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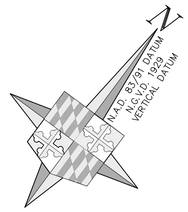
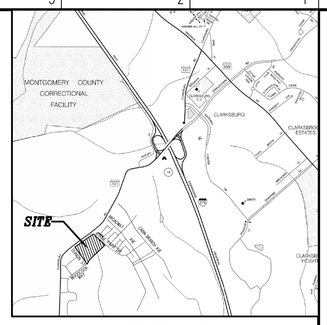
Attachment A

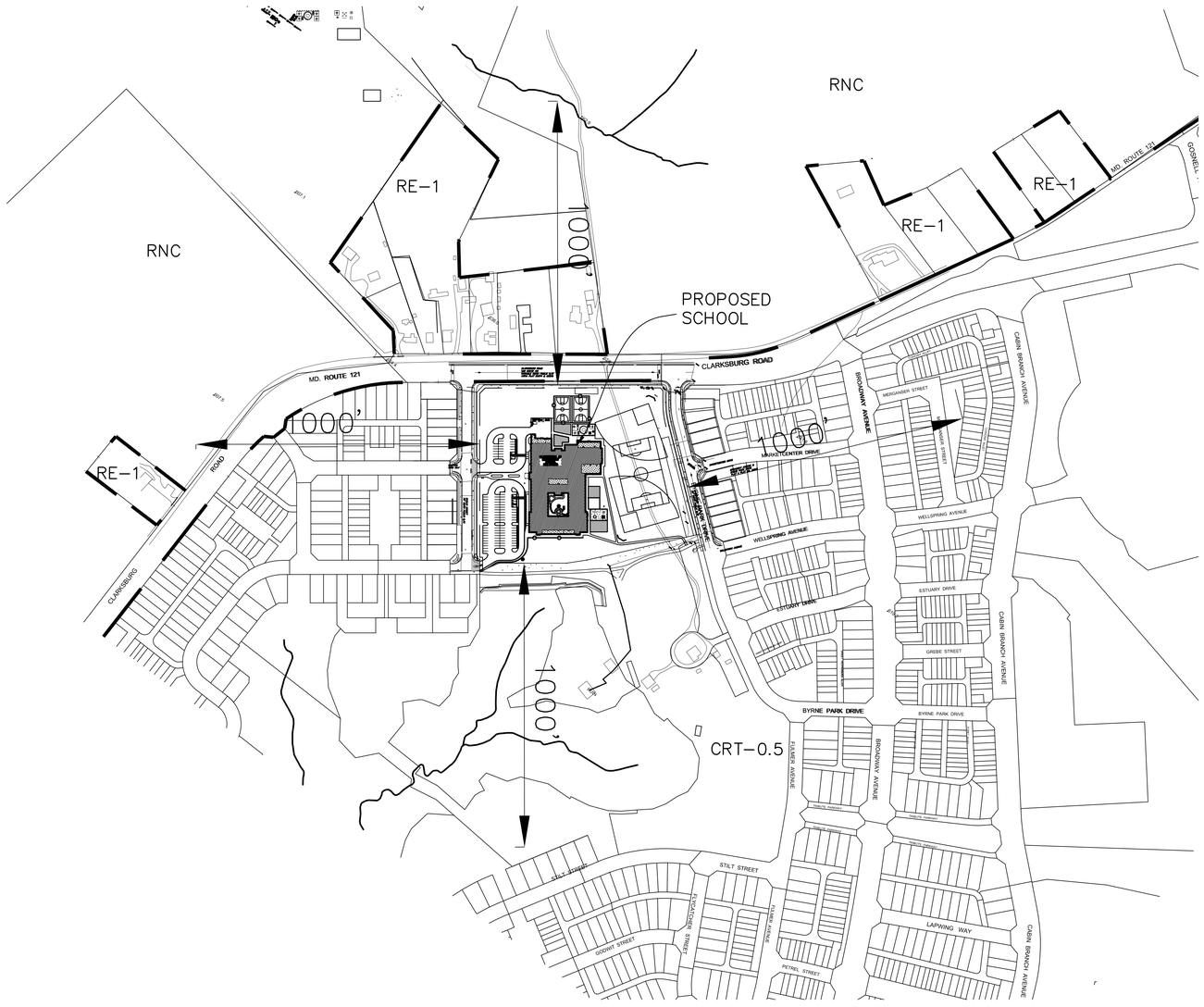
CLARKSBURG ELEMENTARY SCHOOL NO. 9
MANDATORY REFERRAL # 2





VICINITY MAP
SCALE: 1" = 2,000'±
(WSSC GRID: 231 NW 14)
MONTGOMERY COUNTY
ADC MAP PAGE: 22
GRIDS: D-5
(2011 EDITION)

NOTE:
ALL LOTS ARE
RESIDENTIAL UNLESS
OTHERWISE SPECIFIED



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GRAPHIC SCALE

200 0 100 200 400 800

(IN FEET)
1 inch = 200 ft.

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Calverton, MD 20705
Tel 301.595.1000
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GRIMM AND PARKER

LOCAL AREA PLAN

CLARKSBURG ELEMENTARY SCHOOL #9
22215 DUNLIN STREET CLARKSBURG, MD, 20871, BLOCK: MM; TAX MAP: EV23

DATE	DESCRIPTION

02

MR2021006
SEPTEMBER 14, 2020
MANDATORY REFERAL
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I:\Proj\194004 - Clarksburg ES 9\Drawings 194004\DWG\MR LOCAL AREA PLAN.dwg PLOTTED Sep 16, 2020

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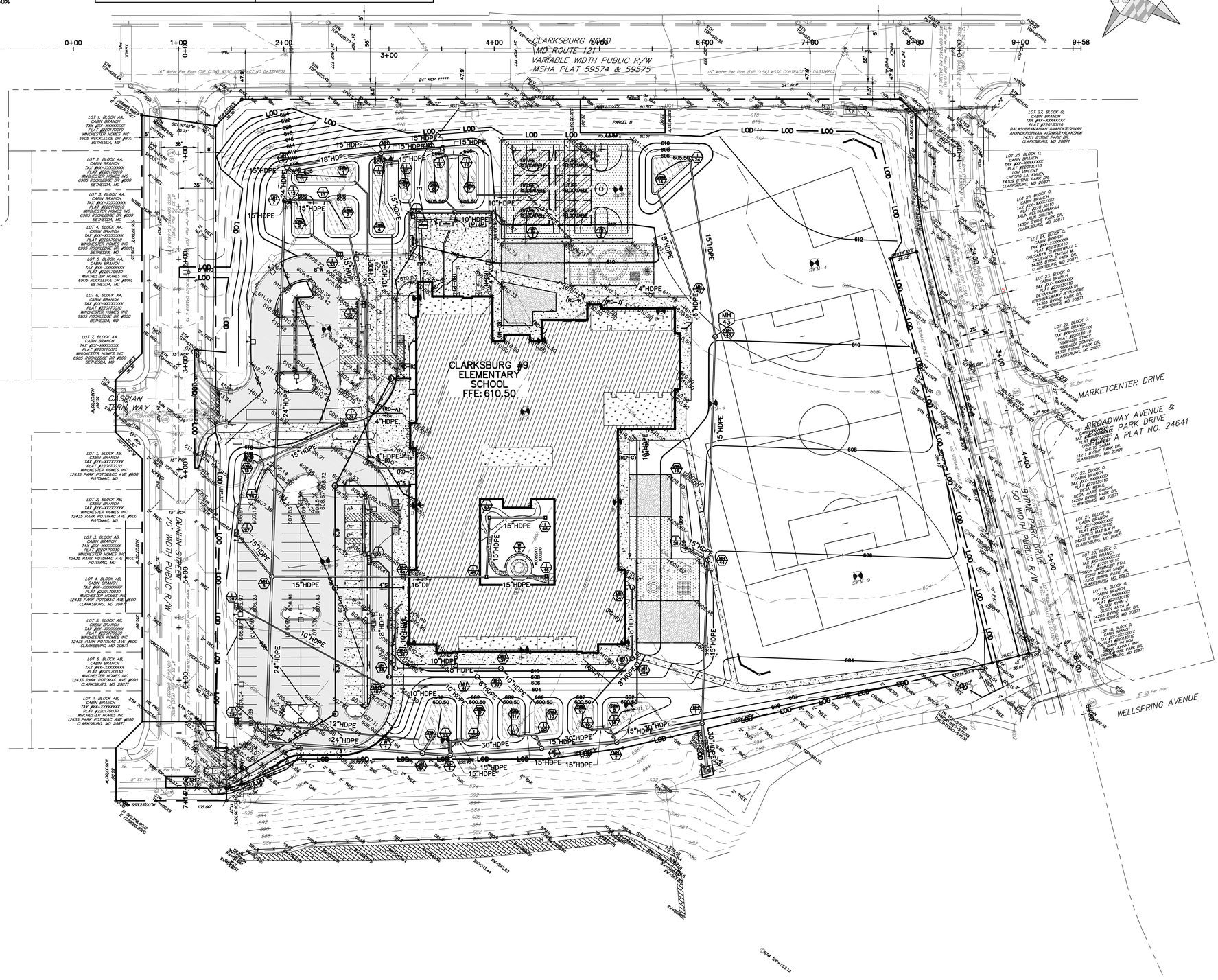
CLARKSBURG ELEMENTARY SCHOOL #9
PROPOSED PARKING TABULATION

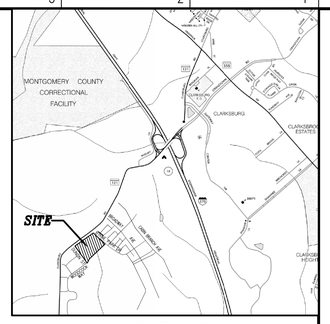
STANDARD SPACES (9'x 18')....98
ACCESSIBLE SPACES (8'x 18')....6
TOTAL EXISTING 0

BUILDING COVERAGE

SITE AREA = 429,842 SF
LIMITS OF DISTURBANCE = 395,342 SF
EXISTING BUILDING FOOTPRINT = N/A SF
PROPOSED BUILDING FOOTPRINT AREA = 61,902 SF
TOTAL BUILDING COVERAGE = 14.40%

	PROPOSED
MAIN BUILDING SETBACK FROM STREET	190 FEET
SIDE YARD–ONE SIDE	204 FEET
SIDE YARD–SUM OF BOTH SIDES	298 FEET
REAR YARD	220 FEET
ACCESSORY BUILDING SETBACK FROM STREET	NA
ACCESSORY BUILDING SETBACK FROM SIDE	NA
ACCESSORY BUILDING SETBACK FROM REAR	NA
MAX. BUILDING HEIGHT	39'–2" / 2 STORIES
MAXIMUM COVERAGE	14.40%





VICINITY MAP

SCALE: 1" = 2,000'±
(WSSC GRID: 231 NW 14)
MONTGOMERY COUNTY
ADC MAP PAGE: 22
GRIDS: D–5
(2011 EDITION)

LEGEND

EXISTING BOUNDARY LINE
EXISTING PROPERTY LINE
EXISTING CONTOUR
EXISTING BENCHMARK
EXISTING SEWER MANHOLE
EXISTING WATER MANHOLE
EXISTING STORM MANHOLE
EXISTING TELEPHONE MANHOLE
EXISTING ELECTRIC MANHOLE
EXISTING GAS MANHOLE
EXISTING SANITARY SEWER
EXISTING WATER LINE
EXISTING STORM DRAIN
EXISTING UTILITY POLE
EXISTING OVHD UTILITY LINE
EXISTING U/G ELECTRIC LINE
EXISTING U/G GAS LINE
EXISTING U/G TELE LINE
EXISTING U/G CABLE LINE
EXISTING U/G FIBER OPTIC
EXISTING GAS VALVE
EXISTING WATER VALVE
EXISTING FIRE HYDRANT
EXISTING WATER METER
EXISTING LIGHT
EXISTING SIGN
EXISTING BOLLARD
EXISTING RIPRAP
EXISTING CHAIN LINK FENCE
EXISTING WOOD FENCE
EXISTING BARBED WIRE FENCE
EXISTING TREE LINE
EXISTING TREE LINE
BENCHMARK
PROPERTY LINE
CONC CURB & GUTTER
PROP. BUILDING (SEE ARCH DWG'S)
CONCRETE SIDEWALK
LIGHT DUTY ASPHALT
REGULAR DUTY ASPHALT
HEAVY DUTY CONCRETE
2" MILL AND OVERLAY
SITE LIGHT (SEE MEP DWG'S)
ACCESSIBLE RAMP
PROPOSED STORM DRAIN
PROPOSED SEWER 6"S
PROPOSED WATER 8"W
PROPOSED ELECTRIC
PROPOSED GAS
PROPOSED TELECOM
PROPOSED FENCE

MISS UTILITY

CALL "MISS UTILITY AT 8–1–1 OR 1–800–257–7777 OR LOG ON TO www.call811.com or www.missutility.net 48 HOURS IN ADVANCE OF ANY WORK IN THIS VICINITY. THE EXCAVATOR MUST NOTIFY ALL PUBLIC UTILITY COMPANIES WITH UNDERGROUND FACILITIES IN THE AREA OF PROPOSED EXCAVATION AND HAVE THOSE FACILITIES LOCATED BY THE UTILITY COMPANIES PRIOR TO COMMENCING EXCAVATION. BEFORE EXCAVATION THE CONTRACTOR IS RESPONSIBLE FOR CALLING TICKET CHECK AT 1–866–821–4226 TO VERIFY THAT ALL UTILITIES HAVE BEEN MARKED, 48 HOURS AFTER CALLING MISS UTILITY.

NOTE:

THE CONTRACTOR IS ALSO RESPONSIBLE FOR LOCATING ALL PRIVATE UTILITIES (NOT LOCATED BY MISS UTILITY) WITHIN MCPS PROPERTY AT THEIR EXPENSE. ALL UTILITIES SHOWN ON THE PLANS ARE PROVIDED FOR INFORMATION ONLY AND SHALL BE CONSIDERED APPROXIMATE. MCPS SHALL NOT BE RESPONSIBLE FOR LOCATING UNDERGROUND UTILITIES. ANY UTILITIES OR OTHER UNDERGROUND FACILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED/REPLACED AT THE CONTRACTOR'S SOLE EXPENSE.

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GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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MANDATORY REFERRAL DRAWING PLAN
CLARKSBURG ELEMENTARY SCHOOL #9
22215 DUNLIN STREET CLARKSBURG, MD, 20871, BLOCK: WM; TAX MAP: EV23

DATE	DESCRIPTION

03

MR2021006
DECEMBER 7, 2020
IAC CD SUBMISSION

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I:\Proj\194004 – Clarksburg ES 9\Drawings 194004\DWG\MR MANDATORY REFERRAL DRAWING PLANN.dwg PLOTTED May 28, 2021

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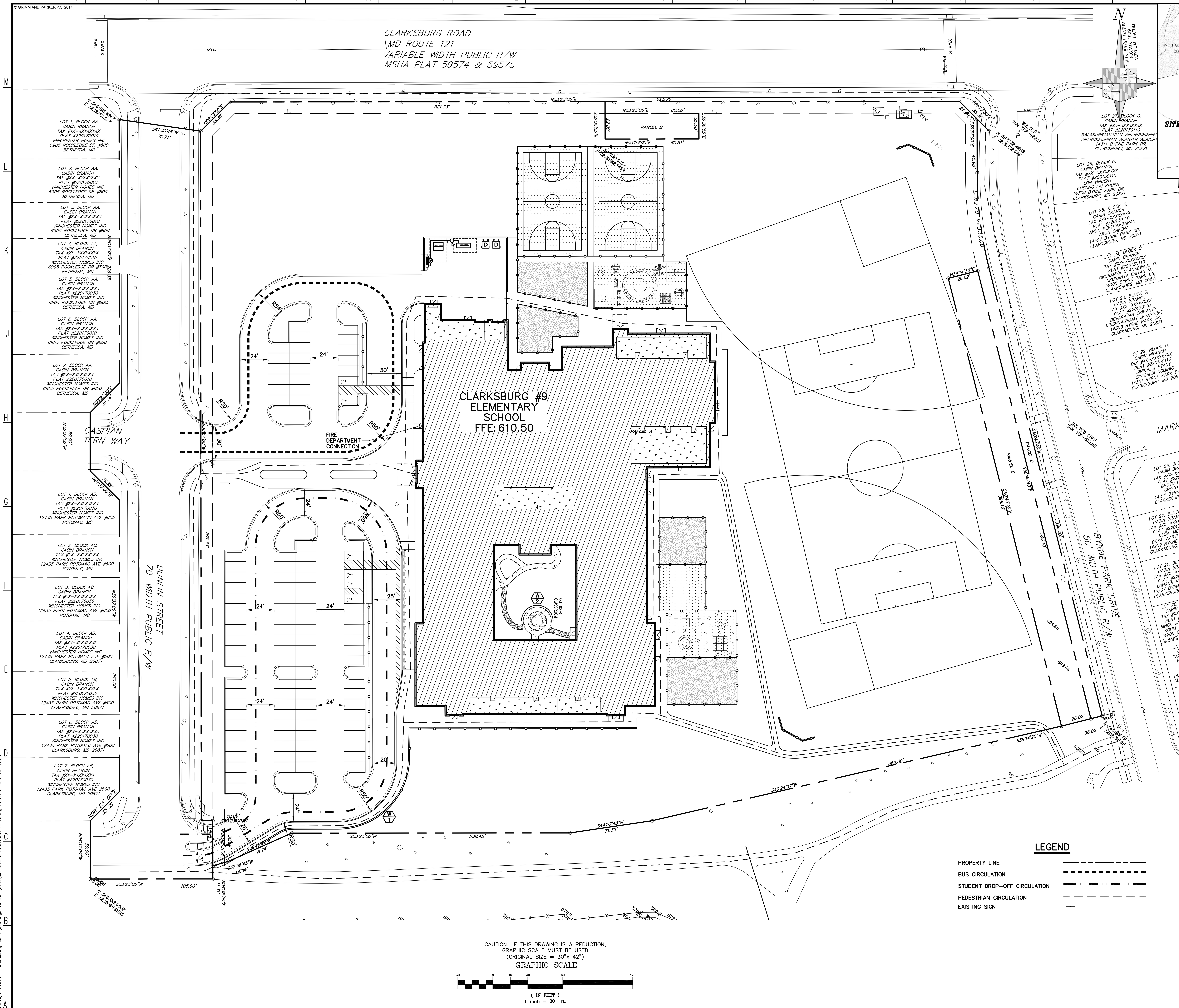

LEGEND

- PROPERTY LINE
- BUS CIRCULATION
- STUDENT DROP-OFF CIRCULATION
- PEDESTRIAN CIRCULATION
- EXISTING SIGN

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GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

OWNER/APPLICANT
MONTGOMERY COUNTY PUBLIC SCHOOLS
45 WEST GUDE DRIVE, SUITE 4300
ROCKVILLE, MARYLAND 20850-4038
ATTN: ROGER L. JENKINS
Roger_L_Jenkins@mcpsmd.org
TEL: 240.314.1000 FAX: 240.279.3003

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SITE CIRCULATION PLAN

CLARKSBURG ELEMENTARY SCHOOL #9
22215 DUNLIN STREET CLARKSBURG, MD, 20871, BLOCK: MM; TAX MAP: EV23

DATE	DESCRIPTION

05

MR2021006
SEPTEMBER 14, 2020
MANDATORY REFERAL

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Attachment B

WELLS + ASSOCIATES

CLARKSBURG ELEMENTARY SCHOOL #9

LOCAL AREA TRANSPORTATION REVIEW

MONTGOMERY COUNTY, MARYLAND

March 1, 2021

CLARKSBURG ES #9

Local Area Transportation Review

Montgomery County, Maryland

March 1, 2021

Prepared by:

Wells + Associates, Inc.

William Zeid, P.E.

1110 Bonifant Street, Suite 210

Silver Spring, MD 20910

(301) 448-1333

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TABLE OF CONTENTS

PAGE

SECTION 1: INTRODUCTION 1
OVERVIEW 1
DESCRIPTION OF MULTI-MODAL ADEQUACY TESTS 2
Motor Vehicle Adequacy 2
Pedestrian System Adequacy 2
Bicycle System Adequacy 2
Transit System Adequacy 2

SECTION 2: BACKGROUND DATA 6
OVERVIEW 6
PLANNED DEVELOPMENT 6
VEHICULAR ACCESS 6
PARKING 6
PUBLIC ROAD NETWORK 6
Existing Network/Site Access 6
Clarksburg Road (MD 121) 6
W Old Baltimore Road 7
PROGRAMMED IMPROVEMENTS 7
NON-AUTO TRANSPORTAION FACILITIES 7
Metrorail 7
Metrobus 7
RideOn 7
Capital Bikeshare and Bicycle Facilities 8
Sidewalks 8
STUDY AREA DEFINITION 8
EXISTING TRAFFIC COUNTS 9

SECTION 3: LOCAL AREA TRANSPORTATION REVIEW (LATR) 14
OVERVIEW 14
CONGESTION STANDARD 14
EXISTING CONDITIONS 14
Operational Analysis 14
Existing Congestion Levels 15
BACKGROUND FUTURE CONDITIONS 16
Pipeline Developments 16
Pipeline Trip Generation 17
Pipeline Trip Assignments 18
Background Traffic Forecasts 18
Operational Analysis 18
Background Future Congestion Levels 18
TOTAL FUTURE CONDITIONS 22

TABLE OF CONTENTS (CONTINUED)

PAGE

Trip Generation 22
Site Trip Assignments 23
Total Future Forecasts 23
Operational Analysis 23
Total Future Congestion Levels 24

SECTION 4: PEDESTRIAN AND BICYCLE STATEMENT _____ 27

OVERVIEW 27
Pedestrian Facilities 27
Bicycle Facilities 31
Transit Facilities 31
Street Light Inventory 33
Pedestrian System Adequacy 33
Pedestrian System Tiers 33
Crosswalk Pedestrian Delay 34
Bicycle System Adequacy 34

SECTION 5: CONCLUSIONS _____ 39

LIST OF FIGURES

FIGURE	TITLE	PAGE
1	Site Location & Study Intersections	4
2	Site Plan Layout	5
3	Existing Conditions Lane Use and Traffic Control	10
4	Adjusted Existing Weekday Peak Hour Traffic Volumes	11
5	Existing Pedestrian Peak Hour Volumes	12
6	Existing Bicycle Peak Hour Volumes	13
7	Pipeline Development Locations	19
8	Combined Pipeline Development Trips	20
9	Background Peak Hour Traffic Forecasts	21
10	Total Site Trip Assignments	25
11	Total Future Traffic Forecasts	26
12a	Pedestrian and Bicycle Facilities	30
12b	Bicycle Master Plan	32
13	Non-Auto Transportation Facilities	36
14	Streetlight Inventory	37
15	ADA Adequacy Test – Tier Map	38

LIST OF TABLES

TABLE	TITLE	PAGE
1	Site Trip Generation	1
2	Intersection Congestion Levels	15 & 22
3	Pipeline Development Vehicle Trip Generation Summary	17

LIST OF APPENDICES

APPENDIX	TITLE
A	Scoping
B	Traffic Count Data
C	Existing Capacity Analyses
D	Traffic Forecasts
E	Background Capacity Analyses
F	Total Future Capacity Analyses
G	Bus Route Info
H	ADA Adequacy Details

Clarksburg Elementary School No.9

Section 1
INTRODUCTION

OVERVIEW

This report details a Local Area Transportation Review (LATR) for the Clarksburg Elementary School #9 development. Clarksburg Elementary School #9 will be located at 22215 Dunlin Street in the Clarksburg Policy Area of Montgomery County, Maryland. The subject site is located along the north side of Dunlin Street, as shown on Figure 1.

The subject property proposed to be developed is currently vacant. The site is proposed to be developed with a public elementary school facility with capacity for up to 740 students. Vehicular access is planned to be provided via two proposed driveways on Dunlin Street, one driveway will service busses for pick up and drop off operations and one driveway will service passenger vehicles for pick up and drop off operations. A concept of the currently proposed development plan is provided on Figure 2.

This application is subject to Local Area Transportation Review (LATR) since the proposed development is expected to generate 50 or more peak hour person trips. The baseline trip generation summary for the proposed development is provided on Table 1. 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, Maryland State Highway and Montgomery County Department of Transportation (MCDOT) Staff. The Scope of Work Agreement is included in Appendix A.

Table 1
Trip Generation Summary

				AM Peak Hour			PM School Peak Hour			SSP 2016-2020 Trip Generation											
										AM Peak Hour						PM Peak Hour					
Land Use	LUC	Amount	Unit	In	Out	Total	In	Out	Total	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Total Person Trips	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Total Person Trips
Proposed Site Plan																					
Elementary School	520	740	Students	268	228	496	60	66	126	501	162	0	28	28	811	128	42	0	7	7	208
									In:	271					In:	61					
									Out:	230					Out:	67					
Net Site Trips (Proposed vs. Existing)				268	228	496	60	66	126	501	162	0	28	28	811	128	42	0	7	7	208
Note: Using Auto Driver Trips from Above																					
Internal Trips from Cabin Branch:		(603 of 740 students)	81%	219	187	406	50	54	104												
External Trips from Outside Cabin Branch:			19%	52	43	95	11	13	24												
Total			**81%**	**271**	**230**	**501**	**61**	**67**	**128**												

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Clarksburg Policy Area

DESCRIPTION OF MULTI-MODAL ADEQUACY TESTS

The following section describes the various multi-modal tests for determining transportation adequacy per the LATR guidelines and the Subdivision Staging Policy:

Motor vehicle adequacy. This analysis is required if the subject development generates 50 or more new peak hour person trips. Sites located within Yellow policy areas, such as the Clarksburg Elementary School #9, are evaluated for adequacy using the Critical Lane Volume analyses methodology. The congestion standard for isolated signalized intersections in the Clarksburg policy area is a critical lane volume of 1,425 CLV or less. **The proposed application would generate more than 50 new peak hour person trips and is therefore subject to the motor vehicle adequacy test described above.**

Pedestrian system adequacy. This analysis is required if 50 new 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 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 application does not exceed 50 new pedestrian trips based on the LATR/SSP conversion factors; however, through consultation with Staff, it has been determined that the elementary school would likely generate greater than 50 new pedestrian trips given the site's location within the Cabin Branch development. Therefore, this analysis has been deemed required.**

Bicycle system adequacy. This analysis is required if 50 new peak hour non-motorized trips or more are generated by the proposed development and the development is located within a quarter mile of an educational institution 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 application does not exceed 50 new non-motorized trips based on the LATR/SSP conversion factors; however, through consultation with Staff, this analysis has been deemed required.**

Transit system adequacy. This analysis is required if 50 new 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 1,000 feet of the site and the peak load for each route should be identified. The applicant will have to coordinate with staff to determine the capital improvements necessary to adjust peak load factor such as adding more buses. **The proposed application does not exceed 50 transit trips and therefore this analysis is not required.**

Tasks undertaken in this study included the following:

- Review of the proposed plans, background materials provided, and the Local Area Transportation Review Guidelines requirements for the Clarksburg Policy Area.
- Coordination with M-NCPPC Staff to identify the necessary scope and analyses to be included in the LATR study.
- Collection of new vehicular turning movement, bicycle and pedestrian counts at the study intersections.
- Adjusting the newly collected traffic count data using a factor of 1.07, where applicable, in accordance with the current Montgomery County policy on collecting traffic data.
- Calculation of adjusted existing conditions CLVs at intersections and v/c & delays at roundabouts.
- Forecast background future traffic volumes by compiling the adjusted 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 peak hour conditions CLVs at intersections and v/c & delays at roundabouts 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 proposed development based on the Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers and the Clarksburg policy area adjustment factors.
- Adjustment of the site trip generation to account for elementary school student generation from within the Cabin Branch development.
- Determination of directional distributions of the site-generated trips drawn from outside the Cabin Branch development based on the Superdistrict methodology presented in the LATR guidelines.
- Determination of trip distributions for Cabin Branch internal elementary school trips based on the location of housing within the development.
- Forecast of total future traffic volumes by combining the new site trips generated by the proposed elementary school with the background traffic forecasts.
- Calculation of total future peak hour conditions CLVs at intersections and v/c & delays at roundabouts based on the total future traffic forecasts and existing or planned intersection geometrics.
- Preparation of a Pedestrian and Bicycle statement.
- Preparation of a Pedestrian System Adequacy test.
- Preparation of a Bicycle System Adequacy test.

Sources of data for this study include: the M-NCPPC, the MCDOT, the Maryland State Highway Administration (SHA), the Maryland Transit Administration (MTA), Institute of Transportation Engineers (ITE), and Wells + Associates Inc.

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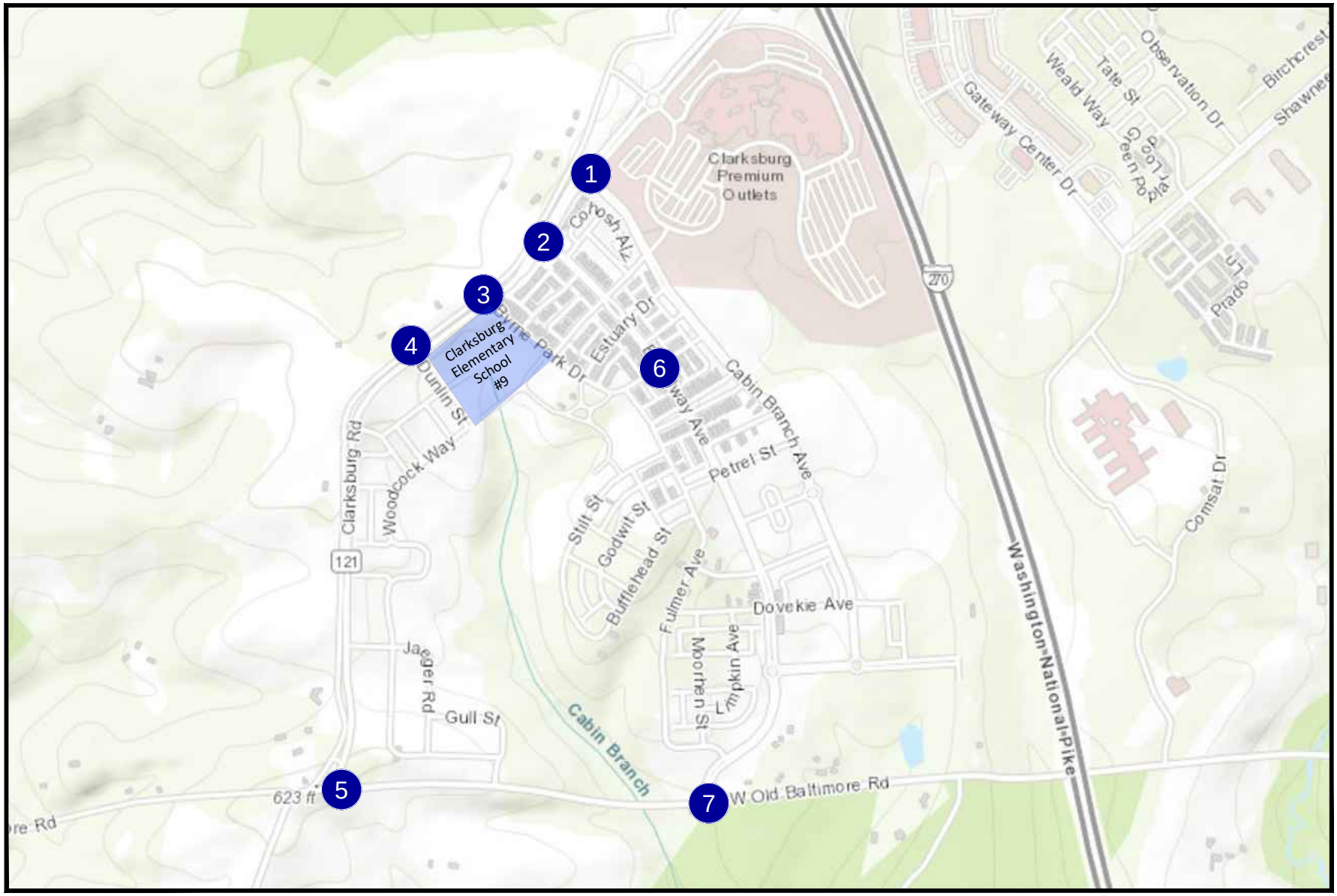

Figure 1
Site Location

NORTH

Clarksburg ES #9
Montgomery County, MD

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Site Plan

May 28, 2020

Clarksburg Cluster Elementary School #9

Montgomery County Public Schools

G+P

Figure 2
Site Plan

NORTH

Clarksburg ES #9
Montgomery County, MD

SECTION 2
BACKGROUND DATA

OVERVIEW

This section presents the following background information for the LATR:

- Description of the proposed development.
- Description of the existing vehicular ingress/egress.
- Definition of the study area.
- Description of the study area public road network and transportation facilities.
- Vehicular, pedestrian and bicycle traffic counts.

PLANNED DEVELOPMENT

This study considers a proposed public elementary school with capacity for up to 740 students. The proposed development plan is shown in Figure 2.

VEHICULAR ACCESS

Vehicular access for the proposed school is proposed to be provided along the Dunlin Street south of Clarksburg Road. The site will be served by two (2) driveways with one dedicated to passenger vehicle drop-off and pick-up and one for bus loading and unloading.

PARKING

Parking for the proposed public-school facility is proposed to be provided via surface parking.

PUBLIC ROAD NETWORK

Existing Network/Site Access

Regional access to the site is provided by Clarksburg Road, Old W Baltimore Road and Interstate 270. Local direct vehicular access is provided from Clarksburg Road (MD 121).

Clarksburg Road (MD 121) is classified as an arterial roadway. It is a two-lane roadway south-west of Dunlin Street and widens to the north-east. Additional turn lanes are typically provided at major intersections. Clarksburg Road (MD 121) has a posted speed limit of 40 mph and includes roundabouts at key access points to the Cabin Branch development.

W Old Baltimore Road is a two-lane undivided roadway with additional turn lanes at major intersections. Old W Baltimore has a posted speed limit of 35 mph.

PROGRAMMED IMPROVEMENTS

All roads and intersections included in this study have been recently constructed or recently reconstructed to their ultimate planned configurations. No additional planned or programmed roadway improvements have been identified at the study intersections. Therefore, the existing lane use and traffic controls were utilized for background and future conditions at all intersections.

NON-AUTO TRANSPORTATION FACILITIES

The subject site is located within the Clarksburg Policy Area, which is served by RideOn bus service as well as sidewalks and bikeways.

Metrorail

The nearest WMATA Metrorail service is located approximately 10 miles away at the Shady Grove Metro Station at the terminus of the Red Line. The WMATA's Red Line provides service between Shady Grove and Glenmont routing through Montgomery County and the District of Columbia. Connections to all other lines are provided via either Metro Center or Gallery Place, and future connections will be available to the planned and under construction Purple Line.

WMATA Metrobus

There are no Metrobus Routes adjacent to the site.

Montgomery County RideOn

The study area is serviced by Routes 73 and 75. These routes provide service to Shady Grove Metro Station located at the terminus of WMATA's Red Line where additional bus lines provide service connections throughout Montgomery County. RideOn Route 73 operates along Broadway Avenue with stops approximately 1/8-mile from the site.

Capital Bikeshare and Bicycle Facilities

The nearest Capital Bikeshare stations are located at the Shady Grove Metro Station approximately 10 miles from the site where 28 docks are provided across three stations. There are on-road bike lanes along Clarksburg Road and a paved shared use path along the east side of Clarksburg Road.

Sidewalks

Sidewalks or shared use paths are generally provided along both sides of all roads within the study area with the exception of the west side of Clarksburg Road from 250' south of Dunlin Street to the south to W Old Baltimore Road and along both sides of W Old Baltimore Road to the east of Broadway Avenue.

Paved asphalt trails are currently provided along the east side of Clarksburg Road, south side of Byrne Park Drive and north side of Dunlin Street adjacent to the site.

STUDY AREA DEFINITION

The study area for this LATR study was established through consultation with M-NCPPC Staff and is contained in the scoping letter provided in Appendix A. The study area assumed in this LATR is consistent with the requirements outlined in M-NCPPC's Local Area Transportation Review guidelines. The following intersections and driveway were included in the study as discussed with M-NCPPC Staff through the scoping process:

1. Clarksburg Road (MD 121) / Cabin Branch Avenue (Roundabout)
2. Clarksburg Road (MD 121) / Broadway Avenue
3. Clarksburg Road (MD 121) / Byrne Park Drive
4. Clarksburg Road (MD 121) / Dunlin Street
5. Clarksburg Road (MD 121) / W Old Baltimore Road (Roundabout)
6. Broadway Avenue / Byrne Park Drive
7. Broadway Avenue / W Old Baltimore Road

Figure 3 shows the existing lane use and traffic control for the study area.

EXISTING TRAFFIC COUNTS

Existing AM and PM peak hour vehicular, pedestrian, and bicycle traffic counts were collected on Thursday, December 12, 2020, at each of the study intersections, in accordance with the current County traffic count guidelines. Additional details about the current guidelines to address Covid-19 impacts to traffic volumes is provided attached to the scope in Appendix A. Traffic counts were collected at each of the study intersections from 6:30 AM to 9:30 AM and from 3:00 PM to 6:00 PM, consistent with the study scope. Consistent with current County traffic count guidelines to address Covid-19 impacts to traffic volumes, the AM peak hour traffic volumes were multiplied by a factor of 1.07. As detailed in Appendix A (Pages A-12 & A-13), during the PM peak hour, only traffic volumes collected before 4:30 PM are to be adjusted using the factor of 1.07. Therefore, if an intersection had a peak hour beginning before 4:30pm, any 15-minute interval count data before 4:30pm was also multiplied by the 1.07 adjustment factor. It is noted that a recommendation was made in the scope to use available existing traffic count data collected in 2019 at the Broadway Avenue and Clarksburg Road intersections with W Old Baltimore Road rather than collecting new count data; however, the data collected in 2019 was prior to the completion of the Clarksburg Road/W Old Baltimore Road roundabout, reconstruction of W Old Baltimore Road and connection of Broadway Avenue to the south to W Old Baltimore Road (See Appendix A pages A-14 for photos taken during the collection of the 2019 traffic count data.) Therefore, new traffic count data was collected for these intersections. The following is a breakdown of the traffic data used for each intersection:

1. Clarksburg Road (MD 121) / Cabin Branch Avenue
   - AM peak hour occurred from 7:45-8:45 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:45-5:45 PM adjustment factor was not used.
2. Clarksburg Road (MD 121) / Broadway Avenue
   - AM peak hour occurred from 8:00 -9:00 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:30-5:30 PM adjustment factor was not used.
3. Clarksburg Road (MD 121) / Byrne Park Drive
   - AM peak hour occurred from 7:30 -8:30 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:30-5:30 PM adjustment factor was not used.
4. Clarksburg Road (MD 121) / Dunlin Street
   - AM peak hour occurred from 7:30 -8:30 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:15-5:15 PM adjustment factor of 1.07 was used for 4:15-4:30pm data.
5. Clarksburg Road (MD 121) / W Old Baltimore Road
   - AM peak hour occurred from 7:30-8:30 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:15-5:15 PM adjustment factor of 1.07 was used for 4:15-4:30pm data.
6. Broadway Avenue / Byrne Park Drive
   - AM peak hour occurred from 8:00 -9:00 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 3:15-4:15 PM adjustment factor of 1.07 was used for 3:15-4:15pm data.
7. Broadway Avenue / W Old Baltimore Road
   - AM peak hour occurred from 7:45 -8:45 AM adjustment factor of 1.07 was used.
   - PM peak hour occurred from 4:45-5:45 PM adjustment factor was not used.

Figure 4 shows the adjusted existing AM and PM peak hour vehicular traffic volumes. Pedestrian and bicycle volumes at the study intersections are summarized on Figures 5 and 6 respectively, and the detailed count data is provided in Appendix B.

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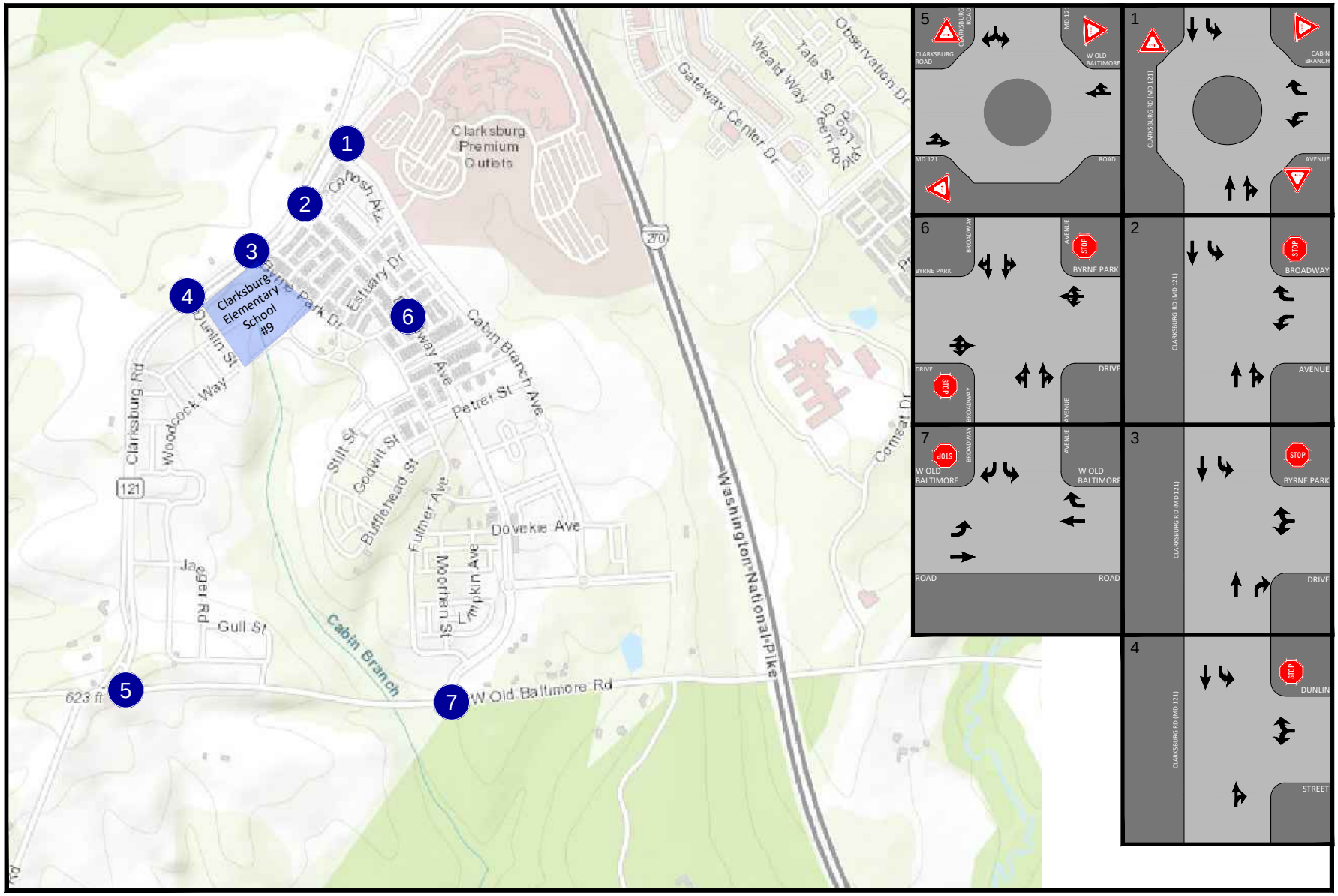

Figure 3
Existing Lane Configuration

Represents One Travel Lane
Signalized Intersection
Stop Sign

NORTH

Clarksburg ES #9
Montgomery County, MD

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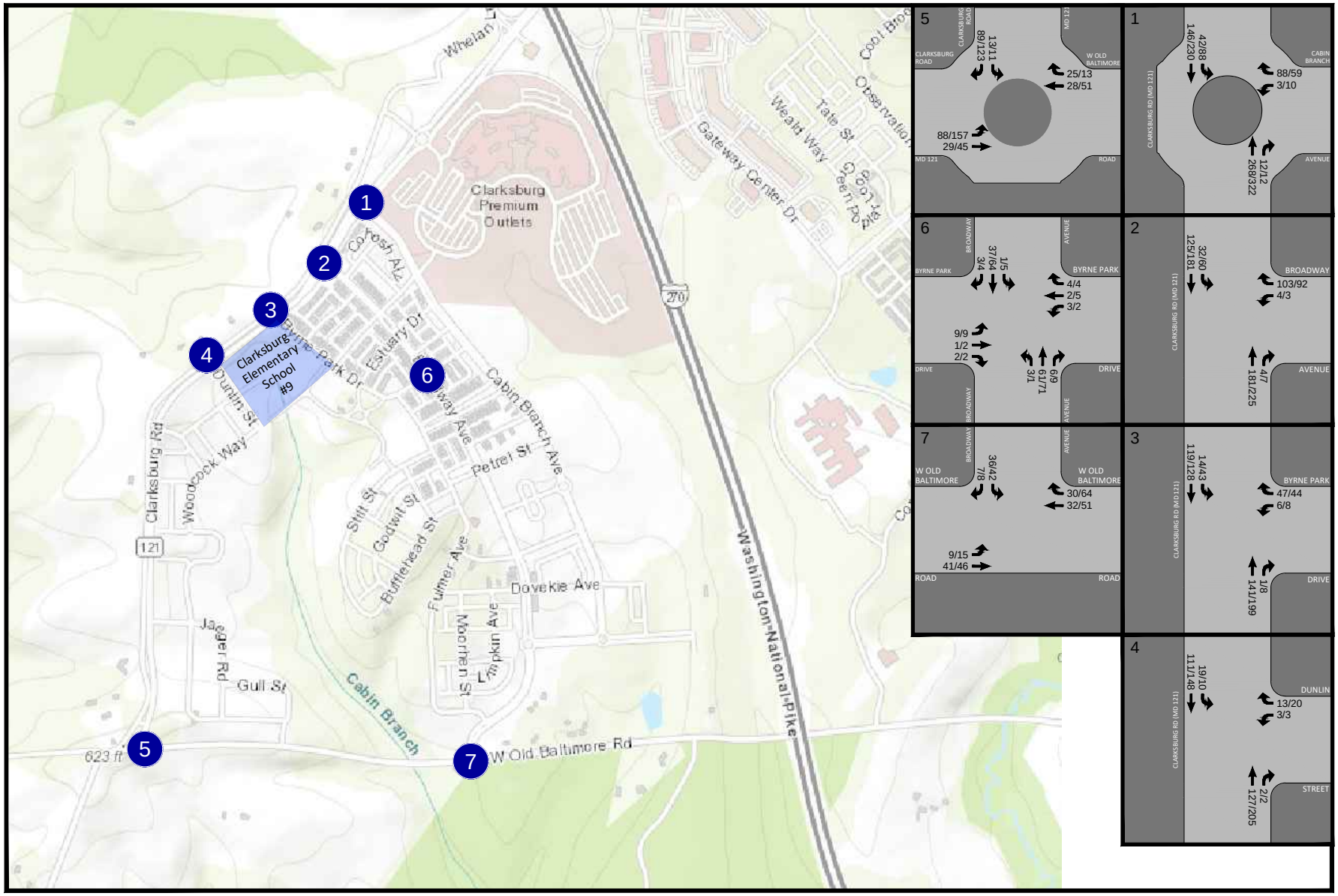

Figure 4

Existing Adjusted AM/PM Peak Hour Volumes

000 / 000 — AM PEAK HOUR / PM PEAK HOUR

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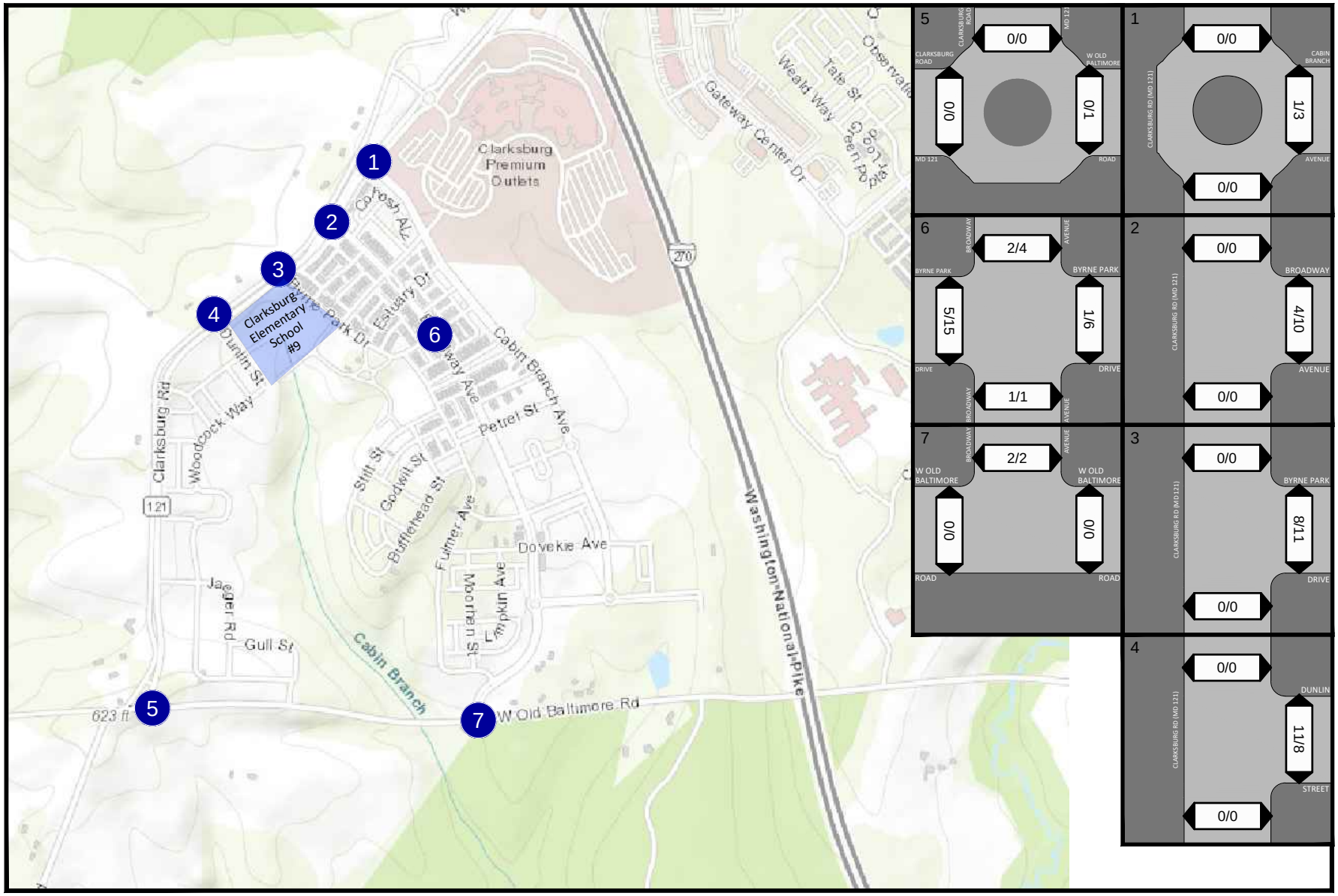

Figure 5
Existing Pedestrian Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Clarksburg ES #9
Montgomery County, MD

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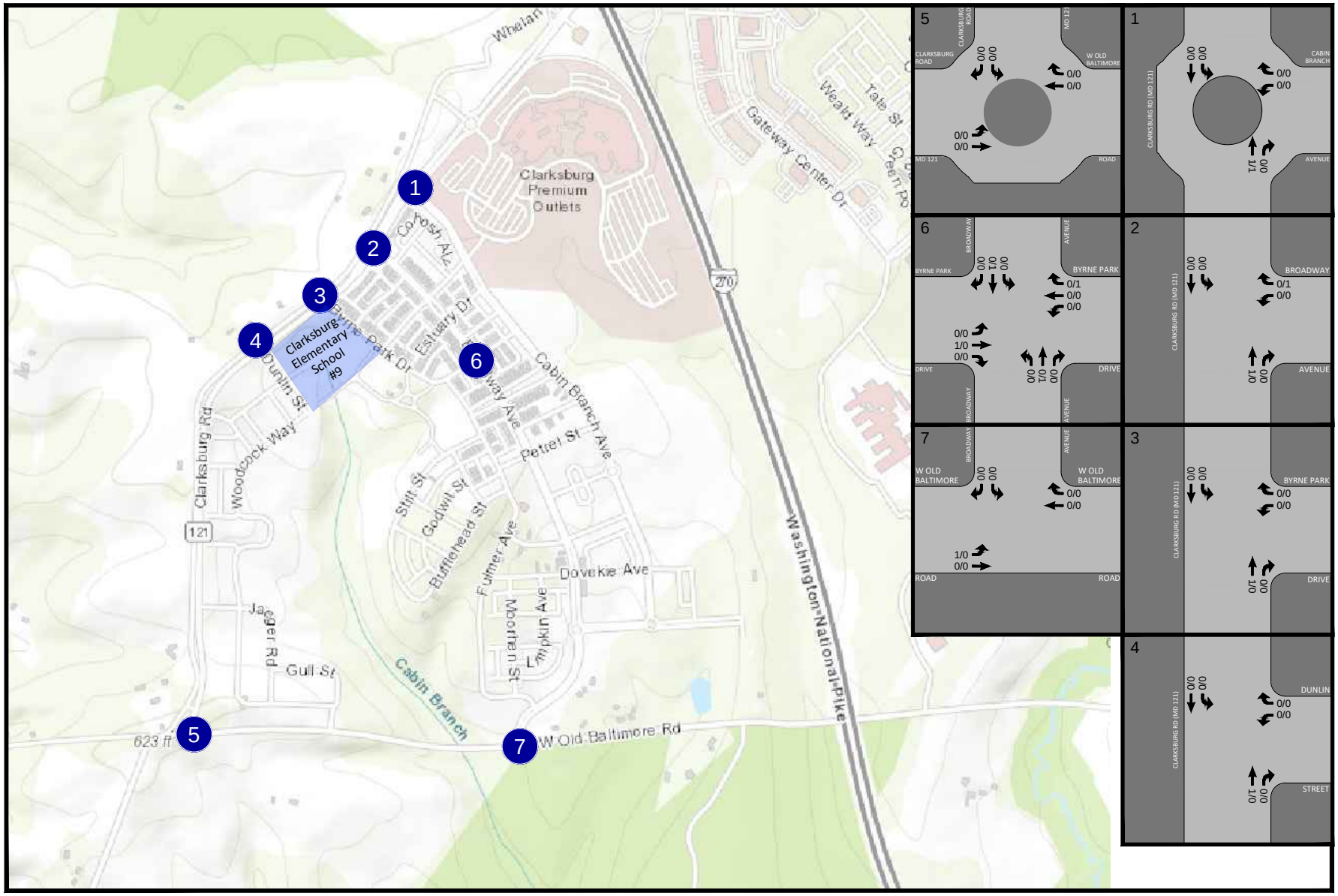


Figure 5
Existing Bicycle Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Clarksburg ES #9
Montgomery County, MD

SECTION 3
LOCAL AREA TRANSPORTATION REVIEW (LATR)

OVERVIEW

This section presents a Local Area Transportation Review (LATR), which was conducted in accordance with the LATR Guidelines. It includes: a listing of applicable congestion standards; analyses of existing critical lane volumes; a summary of site and pipeline trip generation projections; and analyses of future critical lane volumes without and with the site development.

Additionally, there is a requirement for adequacy tests of different modes that include motor vehicle, pedestrian, bicycle, and transit. Analysis is required for the corresponding mode should it exceed the threshold of 50 trips. **As noted previously, the motor vehicle, pedestrian, and bicycle adequacy tests have been prepared for this LATR.**

CONGESTION STANDARD

The subject site and all study intersections are located within the Clarksburg Policy Area (Yellow) of Montgomery County.

As detailed in M-NCPPC's LATR Guidelines, the adequacy standards for intersections within the Clarksburg Policy Area are a maximum of 1,425 CLV. For roundabouts, adequacy is based on the delay and v/c ratio which have maximums of 51 seconds per vehicle and 0.89, respectively, in the Clarksburg Policy Area.

EXISTING CONDITIONS

Operational Analysis

Existing peak hour levels of service were analyzed for each of the study intersections per the LATR guidelines.

Calculation of the existing intersection congestion levels were based on: the existing lane use and traffic control shown on Figure 3; the adjusted existing vehicular traffic volumes shown on Figure 4; and the Critical Lane Volume (CLV) methodology for intersections & SIDRA Roundabout software using HCM methodology for roundabouts. CLV and SIDRA worksheets are presented for each intersection in Appendix C. The results of the existing analyses are summarized in Table 2.

Existing Congestion Levels (TABLE 2)

As shown in Table 2 below, all intersections currently operate with CLVs well below the 1,425 CLV congestion standard, and both roundabouts operate with both delays and v/c ratios well below the applicable congestion standards.

Table 2: Intersection Congestion Levels

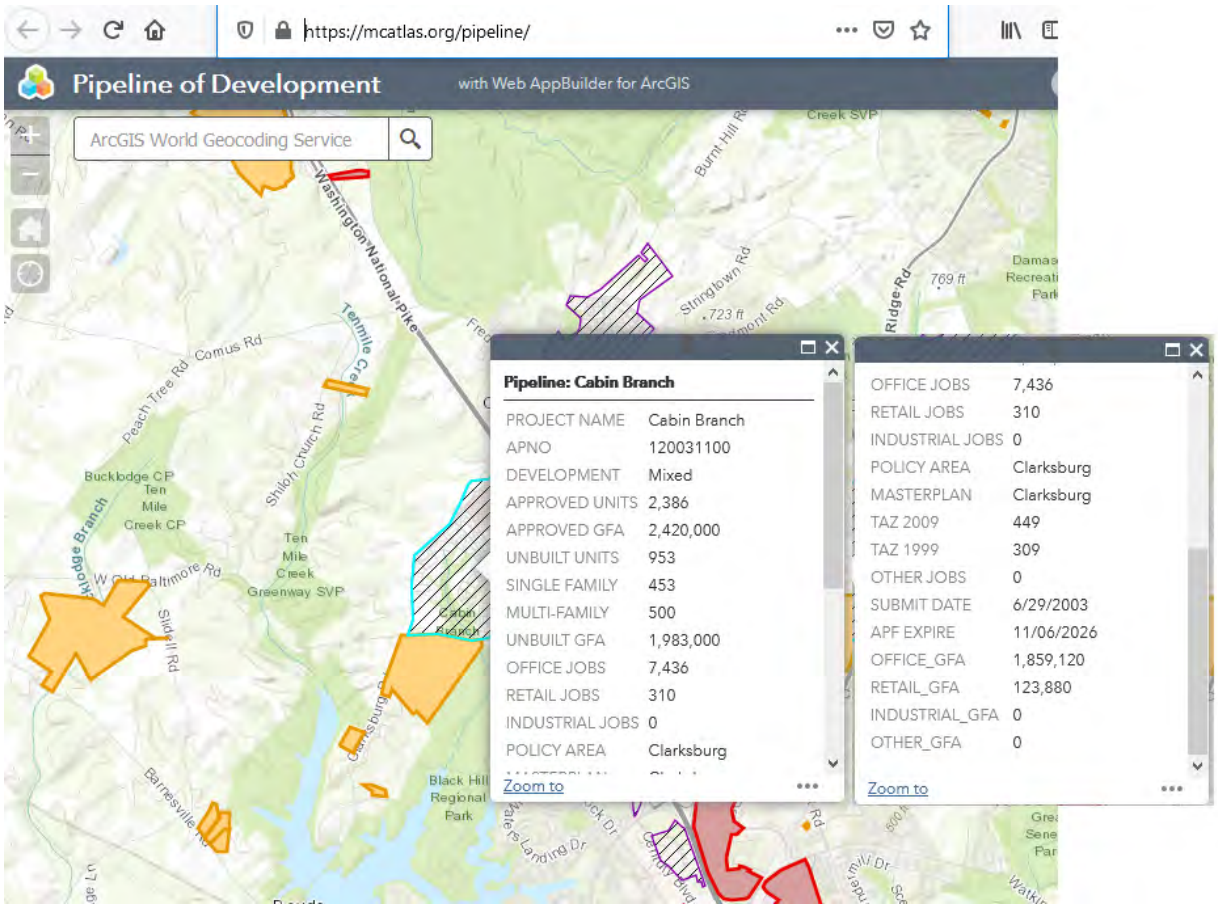
Intersection	Control	Congestion Standard	Adjusted Existing Conditions		Background Conditions		Total Future Conditions	
			AM	PM	AM	PM	AM	PM
1. Clarksburg Road/ Cabin Branch Avenue	Roundabout	Delay: 51.0 sec/veh v/c: 0.89 Below Congestion Standard:	4.8 0.156 Yes	5.1 0.223 Yes	14.8 0.655 Yes	14.5 0.825 Yes	17.6 0.741 Yes	9.7 0.547 Yes
2. Clarksburg Road / Broadway Avenue	TWSC	CLV: 1,425 Below Congestion Standard:	233 Yes	275 Yes	427 Yes	536 Yes	509 Yes	571 Yes
3. Clarksburg Road / Bryne Park Drive	TWSC	CLV: 1,425 Below Congestion Standard:	208 Yes	294 Yes	435 Yes	426 Yes	609 Yes	471 Yes
4. Clarksburg Road and Dunlin Street	TWSC	CLV: 1,425 Below Congestion Standard:	164 Yes	240 Yes	393 Yes	417 Yes	833 Yes	484 Yes
5. Clarksburg Road and W Old Baltimore Road	Roundabout	Delay: 51.0 sec/veh v/c: 0.89 Below Congestion Standard:	4.4 0.124 Yes	5.1 0.217 Yes	7.8 0.459 Yes	8.2 0.448 Yes	8.2 0.478 Yes	8.7 0.450 Yes
6. Broadway Avenue and Byrne Park Drive	TWSC	CLV: 1,425 Below Congestion Standard:	56 Yes	68 Yes	79 Yes	79 Yes	95 Yes	84 Yes
7. Broadway Avenue / W Old Baltimore Road	TWSC	CLV: 1,425 Below Congestion Standard:	89 Yes	87 Yes	427 Yes	324 Yes	468 Yes	334 Yes
8. Site Driveway (Busses) / Dunlin Street	TWSC	CLV: 1,425 Below Congestion Standard:	Future Site Driveway				283 Yes	90 Yes
9. Site Driveway (Vehicles) / Dunlin Street	TWSC	CLV: 1,425 Below Congestion Standard:	Future Site Driveway				478 Yes	147 Yes

BACKGROUND FUTURE CONDITIONS

Pipeline Developments

The following pipeline developments (approved, planned, or under construction and within the site vicinity) were identified during the scoping process for inclusion in this LATR study:

1. Cabin Branch (Plan No. 120031100)
   - 2,386 Residential Units, 2,436,000 Non Residential SF (Total Approved)
   - As shown below, 953 residential units, 123,880 sf of retail and 1,859,120 sf of employment uses remain to be built. Traffic was generated based on remaining units and all existing uses already operational are assumed to be represented in the traffic count data.



2. Linthicum West (Plan No. 12005003A)
   - 221 Single Family Detached Units, 32 Single Family Attached Moderately Priced Dwelling Units (MPDU)

3. Creekside at Cabin Branch (Plan No. 12020050)
   - 122 Single Family DU and 206 Townhomes

A graphic showing the location of each pipeline development in relation to the project is provided on Figure 7.

Pipeline Trip Generation

The trip generation for each pipeline development was obtained from their respective traffic study, traffic statement, or associated Staff reports. For the Cabin Branch development, the trip generation has been updated to reflect the current build levels of the development as the already completed portions' trips would already be represented in the December 2020 traffic count data. Therefore, only the remaining trips from unbuilt development would be added in the traffic forecasts. The pipeline developments are forecasted to add a combined 2,787 AM peak hour vehicle trips and 2,770 PM peak hour trips to the area road network at full build-out and occupancy. A portion of these trips would travel through the study intersections. A summary of the trip generation totals for each pipeline development is provided on Table 3.

Table 3: Pipeline Development and Existing Medical Clinic Use Trip Generation

			Vehicle Trips					
			AM Peak Hour			PM Peak Hour		
Development/Land Use	Amount	Unit	In	Out	Total	In	Out	Total
1. Cabin Branch[1][2]								
Residential								
Single Family Detached & Townhouses	1,519	DU	139	546	685	476	206	682
Multifamily & Elderly House	867	DU	35	118	153	108	54	162
Subtotal Residential	**2,386**	**DU**	**174**	**664**	**838**	**584**	**260**	**844**
Retail	**573,880**	**SF**	**293**	**186**	**479**	**738**	**819**	**1,556**
Employment	**1,859,120**	**SF**	**1,762**	**271**	**2,033**	**244**	**1,426**	**1,671**
Subtotal for Cabin Branch			**2,229**	**1,121**	**3,350**	**1,566**	**2,505**	**4,071**
Remaining Unbuilt	Remaining							
Residential								
Single Family Detached & Townhouses	453	30%	41	163	204	142	61	203
Multifamily & Elderly House	500	58%	20	68	88	62	31	93
Subtotal Residential Remaining	**953**		**61**	**231**	**292**	**204**	**92**	**296**
Retail	**123,880**	**22%**	**63**	**40**	**103**	**159**	**177**	**336**
Employment	**1,859,120**	**100%**	**1,762**	**271**	**2,033**	**244**	**1,426**	**1,670**
Subtotal Remaining Trips for Cabin Branch			**1,886**	**542**	**2,428**	**607**	**1,695**	**2,302**
2. Linthicum West (Plan No. 12005003A)[1]								
Single Family Detached	221	DU	41	121	162	137	81	218
Single Family Attached	32	DU	3	8	11	9	6	15
Linthicum West Total			**44**	**129**	**173**	**146**	**87**	**233**
3. Creekside at Cabin Branch (Plan No. 120200050)[1]								
Townhomes	206	DU	22	73	95	71	41	112
Single Family Detached	122	DU	23	68	91	77	46	123
Creekside at Cabin Branch Subtotal			**45**	**141**	**186**	**148**	**87**	**235**
Total Pipeline Development Trips Remaining			**1,975**	**812**	**2,787**	**901**	**1,869**	**2,770**

Notes:
1. Trip generation based on previously approved traffic impact studies, statements, or staff reports, unless otherwise stated.
2. For the Cabin Branch development, the trip generation has been updated to reflect the current build levels of the development as those trips would already be represented in the December 2020 traffic count data.

Pipeline Trip Assignments

The peak hour trip assignments for each of the pipeline developments were developed based on previously approved traffic studies for each of the respective developments. The trip assignments for the Cabin Branch development were adjusted to reflect the current build levels within the development and the location of unbuilt portions of residential, retail and employment uses. The combined approved development peak hour traffic volumes traveling through the study intersections are shown on Figure 8. The individual traffic assignments for each of the above listed approved development projects are shown in the traffic forecasting worksheets contained in Appendix D.

Background Traffic Forecasts

Background traffic forecasts represent future conditions without the proposed public-school facility. Background traffic forecasts were estimated by adding the combined pipeline traffic assignments (Figure 8) to the adjusted existing peak hour traffic volumes shown on Figure 4. The resulting background future traffic forecasts are summarized on Figure 9.

Operational Analysis

The background peak hour congestion levels without the proposed development were estimated within the study area based on the background traffic forecasts without the proposed development and the Critical Lane Volume (CLV) methodology for intersections & SIDRA Roundabout software using HCM methodology for roundabouts. The background future congestion levels without the proposed development are presented in Table 2. Further, CLV and SIDRA worksheets are provided for each intersection in Appendix E.

Background Future Congestion Levels (Table 2)

As shown in Table 2, all intersections are expected to continue to operate with CLVs well below the 1,425 CLV congestion standard, and both roundabouts are expected to continue to operate with both delays and v/c ratios well below the applicable congestion standards.

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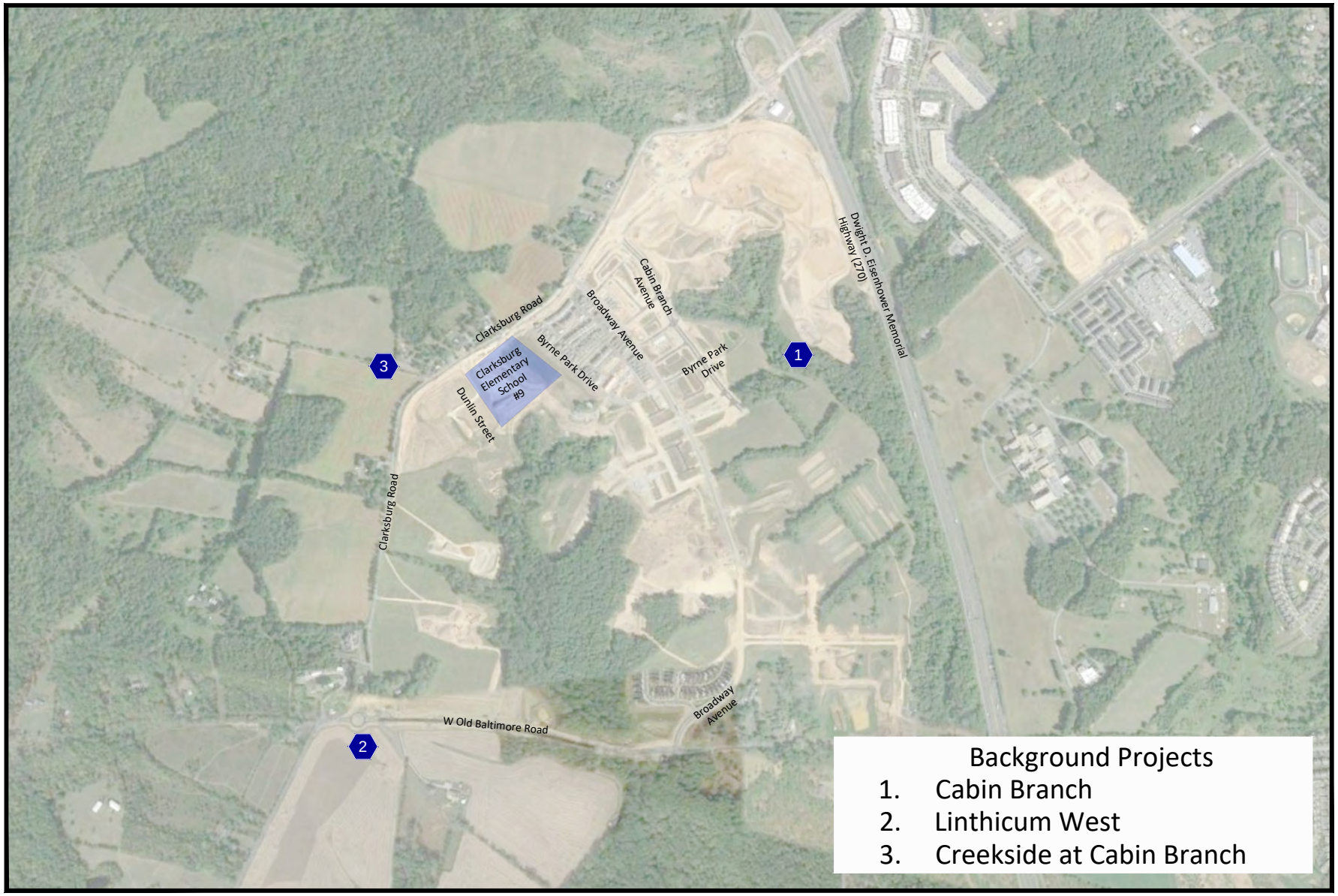

Figure 7
Pipeline Development Location

NORTH

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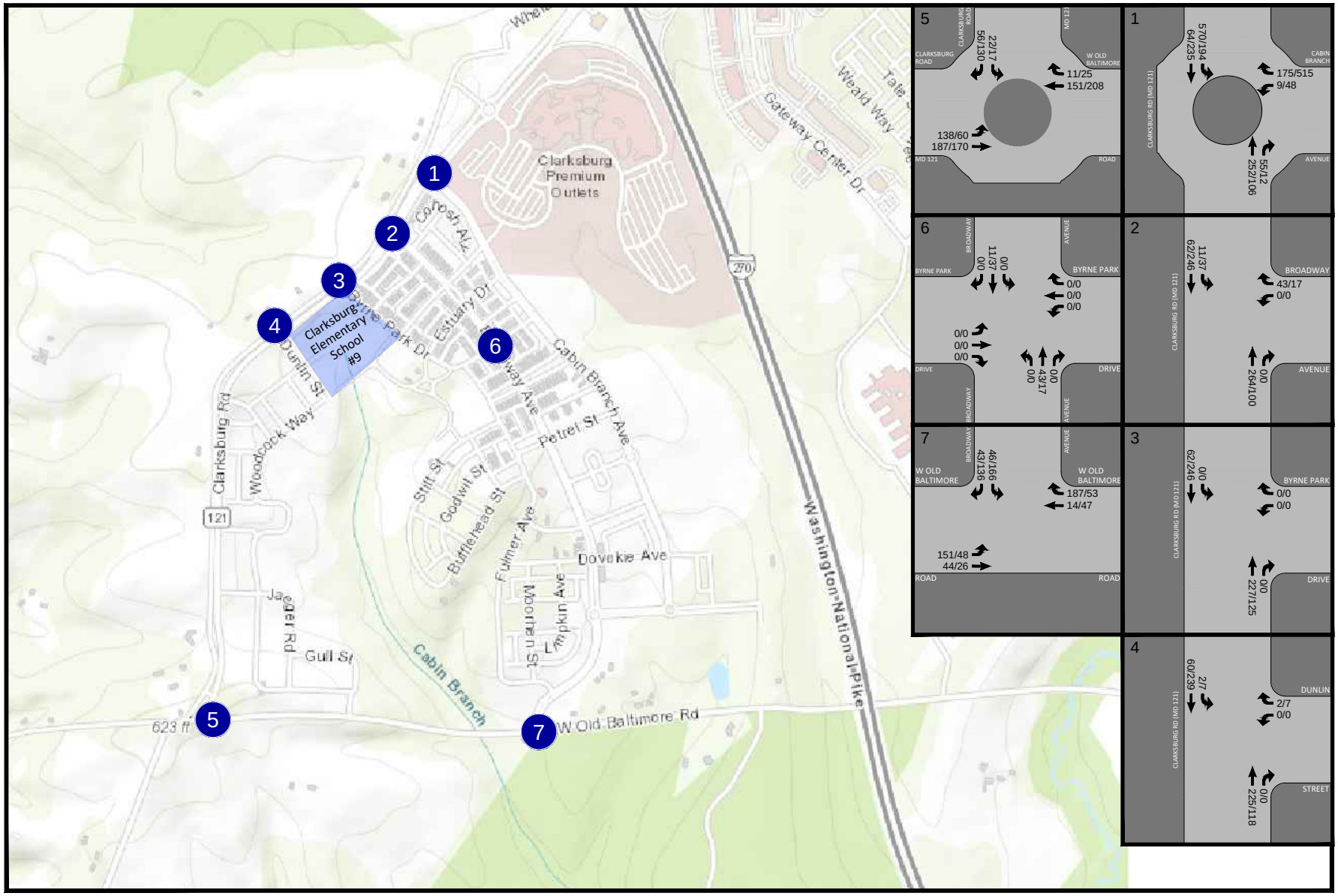

Figure 8

Combined Pipeline Development Traffic Assignments

AM PEAK HOUR / PM PEAK HOUR

000 / 000

NORTH

Clarksburg ES #9

Montgomery County, MD

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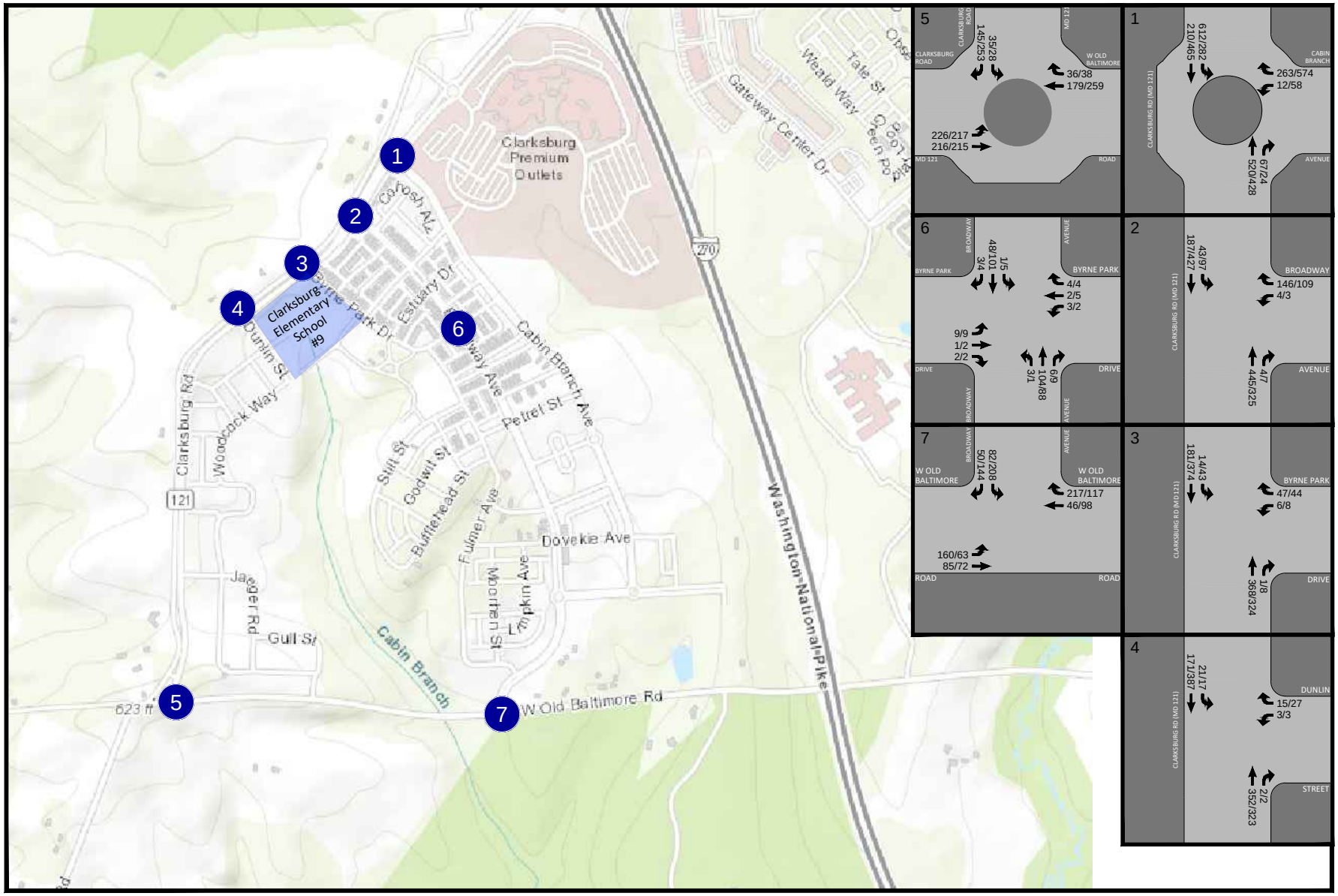

Figure 9

Background Future Traffic Forecast

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Clarksburg ES #9
Montgomery County, MD

TOTAL FUTURE CONDITIONS

The total future condition analyzed in this study considers the development of the Clarksburg Elementary School #9 with a capacity for up to 740 elementary school students.

Trip Generation

Trip generation estimates for the proposed development were based on ITE trip generation rates and the Clarksburg Policy Area adjustment factors provided in the LATR guidelines. The trip generation summary was shown previously on Table 1 and is reproduced below.

Proposed Uses. The proposed elementary school is expected to generate 811 AM peak hour and 208 PM peak hour **person trips**, 501 AM peak hour and 128 PM peak hour **auto-driver (vehicle) trips**, 0 AM peak hour and 0 PM peak hour **transit trips**, 28 AM peak hour and 7 PM peak hour **non-motorized (bicycle) trips**, and 28 AM peak hour and 7 PM peak hour **pedestrian trips** based on the Clarksburg conversion factors. **It is noted that the school is expected to generate greater than 50 pedestrian trips due to the school's location within the Cabin Branch development where the majority of the student population will originate from.**

Based on information provided by Montgomery County Public Schools, the Cabin Branch development is expected to generate 603 of the total 740 elementary school students. Therefore, 81 percent of the elementary school trips are expected to come from within the Cabin Branch development. While some of these trips would likely utilize non-auto transportation, the study has been performed without any additional reductions in order to assess the "worst case" condition without any additional non-auto reductions beyond those reflected in the table below.

Table 1 (Reproduced)
Trip Generation Summary

				AM Peak Hour			PM School Peak Hour			SSP 2016-2020 Trip Generation											
										AM Peak Hour						PM Peak Hour					
Land Use	LUC	Amount	Unit	In	Out	Total	In	Out	Total	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Total Person Trips	Auto Driver	Auto Passenger	Transit	Non-Motorized	Pedestrian	Total Person Trips
Proposed Site Plan																					
Elementary School	520	740	Students	268	228	496	60	66	126	501	162	0	28	28	811	128	42	0	7	7	208
									In:	271					In:	61					
									Out:	230					Out:	67					
Net Site Trips (Proposed vs. Existing)				268	228	496	60	66	126	501	162	0	28	28	811	128	42	0	7	7	208
Note: Using Auto Driver Trips from Above																					
Internal Trips from Cabin Branch: (603 of 740 students)			81%	219	187	406	50	54	104												
External Trips from Outside Cabin Branch:			19%	52	43	95	11	13	24												
Total			**81%**	**271**	**230**	**501**	**61**	**67**	**128**												

Note:
1. Trip generation based on ITE Trip Generation Manual 10th Edition
2. Clarksburg Policy Area

Site Trip Assignments

The peak hour trip distributions for the new external site trips were developed consistent with the super district trip distribution methodology provided in the LATR guidelines. Additional details are provided attached to the study scope in Appendix A.

The following general distributions were utilized to assign the primary destination site trips:

To/From	(Distribution)
North via Clarksburg Rd (MD 121)	75%
South via MD 121	15%
East via W Old Baltimore Road	10%
TOTAL	100%

The above global trip distributions were used to assign the new trips to/from outside the Cabin Branch development to the road network.

Additionally, trip distributions were developed for the 81 percent of site traffic that will originate from within the Cabin Branch development. For traffic within the eastern portion of Cabin Branch, vehicles will be required to travel onto either Clarksburg Road or W Old Baltimore Road to reach the elementary school. These distributions reflect the distribution of housing within the Cabin Branch development.

The total site trip assignments are presented on Figure 10 and individual (internal vs external) assignments are provided in the traffic forecast sheets in the Appendix E.

Total Future Forecasts

The total future traffic forecasts, shown on Figure 11, represent future conditions with the proposed elementary school. The total future traffic forecasts were developed by adding the proposed site traffic assignments shown on Figure 10 to the background future traffic forecasts shown on Figure 9.

Operational Analysis

The future congestion levels with the proposed development were estimated for each of the study intersections based on the total future traffic forecasts with the proposed development and the CLV and roundabout analyses methodologies. The total future congestion levels with the proposed development are presented in Appendix F and summarized in Table 2. Further, CLV and SIDRA worksheets are provided for each intersection and roundabout in Appendix F.

Total Future Congestion Levels

As shown in Table 2, each of the study intersections and roundabouts are expected to continue to operate within the applicable congestion standards with the proposed elementary school.

Since each of the study intersections and roundabouts would operate within the Clarksburg Policy Area congestion standards, the proposed application passes the motor vehicle adequacy test. Thus, additional traffic mitigation is not recommended.

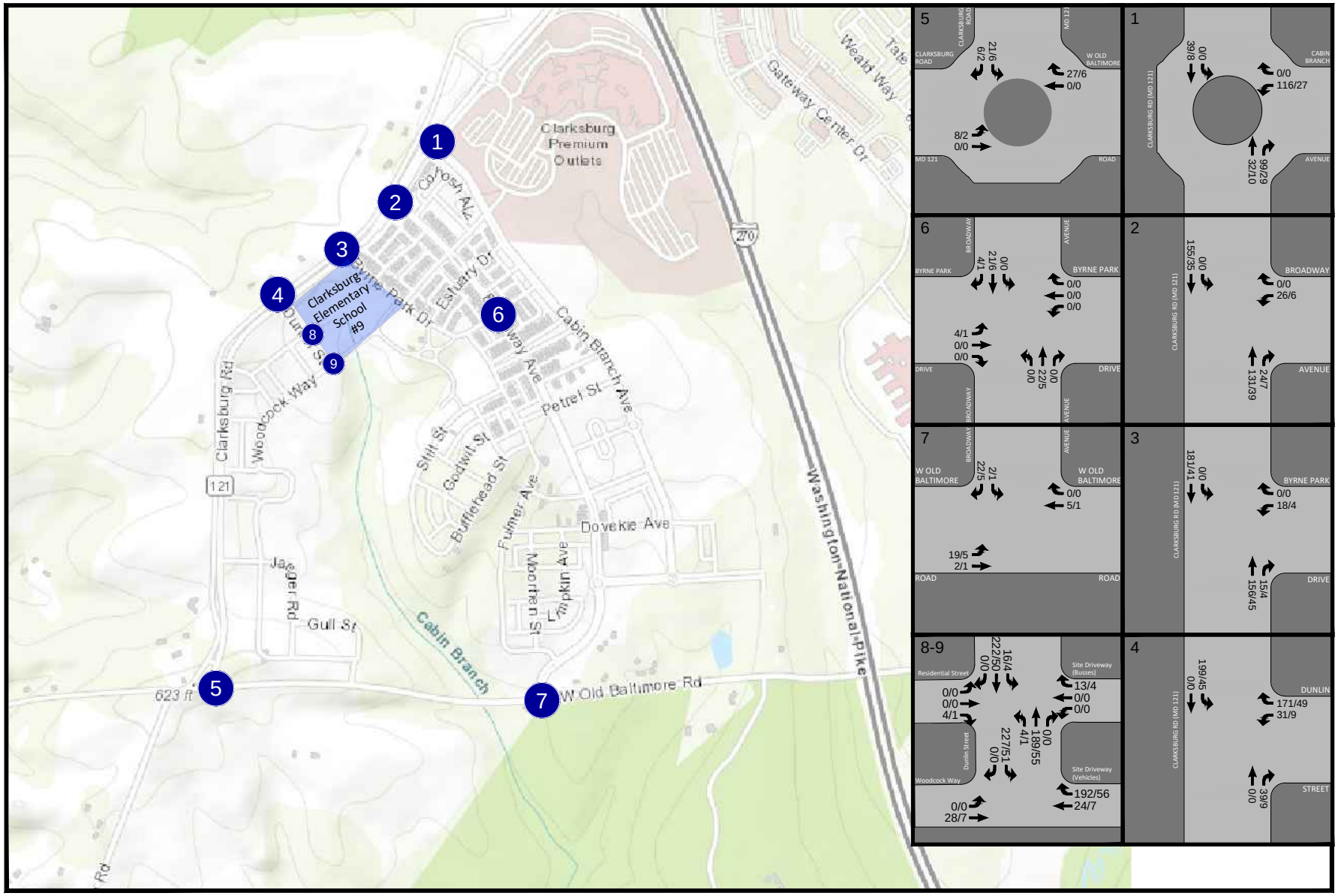

Figure 10

Total Site Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

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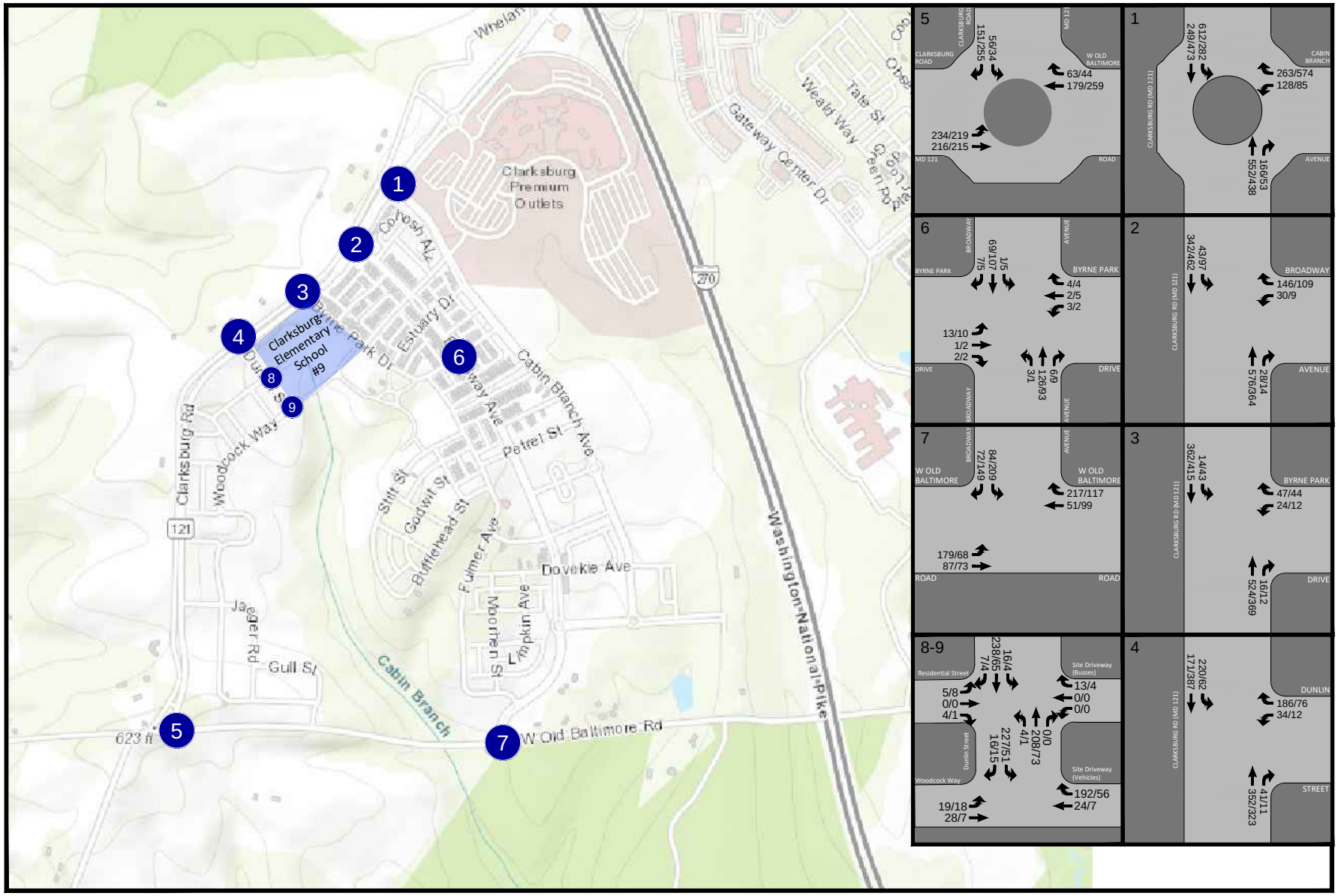

Figure 11

Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

Clarksburg ES #9
Montgomery County, MD

SECTION 4
PEDESTRIAN AND BICYCLE STATEMENT

OVERVIEW

This Pedestrian and Bicycle Impact 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. **As noted previously, pedestrian and bicycle adequacy tests are provided as part of this LATR. The transit test was not determined to be required and is not provided in this LATR.**

Pedestrian Facilities

The following provides a breakdown of sidewalk availability at the study intersections and new sidewalk connectivity proposed by the Applicant to be included with the proposed development:

Intersection 1: Clarksburg Road / Cabin Branch Avenue

North Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

South Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

East Leg (Cabin Branch Avenue)
- North Side: Asphalt Trail provided
- South Side: Sidewalk provided

Intersection 2: Clarksburg Road / Broadway Avenue

North Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

South Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

East Leg (Broadway Avenue)
- North Side: Sidewalk provided
- South Side: Sidewalk provided

Intersection 3: Clarksburg Road / Byrne Park Drive

North Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

South Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

East Leg (Byrne Park Drive)
- North Side: Sidewalk provided
- South Side: Asphalt Trail provided

Intersection 4: Clarksburg Road / Dunlin Street

North Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided

South Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided up to approximately 260' south of the site.

East Leg (Dunlin Street)
- North Side: Asphalt Trail provided
- South Side: Sidewalk provided

Intersection 5: Clarksburg Road / W Old Baltimore Road

East Leg (W Old Baltimore Road)
- North Side: Asphalt Trail provided
- South Side: Sidewalk provided

North Leg (Clarksburg Road)
- East Side: Asphalt Trail provided
- West Side: Sidewalk provided for short length

West Leg (Clarksburg Road)
- North Side: Sidewalk provided for short length
- South Side: Sidewalk provided for short length

Intersection 6: Broadway Avenue / Bryne Park Drive

East Leg (Bryne Park Drive)
- North Side: Sidewalks provided
- South Side: Sidewalks provided

North Leg (Broadway Avenue)
- East Side: Sidewalk provided
- West Side: Sidewalk provided

West Leg (Bryne Park Drive)
- North Side: Sidewalks provided
- South Side: Sidewalks provided

South Leg (Broadway Avenue)
- North Side: Sidewalks provided
- South Side: Sidewalks provided

Intersection 7: Broadway Avenue / W Old Baltimore Road

East Leg (W Old Baltimore Road)
- North Side: No sidewalk or trail provided
- South Side: No sidewalk or trail provided

North Leg (Broadway Avenue)
- East Side: Sidewalk provided
- West Side: Sidewalk provided

West Leg (W Old Baltimore Road)
- North Side: Asphalt Trail provided
- South Side: Sidewalk provided

Crosswalks and ADA ramps are provided at the unsignalized study intersections and roundabouts, as shown on Figure 12. There are no signalized intersections included in this study.

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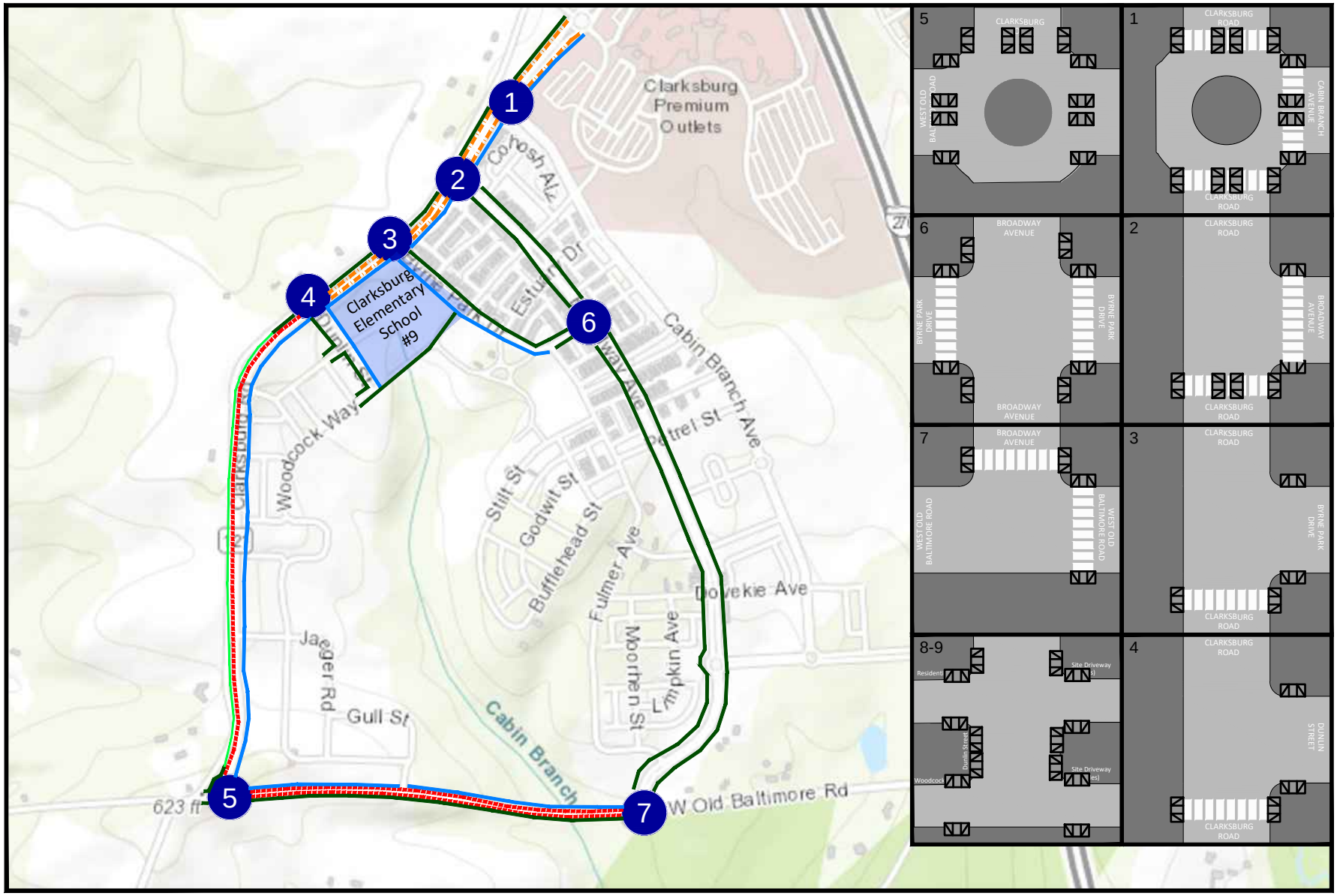


Figure 12a

Pedestrian and Bicycle Facilities

Existing Sidewalk
Planned Sidewalk
Crosswalk
ADA Ramp
On-Road Bike Lanes
Asphalt Trail/Separated Bike Lane
Striped Shoulder

NORTH

Clarksburg ES #9
Montgomery County, MD

Bicycle Facilities

An existing on-road striped bikeway is currently present on Clarksburg Road (MD 121) ending just west of Dunlin Street where the bikeway continues as a Separated Bikeway on the south-east side of the road. A striped shoulder is also present along the north-west side of the travel lane. Byrne Park Drive includes a separated Bikeway along the south side and is designated as having separated bicycle facilities according to the Montgomery County Bicycle Master Plan. Some bicycle facilities in the study area are only partially built due to ongoing construction. Cabin Branch Avenue, parts of Broadway Avenue and W Old Baltimore Road are proposed separated bikeways currently planned as part of the Montgomery County Bicycle Master Plan. Both sides of W Old Baltimore Road (recently reconstructed) currently include striped shoulders west of Broadway Avenue but no signage or lane markings are currently present to signal that these are a designated bike facility. See Figure 12a for map of existing pedestrian and bicycle facilities. The Bicycle Master Plan for this area is included on Figure 12b.

Viewable on the Montgomery County's online Bike Map Viewer, the nearest Capital Bikeshare stations are located at the Shady Grove Metro Station.

Transit Facilities

The study area is served by RideOn Route 73. Bus stop location can be found on Figure 13. See Appendix G for route maps and timetables.

RideOn 73:

- Service between Shady Grove and Cabin Branch
- Service to Shady Grove Station
    - Monday through Friday between 5:09 to 10:25 AM
    - No Midday Service
    - Monday through Friday 3:03 to 8:10 PM
- Service to Cabin Branch
    - Monday through Friday between 4:45 to 9:52 AM
    - No Midday Service
    - Monday through Friday 2:30 to 7:45 PM

Connections to additional bus service are provided at the Shady Grove Metro Station.

Further, stops for RideOn Route 75 are present just outside the study area, as shown on Figure 13.

These RideOn routes provide service to Shady Grove Station along WMATA's Red Line. The Red Line provides connections to all other WMATA lines via Metro Center and Gallery Place, and a future connection to the planned and under construction Purple Line will be available via the Bethesda Metro Station.

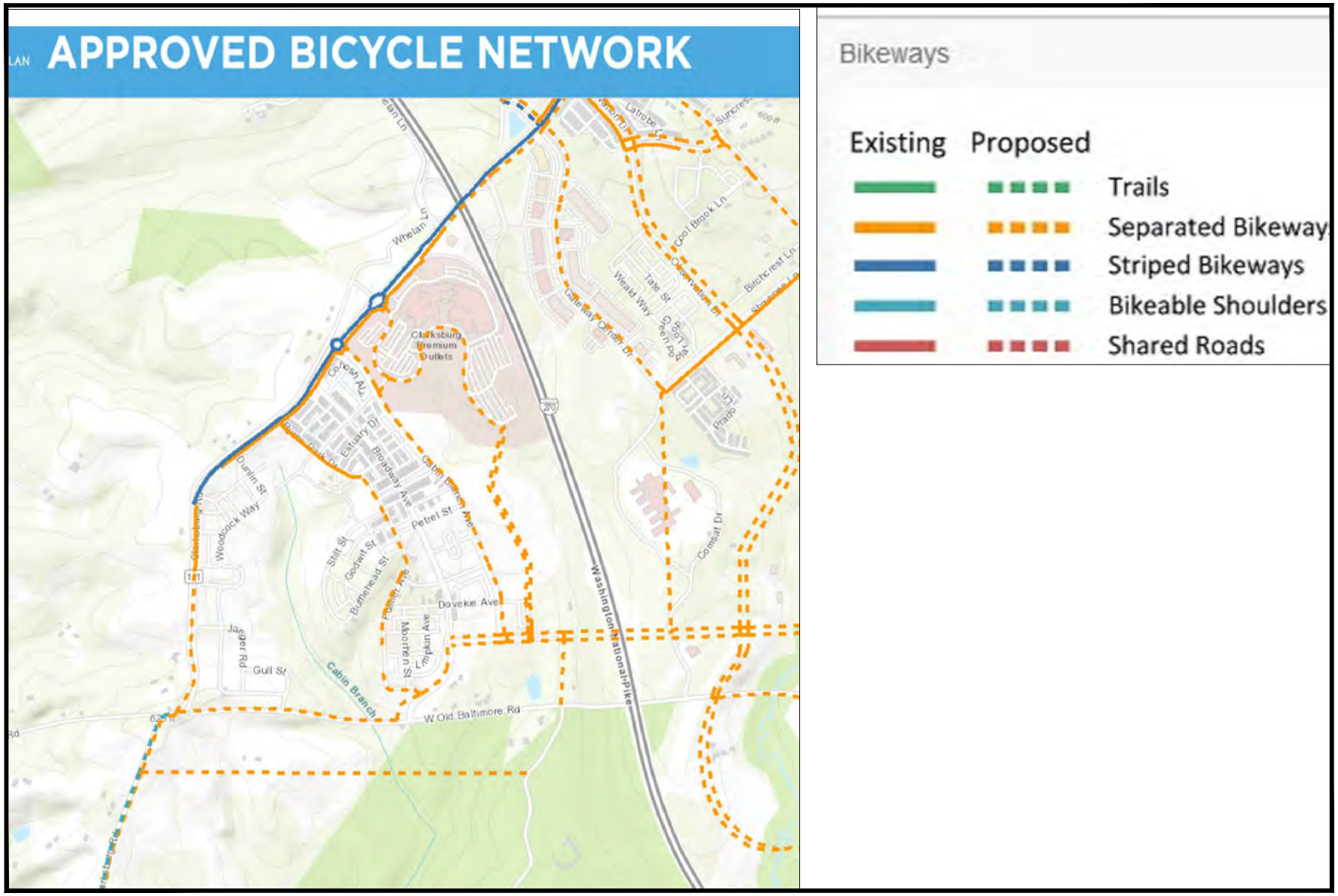


Figure 12b
Bicycle Master Plan

NORTH

Clarksburg ES #9
Montgomery County, MD

Streetlight Inventory

Streetlights are located within the study area as depicted on Figure 14. The inventory was prepared using the existing street light inventory and field observations to identify additional streetlights along the study area roadways that were not shown on the existing inventory. New streetlight locations are approximate.

Pedestrian System Adequacy

While the proposed development does not trigger the pedestrian system adequacy test based on the ITE 10th Edition Trip Generation and Clarksburg Policy Area pedestrian conversion factors, the site is expected to generate at least 50 pedestrian peak hour trips given that it is an elementary school located within a large residential development. The analysis includes a review of the ADA compliance of sidewalks and ADA ramps within a 500' radius of the site boundaries. Montgomery County Department of Transportation (MCDOT) issued technical guidance for the 2016 Subdivision Staging Policy (SSP) ADA noncompliance test procedures for urbanized areas in a memorandum dated April 3, 2018. This guidance established three (3) evaluation tiers based on the location of pedestrian facilities with respect to the site, and established criteria for the determination of adequacy within each of the tiers.

Pedestrian System Tiers

Based on the MCDOT's guidance, the three (3) tiers of ADA facilities for the subject project are defined as follows and shown graphically in Figure 15:

Tier 1:

- Site frontage along the east side of Clarksburg Road.
- Site frontage along the north side of Dunlin Street.
- Site Frontage along the south side of Byrne Park Drive.
- South side of Byrne Park Drive to 250' from the corner of the site.

Tier 2:

- Opposite side of the streets identified as Tier 1 and additional 25 feet along each street intersection street.
- East and West sides of Clarksburg Road from Dunlin Street to the south 250'.
- East and West sides of Clarksburg Road from Byrne Park Drive to the north 250'.

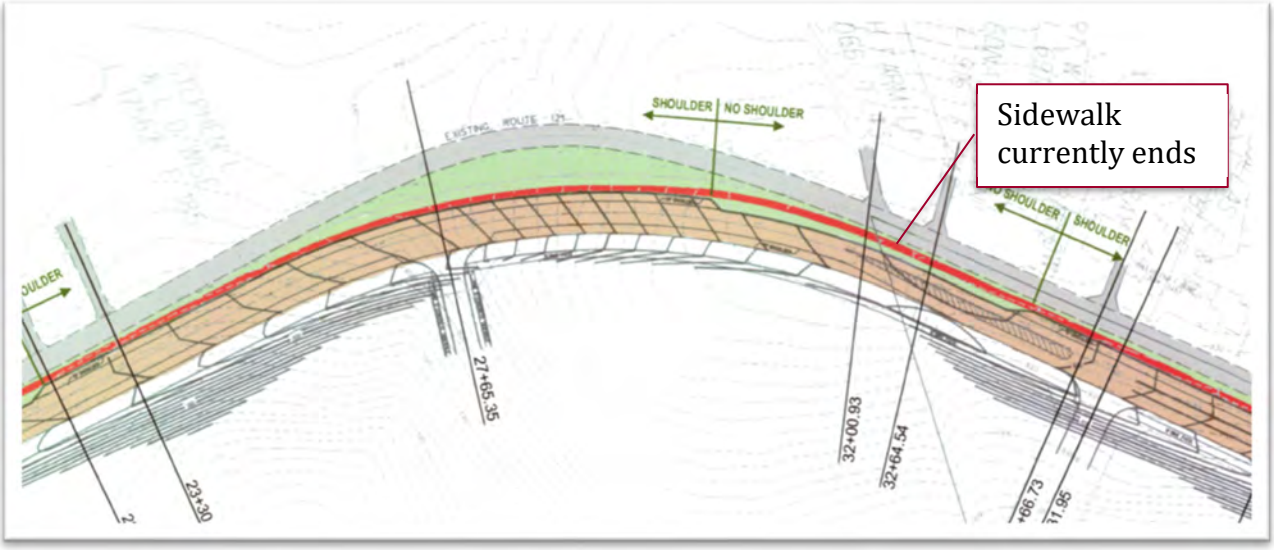
Tier 3:

- East and West sides of Clarksburg Road from 250' to the south to 500' to the south.
- East and West sides of Clarksburg Road from 250' to the north to 500' to the north.
- Additional distance along each 25-foot extension referenced in Tier 2 above up to the next street intersection (up to 250 feet from the property boundary) and then an additional 25 feet.

The sidewalk network and public intersection curb ramps were analyzed by ADTEK Engineers for compliance with ADA standards. No ADA deficiencies were identified within a 500' radius of the site for any of the existing pedestrian facilities. Note that all roadways and pedestrian facilities have recently been constructed as this site is located within a new development area. Additional Details are included in Appendix H.

The only location within the 500-foot radius where an existing pedestrian path was not identified as currently constructed was along the west side of Clarksburg Road from approximately 260' south of the site to the south past the 500-foot radius. The existing sidewalk along that side of Clarksburg Road currently ends at the location. However, as shown in the image below taken from the Clarksburg Road plans, the existing 5-foot sidewalk is planned to be extended and will connect with the existing sidewalk at the W Old Baltimore Road roundabout. This currently missing sidewalk section is within Tier 3.

Image taken from the Clarksburg Road plan:



Crosswalk Pedestrian Delay

There are no signalized study intersections within the study area.

Bicycle System Adequacy

While the proposed development does not trigger the bicycle system adequacy test based on the ITE 10th Edition Trip Generation and Clarksburg Policy Area non-motorized conversion factors, the site is expected to have the potential to generate 50 or more bicycle peak hour trips given that it is an elementary school located within a large residential development. Thus, an evaluation of bicycle system adequacy is required. Adequacy is measured by the Level of Traffic Stress (LTS) for cyclists using the bicycle system in the vicinity of the site. The level of traffic stress is determined based on the level of comfort experienced by cyclists of varying skill

levels. The standard for bicycle system adequacy is the ability for cyclists to travel 750' from the proposed development on LTS-2 facilities.

In the vicinity of the site, the recently constructed separated bikeway along the east side of Clarksburg Road, the shared road bikeway along both sides of Clarksburg Road from Dunlin Street to the north and along the south side of Byrne Park Drive provide LTS-2 routes to destinations over 750 feet from the site, satisfying the bicycle network adequacy requirement.

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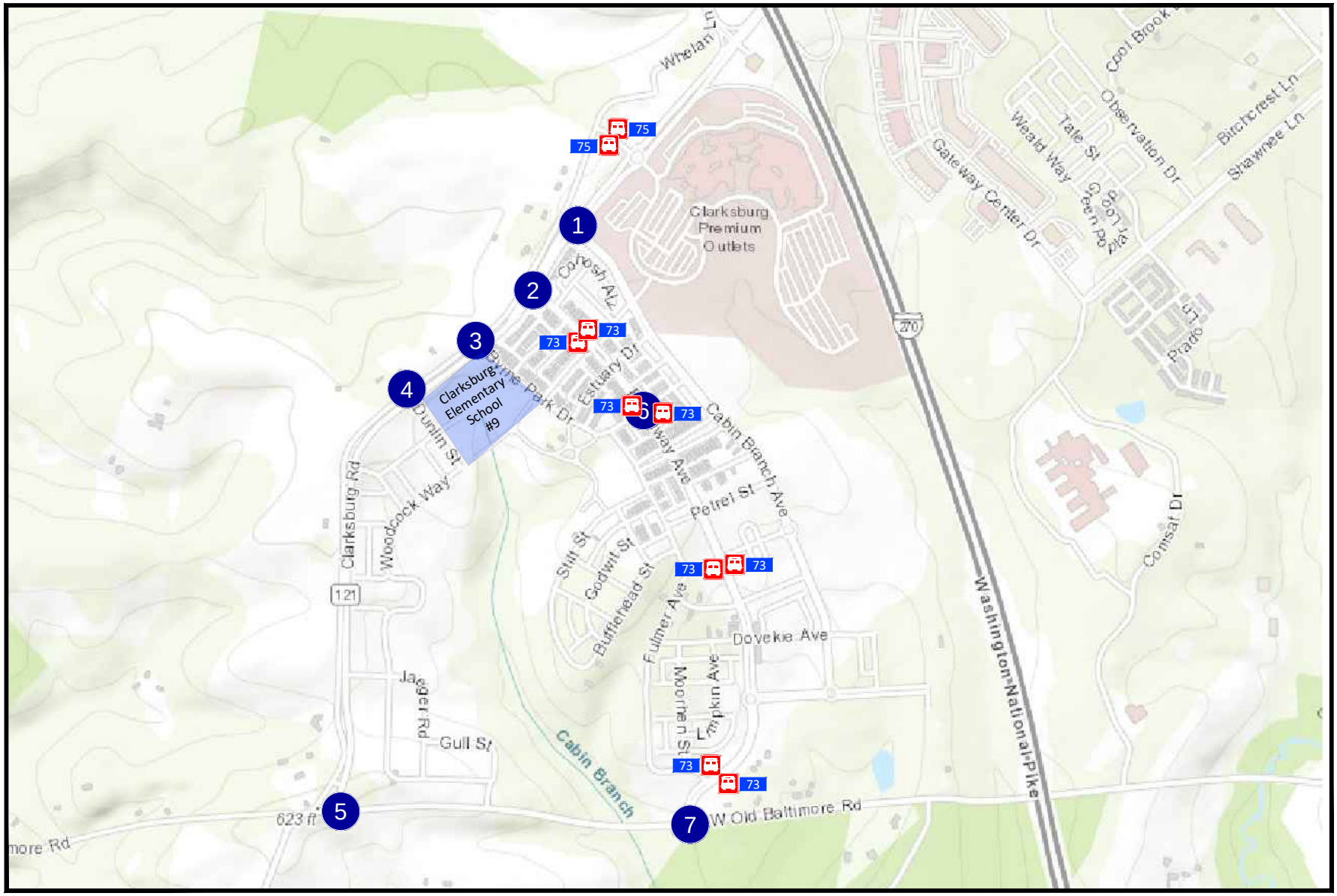

Figure 13

Non-Auto Transportation Facilities

Bus Stop

XXX Ride On Bus Routes

NORTH

Clarksburg ES #9
Montgomery County, MD

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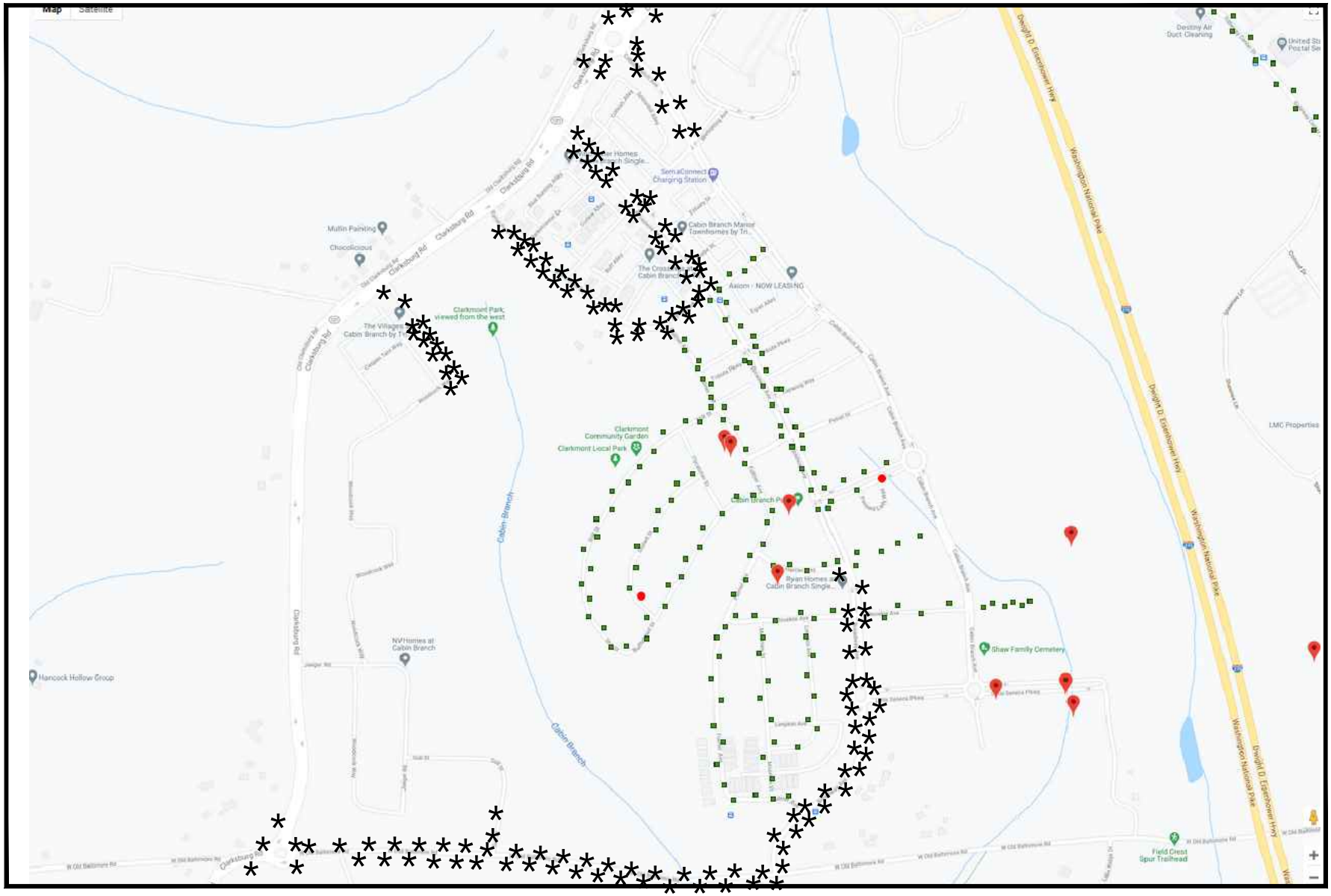


Base Map Taken From: https://www2.montgomerycountymd.gov/dot-streetlight/Index.aspx on February 16, 2021

Figure 14
Street Light Inventory

Streetlights included on Base Map

Additional lights observed along study area roads (Approx. Location)

NORTH

Clarksburg ES #9
Montgomery County, MD

S:\PROJECTS - S DRIVE\P8361 - CLARKSBURG ES #9 TRAFFIC STUDY\GRAPHICS\8361 CLARKSBURG ES #9 02162021 UPDATED.DWG

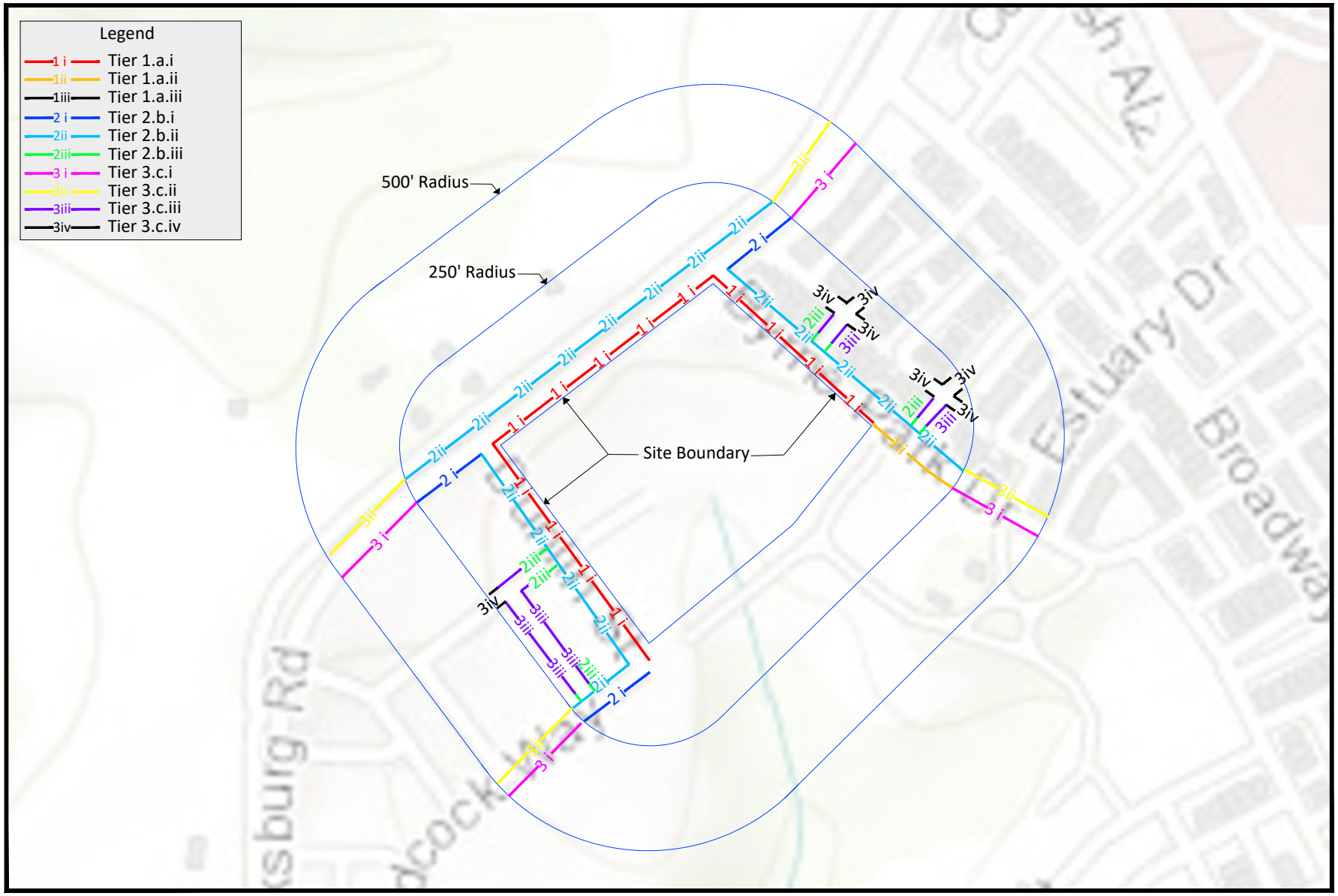


Figure 15

ADA Adequacy Test - Tier Map

NORTH

Clarksburg ES #9
Montgomery County, MD

Section 5
CONCLUSIONS

The conclusions of this study are as follows:

1. The applicable transportation adequacy tests are satisfied for the Clarksburg ES #9 development located within the Clarksburg Policy Area (Yellow) of Montgomery County.
   a. The Applicant is proposing to connect with the existing pedestrian network via installation of sidewalks within the site to connect to the pedestrian facilities along Dunlin Street.
   b. The area is served by RideOn bus service (Route 73) within close proximity to the site that links to the Shady Grove Metro Station.
   c. The proposed elementary school will provide capacity for up to 740 students drawing primarily from the Cabin Branch development. The site is expected to generate 811 new AM person trips and 208 new PM person trips which would result in approximately 501 AM auto driver (vehicle) trips and 128 PM auto driver (vehicle) trips based on the site's location within the Clarksburg Policy Area. It should be noted that with the expectation of a more significant pedestrian and bicycle mode split, as noted in the report, there would be a corresponding reduction in vehicle traffic generation.
   d. The AM and PM peak hour critical lane volumes and roundabout delays for each study intersection currently and would continue to operate well within the Clarksburg Policy Area CLV and v/c & delay equivalent congestion thresholds. Therefore, no additional mitigation is required by this application.
   e. The proposed development passes the pedestrian adequacy test with no pedestrian deficiencies being identified within the 500-foot study area. As noted in the report, all existing roads and pedestrian paths in the study area have been recently constructed. It is noted that one section of sidewalk is currently missing within Tier 3 along the west side of Clarksburg Road from approximately 260' south of the site to the 500-foot boundary where the existing sidewalk ends; however, this sidewalk is planned to be constructed with the ongoing construction of Clarksburg Road along that section.
   f. The proposed development passes the bicycle adequacy test.
   g. The proposed development does not subject this application to the transit adequacy test.
2. Vehicular access to the site is proposed via a two site driveways along Dunlin Street with one (1) providing access to bus loading/unloading and one providing access to passenger vehicle pick-up and drop-off.
3. Under existing conditions, all study intersections operate with CLVs and roundabout delays within the congestion thresholds.
4. This study includes three (3) approved developments in the study area. These developments are forecasted to add 2,787 AM additional peak hour vehicle trips and 2,770 PM additional peak hour vehicles trips to the area road network by buildout. A portion of these trips would travel through the studied intersections.
5. Under background future conditions without the proposed development, all study intersections are expected to operate with CLVs and roundabout delays within the congestion thresholds.
6. **Under total future conditions with the proposed development, all study intersections would continue to operate with acceptable CLVs and roundabout delays within the congestion thresholds for the Clarksburg Policy Area, satisfying the motor vehicle adequacy test. Thus, additional traffic mitigation is not required.**

Questions regarding this document should be directed to Wells and Associates, Inc.

APPENDIX A
SCOPE OF WORK AGREEMENT

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

Local Area Transportation Review

TRANSPORTATION IMPACT STUDY SCOPE OF WORK AGREEMENT

Updated July 2020

Scoping Approval - Prior to initiating a Local Area Transportation Review study or supplemental traffic study, scoping *must be approved* by relevant agencies, including the Planning Department, the Montgomery County Department of Transportation, and the State Highway Administration (where relevant). It is the responsibility of the Applicant to obtain approval, which is demonstrated below via signature or electronic signature of the relevant agency representatives. Generally, the Applicant should anticipate a turnaround time of ten (10) business days for form review. Substantially large projects may require additional time and/or may warrant a scoping meeting.

Montgomery County Planning Department
Name (print): Lauren Campbell Signature: Lauren Campbell Date: 2/4/2021

Montgomery County Department of Transportation
Name (print): Rebecca Torma Signature: Rebecca Torma Date: 3/2/21

State Highway Administration (where relevant)
Name (print): Kwesi Woodroffe Signature: [signature] Date: 2/4/2021

Applicant Contact Information	
Transportation Consultant (company, contact name, email, and phone number)	Wells + Associates Chris Kabatt, P.E.,301.971.3416, clkabatt@wellsandassociates.com Will Zeid P.E., 571.466.6605, wlzeid@wellsandassociates.com
Name of Applicant / Developer	Montgomery County Public Schools Don Porter , AIA / Grimm and Parker

Project Information	*Include Tables/Graphics, As Needed*			
Project Name (include plan no. if known)	Clarksburg Elementary School #9 LATR			
Project Location (include address if known)	22215 Dunlin Street			
Policy Area(s) (subdivision staging policy map)	Clarksburg Policy Area	Master Plan(s) / Sector Plan Area(s)	Clarksburg Master Plan	
Application Type(s)	☐ Preliminary Plan	☐ Site Plan	☐ Sketch/Concept/Pre-Preliminary (Optional)	☐ Amendment
	☐ Conditional Use (formerly special exception)	☐ Local Map Amendment	☐ APF at Building Permit	☑ Other: Mandatory Referral

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 property is proposed to be developed with a public school facility (capacity up to 740 students) with public access from Dunlin Street south of Clarksburg Road. The site is currently undeveloped within the CRT -0.5 C-0.25 R-0.25 H-65-T zone.		
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)	Access to the site will be along Dunlin Street		
2.Transportation Analysis Requirement	☑ 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.	☐ 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.	
3.Project-based Transportation Demand Management Plan Required (see Chapter 42, Articles I and II)	☑ No	☐ Yes (In Transportation Management District [TMD])	☐ Amend Existing TMAg
4.Established Transportation Management District (TMD)?	☑ No	☐ Yes TMD Name: _____	

Transportation Impact Study Assumptions		*Include Tables/Graphics, As Needed*
5.Study Years / Phases	Existing Year: 2020	Phases / Build-out Year(s): 2023
6.Study Periods	☑ AM ☑ PM ☐ Mid-day ☐ Saturday ☐ Sunday ☐ Other: PM: 3-6pm	

7.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): 3 *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) Clarksburg Rd / Cabin Branch Ave	7) Broadway Avenue / W Old Baltimore Rd
	2) Clarksburg Rd / Broadway Ave	8)
	3) Clarksburg Rd / Bryne Park Dr	9)
	4) Clarksburg Rd / Dunlin St	10)
	5) Clarksburg Rd / W Old Baltimore Rd	11)
	6) Broadway Avenue / Byrne Park Dr	attach more rows if necessary

8.Trip Generation (clearly cite sources and methodology including use of average rates vs. equation; include trip generation for existing site, current approvals, proposed uses, and net changes)	Total Person Trips	Vehicle Trips* (Auto Driver)	Transit Trips*	Walking Trips* (non-motorized + transit)	Bicycling Trips* (non-motorized)
	811/208	501/128	0/0	28/7	28/7
	** 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.*				

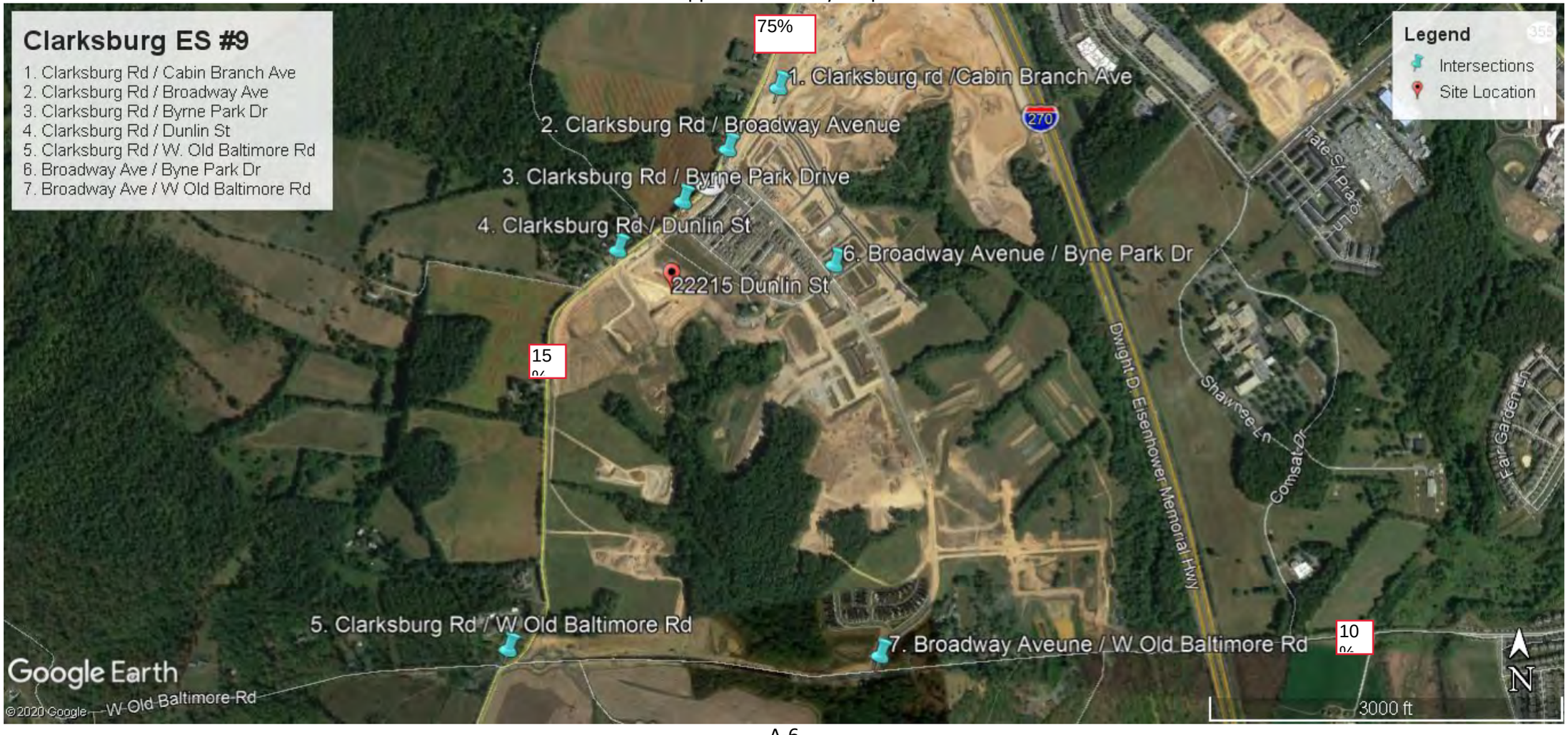
9.Trip Reductions (include justification and supporting documentation for internal capture, pass-by, diverted, Transportation Demand Management)	Per MCPS, Cabin Branch development yielded 358 pk-5 students last school year. With 953 unbuilt units as of Sept 2020, additional units will generate approx 245 pk-5 students. Therefore, 603 out of the total 740 student capacity will come from within the Cabin Branch development. To reflect this, 81% of site trips will be assumed to come from within the Cabin Branch development and 19% will be external.
10.Trip Distribution % (include a map of the proposed project in addition to a list or table)	The proposed distributions for the 19% external trips are: 75% to / from North on Clarksburg Rd (MD 121) from I-270 N and S and from Clarksburg Road east of I-270 15% to/from South on MD 121 (Clarksburg Road) 10% to/from East on Old Baltimore Road Internal Trips will be assigned based on the location of housing units within the Cabin Branch Development with reductions for walking trips made as appropriate.
11.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 updated quarterly)	**Approved development programs** **Cabin Branch Infrastructure** - Preliminary Plan No. 12003110D, 1,886 Single Family DU , 2,436,000 Non Residential SF **Linthicum West** - Preliminary Plan No. 12005003A, 221 Single Family Detached, 32 single family Attached Moderately Priced Dwelling Units (MPDU) **Creekside at Cabin Branch** - Preliminary Plan No. 12020050, 122 Single Family DU and 206 Townhomes
12.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)	N/A

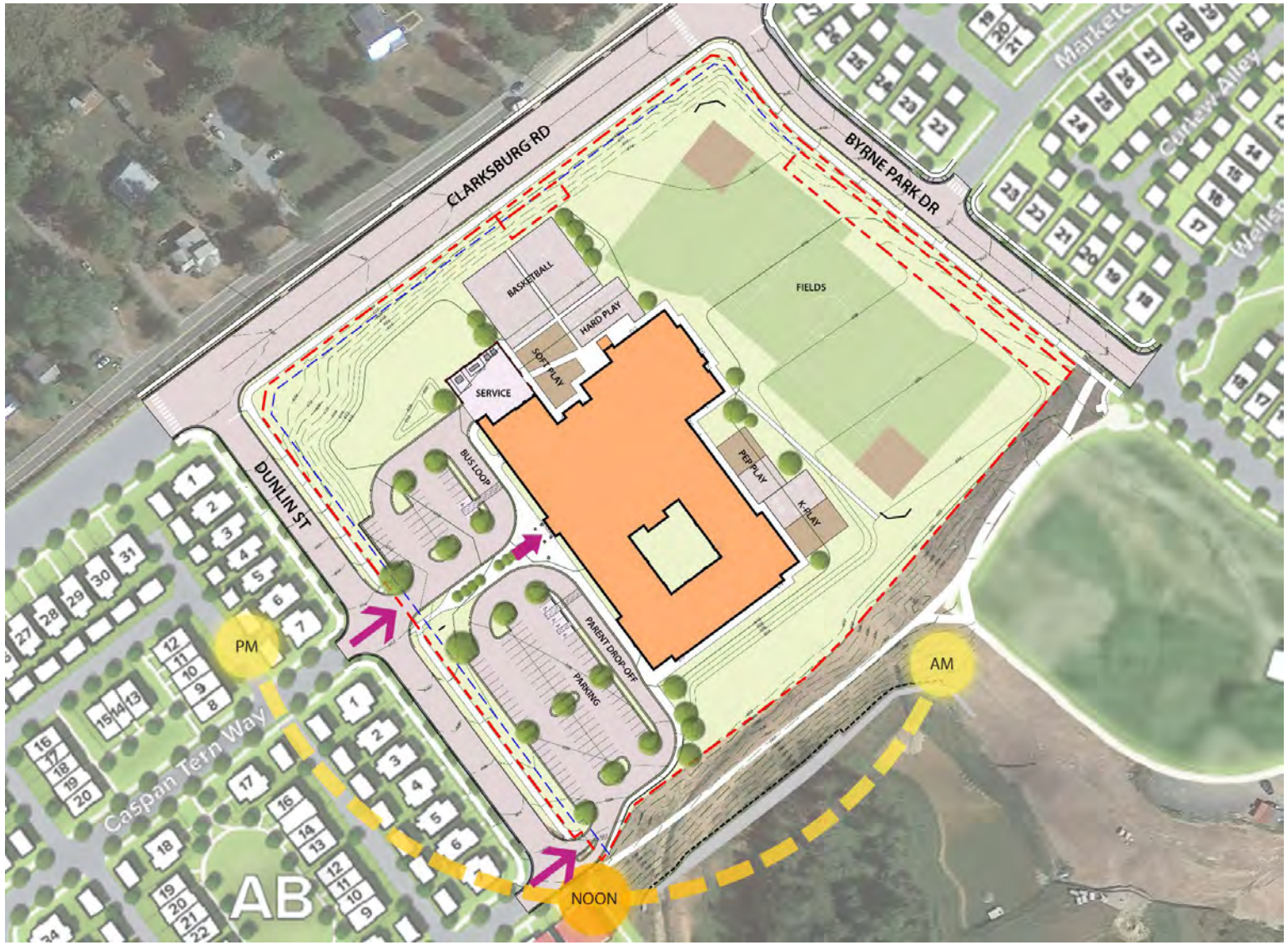
Preliminary Mitigation Analysis		***Refer to the LATR Guidelines for details on how to mitigate***
14.Vehicular Analysis	☑ Vehicular Analysis Anticipated (Vehicular mitigation to be determined after study)	• TEST: HCM Analysis is required to be provided for all intersections analyzed in studies for: 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	☐ 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	☐ Queuing Analysis ☐ Signal Warrant Analysis ☐ Weaving/Merge Analysis	☐ Accident Analysis ☑ Synchro (>1,350 CLV) ☑ SIDRA ☐ VISSIM ☐ CORSIM ☑ Other CLV

M-NCPPC Clarifications	**Additional Assumptions & Special Circumstances for Discussion**
• **Transportation impact study will comply** with all other requirements of the LATR Guidelines not listed on this form. • **If physical improvements are proposed as mitigation**, the transportation impact study will demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). • **If the development proposal significantly changes after this transportation impact study** scope has been agreed to, the Applicant will work with M-NCPPC staff to amend the scope to accurately reflect the new proposal. • **A receipt from MCDOT** showing that the transportation impact study review fee has been paid will be provided to M-NCPPC DARC at the time the development application is submitted. • **Minimum of seven paper copies** (more if near the County line or an incorporated City) and two PDF copies of the transportation impact study and appendices will be provided.	Traffic count data will be utilized and/or collected consistent with the attached current policy for Montgomery County. PM peak hour count data collected for 3-6pm Pedestrian analysis to include area within 500' of site. Bicycle analysis to include area within 750' of the site. DOT recommends where counts have been conducted pre-covid and are allowed to be used, that this data is used rather than counting during the pandemic. The following two intersections have data: 1) Clarksburg Road and West Old Baltmore and Clarksburg Road and Broadway Avenue

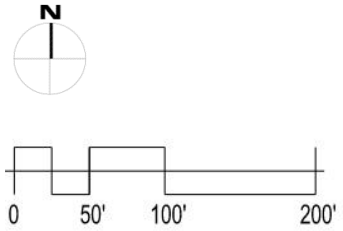
Site Trip Generation Estimate Worksheet				
Step 1: Vehicle Trips				
ITE Land use Code	520			
Development Size	740			
ITE trip generation estimate formula/rate* AM	Avg Rate = 0.67	Total AM Vehicle Trips	496	
ITE Trip generation estimate formula/rate* PM	Avg Rate =0.17	Total PM Vehicle Trips	126	
Step 2: Policy Area Conversion				
Policy Area # & Name	Clarksburg Policy Area	Trip Adjustment Factor	100%	
Applied Policy Area Adjusted Value AM	501 Auto Drivers			
Applied Policy Area Adjusted Value PM	128 Auto Drivers			
Step 3: Mode Split			AM	PM
Auto Driver	76.2%	Results	501	128
Auto Passenger	20.3 %	Results	162	42
Transit	0 %	Results	0	0
Walking (transit + non-motorized)	3.5%	Results	28	7
Bicycling (non-motorized)	3.5%	Results	28	7
Total Person Trips			811	208

Complete one of these tables for EACH use included in the application. Enter results into "Transportation Impacts Analysis" section of the form.


Clarksburg ES #9
1. Clarksburg Rd / Cabin Branch Ave
2. Clarksburg Rd / Broadway Ave
3. Clarksburg Rd / Byrne Park Dr
4. Clarksburg Rd / Dunlin St
5. Clarksburg Rd / W. Old Baltimore Rd
6. Broadway Ave / Byne Park Dr
7. Broadway Ave / W Old Baltimore Rd
75%
1. Clarksburg rd /Cabin Branch Ave
2. Clarksburg Rd / Broadway Avenue
3. Clarksburg Rd / Byrne Park Drive
4. Clarksburg Rd / Dunlin St
6. Broadway Avenue / Byne Park Dr
22215 Dunlin St
15
5. Clarksburg Rd / W Old Baltimore Rd
7. Broadway Aveune / W Old Baltimore Rd
10
Legend
Intersections
Site Location
270
Dwight D. Eisenhower Memorial Hwy
Shawnee Ln
Comsat Dr
Fair Garden Ln
Tate St Place
W Old Baltimore Rd
Google Earth
©2020 Google
3000 ft
N


CLARKSBURG RD
BYRNE PARK DR
DUNLIN ST
Caspian Tern Way
Curlew Alley
FIELDS
BASKETBALL
HARD PLAY
SOFT PLAY
SERVICE
BUS LOOP
PEP PLAY
K-PLAY
PARENT DROP-OFF
PARKING
PM
AM
NOON
AB

SITE LEGEND
NEW BUILDING
EXISTING BUILDINGS
GRASS
PLAY FIELDS
SIDEWALKS
ROADS
SOFT PLAY AREAS
HARD PLAY AREAS
SWM
EASEMENT
LINE OF EASEMENT
PROPERTY LINE
SITE ENTRY
BUILDING ENTRY
NEW TREES


N
0
50'
100'
200'

Site Plan

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

MCPB
Item No. 10
Date: 09/24/20

Item Name: Briefing on Updated Traffic Count Data Collection Policy During COVID-19 Pandemic

Eric Graye, Planning Supervisor, Countywide Planning and Policy Division, eric.graye@montgomeryplanning.org, 301-495-4632

Jason Sartori, Chief, Countywide Planning and Policy Division, jason.sartori@montgomeryplanning.org, 301-495-2172

Completed: 09/17/20

Description

On March 14, 2020, the Montgomery County Planning Department initiated an interim policy to not accept transportation impact studies using traffic counts taken during COVID-19 pandemic. The policy was updated on May 7, 2020 to reflect changing conditions and to allow the use of existing counts taken prior to the pandemic, with potential modifications.

The COVID-19 pandemic continues to add uncertainty into traffic analysis in Montgomery County. The impact on business, public offices, schools, other facilities, transit, coupled with the expansion of telework, has substantially reduced the total amount of motor vehicle and other traffic in the county. Nevertheless, Planning staff believes current conditions represent a new normal and that as the pandemic conditions subside, it will take quite a while for traffic volumes to slowly return to pre-pandemic levels.

The Planning Board will be briefed on Planning Department plans to move forward with the collection of traffic counts and the acceptance of transportation impact studies during the pandemic.

Attachment: Planning Staff Memorandum – Traffic Counts During COVID-19 Pandemic – Policy Update

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

ATTACHMENT

September 17, 2020

MEMORANDUM

TO: Gwen Wright, Planning Director

VIA: Jason Sartori, Chief, Countywide Planning & Policy Division

FROM: Eric Graye, Planning Supervisor, Countywide Planning & Policy Division

SUBJECT: Traffic Counts During COVID-19 Pandemic -Policy Update

Background

On March 13, 2020, as the State of Maryland and Montgomery County entered a state of emergency and increased restrictions due to the COVID-19 pandemic, Montgomery Planning informed transportation consultants that the Department would not accept any transportation impact studies (TIS) based on traffic counts conducted on March 14, or later. On May 7, 2020, the Department initiated an updated temporary policy pertaining to traffic counts to provide opportunities for transportation studies to move forward using historical traffic counts. This temporary policy also provided time to observe how the effect of increased teleworking in the region is manifested in observed traffic conditions. While it is unclear when (or if) traffic will return to pre-March 2020 levels, it appears likely that traffic growth will increase gradually over time.

Recent data obtained from the Maryland State Highway Administration show that current statewide daily traffic volumes have leveled off at approximately 83% of traffic compared with 2019 levels. These volumes, while lower than the pre-March 2020 volumes, reflect the existing new normal daily traffic conditions. While there is limited comparable data available to assess peak-hour traffic conditions, it appears reasonable that existing peak-hour volumes would reflect new normal traffic conditions as well.

Recommendation

The current interim traffic count data collection policy will end on September 30, 2020. A new interim traffic count data collection and TIS acceptance policy with the following options shall apply as of October 1, 2020:

- **Option A. New Counts.**
    - As long as the county remains in Phase 2 (or advances to Phase 3) of the COVID-19 recovery plan, a TIS may use traffic counts collected on or after October 1, 2020 with the application of an adjustment factor to account for the Montgomery County

Traffic Counts During COVID-19 Pandemic
Page 2

Public School building closure and remote learning status. Should county public schools re-open for full in-person instruction, new traffic counts may be used without an adjustment factor and in accordance with the *2017 Local Area Transportation Review Guidelines.*

- The applicable adjustment factor will be determined by Montgomery Planning staff in advance of October 1.
- This traffic count option will immediately cease to be available for transportation impact studies should the county revert to Phase 1 of the COVID-19 recovery plan.
- Should the county fully reopen, new traffic counts may be used without an adjustment factor and in accordance with the *2017 Local Area Transportation Review Guidelines*, effective three months after the declaration of the county's open status.

- **Option B. Historical Counts.** Transportation Impact Studies based on traffic counts collected before March 14, will be accepted as follows:
  - Existing counts collected within a year of the application's 65-day deadline can be used in a TIS without adjustment.
  - Existing counts collected between one and three years prior to the application's 65-day deadline may only be used if modified by a growth factor. The growth factor must be developed based on the past ten-year historical traffic volume data for the nearest SHA roadway. This growth rate should be approved by the Planning Department in coordination with the Development Review Committee prior to acceptance of the TIS.
  - Traffic counts collected more than three years earlier than the application's 65-day deadline will not be accepted and may not be used to assess the finding of Adequate Public Facilities.

Combinations of the two options will be accepted as each is allowed, but under no circumstance will traffic counts collected between March 14 and September 30, 2020 be accepted.

This policy will be re-evaluated during the summer of 2021, or earlier if deemed necessary.

From: Graye, Eric
To: Sartori, Jason
Cc: Anspacher, David; Sanders, Carrie; Hisel-McCoy, Elza; Broullire, Bridget; Stern, Tanya; Provost, Russell; Wright, Gwen; Kronenberg, Robert; Pereira, Sandra; Dickel, Stephanie; Butler, Patrick; Reed, Patrick; Freer, Walker; Thompson, Iftin; Mencarini, Katherine; Van Alstyne, Chris; Campbell, Lauren; Gonzalez, Elwyn; Andy Smith; Anne M. (Nancy) Randall; Carl Wilson; Chris L. Kabatt; Christopher Turnbull; David Nelson; David Samba; Ed Papazian; Erwin N. Andres; Glenn Cook; Joe Caloggero; Joe Mehra; Katie Wagner; Michael J. Workosky; Mike Lenhart; Mike Nalepa; Paquilla Jones; Shahriar Etemadi; Wes Guckert; William L. Zeid; mlewisdegrace@symmetradesign.com; ndriban@lenharttraffic.com
Subject: RE: Montgomery Planning Policy on Traffic Counts during COVID-19 pandemic
Date: Tuesday, December 15, 2020 10:52:05 AM
Attachments: image002.png
image004.png
image006.png
image008.png
image010.png
image019.png
image021.png
image023.png
image025.png
image027.png

Good Morning:

The purpose of this note is to inform you of a **minor** clarification regarding the Planning Department's current policy pertaining to the collection of new traffic counts during the COVID-19 pandemic. This clarification is reflected as revisions to the language provided in the September 30th e-mail announcement of the policy. (Please see the revisions below in red text and ~~strikethrough~~.)

As a reminder, it should also be noted that new traffic counts will not be accepted in the event the county returns to Phase 1 of the COVID-19 recovery plan. We hope we don't find ourselves in this situation!

You are welcome to contact me (or Jason Sartori) should you have any questions concerning this matter. Thanks!

Regards,

Eric

Montgomery Planning

Eric S. Graye, AICP, PTP
Planning Supervisor
Montgomery County Planning Department
2425 Reedie Drive, Wheaton, MD 20902
eric.graye@montgomeryplanning.org
p:301.495.4632
c:202.236.4483

WE'VE MOVED!
THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT 2425 REEDIE DRIVE, WHEATON, MD 20902

From: Sartori, Jason <Jason.Sartori@montgomeryplanning.org>
Sent: Wednesday, September 30, 2020 3:44 PM
To: Sartori, Jason <Jason.Sartori@montgomeryplanning.org>
Cc: Graye, Eric <eric.graye@montgomeryplanning.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>; Sanders, Carrie <carrie.sanders@montgomeryplanning.org>; Hisel-McCoy, Elza <elza.hisel-mccoy@montgomeryplanning.org>; Broullire, Bridget <Bridget.Broullire@montgomeryplanning.org>; Stern, Tanya <tanya.stern@montgomeryplanning.org>; Provost, Russell <Russell.Provost@montgomeryplanning.org>; Wright, Gwen <gwen.wright@montgomeryplanning.org>; Kronenberg, Robert <robert.kronenberg@montgomeryplanning.org>; Pereira, Sandra <sandra.pereira@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Butler, Patrick <patrick.butler@montgomeryplanning.org>; Reed, Patrick <patrick.reed@montgomeryplanning.org>; Freer, Walker <Walker.Freer@montgomeryplanning.org>; Thompson, Iftin <iftin.thompson@montgomeryplanning.org>; Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>; Van Alstyne, Chris <chris.vanalstyne@montgomeryplanning.org>; Campbell, Lauren <lauren.campbell@montgomeryplanning.org>; Gonzalez, Elwyn <Elwyn.Gonzalez@montgomeryplanning.org>; Andy Smith <andy.smith@kimley-horn.com>; Anne M. Randall <amrandall@wellsandassociates.com>; Carl Starkey <cstarkey@streettrafficstudies.com>; Carl Wilson <cwilson@trafficgroup.com>; Cherian Eapen <cherian@temoss.com>; Chris L. Kabatt <clkabatt@wellsandassociates.com>; Christopher Turnbull <cturnbull@wellsandassociates.com>; David Nelson <dnelson@streettrafficstudies.com>; David Samba <david.samba@kimley-horn.com>; Ed Papazian <Ed.Papazian@kimley-horn.com>; Erwin N. Andres <erwin.andres@goroveslade.com>; Glenn Cook <gcook@trafficgroup.com>; Joe Caloggero <jcaloggero@trafficgroup.com>; Joe Mehra <jmehra@mcvainc.com>; Katie Wagner <klw@goroveslade.com>; Michael J. Workosky <mjworkosky@mjwells.com>; Mike Lenhart <mlenhart@LENHARTTRAFFIC.COM>; Mike Nalepa <nalepa@streettrafficstudies.com>; Paquilla Jones <pjones@wellsandassociates.com>; Shahriar Etemadi <etemadi.sts@gmail.com>; Wes Guckert <wguckert@trafficgroup.com>; William L. Zeid <wlzeid@mjwells.com>
Subject: Montgomery Planning Policy on Traffic Counts during COVID-19 pandemic

Good afternoon,
Montgomery Planning would like to share an update on our policy pertaining to traffic counts used for Transportation Impact Studies. Planning staff briefed the Planning Board on the updated policy last Thursday. The details of the policy are outlined in this September 17 memo. Below is a summary of the options available regarding traffic counts, including additional information not in the aforementioned memo (namely, the adjustment factor to be used for new counts and its specific application):

1. **New Counts.**
    a. We will begin accepting new counts taken on or after October 1, as long as the county remains in Phase 2 or 3 of the COVID-19 recovery plan.
    b. The new counts must be adjusted by a factor to account for Montgomery County Public Schools not being in session in-person. The calculated adjustment factor of **1.07** must be applied as follows:
        i. AM peak period – Apply the 1.07 adjustment factor to all AM peak ~~hour~~ period traffic counts.

ii. PM peak period – Apply the 1.07 adjustment factor to any PM peak ~~hour~~ period traffic counts captured before 4:30 pm. No adjustment factor is required for counts captured after 4:30 pm.

c. Adjustment factor requirements will be lifted under certain conditions pertaining to the county and/or county schools reopening.

2. **Historical Counts.**
   a. We will continue to accept historical counts generally taken within the last three years.
   b. Certain other restrictions apply, and an adjustment factor is required under certain conditions.
   c. This option is a continuation of the interim policy that we have had in place since May. The details of that policy can be found in this April 30 memo.

For any given project, an applicant can use a combination of the above options, as applicable, to ensure all critical intersections are evaluated.

Please let us know if you have any questions.

Thank you,
Jason

Montgomery Planning

Jason K. Sartori
Chief, Countywide Planning & Policy Division

Montgomery County Planning Department
2425 Reedie Drive, 13th Floor | Wheaton, MD 20902
jason.sartori@montgomeryplanning.org
c: 240.877.9388 | o: 301.495.2172

WE'VE MOVED!
THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

Clarksburg Road – 121 & West Old Baltimore Road

Driveway look. South to W. Old Baltimore Road

W. Old Baltimore Road look. East to Clarksburg Road

Clarksburg Road look. North to W. Old Baltimore Road

Clarksburg Road look. West to Clarksburg Road

APPENDIX B
TRAFFIC COUNT DATA

Wells & Associates,Inc

McLean, Virginia

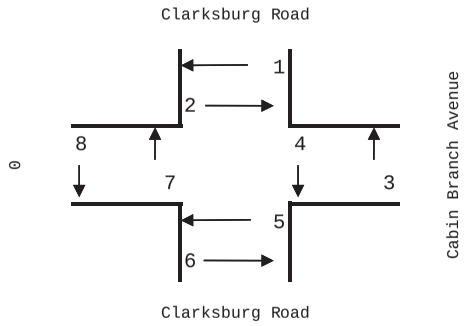
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Cabin Branch Ave.	WEATHER:	clear	WESTBOUND ROAD:	Cabin Branch Avenue
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	0
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Cabin Branch Avenue				Northbound Clarksburg Road				Eastbound 0				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	26	0	26	2	0	0	2	0	27	0	27	0	0	0	0	53	2	55		6:30-6:45
6:45-7:00	0	20	3	23	9	0	0	9	1	26	0	27	0	0	0	0	50	9	59		6:45-7:00
7:00-7:15	0	27	7	34	10	0	0	10	0	39	0	39	0	0	0	0	73	10	83		7:00-7:15
7:15-7:30	0	35	7	42	16	0	2	18	2	32	0	34	0	0	0	0	76	18	94		7:15-7:30
7:30-7:45	0	33	7	40	15	0	1	16	0	55	0	55	0	0	0	0	95	16	111		7:30-7:45
7:45-8:00	0	45	14	59	26	0	0	26	2	65	0	67	0	0	0	0	126	26	152		7:45-8:00
8:00-8:15	0	34	7	41	23	0	1	24	3	63	0	66	0	0	0	0	107	24	131		8:00-8:15
8:15-8:30	0	31	9	40	18	0	1	19	2	58	0	60	0	0	0	0	100	19	119		8:15-8:30
8:30-8:45	0	26	9	35	15	0	1	16	4	64	0	68	0	0	0	0	103	16	119		8:30-8:45
8:45-9:00	0	50	22	72	12	0	1	13	6	46	0	52	0	0	0	0	124	13	137		8:45-9:00
9:00-9:15	0	32	9	41	13	0	0	13	4	43	0	47	0	0	0	0	88	13	101		9:00-9:15
9:15-9:30	0	32	13	45	10	0	1	11	1	51	0	52	0	0	0	0	97	11	108		9:15-9:30
3 Hour Totals	**0**	**391**	**107**	**498**	**169**	**0**	**8**	**177**	**25**	**569**	**0**	**594**	**0**	**0**	**0**	**0**	**1,092**	**177**	**1,269**		
1 Hour Totals																					
6:30-7:30	0	108	17	125	37	0	2	39	3	124	0	127	0	0	0	0	252	39	291	0.77	6:30-7:30
6:45-7:45	0	115	24	139	50	0	3	53	3	152	0	155	0	0	0	0	294	53	347	0.78	6:45-7:45
7:00-8:00	0	140	35	175	67	0	3	70	4	191	0	195	0	0	0	0	370	70	440	0.72	7:00-8:00
7:15-8:15	0	147	35	182	80	0	4	84	7	215	0	222	0	0	0	0	404	84	488	0.80	7:15-8:15
7:30-8:30	0	143	37	180	82	0	3	85	7	241	0	248	0	0	0	0	428	85	513	0.84	7:30-8:30
7:45-8:45	0	136	39	175	82	0	3	85	11	250	0	261	0	0	0	0	436	85	521	0.86	7:45-8:45
8:00-9:00	0	141	47	188	68	0	4	72	15	231	0	246	0	0	0	0	434	72	506	0.92	8:00-9:00
8:15-9:15	0	139	49	188	58	0	3	61	16	211	0	227	0	0	0	0	415	61	476	0.87	8:15-9:15
8:30-9:30	0	140	53	193	50	0	3	53	15	204	0	219	0	0	0	0	412	53	465	0.85	8:30-9:30
AM Peak 7:45-8:45	**0**	**136**	**39**	**175**	**82**	**0**	**3**	**85**	**11**	**250**	**0**	**261**	**0**	**0**	**0**	**0**	**436**	**85**	**521**	**0.86**	**AM Peak 7:45-8:45**
PM																					
3:00-3:15	0	52	17	69	17	0	3	20	5	54	0	59	0	0	0	0	128	20	148		3:00-3:15
3:15-3:30	0	58	20	78	13	0	1	14	1	61	0	62	0	0	0	0	140	14	154		3:15-3:30
3:30-3:45	0	64	10	74	9	0	0	9	1	64	0	65	0	0	0	0	139	9	148		3:30-3:45
3:45-4:00	0	68	31	99	17	0	3	20	4	69	0	73	0	0	0	0	172	20	192		3:45-4:00
4:00-4:15	0	44	25	69	13	0	1	14	6	88	0	94	0	0	0	0	163	14	177		4:00-4:15
4:15-4:30	0	60	17	77	17	0	3	20	2	67	0	69	0	0	0	0	146	20	166		4:15-4:30
4:30-4:45	0	57	20	77	16	0	1	17	3	73	0	76	0	0	0	0	153	17	170		4:30-4:45
4:45-5:00	0	51	14	65	18	0	3	21	3	86	0	89	0	0	0	0	154	21	175		4:45-5:00
5:00-5:15	0	62	24	86	14	0	2	16	0	88	0	88	0	0	0	0	174	16	190		5:00-5:15
5:15-5:30	0	59	20	79	13	0	2	15	6	81	0	87	0	0	0	0	166	15	181		5:15-5:30
5:30-5:45	0	58	30	88	14	0	3	17	3	67	0	70	0	0	0	0	158	17	175		5:30-5:45
5:45-6:00	0	49	21	70	19	0	2	21	7	55	0	62	0	0	0	0	132	21	153		5:45-6:00
3 Hour Totals	**0**	**682**	**249**	**931**	**180**	**0**	**24**	**204**	**41**	**853**	**0**	**894**	**0**	**0**	**0**	**0**	**1,825**	**204**	**2,029**		
1 Hour Totals																					
3:00-4:00	0	242	78	320	56	0	7	63	11	248	0	259	0	0	0	0	579	63	642	0.84	3:00-4:00
3:15-4:15	0	234	86	320	52	0	5	57	12	282	0	294	0	0	0	0	614	57	671	0.87	3:15-4:15
3:30-4:30	0	236	83	319	56	0	7	63	13	288	0	301	0	0	0	0	620	63	683	0.89	3:30-4:30
3:45-4:45	0	229	93	322	63	0	8	71	15	297	0	312	0	0	0	0	634	71	705	0.92	3:45-4:45
4:00-5:00	0	212	76	288	64	0	8	72	14	314	0	328	0	0	0	0	616	72	688	0.97	4:00-5:00
4:15-5:15	0	230	75	305	65	0	9	74	8	314	0	322	0	0	0	0	627	74	701	0.92	4:15-5:15
4:30-5:30	0	229	78	307	61	0	8	69	12	328	0	340	0	0	0	0	647	69	716	0.94	4:30-5:30
4:45-5:45	0	230	88	318	59	0	10	69	12	322	0	334	0	0	0	0	652	69	721	0.95	4:45-5:45
5:00-6:00	0	228	95	323	60	0	9	69	16	291	0	307	0	0	0	0	630	69	699	0.92	5:00-6:00
PM Peak 4:45-5:45	**0**	**230**	**88**	**318**	**59**	**0**	**10**	**69**	**12**	**322**	**0**	**334**	**0**	**0**	**0**	**0**	**652**	**69**	**721**	**0.95**	**PM Peak 4:45-5:45**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Clarksburg Rd. & Cabin Branch A
Weather: clear
Date: 12/10/2020
Surveyor: Agan



Hourly Pedestrian Count

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

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Cabin Branch Ave.	WEATHER:	clear	WESTBOUND ROAD:	Cabin Branch Avenue
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	0
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Cabin Branch Avenue				Northbound Clarksburg Road				Eastbound 0				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	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	1	0	1	0	0	0	0	1	0	1		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**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
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	1	0	1	0	0	0	0	1	0	1	0.25	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	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	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 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 7:15-8:15**
PM																					
3:00-3:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1		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	1	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2		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	1	1	0	0	0	0	0	0	0	0	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	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	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
3 Hour Totals	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**5**		
1 Hour Totals																					
3:00-4:00	0	0	1	1	2	0	0	2	0	0	0	0	0	0	0	0	1	2	3	0.38	3:00-4:00
3:15-4:15	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	1	1	2	0.25	3:15-4:15
3:30-4:30	0	0	2	2	1	0	0	1	0	0	0	0	0	0	0	0	2	1	3	0.38	3:30-4:30
3:45-4:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	3:45-4:45
4:00-5:00	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	4:00-5:00
4:15-5:15	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2	0	2	0.50	4:15-5:15
4:30-5:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	4:30-5:30
4:45-5:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	0.25	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
PM Peak 3:00-4:00	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0.38**	**PM Peak 3:00-4:00**

Wells & Associates,Inc

McLean, Virginia

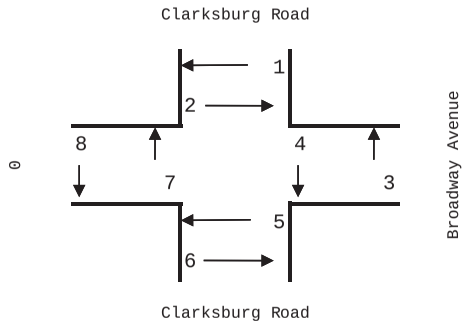
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Broadway Ave.	WEATHER:	clear	WESTBOUND ROAD:	Broadway Avenue
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Laura	EASTBOUND ROAD:	0
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Broadway Avenue				Northbound Clarksburg Road				Eastbound 0				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	24	1	25	14	0	0	14	0	12	0	12	0	0	0	0	37	14	51		6:30-6:45
6:45-7:00	0	19	1	20	9	0	1	10	0	21	0	21	0	0	0	0	41	10	51		6:45-7:00
7:00-7:15	0	22	2	24	13	0	2	15	1	22	0	23	0	0	0	0	47	15	62		7:00-7:15
7:15-7:30	0	24	4	28	11	0	2	13	0	27	0	27	0	0	0	0	55	13	68		7:15-7:30
7:30-7:45	0	27	5	32	16	0	1	17	0	37	0	37	0	0	0	0	69	17	86		7:30-7:45
7:45-8:00	0	35	7	42	22	0	0	22	0	41	0	41	0	0	0	0	83	22	105		7:45-8:00
8:00-8:15	0	31	4	35	19	0	1	20	1	42	0	43	0	0	0	0	78	20	98		8:00-8:15
8:15-8:30	0	24	7	31	23	0	1	24	2	44	0	46	0	0	0	0	77	24	101		8:15-8:30
8:30-8:45	0	22	8	30	29	0	2	31	1	47	0	48	0	0	0	0	78	31	109		8:30-8:45
8:45-9:00	0	40	11	51	25	0	0	25	0	36	0	36	0	0	0	0	87	25	112		8:45-9:00
9:00-9:15	0	31	9	40	21	0	1	22	1	34	0	35	0	0	0	0	75	22	97		9:00-9:15
9:15-9:30	0	28	4	32	17	0	0	17	0	35	0	35	0	0	0	0	67	17	84		9:15-9:30
3 Hour Totals	**0**	**327**	**63**	**390**	**219**	**0**	**11**	**230**	**6**	**398**	**0**	**404**	**0**	**0**	**0**	**0**	**794**	**230**	**1,024**		
1 Hour Totals																					
6:30-7:30	0	89	8	97	47	0	5	52	1	82	0	83	0	0	0	0	180	52	232	0.85	6:30-7:30
6:45-7:45	0	92	12	104	49	0	6	55	1	107	0	108	0	0	0	0	212	55	267	0.78	6:45-7:45
7:00-8:00	0	108	18	126	62	0	5	67	1	127	0	128	0	0	0	0	254	67	321	0.76	7:00-8:00
7:15-8:15	0	117	20	137	68	0	4	72	1	147	0	148	0	0	0	0	285	72	357	0.85	7:15-8:15
7:30-8:30	0	117	23	140	80	0	3	83	3	164	0	167	0	0	0	0	307	83	390	0.93	7:30-8:30
7:45-8:45	0	112	26	138	93	0	4	97	4	174	0	178	0	0	0	0	316	97	413	0.95	7:45-8:45
8:00-9:00	0	117	30	147	96	0	4	100	4	169	0	173	0	0	0	0	320	100	420	0.94	8:00-9:00
8:15-9:15	0	117	35	152	98	0	4	102	4	161	0	165	0	0	0	0	317	102	419	0.94	8:15-9:15
8:30-9:30	0	121	32	153	92	0	3	95	2	152	0	154	0	0	0	0	307	95	402	0.90	8:30-9:30
AM Peak 8:00-9:00	**0**	**117**	**30**	**147**	**96**	**0**	**4**	**100**	**4**	**169**	**0**	**173**	**0**	**0**	**0**	**0**	**320**	**100**	**420**	**0.94**	**AM Peak 8:00-9:00**
PM																					
3:00-3:15	0	42	12	54	16	0	0	16	1	42	0	43	0	0	0	0	97	16	113		3:00-3:15
3:15-3:30	0	38	17	55	18	0	1	19	0	46	0	46	0	0	0	0	101	19	120		3:15-3:30
3:30-3:45	0	46	17	63	17	0	0	17	1	48	0	49	0	0	0	0	112	17	129		3:30-3:45
3:45-4:00	0	48	20	68	21	0	1	22	1	52	0	53	0	0	0	0	121	22	143		3:45-4:00
4:00-4:15	0	38	16	54	29	0	0	29	0	52	0	52	0	0	0	0	106	29	135		4:00-4:15
4:15-4:30	0	39	15	54	19	0	2	21	1	59	0	60	0	0	0	0	114	21	135		4:15-4:30
4:30-4:45	0	45	12	57	21	0	0	21	2	57	0	59	0	0	0	0	116	21	137		4:30-4:45
4:45-5:00	0	42	14	56	22	0	2	24	1	51	0	52	0	0	0	0	108	24	132		4:45-5:00
5:00-5:15	0	45	16	61	25	0	1	26	3	59	0	62	0	0	0	0	123	26	149		5:00-5:15
5:15-5:30	0	49	18	67	24	0	0	24	1	58	0	59	0	0	0	0	126	24	150		5:15-5:30
5:30-5:45	0	42	20	62	22	0	0	22	3	45	0	48	0	0	0	0	110	22	132		5:30-5:45
5:45-6:00	0	37	17	54	19	0	0	19	1	39	0	40	0	0	0	0	94	19	113		5:45-6:00
3 Hour Totals	**0**	**511**	**194**	**705**	**253**	**0**	**7**	**260**	**15**	**608**	**0**	**623**	**0**	**0**	**0**	**0**	**1,328**	**260**	**1,588**		
1 Hour Totals																					
3:00-4:00	0	174	66	240	72	0	2	74	3	188	0	191	0	0	0	0	431	74	505	0.88	3:00-4:00
3:15-4:15	0	170	70	240	85	0	2	87	2	198	0	200	0	0	0	0	440	87	527	0.92	3:15-4:15
3:30-4:30	0	171	68	239	86	0	3	89	3	211	0	214	0	0	0	0	453	89	542	0.95	3:30-4:30
3:45-4:45	0	170	63	233	90	0	3	93	4	220	0	224	0	0	0	0	457	93	550	0.96	3:45-4:45
4:00-5:00	0	164	57	221	91	0	4	95	4	219	0	223	0	0	0	0	444	95	539	0.98	4:00-5:00
4:15-5:15	0	171	57	228	87	0	5	92	7	226	0	233	0	0	0	0	461	92	553	0.93	4:15-5:15
4:30-5:30	0	181	60	241	92	0	3	95	7	225	0	232	0	0	0	0	473	95	568	0.95	4:30-5:30
4:45-5:45	0	178	68	246	93	0	3	96	8	213	0	221	0	0	0	0	467	96	563	0.94	4:45-5:45
5:00-6:00	0	173	71	244	90	0	1	91	8	201	0	209	0	0	0	0	453	91	544	0.91	5:00-6:00
PM Peak 4:30-5:30	**0**	**181**	**60**	**241**	**92**	**0**	**3**	**95**	**7**	**225**	**0**	**232**	**0**	**0**	**0**	**0**	**473**	**95**	**568**	**0.95**	**PM Peak 4:30-5:30**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Clarksburg Rd. & Broadway Ave.
Weather: clear
Date: 12/10/2020
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	1	0	0	0	0	0	1	0	1	0	0
6:45	7:45	0	0	3	1	0	0	0	0	4	0	4	0	0
7:00	8:00	0	0	3	1	0	0	0	0	4	0	4	0	0
7:15	8:15	0	0	4	2	0	0	0	0	6	0	6	0	0
7:30	8:30	0	0	3	2	0	0	0	0	5	0	5	0	0
7:45	8:45	0	0	2	1	0	0	0	0	3	0	3	0	0
8:00	9:00	0	0	2	2	0	0	0	0	4	0	4	0	0
8:15	9:15	0	0	3	1	0	0	0	0	4	0	4	0	0
8:30	9:30	0	0	3	3	0	0	0	0	6	0	6	0	0
PM PEAK														
15:00	16:00	0	0	2	1	0	0	0	0	3	0	3	0	0
15:15	16:15	0	0	2	2	0	0	0	0	4	0	4	0	0
15:30	16:30	0	0	2	3	0	0	0	0	5	0	5	0	0
15:45	16:45	0	0	5	3	0	0	0	0	8	0	8	0	0
16:00	17:00	0	0	3	5	0	0	0	0	8	0	8	0	0
16:15	17:15	0	0	4	4	0	0	0	0	8	0	8	0	0
16:30	17:30	0	0	7	3	0	0	0	0	10	0	10	0	0
16:45	17:45	0	0	4	3	0	0	0	0	7	0	7	0	0
17:00	18:00	0	0	5	2	0	0	0	0	7	0	7	0	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Broadway Ave.	WEATHER:	clear	WESTBOUND ROAD:	Broadway Avenue
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Laura	EASTBOUND ROAD:	0
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Broadway Avenue				Northbound Clarksburg Road				Eastbound 0				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	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	1	0	1	0	0	0	0	1	0	1		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**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
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	1	0	1	0	0	0	0	1	0	1	0.25	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	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	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 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 7:15-8:15**
PM																					
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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	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	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
3 Hour Totals	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**		
1 Hour Totals																					
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	1	0	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	1	0	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	1	0	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	1	0	0	1	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0.00	5:00-6:00
PM Peak 4:00-5:00	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0.25**	**PM Peak 4:00-5:00**

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Byrne Park Dr.	WEATHER:	clear	WESTBOUND ROAD:	Byrne Park Drive
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda	EASTBOUND ROAD:	0
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Byrne Park Drive				Northbound Clarksburg Road				Eastbound 0				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	24	1	25	5	0	0	5	1	9	0	10	0	0	0	0	35	5	40		6:30-6:45
6:45-7:00	0	16	4	20	4	0	0	4	1	16	0	17	0	0	0	0	37	4	41		6:45-7:00
7:00-7:15	0	23	2	25	8	0	0	8	1	16	0	17	0	0	0	0	42	8	50		7:00-7:15
7:15-7:30	0	33	3	36	7	0	1	8	0	21	0	21	0	0	0	0	57	8	65		7:15-7:30
7:30-7:45	0	25	4	29	11	0	2	13	0	29	0	29	0	0	0	0	58	13	71		7:30-7:45
7:45-8:00	0	33	4	37	5	0	0	5	0	38	0	38	0	0	0	0	75	5	80		7:45-8:00
8:00-8:15	0	29	3	32	13	0	3	16	1	35	0	36	0	0	0	0	68	16	84		8:00-8:15
8:15-8:30	0	24	2	26	15	0	1	16	0	30	0	30	0	0	0	0	56	16	72		8:15-8:30
8:30-8:45	0	16	3	19	11	0	0	11	2	27	0	29	0	0	0	0	48	11	59		8:30-8:45
8:45-9:00	0	33	11	44	9	0	5	14	2	24	0	26	0	0	0	0	70	14	84		8:45-9:00
9:00-9:15	0	20	2	22	4	0	2	6	1	29	0	30	0	0	0	0	52	6	58		9:00-9:15
9:15-9:30	0	25	8	33	7	0	4	11	0	27	0	27	0	0	0	0	60	11	71		9:15-9:30
3 Hour Totals	**0**	**301**	**47**	**348**	**99**	**0**	**18**	**117**	**9**	**301**	**0**	**310**	**0**	**0**	**0**	**0**	**658**	**117**	**775**		
1 Hour Totals																					
6:30-7:30	0	96	10	106	24	0	1	25	3	62	0	65	0	0	0	0	171	25	196	0.75	6:30-7:30
6:45-7:45	0	97	13	110	30	0	3	33	2	82	0	84	0	0	0	0	194	33	227	0.80	6:45-7:45
7:00-8:00	0	114	13	127	31	0	3	34	1	104	0	105	0	0	0	0	232	34	266	0.83	7:00-8:00
7:15-8:15	0	120	14	134	36	0	6	42	1	123	0	124	0	0	0	0	258	42	300	0.89	7:15-8:15
7:30-8:30	0	111	13	124	44	0	6	50	1	132	0	133	0	0	0	0	257	50	307	0.91	7:30-8:30
7:45-8:45	0	102	12	114	44	0	4	48	3	130	0	133	0	0	0	0	247	48	295	0.88	7:45-8:45
8:00-9:00	0	102	19	121	48	0	9	57	5	116	0	121	0	0	0	0	242	57	299	0.89	8:00-9:00
8:15-9:15	0	93	18	111	39	0	8	47	5	110	0	115	0	0	0	0	226	47	273	0.81	8:15-9:15
8:30-9:30	0	94	24	118	31	0	11	42	5	107	0	112	0	0	0	0	230	42	272	0.81	8:30-9:30
AM Peak 7:30-8:30	**0**	**111**	**13**	**124**	**44**	**0**	**6**	**50**	**1**	**132**	**0**	**133**	**0**	**0**	**0**	**0**	**257**	**50**	**307**	**0.91**	**AM Peak 7:30-8:30**
PM																					
3:00-3:15	0	33	8	41	6	0	1	7	3	35	0	38	0	0	0	0	79	7	86		3:00-3:15
3:15-3:30	0	33	7	40	10	0	1	11	1	34	0	35	0	0	0	0	75	11	86		3:15-3:30
3:30-3:45	0	38	11	49	10	0	2	12	3	41	0	44	0	0	0	0	93	12	105		3:30-3:45
3:45-4:00	0	38	11	49	5	0	1	6	1	49	0	50	0	0	0	0	99	6	105		3:45-4:00
4:00-4:15	0	33	7	40	12	0	0	12	1	52	0	53	0	0	0	0	93	12	105		4:00-4:15
4:15-4:30	0	42	7	49	12	0	0	12	1	42	0	43	0	0	0	0	92	12	104		4:15-4:30
4:30-4:45	0	36	11	47	7	0	2	9	4	46	0	50	0	0	0	0	97	9	106		4:30-4:45
4:45-5:00	0	31	7	38	6	0	1	7	1	59	0	60	0	0	0	0	98	7	105		4:45-5:00
5:00-5:15	0	32	15	47	16	0	2	18	1	48	0	49	0	0	0	0	96	18	114		5:00-5:15
5:15-5:30	0	29	10	39	15	0	3	18	2	46	0	48	0	0	0	0	87	18	105		5:15-5:30
5:30-5:45	0	30	11	41	6	0	0	6	6	41	0	47	0	0	0	0	88	6	94		5:30-5:45
5:45-6:00	0	25	9	34	5	0	1	6	1	37	0	38	0	0	0	0	72	6	78		5:45-6:00
3 Hour Totals	**0**	**400**	**114**	**514**	**110**	**0**	**14**	**124**	**25**	**530**	**0**	**555**	**0**	**0**	**0**	**0**	**1,069**	**124**	**1,193**		
1 Hour Totals																					
3:00-4:00	0	142	37	179	31	0	5	36	8	159	0	167	0	0	0	0	346	36	382	0.91	3:00-4:00
3:15-4:15	0	142	36	178	37	0	4	41	6	176	0	182	0	0	0	0	360	41	401	0.95	3:15-4:15
3:30-4:30	0	151	36	187	39	0	3	42	6	184	0	190	0	0	0	0	377	42	419	1.00	3:30-4:30
3:45-4:45	0	149	36	185	36	0	3	39	7	189	0	196	0	0	0	0	381	39	420	0.99	3:45-4:45
4:00-5:00	0	142	32	174	37	0	3	40	7	199	0	206	0	0	0	0	380	40	420	0.99	4:00-5:00
4:15-5:15	0	141	40	181	41	0	5	46	7	195	0	202	0	0	0	0	383	46	429	0.94	4:15-5:15
4:30-5:30	0	128	43	171	44	0	8	52	8	199	0	207	0	0	0	0	378	52	430	0.94	4:30-5:30
4:45-5:45	0	122	43	165	43	0	6	49	10	194	0	204	0	0	0	0	369	49	418	0.92	4:45-5:45
5:00-6:00	0	116	45	161	42	0	6	48	10	172	0	182	0	0	0	0	343	48	391	0.86	5:00-6:00
PM Peak 4:30-5:30	**0**	**128**	**43**	**171**	**44**	**0**	**8**	**52**	**8**	**199**	**0**	**207**	**0**	**0**	**0**	**0**	**378**	**52**	**430**	**0.94**	**PM Peak 4:30-5:30**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School

Project Number: 10684

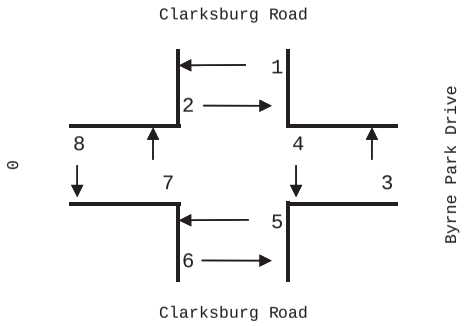
Location: Montgomery Co.,MD

Intersection: Clarksburg Rd. & Byrne Park Dr.

Weather: clear

Date: 12/10/2020

Surveyor: Majda



Hourly Pedestrian Count

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

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Byrne Park Dr.	WEATHER:	clear	WESTBOUND ROAD:	Byrne Park Drive
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Majda	EASTBOUND ROAD:	0
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Byrne Park Drive				Northbound Clarksburg Road				Eastbound 0				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	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	1	0	1	0	0	0	0	1	0	1		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**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
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	1	0	1	0	0	0	0	1	0	1	0.25	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	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	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 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 7:15-8:15**
PM																					
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
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																					
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
PM Peak 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**	**PM Peak 3:00-4:00**

Wells & Associates,Inc

McLean, Virginia

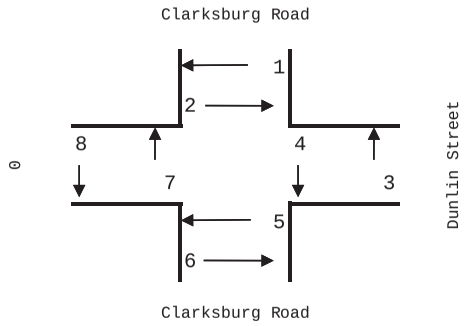
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Dunlin St.	WEATHER:	clear	WESTBOUND ROAD:	Dunlin Street
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	0
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Dunlin Street				Northbound Clarksburg Road				Eastbound 0				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	20	2	22	0	0	0	0	0	11	0	11	0	0	0	0	33	0	33		6:30-6:45
6:45-7:00	0	16	3	19	3	0	0	3	0	13	0	13	0	0	0	0	32	3	35		6:45-7:00
7:00-7:15	0	21	1	22	3	0	0	3	0	14	0	14	0	0	0	0	36	3	39		7:00-7:15
7:15-7:30	0	25	7	32	2	0	0	2	0	15	0	15	0	0	0	0	47	2	49		7:15-7:30
7:30-7:45	0	26	6	32	3	0	3	6	1	24	0	25	0	0	0	0	57	6	63		7:30-7:45
7:45-8:00	0	27	5	32	2	0	0	2	0	35	0	35	0	0	0	0	67	2	69		7:45-8:00
8:00-8:15	0	24	3	27	4	0	0	4	0	36	0	36	0	0	0	0	63	4	67		8:00-8:15
8:15-8:30	0	27	4	31	3	0	0	3	1	24	0	25	0	0	0	0	56	3	59		8:15-8:30
8:30-8:45	0	18	3	21	7	0	0	7	0	22	0	22	0	0	0	0	43	7	50		8:30-8:45
8:45-9:00	0	25	7	32	3	0	0	3	1	23	0	24	0	0	0	0	56	3	59		8:45-9:00
9:00-9:15	0	20	5	25	8	0	0	8	0	22	0	22	0	0	0	0	47	8	55		9:00-9:15
9:15-9:30	0	20	3	23	4	0	0	4	0	22	0	22	0	0	0	0	45	4	49		9:15-9:30
3 Hour Totals	**0**	**269**	**49**	**318**	**42**	**0**	**3**	**45**	**3**	**261**	**0**	**264**	**0**	**0**	**0**	**0**	**582**	**45**	**627**		
1 Hour Totals																					
6:30-7:30	0	82	13	95	8	0	0	8	0	53	0	53	0	0	0	0	148	8	156	0.80	6:30-7:30
6:45-7:45	0	88	17	105	11	0	3	14	1	66	0	67	0	0	0	0	172	14	186	0.74	6:45-7:45
7:00-8:00	0	99	19	118	10	0	3	13	1	88	0	89	0	0	0	0	207	13	220	0.80	7:00-8:00
7:15-8:15	0	102	21	123	11	0	3	14	1	110	0	111	0	0	0	0	234	14	248	0.90	7:15-8:15
7:30-8:30	0	104	18	122	12	0	3	15	2	119	0	121	0	0	0	0	243	15	258	0.93	7:30-8:30
7:45-8:45	0	96	15	111	16	0	0	16	1	117	0	118	0	0	0	0	229	16	245	0.89	7:45-8:45
8:00-9:00	0	94	17	111	17	0	0	17	2	105	0	107	0	0	0	0	218	17	235	0.88	8:00-9:00
8:15-9:15	0	90	19	109	21	0	0	21	2	91	0	93	0	0	0	0	202	21	223	0.94	8:15-9:15
8:30-9:30	0	83	18	101	22	0	0	22	1	89	0	90	0	0	0	0	191	22	213	0.90	8:30-9:30
AM Peak 7:30-8:30	**0**	**104**	**18**	**122**	**12**	**0**	**3**	**15**	**2**	**119**	**0**	**121**	**0**	**0**	**0**	**0**	**243**	**15**	**258**	**0.93**	**AM Peak 7:30-8:30**
PM																					
3:00-3:15	0	30	2	32	6	0	0	6	0	30	0	30	0	0	0	0	62	6	68		3:00-3:15
3:15-3:30	0	33	4	37	4	0	0	4	1	31	0	32	0	0	0	0	69	4	73		3:15-3:30
3:30-3:45	0	34	4	38	3	0	2	5	0	40	0	40	0	0	0	0	78	5	83		3:30-3:45
3:45-4:00	0	36	4	40	1	0	1	2	1	46	0	47	0	0	0	0	87	2	89		3:45-4:00
4:00-4:15	0	30	2	32	0	0	0	0	0	48	0	48	0	0	0	0	80	0	80		4:00-4:15
4:15-4:30	0	38	4	42	8	0	1	9	1	43	0	44	0	0	0	0	86	9	95		4:15-4:30
4:30-4:45	0	37	1	38	4	0	1	5	0	41	0	41	0	0	0	0	79	5	84		4:30-4:45
4:45-5:00	0	29	3	32	4	0	1	5	1	63	0	64	0	0	0	0	96	5	101		4:45-5:00
5:00-5:15	0	34	1	35	3	0	0	3	0	45	0	45	0	0	0	0	80	3	83		5:00-5:15
5:15-5:30	0	29	1	30	4	0	0	4	0	45	0	45	0	0	0	0	75	4	79		5:15-5:30
5:30-5:45	0	26	2	28	1	0	1	2	1	45	0	46	0	0	0	0	74	2	76		5:30-5:45
5:45-6:00	0	30	2	32	3	0	0	3	1	35	0	36	0	0	0	0	68	3	71		5:45-6:00
3 Hour Totals	**0**	**386**	**30**	**416**	**41**	**0**	**7**	**48**	**6**	**512**	**0**	**518**	**0**	**0**	**0**	**0**	**934**	**48**	**982**		
1 Hour Totals																					
3:00-4:00	0	133	14	147	14	0	3	17	2	147	0	149	0	0	0	0	296	17	313	0.88	3:00-4:00
3:15-4:15	0	133	14	147	8	0	3	11	2	165	0	167	0	0	0	0	314	11	325	0.91	3:15-4:15
3:30-4:30	0	138	14	152	12	0	4	16	2	177	0	179	0	0	0	0	331	16	347	0.91	3:30-4:30
3:45-4:45	0	141	11	152	13	0	3	16	2	178	0	180	0	0	0	0	332	16	348	0.92	3:45-4:45
4:00-5:00	0	134	10	144	16	0	3	19	2	195	0	197	0	0	0	0	341	19	360	0.89	4:00-5:00
4:15-5:15	0	138	9	147	19	0	3	22	2	192	0	194	0	0	0	0	341	22	363	0.90	4:15-5:15
4:30-5:30	0	129	6	135	15	0	2	17	1	194	0	195	0	0	0	0	330	17	347	0.86	4:30-5:30
4:45-5:45	0	118	7	125	12	0	2	14	2	198	0	200	0	0	0	0	325	14	339	0.84	4:45-5:45
5:00-6:00	0	119	6	125	11	0	1	12	2	170	0	172	0	0	0	0	297	12	309	0.93	5:00-6:00
PM Peak 4:15-5:15	**0**	**138**	**9**	**147**	**19**	**0**	**3**	**22**	**2**	**192**	**0**	**194**	**0**	**0**	**0**	**0**	**341**	**22**	**363**	**0.90**	**PM Peak 4:15-5:15**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Clarksburg Rd. & Dunlin St.
Weather: clear
Date: 12/10/2020
Surveyor: Agan



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	0	1	0	1	0	0
6:45	7:45	0	0	1	2	0	0	0	0	3	0	3	0	0
7:00	8:00	0	0	3	4	0	0	0	0	7	0	7	0	0
7:15	8:15	0	0	4	3	0	0	0	0	7	0	7	0	0
7:30	8:30	0	0	5	6	0	0	0	0	11	0	11	0	0
7:45	8:45	0	0	5	7	0	0	0	0	12	0	12	0	0
8:00	9:00	0	0	4	5	0	0	0	0	9	0	9	0	0
8:15	9:15	0	0	4	5	0	0	0	0	9	0	9	0	0
8:30	9:30	0	0	4	3	0	0	0	0	7	0	7	0	0
PM PEAK														
15:00	16:00	0	0	0	1	0	0	0	0	1	0	1	0	0
15:15	16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	16:45	0	0	1	1	0	0	0	0	2	0	2	0	0
16:00	17:00	0	0	3	1	0	0	0	0	4	0	4	0	0
16:15	17:15	0	0	7	1	0	0	0	0	8	0	8	0	0
16:30	17:30	0	0	9	2	0	0	0	0	11	0	11	0	0
16:45	17:45	0	0	8	1	0	0	0	0	9	0	9	0	0
17:00	18:00	0	0	6	1	0	0	0	0	7	0	7	0	0

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Clarksburg Road
INTERSECTION:	Clarksburg Rd. & Dunlin St.	WEATHER:	clear	WESTBOUND ROAD:	Dunlin Street
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	0
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound Dunlin Street				Northbound Clarksburg Road				Eastbound 0				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	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	1	0	1	0	0	0	0	1	0	1		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**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**		
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	1	0	1	0	0	0	0	1	0	1	0.25	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	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	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 7:15-8:15	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0.25**	**AM Peak 7:15-8:15**
PM																					
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
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																					
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
PM Peak 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**	**PM Peak 3:00-4:00**

Wells & Associates,Inc

McLean, Virginia

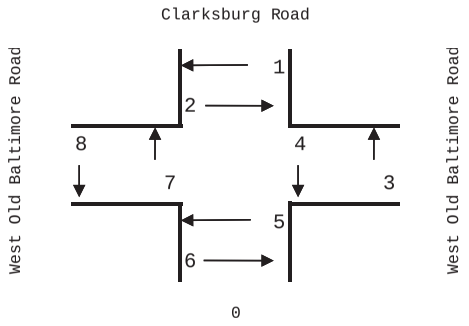
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	0
INTERSECTION:	Clarksburg Rd. & w. Old Baltimore Rd.	WEATHER:	clear	WESTBOUND ROAD:	West Old Baltimore Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Ramiz	EASTBOUND ROAD:	West Old Baltimore Road
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound West Old Baltimore Road				Northbound 0				Eastbound West Old Baltimore Road				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	14	0	0	14	0	2	0	2	0	0	0	0	0	2	4	6	14	8	22		6:30-6:45
6:45-7:00	7	0	2	9	1	1	0	2	0	0	0	0	0	4	8	12	9	14	23		6:45-7:00
7:00-7:15	10	0	2	12	3	0	0	3	0	0	0	0	0	4	10	14	12	17	29		7:00-7:15
7:15-7:30	18	0	0	18	0	2	0	2	0	0	0	0	0	1	12	13	18	15	33		7:15-7:30
7:30-7:45	21	0	3	24	3	8	0	11	0	0	0	0	0	5	17	22	24	33	57		7:30-7:45
7:45-8:00	24	0	3	27	8	5	0	13	0	0	0	0	0	8	25	33	27	46	73		7:45-8:00
8:00-8:15	18	0	3	21	6	7	0	13	0	0	0	0	0	6	26	32	21	45	66		8:00-8:15
8:15-8:30	20	0	3	23	6	6	0	12	0	0	0	0	0	8	14	22	23	34	57		8:15-8:30
8:30-8:45	10	0	1	11	3	6	0	9	0	0	0	0	0	9	17	26	11	35	46		8:30-8:45
8:45-9:00	24	0	2	26	2	4	0	6	0	0	0	0	0	5	14	19	26	25	51		8:45-9:00
9:00-9:15	11	0	0	11	1	3	0	4	0	0	0	0	0	4	14	18	11	22	33		9:00-9:15
9:15-9:30	12	0	1	13	1	7	0	8	0	0	0	0	0	5	19	24	13	32	45		9:15-9:30
3 Hour Totals	**189**	**0**	**20**	**209**	**34**	**51**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**61**	**180**	**241**	**209**	**326**	**535**		
1 Hour Totals																					
6:30-7:30	49	0	4	53	4	5	0	9	0	0	0	0	0	11	34	45	53	54	107	0.81	6:30-7:30
6:45-7:45	56	0	7	63	7	11	0	18	0	0	0	0	0	14	47	61	63	79	142	0.62	6:45-7:45
7:00-8:00	73	0	8	81	14	15	0	29	0	0	0	0	0	18	64	82	81	111	192	0.66	7:00-8:00
7:15-8:15	81	0	9	90	17	22	0	39	0	0	0	0	0	20	80	100	90	139	229	0.78	7:15-8:15
7:30-8:30	83	0	12	95	23	26	0	49	0	0	0	0	0	27	82	109	95	158	253	0.87	7:30-8:30
7:45-8:45	72	0	10	82	23	24	0	47	0	0	0	0	0	31	82	113	82	160	242	0.83	7:45-8:45
8:00-9:00	72	0	9	81	17	23	0	40	0	0	0	0	0	28	71	99	81	139	220	0.83	8:00-9:00
8:15-9:15	65	0	6	71	12	19	0	31	0	0	0	0	0	26	59	85	71	116	187	0.82	8:15-9:15
8:30-9:30	57	0	4	61	7	20	0	27	0	0	0	0	0	23	64	87	61	114	175	0.86	8:30-9:30
AM Peak 7:30-8:30	**83**	**0**	**12**	**95**	**23**	**26**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**27**	**82**	**109**	**95**	**158**	**253**	**0.87**	**AM Peak 7:30-8:30**
PM																					
3:00-3:15	19	0	4	23	6	11	0	17	0	0	0	0	0	14	24	38	23	55	78		3:00-3:15
3:15-3:30	22	0	5	27	3	10	0	13	0	0	0	0	0	8	24	32	27	45	72		3:15-3:30
3:30-3:45	25	0	3	28	7	13	0	20	0	0	0	0	0	13	33	46	28	66	94		3:30-3:45
3:45-4:00	27	0	2	29	12	12	0	24	0	0	0	0	0	10	29	39	29	63	92		3:45-4:00
4:00-4:15	21	0	4	25	5	16	0	21	0	0	0	0	0	5	38	43	25	64	89		4:00-4:15
4:15-4:30	34	0	3	37	2	7	0	9	0	0	0	0	0	4	30	34	37	43	80		4:15-4:30
4:30-4:45	27	0	2	29	0	12	0	12	0	0	0	0	0	12	35	47	29	59	88		4:30-4:45
4:45-5:00	23	0	3	26	7	12	0	19	0	0	0	0	0	15	49	64	26	83	109		4:45-5:00
5:00-5:15	31	0	2	33	3	17	0	20	0	0	0	0	0	11	33	44	33	64	97		5:00-5:15
5:15-5:30	18	0	0	18	4	5	0	9	0	0	0	0	0	11	33	44	18	53	71		5:15-5:30
5:30-5:45	25	0	1	26	1	11	0	12	0	0	0	0	0	15	43	58	26	70	96		5:30-5:45
5:45-6:00	21	0	3	24	5	14	0	19	0	0	0	0	0	14	26	40	24	59	83		5:45-6:00
3 Hour Totals	**293**	**0**	**32**	**325**	**55**	**140**	**0**	**195**	**0**	**0**	**0**	**0**	**0**	**132**	**397**	**529**	**325**	**724**	**1,049**		
1 Hour Totals																					
3:00-4:00	93	0	14	107	28	46	0	74	0	0	0	0	0	45	110	155	107	229	336	0.89	3:00-4:00
3:15-4:15	95	0	14	109	27	51	0	78	0	0	0	0	0	36	124	160	109	238	347	0.92	3:15-4:15
3:30-4:30	107	0	12	119	26	48	0	74	0	0	0	0	0	32	130	162	119	236	355	0.94	3:30-4:30
3:45-4:45	109	0	11	120	19	47	0	66	0	0	0	0	0	31	132	163	120	229	349	0.95	3:45-4:45
4:00-5:00	105	0	12	117	14	47	0	61	0	0	0	0	0	36	152	188	117	249	366	0.84	4:00-5:00
4:15-5:15	115	0	10	125	12	48	0	60	0	0	0	0	0	42	147	189	125	249	374	0.86	4:15-5:15
4:30-5:30	99	0	7	106	14	46	0	60	0	0	0	0	0	49	150	199	106	259	365	0.84	4:30-5:30
4:45-5:45	97	0	6	103	15	45	0	60	0	0	0	0	0	52	158	210	103	270	373	0.86	4:45-5:45
5:00-6:00	95	0	6	101	13	47	0	60	0	0	0	0	0	51	135	186	101	246	347	0.89	5:00-6:00
PM Peak 4:15-5:15	**115**	**0**	**10**	**125**	**12**	**48**	**0**	**60**	**0**	**0**	**0**	**0**	**0**	**42**	**147**	**189**	**125**	**249**	**374**	**0.86**	**PM Peak 4:15-5:15**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Clarksburg Rd. & w. Old Baltimo
Weather: clear
Date: 12/10/2020
Surveyor: Ramiz



Hourly Pedestrian Count

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

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Clarksburg Road
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	0
INTERSECTION:	Clarksburg Rd. & w. Old Baltimore Rd.	WEATHER:	clear	WESTBOUND ROAD:	West Old Baltimore Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Ramiz	EASTBOUND ROAD:	West Old Baltimore Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Clarksburg Road				Westbound West Old Baltimore Road				Northbound 0				Eastbound West Old Baltimore Road				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	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																					
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
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																					
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
PM Peak 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**	**PM Peak 3:00-4:00**

Wells & Associates,Inc

McLean, Virginia

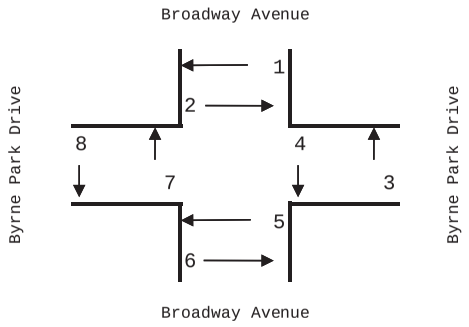
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Broadway Avenue
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Broadway Avenue
INTERSECTION:	Broadway Ave. & Byrne Park Dr.	WEATHER:	clear	WESTBOUND ROAD:	Byrne Park Drive
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	Byrne Park Drive
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Broadway Avenue				Westbound Byrne Park Drive				Northbound Broadway Avenue				Eastbound Byrne Park Drive				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	2	0	2	0	0	1	1	0	6	0	6	0	0	1	1	8	2	10		6:30-6:45
6:45-7:00	0	1	0	1	0	0	0	0	0	10	0	10	0	0	0	0	11	0	11		6:45-7:00
7:00-7:15	0	4	0	4	0	0	0	0	0	9	0	9	1	0	1	2	13	2	15		7:00-7:15
7:15-7:30	0	3	0	3	2	0	0	2	0	7	0	7	0	0	1	1	10	3	13		7:15-7:30
7:30-7:45	0	7	1	8	1	1	1	3	0	20	0	20	0	0	0	0	28	3	31		7:30-7:45
7:45-8:00	0	7	0	7	1	0	0	1	1	18	0	19	0	0	0	0	26	1	27		7:45-8:00
8:00-8:15	1	9	0	10	2	0	1	3	1	10	1	12	0	0	2	2	22	5	27		8:00-8:15
8:15-8:30	0	6	0	6	1	0	0	1	1	15	0	16	1	0	1	2	22	3	25		8:15-8:30
8:30-8:45	0	6	1	7	1	0	2	3	2	14	1	17	0	0	2	2	24	5	29		8:30-8:45
8:45-9:00	2	14	0	16	0	2	0	2	2	18	1	21	1	1	3	5	37	7	44		8:45-9:00
9:00-9:15	0	7	1	8	0	0	0	0	1	13	1	15	0	1	0	1	23	1	24		9:00-9:15
9:15-9:30	0	7	0	7	0	0	0	0	0	14	1	15	0	0	2	2	22	2	24		9:15-9:30
3 Hour Totals	**3**	**73**	**3**	**79**	**8**	**3**	**5**	**16**	**8**	**154**	**5**	**167**	**3**	**2**	**13**	**18**	**246**	**34**	**280**		
1 Hour Totals																					
6:30-7:30	0	10	0	10	2	0	1	3	0	32	0	32	1	0	3	4	42	7	49	0.82	6:30-7:30
6:45-7:45	0	15	1	16	3	1	1	5	0	46	0	46	1	0	2	3	62	8	70	0.56	6:45-7:45
7:00-8:00	0	21	1	22	4	1	1	6	1	54	0	55	1	0	2	3	77	9	86	0.69	7:00-8:00
7:15-8:15	1	26	1	28	6	1	2	9	2	55	1	58	0	0	3	3	86	12	98	0.79	7:15-8:15
7:30-8:30	1	29	1	31	5	1	2	8	3	63	1	67	1	0	3	4	98	12	110	0.89	7:30-8:30
7:45-8:45	1	28	1	30	5	0	3	8	5	57	2	64	1	0	5	6	94	14	108	0.93	7:45-8:45
8:00-9:00	3	35	1	39	4	2	3	9	6	57	3	66	2	1	8	11	105	20	125	0.71	8:00-9:00
8:15-9:15	2	33	2	37	2	2	2	6	6	60	3	69	2	2	6	10	106	16	122	0.69	8:15-9:15
8:30-9:30	2	34	2	38	1	2	2	5	5	59	4	68	1	2	7	10	106	15	121	0.69	8:30-9:30
AM Peak 8:00-9:00	**3**	**35**	**1**	**39**	**4**	**2**	**3**	**9**	**6**	**57**	**3**	**66**	**2**	**1**	**8**	**11**	**105**	**20**	**125**	**0.71**	**AM Peak 8:00-9:00**
PM																					
3:00-3:15	0	13	1	14	1	1	1	3	1	6	0	7	0	0	6	6	21	9	30		3:00-3:15
3:15-3:30	0	12	2	14	0	1	0	1	1	21	0	22	0	0	2	2	36	3	39		3:15-3:30
3:30-3:45	1	17	0	18	1	2	0	3	1	9	1	11	1	0	4	5	29	8	37		3:30-3:45
3:45-4:00	1	16	1	18	1	1	1	3	4	13	0	17	1	1	1	3	35	6	41		3:45-4:00
4:00-4:15	2	15	2	19	2	1	1	4	2	23	0	25	0	1	1	2	44	6	50		4:00-4:15
4:15-4:30	0	17	1	18	1	0	0	1	0	12	0	12	0	0	1	1	30	2	32		4:15-4:30
4:30-4:45	1	10	1	12	1	0	1	2	0	13	1	14	2	0	3	5	26	7	33		4:30-4:45
4:45-5:00	1	14	0	15	1	0	0	1	0	20	0	20	0	1	1	2	35	3	38		4:45-5:00
5:00-5:15	2	13	0	15	1	0	0	1	0	9	1	10	1	0	2	3	25	4	29		5:00-5:15
5:15-5:30	0	17	2	19	1	0	0	1	0	18	0	18	2	1	3	6	37	7	44		5:15-5:30
5:30-5:45	1	21	2	24	1	0	0	1	0	13	0	13	1	1	2	4	37	5	42		5:30-5:45
5:45-6:00	3	17	1	21	0	0	1	1	0	11	0	11	0	2	0	2	32	3	35		5:45-6:00
3 Hour Totals	**12**	**182**	**13**	**207**	**11**	**6**	**5**	**22**	**9**	**168**	**3**	**180**	**8**	**7**	**26**	**41**	**387**	**63**	**450**		
1 Hour Totals																					
3:00-4:00	2	58	4	64	3	5	2	10	7	49	1	57	2	1	13	16	121	26	147	0.90	3:00-4:00
3:15-4:15	4	60	5	69	4	5	2	11	8	66	1	75	2	2	8	12	144	23	167	0.84	3:15-4:15
3:30-4:30	4	65	4	73	5	4	2	11	7	57	1	65	2	2	7	11	138	22	160	0.80	3:30-4:30
3:45-4:45	4	58	5	67	5	2	3	10	6	61	1	68	3	2	6	11	135	21	156	0.78	3:45-4:45
4:00-5:00	4	56	4	64	5	1	2	8	2	68	1	71	2	2	6	10	135	18	153	0.77	4:00-5:00
4:15-5:15	4	54	2	60	4	0	1	5	0	54	2	56	3	1	7	11	116	16	132	0.87	4:15-5:15
4:30-5:30	4	54	3	61	4	0	1	5	0	60	2	62	5	2	9	16	123	21	144	0.82	4:30-5:30
4:45-5:45	4	65	4	73	4	0	0	4	0	60	1	61	4	3	8	15	134	19	153	0.87	4:45-5:45
5:00-6:00	6	68	5	79	3	0	1	4	0	51	1	52	4	4	7	15	131	19	150	0.85	5:00-6:00
PM Peak 3:15-4:15	**4**	**60**	**5**	**69**	**4**	**5**	**2**	**11**	**8**	**66**	**1**	**75**	**2**	**2**	**8**	**12**	**144**	**23**	**167**	**0.84**	**PM Peak 3:15-4:15**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Broadway Ave. & Byrne Park Dr.
Weather: clear
Date: 12/10/2020
Surveyor: Agan



Hourly Pedestrian Count

Time Period			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
		To:	NE	SE	SE	SW	NW	SW	NE	NW					
AM PEAK															
6:30	7:30		1	0	1	0	0	0	0	0	2	1	1	0	0
6:45	7:45		2	0	1	0	0	0	0	0	3	2	1	0	0
7:00	8:00		3	0	1	0	0	1	0	1	6	3	1	1	1
7:15	8:15		2	1	0	0	0	1	0	1	5	3	0	1	1
7:30	8:30		2	1	0	0	0	1	2	1	7	3	0	1	3
7:45	8:45		1	1	0	1	0	2	3	2	10	2	1	2	5
8:00	9:00		0	2	0	1	0	1	3	2	9	2	1	1	5
8:15	9:15		0	1	1	1	0	1	3	2	9	1	2	1	5
8:30	9:30		0	1	1	1	0	1	1	2	7	1	2	1	3
PM PEAK															
15:00	16:00		2	1	3	6	1	2	5	6	26	3	9	3	11
15:15	16:15		3	1	4	2	0	1	8	7	26	4	6	1	15
15:30	16:30		4	1	4	2	1	1	8	8	29	5	6	2	16
15:45	16:45		6	1	4	4	1	2	6	8	32	7	8	3	14
16:00	17:00		5	1	2	2	1	4	4	5	24	6	4	5	9
16:15	17:15		3	0	1	2	3	4	1	5	19	3	3	7	6
16:30	17:30		2	0	0	2	4	5	1	5	19	2	2	9	6
16:45	17:45		1	1	0	0	4	10	0	8	24	2	0	14	8
17:00	18:00		1	1	0	0	4	10	0	8	24	2	0	14	8

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Broadway Avenue
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	Broadway Avenue
INTERSECTION:	Broadway Ave. & Byrne Park Dr.	WEATHER:	clear	WESTBOUND ROAD:	Byrne Park Drive
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	Byrne Park Drive
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Broadway Avenue				Westbound Byrne Park Drive				Northbound Broadway Avenue				Eastbound Byrne Park Drive				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	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	1	0	1	0	1	1		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	1	0	1	0	1	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**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**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	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	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	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	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	1	0	1	0	1	1	0.25	8:00-9:00
8:15-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	8:15-9:15
8:30-9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0.25	8:30-9:30
AM Peak 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**	**AM Peak 6:45-7:45**
PM																					
3:00-3:15	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1		3:00-3:15
3:15-3:30	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	1	1	2		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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	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
3 Hour Totals	**0**	**1**	**0**	**1**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**4**		
1 Hour Totals																					
3:00-4:00	0	0	0	0	2	0	0	2	0	1	0	1	0	0	0	0	1	2	3	0.38	3:00-4:00
3:15-4:15	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	2	1	3	0.38	3:15-4:15
3:30-4:30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	3:30-4:30
3:45-4:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0.25	3:45-4:45
4:00-5:00	0	1	0	1	0	0	0	0	0	0	0	0	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	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
PM Peak 3:00-4:00	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**3**	**0.38**	**PM Peak 3:00-4:00**

Wells & Associates,Inc

McLean, Virginia

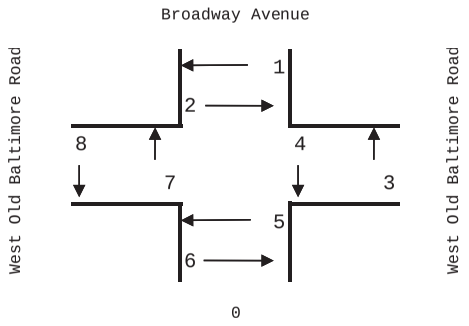
Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Broadway Avenue
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	0
INTERSECTION:	Broadway Ave. & W. Old Baltimore Rd.	WEATHER:	clear	WESTBOUND ROAD:	West Old Baltimore Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	West Old Baltimore Road
		INPUTED BY:	agan		

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Broadway Avenue				Westbound West Old Baltimore Road				Northbound 0				Eastbound West Old Baltimore Road				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	5	5	2	2	0	4	0	0	0	0	0	1	0	1	5	5	10		6:30-6:45
6:45-7:00	0	0	6	6	2	4	0	6	0	0	0	0	0	6	1	7	6	13	19		6:45-7:00
7:00-7:15	2	0	4	6	6	4	0	10	0	0	0	0	0	6	0	6	6	16	22		7:00-7:15
7:15-7:30	2	0	3	5	2	1	0	3	0	0	0	0	0	1	0	1	5	4	9		7:15-7:30
7:30-7:45	1	0	9	10	2	10	0	12	0	0	0	0	0	6	1	7	10	19	29		7:30-7:45
7:45-8:00	0	0	9	9	3	5	0	8	0	0	0	0	0	9	1	10	9	18	27		7:45-8:00
8:00-8:15	4	0	6	10	7	9	0	16	0	0	0	0	0	13	3	16	10	32	42		8:00-8:15
8:15-8:30	2	0	12	14	4	8	0	12	0	0	0	0	0	7	3	10	14	22	36		8:15-8:30
8:30-8:45	1	0	7	8	14	8	0	22	0	0	0	0	0	9	1	10	8	32	40		8:30-8:45
8:45-9:00	2	0	6	8	6	5	0	11	0	0	0	0	0	5	1	6	8	17	25		8:45-9:00
9:00-9:15	3	0	7	10	15	2	0	17	0	0	0	0	0	5	0	5	10	22	32		9:00-9:15
9:15-9:30	2	0	9	11	3	6	0	9	0	0	0	0	0	5	1	6	11	15	26		9:15-9:30
3 Hour Totals	**19**	**0**	**83**	**102**	**66**	**64**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**73**	**12**	**85**	**102**	**215**	**317**		
1 Hour Totals																					
6:30-7:30	4	0	18	22	12	11	0	23	0	0	0	0	0	14	1	15	22	38	60	0.68	6:30-7:30
6:45-7:45	5	0	22	27	12	19	0	31	0	0	0	0	0	19	2	21	27	52	79	0.68	6:45-7:45
7:00-8:00	5	0	25	30	13	20	0	33	0	0	0	0	0	22	2	24	30	57	87	0.75	7:00-8:00
7:15-8:15	7	0	27	34	14	25	0	39	0	0	0	0	0	29	5	34	34	73	107	0.64	7:15-8:15
7:30-8:30	7	0	36	43	16	32	0	48	0	0	0	0	0	35	8	43	43	91	134	0.80	7:30-8:30
7:45-8:45	7	0	34	41	28	30	0	58	0	0	0	0	0	38	8	46	41	104	145	0.86	7:45-8:45
8:00-9:00	9	0	31	40	31	30	0	61	0	0	0	0	0	34	8	42	40	103	143	0.85	8:00-9:00
8:15-9:15	8	0	32	40	39	23	0	62	0	0	0	0	0	26	5	31	40	93	133	0.83	8:15-9:15
8:30-9:30	8	0	29	37	38	21	0	59	0	0	0	0	0	24	3	27	37	86	123	0.77	8:30-9:30
AM Peak 7:45-8:45	**7**	**0**	**34**	**41**	**28**	**30**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**38**	**8**	**46**	**41**	**104**	**145**	**0.86**	**AM Peak 7:45-8:45**
PM																					
3:00-3:15	4	0	8	12	3	12	0	15	0	0	0	0	0	15	3	18	12	33	45		3:00-3:15
3:15-3:30	4	0	5	9	6	9	0	15	0	0	0	0	0	9	2	11	9	26	35		3:15-3:30
3:30-3:45	5	0	5	10	15	17	0	32	0	0	0	0	0	8	2	10	10	42	52		3:30-3:45
3:45-4:00	2	0	7	9	6	16	0	22	0	0	0	0	0	9	3	12	9	34	43		3:45-4:00
4:00-4:15	3	0	11	14	15	22	0	37	0	0	0	0	0	3	5	8	14	45	59		4:00-4:15
4:15-4:30	1	0	8	9	12	4	0	16	0	0	0	0	0	3	2	5	9	21	30		4:15-4:30
4:30-4:45	4	0	8	12	6	13	0	19	0	0	0	0	0	10	1	11	12	30	42		4:30-4:45
4:45-5:00	1	0	8	9	14	20	0	34	0	0	0	0	0	13	5	18	9	52	61		4:45-5:00
5:00-5:15	2	0	15	17	9	12	0	21	0	0	0	0	0	10	4	14	17	35	52		5:00-5:15
5:15-5:30	2	0	12	14	15	7	0	22	0	0	0	0	0	9	4	13	14	35	49		5:15-5:30
5:30-5:45	3	0	7	10	26	12	0	38	0	0	0	0	0	14	2	16	10	54	64		5:30-5:45
5:45-6:00	1	0	8	9	15	16	0	31	0	0	0	0	0	12	4	16	9	47	56		5:45-6:00
3 Hour Totals	**32**	**0**	**102**	**134**	**142**	**160**	**0**	**302**	**0**	**0**	**0**	**0**	**0**	**115**	**37**	**152**	**134**	**454**	**588**		
1 Hour Totals																					
3:00-4:00	15	0	25	40	30	54	0	84	0	0	0	0	0	41	10	51	40	135	175	0.84	3:00-4:00
3:15-4:15	14	0	28	42	42	64	0	106	0	0	0	0	0	29	12	41	42	147	189	0.80	3:15-4:15
3:30-4:30	11	0	31	42	48	59	0	107	0	0	0	0	0	23	12	35	42	142	184	0.78	3:30-4:30
3:45-4:45	10	0	34	44	39	55	0	94	0	0	0	0	0	25	11	36	44	130	174	0.74	3:45-4:45
4:00-5:00	9	0	35	44	47	59	0	106	0	0	0	0	0	29	13	42	44	148	192	0.79	4:00-5:00
4:15-5:15	8	0	39	47	41	49	0	90	0	0	0	0	0	36	12	48	47	138	185	0.76	4:15-5:15
4:30-5:30	9	0	43	52	44	52	0	96	0	0	0	0	0	42	14	56	52	152	204	0.84	4:30-5:30
4:45-5:45	8	0	42	50	64	51	0	115	0	0	0	0	0	46	15	61	50	176	226	0.88	4:45-5:45
5:00-6:00	8	0	42	50	65	47	0	112	0	0	0	0	0	45	14	59	50	171	221	0.86	5:00-6:00
PM Peak 4:45-5:45	**8**	**0**	**42**	**50**	**64**	**51**	**0**	**115**	**0**	**0**	**0**	**0**	**0**	**46**	**15**	**61**	**50**	**176**	**226**	**0.88**	**PM Peak 4:45-5:45**

Wells & Associates,Inc
McLean, Virginia

Project Name: Clarksburg Elementary School
Project Number: 10684
Location: Montgomery Co.,MD
Intersection: Broadway Ave. & W. Old Baltimor
Weather: clear
Date: 12/10/2020
Surveyor: Agan



Hourly Pedestrian Count

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

Wells & Associates,Inc

McLean, Virginia

Existing Traffic Count

PROJECT:	Clarksburg Elementary School	DATE:	12/10/2020	SOUTHBOUND ROAD:	Broadway Avenue
W & A JOB NO.:	10684	DAY:	Thursday	NORTHBOUND ROAD:	0
INTERSECTION:	Broadway Ave. & W. Old Baltimore Rd.	WEATHER:	clear	WESTBOUND ROAD:	West Old Baltimore Road
LOCATION:	Montgomery Co.,MD	COUNTED BY:	Agan	EASTBOUND ROAD:	West Old Baltimore Road
		INPUTED BY:	agan	**BIKES**	

Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Broadway Avenue				Westbound West Old Baltimore Road				Northbound 0				Eastbound West Old Baltimore Road				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	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	1	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**	**0**	**1**	**1**	**0**	**1**	**1**		
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	1	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	0	1	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	1	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	0	1	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**	**0**	**1**	**1**	**0**	**1**	**1**	**0.25**	**AM Peak 7:00-8:00**
PM																					
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
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																					
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
PM Peak 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**	**PM Peak 3:00-4:00**

APPENDIX C
EXISTING CAPACITY ANALYSES

MOVEMENT SUMMARY

Site: 1. AM EX Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	312	3.0	0.156	4.9	LOS A	0.6	15.2	0.16	0.13	25.7
18	R2	14	3.0	0.156	4.9	LOS A	0.6	15.2	0.16	0.13	25.7
Approach		326	3.0	0.156	4.9	LOS A	0.6	15.2	0.16	0.06	25.7
East: Cabin Branch Ave											
1	L2	3	3.0	0.004	4.2	LOS A	0.0	0.3	0.29	0.33	23.1
16	R2	102	3.0	0.117	5.2	LOS A	0.3	7.7	0.30	0.48	25.2
Approach		106	3.0	0.117	5.2	LOS A	0.3	7.7	0.30	0.24	25.1
North: Clarksburg Road											
7	L2	49	3.0	0.045	3.7	LOS A	0.2	3.9	0.03	0.01	22.5
4	T1	165	3.0	0.151	4.6	LOS A	0.6	14.8	0.03	0.01	26.2
Approach		214	3.0	0.151	4.4	LOS A	0.6	14.8	0.03	0.00	25.1
All Vehicles		645	3.0	0.156	4.8	LOS A	0.6	15.2	0.14	0.07	25.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Thursday, February 04, 2021 10:23:05 AM
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SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 1. PM EX Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	339	3.0	0.176	5.3	LOS A	0.7	17.4	0.23	0.24	25.4
18	R2	13	3.0	0.176	5.3	LOS A	0.7	17.4	0.23	0.24	25.4
Approach		352	3.0	0.176	5.3	LOS A	0.7	17.4	0.23	0.12	25.4
East: Cabin Branch Ave											
1	L2	11	3.0	0.012	4.4	LOS A	0.0	0.8	0.31	0.40	23.0
16	R2	62	3.0	0.072	4.9	LOS A	0.2	4.6	0.30	0.47	25.5
Approach		73	3.0	0.072	4.8	LOS A	0.2	4.6	0.30	0.23	25.0
North: Clarksburg Road											
7	L2	93	3.0	0.085	4.1	LOS A	0.3	7.8	0.06	0.02	22.3
4	T1	242	3.0	0.223	5.4	LOS A	0.9	23.8	0.07	0.03	25.5
Approach		335	3.0	0.223	5.0	LOS A	0.9	23.8	0.07	0.01	24.4
All Vehicles		759	3.0	0.223	5.1	LOS A	0.9	23.8	0.16	0.09	24.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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8000972, MJ WELLS & ASSOCIATES INC., PLUS / 1PC

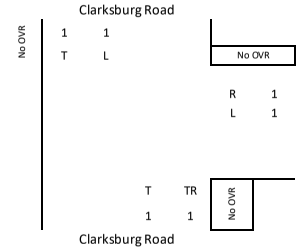
SIDRA INTERSECTION 6

2
Critical Lane Volume and Level of Service Calculations

Intersection: 2. Clarksburg Road / Broadway Avenue
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Adjusted Existing
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

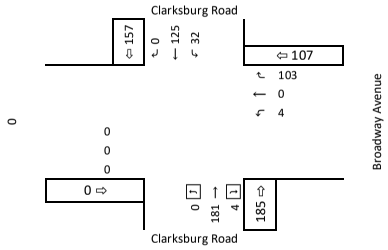


Signal?	Split?
No	None

or

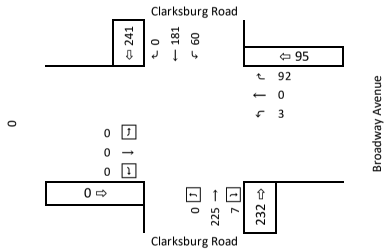
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	103 4		1.00 1.00	103 4	0		0	103 4	*
NB	T+TR R	185 4		0.53 1.00	98 2	32	1.00	32	130 34	*
SB	T	125		1.00	125 0	0		0	125 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	233	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	92 3		1.00 1.00	92 3	0		0	92 3	*
NB	T+TR R	232 7		0.53 1.00	123 4	60	1.00	60	183 64	*
SB	T	181		1.00	181 0	0		0	181 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	275	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

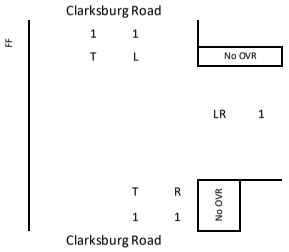
Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

Clarksburg ES #9 LATR

3
Critical Lane Volume and Level of Service Calculations

Intersection: 3. Clarksburg Road / Bryne Park Drive
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Adjusted Existing
Computed by: W+A

Intersection Lane Use & Traffic Control

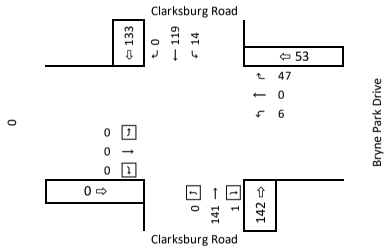


Signal?	Split?
No	None

or

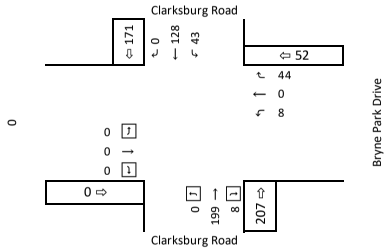
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	53		1.00	53 0	0		0	53 0	*
NB	T R	141 1		1.00 1.00	141 1	14	1.00	14	155 15	*
SB	T	119		1.00	119	0		0	119 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	208	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	52		1.00	52 0	0		0	52 0	*
NB	T R	199 8		1.00 1.00	199 8	43	1.00	43	242 51	*
SB	T	128		1.00	128 0	0		0	128 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	294	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

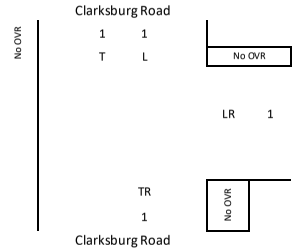
Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

Clarksburg ES #9 LATR

4
Critical Lane Volume and Level of Service Calculations

Intersection: 4. Clarksburg Road and Dunlin Street
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Adjusted Existing
Computed by: W+A

Intersection Lane Use & Traffic Control

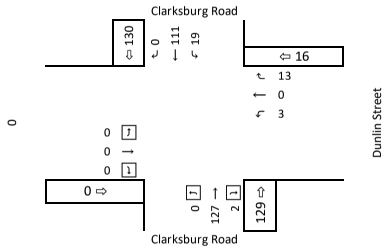


Signal?	Split?
No	None

or

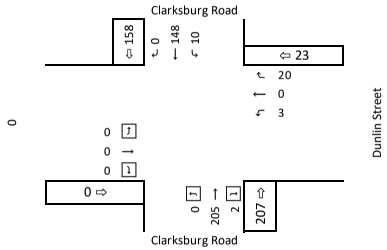
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	16		1.00	16	0		0	16 0	*
NB	TR	129		1.00 1.00	129 0	19	1.00	19	148 19	*
SB	T	111		1.00	111	0		0	111 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	164	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	23		1.00	23	0		0	23 0	*
NB	TR	207		1.00 1.00	207 0	10	1.00	10	217 10	*
SB	T	148		1.00	148 0	0		0	148 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	240	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

MOVEMENT SUMMARY

Site: 05. EX AM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	32	3.0	0.062	4.2	LOS A	0.2	5.4	0.22	0.21	29.2
16	R2	29	3.0	0.062	4.2	LOS A	0.2	5.4	0.22	0.21	29.2
Approach		61	3.0	0.062	4.2	LOS A	0.2	5.4	0.22	0.11	29.2
North: Clarksburg Rd											
7	L2	15	3.0	0.110	4.4	LOS A	0.4	10.3	0.12	0.08	28.0
14	R2	102	3.0	0.110	4.4	LOS A	0.4	10.3	0.12	0.08	28.0
Approach		117	3.0	0.110	4.4	LOS A	0.4	10.3	0.12	0.04	28.0
West: Clarksburg Rd											
5	L2	101	3.0	0.124	4.4	LOS A	0.5	11.8	0.08	0.04	32.7
2	T1	33	3.0	0.124	4.4	LOS A	0.5	11.8	0.08	0.04	32.7
Approach		134	3.0	0.124	4.4	LOS A	0.5	11.8	0.08	0.02	32.7
All Vehicles		313	3.0	0.124	4.4	LOS A	0.5	11.8	0.12	0.04	31.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Thursday, February 04, 2021 9:57:36 AM
SIDRA INTERSECTION 6.0.1.3703
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8000972, MJ WELLS & ASSOCIATES INC., PLUS / 1PC

SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 05. EX PM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	59	3.0	0.082	4.7	LOS A	0.3	7.2	0.30	0.38	29.1
16	R2	15	3.0	0.082	4.7	LOS A	0.3	7.2	0.30	0.38	29.1
Approach		74	3.0	0.082	4.7	LOS A	0.3	7.2	0.30	0.19	29.1
North: Clarksburg Rd											
7	L2	13	3.0	0.151	4.9	LOS A	0.6	14.6	0.17	0.15	27.8
14	R2	143	3.0	0.151	4.9	LOS A	0.6	14.6	0.17	0.15	27.8
Approach		156	3.0	0.151	4.9	LOS A	0.6	14.6	0.17	0.08	27.8
West: Clarksburg Rd											
5	L2	183	3.0	0.217	5.3	LOS A	0.9	22.9	0.08	0.04	32.3
2	T1	52	3.0	0.217	5.3	LOS A	0.9	22.9	0.08	0.04	32.3
Approach		235	3.0	0.217	5.3	LOS A	0.9	22.9	0.08	0.02	32.3
All Vehicles		465	3.0	0.217	5.1	LOS A	0.9	22.9	0.15	0.07	31.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Thursday, February 04, 2021 9:57:36 AM
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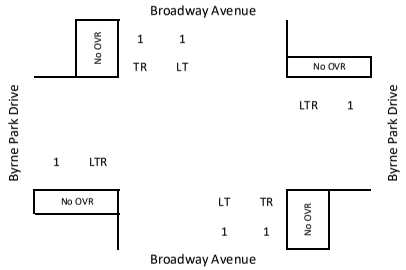
8000972, MJ WELLS & ASSOCIATES INC., PLUS / 1PC

SIDRA INTERSECTION 6

6 Critical Lane Volume and Level of Service Calculations	Intersection: 6. Broadway Avenue and Byrne Park Drive Jurisdiction: Montgomery County, MD Scenario/Design Year: Adjusted Existing Computed by: W+A	Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

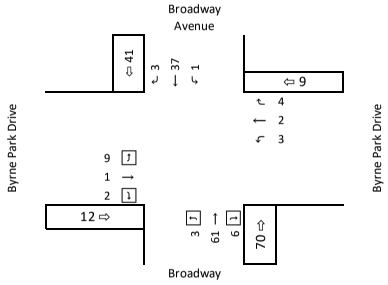


Signal?	Split?
No	None

or

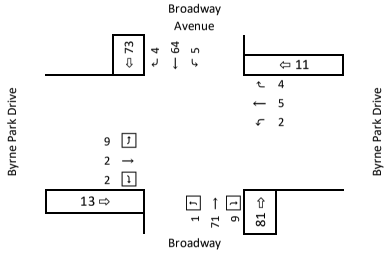
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	12		1.00	12 0	3	1.00	3	15 3	
WB	LTR	9		1.00	9 0	9	1.00	9	18 9	*
NB	LT+TR R	70 6		0.53 1.00	37 6	1	1.00	1	38 7	*
SB	LT+TR R	41 3		0.53 1.00	22 3	3	1.00	3	25 6	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	56	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	13		1.00	13 0	2	1.00	2	15 2	
WB	LTR	11		1.00	11 0	9	1.00	9	20 9	*
NB	LT+TR R	81 9		0.53 1.00	43 9	5	1.00	5	48 14	*
SB	LT+TR R	73 4		0.53 1.00	39 4	1	1.00	1	40 5	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	68	

Right Turn Overlap

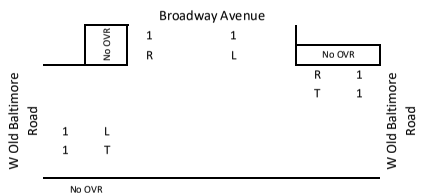
Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

7 Critical Lane Volume and Level of Service Calculations	Intersection: 7. Broadway Avenue / W Old Baltimore Road Jurisdiction: Montgomery County, MD Scenario/Design Year: Adjusted Existing Computed by: W+A	Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

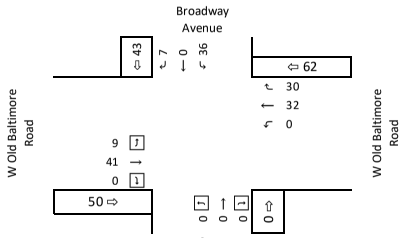


Signal?	Split?
No	None

or

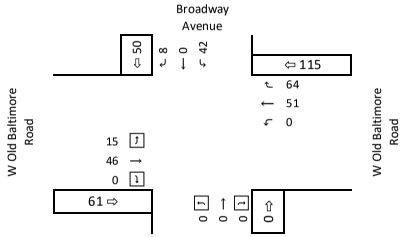
Stop Sign?	Directions
Yes	N/S

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	41		1.00	41 0	0		0	41 0	*
WB	T R	32 30		1.00 1.00	32 30	9	1.00	9	41 39	*
NB										
SB	T R	0 7	0	1.00 1.00	0 7	0	1.00	0	0 7	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	89	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	46		1.00	46 0	0		0	46 0	
WB	T R	51 64		1.00 1.00	51 64	15	1.00	15	66 79	*
NB										
SB	T R	0 8	0	1.00 1.00	0 8	0	1.00	0	0 8	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	87	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

APPENDIX D
TRAFFIC FORECASTING

1. Clarksburg Road/ Cabin Branch Avenue																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Cabin Branch Avenue			Clarksburg Road						
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg		15%	60%	-60%				-15%					
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		50%	25%	-25%				-50%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg		-4%	30%	-30%		-3%	3%	4%					
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg		3%						-3%					
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg		59%						-59%					
Site Traffic Assignments		(+) Pos	(-) Neg		75%						-75%					
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg						53%	-53%						

1. Clarksburg Road/ Cabin Branch Avenue																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Cabin Branch Avenue			Clarksburg Road			0			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			0	136	39	82	0	3	11	250	0				521
	PM			0	230	88	59	0	10	12	322	0				721
Adjusted Existing	**AM**	**1.07**		**0**	**146**	**42**	**88**	**0**	**3**	**12**	**268**	**0**	**0**	**0**	**0**	**559**
PM Peak Hour: 4:45-5:45pm	**PM**	**1.00**	**>4:30pm**	**0**	**230**	**88**	**59**	**0**	**10**	**12**	**322**	**0**	**0**	**0**	**0**	**721**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	3	12	41	0	0	0	10	0	0	0	0	66
	PM	62	31	0	9	37	19	0	0	0	5	0	0	0	0	70
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	21	10	41	0	0	0	82	0	0	0	0	154
	PM	142	61	0	71	36	15	0	0	0	31	0	0	0	0	153
1. Cabin Branch - Commercial	AM	1825	311	0	12	548	93	0	9	55	73	0	0	0	0	790
	PM	403	1603	0	64	121	481	0	48	12	16	0	0	0	0	742
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	1	0	0	0	0	0	4	0	0	0	0	5
	PM	146	87	0	4	0	0	0	0	0	3	0	0	0	0	7
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	27	0	0	0	0	0	83	0	0	0	0	110
	PM	148	87	0	87	0	0	0	0	0	51	0	0	0	0	138
Pipeline Total	**AM**	**1975**	**812**	**0**	**64**	**570**	**175**	**0**	**9**	**55**	**252**	**0**	**0**	**0**	**0**	**1125**
	PM	**901**	**1869**	**0**	**235**	**194**	**515**	**0**	**48**	**12**	**106**	**0**	**0**	**0**	**0**	**1110**
Background Future	**AM**			**0**	**210**	**612**	**263**	**0**	**12**	**67**	**520**	**0**	**0**	**0**	**0**	**1684**
	PM			**0**	**465**	**282**	**574**	**0**	**58**	**24**	**428**	**0**	**0**	**0**	**0**	**1831**
School Trips: External from Cabin Branch	AM	52	43	0	39	0	0	0	0	0	32	0	0	0	0	71
	PM	11	13	0	8	0	0	0	0	0	10	0	0	0	0	18
School Trips: Internal from Cabin Branch	AM	219	187	0	0	0	0	0	116	99	0	0	0	0	0	215
	PM	50	54	0	0	0	0	0	27	29	0	0	0	0	0	56
School Trips: Total	**AM**	**271**	**230**	**0**	**39**	**0**	**0**	**0**	**116**	**99**	**32**	**0**	**0**	**0**	**0**	**286**
	PM	**61**	**67**	**0**	**8**	**0**	**0**	**0**	**27**	**29**	**10**	**0**	**0**	**0**	**0**	**74**
Total Future	**AM**			**0**	**249**	**612**	**263**	**0**	**128**	**166**	**552**	**0**	**0**	**0**	**0**	**1970**
	PM			**0**	**473**	**282**	**574**	**0**	**85**	**53**	**438**	**0**	**0**	**0**	**0**	**1905**

2. Clarksburg Road / Broadway Avenue															
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Broadway Avenue			Clarksburg Road						
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg			15%	-15%									
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		30%	20%	-20%				-30%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg		-7%						7%					
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg		3%						-3%					
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg		59%						-59%					
					65%					-25%	-65%					
Site Traffic Assignments		(+) Pos	(-) Neg		75%					-5%	-75%					
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg		53%				12%	-12%	-53%					

2. Clarksburg Road / Broadway Avenue																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Broadway Avenue			Clarksburg Road			0			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			0	117	30	96	0	4	4	169	0				420
	PM			0	181	60	92	0	3	7	225	0				568
Adjusted Existing	**AM**	**1.07**		**0**	**125**	**32**	**103**	**0**	**4**	**4**	**181**	**0**	**0**	**0**	**0**	**449**
PM Peak Hour: 4:30-5:30pm	**PM**	**1.00**	**>4:30pm**	**0**	**181**	**60**	**92**	**0**	**3**	**7**	**225**	**0**	**0**	**0**	**0**	**568**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	0	3	10	0	0	0	0	0	0	0	0	13
	PM	62	31	0	0	9	5	0	0	0	0	0	0	0	0	14
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	12	8	33	0	0	0	49	0	0	0	0	102
	PM	142	61	0	43	28	12	0	0	0	18	0	0	0	0	101
1. Cabin Branch - Commercial	AM	1825	311	0	22	0	0	0	0	0	128	0	0	0	0	150
	PM	403	1603	0	112	0	0	0	0	0	28	0	0	0	0	140
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	1	0	0	0	0	0	4	0	0	0	0	5
	PM	146	87	0	4	0	0	0	0	0	3	0	0	0	0	7
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	27	0	0	0	0	0	83	0	0	0	0	110
	PM	148	87	0	87	0	0	0	0	0	51	0	0	0	0	138
Pipeline Total	**AM**	**1975**	**812**	**0**	**62**	**11**	**43**	**0**	**0**	**0**	**264**	**0**	**0**	**0**	**0**	**380**
	PM	**901**	**1869**	**0**	**246**	**37**	**17**	**0**	**0**	**0**	**100**	**0**	**0**	**0**	**0**	**400**
Background Future	**AM**			**0**	**187**	**43**	**146**	**0**	**4**	**4**	**445**	**0**	**0**	**0**	**0**	**829**
	PM			**0**	**427**	**97**	**109**	**0**	**3**	**7**	**325**	**0**	**0**	**0**	**0**	**968**
School Trips: External from Cabin Branch	AM	52	43	0	39	0	0	0	0	2	32	0	0	0	0	73
	PM	11	13	0	8	0	0	0	0	1	10	0	0	0	0	19
School Trips: Internal from Cabin Branch	AM	219	187	0	116	0	0	0	26	22	99	0	0	0	0	263
	PM	50	54	0	27	0	0	0	6	6	29	0	0	0	0	68
School Trips: Total	**AM**	**271**	**230**	**0**	**155**	**0**	**0**	**0**	**26**	**24**	**131**	**0**	**0**	**0**	**0**	**336**
	PM	**61**	**67**	**0**	**35**	**0**	**0**	**0**	**6**	**7**	**39**	**0**	**0**	**0**	**0**	**87**
Total Future	**AM**			**0**	**342**	**43**	**146**	**0**	**30**	**28**	**576**	**0**	**0**	**0**	**0**	**1165**
	PM			**0**	**462**	**97**	**109**	**0**	**9**	**14**	**364**	**0**	**0**	**0**	**0**	**1055**

3. Clarksburg Road / Bryne Park Drive																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Bryne Park Drive			Clarksburg Road						
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg													
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		30%						30%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg		-7%						7%					
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg		3%						-3%					
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg		59%						-59%					
Site Traffic Assignments		(+) Pos	(-) Neg		75%						-80%					
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg		65%				8%	-8%	-65%					

3. Clarksburg Road / Bryne Park Drive																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Bryne Park Drive			Clarksburg Road			0			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			0	111	13	44	0	6	1	132	0				307
	PM			0	128	43	44	0	8	8	199	0				430
Adjusted Existing	**AM**	**1.07**		**0**	**119**	**14**	**47**	**0**	**6**	**1**	**141**	**0**	**0**	**0**	**0**	**328**
PM Peak Hour: 4:30-5:30pm	**PM**	**1.00**	**>4:30pm**	**0**	**128**	**43**	**44**	**0**	**8**	**8**	**199**	**0**	**0**	**0**	**0**	**430**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	62	31	0	0	0	0	0	0	0	0	0	0	0	0	0
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	12	0	0	0	0	0	12	0	0	0	0	24
	PM	142	61	0	43	0	0	0	0	0	43	0	0	0	0	86
1. Cabin Branch - Commercial	AM	1825	311	0	22	0	0	0	0	0	128	0	0	0	0	150
	PM	403	1603	0	112	0	0	0	0	0	28	0	0	0	0	140
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	1	0	0	0	0	0	4	0	0	0	0	5
	PM	146	87	0	4	0	0	0	0	0	3	0	0	0	0	7
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	27	0	0	0	0	0	83	0	0	0	0	110
	PM	148	87	0	87	0	0	0	0	0	51	0	0	0	0	138
Pipeline Total	**AM**	**1975**	**812**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**227**	**0**	**0**	**0**	**0**	**289**
	PM	**901**	**1869**	**0**	**246**	**0**	**0**	**0**	**0**	**0**	**125**	**0**	**0**	**0**	**0**	**371**
Background Future	**AM**			**0**	**181**	**14**	**47**	**0**	**6**	**1**	**368**	**0**	**0**	**0**	**0**	**617**
	PM			**0**	**374**	**43**	**44**	**0**	**8**	**8**	**324**	**0**	**0**	**0**	**0**	**801**
School Trips: External from Cabin Branch	AM	52	43	0	39	0	0	0	0	0	34	0	0	0	0	73
	PM	11	13	0	8	0	0	0	0	0	10	0	0	0	0	18
School Trips: Internal from Cabin Branch	AM	219	187	0	142	0	0	0	18	15	122	0	0	0	0	297
	PM	50	54	0	33	0	0	0	4	4	35	0	0	0	0	76
School Trips: Total	**AM**	**271**	**230**	**0**	**181**	**0**	**0**	**0**	**18**	**15**	**156**	**0**	**0**	**0**	**0**	**370**
	PM	**61**	**67**	**0**	**41**	**0**	**0**	**0**	**4**	**4**	**45**	**0**	**0**	**0**	**0**	**94**
Total Future	**AM**			**0**	**362**	**14**	**47**	**0**	**24**	**16**	**524**	**0**	**0**	**0**	**0**	**987**
	PM			**0**	**415**	**43**	**44**	**0**	**12**	**12**	**369**	**0**	**0**	**0**	**0**	**895**

4. Clarksburg Road and Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Dunlin Street			Clarksburg Road						
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg													
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		25%	5%	5%				25%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg		-7%						7%					
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg		3%						-3%					
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg		59%						-59%					
Site Traffic Assignments		(+) Pos	(-) Neg			75%	-80%		-20%	25%						
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg			73%	-73%		-12%	12%						

4. Clarksburg Road and Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			Dunlin Street			Clarksburg Road			0			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			0	104	18	12	0	3	2	119	0				258
	PM			0	138	9	19	0	3	2	192	0				363
Adjusted Existing	**AM**	**1.07**		**0**	**111**	**19**	**13**	**0**	**3**	**2**	**127**	**0**	**0**	**0**	**0**	**275**
PM Peak Hour: 4:15-5:15pm	**PM**	**1.07**	**<4:30pm**	**0**	**148**	**10**	**20**	**0**	**3**	**2**	**205**	**0**	**0**	**0**	**0**	**388**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	62	31	0	0	0	0	0	0	0	0	0	0	0	0	0
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	10	2	2	0	0	0	10	0	0	0	0	24
	PM	142	61	0	36	7	7	0	0	0	36	0	0	0	0	86
1. Cabin Branch - Commercial	AM	1825	311	0	22	0	0	0	0	0	128	0	0	0	0	150
	PM	403	1603	0	112	0	0	0	0	0	28	0	0	0	0	140
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	1	0	0	0	0	0	4	0	0	0	0	5
	PM	146	87	0	4	0	0	0	0	0	3	0	0	0	0	7
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	27	0	0	0	0	0	83	0	0	0	0	110
	PM	148	87	0	87	0	0	0	0	0	51	0	0	0	0	138
Pipeline Total	**AM**	**1975**	**812**	**0**	**60**	**2**	**2**	**0**	**0**	**0**	**225**	**0**	**0**	**0**	**0**	**289**
	PM	**901**	**1869**	**0**	**239**	**7**	**7**	**0**	**0**	**0**	**118**	**0**	**0**	**0**	**0**	**371**
Background Future	**AM**			**0**	**171**	**21**	**15**	**0**	**3**	**2**	**352**	**0**	**0**	**0**	**0**	**564**
	PM			**0**	**387**	**17**	**27**	**0**	**3**	**2**	**323**	**0**	**0**	**0**	**0**	**759**
School Trips: External from Cabin Branch	AM	52	43	0	0	39	34	0	9	13	0	0	0	0	0	95
	PM	11	13	0	0	8	10	0	3	3	0	0	0	0	0	24
School Trips: Internal from Cabin Branch	AM	219	187	0	0	160	137	0	22	26	0	0	0	0	0	345
	PM	50	54	0	0	37	39	0	6	6	0	0	0	0	0	88
School Trips: Total	**AM**	**271**	**230**	**0**	**0**	**199**	**171**	**0**	**31**	**39**	**0**	**0**	**0**	**0**	**0**	**440**
	PM	**61**	**67**	**0**	**0**	**45**	**49**	**0**	**9**	**9**	**0**	**0**	**0**	**0**	**0**	**112**
Total Future	**AM**			**0**	**171**	**220**	**186**	**0**	**34**	**41**	**352**	**0**	**0**	**0**	**0**	**1004**
	PM			**0**	**387**	**62**	**76**	**0**	**12**	**11**	**323**	**0**	**0**	**0**	**0**	**871**

5. Clarksburg Road and W Old Baltimore Road																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			W Old Baltimore						Clarksburg Road			
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg	-15%											15%	
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg	-5%				-10%						10%	5%	
1. Cabin Branch - Commercial		(+) Pos	(-) Neg	-7%				-8%						8%	7%	
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg			3%	-3%	-85%						85%		
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg	-11%		-15%	15%								11%	
Site Traffic Assignments		(+) Pos	(-) Neg	-15%		-5%	10%								15%	
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg			-10%	10%									

5. Clarksburg Road and W Old Baltimore Road																
				Southbound			Westbound			Northbound			Eastbound			
				Clarksburg Road			W Old Baltimore			0			Clarksburg Road			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			83	0	12	23	26	0				0	27	82	253
	PM			115	0	10	12	48	0				0	42	147	374
Adjusted Existing	**AM**	**1.07**		**89**	**0**	**13**	**25**	**28**	**0**	**0**	**0**	**0**	**0**	**29**	**88**	**272**
PM Peak Hour: 4:15-5:15pm	**PM**	**1.07**	**<4:30pm**	**123**	**0**	**11**	**13**	**51**	**0**	**0**	**0**	**0**	**0**	**45**	**157**	**400**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	10	0	0	0	0	0	0	0	0	0	0	3	13
	PM	62	31	5	0	0	0	0	0	0	0	0	0	0	9	14
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	8	0	0	0	16	0	0	0	0	0	4	2	30
	PM	142	61	3	0	0	0	6	0	0	0	0	0	14	7	30
1. Cabin Branch - Commercial	AM	1825	311	22	0	0	0	25	0	0	0	0	0	146	128	321
	PM	403	1603	112	0	0	0	128	0	0	0	0	0	32	28	300
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	0	1	4	110	0	0	0	0	0	37	0	152
	PM	146	87	0	0	4	3	74	0	0	0	0	0	124	0	205
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	16	0	21	7	0	0	0	0	0	0	0	5	49
	PM	148	87	10	0	13	22	0	0	0	0	0	0	0	16	61
Pipeline Total	**AM**	**1975**	**812**	**56**	**0**	**22**	**11**	**151**	**0**	**0**	**0**	**0**	**0**	**187**	**138**	**565**
	PM	**901**	**1869**	**130**	**0**	**17**	**25**	**208**	**0**	**0**	**0**	**0**	**0**	**170**	**60**	**610**
Background Future	**AM**			**145**	**0**	**35**	**36**	**179**	**0**	**0**	**0**	**0**	**0**	**216**	**226**	**837**
	PM			**253**	**0**	**28**	**38**	**259**	**0**	**0**	**0**	**0**	**0**	**215**	**217**	**1010**
School Trips: External from Cabin Branch	AM	52	43	6	0	2	5	0	0	0	0	0	0	0	8	21
	PM	11	13	2	0	1	1	0	0	0	0	0	0	0	2	6
School Trips: Internal from Cabin Branch	AM	219	187	0	0	19	22	0	0	0	0	0	0	0	0	41
	PM	50	54	0	0	5	5	0	0	0	0	0	0	0	0	10
School Trips: Total	**AM**	**271**	**230**	**6**	**0**	**21**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**62**
	PM	**61**	**67**	**2**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**16**
Total Future	**AM**			**151**	**0**	**56**	**63**	**179**	**0**	**0**	**0**	**0**	**0**	**216**	**234**	**899**
	PM			**255**	**0**	**34**	**44**	**259**	**0**	**0**	**0**	**0**	**0**	**215**	**219**	**1026**

6. Broadway Avenue and Byrne Park Drive																
				Southbound			Westbound			Northbound			Eastbound			
				Broadway Avenue			Byrne Park Drive			Broadway Avenue			Byrne Park Drive			
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg		15%						-15%					
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		20%						-20%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg													
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg													
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg													
Site Traffic Assignments		(+) Pos	(-) Neg		-5%											
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg	-2%	-10%						10%				2%	

6. Broadway Avenue and Byrne Park Drive																
				Southbound			Westbound			Northbound			Eastbound			
				Broadway Avenue			Byrne Park Drive			Broadway Avenue			Byrne Park Drive			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			3	35	1	4	2	3	6	57	3	2	1	8	125
	PM			4	60	5	4	5	2	8	66	1	2	2	8	167
Adjusted Existing	**AM**	**1.07**		**3**	**37**	**1**	**4**	**2**	**3**	**6**	**61**	**3**	**2**	**1**	**9**	**132**
PM Peak Hour: 4:15-5:15pm	**PM**	**1.07**	**<4:30pm**	**4**	**64**	**5**	**4**	**5**	**2**	**9**	**71**	**1**	**2**	**2**	**9**	**178**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	3	0	0	0	0	0	10	0	0	0	0	13
	PM	62	31	0	9	0	0	0	0	0	5	0	0	0	0	14
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	8	0	0	0	0	0	33	0	0	0	0	41
	PM	142	61	0	28	0	0	0	0	0	12	0	0	0	0	40
1. Cabin Branch - Commercial	AM	1825	311	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	403	1603	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	146	87	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	148	87	0	0	0	0	0	0	0	0	0	0	0	0	0
Pipeline Total	**AM**	**1975**	**812**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**54**
	PM	**901**	**1869**	**0**	**37**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**54**
Background Future	**AM**			**3**	**48**	**1**	**4**	**2**	**3**	**6**	**104**	**3**	**2**	**1**	**9**	**186**
	PM			**4**	**101**	**5**	**4**	**5**	**2**	**9**	**88**	**1**	**2**	**2**	**9**	**232**
School Trips: External from Cabin Branch	AM	52	43	0	2	0	0	0	0	0	0	0	0	0	0	2
	PM	11	13	0	1	0	0	0	0	0	0	0	0	0	0	1
School Trips: Internal from Cabin Branch	AM	219	187	4	19	0	0	0	0	0	22	0	0	0	4	49
	PM	50	54	1	5	0	0	0	0	0	5	0	0	0	1	12
School Trips: Total	**AM**	**271**	**230**	**4**	**21**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**0**	**0**	**4**	**51**
	PM	**61**	**67**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**13**
Total Future	**AM**			**7**	**69**	**1**	**4**	**2**	**3**	**6**	**126**	**3**	**2**	**1**	**13**	**237**
	PM			**5**	**107**	**5**	**4**	**5**	**2**	**9**	**93**	**1**	**2**	**2**	**10**	**245**

7. Broadway Avenue / W Old Baltimore Road																
				Southbound			Westbound			Northbound			Eastbound			
				Broadway Avenue			W Old Baltimore Road						W Old Baltimore Road			
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg	-15%		-10%	10%								15%	
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg	-5%		-5%	5%	5%						-5%	5%	
1. Cabin Branch - Commercial		(+) Pos	(-) Neg	-8%		-10%	10%								8%	
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg					12%						-12%		
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg					15%						-15%		
Site Traffic Assignments		(+) Pos	(-) Neg			-5%		10%						-5%		
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg	10%											-10%	

7. Broadway Avenue / W Old Baltimore Road																
				Southbound			Westbound			Northbound			Eastbound			
				Broadway Avenue			W Old Baltimore Road			0			W Old Baltimore Road			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM			7	0	34	28	30	0	0	0	0	0	38	8	145
	PM			8	0	42	64	51	0	0	0	0	0	46	15	226
Adjusted Existing	**AM**	**1.07**		**7**	**0**	**36**	**30**	**32**	**0**	**0**	**0**	**0**	**0**	**41**	**9**	**155**
PM Peak Hour: 4:45-5:45pm	**PM**	**1.00**	**>4:30pm**	**8**	**0**	**42**	**64**	**51**	**0**	**0**	**0**	**0**	**0**	**46**	**15**	**226**
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	10	0	7	2	0	0	0	0	0	0	0	3	22
	PM	62	31	5	0	3	6	0	0	0	0	0	0	0	9	23
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	8	0	8	2	2	0	0	0	0	0	8	2	30
	PM	142	61	3	0	3	7	7	0	0	0	0	0	3	7	30
1. Cabin Branch - Commercial	AM	1825	311	25	0	31	183	0	0	0	0	0	0	0	146	385
	PM	403	1603	128	0	160	40	0	0	0	0	0	0	0	32	360
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	0	0	0	5	0	0	0	0	0	15	0	20
	PM	146	87	0	0	0	0	18	0	0	0	0	0	10	0	28
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	0	0	0	7	0	0	0	0	0	21	0	28
	PM	148	87	0	0	0	0	22	0	0	0	0	0	13	0	35
Pipeline Total	**AM**	**1975**	**812**	**43**	**0**	**46**	**187**	**14**	**0**	**0**	**0**	**0**	**0**	**44**	**151**	**485**
	PM	**901**	**1869**	**136**	**0**	**166**	**53**	**47**	**0**	**0**	**0**	**0**	**0**	**26**	**48**	**476**
Background Future	**AM**			**50**	**0**	**82**	**217**	**46**	**0**	**0**	**0**	**0**	**0**	**85**	**160**	**640**
	PM			**144**	**0**	**208**	**117**	**98**	**0**	**0**	**0**	**0**	**0**	**72**	**63**	**702**
School Trips: External from Cabin Branch	AM	52	43	0	0	2	0	5	0	0	0	0	0	2	0	9
	PM	11	13	0	0	1	0	1	0	0	0	0	0	1	0	3
School Trips: Internal from Cabin Branch	AM	219	187	22	0	0	0	0	0	0	0	0	0	0	19	41
	PM	50	54	5	0	0	0	0	0	0	0	0	0	0	5	10
School Trips: Total	**AM**	**271**	**230**	**22**	**0**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**2**	**19**	**50**
	PM	**61**	**67**	**5**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**13**
Total Future	**AM**			**72**	**0**	**84**	**217**	**51**	**0**	**0**	**0**	**0**	**0**	**87**	**179**	**690**
	PM			**149**	**0**	**209**	**117**	**99**	**0**	**0**	**0**	**0**	**0**	**73**	**68**	**715**

8. Site Driveway (Busses) / Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Dunlin Street			Site Driveway (Busses)			Dunlin Street			Residential			
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg													
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg		5%						-5%					
1. Cabin Branch - Commercial		(+) Pos	(-) Neg													
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg													
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg													
Site Traffic Assignments		(+) Pos	(-) Neg		90%	10%	-10%				-90%					
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg		80%	5%	-5%				-80%	-2%	2%			

8. Site Driveway (Busses) / Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Dunlin Street			Site Driveway (Busses)			Dunlin Street			Residential			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM															
	PM															
Adjusted Existing	**AM**			**7**	**14**						**11**				**5**	
From Adjacent Intersection	**PM**			**4**	**8**						**15**				**8**	
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	62	31	0	0	0	0	0	0	0	0	0	0	0	0	0
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	0	2	0	0	0	0	0	8	0	0	0	0	10
	PM	142	61	0	7	0	0	0	0	0	3	0	0	0	0	10
1. Cabin Branch - Commercial	AM	1825	311	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	403	1603	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	146	87	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	148	87	0	0	0	0	0	0	0	0	0	0	0	0	0
Pipeline Total	**AM**	**1975**	**812**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**10**
	PM	**901**	**1869**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**10**
Background Future	**AM**			**7**	**16**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**5**	**47**
	PM			**4**	**15**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**8**	**45**
School Trips: External from Cabin Branch	AM	52	43	0	47	5	4	0	0	0	39	0	0	0	0	95
	PM	11	13	0	10	1	1	0	0	0	12	0	0	0	0	24
School Trips: Internal from Cabin Branch	AM	219	187	0	175	11	9	0	0	0	150	4	4	0	0	353
	PM	50	54	0	40	3	3	0	0	0	43	1	1	0	0	91
School Trips: Total	**AM**	**271**	**230**	**0**	**222**	**16**	**13**	**0**	**0**	**0**	**189**	**4**	**4**	**0**	**0**	**448**
	PM	**61**	**67**	**0**	**50**	**4**	**4**	**0**	**0**	**0**	**55**	**1**	**1**	**0**	**0**	**115**
Total Future	**AM**			**7**	**238**	**16**	**13**	**0**	**0**	**0**	**208**	**4**	**4**	**0**	**5**	**495**
	PM			**4**	**65**	**4**	**4**	**0**	**0**	**0**	**73**	**1**	**1**	**0**	**8**	**160**

9. Site Driveway (Vehicles) / Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Dunlin Street			Site Driveway (Vehicles			Dunlin Street			Woodcock Way			
Component	Period	Inbound	Outbound	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Pipeline Trip Distributions																
1. Cabin Branch - Multi-Family & Elderly House Res		(+) Pos	(-) Neg													
1. Cabin Branch - Single Family/Townhouse Res		(+) Pos	(-) Neg	5%											-5%	
1. Cabin Branch - Commercial		(+) Pos	(-) Neg													
2. Linthicum West (Plan No. 12005003A)		(+) Pos	(-) Neg													
3. Creekside at Cabin Branch (Plan No. 120200050)		(+) Pos	(-) Neg													
Site Traffic Assignments		(+) Pos	(-) Neg			90%	-90%									
Cabin Branch Internal Site Traffic		(+) Pos	(-) Neg			82%	-82%	-13%						13%		

9. Site Driveway (Vehicles) / Dunlin Street																
				Southbound			Westbound			Northbound			Eastbound			
				Dunlin Street			Site Driveway (Vehicles			Dunlin Street			Woodcock Way			
Component	Period	IN	OUT	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
Existing Counts	AM															
	PM															
Adjusted Existing	**AM**			**14**											**11**	
From Adjacent Intersection	**PM**			**8**											**15**	
Pipeline Developments																
1. Cabin Branch - Multi-Family & Elderly House Res	AM	20	68	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	62	31	0	0	0	0	0	0	0	0	0	0	0	0	0
1. Cabin Branch - Single Family/Townhouse Res	AM	41	163	2	0	0	0	0	0	0	0	0	0	0	8	10
	PM	142	61	7	0	0	0	0	0	0	0	0	0	0	3	10
1. Cabin Branch - Commercial	AM	1825	311	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	403	1603	0	0	0	0	0	0	0	0	0	0	0	0	0
2. Linthicum West (Plan No. 12005003A)	AM	44	129	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	146	87	0	0	0	0	0	0	0	0	0	0	0	0	0
3. Creekside at Cabin Branch (Plan No. 120200050)	AM	45	141	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM	148	87	0	0	0	0	0	0	0	0	0	0	0	0	0
Pipeline Total	**AM**	**1975**	**812**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**10**
	PM	**901**	**1869**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**
Background Future	**AM**			**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**35**
	PM			**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**33**
School Trips: External from Cabin Branch	AM	52	43	0	0	47	39	0	0	0	0	0	0	0	0	86
	PM	11	13	0	0	10	12	0	0	0	0	0	0	0	0	22
School Trips: Internal from Cabin Branch	AM	219	187	0	0	180	153	24	0	0	0	0	0	28	0	385
	PM	50	54	0	0	41	44	7	0	0	0	0	0	7	0	99
School Trips: Total	**AM**	**271**	**230**	**0**	**0**	**227**	**192**	**24**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**471**
	PM	**61**	**67**	**0**	**0**	**51**	**56**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**121**
Total Future	**AM**			**16**	**0**	**227**	**192**	**24**	**0**	**0**	**0**	**0**	**0**	**28**	**19**	**506**
	PM			**15**	**0**	**51**	**56**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**18**	**154**

Table 5
Cabin Branch - Build-out
Development Program & Trip Generation Analysis

Land Use	Code	Size	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	SAT Peak Hour In	SAT Peak Hour Out	SAT Peak Hour Total
Residential												
Single Family Detached	M-NCPPC	938	D.U.	152	455	607	506	284	790	456	388	844
Townhouses	M-NCPPC	581	D.U.	52	251	303	210	104	314	114	97	211
Multi-Family	M-NCPPC	367	D.U.	30	120	150	114	59	173	85	85	170
Residential Subtotal		1,886	D.U.	234	826	1,060	830	447	1,277	655	569	1,224
Internal to Retail		15%		-40	-63	-103	-154	-158	-312	-98	-85	-183
Internal to Employment		15%		-35	-124	-159	-125	-52	-177	-38	-42	-80
New Residential Trips				**159**	**639**	**798**	**552**	**237**	**788**	**519**	**443**	**962**
Service/Public Use (S/P)												
Elderly Housing	M-NCPPC	500	D.U.	15	25	40	32	23	55	89	67	155
New Residential and S/P Trips Total		**2,386**		**174**	**664**	**838**	**584**	**260**	**843**	**608**	**509**	**1,117**
Commercial/Employment												
Retail	M-NCPPC	123,880	S.F.	199	184	383	796	735	1,531	523	482	1,005
Outlet Center	ITE (823)	450,000	S.F.	220	82	302	258	290	548	870	836	1,706
Retail Subtotal		573,880		419	266	685	1,054	1,025	2,079	1,393	1,318	2,711
Internal to Residential		15%		-63	-40	-103	-158	-154	-312	-85	-98	-80
Internal to Employment		15%		-63	-40	-103	-158	-52	-210	-38	-42	-80
New Retail Trips				**293**	**186**	**479**	**738**	**819**	**1,556**	**1,270**	**1,178**	**2,448**
General Office	M-NCPPC	545,120	S.F.	800	119	919	137	668	805	127	108	234
R & D	ITE (760)	320,000	S.F.	312	64	376	53	297	350	30	31	61
R&D/Bio-Medical Office	ITE (760)	906,500	S.F.	777	159	936	125	708	833	74	75	149
Hotel [2]	ITE (310)	87,500	S.F.	37	27	64	34	36	70	49	38	87
Employment Subtotal		1,859,120	S.F.	1,926	369	2,295	349	1,709	2,058	279	252	531
Internal to Residential		15%		-124	-35	-159	-52	-125	-177	-42	-38	-80
Internal to Retail		15%		-40	-63	-103	-52	-158	-210	-42	-38	-80
New Employment Trips				**1,762**	**271**	**2,033**	**244**	**1,426**	**1,671**	**196**	**176**	**372**
New Commericial/Employment Trips		**2,433,000**	**S.F.**	**2,055**	**457**	**2,512**	**982**	**2,245**	**3,227**	**1,466**	**1,354**	**2,820**
Total Cabin Branch External Trips				**2,229**	**1,121**	**3,351**	**1,566**	**2,505**	**4,070**	**2,073**	**1,863**	**3,937**

WELLS + ASSOCIATES

MEMORANDUM

The Linthicum West Property's application for 221 single family detached and 32 single family attached (MPDU's) are fewer trips than that approved, as shown in Table A Trip Generation Comparison.

Table A

Linthicum West

Trip Generation Comparison - ITE Trip Generation Manual, 10th Edition

Use	Amount	Units	AM Peak In	AM Peak Out	AM Peak Total	PM Peak In	PM Peak Out	PM Peak Total
Approved								
Single Family Detached Units	253	DU	46	138	184	156	92	248
Proposed								
Single Family Detached Units	221	DU	41	121	162	137	81	218
Single Family Attached Units	32	DU	3	8	11	9	6	15
Total	253		44	129	173	146	87	233
Comparison								
Proposed vs Approved			(2)	(9)	(11)	(10)	(5)	(15)

Since the project trips are fewer than that tested for adequate public facilities, the application is exempt from LATR.

Table 1
Ten-Mile Creek
ITE Trip Generation, 10th Edition

				AM Peak Hour			PM Peak Hour			Daily
Land Use	Ref	Size	Units	In	Out	Total	In	Out	Total	Total
			Percent	23%	77%	100%	63%	37%	100%	100%
Town Homes	220	206	D.U.	22	73	95	71	41	112	1,517
			Percent	25%	75%	100%	63%	37%	100%	100%
Single-Family Detached Housing	210	122	D.U.	23	68	91	77	46	123	1,249
TOTAL		**328**		**45**	**141**	**186**	**148**	**87**	**235**	**2,766**

Table 2
Ten-Mile Creek
Trip Generation - LATR Methodology

		SSP 2016-2020 Trip Generation											
		AM Peak Hour						PM Peak Hour					
Land Use	Policy Area Adjustment	Auto Driver	Auto Pass.	Transit	Non-Motorized	Peds.	Total Person	Auto Driver	Auto Pass.	Transit	Non-Motorized	Peds.	Total Person
Town Homes	100%	95	40	4	9	13	147	112	47	4	10	14	174
Single-Family Detached Housing	100%	91	38	4	8	12	141	123	52	5	11	16	191
TOTAL PERSON TRIPS		186	78	8	17	25	288	235	99	9	21	30	365

APPENDIX E
BACKGROUND CAPACITY ANALYSES

MOVEMENT SUMMARY

Site: 1. AM BG Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	565	3.0	0.589	18.7	LOS C	3.1	79.1	0.73	1.61	17.5
18	R2	73	3.0	0.589	18.7	LOS C	3.1	79.1	0.73	1.61	17.4
Approach		638	3.0	0.589	18.7	LOS C	3.1	79.1	0.73	0.80	17.5
East: Cabin Branch Ave											
1	L2	13	3.0	0.019	5.4	LOS A	0.0	1.2	0.40	0.65	22.5
16	R2	286	3.0	0.403	10.5	LOS B	1.3	34.0	0.50	1.03	21.8
Approach		299	3.0	0.403	10.3	LOS B	1.3	34.0	0.50	0.51	21.8
North: Clarksburg Road											
7	L2	665	3.0	0.655	13.3	LOS B	4.9	125.1	0.15	0.08	18.0
4	T1	228	3.0	0.225	5.7	LOS A	0.9	22.1	0.08	0.04	25.2
Approach		893	3.0	0.655	11.3	LOS B	4.9	125.1	0.13	0.04	19.3
All Vehicles		1830	3.0	0.655	13.7	LOS B	4.9	125.1	0.40	0.38	19.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 1. PM BG Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	465	3.0	0.322	8.5	LOS A	1.3	32.1	0.47	0.83	22.9
18	R2	26	3.0	0.322	8.5	LOS A	1.3	32.1	0.47	0.83	22.8
Approach		491	3.0	0.322	8.5	LOS A	1.3	32.1	0.47	0.41	22.9
East: Cabin Branch Ave											
1	L2	63	3.0	0.085	5.8	LOS A	0.2	5.6	0.38	0.67	22.3
16	R2	624	3.0	0.825	27.1	LOS D	6.3	161.1	0.76	1.73	15.3
Approach		687	3.0	0.825	25.2	LOS D	6.3	161.1	0.72	0.82	15.8
North: Clarksburg Road											
7	L2	307	3.0	0.317	7.0	LOS A	1.3	34.1	0.21	0.21	20.7
4	T1	505	3.0	0.522	10.3	LOS B	2.9	74.2	0.28	0.29	21.9
Approach		812	3.0	0.522	9.1	LOS A	2.9	74.2	0.26	0.13	21.4
All Vehicles		1990	3.0	0.825	14.5	LOS B	6.3	161.1	0.47	0.44	19.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

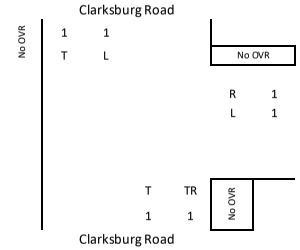
2

Critical Lane Volume and Level of Service Calculations

Intersection: 2. Clarksburg Road / Broadway Avenue
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Background
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

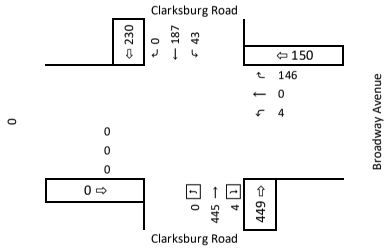


Signal?	Split?
No	None

or

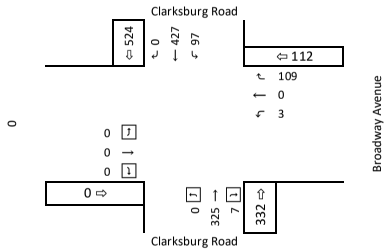
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	146 4		1.00 1.00	146 4	0		0	146 4	*
NB	T+TR R	449 4		0.53 1.00	238 2	43	1.00	43	281 45	*
SB	T	187		1.00	187 0	0		0	187 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	427	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	109 3		1.00 1.00	109 3	0		0	109 3	*
NB	T+TR R	332 7		0.53 1.00	176 4	97	1.00	97	273 101	
SB	T	427		1.00	427 0	0		0	427 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	536	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

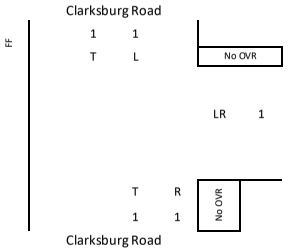
Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

3
Critical Lane Volume and Level of Service Calculations

Intersection: 3. Clarksburg Road / Bryne Park Drive
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Background
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

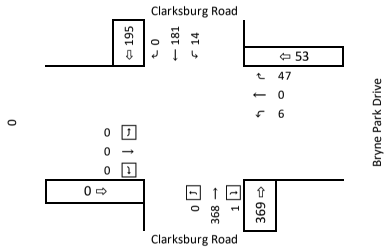


Signal?	Split?
No	None

or

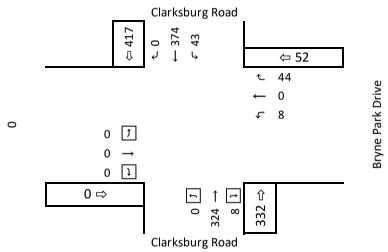
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	53		1.00	53 0	0		0	53 0	*
NB	T R	368 1		1.00 1.00	368 1	14	1.00	14	382 15	*
SB	T	181		1.00	181	0		0	181 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	435	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	52		1.00	52 0	0		0	52 0	*
NB	T R	324 8		1.00 1.00	324 8	43	1.00	43	367 51	
SB	T	374		1.00	374 0	0		0	374 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	426	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

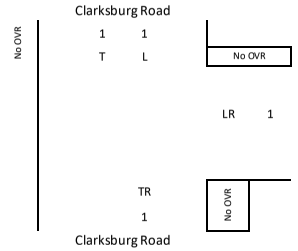
Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

Clarksburg ES #9 LATR

4
Critical Lane Volume and Level of Service Calculations

Intersection: 4. Clarksburg Road and Dunlin Street
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Background
Computed by: W+A

Intersection Lane Use & Traffic Control

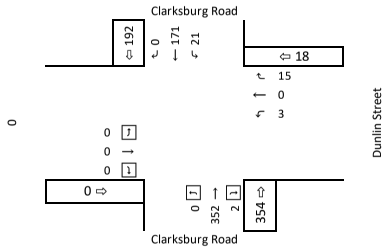


Signal?	Split?
No	None

or

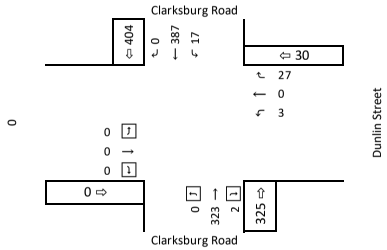
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	18		1.00	18	0		0	18 0	*
NB	TR	354		1.00 1.00	354 0	21	1.00	21	375 21	*
SB	T	171		1.00	171	0		0	171 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	393	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	30		1.00	30	0		0	30 0	*
NB	TR	325		1.00 1.00	325 0	17	1.00	17	342 17	
SB	T	387		1.00	387 0	0		0	387 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	417	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

MOVEMENT SUMMARY

Site: 05. BG AM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	195	3.0	0.276	7.3	LOS A	1.1	28.5	0.42	0.66	27.4
16	R2	39	3.0	0.276	7.3	LOS A	1.1	28.5	0.42	0.66	27.4
Approach		234	3.0	0.276	7.3	LOS A	1.1	28.5	0.42	0.33	27.4
North: Clarksburg Rd											
7	L2	38	3.0	0.220	6.3	LOS A	0.9	21.8	0.35	0.51	26.5
14	R2	158	3.0	0.220	6.3	LOS A	0.9	21.8	0.35	0.51	26.5
Approach		196	3.0	0.220	6.3	LOS A	0.9	21.8	0.35	0.25	26.5
West: Clarksburg Rd											
5	L2	246	3.0	0.459	8.6	LOS A	2.6	66.2	0.20	0.17	31.8
2	T1	235	3.0	0.459	8.6	LOS A	2.6	66.2	0.20	0.17	31.8
Approach		480	3.0	0.459	8.6	LOS A	2.6	66.2	0.20	0.08	31.8
All Vehicles		910	3.0	0.459	7.8	LOS A	2.6	66.2	0.29	0.18	30.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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8000972, MJ WELLS & ASSOCIATES INC., PLUS / 1PC

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SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 05. BG PM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	282	3.0	0.378	8.6	LOS A	1.7	43.3	0.45	0.74	26.5
16	R2	41	3.0	0.378	8.6	LOS A	1.7	43.3	0.45	0.74	26.5
Approach		323	3.0	0.378	8.6	LOS A	1.7	43.3	0.45	0.37	26.5
North: Clarksburg Rd											
7	L2	38	3.0	0.240	7.0	LOS A	0.9	23.6	0.43	0.71	26.1
14	R2	158	3.0	0.240	7.0	LOS A	0.9	23.6	0.43	0.71	26.1
Approach		196	3.0	0.240	7.0	LOS A	0.9	23.6	0.43	0.35	26.1
West: Clarksburg Rd											
5	L2	236	3.0	0.448	8.4	LOS A	2.5	63.6	0.20	0.16	31.9
2	T1	234	3.0	0.448	8.4	LOS A	2.5	63.6	0.20	0.16	31.9
Approach		470	3.0	0.448	8.4	LOS A	2.5	63.6	0.20	0.08	31.9
All Vehicles		988	3.0	0.448	8.2	LOS A	2.5	63.6	0.33	0.23	30.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Processed: Friday, February 05, 2021 8:58:45 AM
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SIDRA INTERSECTION 6

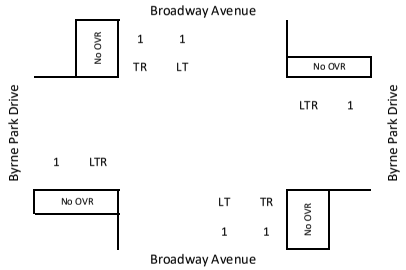
6

Critical Lane Volume and Level of Service Calculations

Intersection: 6. Broadway Avenue and Byrne Park Drive
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Background
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

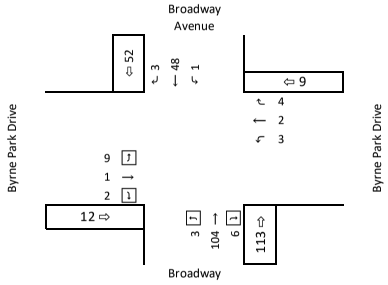


Signal?	Split?
No	None

or

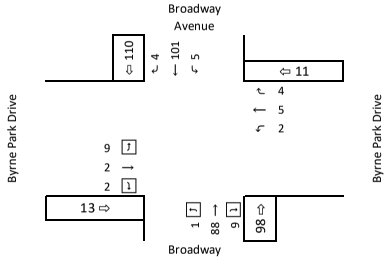
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	12		1.00	12 0	3	1.00	3	15 3	
WB	LTR	9		1.00	9 0	9	1.00	9	18 9	*
NB	LT+TR R	113 6		0.53 1.00	60 6	1	1.00	1	61 7	*
SB	LT+TR R	52 3		0.53 1.00	28 3	3	1.00	3	31 6	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	79	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	13		1.00	13 0	2	1.00	2	15 2	
WB	LTR	11		1.00	11 0	9	1.00	9	20 9	*
NB	LT+TR R	98 9		0.53 1.00	52 9	5	1.00	5	57 14	
SB	LT+TR R	110 4		0.53 1.00	58 4	1	1.00	1	59 5	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	79	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

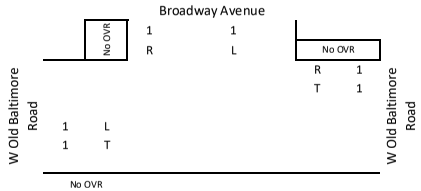
7

Critical Lane Volume and Level of Service Calculations

Intersection: 7. Broadway Avenue / W Old Baltimore Road
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Background
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

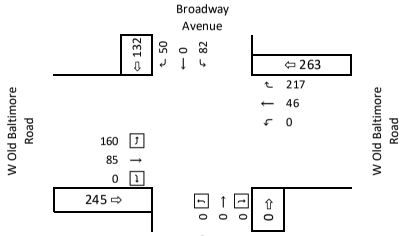


Signal?	Split?
No	None

or

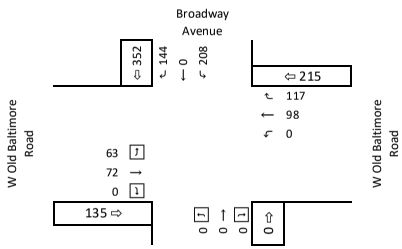
Stop Sign?	Directions
Yes	N/S

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	85		1.00	85 0	0		0	85 0	
WB	T R	46 217		1.00 1.00	46 217	160	1.00	160	206 377	*
NB										
SB	T R	0 50	0	1.00 1.00	0 50	0	1.00	0	0 50	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	427	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	72		1.00	72 0	0		0	72 0	
WB	T R	98 117		1.00 1.00	98 117	63	1.00	63	161 180	*
NB										
SB	T R	0 144	0	1.00 1.00	0 144	0	1.00	0	0 144	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	324	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM	Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM	Adjacent Left Vol. LUF	Overlap AM	Overlap PM
Eastbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Westbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Southbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0

Montgomery County LATR

Lane Use Factors: Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

APPENDIX F
TOTAL FUTURE CAPACITY ANALYSES

MOVEMENT SUMMARY

Site: 1. AM TF Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	600	3.0	0.721	25.6	LOS D	4.7	120.0	0.80	1.84	15.1
18	R2	180	3.0	0.721	25.6	LOS D	4.7	120.0	0.80	1.84	14.9
Approach		780	3.0	0.721	25.6	LOS D	4.7	120.0	0.80	0.92	15.0
East: Cabin Branch Ave											
1	L2	139	3.0	0.207	7.8	LOS A	0.6	14.7	0.46	0.93	21.3
16	R2	286	3.0	0.412	10.9	LOS B	1.4	35.3	0.51	1.06	21.6
Approach		425	3.0	0.412	9.8	LOS A	1.4	35.3	0.50	0.51	21.5
North: Clarksburg Road											
7	L2	665	3.0	0.741	18.2	LOS C	6.3	160.2	0.59	0.87	16.4
4	T1	379	3.0	0.422	9.0	LOS A	1.9	49.9	0.37	0.49	22.7
Approach		1045	3.0	0.741	14.9	LOS B	6.3	160.2	0.51	0.37	18.0
All Vehicles		2250	3.0	0.741	17.6	LOS C	6.3	160.2	0.61	0.59	17.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 1. PM TF Clarksburg Rd / Cabin Branch Ave

Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Clarksburg Road											
8	T1	476	3.0	0.350	9.0	LOS A	1.4	35.7	0.49	0.86	22.5
18	R2	58	3.0	0.350	9.0	LOS A	1.4	35.7	0.49	0.86	22.4
Approach		534	3.0	0.350	9.0	LOS A	1.4	35.7	0.49	0.43	22.5
East: Cabin Branch Ave											
1	L2	92	3.0	0.126	6.3	LOS A	0.3	8.5	0.39	0.73	22.1
16	R2	624	3.0	0.831	27.8	LOS D	6.4	164.3	0.76	1.76	15.1
Approach		716	3.0	0.831	25.0	LOS D	6.4	164.3	0.72	0.81	15.8
North: Clarksburg Road											
7	L2	307	3.0	0.326	7.3	LOS A	1.4	35.1	0.27	0.30	20.6
4	T1	514	3.0	0.547	11.1	LOS B	3.1	78.7	0.36	0.42	21.4
Approach		821	3.0	0.547	9.7	LOS A	3.1	78.7	0.32	0.19	21.1
All Vehicles		2071	3.0	0.831	14.8	LOS B	6.4	164.3	0.50	0.47	19.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

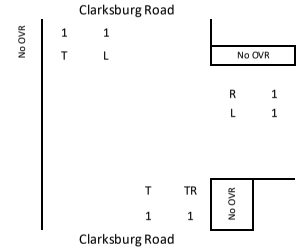
2

Critical Lane Volume and Level of Service Calculations

Intersection: 2. Clarksburg Road / Broadway Avenue
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

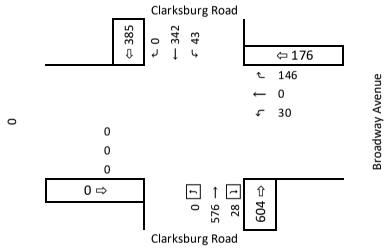


Signal?	Split?
No	None

or

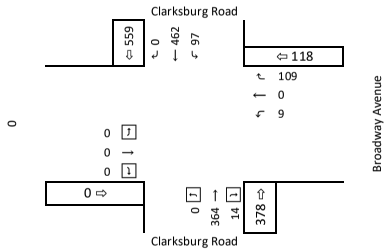
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	146 30		1.00 1.00	146 30	0		0	146 30	*
NB	T+TR R	604 28		0.53 1.00	320 15	43	1.00	43	363 58	*
SB	T	342		1.00	342 0	0		0	342 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	509	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R L	109 9		1.00 1.00	109 9	0		0	109 9	*
NB	T+TR R	378 14		0.53 1.00	200 7	97	1.00	97	297 104	
SB	T	462		1.00	462 0	0		0	462 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	571	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

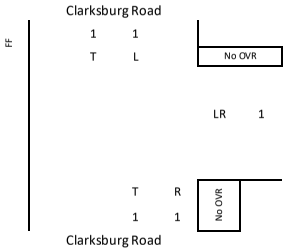
Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

Clarksburg ES #9 LATR

3
Critical Lane Volume and Level of Service Calculations

Intersection: 3. Clarksburg Road / Bryne Park Drive
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Intersection Lane Use & Traffic Control

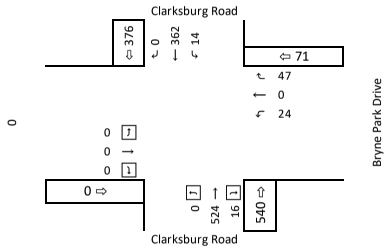


Signal?	Split?
No	None

or

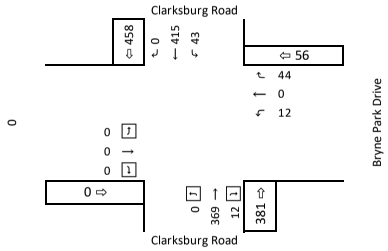
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	71		1.00	71 0	0		0	71 0	*
NB	T R	524 16		1.00 1.00	524 16	14	1.00	14	538 30	*
SB	T	362		1.00	362	0		0	362 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	609	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	56		1.00	56 0	0		0	56 0	*
NB	T R	369 12		1.00 1.00	369 12	43	1.00	43	412 55	
SB	T	415		1.00	415 0	0		0	415 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	471	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

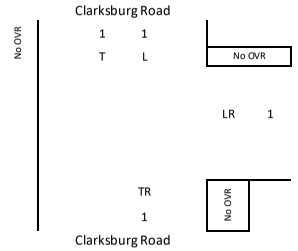
4

Critical Lane Volume and Level of Service Calculations

Intersection: 4. Clarksburg Road and Dunlin Street
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

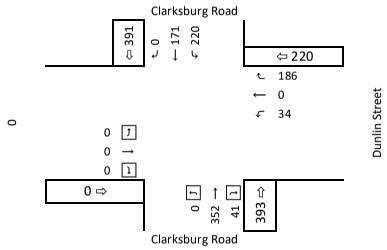


Signal?	Split?
No	None

or

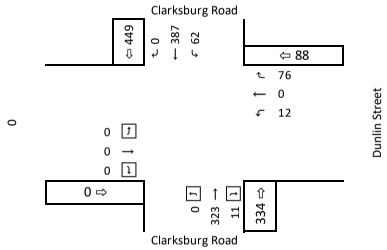
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	220		1.00	220	0		0	220 0	*
NB	TR	393		1.00 1.00	393 0	220	1.00	220	613 220	*
SB	T	171		1.00	171	0		0	171 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	833	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	LR	88		1.00	88	0		0	88 0	*
NB	TR	334		1.00 1.00	334 0	62	1.00	62	396 62	*
SB	T	387		1.00	387 0	0		0	387 0	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	484	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

MOVEMENT SUMMARY

Site: 05. TF AM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	195	3.0	0.314	7.8	LOS A	1.3	33.4	0.44	0.72	26.9
16	R2	68	3.0	0.314	7.8	LOS A	1.3	33.4	0.44	0.72	26.9
Approach		263	3.0	0.314	7.8	LOS A	1.3	33.4	0.44	0.36	26.9
North: Clarksburg Rd											
7	L2	61	3.0	0.252	6.7	LOS A	1.0	25.9	0.37	0.53	26.1
14	R2	164	3.0	0.252	6.7	LOS A	1.0	25.9	0.37	0.53	26.1
Approach		225	3.0	0.252	6.7	LOS A	1.0	25.9	0.37	0.27	26.1
West: Clarksburg Rd											
5	L2	254	3.0	0.478	9.1	LOS A	2.7	69.8	0.27	0.27	31.6
2	T1	235	3.0	0.478	9.1	LOS A	2.7	69.8	0.27	0.27	31.6
Approach		489	3.0	0.478	9.1	LOS A	2.7	69.8	0.27	0.13	31.6
All Vehicles		977	3.0	0.478	8.2	LOS A	2.7	69.8	0.34	0.22	30.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

MOVEMENT SUMMARY

Site: 05. TF PM Clarksburg Rd and W Old Baltimore Rd

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
East: W Old Baltimore Rd											
6	T1	282	3.0	0.386	8.8	LOS A	1.7	44.6	0.46	0.75	26.4
16	R2	48	3.0	0.386	8.8	LOS A	1.7	44.6	0.46	0.75	26.4
Approach		329	3.0	0.386	8.8	LOS A	1.7	44.6	0.46	0.37	26.4
North: Clarksburg Rd											
7	L2	37	3.0	0.386	9.1	LOS A	1.7	43.5	0.49	0.85	25.1
14	R2	277	3.0	0.386	9.1	LOS A	1.7	43.5	0.49	0.85	25.1
Approach		314	3.0	0.386	9.1	LOS A	1.7	43.5	0.49	0.43	25.1
West: Clarksburg Rd											
5	L2	238	3.0	0.450	8.5	LOS A	2.5	64.1	0.20	0.16	31.9
2	T1	234	3.0	0.450	8.5	LOS A	2.5	64.1	0.20	0.16	31.9
Approach		472	3.0	0.450	8.5	LOS A	2.5	64.1	0.20	0.08	31.9
All Vehicles		1115	3.0	0.450	8.7	LOS A	2.5	64.1	0.36	0.26	29.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SIDRA INTERSECTION 6

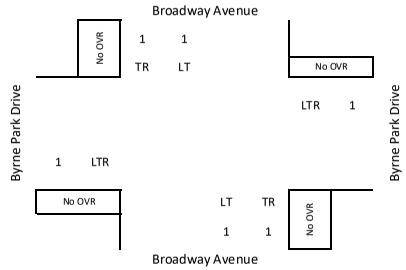
6

Critical Lane Volume and Level of Service Calculations

Intersection: 6. Broadway Avenue and Byrne Park Drive
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

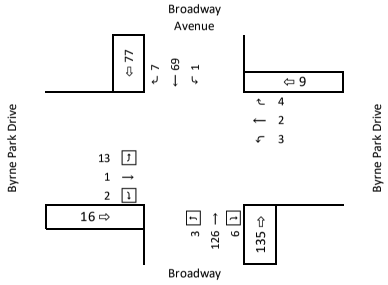


Signal?	Split?
No	None

or

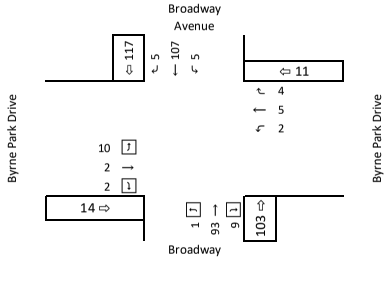
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	16		1.00	16 0	3	1.00	3	19 3	
WB	LTR	9		1.00	9 0	13	1.00	13	22 13	*
NB	LT+TR R	135 6		0.53 1.00	72 6	1	1.00	1	73 7	*
SB	LT+TR R	77 7		0.53 1.00	41 7	3	1.00	3	44 10	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	95	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	14		1.00	14 0	2	1.00	2	16 2	
WB	LTR	11		1.00	11 0	10	1.00	10	21 10	*
NB	LT+TR R	103 9		0.53 1.00	55 9	5	1.00	5	60 14	
SB	LT+TR R	117 5		0.53 1.00	62 5	1	1.00	1	63 6	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	84	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

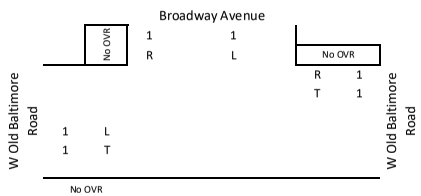
7

Critical Lane Volume and Level of Service Calculations

Intersection: 7. Broadway Avenue / W Old Baltimore Road
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

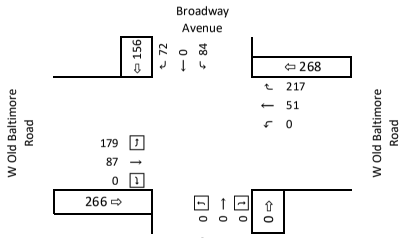


Signal?	Split?
No	None

or

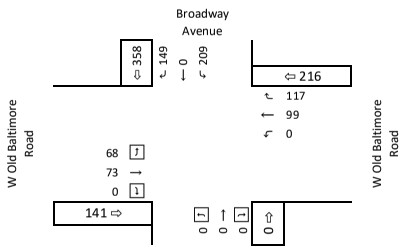
Stop Sign?	Directions
Yes	N/S

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	87		1.00	87 0	0		0	87 0	
WB	T R	51 217		1.00 1.00	51 217	179	1.00	179	230 396	*
NB										
SB	T R	0 72	0	1.00 1.00	0 72	0	1.00	0	0 72	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	468	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T	73		1.00	73 0	0		0	73 0	
WB	T R	99 117		1.00 1.00	99 117	68	1.00	68	167 185	*
NB										
SB	T R	0 149	0	1.00 1.00	0 149	0	1.00	0	0 149	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	334	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

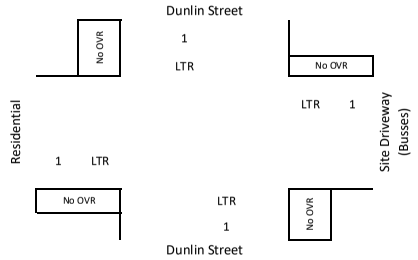
8

Critical Lane Volume and Level of Service Calculations

Intersection: 8. Site Driveway (Busses) / Dunlin Street
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

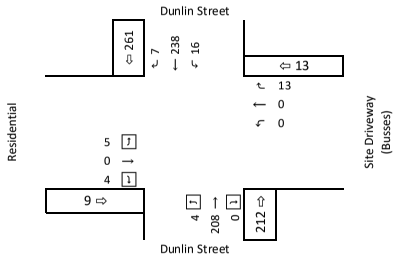


Signal?	Split?
No	None

or

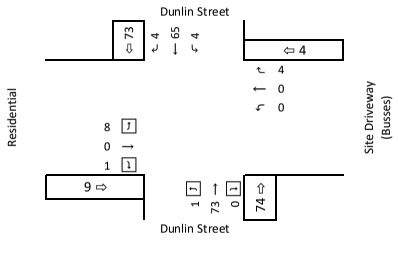
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	9		1.00	9 0	0	1.00	0	9 0	
WB	LTR	13		1.00	13 0	5	1.00	5	18 5	*
NB	LTR	212		1.00	212 0	16	1.00	16	228 16	
SB	LTR	261		1.00	261 0	4	1.00	4	265 4	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	283	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	9		1.00	9 0	0	1.00	0	9 0	
WB	LTR	4		1.00	4 0	8	1.00	8	12 8	*
NB	LTR	74		1.00	74 0	4	1.00	4	78 4	*
SB	LTR	73		1.00	73 0	1	1.00	1	74 1	
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	90	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	**No**	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	**No**	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	**No**	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	**No**	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

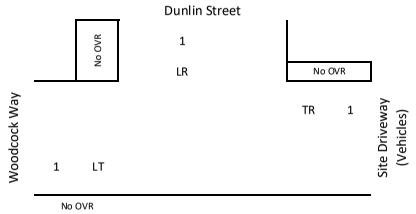
9

Critical Lane Volume and Level of Service Calculations

Intersection: 9. Site Driveway (Vehicles) / Dunlin Street
Jurisdiction: Montgomery County, MD
Scenario/Design Year: Total Future
Computed by: W+A

Clarksburg ES #9 LATR

Intersection Lane Use & Traffic Control

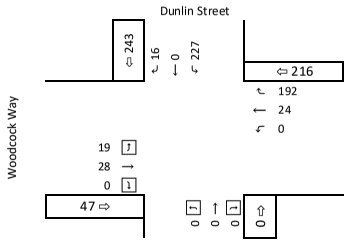


Signal?	Split?
No	None

or

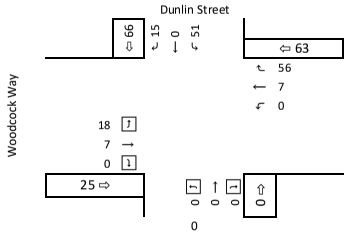
Stop Sign?	Directions
Yes	E/W

AM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT	47		1.00	47 0	0		0	47 0	
WB	TR	216		1.00	216 0	19	1.00	19	235 19	*
NB										
SB	LR	243		1.00	243 0	0		0	243 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	478	

PM Peak Hour Critical Lane Volume Analysis



Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT	25		1.00	25 0	0		0	25 0	
WB	TR	63		1.00	63 0	18	1.00	18	81 18	*
NB										
SB	LR	66		1.00	66 0	0		0	66 0	*
Note:	Clarksburg Policy Area Congestion Standard: 1,425							CLV	147	

Right Turn Overlap

Approach	Excl. Right	Right Vol. AM	Right Vol. PM		Right Vol. LUF	Adjacent Left Vol. AM	Adjacent Left Vol. PM		Adjacent Left Vol. LUF	Overlap AM	Overlap PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

Lane Use Factors		
Number of Lanes	Left Turn LUF	Through LUF
1	1	1.00
2	0.53	0.53
3	0.37	0.37
4		0.30
5		0.25

APPENDIX G
BUS ROUTE INFO

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.

ስተጨማሪ መረጃ፡ ወይም ይህንን ዶኩመንት በተለዋጭ መልክ ለመጠየቅ ወይም ወደሌላ 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 Indigenous Peoples' 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

Like us on Facebook
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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

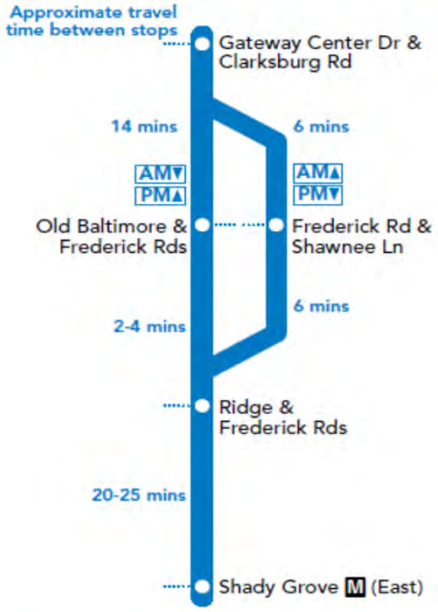
Instagram
instagram.com/RideOnMCT

Thank You for Riding with Us!

Printed on recycled paper with soy-based ink

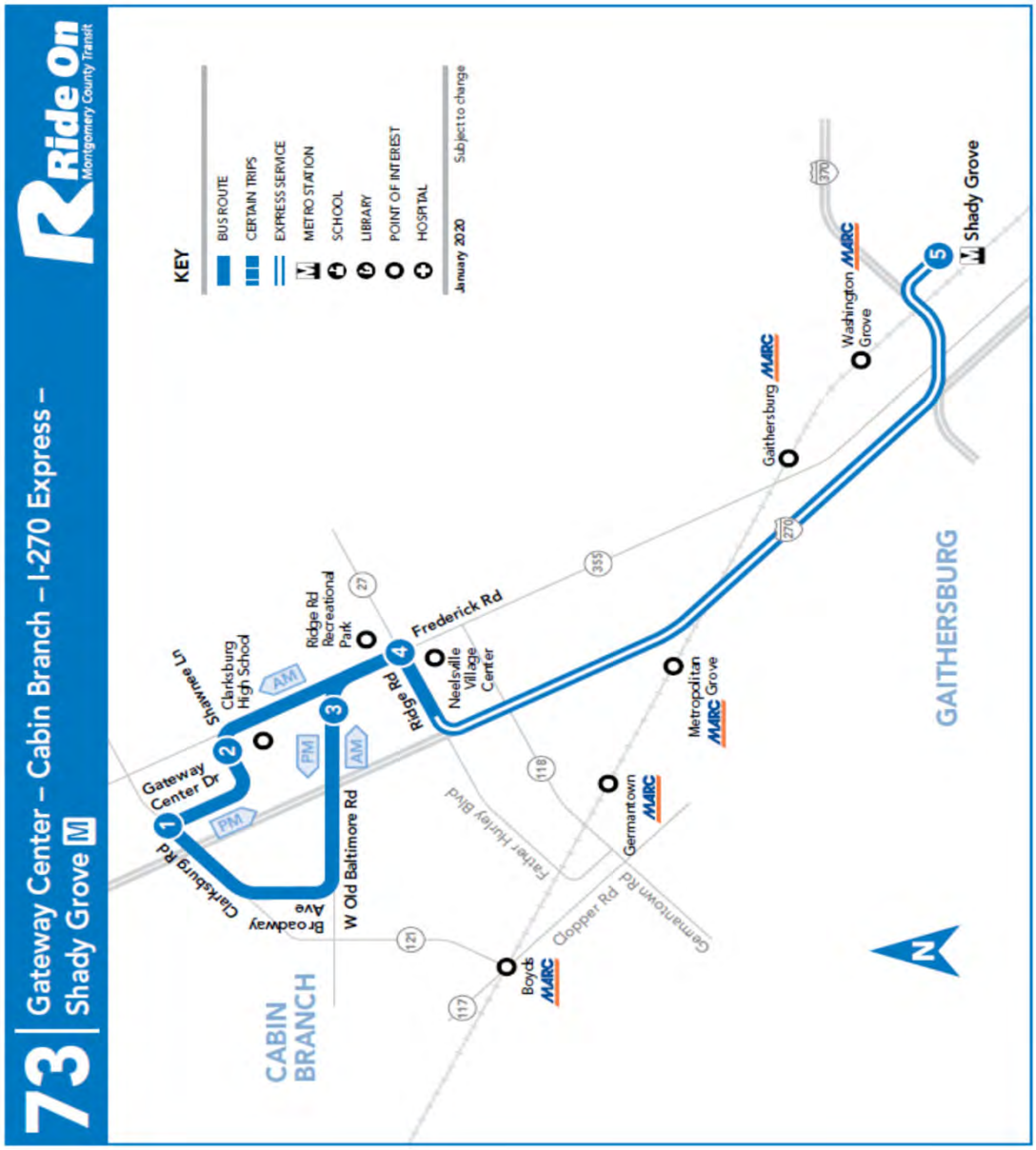
EFFECTIVE: SEPTEMBER 27, 2020

73



SERVICE DAYS
MONDAY - FRIDAY

Ride On
Montgomery County Transit
Telephone **311**
Online at **www.rideonbus.com**
Real Time Info at **www.rideonrealtime.com**


73
Gateway Center – Cabin Branch – I-270 Express –
Shady Grove M
Ride On
Montgomery County Transit
KEY
BUS ROUTE
CERTAIN TRIPS
EXPRESS SERVICE
METRO STATION
SCHOOL
LIBRARY
POINT OF INTEREST
HOSPITAL
January 2020
Subject to change
CABIN BRANCH
GAITHERSBURG
Clarksburg Rd
Gateway Center Dr
Shawnee Ln
Clarksburg High School
Broadway Ave
W Old Baltimore Rd
Ridge Rd Recreational Park
Ridge Rd
Frederick Rd
Neelsville Village Center
Boyds MARC
Germantown MARC
Metropolitan Grove MARC
Gaithersburg MARC
Washington Grove
Shady Grove
Father Hurley Blvd
Clopper Rd
Germantown Rd
AM
PM
27
117
121
118
355
270
370
N

73 To Shady Grove M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Clarksburg Rd & Gateway Center Dr	Frederick Rd & Shawnee Ln	W Old Baltimore & Frederick Rds	Ridge & Frederick Rds	Shady Grove (East) M
1	2	3	4	5
5:09		5:21	5:24	5:40
5:49		6:01	6:04	6:20
6:29		6:41	6:45	7:05
7:09		7:21	7:25	7:45
7:49		8:01	8:05	8:25
8:33		8:45	8:49	9:09
9:13		9:25	9:29	9:45
9:53		10:05	10:09	10:25
NO MIDDAY SERVICE				
3:03	3:07		3:11	3:27
3:43	3:47		3:51	4:07
4:23	4:27		4:31	4:47
5:03	5:07		5:11	5:27
5:46	5:50		5:54	6:10
6:26	6:30		6:34	6:50
7:06	7:10		7:14	7:30
7:46	7:50		7:54	8:10
NOTES:			AM	PM

73 To Cabin Branch

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Shady Grove (East) M	Ridge & Frederick Rds	W Old Baltimore & Frederick Rds	Frederick Rd & Shawnee Ln	Clarksburg Rd & Gateway Center Dr
5	4	3	2	1
4:45	4:59		5:04	5:08
5:25	5:39		5:44	5:48
6:05	6:19		6:24	6:28
6:45	6:59		7:04	7:08
7:25	7:39		7:44	7:48
8:05	8:22		8:28	8:32
8:45	9:02		9:08	9:12
9:25	9:42		9:48	9:52
NO MIDDAY SERVICE				
2:30	2:47	2:50		3:02
3:10	3:27	3:30		3:42
3:50	4:07	4:10		4:22
4:30	4:47	4:50		5:02
5:10	5:29	5:33		5:45
5:50	6:09	6:13		6:25
6:30	6:49	6:53		7:05
7:10	7:29	7:33		7:45
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.

There is NO Saturday or Sunday service on this route

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.

Montgomery County assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Act of 1987, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. For more information or to file a complaint, please contact the Montgomery County Office of Human Rights.

FARES Effective September 15, 2019

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.	
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	

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

75 To Germantown Transit Center (GTC) Germantown MARC Station

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1 Montgomery County Correctional Facility	2 Snowden Farm Pkwy & Stringtown Rd	3 Clarksburg High School	4 Frederick Rd & Little Seneca Pkwy	5 Milestone Center Park & Ride	6 Germantown Transit Center (GTC)	7 Germantown MARC Station
5:15	5:25		5:35	5:39	5:46	5:52
5:55	6:05		6:15	6:19	6:26	6:32
6:30	6:40		6:51	6:57	7:05	7:14
7:05	7:16	7:28	7:31	7:37	7:45	7:53
7:40	7:51		8:02	8:08	8:18	8:27
8:15	8:25		8:36	8:41	8:47	
8:50	9:00		9:11	9:16	9:22	
9:25	9:35		9:46	9:51	9:57	
10:00	10:10		10:21	10:26	10:32	
10:35	10:45		10:56	11:01	11:07	
11:10	11:20		11:31	11:36	11:42	
11:45	11:55		12:06	12:11	12:17	
12:20	12:30		12:41	12:46	12:52	
12:50	1:00		1:11	1:16	1:22	
1:20	1:30		1:41	1:46	1:53	
1:50	2:00		2:11	2:16	2:23	
2:20	2:30	2:42	2:45	2:50	2:57	
2:50	3:00		3:11	3:16	3:23	
3:25	3:35		3:46	3:51	3:58	
4:00	4:10		4:21	4:26	4:34	4:43
4:35	4:45		4:56	5:01	5:09	5:18
5:10	5:20		5:31	5:36	5:44	5:53
5:45	5:55		6:06	6:11	6:19	6:28
6:20	6:29		6:39	6:44	6:52	6:59
6:55	7:04		7:14	7:19	7:27	7:34
7:30	7:39		7:49	7:54	8:00	8:07
8:05	8:14		8:24	8:29	8:35	
8:40	8:49		8:59	9:04	9:10	
9:15	9:24		9:34	9:39	9:45	
9:50	9:59		10:09	10:14	10:20	
10:35	10:44		10:53	10:58	11:03	
11:20	11:29		11:38	11:43	11:48	
NOTES:					AM	PM

75 To Montgomery County Correctional Facility

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

7 Germantown MARC Station	6 Germantown Transit Center (GTC)	5 Milestone Center Park & Ride	4 Frederick Rd & Little Seneca Pkwy	3 Clarksburg High School	2 Snowden Farm Pkwy & Stringtown Rd	1 Montgomery County Correctional Facility
	5:40	5:46	5:51		6:00	6:09
6:10	6:17	6:23	6:28		6:37	6:46
6:46	6:53	7:00	7:06		7:15	7:24
7:18	7:25	7:32	7:38	7:39	7:51	8:00
7:56	8:03	8:10	8:16		8:25	8:34
8:33	8:40	8:46	8:52		9:01	9:10
	9:15	9:21	9:27		9:36	9:45
	9:50	9:56	10:02		10:11	10:20
	10:25	10:31	10:37		10:46	10:55
	11:00	11:06	11:12		11:21	11:30
	11:35	11:41	11:47		11:56	12:05
	12:10	12:16	12:22		12:31	12:40
	12:45	12:51	12:57		1:06	1:15
	1:15	1:21	1:27		1:37	1:47
	1:45	1:51	1:57		2:07	2:17
	2:15	2:21	2:27		2:37	2:47
	2:45	2:51	2:57	2:58	3:11	3:21
	3:15	3:21	3:27		3:37	3:47
	3:45	3:52	4:00		4:10	4:19
	4:20	4:27	4:35		4:45	4:54
4:48	4:55	5:02	5:10		5:20	5:29
5:23	5:30	5:37	5:45		5:55	6:04
5:58	6:05	6:12	6:20		6:30	6:39
6:32	6:40	6:47	6:54		7:04	7:13
7:07	7:15	7:22	7:29		7:39	7:48
7:42	7:50	7:57	8:04		8:14	8:23
8:22	8:30	8:37	8:44		8:54	9:03
	9:15	9:20	9:26		9:35	9:43
	10:00	10:05	10:11		10:20	10:28
	10:45	10:50	10:56		11:05	11:13
NOTES:					AM	PM

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 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 Indigenous Peoples' 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

Like us on Facebook
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Follow us on Twitter
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Subscribe to email alerts at
www.montgomerycountymd.gov/govdelivery

Subscribe to text alerts by texting
MONTGOMERY RIDEON to 468311

YouTube
youtube.com/RideOnMCT

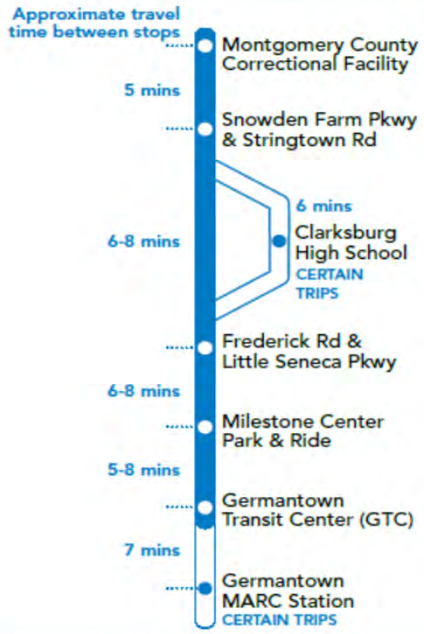
Instagram
instagram.com/RideOnMCT

Thank You for Riding with Us!

♻ Printed on recycled paper with soy-based ink

EFFECTIVE: SEPTEMBER 27, 2020

75

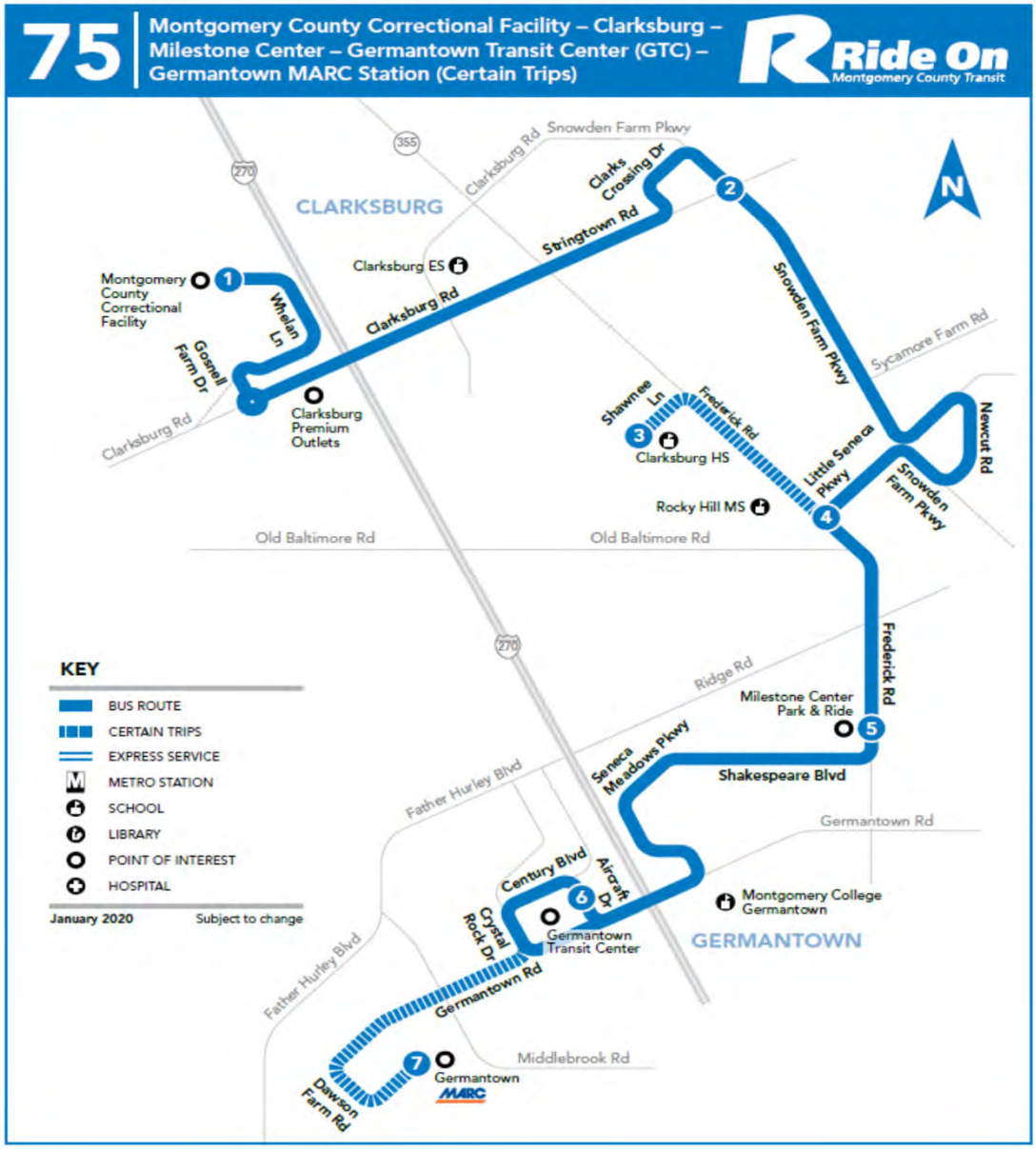


SERVICE DAYS

DAILY

Ride On
Montgomery County Transit

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


75
Montgomery County Correctional Facility – Clarksburg – Milestone Center – Germantown Transit Center (GTC) – Germantown MARC Station (Certain Trips)
Ride On
Montgomery County Transit
CLARKSBURG
GERMANTOWN
Snowden Farm Pkwy
Clarksburg Rd
Clarks Crossing Dr
Stringtown Rd
Clarksburg ES
Montgomery County Correctional Facility
Whelan Ln
Gossell Farm Dr
Clarksburg Premium Outlets
Snowden Farm Pkwy
Sycamore Farm Rd
Newcut Rd
Shawnee Ln
Frederick Rd
Clarksburg HS
Little Seneca Pkwy
Rocky Hill MS
Old Baltimore Rd
Ridge Rd
Milestone Center Park & Ride
Seneca Meadows Pkwy
Shakespeare Blvd
Father Hurley Blvd
Germantown Rd
Century Blvd
Aircraft Dr
Crystal Rock Dr
Germantown Transit Center
Montgomery College Germantown
Middlebrook Rd
Germantown MARC
Dawson Farm Rd
KEY
BUS ROUTE
CERTAIN TRIPS
EXPRESS SERVICE
METRO STATION
SCHOOL
LIBRARY
POINT OF INTEREST
HOSPITAL
January 2020
Subject to change
N

75 To Germantown Transit Center (GTC)

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Montgomery County Correctional Facility	Snowden Farm Pkwy & Stringtown Rd	Frederick Rd & Little Seneca Pkwy	Milestone Center Park & Ride	Germantown Transit Center (GTC)
1	2	4	5	6
7:30	7:39	7:49	7:53	7:58
8:15	8:24	8:34	8:38	8:43
9:00	9:09	9:19	9:23	9:28
9:45	9:55	10:05	10:10	10:16
10:30	10:40	10:50	10:55	11:01
11:15	11:25	11:35	11:40	11:46
12:00	12:10	12:20	12:25	12:31
12:45	12:55	1:05	1:10	1:16
1:30	1:40	1:50	1:55	2:01
2:15	2:25	2:35	2:40	2:46
3:00	3:10	3:20	3:25	3:31
3:45	3:54	4:04	4:09	4:15
4:30	4:39	4:49	4:54	5:00
5:15	5:24	5:34	5:39	5:45
6:00	6:09	6:19	6:24	6:30
6:45	6:54	7:04	7:09	7:15
7:30	7:39	7:49	7:54	8:00
8:15	8:24	8:34	8:39	8:45
9:00	9:09	9:19	9:23	9:29
9:45	9:54	10:04	10:08	10:14
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.

75 To Montgomery County Correctional Facility

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Germantown Transit Center (GTC)	Milestone Center Park & Ride	Frederick Rd & Little Seneca Pkwy	Snowden Farm Pkwy & Stringtown Rd	Montgomery County Correctional Facility
6	5	4	2	1
6:50	6:55	7:00	7:09	7:17
7:35	7:40	7:45	7:54	8:02
8:20	8:25	8:30	8:39	8:47
9:05	9:10	9:15	9:24	9:32
9:50	9:55	10:00	10:09	10:17
10:35	10:40	10:45	10:54	11:02
11:20	11:26	11:31	11:40	11:49
12:05	12:11	12:16	12:25	12:34
12:50	12:56	1:01	1:10	1:19
1:35	1:41	1:46	1:55	2:04
2:20	2:26	2:31	2:40	2:49
3:05	3:11	3:16	3:25	3:34
3:50	3:56	4:01	4:10	4:19
4:35	4:41	4:46	4:55	5:04
5:20	5:26	5:31	5:40	5:49
6:05	6:10	6:15	6:24	6:33
6:50	6:55	7:00	7:09	7:18
7:35	7:40	7:45	7:54	8:03
8:20	8:25	8:30	8:39	8:48
9:05	9:10	9:15	9:24	9:32
NOTES:			AM	PM

SEE REVERSE FOR SUNDAY SERVICE

75 To Germantown Transit Center (GTC)

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Montgomery County Correctional Facility	Snowden Farm Pkwy & Stringtown Rd	Frederick Rd & Little Seneca Pkwy	Milestone Center Park & Ride	Germantown Transit Center (GTC)
1	2	4	5	6
8:15	8:24	8:34	8:38	8:43
9:00	9:09	9:19	9:23	9:28
9:45	9:55	10:05	10:10	10:16
10:30	10:40	10:50	10:55	11:01
11:15	11:25	11:35	11:40	11:46
12:00	12:10	12:20	12:25	12:31
12:45	12:55	1:05	1:10	1:16
1:30	1:40	1:50	1:55	2:01
2:15	2:25	2:35	2:40	2:46
3:00	3:10	3:20	3:25	3:31
3:45	3:54	4:04	4:09	4:15
4:30	4:39	4:49	4:54	5:00
5:15	5:24	5:34	5:39	5:45
6:00	6:09	6:19	6:24	6:30
6:45	6:54	7:04	7:09	7:15
7:30	7:39	7:49	7:54	8:00
8:15	8:24	8:34	8:39	8:45
9:00	9:09	9:19	9:23	9:29
NOTES:			AM	PM

75 To Montgomery County Correctional Facility

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

Germantown Transit Center (GTC)	Milestone Center Park & Ride	Frederick Rd & Little Seneca Pkwy	Snowden Farm Pkwy & Stringtown Rd	Montgomery County Correctional Facility
6	5	4	2	1
7:35	7:40	7:45	7:54	8:02
8:20	8:25	8:30	8:39	8:47
9:05	9:10	9:15	9:24	9:32
9:50	9:55	10:00	10:09	10:17
10:35	10:40	10:45	10:54	11:02
11:20	11:26	11:31	11:40	11:49
12:05	12:11	12:16	12:25	12:34
12:50	12:56	1:01	1:10	1:19
1:35	1:41	1:46	1:55	2:04
2:20	2:26	2:31	2:40	2:49
3:05	3:11	3:16	3:25	3:34
3:50	3:56	4:01	4:10	4:19
4:35	4:41	4:46	4:55	5:04
5:20	5:26	5:31	5:40	5:49
6:05	6:10	6:15	6:24	6:33
6:50	6:55	7:00	7:09	7:18
7:35	7:40	7:45	7:54	8:03
8:20	8:25	8:30	8:39	8:48
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.

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.*

FARES

Effective September 15, 2019

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.	
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 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.

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**.

Montgomery County assures that no person shall, on the grounds of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Act of 1987, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. For more information or to file a complaint, please contact the Montgomery County Office of Human Rights.

Ride On
Montgomery County Transit

APPENDIX H
ADA ASSESSMENT PREPARED BY ADTEK ENGINEERS

ADTEK

www.ADTEKengineers.com
Civil, Structural, and Specialty Engineering

ADA Assessment Survey
Clarksburg Elementary School #9

Date of Inspection: January 25, 2021
Today's Date: February 2, 2021

An ADA survey assessment was performed within a 500 ft radius of the proposed Clarksburg ES # 9.
No ADA Deficiencies were found within the 500 ft radius of the school site.
Below are photos with brief descriptions of the location of each photo.

Dunlin Street @ School Entrance

Bike Path in front of school along Dunlin Street

Dunlin Street @ School Entrance

Bike Path along Clarksburg Road on North side of future school.

Clarksburg Road @ Dunlin Street

Clarksburg Road @ Dunlin Street

Clarksburg Road @ Dunlin Street

Clarksburg Road @ Byrne Park Drive

Clarksburg Road @ Byrne Park Drive

Clarksburg Road @ Byrne Park Drive

Clarksburg Road @ Byrne Park Drive

Byrne Park Drive looking towards Clarksburg Road

Byrne Park Drive looking towards Clarksburg Road

Dunlin Street looking South

Dunlin Street @ Caspen Tern Way

Clarksburg Road Bike Path

Clarksburg Road Bike Path

Dunlin Street @ Caspen Tern Way

Byrne Park Drive Bike Path Facing South

Byrne Park Drive Bike Path Facing South

Byrne Park Drive Bike Path Facing South

Byrne Park Drive Bike Path Facing South

Byrne Park Drive Bike Path Facing South

Dunlin Street @ Woodcock Way

Byrne Park Drive @ Marketcenter Drive

Byrne Park Drive @ Marketcenter Drive

Dublin Street face down Woodcock Way

Dublin Street @ Woodcock Way facing towards the Park Path along the Southside of the future school.

Byrne Park Drive @ Marketcenter Drive

Byrne Park Drive @ Marketcenter Drive

Byrne Park Drive @ Marketcenter Drive

Byrne Park Drive @ Marketcenter Drive

Dunlin Street @ Woodcock Way facing North. Silt fence is the future school site.

Byrne Park Drive bike path facing North.

Byrne Park Drive bike path facing North.

Byrne Park Drive bike path facing down West towards bike path into the Clarkmont Park.

Byrne Park Drive bike path facing down West towards bike path into the Clarkmont Park.

Byrne Park Drive bike path facing up North along Byrne Park Drive.

Byrne Park Drive bike path facing up North along Byrne Park Drive.

Byrne Park Drive @ Clarkmont Park Bike Racks

Byrne Park Drive @ Clarkmont Park Bike Racks

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Clarksburg Road @ Dunlin Street facing South.
Future school site on left side of photo.

Bike Path @ Clarkmont Park.

Bike Path @ Clarkmont Park.

Byrne Park Drive bike path @ Clarkmont Park.

Bike Path @ Clarkmont Park.

Bike Path @ Clarkmont Park.

Bike Path @ Clarkmont Park.

Bike Path @ Clarkmont Park.

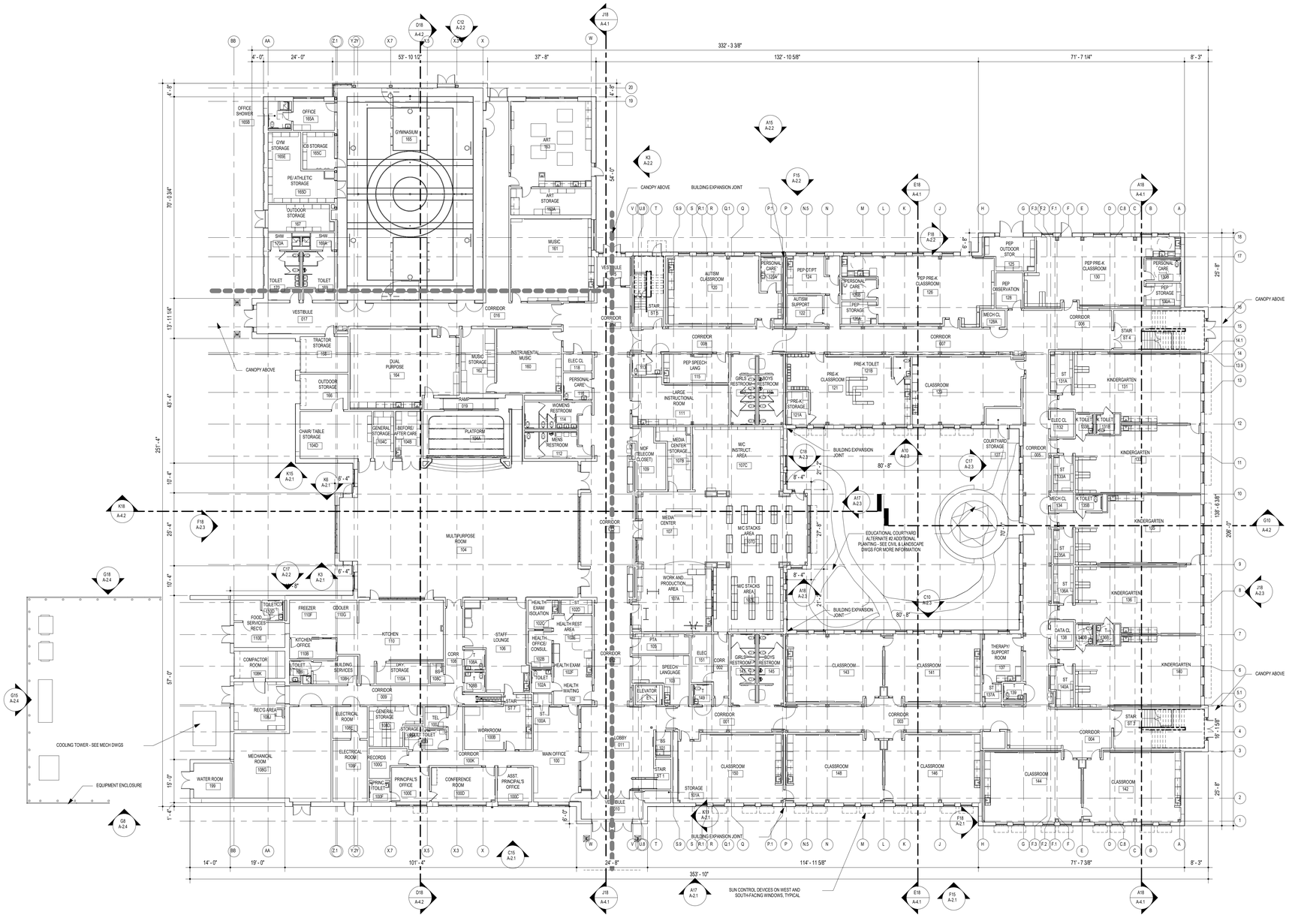
Bike Path @ Clarkmont Park.

Bike Path to Sidewalk @ Dunlin Street and Woodcock Way

Bike Path to Sidewalk @ Dunlin Street and Woodcock Way

© GRIMM AND PARKER ARCHITECTURE, INC.

Attachment C



A15 OVERALL FIRST FLOOR PLAN
1/16" = 1'-0"

Scale: 1 inch = 16 feet
0 8' 16' 32' 48' 64'

GENERAL NOTES

(NOTES APPLY TO ALL DRAWINGS)

GENERAL NOTE APPLICABLE TO ALL DRAWINGS - ITEMS AND CONDITIONS DETAILED, NOTED OR OTHERWISE IDENTIFIED ON ONE OF THE SECTIONS OR DETAILS ARE APPLICABLE AND BINDING TO ALL OTHER SECTIONS AND DETAILS FOR IDENTICAL OR SIMILAR CONDITIONS.

1. ALL CONSTRUCTION AND WORK REPRESENTED IN THE COMPLETE SET OF DOCUMENTS IS ASSUMED TO BE NEW AND FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
2. IF A CONFLICT EXISTS WITHIN OR BETWEEN DRAWINGS AND SPECIFICATIONS, THE MORE STRINGENT AND MORE COSTLY REQUIREMENT TO APPLY. ITEMS SHOWN ON THE DRAWINGS, BUT NOT SPECIFIED, TO APPLY AND BE PROVIDED BY THE CONTRACTOR. IF AN ITEM IS SHOWN ON THE DRAWINGS, BUT IS NOT INCLUDED IN THE SPECIFICATIONS, PROVIDE ITEM OF A QUALITY LEVEL CONSISTENT WITH THE GENERAL QUALITY LEVEL OF THE CONTRACT REQUIREMENTS. REPORT CONFLICTS BETWEEN THE DRAWINGS AND SPECIFICATIONS TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. IF A CONFLICT EXISTS BETWEEN DRAWINGS OF DIFFERENT SCALES, CONSULT THE ARCHITECT FOR CLARIFICATION.
4. IN THE ABSENCE OF A WRITTEN DIMENSION, OR IN CASE OF DOUBT AS TO THE PROPER MEASUREMENT, CONSULT THE ARCHITECT FOR CLARIFICATION.
5. IF AN AREA OR SPACE IS SHOWN, BUT IS NOT CLEARLY DEFINED OR INDICATED BY NOTES, PROVIDE THE SAME MATERIALS AND FINISHES AS SCHEDULED OR DETAILED FOR AREAS OF SIMILAR USE ELSEWHERE IN THE BUILDING.
6. SECTIONS INDICATED ARE INTENDED TO SHOW THE SPECIFIC CONSTRUCTION WHERE REFERENCED AS WELL AS ESTABLISH THE GENERAL CONSTRUCTION DETAILS FOR SECTIONS THROUGHOUT THE PROJECT WHICH DO NOT HAVE SPECIFIC SECTIONS DRAWN. THE MOST SIMILAR SECTIONS TO BE ADAPTED TO ANY SECTIONS NOT DETAILED. ANY SPECIFIC QUESTIONS CONCERNING CONSTRUCTION NOT ADEQUATELY COVERED BY THE ABOVE SHOULD BE DIRECTED TO THE ARCHITECT DURING THE BIDDING.
7. TYPICAL DETAILS THROUGHOUT THE DRAWING SET TO APPLY FOR ALL APPLICABLE CONDITIONS EVEN IF NOT SPECIFICALLY SHOWN OR REFERENCED.
8. SEE STRUCTURAL DRAWINGS FOR ACTUAL STRUCTURAL STEEL AND BEARING ELEVATIONS.
9. REFER TO ARCHITECTURAL SITE PLAN FOR THE LAYOUT OF CONCRETE WALKS, MOW STRIPS, PAVING PATTERNS, ETC. IN THE BUILDING VICINITY. REFER TO CIVIL DRAWINGS FOR THE CONTINUATION OF THIS WORK.
10. AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, COLUMN ENCLOSURES, PIPE CHASES OR OTHER WALL PROJECTIONS, PROVIDE MASONRY UNITS WITH BULLNOSED (ROUNDED) EDGES WITH 1" RADIUS, UNLESS OTHERWISE NOTED OR WHERE SCHEDULED TO RECEIVE CERAMIC TILE. WHERE MASONRY CORNERS ALIGN WITH BULKHEADS, TRANSITION FROM BULLNOSE CORNER UNITS TO SQUARE CORNER UNITS.
11. UNLESS SPECIFICALLY NOTED OTHERWISE, ENCLOSE ALL VERTICAL MECHANICAL PIPES, RAIN LEADERS, ETC. WITH 4" CMU OR GYPSUM BOARD TO MATCH SURROUNDING FINISHES.
12. REFER TO PLANS AND ELEVATIONS FOR LOCATIONS OF CONTROL JOINTS (C.J.) AND EXPANSION JOINTS (E.J.) IN EXTERIOR MASONRY WALLS. IF A CONFLICT EXISTS BETWEEN JOINT LOCATIONS SHOWN ON THE ELEVATIONS AND PLANS, CONSULT THE ARCHITECT FOR CLARIFICATION PRIOR TO CONSTRUCTION. REFER TO FLOOR PLANS FOR LOCATIONS OF CONTROL JOINTS (C.J.) IN INTERIOR MASONRY WALLS.
13. ALL EXTERIOR CAVITY WALLS TO HAVE CONTINUOUS FLEXIBLE FLASHING AT THE BOTTOM OF THE CAVITY WITH WEEP VENTS TO THE OUTSIDE. ALL FLASHING BUILT INTO WALLS TO BE LAPPED AND SEALED. REFER TO FLASHING DETAILS INDICATED.
14. REFER TO BUILDING ELEVATIONS AND ELEVATION DETAILS FOR MASONRY PATTERNS.
15. INCLUDE PROJECTIONS, BEAM ENCLOSURES, RECESSES, BULKHEADS, PILASTERS AND SIMILAR ENCLOSURES AS PART OF WALL AND CEILING FINISHES AS SCHEDULED.
16. ALL APPURTENANCES BUILT INTO OR THROUGH WALLS, INCLUDING DOORS, DUCTS, WINDOWS, LOUVERS, GRILLES, MECHANICAL WORK, ETC. TO FIT TIGHT AND BE THOROUGHLY SEALED AROUND PERIMETERS. WORK AT EXTERIOR WALLS TO BE FLASHED OR OTHERWISE WATERPROOF SEALED.
17. FIELD CHECK ROUGH AND/OR FINISHED DIMENSIONS FOR ACCURATE FITTING OF CABINETS, COUNTERS, LOCKERS, DOORS, WINDOWS, FIXTURES, SHELVING, GATES AND OTHER INSTALLATIONS PRIOR TO SHOP OR FACTORY FABRICATION. PROVIDE FILLER STRIPS, SCRIBE STRIPS, BASES, CLOSURE FINISHES AND TRIM FOR A COMPLETE INSTALLATION.
18. PROVIDE APPROPRIATE TRANSITION STRIPS AT CHANGES IN FLOOR ELEVATIONS.
19. EACH CONTRACTOR MUST REFER TO ALL DRAWINGS AND BE RESPONSIBLE FOR WORK PERTAINING TO THEIR PARTICULAR TRADE. ALL CONTRACTORS MUST COORDINATE THE WORK OF ALL TRADES AND FIELD CHECK AGAINST ANY CONFLICTS BETWEEN DRAWINGS. REPORT CONFLICTS TO THE ARCHITECT FOR CLARIFICATION.
20. ACCESS PANELS, LOUVER OPENINGS, VENTLATORS, GRILLES, VALUE CABINETS, FIRE DAMPERS OR OTHER APPURTENANCES AFFECTING WALLS, CEILINGS OR FLOORS ARE SHOWN THROUGHOUT THE DRAWINGS. PROVIDE NECESSARY LINTELS, SUPPORT AND ANCHORAGE. SEE STRUCTURAL NOTES FOR LINTEL REQUIREMENTS.
21. REFER TO MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS FOR LOCATIONS OF CONCRETE PADS TO BE PROVIDED BELOW OR AROUND EQUIPMENT.
22. INSTALL ELECTRIC SWITCHES, OUTLETS, THERMOSTATS, CONTROLS, CLOCKS, SPEAKERS, FLAGPOLE HOLDERS AND OTHER WALL-MOUNTED ACCESSORIES IN LOCATIONS WHICH ARE UNOBSTRUCTED BY CABINETS, COUNTERS, RACKS, DISPLAY BOARDS, FIXTURES, SHELVING OR OTHER FURNISHINGS OR EQUIPMENT DESIGNATED FOR SPACES SHOWN ON DRAWINGS. THESE DEVICES MAY BE SHOWN ON THE ARCHITECTURAL DRAWINGS TO ALERT OTHER SUB-CONTRACTORS OF THEIR PRESENCE. COORDINATE INSTALLATION WITH THE ELECTRICAL DRAWINGS. ADVISE THE ARCHITECT OF CONFLICTS IN LOCATION OR TYPES OF DEVICES SHOWN PRIOR TO INSTALLATION. DO NOT INSTALL WALL-MOUNTED ITEMS ON, THROUGH OR INTO ANY EQUIPMENT UNLESS INDICATED.
23. MOUNT ELECTRIC SWITCHES, THERMOSTATS AND OTHER ELECTRONIC CONTROLS LOCATED IN THE SAME VICINITY AT THE SAME HEIGHT ABOVE FINISHED FLOOR IN A UNIFORM, ORDERLY FASHION UNLESS NOTED OTHERWISE.
24. FOR THE PURPOSES OF BIDDING (UNLESS OTHERWISE NOTED), ALL SYMBOLS (LABELED / TAGGED OR UNLABELED/UNTAGGED) WHICH ARE LOCATED ON THE FURNISHINGS/EQUIPMENT PLANS TO BE CONSIDERED AS IN CONTRACT WORK TO BE PROVIDED BY THE CONTRACTOR. ALL SYMBOLS LOCATED ON THE PLANS DENOTE EITHER FURNITURE, EQUIPMENT, CASEWORK OR MILLWORK. WHERE A SYMBOL IS LOCATED ON THE PLANS BUT IS NOT LABELED OR TAGGED TO A SCHEDULE, THE CONTRACTOR MUST SEEK CLARIFICATION FROM THE OWNER OR ARCHITECT BEFORE PROCEEDING. FOR PURPOSES OF BIDDING ONLY, IF CLARIFICATION CANNOT BE OBTAINED FROM THE OWNER OR ARCHITECT THROUGH ADDENDUM PRIOR TO THE BID DATE, THE CONTRACTOR MUST NEVERTHELESS INCLUDE THE ITEM IN QUESTION IN THEIR BID, CONSIDERING IT THE SAME AS THE TAGGED SYMBOL MOST NEARLY RESEMBLING THE UNTAGGED SYMBOL BASED ON ITS SHAPE, SIZE, LINEWEIGHT(S), LOCATION, AND SCHEDULED USAGE IN SPACES OF SIMILAR FUNCTION. THE CONTRACTOR MUST OBTAIN CLARIFICATION FROM THE ARCHITECT PRIOR TO PROCEEDING WITH SHOP DRAWINGS.

ALTERNATES

Alternate No. 1: Sun Control Devices
Base Bid: Provide sunshade devices in accordance with bid documents and specifications
Alternate: Provide credit to delete sunshades.

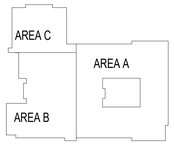
Alternate No. 2: Courtyard Paving and Planting
Base Bid: Courtyard layout to include drainage, grass, concrete pad at doors, a connecting concrete path between doors, a low bermed hill planted with decorative groundcover, and a curved segmental retaining wall with 18" tall cap for student seating in the berm.
Alternate: In addition to the base bid layout, includes plantings and soil media, and logs for butterfly garden, rain garden, creepy crawly zone. Also includes two 50-gallon plastic cantbarrel kits with optional rainleader diverter, filter, stand, and mosquito dunks.

Alternate No. 3: Site sign
Base Bid: Changeable copy sign as specified and indicated on drawings
Alternate: LED sign as specified and indicated on drawings

Alternate No. 4: Electrical Feeders
Base Bid: Aluminum feeders as described on drawings and specifications
Alternate: Provide copper feeders in lieu of aluminum as described on drawings and specifications

Alternate No. 5: Tunable Lighting
Base Bid: Provide static white LED lighting fixtures and lighting controls in classrooms as described on drawings and specifications.
Alternate: Provide tunable white LED lighting fixtures and compatible lighting controls in classrooms as described on drawings and specifications.

KEY PLAN



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GP #21928

OVERALL FLOOR PLAN - FIRST FLOOR

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-0.3

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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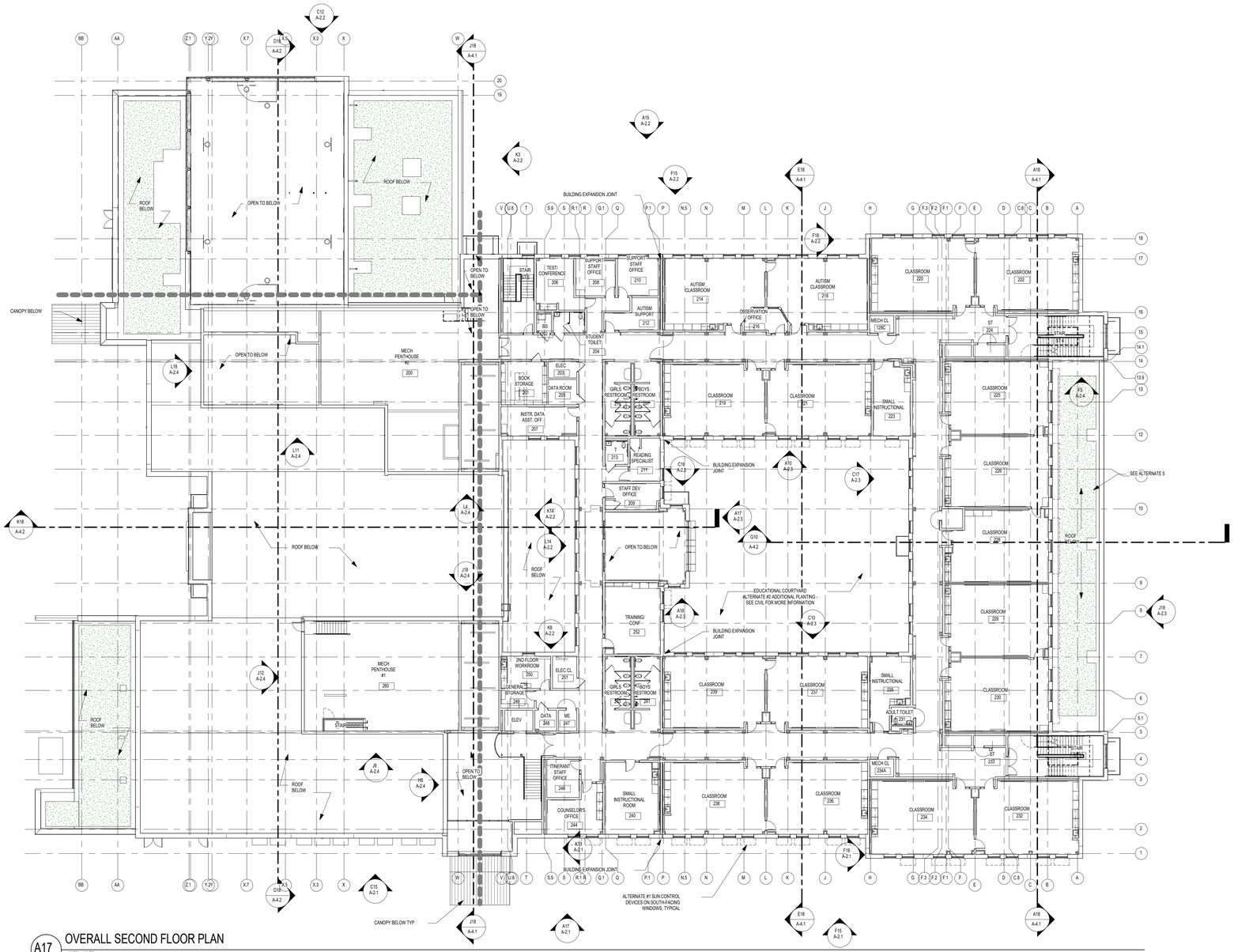

A17 OVERALL SECOND FLOOR PLAN
1/16" = 1'-0"

Scale: 1 inch = 16 feet
0 8' 16' 32' 48' 64'

GENERAL NOTES

(NOTES APPLY TO ALL DRAWINGS)

GENERAL NOTE APPLICABLE TO ALL DRAWINGS - ITEMS AND CONDITIONS DETAILED, NOTED OR OTHERWISE IDENTIFIED ON ONE OF THE SECTIONS OR DETAILS ARE APPLICABLE AND BINDING TO ALL OTHER SECTIONS AND DETAILS FOR IDENTICAL OR SIMILAR CONDITIONS.

1. ALL CONSTRUCTION AND WORK REPRESENTED IN THE COMPLETE SET OF DOCUMENTS IS ASSUMED TO BE NEW AND FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
2. IF A CONFLICT EXISTS WITHIN OR BETWEEN DRAWINGS AND SPECIFICATIONS, THE MORE STRINGENT AND MORE COSTLY REQUIREMENT TO APPLY. ITEMS SHOWN ON THE DRAWINGS, BUT NOT SPECIFIED, TO APPLY AND BE PROVIDED BY THE CONTRACTOR. IF AN ITEM IS SHOWN ON THE DRAWINGS, BUT IS NOT INCLUDED IN THE SPECIFICATIONS, PROVIDE ITEM OF A QUALITY LEVEL CONSISTENT WITH THE GENERAL QUALITY LEVEL OF THE CONTRACT REQUIREMENTS. REPORT CONFLICTS BETWEEN THE DRAWINGS AND SPECIFICATIONS TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. IF A CONFLICT EXISTS BETWEEN DRAWINGS OF DIFFERENT SCALES, CONSULT THE ARCHITECT FOR CLARIFICATION.
4. IN THE ABSENCE OF A WRITTEN DIMENSION, OR IN CASE OF DOUBT AS TO THE PROPER MEASUREMENT, CONSULT THE ARCHITECT FOR CLARIFICATION.
5. IF AN AREA OR SPACE IS SHOWN, BUT IS NOT CLEARLY DEFINED OR INDICATED BY NOTES, PROVIDE THE SAME MATERIALS AND FINISHES AS SCHEDULED OR DETAILED FOR AREAS OF SIMILAR USE ELSEWHERE IN THE BUILDING.
6. SECTIONS INDICATED ARE INTENDED TO SHOW THE SPECIFIC CONSTRUCTION WHERE REFERENCED AS WELL AS ESTABLISH THE GENERAL CONSTRUCTION DETAILS FOR SECTIONS THROUGHOUT THE PROJECT WHICH DO NOT HAVE SPECIFIC SECTIONS DRAWN. THE MOST SIMILAR SECTIONS TO BE ADAPTED TO ANY SECTIONS NOT DETAILED. ANY SPECIFIC QUESTIONS CONCERNING CONSTRUCTION NOT ADEQUATELY COVERED BY THE ABOVE SHOULD BE DIRECTED TO THE ARCHITECT DURING THE BIDDING.
7. TYPICAL DETAILS THROUGHOUT THE DRAWING SET TO APPLY FOR ALL APPLICABLE CONDITIONS EVEN IF NOT SPECIFICALLY SHOWN OR REFERENCED.
8. SEE STRUCTURAL DRAWINGS FOR ACTUAL STRUCTURAL STEEL AND BEARING ELEVATIONS.
9. REFER TO ARCHITECTURAL SITE PLAN FOR THE LAYOUT OF CONCRETE WALKS, MOW STRIPS, PAVING PATTERNS, ETC. IN THE BUILDING VICINITY. REFER TO CIVIL DRAWINGS FOR THE CONTINUATION OF THIS WORK.
10. AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, COLUMN ENCLOSURES, PIPE CHASES OR OTHER WALL PROJECTIONS, PROVIDE MASONRY UNITS WITH BULLNOSED (ROUNDED) EDGES WITH 1" RADIUS, UNLESS OTHERWISE NOTED OR WHERE SCHEDULED TO RECEIVE CERAMIC TILE. WHERE MASONRY CORNERS ALIGN WITH BULKHEADS, TRANSITION FROM BULLNOSE CORNER UNITS TO SQUARE CORNER UNITS.
11. UNLESS SPECIFICALLY NOTED OTHERWISE, ENCLOSE ALL VERTICAL MECHANICAL PIPES, RAIN LEADERS, ETC. WITH 4" CMU OR GYPSUM BOARD TO MATCH SURROUNDING FINISHES.
12. REFER TO PLANS AND ELEVATIONS FOR LOCATIONS OF CONTROL JOINTS (C.J.) AND EXPANSION JOINTS (E.J.) IN EXTERIOR MASONRY WALLS. IF A CONFLICT EXISTS BETWEEN JOINT LOCATIONS SHOWN ON THE ELEVATIONS AND PLANS, CONSULT THE ARCHITECT FOR CLARIFICATION PRIOR TO CONSTRUCTION. REFER TO FLOOR PLANS FOR LOCATIONS OF CONTROL JOINTS (C.J.) IN INTERIOR MASONRY WALLS.
13. ALL EXTERIOR CAVITY WALLS TO HAVE CONTINUOUS FLEXIBLE FLASHING AT THE BOTTOM OF THE CAVITY WITH WEEP VENTS TO THE OUTSIDE. ALL FLASHING BUILT INTO WALLS TO BE LAPPED AND SEALED. REFER TO FLASHING DETAILS INDICATED.
14. REFER TO BUILDING ELEVATIONS AND ELEVATION DETAILS FOR MASONRY PATTERNS.
15. INCLUDE PROJECTIONS, BEAM ENCLOSURES, RECESSES, BULKHEADS, PILASTERS AND SIMILAR ENCLOSURES AS PART OF WALL AND CEILING FINISHES AS SCHEDULED.
16. ALL APPURTENANCES BUILT INTO OR THROUGH WALLS, INCLUDING DOORS, DUCTS, WINDOWS, LOUVERS, GRILLES, MECHANICAL WORK, ETC. TO FIT TIGHT AND BE THOROUGHLY SEALED AROUND PERIMETERS. WORK AT EXTERIOR WALLS TO BE FLASHED OR OTHERWISE WATERPROOF SEALED.
17. FIELD CHECK ROUGH AND/OR FINISHED DIMENSIONS FOR ACCURATE FITTING OF CABINETS, COUNTERS, LOCKERS, DOORS, WINDOWS, FIXTURES, SHELVING, GATES AND OTHER INSTALLATIONS PRIOR TO SHOP OR FACTORY FABRICATION. PROVIDE FILLER STRIPS, SCRIBE STRIPS, BASES, CLOSURE FINISHES AND TRIM FOR A COMPLETE INSTALLATION.
18. PROVIDE APPROPRIATE TRANSITION STRIPS AT CHANGES IN FLOOR ELEVATIONS.
19. EACH CONTRACTOR MUST REFER TO ALL DRAWINGS AND BE RESPONSIBLE FOR WORK PERTAINING TO THEIR PARTICULAR TRADE. ALL CONTRACTORS MUST COORDINATE THE WORK OF ALL TRADES AND FIELD CHECK AGAINST ANY CONFLICTS BETWEEN DRAWINGS. REPORT CONFLICTS TO THE ARCHITECT FOR CLARIFICATION.
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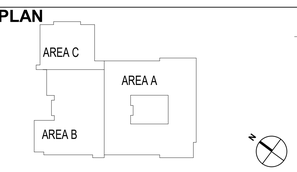
21. REFER TO MECHANICAL, PLUMBING AND ELECTRICAL DRAWINGS FOR LOCATIONS OF CONCRETE PADS TO BE PROVIDED BELOW OR AROUND EQUIPMENT.
22. INSTALL ELECTRIC SWITCHES, OUTLETS, THERMOSTATS, CONTROLS, CLOCKS, SPEAKERS, FLAGPOLE HOLDERS AND OTHER WALL-MOUNTED ACCESSORIES IN LOCATIONS WHICH ARE UNOBSTRUCTED BY CABINETS, COUNTERS, RACKS, DISPLAY BOARDS, FIXTURES, SHELVING OR OTHER FURNISHINGS OR EQUIPMENT DESIGNATED FOR SPACES SHOWN ON DRAWINGS. THESE DEVICES MAY BE SHOWN ON THE ARCHITECTURAL DRAWINGS TO ALERT OTHER SUB-CONTRACTORS OF THEIR PRESENCE. COORDINATE INSTALLATION WITH THE ELECTRICAL DRAWINGS. ADVISE THE ARCHITECT OF CONFLICTS IN LOCATION OR TYPES OF DEVICES SHOWN PRIOR TO INSTALLATION. DO NOT INSTALL WALL-MOUNTED ITEMS ON, THROUGH OR INTO ANY EQUIPMENT UNLESS INDICATED.
23. MOUNT ELECTRIC SWITCHES, THERMOSTATS AND OTHER ELECTRONIC CONTROLS LOCATED IN THE SAME VICINITY AT THE SAME HEIGHT ABOVE FINISHED FLOOR IN A UNIFORM, ORDERLY FASHION UNLESS NOTED OTHERWISE.
24. FOR THE PURPOSES OF BIDDING (UNLESS OTHERWISE NOTED), ALL SYMBOLS (LABELED / TAGGED OR UNLABELED/UNTAGGED) WHICH ARE LOCATED ON THE FURNISHINGS/EQUIPMENT PLANS TO BE CONSIDERED AS IN CONTRACT WORK TO BE PROVIDED BY THE CONTRACTOR. ALL SYMBOLS LOCATED ON THE PLANS DENOTE EITHER FURNITURE, EQUIPMENT, CASEWORK OR MILLWORK. WHERE A SYMBOL IS LOCATED ON THE PLANS BUT IS NOT LABELED OR TAGGED TO A SCHEDULE, THE CONTRACTOR MUST SEEK CLARIFICATION FROM THE OWNER OR ARCHITECT BEFORE PROCEEDING. FOR PURPOSES OF BIDDING ONLY, IF CLARIFICATION CANNOT BE OBTAINED FROM THE OWNER OR ARCHITECT THROUGH ADDENDUM PRIOR TO THE BID DATE, THE CONTRACTOR MUST NEVERTHELESS INCLUDE THE ITEM IN QUESTION IN THEIR BID, CONSIDERING IT THE SAME AS THE TAGGED SYMBOL MOST NEARLY RESEMBLING THE UNTAGGED SYMBOL BASED ON ITS SHAPE, SIZE, LINEWEIGHT(S), LOCATION, AND SCHEDULE/LOCATION IN SPACES OF SIMILAR FUNCTION. THE CONTRACTOR MUST OBTAIN CLARIFICATION FROM THE ARCHITECT PRIOR TO PROCEEDING WITH SHOP DRAWINGS.

KEY PLAN



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GP #21928

OVERALL FLOOR PLAN - SECOND FLOOR

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-0.4

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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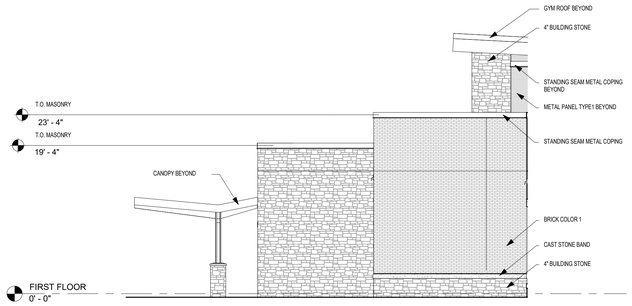
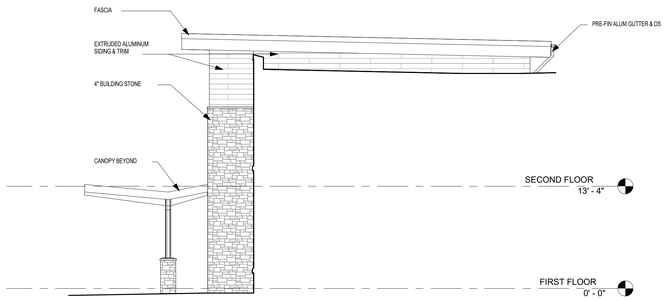
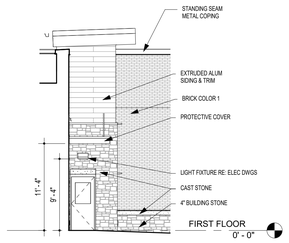


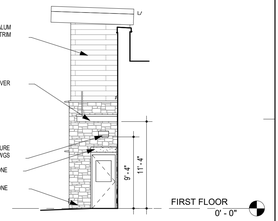
K15 PARTIAL SOUTH ELEVATION - AREA B
1/8" = 1'-0"



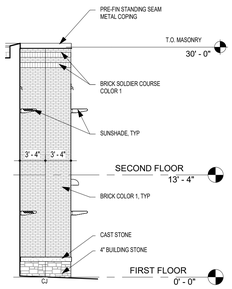
K11 PARTIAL EAST ELEVATION @ ENTRY
1/8" = 1'-0"



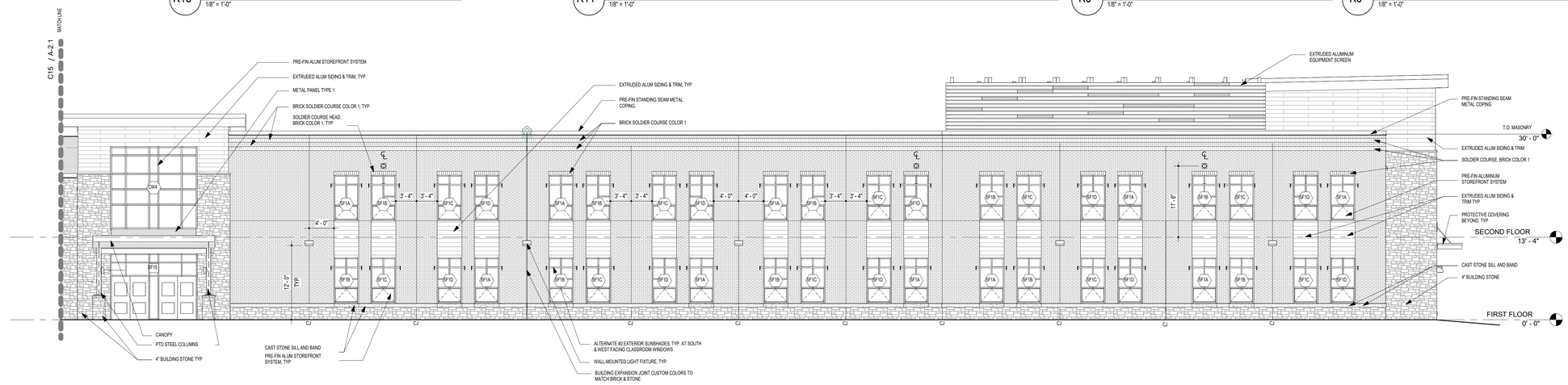
K6 PARTIAL N ELEV @ MULTIPURPOSE
1/8" = 1'-0"



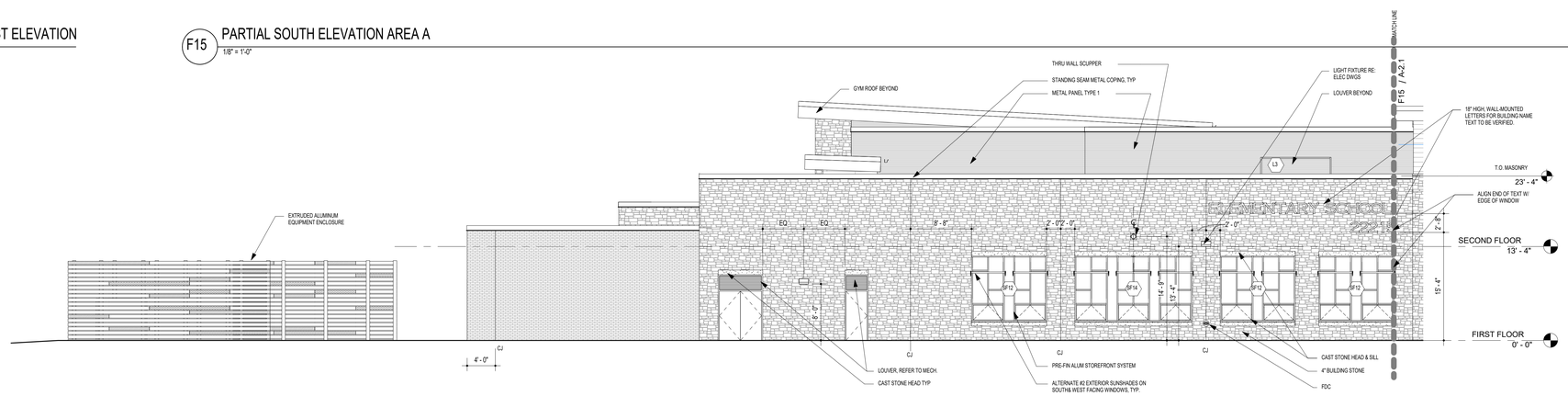
K3 PARTIAL S ELEV @ MULTIPURPOSE
1/8" = 1'-0"



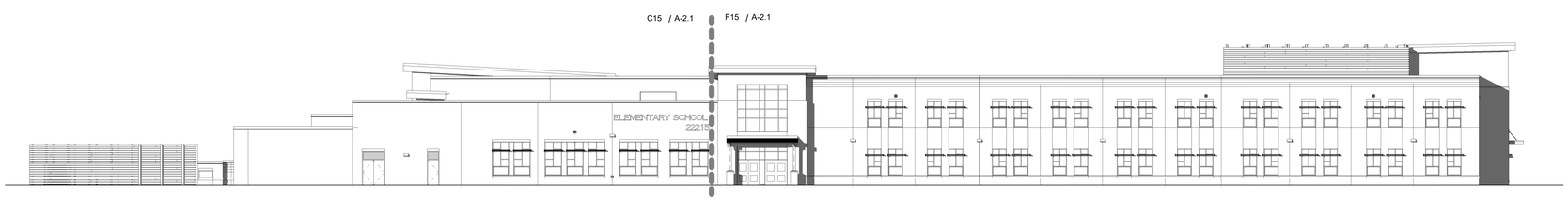
F18 PARTIAL WEST ELEVATION
1/8" = 1'-0"



F15 PARTIAL SOUTH ELEVATION AREA A
1/8" = 1'-0"



C15 PARTIAL SOUTH ELEVATION AREA B
1/8" = 1'-0"



A17 OVERALL SOUTH ELEVATION
1/16" = 1'-0"

Scale: 1 inch = 8 feet
0 4' 8' 16' 24' 32'

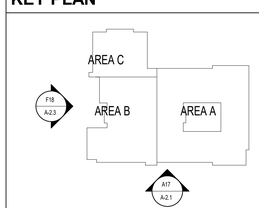
Scale: 1 inch = 16 feet
0 8' 16' 32' 48' 64'

ELEVATION NOTES

1. REFER TO STRUCTURAL DRAWINGS FOR FOOTING ELEVATIONS.
2. REFER TO LARGE SCALE ELEVATION DETAILS AND SPECS FOR MASONRY PATTERNS, BONDING, SPECIAL SHAPES AND MORTAR COLOR PATTERNS.
3. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS IN ACCORDANCE WITH THE SPECIFICATIONS. ALL EXTERIOR SEALANTS TO BE A CUSTOM COLOR SELECTED BY THE ARCHITECT. MORE THAN ONE SEALANT COLOR MAY BE SELECTED FOR USE ALONG THE HEIGHT OF THE SAME JOINT TO MATCH ADJOINING MASONRY OR MORTAR.
4. ALL EXTERIOR EXPOSED STEEL TO BE FIELD PAINTED WITH HIGH PERFORMANCE COATING UNLESS NOTED OTHERWISE. COLOR TO BE SELECTED BY THE ARCHITECT.
5. REFER TO SHEET FOR TYPICAL EXTERIOR CONTROL JOINT DETAILS AND NOTES.
6. REFER TO DRAWING FOR TYPICAL MASONRY DETAILS AND SPECIAL MASONRY SHAPES.
7. REFER TO TYPICAL ROOF FLASHING DETAILS ON SHEET FOR FLASHING REQUIREMENTS.

A403 A403

KEY PLAN



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GRIMM AND PARKER

GP #21928

ELEVATIONS

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-2.1

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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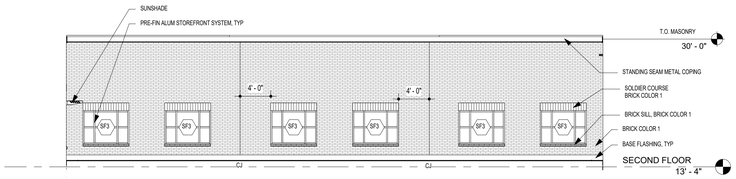
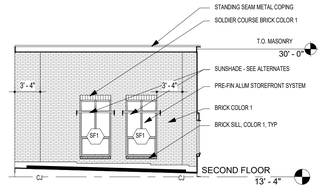
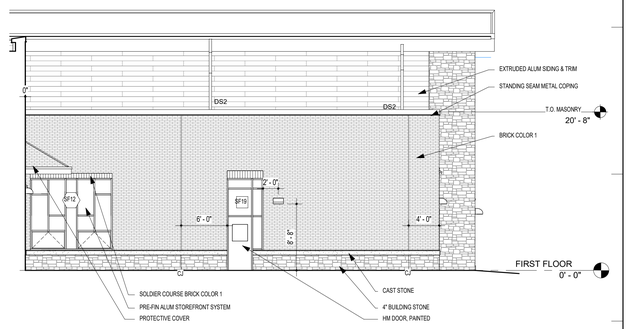


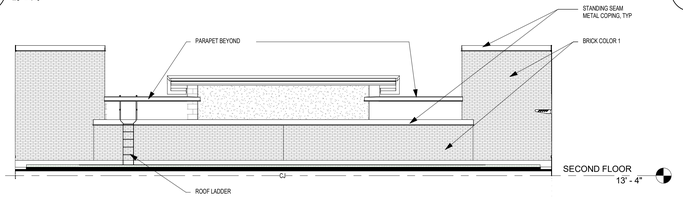
L14 WEST 2ND FLOOR COURTYARD ELEV
1/8" = 1'-0"



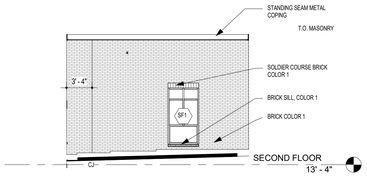
L8 SOUTH 2ND FLOOR COURTYARD ELEV
1/8" = 1'-0"



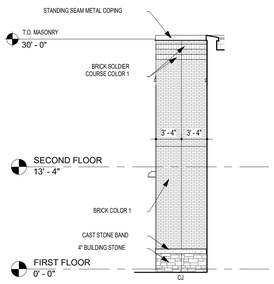
K3 PARTIAL EAST ELEVATION @ GYM
1/8" = 1'-0"



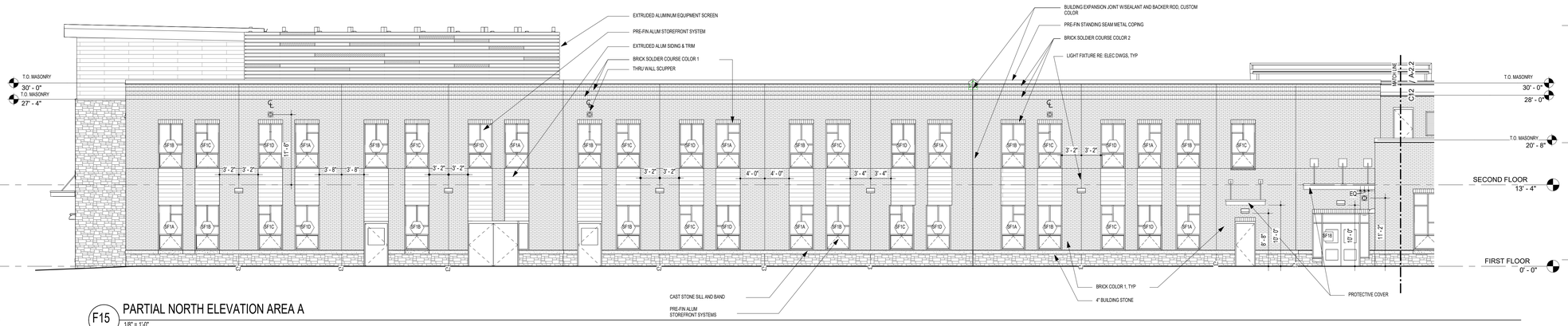
K14 EAST 2ND FLOOR COURTYARD ELEV
1/8" = 1'-0"



K8 NORTH 2ND FLOOR COURTYARD ELEV
1/8" = 1'-0"

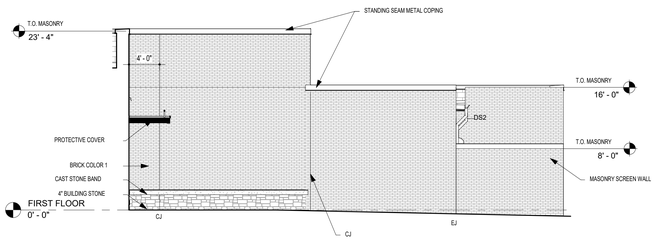


F18 PARTIAL WEST ELEVATION
1/8" = 1'-0"

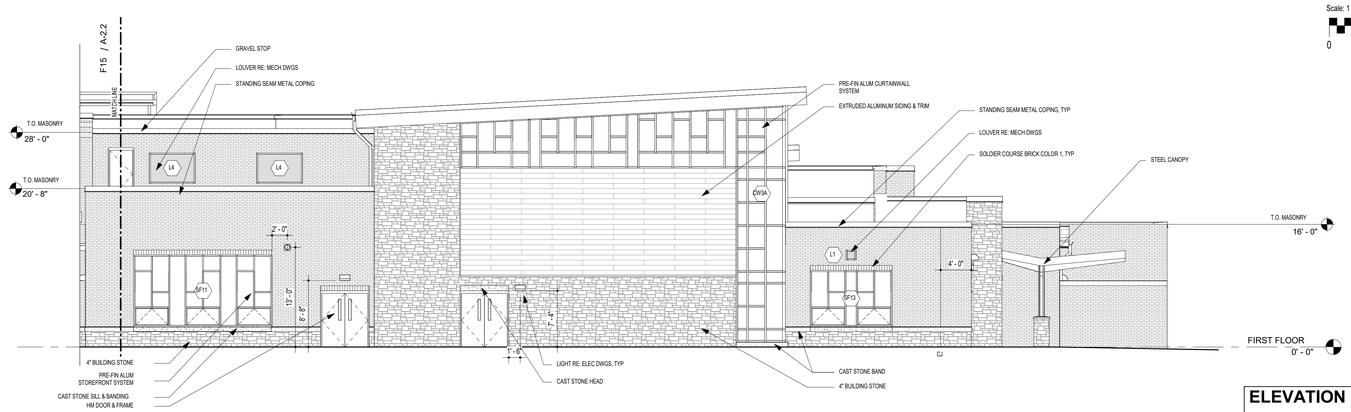


F15 PARTIAL NORTH ELEVATION AREA A
1/8" = 1'-0"

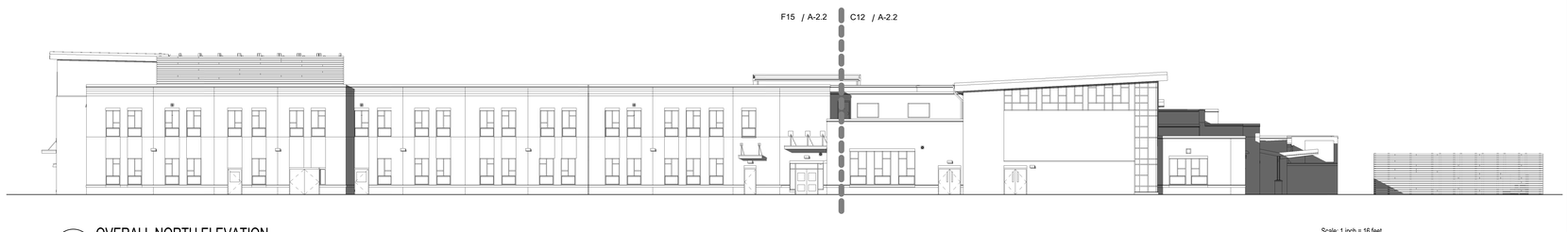
Scale: 1 inch = 8 feet
0 4' 8' 16' 24' 32'



C17 PARTIAL NORTH ELEVATION AREA B
1/8" = 1'-0"



C12 PARTIAL NORTH ELEVATION AREA B AND C
1/8" = 1'-0"



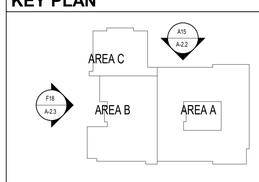
A15 OVERALL NORTH ELEVATION
1/16" = 1'-0"

Scale: 1 inch = 16 feet
0 8' 16' 32' 48' 64'

ELEVATION NOTES

1. REFER TO STRUCTURAL DRAWINGS FOR FOOTING ELEVATIONS.
2. REFER TO LARGE SCALE ELEVATION DETAILS AND SPECS FOR MASONRY PATTERNS, BONDING, SPECIAL SHAPES AND MORTAR COLOR PATTERNS.
3. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS IN ACCORDANCE WITH THE SPECIFICATIONS. ALL EXTERIOR SEALANTS TO BE A CUSTOM COLOR SELECTED BY THE ARCHITECT. MORE THAN ONE SEALANT COLOR MAY BE SELECTED FOR USE ALONG THE HEIGHT OF THE SAME JOINT TO MATCH ADJOINING MASONRY OR MORTAR.
4. ALL EXTERIOR EXPOSED STEEL TO BE FIELD PAINTED WITH HIGH PERFORMANCE COATING UNLESS NOTED OTHERWISE. COLOR TO BE SELECTED BY THE ARCHITECT.
5. REFER TO SHEET A40X FOR TYPICAL EXTERIOR CONTROL JOINT DETAILS AND NOTES.
6. REFER TO DRAWING A40X FOR TYPICAL MASONRY DETAILS AND SPECIAL MASONRY SHAPES.
7. REFER TO TYPICAL ROOF FLASHING DETAILS ON SHEET A40X FOR FLASHING REQUIREMENTS.

KEY PLAN



11720 Beltsville Drive
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ELEVATIONS

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-2.2

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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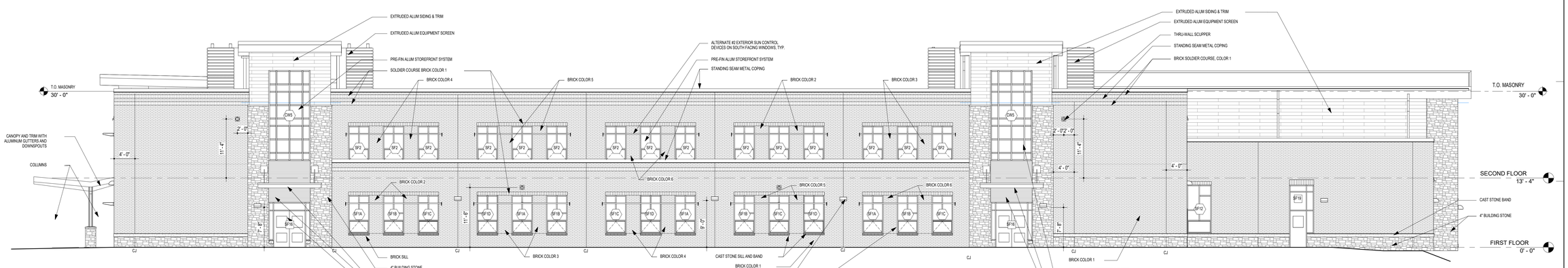
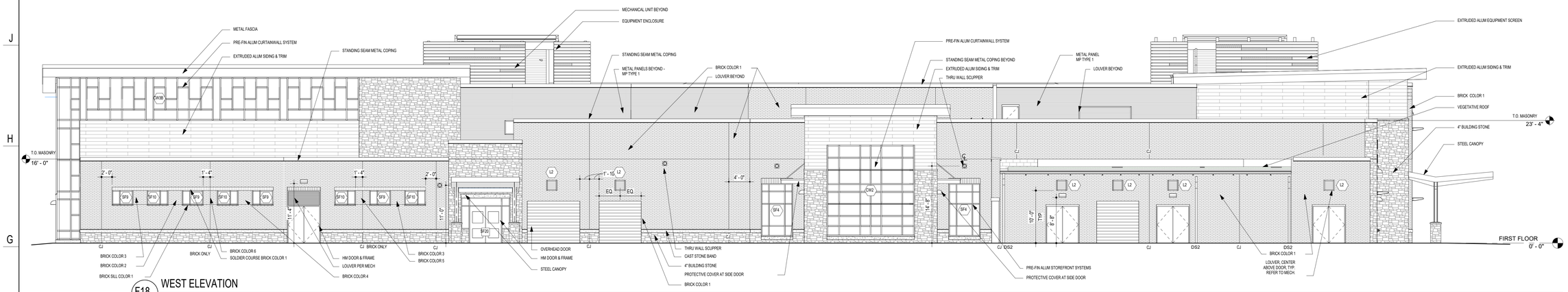
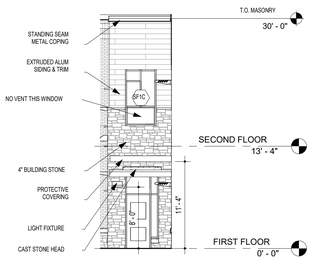


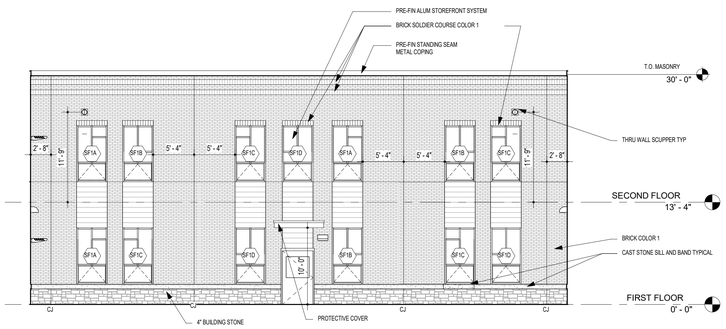
J18 EAST ELEVATION
1/8" = 1'-0"



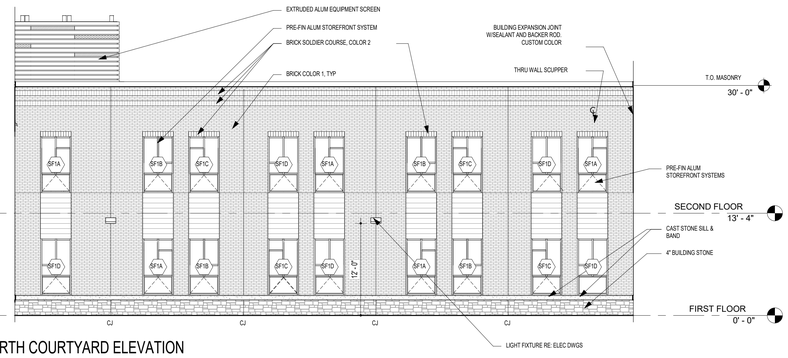
F18 WEST ELEVATION
1/8" = 1'-0"



C18 PART. N COURTYARD ELEV.
1/8" = 1'-0"

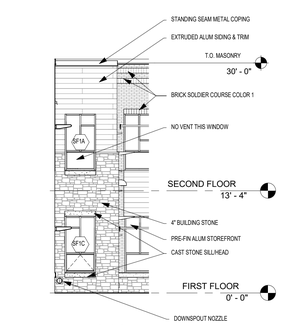


C17 WEST COURTYARD ELEVATION
1/8" = 1'-0"

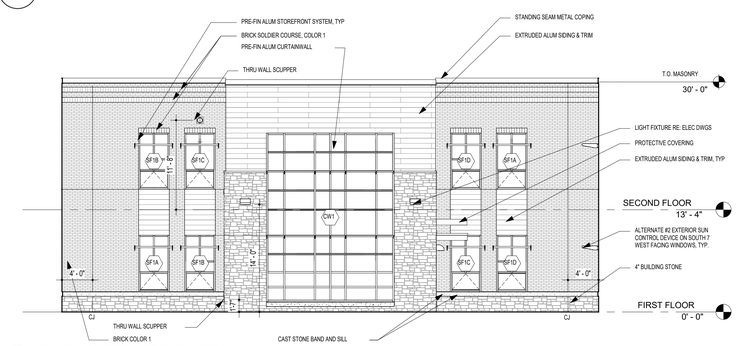


C10 NORTH COURTYARD ELEVATION
1/8" = 1'-0"

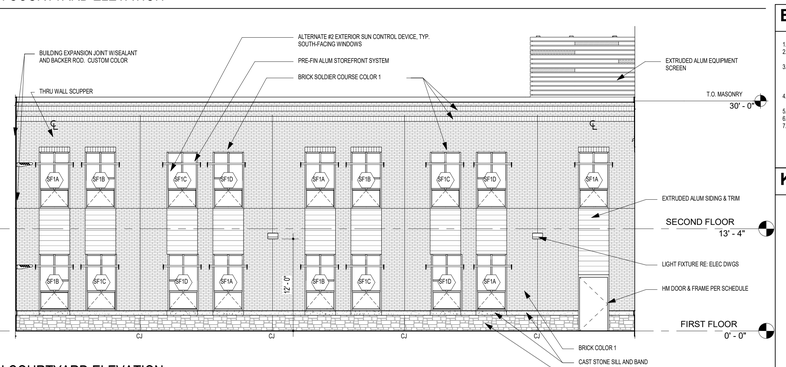
Scale: 1 inch = 8 feet
0 4' 8' 16' 24' 32'



A18 PART. S COURTYARD ELEV
1/8" = 1'-0"



A17 EAST COURTYARD ELEVATION
1/8" = 1'-0"



A10 SOUTH COURTYARD ELEVATION
1/8" = 1'-0"

ELEVATION NOTES

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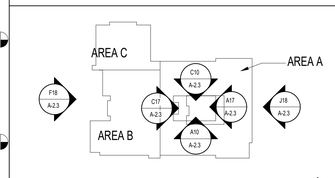
7. REFER TO TYPICAL ROOF FLASHING DETAILS ON SHEET FOR FLASHING REQUIREMENTS.

A40X

A40X

KEY PLAN



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ELEVATIONS

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-2.3

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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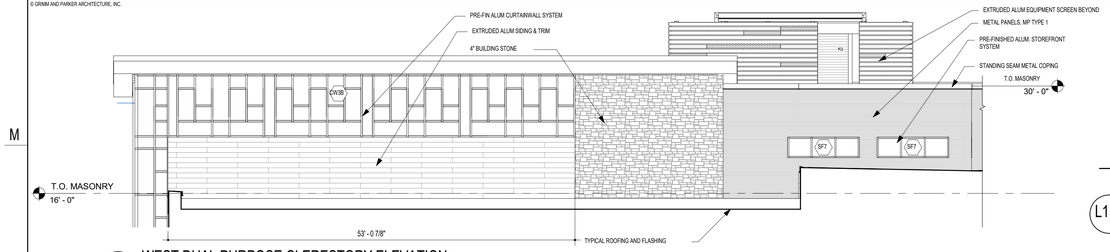
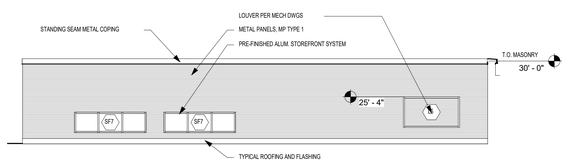
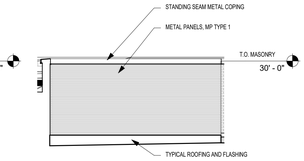


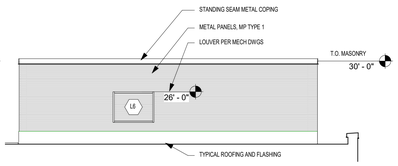
L18 WEST DUAL PURPOSE CLERESTORY ELEVATION
1/8" = 1'-0"



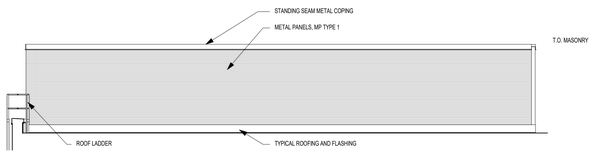
L11 SOUTH DUAL PURPOSE AND MUSIC CLERESTORY ELEVATION
1/8" = 1'-0"



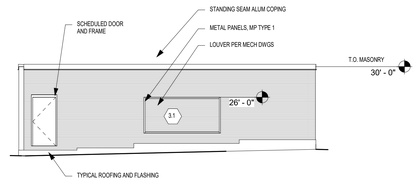
L6 W. MECH. PH. #2 ELEV.
1/8" = 1'-0"



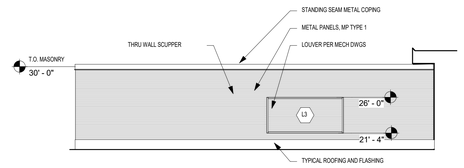
L4 SOUTH MECH. PENTHOUSE # 2 ELEVATION
1/8" = 1'-0"



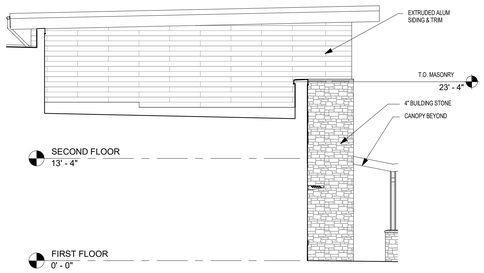
J18 NORTH MECH. PENTHOUSE # 1 ELEVATION
1/8" = 1'-0"



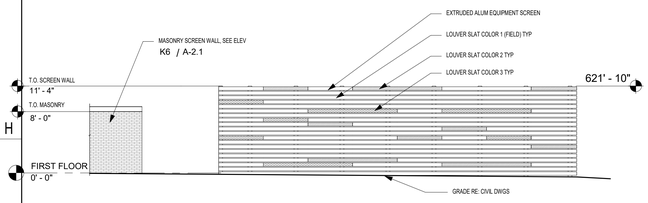
J12 WEST MECH. PENTHOUSE # 1 ELEVATION
1/8" = 1'-0"



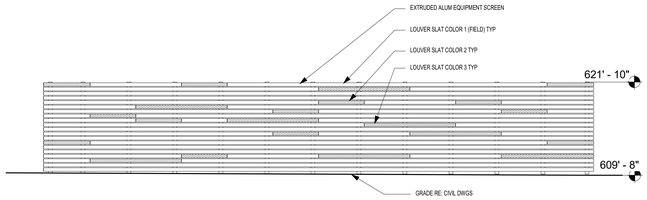
J8 SOUTH MECH. PENTHOUSE # 1 ELEVATION
1/8" = 1'-0"



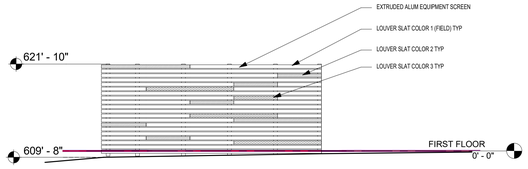
H5 WEST ENTRY VEST ROOF LEVEL ELEVATION
1/8" = 1'-0"



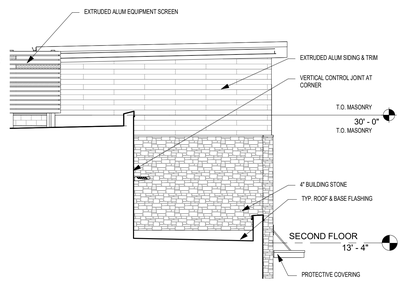
G18 MECH YARD SCREEN - NORTH ELEV
1/8" = 1'-0"



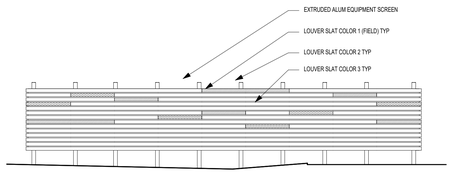
G15 MECH YARD SCREEN - WEST ELEV
1/8" = 1'-0"



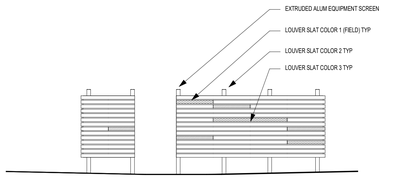
G8 MECH YARD SCREEN - SOUTH ELEV
1/8" = 1'-0"



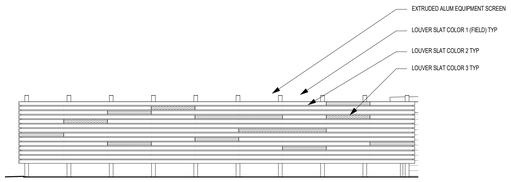
F5 SOUTH (NORTH O.H.) ABOVE KINDERGARTEN RF. ELEV.
1/8" = 1'-0"



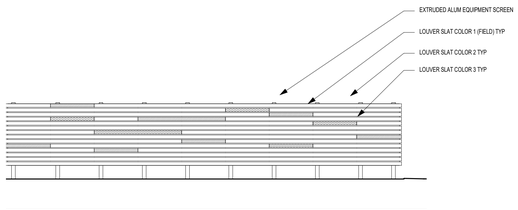
E18 ROOF EQUIP SCREEN - STR 3 NORTH ELEV
1/8" = 1'-0"



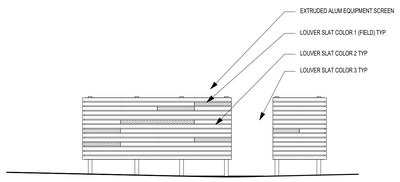
E15 ROOF EQUIP SCREEN - STR 3 WEST ELEV
1/8" = 1'-0"



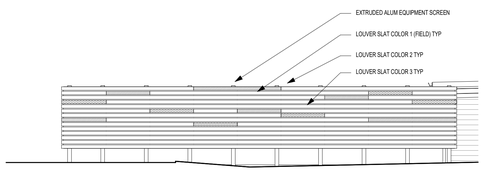
E11 ROOF EQUIP SCREEN - STR 3 SOUTH ELEV
1/8" = 1'-0"



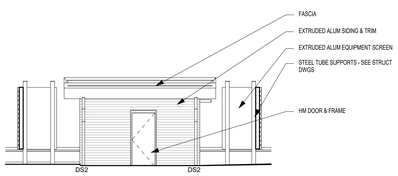
C18 ROOF EQUIP SCREEN - STR 4 NORTH ELEV
1/8" = 1'-0"



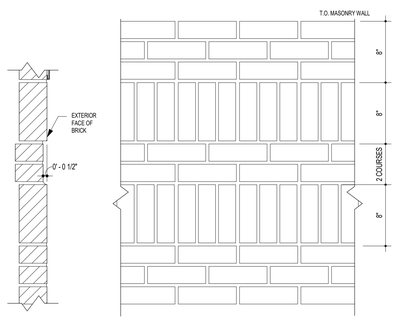
C15 ROOF EQUIP SCREEN - STR 4 WEST ELEV
1/8" = 1'-0"



C11 ROOF EQUIP SCREEN - STR 4 SOUTH ELEV
1/8" = 1'-0"



A18 STAIR 3 - WEST ELEV
1/8" = 1'-0"



A7 BRICK DETAILING
1 1/2" = 1'-0"

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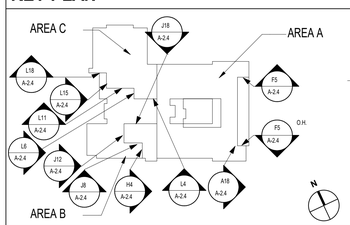
KEY PLAN



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ELEVATIONS

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-2.4

SEPTEMBER 14, 2020
MANDATORY REFERRAL
MR2021006

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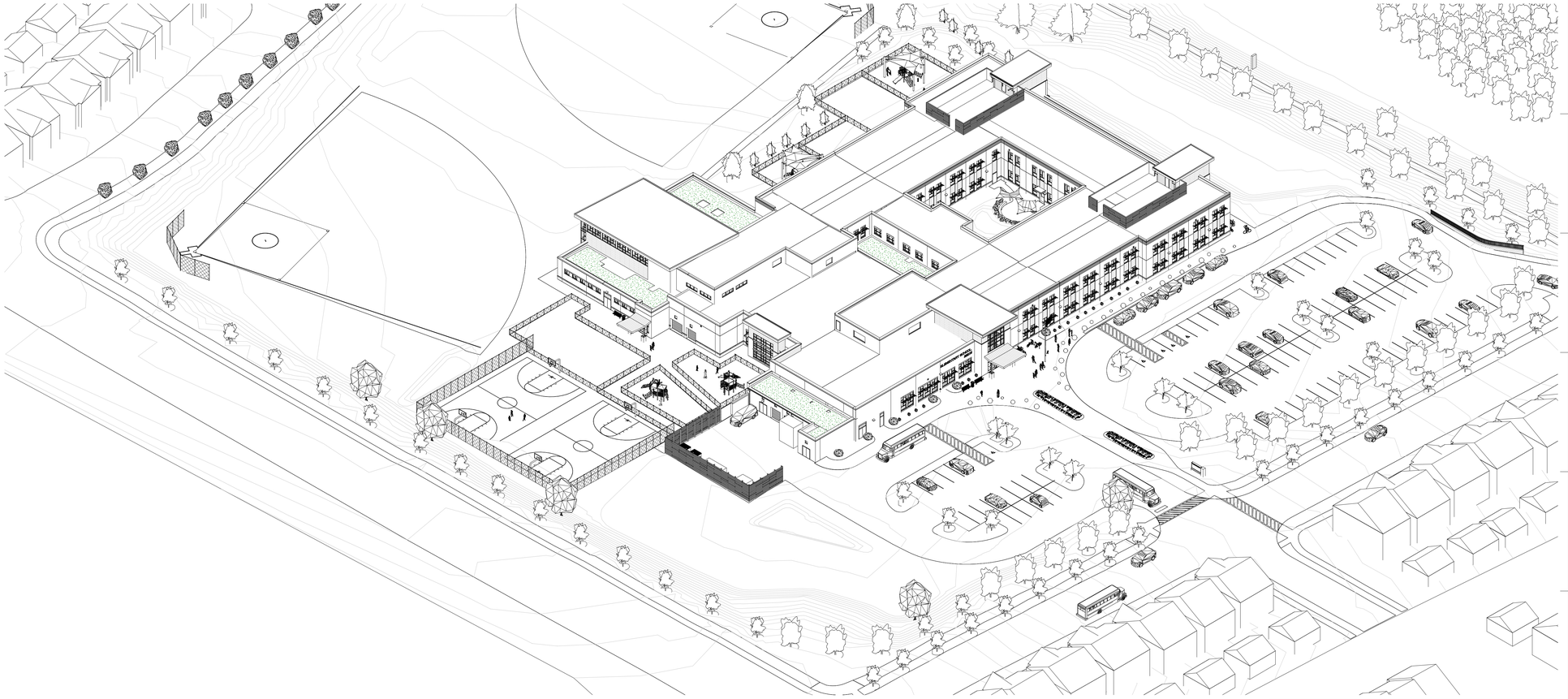
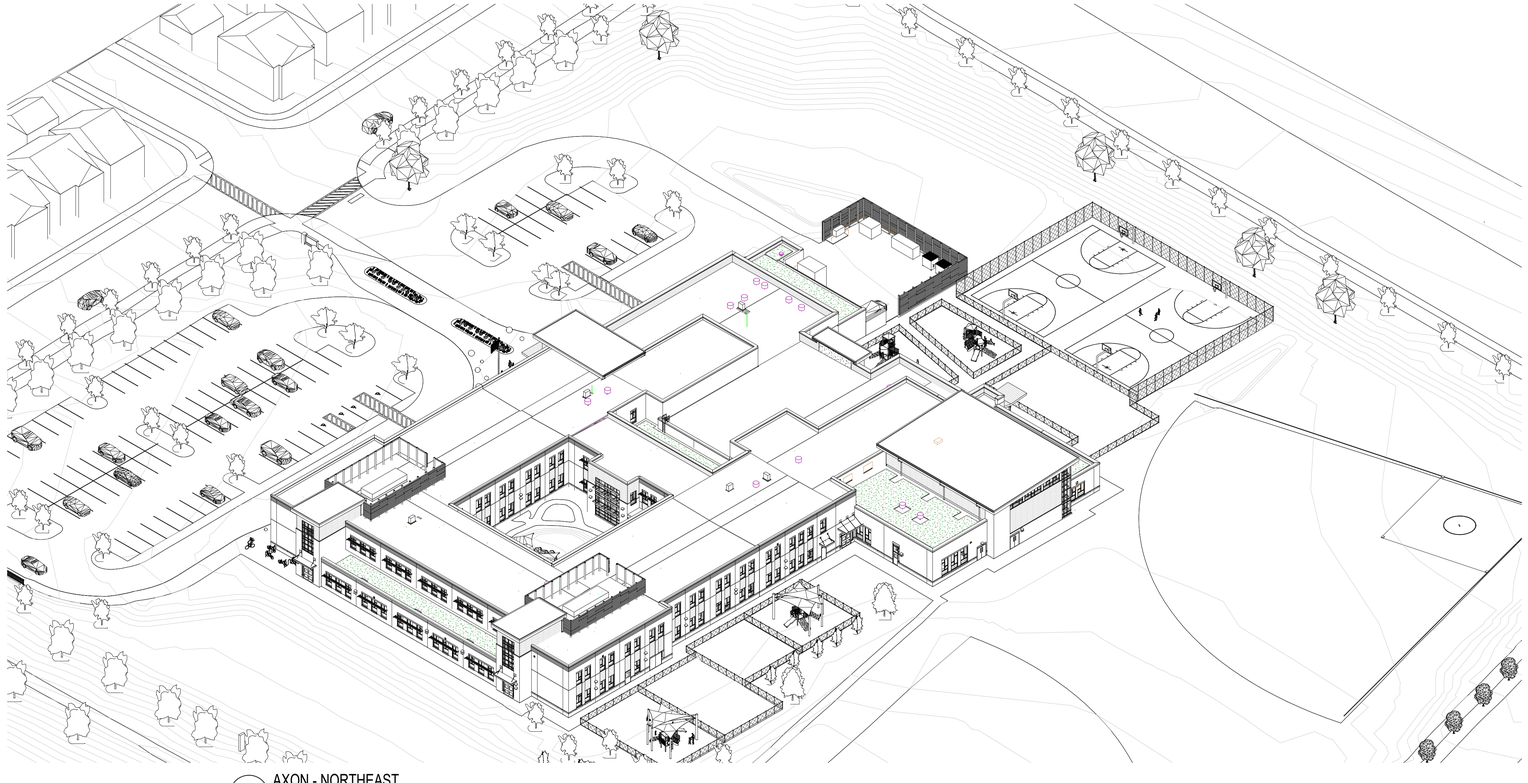


G11 AXON - SOUTHWEST

GENERAL VIEW NOTE

THESE AXONOMETRIC OR PERSPECTIVE VIEW IS TO AID IN THE GENERAL VISUALIZATION OF THE PROJECT. SOME ELEMENTS MAY BE MISSING FOR CLARITY. FOR CONSTRUCTION, REFER TO DETAILS, REFERENCE PLANS, AND SECTIONS.



A11 AXON - NORTHEAST

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BUILDING AXONS

CLARKSBURG CLUSTER ELEMENTARY SCHOOL #9 (NEW)
MONTGOMERY COUNTY, MD

DATE	DESCRIPTION

A-2.5

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