8.0	12.4	12.9	8.6	0.0	0.1	2.7	41.2	50.5
LnGrp Delay(d),s/veh	142.4	68.9	69.9	94.6	78.3	78.3	121.3	0.2	0.2	90.9	42.9	58.4
LnGrp LOS	F	E	E	F	E	E	F	A	A	F	D	E
Approach Vol, veh/h		468			667			1086			2755	
Approach Delay, s/veh		92.2			82.3			30.7			49.1	
Approach LOS		F			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	108.3	13.0	37.5	15.0	114.5	13.0	37.5
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	12.7	87.2	5.0	43.1	9.8	90.1	5.0	43.1
Max Q Clear Time (g_c+I1), s	16.3	96.2	9.0	18.1	7.1	2.0	9.0	26.1
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.0	1.1	0.0	3.8

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 5: Connecticut Avenue/Independence Street
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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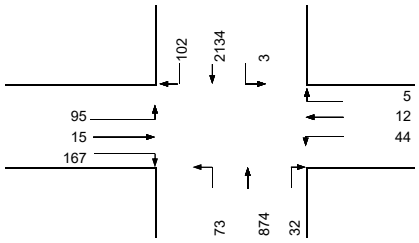
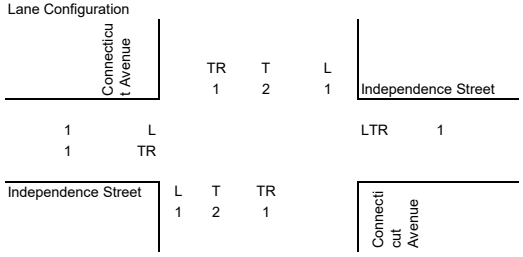
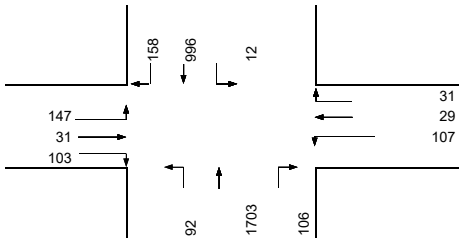
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	182	1.00	182	44	1.00	44	226	*
WB	LTR	61	1.00	61	95	1.00	95	156	
NB	TR	906	0.37	335	3	1.00	3	338	
SB	TR	2236	0.37	827	73	1.00	73	900	*

Note: SUM 1126

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	134	1.00	134	107	1.00	107	241	
WB	LTR	167	1.00	167	147	1.00	147	314	*
NB	TR	1809	0.37	669	12	1.00	12	681	*
SB	TR	1154	0.37	427	92	1.00	92	519	

Note: SUM 995

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 6: Georgia Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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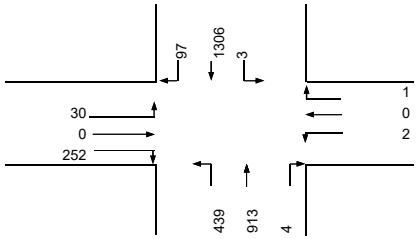
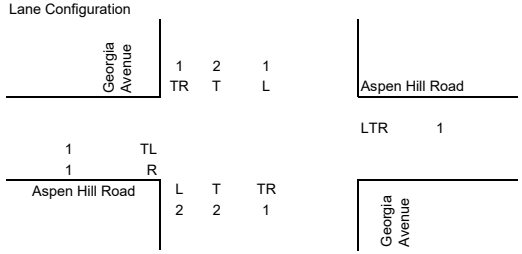
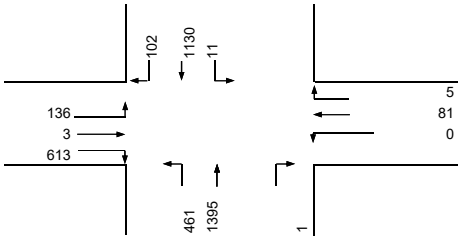
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: E/W

RTOR/Overlap (AM): NB 0 SB 0 EB 252 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 461 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	30	1.00	30	0	1.00	0	30	*
WB	LTR	3	1.00	3	0	1.00	0	3	*
NB	TR	917	0.37	339	3	1.00	3	342	
SB	TR	1403	0.37	519	439	0.53	233	752	*

Note: SUM 785

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	139	1.00	139	0	1.00	0	139	*
WB	LTR	86	1.00	86	0	1.00	0	86	*
NB	TR	1396	0.37	517	11	1.00	11	528	
SB	TR	1232	0.37	456	461	0.53	244	700	*

Note: SUM 925

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 7: Connecticut Avenue/Home Depot Entrance
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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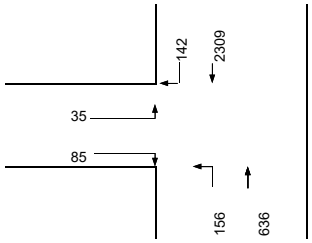
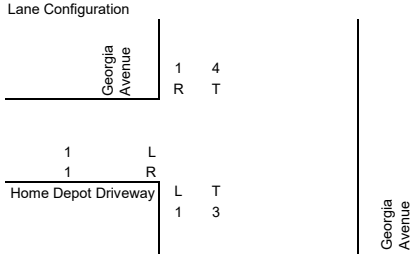
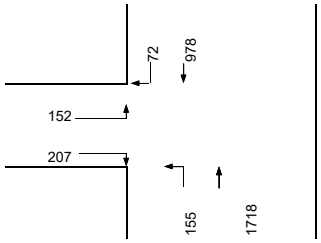
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: ____ Stop: X
Split: ____ Ways: ____

RTOR/Overlap (AM): NB 0 SB 0 EB 85 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 155 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	35	1.00	35	0	1.00	0	35	*
WB									
NB	T	636	0.37	235	0	1.00	0	235	
SB	T	2309	0.30	693	156	1.00	156	849	*

Note: SUM 884

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	152	1.00	152	0	1.00	0	152	*
WB									
NB	T	1718	0.37	636	0	1.00	0	636	*
SB	T	978	0.30	293	155	1.00	155	448	

Note: SUM 788

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 8: Georgia Avenue/Connecticut Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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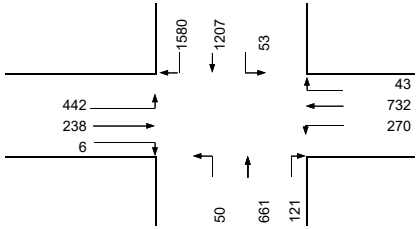
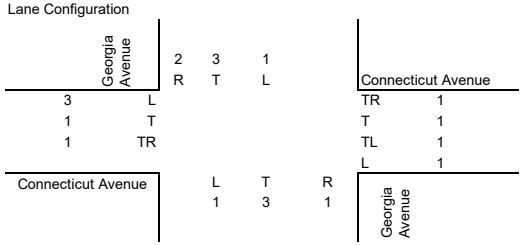
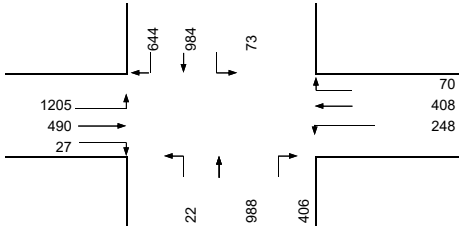
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	442	0.37	164	0	1.00	0	164	*
WB	LTR	1045	0.30	314	0	1.00	0	314	*
NB	T	661	0.37	245	53	1.00	53	298	
SB	T	1207	0.37	447	50	1.00	50	497	*

Note: SBR lanes are free flow SUM 975

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	1205	0.37	446	0	1.00	0	446	*
WB	LTR	726	0.30	218	0	1.00	0	218	*
NB	T	988	0.37	366	73	1.00	73	439	*
SB	T	984	0.37	364	22	1.00	22	386	

Note: SBR lanes are free flow SUM 1103

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 9: Georgia Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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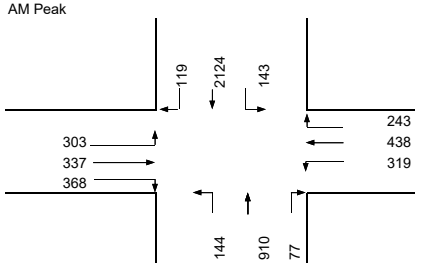
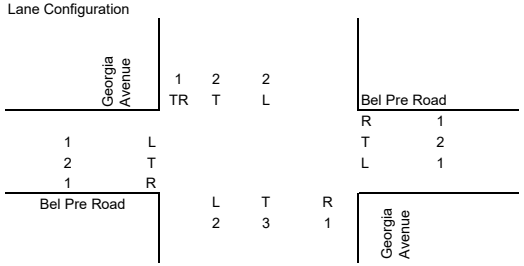
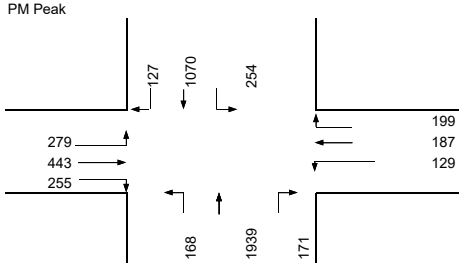
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 144 WB 75.79
RTOR/Overlap (PM): NB 0 SB 0 EB 168 WB 134.62

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	337	0.53	179	319	1.00	319	498	
WB	T	438	0.53	232	303	1.00	303	535	*
NB	T	910	0.37	337	143	0.53	76	413	
SB	TR	2243	0.37	830	144	0.53	76	906	*

Note:

SUM 1441

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	443	0.53	235	129	1.00	129	364	
WB	T	187	0.53	99	279	1.00	279	378	*
NB	T	1939	0.37	717	254	0.53	135	852	*
SB	TR	1197	0.37	443	168	0.53	89	532	

Note:

SUM 1230

HCM 2010 Signalized Intersection Summary
9: Georgia Avenue & Bel Pre Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	337	368	319	438	243	144	910	77	143	2124	119
Future Volume (veh/h)	303	337	368	319	438	243	144	910	77	143	2124	119
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	322	359	0	347	476	0	158	1000	0	155	2309	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	591	264	360	591	264	234	2525	786	231	2521	0
Arrive On Green	0.14	0.17	0.00	0.14	0.17	0.00	0.07	0.50	0.00	0.07	0.50	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5253	0
Grp Volume(v), veh/h	322	359	0	347	476	0	158	1000	0	155	2309	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	0
Q Serve(g_s), s	25.0	16.9	0.0	25.0	23.3	0.0	8.1	22.2	0.0	7.9	75.5	0.0
Cycle Q Clear(g_c), s	25.0	16.9	0.0	25.0	23.3	0.0	8.1	22.2	0.0	7.9	75.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	320	591	264	360	591	264	234	2525	786	231	2521	0
V/C Ratio(X)	1.00	0.61	0.00	0.96	0.81	0.00	0.67	0.40	0.00	0.67	0.92	0.00
Avail Cap(c_a), veh/h	320	826	369	360	826	369	315	2525	786	315	2521	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	69.5	0.0	58.4	72.2	0.0	81.9	28.4	0.0	82.0	41.9	0.0
Incr Delay (d2), s/veh	51.5	1.0	0.0	37.6	4.1	0.0	3.4	0.5	0.0	3.3	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.4	0.0	18.0	11.8	0.0	4.0	10.5	0.0	3.9	36.8	0.0
LnGrp Delay(d),s/veh	108.4	70.5	0.0	96.0	76.2	0.0	85.3	28.9	0.0	85.4	48.6	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		681			823			1158			2464	
Approach Delay, s/veh		88.4			84.6			36.6			50.9	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	94.2	32.0	35.0	18.6	94.4	32.0	35.0
Change Period (Y+Rc), s	8.5	7.0	9.0	7.0	8.5	7.0	9.0	7.0
Max Green Setting (Gmax), s	14.5	71.0	23.0	40.0	14.5	71.0	23.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	77.5	27.0	18.9	9.9	24.2	27.0	25.3
Green Ext Time (p_c), s	0.2	0.0	0.0	2.3	0.2	1.7	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	58.0
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 10: Connecticut Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

WELLS + ASSOCIATES
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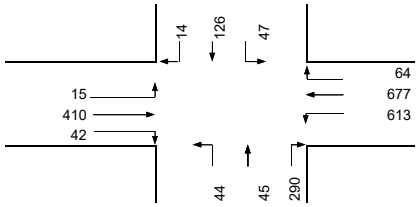
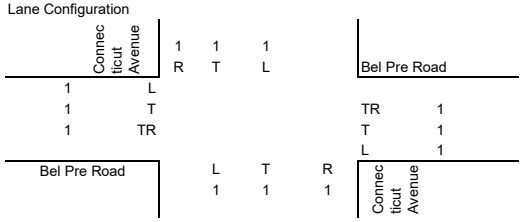
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

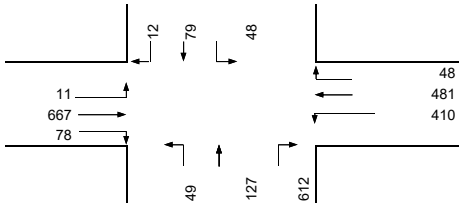
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	452	0.53	240	613	1.00	613	853	*
WB	TR	741	0.53	393	15	1.00	15	408	
NB	T	45	1.00	45	47	1.00	47	92	
SB	T	126	1.00	126	44	1.00	44	170	*

Note:

SUM 1023

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	745	0.53	395	410	1.00	410	805	*
WB	TR	529	0.53	280	11	1.00	11	291	
NB	T	127	1.00	127	48	1.00	48	175	*
SB	T	79	1.00	79	49	1.00	49	128	

Note:

SUM 980

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 11: Georgia Avenue/Heathfield Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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1110 Bonifant Street, Suite 5, Silver Spring, Maryland 20910-1335
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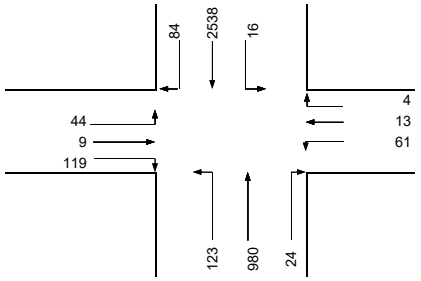
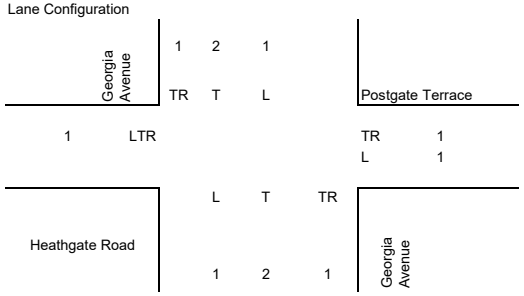
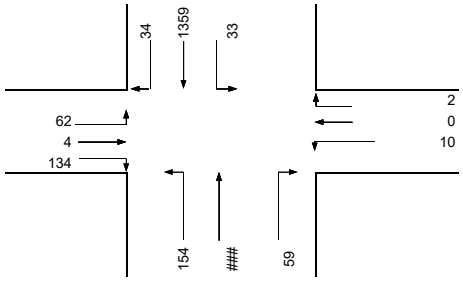
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	172	1.00	172	61	1.00	61	233	*
WB	TR	17	1.00	17	44	1.00	44	61	
NB	TR	1004	0.37	371	16	1.00	16	387	
SB	TR	2622	0.37	970	123	1.00	123	1093	*

Note: SUM 1326

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	200	1.00	200	10	1.00	10	210	*
WB	TR	2	1.00	2	62	1.00	62	64	
NB	TR	2239	0.37	828	33	1.00	33	861	*
SB	TR	1393	0.37	515	154	1.00	154	669	

Note: SUM 1071

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 12: Aspen Hill Road/Viers Mill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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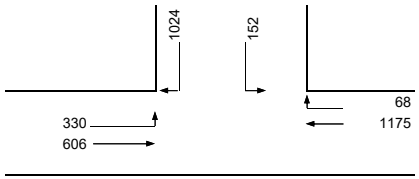
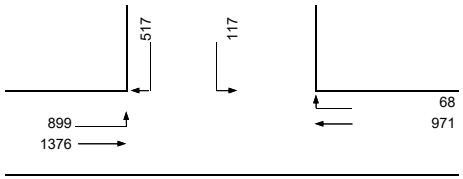
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

AM Peak



Lane Configuration

PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 175 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 476 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	606	0.53	321	0	1.00	0	321	
WB	T	1175	0.37	435	330	0.53	175	610	*
NB									
SB	R	849	0.53	450	0	1.00	0	450	*

Note:

SUM 1060

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1376	0.53	729	0	1.00	0	729	
WB	T	971	0.37	359	899	0.53	476	835	*
NB									
SB	L	117	1.00	117	0	1.00	0	117	*

Note:

SUM 952

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 13: Site Access Driveway/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future - Phase 1
Computed by: W+A

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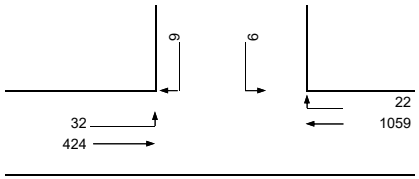
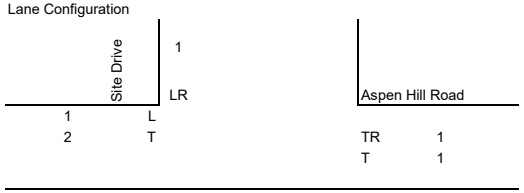
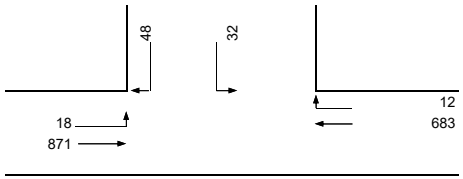
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	424	0.53	225	0	1.00	0	225	
WB	TR	1081	0.53	573	32	1.00	32	605	*
NB									
SB	LR	15	1.00	15	0	1.00	0	15	*

Note:

SUM 620

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	871	0.53	462	0	1.00	0	462	*
WB	TR	695	0.53	368	18	1.00	18	386	
NB									
SB	LR	80	1.00	80	0	1.00	0	80	*

Note:

SUM 542

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	146	322	164	503	274	716	96	51	2704
v/c Ratio	1.04	0.45	0.77	0.74	0.65	0.24	0.10	0.42	1.06
Control Delay	141.6	44.3	82.8	74.4	84.3	17.7	1.1	90.6	78.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Total Delay	141.6	44.3	82.8	74.4	84.3	17.7	1.1	90.6	94.8
Queue Length 50th (ft)	~146	121	159	296	134	172	4	59	~1309
Queue Length 95th (ft)	#275	166	222	348	#239	155	2	110	#1376
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	141	906	212	880	424	2963	975	128	2548
Starvation Cap Reductn	0	0	0	0	0	0	0	0	339
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.36	0.77	0.57	0.65	0.24	0.10	0.40	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	465	516	183	359	238	1537	198	183	1207
v/c Ratio	1.12	0.69	0.59	0.67	0.58	0.79	0.29	0.72	0.60
Control Delay	123.1	67.1	47.8	72.9	70.2	48.0	13.0	72.5	53.8
Queue Delay	2.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	125.3	67.1	47.8	73.0	70.2	48.0	13.0	72.5	53.8
Queue Length 50th (ft)	~534	289	153	202	137	600	70	217	467
Queue Length 95th (ft)	#706	344	202	244	m158	#827	m157	304	541
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	416	878	424	878	562	1941	689	339	2018
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	80	0	0	38	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.38	0.59	0.43	0.43	0.42	0.79	0.29	0.54	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX G

PHASE II

TOTAL FUTURE ANALYSIS WORKSHEETS

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 1: Parkland Drive/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

WELLS + ASSOCIATES
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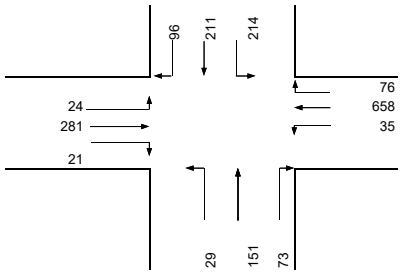
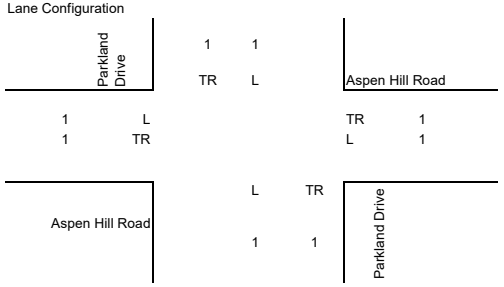
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

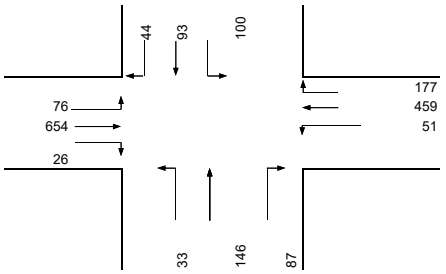
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:

Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	302	1.00	302	35	1.00	35	337	
WB	TR	734	1.00	734	24	1.00	24	758	*
NB	TR	224	1.00	224	214	1.00	214	438	*
SB	TR	307	1.00	307	29	1.00	29	336	
							SUM	1196	

Note:

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	680	1.00	680	51	1.00	51	731	*
WB	TR	636	1.00	636	76	1.00	76	712	
NB	TR	233	1.00	233	100	1.00	100	333	*
SB	TR	137	1.00	137	33	1.00	33	170	
							SUM	1064	

Note:

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 2: Veirs Mill Road/Parkland Drive/Gaynor Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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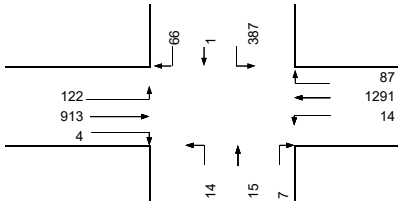
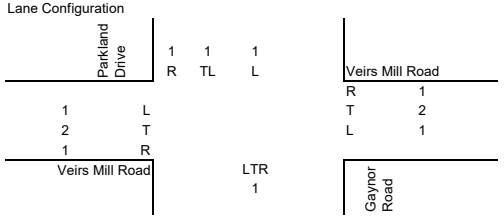
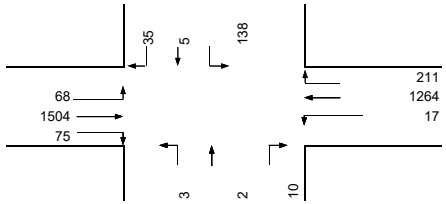
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: N/S

RTOR/Overlap (AM):	NB	0	SB	0	EB	4	WB	87
RTOR/Overlap (PM):	NB	0	SB	0	EB	3	WB	73.14

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	913	0.53	484	14	1.00	14	498	
WB	T	1291	0.53	684	122	1.00	122	806	*
NB	LTR	36	1.00	36	0	1.00	0	36	*
SB	TL	388	0.53	206	0	1.00	0	206	*

Note: SUM 1048

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1504	0.53	797	17	1.00	17	814	*
WB	T	1264	0.53	670	68	1.00	68	738	
NB	LTR	15	1.00	15	0	1.00	0	15	*
SB	TL	143	0.53	76	0	1.00	0	76	*

Note: SUM 905

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 3: Aspen Hill Road/Arctic Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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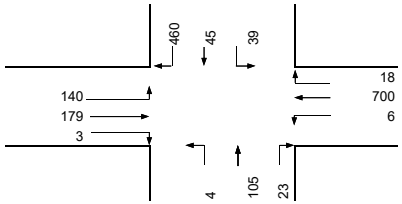
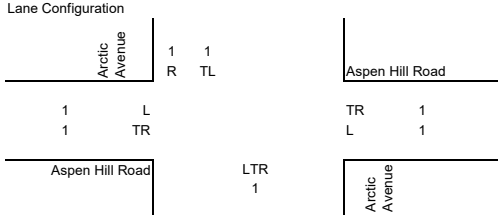
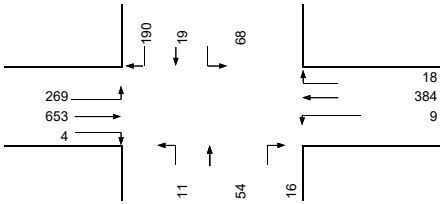
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM):	NB	0	SB	140	EB	0	WB	0
RTOR/Overlap (PM):	NB	0	SB	0	EB	0	WB	0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	182	1.00	182	6	1.00	6	188	
WB	TR	718	1.00	718	140	1.00	140	858	*
NB	LTR	132	1.00	132	39	1.00	39	171	
SB	R	320	1.00	320	4	1.00	4	324	*

Note: SUM 1182

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	657	1.00	657	9	1.00	9	666	
WB	TR	402	1.00	402	269	1.00	269	671	*
NB	LTR	81	1.00	81	68	1.00	68	149	*
SB	TL	87	1.00	87	11	1.00	11	98	

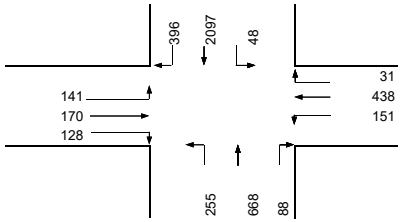
Note: SUM 820

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

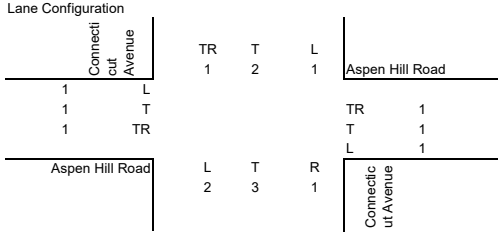
Intersection: 4: Connecticut Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

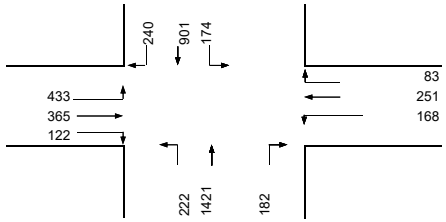
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	298	0.53	158	151	1.00	151	309	
WB	TR	469	0.53	249	141	1.00	141	390	*
NB	T	668	0.37	247	48	1.00	48	295	
SB	TR	2493	0.37	922	255	0.53	135	1057	*
Note:							SUM	1447	

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	487	0.53	258	168	1.00	168	426	
WB	TR	334	0.53	177	433	1.00	433	610	*
NB	T	1421	0.37	526	174	1.00	174	700	*
SB	TR	1141	0.37	422	222	0.53	118	540	
Note:							SUM	1310	

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	170	128	151	438	31	255	668	88	48	2097	396
Future Volume (veh/h)	141	170	128	151	438	31	255	668	88	48	2097	396
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	153	185	139	164	476	34	277	726	96	52	2279	430
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	346	246	300	603	43	356	2779	865	86	2129	385
Arrive On Green	0.09	0.18	0.18	0.10	0.18	0.18	0.21	1.00	1.00	0.05	0.49	0.49
Sat Flow, veh/h	1774	1977	1407	1774	3351	239	3442	5085	1583	1774	4332	783
Grp Volume(v), veh/h	153	164	160	164	251	259	277	726	96	52	1761	948
Grp Sat Flow(s),veh/h/ln	1774	1770	1614	1774	1770	1821	1721	1695	1583	1774	1695	1725
Q Serve(g_s), s	12.5	15.2	16.3	13.4	24.4	24.5	13.7	0.0	0.0	5.2	88.5	88.5
Cycle Q Clear(g_c), s	12.5	15.2	16.3	13.4	24.4	24.5	13.7	0.0	0.0	5.2	88.5	88.5
Prop In Lane	1.00		0.87	1.00		0.13	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	242	310	283	300	319	328	356	2779	865	86	1666	848
V/C Ratio(X)	0.63	0.53	0.56	0.55	0.79	0.79	0.78	0.26	0.11	0.61	1.06	1.12
Avail Cap(c_a), veh/h	256	447	408	306	447	460	449	2779	865	232	1666	848
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	67.5	68.0	53.5	70.5	70.6	69.4	0.0	0.0	84.0	45.8	45.8
Incr Delay (d2), s/veh	4.6	2.0	2.5	3.5	7.6	7.6	9.2	0.2	0.3	6.7	38.9	68.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	7.6	7.5	6.8	12.6	13.0	6.9	0.1	0.1	2.7	50.4	58.3
LnGrp Delay(d),s/veh	59.4	69.5	70.5	57.0	78.1	78.2	78.7	0.2	0.3	90.7	84.7	114.4
LnGrp LOS	E	E	E	E	E	E	E	A	A	F	F	F
Approach Vol, veh/h		477			674			1099			2761	
Approach Delay, s/veh		66.6			73.0			20.0			95.0	
Approach LOS		E			E			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	94.5	23.4	37.0	15.2	104.4	22.5	37.9
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	21.5	67.0	16.0	43.5	21.5	67.0	16.0	43.5
Max Q Clear Time (g_c+I1), s	15.7	90.5	15.4	18.3	7.2	2.0	14.5	26.5
Green Ext Time (p_c), s	0.9	0.0	0.1	2.8	0.1	1.1	0.1	3.9

Intersection Summary	
HCM 2010 Ctrl Delay	72.9
HCM 2010 LOS	E

HCM 2010 Signalized Intersection Summary
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Mitigation

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	170	128	151	438	31	255	668	88	48	2097	396
Future Volume (veh/h)	141	170	128	151	438	31	255	668	88	48	2097	396
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	153	185	139	164	476	34	277	726	96	52	2279	430
Adj No. of Lanes	1	2	0	1	2	0	2	3	1	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	148	356	253	204	603	43	283	3051	950	85	2451	443
Arrive On Green	0.04	0.18	0.18	0.04	0.18	0.18	0.16	1.00	1.00	0.05	0.57	0.57
Sat Flow, veh/h	1774	1977	1407	1774	3351	239	3442	5085	1583	1774	4332	783
Grp Volume(v), veh/h	153	164	160	164	251	259	277	726	96	52	1761	948
Grp Sat Flow(s),veh/h/ln	1774	1770	1614	1774	1770	1821	1721	1695	1583	1774	1695	1725
Q Serve(g_s), s	7.0	15.1	16.2	7.0	24.4	24.5	14.4	0.0	0.0	5.2	84.5	95.3
Cycle Q Clear(g_c), s	7.0	15.1	16.2	7.0	24.4	24.5	14.4	0.0	0.0	5.2	84.5	95.3
Prop In Lane	1.00		0.87	1.00		0.13	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	148	318	290	204	318	327	283	3051	950	85	1918	976
V/C Ratio(X)	1.04	0.52	0.55	0.81	0.79	0.79	0.98	0.24	0.10	0.61	0.92	0.97
Avail Cap(c_a), veh/h	148	443	405	204	443	456	283	3051	950	117	1918	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	66.7	67.2	70.2	70.5	70.6	75.0	0.0	0.0	84.0	35.3	37.7
Incr Delay (d2), s/veh	84.0	1.8	2.3	23.0	7.7	7.8	47.0	0.2	0.2	6.8	8.6	22.6
Initial Q Delay(d3),s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	7.6	7.4	8.0	12.6	13.1	8.7	0.1	0.1	2.7	41.7	51.4
LnGrp Delay(d),s/veh	156.6	68.6	69.5	93.2	78.3	78.4	122.1	0.2	0.2	90.9	43.9	60.3
LnGrp LOS	F	E	E	F	E	E	F	A	A	F	D	E
Approach Vol, veh/h		477			674			1099			2761	
Approach Delay, s/veh		97.1			82.0			30.9			50.4	
Approach LOS		F			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	107.8	13.0	37.9	15.2	114.0	13.0	37.9
Change Period (Y+Rc), s	8.5	8.0	8.0	7.5	8.5	8.0	8.0	7.5
Max Green Setting (Gmax), s	12.8	87.1	5.0	43.1	9.9	90.0	5.0	43.1
Max Q Clear Time (g_c+I1), s	16.4	97.3	9.0	18.2	7.2	2.0	9.0	26.5
Green Ext Time (p_c), s	0.0	0.0	0.0	2.8	0.0	1.1	0.0	3.9

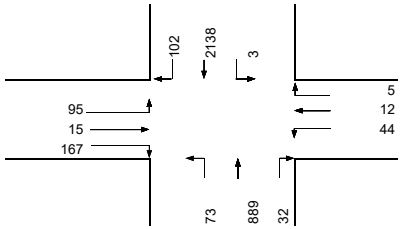
Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

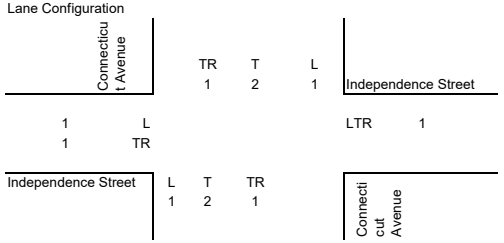
Intersection: 5: Connecticut Avenue/Independence Street
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, PLANNING AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

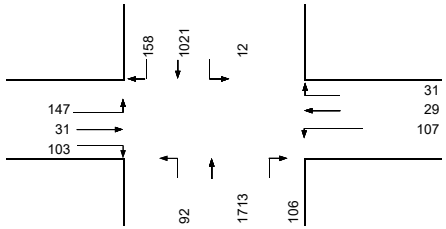
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	182	1.00	182	44	1.00	44	226	*
WB	LTR	61	1.00	61	95	1.00	95	156	
NB	TR	921	0.37	341	3	1.00	3	344	
SB	TR	2240	0.37	829	73	1.00	73	902	*

Note:

SUM 1128

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	134	1.00	134	107	1.00	107	241	
WB	LTR	167	1.00	167	147	1.00	147	314	*
NB	TR	1819	0.37	673	12	1.00	12	685	*
SB	TR	1179	0.37	436	92	1.00	92	528	

Note:

SUM 999

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 6: Georgia Avenue/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
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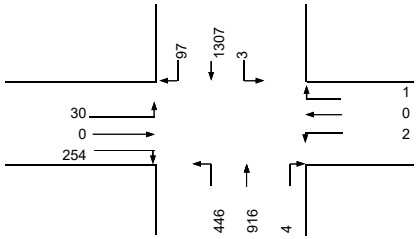
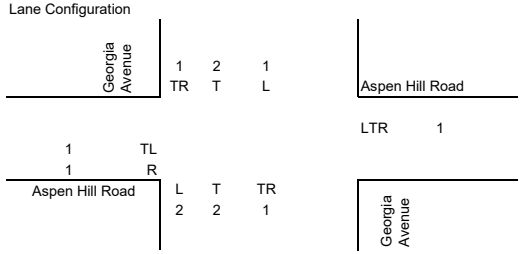
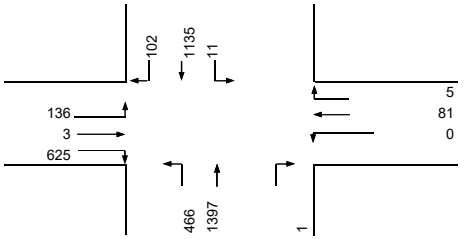
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: X Ways: E/W

RTOR/Overlap (AM): NB 0 SB 0 EB 254 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 466 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	30	1.00	30	0	1.00	0	30	*
WB	LTR	3	1.00	3	0	1.00	0	3	*
NB	TR	920	0.37	340	3	1.00	3	343	
SB	TR	1404	0.37	519	446	0.53	236	755	*

Note: SUM 788

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TL	139	1.00	139	0	1.00	0	139	*
WB	LTR	86	1.00	86	0	1.00	0	86	*
NB	TR	1398	0.37	517	11	1.00	11	528	
SB	TR	1237	0.37	458	466	0.53	247	705	*

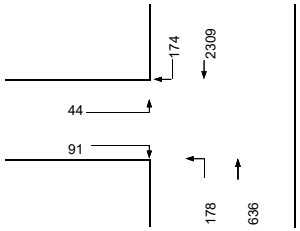
Note: SUM 930

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

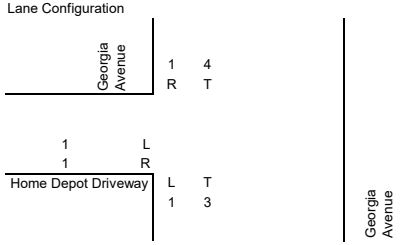
Intersection: 7: Connecticut Avenue/Home Depot Entrance
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

WELLS + ASSOCIATES
TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
Phone: (301)971-3415 Facsimile: (301)448-1335

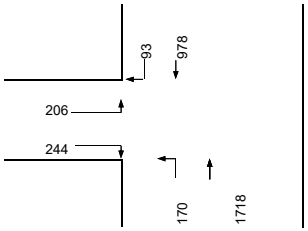
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: ____ Stop: X
Split: ____ Ways: ____

RTOR/Overlap (AM): NB 0 SB 0 EB 91 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 170 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	44	1.00	44	0	1.00	0	44	*
WB									
NB	T	636	0.37	235	0	1.00	0	235	
SB	T	2309	0.30	693	178	1.00	178	871	*
Note:							SUM	915	

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	206	1.00	206	0	1.00	0	206	*
WB									
NB	T	1718	0.37	636	0	1.00	0	636	*
SB	T	978	0.30	293	170	1.00	170	463	
Note:							SUM	842	

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 8: Georgia Avenue/Connecticut Avenue
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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TRANSPORTATION, TRAFFIC, AND PARKING CONSULTANTS
1110 Bonifant Street, Silver Spring, Maryland 20910
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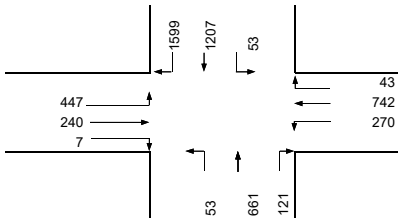
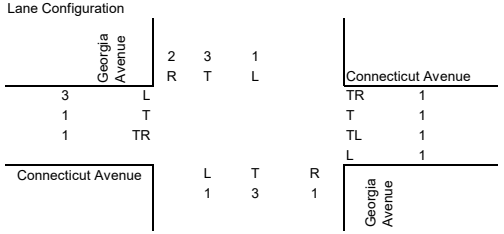
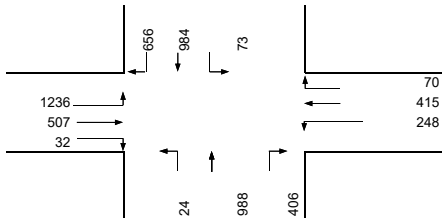
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	447	0.37	165	0	1.00	0	165	*
WB	LTR	1055	0.30	317	0	1.00	0	317	*
NB	T	661	0.37	245	53	1.00	53	298	
SB	T	1207	0.37	447	53	1.00	53	500	*

Note: SBR lanes are free flow SUM 982

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	L	1236	0.37	457	0	1.00	0	457	*
WB	LTR	733	0.30	220	0	1.00	0	220	*
NB	T	988	0.37	366	73	1.00	73	439	*
SB	T	984	0.37	364	24	1.00	24	388	

Note: SBR lanes are free flow SUM 1116

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 9: Georgia Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

WELLS + ASSOCIATES
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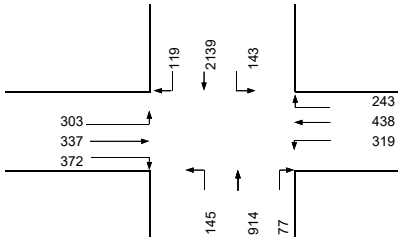
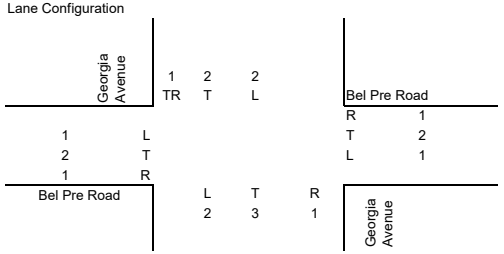
Phone: (301)871-3415 Facsimile: (301)448-1335

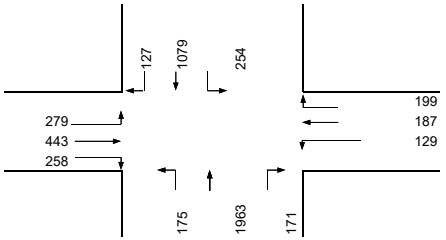
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 145 WB 75.79
RTOR/Overlap (PM): NB 0 SB 0 EB 175 WB 134.62

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	337	0.53	179	319	1.00	319	498	
WB	T	438	0.53	232	303	1.00	303	535	*
NB	T	914	0.37	338	143	0.53	76	414	
SB	TR	2258	0.37	835	145	0.53	77	912	*

Note: SUM 1447

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	443	0.53	235	129	1.00	129	364	
WB	T	187	0.53	99	279	1.00	279	378	*
NB	T	1963	0.37	726	254	0.53	135	861	*
SB	TR	1206	0.37	446	175	0.53	93	539	

Note: SUM 1239

HCM 2010 Signalized Intersection Summary
9: Georgia Avenue & Bel Pre Road

03/06/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	337	372	319	438	243	145	914	77	143	2139	119
Future Volume (veh/h)	303	337	372	319	438	243	145	914	77	143	2139	119
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	322	359	0	347	476	0	159	1004	0	155	2325	0
Adj No. of Lanes	1	2	1	1	2	1	2	3	1	2	3	0
Peak Hour Factor	0.94	0.94	0.94	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	591	264	360	591	264	235	2525	786	231	2519	0
Arrive On Green	0.14	0.17	0.00	0.14	0.17	0.00	0.07	0.50	0.00	0.07	0.50	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	3442	5085	1583	3442	5253	0
Grp Volume(v), veh/h	322	359	0	347	476	0	159	1004	0	155	2325	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1721	1695	1583	1721	1695	0
Q Serve(g_s), s	25.0	16.9	0.0	25.0	23.3	0.0	8.1	22.3	0.0	7.9	76.5	0.0
Cycle Q Clear(g_c), s	25.0	16.9	0.0	25.0	23.3	0.0	8.1	22.3	0.0	7.9	76.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	320	591	264	360	591	264	235	2525	786	231	2519	0
V/C Ratio(X)	1.00	0.61	0.00	0.96	0.81	0.00	0.68	0.40	0.00	0.67	0.92	0.00
Avail Cap(c_a), veh/h	320	826	369	360	826	369	315	2525	786	315	2519	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.9	69.5	0.0	58.4	72.2	0.0	81.9	28.4	0.0	82.0	42.2	0.0
Incr Delay (d2), s/veh	51.5	1.0	0.0	37.6	4.1	0.0	3.5	0.5	0.0	3.3	7.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.4	0.0	18.0	11.8	0.0	4.0	10.5	0.0	3.9	37.4	0.0
LnGrp Delay(d),s/veh	108.4	70.5	0.0	96.0	76.2	0.0	85.4	28.9	0.0	85.4	49.3	0.0
LnGrp LOS	F	E		F	E		F	C		F	D	
Approach Vol, veh/h		681			823			1163			2480	
Approach Delay, s/veh		88.4			84.6			36.6			51.6	
Approach LOS		F			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	94.2	32.0	35.0	18.6	94.4	32.0	35.0
Change Period (Y+Rc), s	8.5	7.0	9.0	7.0	8.5	7.0	9.0	7.0
Max Green Setting (Gmax), s	14.5	71.0	23.0	40.0	14.5	71.0	23.0	40.0
Max Q Clear Time (g_c+I1), s	10.1	78.5	27.0	18.9	9.9	24.3	27.0	25.3
Green Ext Time (p_c), s	0.2	0.0	0.0	2.3	0.2	1.7	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	58.4
HCM 2010 LOS	E

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 10: Connecticut Avenue/Bel Pre Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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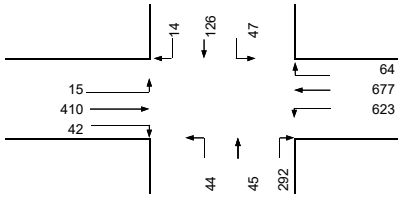
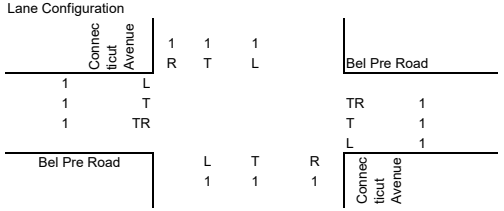
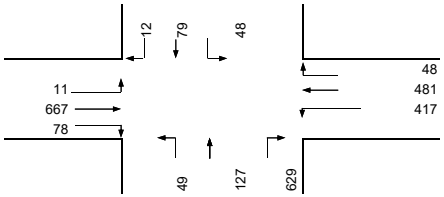
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	452	0.53	240	623	1.00	623	863	*
WB	TR	741	0.53	393	15	1.00	15	408	
NB	T	45	1.00	45	47	1.00	47	92	
SB	T	126	1.00	126	44	1.00	44	170	*

Note:

SUM 1033

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	TR	745	0.53	395	417	1.00	417	812	*
WB	TR	529	0.53	280	11	1.00	11	291	
NB	T	127	1.00	127	48	1.00	48	175	*
SB	T	79	1.00	79	49	1.00	49	128	

Note:

SUM 987

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 11: Georgia Avenue/Heathfield Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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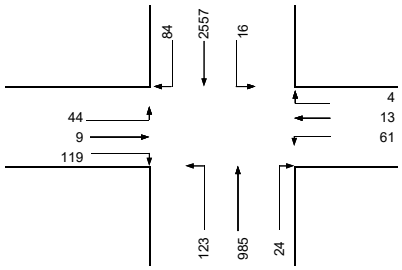
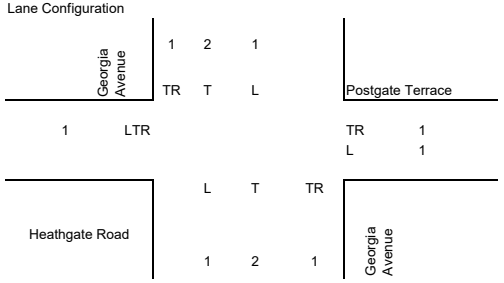
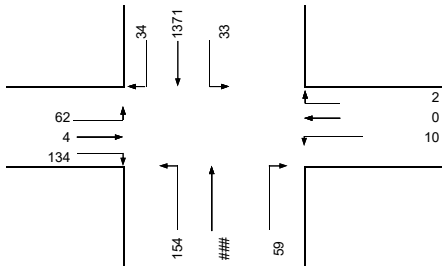
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	172	1.00	172	61	1.00	61	233	*
WB	TR	17	1.00	17	44	1.00	44	61	
NB	TR	1009	0.37	373	16	1.00	16	389	
SB	TR	2641	0.37	977	123	1.00	123	1100	*

Note:

SUM 1333

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	LTR	200	1.00	200	10	1.00	10	210	*
WB	TR	2	1.00	2	62	1.00	62	64	
NB	TR	2270	0.37	840	33	1.00	33	873	*
SB	TR	1405	0.37	520	154	1.00	154	674	

Note:

SUM 1083

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 12: Aspen Hill Road/Viers Mill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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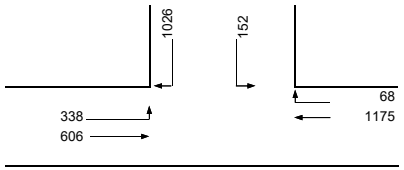
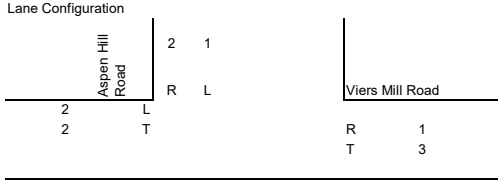
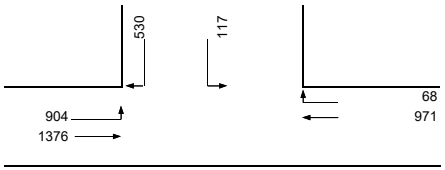
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 179 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 479 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	606	0.53	321	0	1.00	0	321	
WB	T	1175	0.37	435	338	0.53	179	614	*
NB									
SB	R	847	0.53	449	0	1.00	0	449	*
Note:							SUM	1063	

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	1376	0.53	729	0	1.00	0	729	
WB	T	971	0.37	359	904	0.53	479	838	*
NB									
SB	L	117	1.00	117	0	1.00	0	117	*
Note:							SUM	955	

Kaiser Permanente Aspen Hill
Critical Lane Volume
Level of Service Calculations

Intersection: 13: Site Access Driveway/Aspen Hill Road
Jurisdiction: Montgomery County
Scenario/Design Year: Total Future Phase 2
Computed by: W+A

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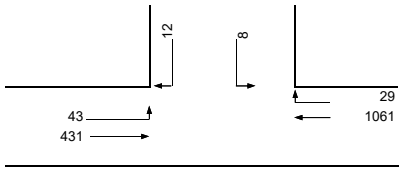
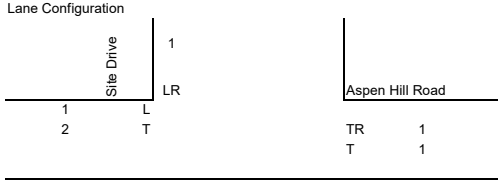
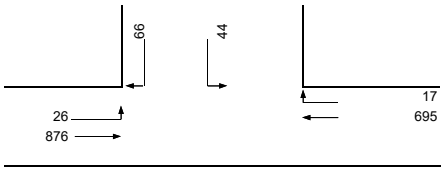
AM Peak



Lane Configuration



PM Peak



Intersection Control: Signal: X Stop:
Split: Ways:

RTOR/Overlap (AM): NB 0 SB 0 EB 0 WB 0
RTOR/Overlap (PM): NB 0 SB 0 EB 0 WB 0

Number of Lanes	Lane Use Factor
1	1.00
2	0.53
3	0.37
4	0.30
5	0.25
2 Lefts	0.53

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	431	0.53	228	0	1.00	0	228	
WB	TR	1090	0.53	578	43	1.00	43	621	*
NB									
SB	LR	20	1.00	20	0	1.00	0	20	*

Note:

SUM 641

Phase	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Lane Use Factor	Opposing Volume	Critical Lane Volume	*
EB	T	876	0.53	464	0	1.00	0	464	*
WB	TR	712	0.53	377	26	1.00	26	403	
NB									
SB	LR	110	1.00	110	0	1.00	0	110	*

Note:

SUM 574

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	153	324	164	510	277	726	96	52	2709
v/c Ratio	1.09	0.45	0.77	0.74	0.65	0.25	0.10	0.43	1.07
Control Delay	154.4	44.6	81.8	74.2	84.3	18.0	1.1	91.0	80.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3
Total Delay	154.4	44.6	81.8	74.2	84.3	18.0	1.1	91.0	94.6
Queue Length 50th (ft)	~163	123	159	300	135	175	4	60	~1314
Queue Length 95th (ft)	#295	167	221	352	#244	164	2	111	#1381
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	141	905	213	880	424	2953	972	129	2539
Starvation Cap Reductn	0	0	0	0	0	0	0	0	337
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.36	0.77	0.58	0.65	0.25	0.10	0.40	1.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
4: Connecticut Avenue & Aspen Hill Road

03/06/2020

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	471	530	183	363	1543	1540	198	189	1240
v/c Ratio	1.13	0.70	0.59	0.66	1.71	0.80	0.29	0.73	0.95
Control Delay	126.5	67.2	47.8	72.3	361.4	51.3	12.3	69.2	85.4
Queue Delay	2.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	128.8	67.2	47.8	72.4	361.4	51.3	12.3	69.2	85.4
Queue Length 50th (ft)	~548	298	153	204	~1371	599	52	224	523
Queue Length 95th (ft)	#716	351	200	245	#1647	#847	m139	311	#615
Internal Link Dist (ft)		309		1539		1470			56
Turn Bay Length (ft)	360		420		420		350		
Base Capacity (vph)	417	878	420	879	900	1914	681	339	1312
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	82	0	0	51	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.41	0.60	0.44	0.44	1.71	0.80	0.29	0.56	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.