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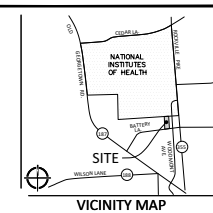
**4901
Battery
Lane**
LOTS 49 & 50
NORTHWEST PARK

7TH ELECTION DISTRICT
MONTGOMERY COUNTY,
MARYLAND
WSSC GRID: 210NW05
TAX MAP: HN23

PRELIMINARY PLAN



DRAWN BY: _____
DESIGNED BY: _____
DATE ISSUED: DEC. 2021
VIA PROJECT VM50527
DRAWING



CONTACT: CHRIS KASATT

DRAWN BY: _____
DESIGNED BY: _____
DATE ISSUED: DEC. 2021
VKA PROJECT **VM50527**
DRAWING NO. _____
SHEET NO. **SP-3**



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

MCPB No. 22-004
Sketch Plan No. 320220040
4901 Battery Lane
Date of Hearing: January 6, 2022

FEB 03 2022

RESOLUTION

WHEREAS, under Section 59-7.1.2 of the Montgomery County Zoning Ordinance, the Montgomery County Planning Board is authorized to review sketch plan applications; and

WHEREAS, on October 6, 2021, WC Smith Development (“Applicant”) filed an application for approval of a sketch plan for up to 420,528 square feet of residential density for a multifamily development with 15% MPDUs, including up to 281,865 square feet of BOZ density, on 2.12 acres of CR-1.5 C-0.5 R-1.5 H-120’ and Bethesda Overlay Zone (“BOZ”) zoned-land, located on Battery Lane approximately 450 feet west of Woodmont Avenue (“Subject Property”) in the Bethesda CBD Policy Area and 2017 *Bethesda Downtown Sector Plan* (“Sector Plan”) area; and

WHEREAS Applicant’s sketch plan application was designated Sketch Plan No. 320220040, 4901 Battery Lane (“Sketch Plan” or “Application”); and

WHEREAS, following review and analysis of the Application by Planning Board staff (“Staff”) and other governmental agencies, Staff issued a memorandum to the Planning Board, dated December 23, 2021, setting forth its analysis and recommendation for approval of the Application subject to certain binding elements and conditions (“Staff Report”); and

WHEREAS, on January 6, 2022, the Planning Board held a public hearing on the Application at which it heard testimony and received evidence submitted for the record on the Application; and

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Approved as to
Legal Sufficiency: /s/ Emily Vaias
M-NCPPC Legal Department

WHEREAS, on January 6, 2022 the Planning Board voted to approve the Application subject to conditions, on the motion of Commissioner Rubin, seconded by Commissioner Cichy, with a vote of 5-0; Chair Anderson and Commissioners Cichy, Patterson, Rubin and Verma voting in favor.

NOW, THEREFORE, BE IT RESOLVED that the Planning Board approves Sketch Plan No. 320220040, 4901 Battery Lane, for up to 420,528 square feet of residential density for a multifamily development with 15% MPDUs, including up to 281,865 square feet of BOZ density on the Subject Property, subject to the following binding elements and conditions:¹

A. Binding Elements. The following site development elements are binding under Section 59-7.3.3.F of the Montgomery County Zoning Ordinance:

1. Maximum density and height;
2. Approximate location of lots and public dedications;
3. General location and extent of public open space;
4. General location of vehicular access points; and
5. Public benefit schedule.

All other elements are illustrative.

B. Conditions. This approval is subject to the following conditions:

1. Density

The Sketch Plan is limited to a maximum of 420,528 total square feet of residential development, including 15% MPDUs, and up to 281,865 square feet of Bethesda Overlay Zone ("BOZ") Density. The maximum number of dwelling units will be determined at Site Plan.

2. Height

The development is limited to a maximum average building height of 120 feet, as measured from the building height measuring point to be illustrated on the Certified Site Plan.

3. Incentive Density

¹ For the purpose of these binding elements and conditions, the term "Applicant" shall also mean the developer, the owner or any successor(s) in interest to the terms of this approval.

The development must be constructed with the public benefits listed below unless modifications are made under Section 59.7.3.3.I and this Sketch Plan is amended. Total points must equal at least 100 and be chosen from at least four categories as required by Section 59.4.5.4.A.2. The requirements of Division 59.4.7 and the *CR Zone Incentive Density Implementation Guidelines* must be fulfilled for each public benefit. Final points will be established at Site Plan approval.

- a) Diversity of uses and activities, achieved by providing enhanced accessibility for the disabled;
- b) Connectivity and Mobility, achieved by providing fewer than the maximum parking spaces under the Zoning Ordinance and two through-block connections;
- c) Quality of Building and Site Design, achieved through architectural elevations, exceptional design, structured parking, and tower stepback; and
- d) Protection and Enhancement of the Natural Environment, achieved through the purchase of building lot terminations, cool roof, and energy conservation.

4. Park Impact Payment

The Park Impact Payment ("PIP") for the use of BOZ density must be paid to the M-NCPPC prior to the release of the first above-grade building permit for the associated Site Plan. The final amount will be determined at Site Plan.

5. Streetscape

- a) The Applicant must install the Bethesda Streetscape Standard along the entire Site Frontage, including the undergrounding of utilities, as modified to accommodate any bus stop required by MCDOT.
- b) The Applicant must provide a double row of trees along the Battery Lane Site frontage, as shown in the Sketch Plan, unless a PUE or bus stop is required by MCDOT.
- c) The Applicant must provide a 7-foot minimum wide sidewalk and a 7-foot minimum wide tree buffer along the Battery Lane Site frontage.

6. Through Block Connection

The Applicant will design and construct two of the master-planned pedestrian connections envisioned for the Battery Lane District: one along the east side of the Site and one along the north (rear) of the Site. The east side connection shall be a minimum of 8 feet in width and the northern connection shall be a minimum of 10 feet in width, with the paving material to be finalized at Site Plan. Both connections will be ADA accessible.

7. Green Cover

At the time of Site Plan, the Applicant must provide on-site a minimum 35% of the site area as green cover, as described in Section 2.4.1 of the *Bethesda Downtown Sector Plan* and any proposed tree canopy must utilize tree species and canopy sizes at 20-year maturity per the *M-NCPPC Approved Trees Technical Manual*.

8. Bethesda Downtown Plan Design Guidelines

At the time of Site Plan, the Applicant must demonstrate the following:

- a) Comments have been addressed from the Design Advisory Panel as specified in their September 22, 2021 meeting minutes; and
- b) Project conformance with the *Bethesda Downtown Plan Design Guidelines* in regard to street typology, parks and open space, site design, building form, creative placemaking, and any site-specific guidelines.

9. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated November 30, 2021, and hereby incorporates them as conditions of the Sketch Plan approval. The Applicant must comply with each of the recommendations as set forth in the letter, which may be amended by MCDOT provided that the amendments do not conflict with other conditions of the Sketch Plan approval.

10. Future Coordination for Preliminary and Site Plan

In addition to any other requirements for Preliminary Plans under Chapter 50 and Site Plans under Chapter 59, the following must be addressed when filing a Preliminary or Site Plan, as appropriate:

- a) Address the SITES & LEED recommendations of the Sector Plan, specifically related to energy efficiency and building design features;
- b) SWM concept approval which also addresses the recommendations of the Bethesda Downtown Sector Plan Water Quality Section (2.4.2.B);
- c) Address Bird-Safe Design per the *Bethesda Downtown Sector Plan Design Guidelines*;
- d) At the time of Preliminary Plan provide a noise analysis and/or request a waiver per Section 2.2.2 of the *1983 Noise Guidelines* for the residential use;
- e) At the time of Preliminary Plan, the Applicant will be required to dedicate an additional 10 feet of right-of-way from the centerline of Battery Lane to comply with the master-planned ROW total width of 70 feet;
- f) The Applicant will include a detailed cross section for the total width of Battery Lane along the Site frontage at the time of Preliminary Plan;
- g) Submit truck-turning templates with the Site Plan.
- h) At the time of Site Plan, refine the streetscape improvements along the Site frontage on Battery Lane, in compliance with the *2017 Bethesda Downtown Streetscape Design Guidelines*; and
- i) Draft a Level 3 Results Transportation Demand Management Plan, per Section 42-A-25(b)(3) of County Code.

BE IT FURTHER RESOLVED that having given full consideration to the recommendations of its Staff as presented at the hearing and set forth in the Staff Report, which the Planning Board hereby adopts and incorporates by reference (except as modified herein), and upon consideration of the entire record and all applicable elements of the Zoning Ordinance, the Board finds that as conditioned the necessary elements of the Sketch Plan are appropriate in concept and appropriate for further review at site plan and that:

1. Meet the objectives, general requirements, and standards of this Chapter;

The Sketch Plan meets the development standards of Section 59.4.5.4, as shown in the following Data Table:

Table 1 – 4901 Battery Lane Sketch Plan Data Table

Section 59.4	Development Standard	Permitted/ Required	Proposed
	Tract Area	n/a	92,442 sf (2.12 acres)
	Prior Dedication	n/a	5,316 sf (0.122 acres)
	Proposed Dedication	n/a	2,136 sf (0.049)
	Site Area	n/a	84,990 sf (1.95 acres)
	Mapped Density CR-1.5 C-0.5 R-1.5 H-120 Residential (GFA/FAR)	138,663 sf (1.5)	138,663 sf (1.5)
	Commercial (GFA/FAR)	46,221 sf (0.5)	0
	Total Mapped Density (GFA/FAR)	138,663 sf (1.5)	138,663 sf(1.5)
	BOZ Density	n/a	281,865 sf
	Total GFA/FAR		420,528 sf (4.55)
	MPDU requirement	15%	15%
	Building Height, max average	120 ft	120 ft
	Public Open Space (min s.f.)	0	0

a) Implement the recommendations of applicable master plans

Bethesda Downtown Sector Plan

The Project substantially conforms to the recommendations for the Property included in the 2017 *Bethesda Downtown Sector Plan*. Specifically, this Sector Plan builds on the past successes of Downtown Bethesda to create a truly sustainable downtown by focusing on components that will bolster the elements most in need of enhancement. The recommendations increase:

1. **Parks and open spaces**, including new civic greens at Veteran's Park, Bethesda Farm Women's Cooperative Market, Capital Crescent Trail and new urban parks, pathways and gateways.
2. **Affordable housing**, including the preservation of existing market-rate affordable housing, providing a mix of housing options and the provision of Moderately Priced Dwelling Units in exchange for development incentives.
3. **Environmental innovation**, including more energy-efficient buildings, better stormwater management, improved sidewalks and bicycle routes, and other measures to enhance community health and quality of life.

4. **Economic competitiveness**, based on new development, public amenities and proximity to public transit to attract businesses and visitors from throughout the region, and foster entrepreneurship and innovation.

The Property is located within the Battery Lane District and is designated as site 6 on page 129 of the Sector Plan which recommends rezoning the Site to CR to promote enhanced redevelopment opportunities to foster a quality mix of housing options. This Battery Lane District consists of a range of housing types including garden style apartments along Battery Lane as well as single unit homes and low- to high-rise buildings. Within this district are over 1,000 units in 16 building complexes that provide one of the major sources of market-rate affordable housing in Bethesda. These buildings were mostly built in the 1950s and 1960s and lack amenities found in newer residential development. Battery Lane Park and the North Bethesda Trail are located in the center of the District and are heavily utilized, however wider buffered sidewalks and connections through long blocks are needed to make this neighborhood a truly walkable area. Specifically, the Project addresses the following applicable goals as outlined in the Sector Plan:

- *Preserve existing market-rate affordable housing.*

The current garden style apartments on the Property have no regulated affordable housing units. The Project will provide 15% of the total proposed 399 units as MPDUs, which would result in 60 affordable units.

- *Promote enhanced redevelopment opportunities to foster a quality mix of housing options.*

The Proposal will provide a variety of unit types ranging from studios to 2 bedroom with den units. Additionally, the Applicant proposes to provide 9 Type A enhanced accessible units.

- *Improve pedestrian and bike connectivity through the district and along the park.*

The Project proposes to improve the frontage with new streetscape elements consistent with the *Bethesda Design Guidelines* and the enhanced framework established by the Battery Lane District Sketch and Preliminary Plan. Additionally, the Project will provide two Sector -Planned through block connections, a north/south pedestrian connection will contribute to the overall framework and District goals to allow pedestrian access through the large blocks to the south. The east/west pedestrian connection will contribute to a network that will ultimately provide access from Woodmont Avenue to the east to the Bethesda Trolley Trail to the west.

- *On private property, provide a minimum of 35 percent green cover, which may include singularly or a combination of intensive green roof and tree canopy.*

The Project will achieve the Sector Planned goal of 35% green cover through a combination of green roof, tree canopy, and various bioretention plantings.

Environmental Recommendations

Battery Lane is identified in the Sector Plan as a Canopy Corridor. Canopy Corridor designations are intended to create green corridors that connect parks, trails, stream buffers, and denser forest networks beyond the Bethesda boundaries. The corridors also align with recommended bike and pedestrian priority streets where tree canopy becomes a crucial element to enhance shade and comfort while also providing an ecological benefit. In aligning the proposed development with these goals, the Applicant proposes improvements to the Battery Lane streetscape as well as a segment of the planned east-west through block connection that will eventually connect through to the expanded neighborhood green of Battery Lane Urban Park. Both the streetscape and the through block connection will improve the pedestrian experience and connect the greater Battery District neighborhood to the Bethesda Trolley Trail. Along the site frontage, the current proposal includes a 7-foot-wide sidewalk buffered on both sides by trees. The pedestrian realm is further enhanced by the inclusion of a 25-foot building setback from the curb. The Property also has access to the existing bike lanes along Battery Lane and the proposed cycle track to be re-built to the south side of Battery Lane.

b) Target opportunities for redevelopment of single-use commercial areas and surface parking lots with a mix of uses.

The Proposal will replace two three-story garden apartments with associated surface parking with a new multifamily building with a variety of unit types and 15% MPDUs, structured parking, and consolidated access.

c) Encourage development that integrated a combination of housing types, mobility options, commercial services, and public facilities and amenities, where parking is prohibited between the building and the street.

The Proposal will provide a range of unit types from studios to two bedroom with den units. The Applicant proposes to provide 9 Type A enhanced accessible units as well. The consolidated access point will locate loading, garage access, and pickup/drop off areas internal to the Site, eliminating any parking between the building and the street. The Proposal will also provide two public, bicycle and pedestrian only, through block connections within the Site, contributing to a District wide goal of improving nonvehicular mobility options.

d) Allows a flexible mix of uses, densities, and building heights appropriate to various settings to ensure compatible relationships with adjoining neighborhoods.

The Proposal will increase the mix of housing type and density while proposing a height and massing that is compatible with the desired character of infill development within the Battery Lane District. The existing development located on along Battery Lane is a mix of lower-height garden style apartments and taller condominium buildings that reach about 10-11 stories. The proposed building will have a maximum of 120 feet in height, which is similar in height with the existing condominium buildings.

e) Integrate an appropriate balance of employment and housing opportunities.

The Project will increase housing opportunities by providing high-density residential of varying styles in proximity to existing commercial and employment areas such as NIH and other commercial businesses within Downtown Bethesda.

f) Standardize optional method development by establishing minimum requirements for the provision of public benefits that will support and accommodate density above the standard method limit.

The Project will provide the required 100 public benefit points from a minimum of 4 categories to achieve the desired incentive density above the standard method limit. Final determination of public benefit points will be determined at the time of Site Plan.

2. Substantially conforms to the recommendations of the applicable master plan:

As discussed in Finding 1.a above, the Project substantially conforms to the recommendation of the *2017 Bethesda Downtown Sector Plan*. The Proposal will redevelop the 3 story garden apartments and associated surface parking with a new multifamily building with 15% MPDUs and two Sector-Planned through block connections.

3. Satisfy any development plan or schematic development plan in effect on October 29, 2014;

The Sketch Plan is not subject to a development plan or schematic development plan.

4. Under Section 7.7.1. B.5, for a property where the zoning classification on October 29, 2014 was the result of a Local Map Amendment, satisfy any green area requirement in effect on October 29, 2014; any green area under this provision includes and is not in addition to any open space requirement of the property's zoning on October 30, 2014;

The Property's zone is not a result of a local map amendment.

5. Achieve compatible internal and external relationships between existing and pending nearby development;

The Proposal will achieve compatible relationships with existing and pending nearby development. The proposed building will be of a similar height to the neighboring Property to the east which is approximately ten stories in height. The approved Battery Lane District Sketch and Preliminary Plan will redevelop 5 properties in proximity to this Site with a similar maximum building height. The creation of two through block connections will ultimately improve District wide nonvehicular mobility options.

6. Provides satisfactory general vehicular, pedestrian, and bicyclist access, circulation, parking, and loading;

As proposed, circulation, parking, and loading is safe adequate and efficient. The existing two curb cuts on the Site will be consolidated into one that can serve pick-up and drop-off, short-term deliveries, on-site loading, trash collection and access to and from the proposed parking garage. The Applicant proposes 322 spaces within the parking garage which is between the minimum and maximum required by the Zoning Code. The final number of parking spaces will be determined at the time of Site Plan. Pedestrian travel will be further enhanced by installation of the Bethesda Streetscape on the Battery Lane frontage, and by implementation of the two master-planned public bicycle and pedestrian connections along the east and north (rear) sides of the Site. The Project will provide long term bicycle parking internal to the parking garage, the design and final placement will be finalized at the time of Site Plan.

7. Propose an outline of public benefits that supports the requested incentive density and is appropriate for the specific community;

Taking into account the considerations in Section 59.4.7.1.B, including the recommendations and objectives of the Sector Plan and any applicable design guidelines, the *CR Incentive Density Implementation Guidelines*, the size and configuration of the site and its relationship to adjacent properties, similar public benefits nearby, and additional enhancements related to the individual public benefits, the following outline of public benefits supports the Applicant's request for incentive density and is appropriate for the community surrounding the site, as described below. For the proposed development, the Zoning Ordinance requires 100 points in 4 categories. The Applicant proposes to exceed the 100 point requirement utilizing 4 categories. Although at the time of Sketch Plan review only the categories need be approved, the following table shows both the categories and points for the public benefits requested at Sketch Plan to demonstrate the project's ability to meet the requirement to provide sufficient benefit points.

Table 2: Public Benefit Calculations

Public Benefits	Incentive Density	
	Max Allowed	Requested
59.4.7.3C: Connectivity and Mobility		
Minimum Parking	20	8
Through Block Connection	30	20
59.4.7.3D: Diversity of Uses and Activities		
Enhanced Accessibility	20	7
59.4.7.3E: Quality of Building and Site Design		
Architectural Elevations	20	15
Exceptional Design	30	15
Structured Parking	20	20
Tower Stepback	20	20
59.4.7.3F: Protection and Enhancement of the Natural Environment		
Building Lot Terminations (BLT)	30	7
Cool Roof	15	5
Energy Conservation	25	5
TOTAL		122

Connectivity and Mobility

Minimum Parking

The Applicant requests 8 point for providing fewer than the maximum allowed number of parking spaces. Points for this incentive are granted on a sliding scale from no points for providing maximum allowable number of on-site spaces to 20 points for providing no more than the minimum numbers of spaces on-site. The Board supports the subcategory at this time.

Through Block Connection

The Applicant requests 20 point for providing two Sector-Planned through block connections. Through block connection are intended to create safe and attractive bicycle and pedestrian only connections between streets. The proposed north/south connection will provide pedestrians access from Battery Lane to the rear east/west through block connection, which will ultimately connect pedestrians from Woodmont Avenue to the east through the rear of several properties on the north side of Battery Lane to the Bethesda Trolley Trail to the west. The Bethesda Design Advisory Panel provided comments on further development of the proposed connections hardscape and design elements to be further reviewed at the time of Site Plan. The Board supports the subcategory at this time.

Diversity of Uses and Activities

Enhanced Accessibility

The Applicant requests 7 points for exceeding the requirements for the Americans with Disabilities Act (ADA). The Applicant proposes to construct 9 units that satisfy the American National Standards Institute A117.1 Residential Type A standards, or a County equivalent. The Board supports the subcategory at this time with final calculation to be determined at the time of Site Plan.

Quality of Building and Site Design

Architectural Elevations

The Applicant requests 15 points for providing architectural elevations as part of the Certified Site Plan showing particular elements of the design such as minimum amounts of transparency, maximum separation between doors, and other design priorities of the applicable Sector Plan and implementing design guidelines. The Sketch Plan is intended to be conceptual in nature with an emphasis on building densities, massing, and heights. The Board supports the subcategory at this time with further details and refinement to be provided at the time of Site Plan.

Exceptional Design

The Applicant requested 15 points for exceptional design and the Design Advisory Panel (DAP) voted in support that the Project was on track to receive a minimum 10 points at their September 22, 2021 meeting with the following comments:

- Strengthen relationship of the rear of the building with the proposed east/west connection at the northern portion of the Property.
- Provide consistent pavement material and design pedestrian connections recognizable as the public realm not private pathways.
- Further identify style of the building with a base, middle, and top that clearly relate to one another.

The Board supports the subcategory at this time, with final review at Site Plan.

Structured Parking

The Applicant requests 20 points for providing structured parking. The Board supports the subcategory at this time.

Tower Stepback

The Applicant requests 20 points for providing a tower stepback. The *Bethesda Implementation Guidelines* state 10 points can be granted for projects that step back a

minimum 6 feet behind the first-floor façade. Additional points can be granted if other criteria are met such as deeper setbacks; setback at a lower level; integration of setbacks with reduced floor plate sizes on upper stories. The Project proposes two setbacks, at the 3rd and the 10th level. Final points will be evaluated at the time of Site Plan based on final building design and justification that all criteria have been met. The Board supports the subcategory at this time.

Protection and Enhancement of the Natural Environment

Building Lot Termination (BLT)

The Applicant requests 7 points for the purchase of BLT easements or equivalent payment made for every 31,500 square feet of gross floor area comprising the 7.5% incentive density floor area. Points are granted by the calculation of BLTs as provided in Section 59.4.7.3.F of the Zoning Ordinance. The Board supports the Applicant's request at this time.

Cool Roof

The Applicant requests 5 points for proposing to provide a cool roof that will collectively meet or exceed a solar reflectance index (SRI) of 75. The Board supports the subcategory at this time with final review of size and location at the time of Site Plan.

Energy Conservation

The Applicant requests 5 points for constructing a building that will exceed the energy efficient standards for the building type. Points are granted based on percent exceeding the standard. The Board supports the subcategory at this time with final review of size and location at the time of Site Plan.

- 8. Establish a feasible and appropriate provisional phasing plan for all structures, uses, rights-of-way, sidewalks, dedications, public benefits, and future preliminary and site plan applications.***

The Project will be built in one phase.

BE IT FURTHER RESOLVED that the Board's approval of a sketch plan is in concept only and subject to further review at site plan, when, based on detailed review the Board may modify the Sketch Plan's binding elements or conditions based on the Montgomery County Code, the Sector Plan, or other requirements; and

BE IT FURTHER RESOLVED that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED that all binding site development elements shown on the latest version of 4901 Battery Lane, 320220040, received by M-NCPPC as of the date of the Staff Report, are required, except as modified by the above conditions of approval; and

BE IT FURTHER RESOLVED that this Resolution constitutes the written opinion of the Board in this matter, and the date of this Resolution is **FEB 03 2022** (which is the date that this Resolution is mailed to all parties of record); and

* * * * *

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cichy, seconded by Commissioner Rubin, with Chair Anderson and Commissioners Cichy, Patterson, Verma, and Rubin voting in favor of the motion at its regular meeting held on Thursday, January 27, 2022, in Wheaton, Maryland.



Casey Anderson, Chair
Montgomery County Planning Board

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820220160 4901 Battery Lane

Contact: Sam Farhadi at 240 777-6333

We have reviewed site plan files:

“07-SITE-820220160-003.pdf V4” uploaded on/ dated **“7/5/2022”**,

The followings need to be addressed prior to the certification of site plan:

1. Access points on public roads:
 - a. Provide safe truck turning movement for all (especially right turn) movements. Accordingly, adjusting curb radii and/or coordination with bikeway design project across the street on Battery Lane may be required.
2. Provide and specify full compliance with standard Bethesda Streetscaping along the site frontage. Any deviation should be clearly specified for our review and approval.
3. Provide public sidewalk:
 - a. to ADA standards and label it accordingly.
 - b. ensure/ show all sidewalks/ handicap ramps have matching receiving counterparts, are aligned and ADA connections are provided. Show/ label the existing sidewalks where connection is made.
 - c. Public and private sidewalks when adjacent each other need to have the physical limits of maintenance provided or PIE/ ROW for the additional sidewalk is needed.



DEPARTMENT OF HOUSING AND COMMUNITY AFFAIRS

Marc Elrich
County Executive

Aseem K. Nigam
Director

November 08, 2022

Mr. Adam Bossi
Montgomery County Planning Department
2425 Reedie Drive
Wheaton, Maryland 20902

Re: 4901 Battery Lane
Site Plan No. 820220160

Dear Mr. Adam:

The Montgomery County Department of Housing and Community Affairs (DHCA) has reviewed the above referenced plans and recommends Approval.

Sincerely,

Julia Chen

Julia Chen, Planning Specialist
Affordable Housing Programs Section

cc:

Division of Housing

Affordable Housing

Common Ownership Communities

Landlord-Tenant Affairs

Multifamily Housing

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DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

July 26, 2022

Ms. Julia Shekarchi, PE
VIKA Maryland, LLC
20251 Century Blvd., Suite 400
Germantown, MD 20874

Re: **COMBINED STORMWATER MANAGEMENT
CONCEPT/SITE DEVELOPMENT
STORMWATER MANAGEMENT PLAN** for
4901 Battery Lane
Preliminary Plan 120220100
Site Plan 820220160
SM File #: 287930
Tract Size/Zone: 2.0 ac/87,126 sq. ft.
Total Concept Area: 2.0 ac/87,126 sq. ft.
Legal Description: Lot 26, Block 2 of the
Northwest Park Subdivision
Watershed: Lower Rock Creek/Class I
Types of Development: Redevelopment

Dear Ms. Shekarchi:

Based on a review by the Department of Permitting Services Review Staff, the stormwater management concept for the above-mentioned site is **acceptable**. The stormwater management concept proposes to meet required stormwater management goals via Environmental Site Measures to the Maximum Extent Practicable in green roof (approximately 17% of the roof area) and microbioretention. A Quantity Waiver is requested for volume not able to be treated in an on-site facility, due to site constraints, and is hereby granted.

The following items will need to be addressed during the detailed sediment control/stormwater management plan stage:

1. A detailed review of the stormwater management computations will occur at the time of detailed plan review.
2. An engineered sediment control plan must be submitted for this development.



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Ms. Julia Shekarchi
July 26, 2022
Page 2 of 2

3. All filtration media for manufactured best management practices, whether for new development or redevelopment, must consist of MDE approved material.
4. The detailed plan must utilize the latest DPS guidance.
5. Demonstrate private storm drain is designed for non-erosive velocities.
6. Any impacts to approved Floodplain #285597 or 25' BRL will require a Floodplain District Permit.

This list may not be all-inclusive and may change based on available information at the time.

Payment of a stormwater management contribution in accordance with Section 2 of the Stormwater Management Regulation 4-90 **is required**.

This letter must appear on the sediment control/stormwater management plan at its initial submittal. The concept approval is based on all stormwater management structures being located outside of the Public Utility Easement, the Public Improvement Easement, and the Public Right of Way unless specifically approved on the concept plan. Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended stormwater management requirements. If there are subsequent additions or modifications to the development, a separate concept request shall be required.

If you have any questions regarding these actions, please feel free to contact Mary Fertig at 240-777-6202 or at mary.fertig@montgomerycountymd.gov.

Sincerely,

Mark Etheridge

Mark C. Etheridge, Manager
Water Resources Section
Division of Land Development Services

MCE: MMF

cc: N. Braunstein
SM File # 287930

ESD: Required 9,578 cf/5,537 cf
PE: Target/Achieved: 1.78" / 1.0"
STRUCTURAL: N/A
WAIVED: Full QN



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**Department of Permitting Services
Fire Department Access and Water Supply Comments**

DATE: 29-Sep-22
TO: Chanda S. Beaufort - beaufort@vika.com
VIKA, Inc
FROM: Marie LaBaw
RE: 4901 Battery Lane
820220160

PLAN APPROVED

1. Review based only upon information contained on the plan submitted **27-Sep-22** .Review and approval does not cover unsatisfactory installation resulting from errors, omissions, or failure to clearly indicate conditions on this plan.
2. Correction of unsatisfactory installation will be required upon inspection and service of notice of violation to a party responsible for the property.

***** See statement of performance based design *****

September 16, 2022

M. Marie LaBaw, PhD, PE
Fire Department Access and Water Supply
Department of Permitting Services
2425 Reddie Drive, 7th Floor
Wheaton, MD 20902

**Re: 4901 Battery Lane
Site Plan # 820220160
Performance Based Code Design Justification
VIKA Project # VM50527A**

FIRE CODE ENFORCEMENT

Fire Department Access Review

Review based only upon information contained on this plan. Does not cover unsatisfactory layout resulting from omissions, errors or failure to clearly indicate conditions on this plan. Correction of such unsatisfactory layout to afford required access will be required if found upon inspection after installation

BY: SAC FM: 43 DATE: 9/29/2022

Dear Ms. LaBaw,

On behalf of our client, WC Smith Development, (the "Applicant"), the authorized representative of the Alonzo O. Bliss Properties, LLC, we submit for your review and approval of the enclosed Fire Apparatus Access (FAA) Plan including a performance-based design relating to certain aspects of fire access path for the proposed building located at the 4901 Battery Lane in Bethesda, Maryland.

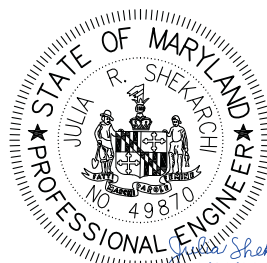
While the new building will have access from Battery Lane, the access route around the building will be constricted down to 5-foot-wide stairs in 2 places when access to the courtyard level is necessary. This narrowing of the access path for stairs will not adversely impact access. Additionally, the bioretention facilities that abut the building are either 5 feet or 10 feet or greater in width. In order to meet the prescriptive code requirements for this project, we have provided access to the structural bioretention facilities that are 10 feet wide or greater. This access includes grading to allow access into the facility, if the grade difference is 18 inches or less, or ladders for grade differences greater than 18 inches. Plantings will be low (<18") or spaced to allow adequate access to building face.

We have enclosed a plan which illustrates the proposal as described above for your review. Please do not hesitate to contact me if you have any questions.

Sincerely,
VIKA Maryland, LLC

Julia Lapides

Julia (Shekarchi) Lapides, P.E.
Associate



Julia Shekarchi
9/16/2022
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE
PREPARED OR APPROVED BY ME, AND THAT I AM A
DULY LICENSED, PROFESSIONAL ENGINEER UNDER
THE LAWS OF THE STATE OF MARYLAND.
JULIA SHEKARCHI LICENSE No. 49870
EXPIRATION DATE: SEPTEMBER 8, 2024



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

July 29, 2022

Mr. Adam Bossi, Planner III
DownCounty Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive
Wheaton, MD 20902

RE: Preliminary Plan No. 120220100
Site Plan No. 820220160
4901 Battery Lane

Dear Mr. Bossi:

We have completed our review of the revised preliminary plans uploaded to eplans on July 5, 2022. A previous version of plan was reviewed by the Development Review Committee at its May 10, 2022, meeting. We recommend approval of the plan subject to the following comments:

Significant Comments

1. Battery Lane is classified as a planned Minor Arterial (MA-8) with a minimum right-of-way (ROW) of 70-foot. The existing right-of-way on Battery Lane per plat #134 is 50-feet. Therefore, we recommend the applicant dedicate 10-feet to conform with the master plan.
 - a. The certified preliminary plan shall reflect a 15.75-foot pedestrian zone from edge of property line to edge of curb, along the entirety of the frontage.
2. The master planned two-way separated bike lanes will be constructed by the Battery Lane District project.
3. **Sight Distance**: A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference. The sight distance form does not show the proposed street trees; therefore, the applicant is responsible to ensure sight distance during tree planting.

Office of the Director

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Located one block west of the Rockville Metro Station

4. **Storm Drain Study:** The storm drain analysis was reviewed and is acceptable to MCDOT. No improvements are needed to the downstream public storm drain system for this plan.
5. The revised Traffic Impact Statement (TIS) dated July 5, 2022 is currently under review. Improvements based on the LATR requirement will be noted on the TIS letter.
6. Please coordinate with Mr. Wayne Miller of our Division of Transit Services to coordinate improvements per LATR requirements. Mr. Miller may be contacted at 240 777-5836 or at Wayne.Miller2@montgomerycountymd.gov.
7. **Transportation Demand Management (TDM Plan Requirements):**

The project meets the location (Red Subdivision Staging Policy Area and the Bethesda Transportation Management District) and size threshold requirement (more than 40,000 gsf) for a Level 3 project Based Results Plan. A Project-based TDM Results Plan requires a commitment by the owner or applicant to achieve a base NADMS that is 5% higher than the District's goal as well as related commuting goals at that project. The Plan must be submitted and approved by MCDOT prior to issuance of any building permit from DPS.

Level 3 Results Plans requires the following:

- Appoint a Transportation Coordinator;
- Notify the Department of the Coordinator's contact information within 30 days of receipt of final U&O certificate;
- Provide space in the project for the promotion of TDM;
- Display TDM-related information in highly visible location(s)
- Identify specific TDM actions to be implemented in order to achieve 5% above the Bethesda TMD commuter goals
- Additional and/or Substitution of Strategies: If strategies initially selected by the owner or applicant do not result in the project achieving goals by 6 years after final occupancy, revisions to the plan or strategies initially selected may be required.
- Additional Funding: Commit funding if the project does not achieve the goal within 6 years of final occupancy. Provide higher additional funding if the project has not achieved the goal within 8 years of final occupancy.
- Conduct independent monitoring to determine if the project is meeting its goals, until the project's goals are achieved.

For a template for a Level 3 TDM Results Plan or any questions, contact James Carlson at James.Carlson@montgomerycountymd.gov at (240) 777-8382 or Sande Brecher at Sandra.Brecher@montgomerycountymd.gov at (240) 777-8383.

8. Prior to certified preliminary plan the stormwater management in the right-of-way must be approved by DPS.

Standard Comments

1. All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to the Department of Permitting Services (DPS) in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.
2. We recommend that the applicant coordinate with Mr. Corey Pitts of our Transportation Engineering Section at 240-777-7217 or at corey.pitts@montgomerycountymd.gov regarding the master planned bike lanes along the site's frontage on Battery Lane.
3. Design all access points and alleys to be at-grade with sidewalk, dropping down to street level between the sidewalk and roadway.
4. Provide a minimum 5 ft continuous clear pathway (no grates) along all public streets.
5. Must follow the [Bethesda Streetscape Standards](#). Forest Conservation Easements are NOT ALLOWED to overlap any easement.
6. If the proposed development will alter any existing streetlights, replacement of signing, and/or pavement markings, please contact Mr. Dan Sanayi of our Traffic Engineering Design and Operations Section at (240) 777-2190 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
7. No steps, stoops, transformers, electrical vaults, balconies or retaining walls for the development are allowed in county right-of-way. No door swings into county ROW.
8. The owner will be required to submit a recorded covenant for the operation and maintenance of any private storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.
9. Underground the utilities along street frontages.

10. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
11. Trees in the County rights of way – spacing and species to be in accordance with the applicable MCDOT standards. Tree planning within the public right of way must be coordinated with DPS Right-of-Way Plan Review Section.
12. Posting of a right-of-way permit bond is a prerequisite to DPS approval of the record plat. The right-of-way permit will include, but not necessarily be limited to, the following improvements:
 - a. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along Battery Lane.
 - b. Permanent monuments and property line markers, as required by Section 50.4.3(G) of the Subdivision Regulations.
 - c. Bethesda Streetscaping standards.
 - d. Erosion and sediment control measures as required by Chapter 19 and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including maintenance) as long as deemed necessary by the DPS.
 - e. Enclosed storm drainage and/or engineered channel (in accordance with the MCDOT Storm Drain Design Criteria) within the County rights-of-way and all drainage easements.
 - f. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
 - g. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the MCDOT Division of Traffic Engineering and Operations.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact myself for this project at brenda.pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Mr. Adam Bossi
Preliminary Plan No. 120220100
July 29, 2022
Page 5

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office to Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Preliminary Plan\PP120220100 4901 Battery Lane\Letter\120220100-4901 Battery Ln-DOT Preliminary Plan Letter_07.29.22](#)

Attachments: Approved Sight Distance Study

cc: Correspondence folder FY 2023

cc-e:	Chanda Beaufort	VIKA
	Mark Terry	MCDOT DTEO
	Atiq Panjshiri	MCDPS RWPR
	Sam Farhadi	MCDPS RWPR
	Rebecca Torma	MCDOT OTP



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

December 2, 2022

Ms. Katie Mencarini, Planner III
Down-County Planning Division
The Maryland-National Capital
Park & Planning Commission
2425 Reedie Drive
Wheaton, Maryland 20902

RE: 4901 Battery Lane
Traffic Impact Study Review
Preliminary Plan Amendment
No. 120220100

Dear Ms. Mencarini:

We have completed our review of the Local Area Transportation Review and Transportation Policy Area Review (TIS) report for the 4901 Battery Lane project located in Bethesda, Maryland. This revised study, dated October 27, 2022, was prepared by Wells & Associates, Inc. The applicant proposes to redevelop the site with a high-rise multi-family residential building with up to 372 dwelling units and a two-level underground parking garage. Access is proposed via a single driveway on the east side of the building on Battery Lane. Thus, eliminating one of the existing vehicular curb cuts.

We offer the following comments:

Adequacy Determination

1. Per the 2020-2024 Growth and Infrastructure Policy adopted on November 16, 2020 (Council Resolution # 19-655) the following adequacy tests are required for the subject site:
 - a. The subject site is in the Red Policy Area (Bethesda CBD); therefore, the motor vehicle adequacy test **is not required**.
 - b. Since the proposed will generate more than 50-peak hour trips for each adequacy more than 50 person trips, a transportation impact study was required. Since the Site is located within a Red Policy area, the vehicle adequacy is not required, but adequacy tests for

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pedestrian, bicycle and bus transit networks are required.

- c. Since the proposed site is within the Red Policy Area and will generate between 100-199 peak hour person trips, the pedestrian, bicycle, and transit adequacy tests are required since the development generates more than 50-peak hour trips for each adequacy.

Pedestrian System Adequacy

1. Pedestrian Level of Comfort (PLOC): MCDOT concurs with the consultant's rate of "undesirable" for the 750-foot radius studied section of the proposed development boundary. The Pedestrian Level of Comfort is below the county standards for an approximately identified 1,562 linear feet of sidewalk; therefore, mitigation is required. The improvements the Applicant will construct and the fee in lieu payment are noted in Table 3-4A (Pg. 24).
2. Street Lighting: The consultant field verified inventory of streetlights within the 750-foot study area boundary was provided. While the streetlight functionality was field verified as operational, the consultant noted that the existing streetlights along Battery Lane west of Woodmont Avenue, on Woodmont Avenue south of Battery Lane, on Woodmont Avenue along the NIH frontage, on the north side of Rugby Avenue are not consistent with the Bethesda Streetscape Standards (these standards are not required when the site is outside the Bethesda Urban Partnership District). The consultant noted that the cost of replacing streetlights is included in the cost estimates for sections with identified pedestrian deficiencies in Table 3-4A (Pg. 24). To satisfy the Pedestrian System Adequacy test, the green Utility Washington FCO streetlights, or a fee in lieu, will be provided by the applicant for the 750-foot radius studied section from the property. This will create a more unified look. MCDOT will maintain the streetlights since they are one of the county's standard streetlights.
3. ADA Compliance: The consultant has stated roadway intersections are not present within the 375-foot study area, thus ADA ramps were not evaluated. However, the consultant has stated that the proposed redevelopment will rebuild the sidewalk along the property frontage, and an ADA compliant ramp would be provided on the eastern side of the adjacent driveway on the western property boundary.

Bicycle System Adequacy

1. The consultant states: per the approved Sketch Plan for the Battery District project, a two-way, separated bike lane is planned for the south side of Battery Lane between Old Georgetown Road and Woodmont Avenue. Separated bike lanes are also planned on Woodmont Avenue south of Battery Lane. In addition to this, side paths are proposed on Woodmont Avenue north of Battery Lane.
2. With the planned two-way separated bike lane on the south side of Battery Lane and proposed pedestrian/bike trails on the east and north frontages of the subject site, the consultant states an LTS-2 will be provided for bicyclists on Battery Lane and along the site's frontage.
3. The consultant has identified approximately 1,080 lineal feet of separated bike lanes and 350 lineal feet of sidepath that need to be installed along Woodmont Avenue, details are shown on Table 3-

4B (Pg. 25). The consultant is proposing to provide a fee in lieu payment towards these improvements.

Transit System Adequacy

1. The consultant states bus stops within the study area currently do not include bus shelters. Bus shelters are proposed on the southside of Battery Lane in the cycle-track median when cycle-track is implemented as properties redevelop.
2. The consultant proposes to make the following improvements:
 - a. Relocate the existing bus stop located on the north sidewalk on Battery Lane along the east side of the site property and provide a bus shelter along the site frontage or on Sunrise's frontage located at 4925 Battery Lane.
 - b. Provide bus shelter located on the north sidewalk on Battery Lane near 5015 Battery Lane.
3. We concur with the consultant's recommendation that two (2) bus shelters be constructed at the closest bus stops to subject site within 1000' of the site property where adequate ROW and sidewalk clearance is provided, or an appropriate fee in lieu. The payment for the shelter should be made prior to the issuance of the right-of-way permit. All the work should be completed prior to the issuance of the final use and occupancy permit. Please contact Mr. Wayne Miller of our Division of Transit Services at 240-777-5836 or at Wayne.Miller2@montgomerycountymd.gov to discuss details.

Vision Zero Statement

1. An evaluation of vision zero standards included a review of accidents and speed studies. The subject study area does not include any segments identified as High Injury Network segments. We concur with consultant's findings in the report.

LATR Proportionality

1. Based on the proposed residential development of 372 dwelling units, the project is required to improve off-site deficiencies approximately \$1,875,773 in costs (Pg. 19). The consultant stated that the off-site improvements, either constructed or fee in lieu payment will satisfy the LATR pedestrian, bicycle, and bus transit system adequacy tests.
2. We do not agree with the applicant's assumption under the Feasibility column in Table 3-4A (Pg. 24) that Montgomery County will acquire any right-of-way.
3. The consultant has identified in Table 3-4A (Pg. 24) items that will be constructed and items that will be paid through a mitigation payment prior to issuance of the MCDPS right-of-way permit. Construction of the improvements should be completed prior to the issuance of the final use and occupancy permit unless otherwise noted.

SUMMARY

1. We concur with the consultant's conclusions regarding the pedestrian, vision zero, transit and bicycle system adequacy as long as the applicant continues to coordinate improvements with MDSHA and MNCPPC.
2. The applicant will be addressing the identified off-site Pedestrian, Bicycle and Transit facility deficiencies by either constructing these or through a fee-in-lieu amounting up to \$1,691,166 in costs.

Thank you for the opportunity to review this report. If you have any questions or comments regarding this letter, please contact me for this project, at Brenda.Pardo@montgomerycountymd.gov or at (240) 777-7170.

Sincerely,

Brenda M. Pardo

Brenda M. Pardo, Engineer III
Development Review Team
Office of Transportation Policy

[SharePoint\teams\DOT\Director's Office\Development Review\Brenda\Traffic Impact Study \(TIS\)\4901 Battery Lane\4901 Battery Lane-TIS Letter_12.2.22](#)

cc:e: Correspondence folder FY 2023

Chris L. Kabatt
Atiq Panjshiri
Sam Farhadi
Mark Terry
Rebecca Torma

Wells & Associates, Inc
MCDPS RWPR
MCDPS RWPR
MCDOT DTEO
MCDOT OTP

Bethesda Downtown Design Advisory Panel

Meeting Minutes

PROJECT: 4901 Battery Lane

DATE: September 22, 2021

The 4901 Battery Lane project was reviewed by the Bethesda Downtown Design Advisory Panel on September 22, 2021. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Sketch Plan stage and will need to return to the Design Advisory Panel at the time of Site Plan to review comments provided and determine final vote for design excellence. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.

Attendance:

Panel

George Dove

Rod Henderer

Brian Kelly

Damon Orobona

Qiaojue Yu

Paul Mortensen, ex officio member, Senior Urban Designer in the Director's Office

Staff

Gwen Wright, Planning Director

Robert Kronenberg, Deputy Director of Planning

Stephanie Dickel, DownCounty Regulatory Supervisor

Grace Bogdan, Planner Coordinator

Hyojung Garland, Park Planning Supervisor

Rachel Newhouse, Parks Planner

Emily Balmer, DownCounty Administrative Assistant III

Applicant Team

Nancy Regelin – Shulman Rogers

Brian Strott – Applicant WC Smith Development

Chris Huffer – SK+I Architects (presenting)

Chanda Beaufort – VIKA civil

Trini Rodriquez – Parker Rodriquez Landscape Architect

Steven Sattler – Parker Rodriguez Landscape Archtiect

Sami Kirkdil – SK+I

Austin Klevan – SK+I

Members of the Public



Michael Miller
Robert Harris
Andrew Kossow

Discussion Points:

Staff: The project is at Sketch Plan and the review is focused on massing, urban design with respect to design quality and conformance with Design Guidelines. This is the first time this project has been before the Panel, Staff has provided a memo outlining certain concerns related to height, proposed open space, and building massing perspectives

Panel:

General Comments

- The County Council signed off on a plan to reduce greenhouse gases to net zero by 2035 so I hope you are looking more into the design and elements that can make it more efficient and working towards net zero energy. We have to talk in those terms if we are going to meet these ambitious county goals.
- Can you describe the public benefit package and the MPDUs?
 - *Applicant Response: We are proposing 15% MPDUs and we did look at the range of existing market rate affordable which is only 8 units, so we will be providing more than what exists today. We are doing 4 categories, there will be an emphasis on ADA accessible units, structured parking, tower stepback, cool roof, minimum parking, etc*

Massing

- I like the massing, it reminds me of the buildings along Connecticut Avenue, however those buildings have drop offs fronting on Connecticut Avenue and I understand why you pulled that into the site, will there be a front door along Battery Lane?
 - *Applicant Response: Yes, there will be a front building entrance onto Battery Lane, the drop off will be a secondary entrance for deliveries and taxis.*
- I think this is a thoughtfully designed building, the massing looks great. Seems like you've worked closely with planning staff to satisfy the Guidelines, I second comments on activating the east west connection in the rear (north) of the Property. I think you are on the right path.

Setbacks and relation to Battery District

- Does the proposal include the streetscape that was created for the Battery District and more specifically is the building footprint setback from the street centerline treated consistently?
 - *Applicant Response: Yes, the proposed streetscape by Brown Aldon Properties has been integrated into our proposal and we are being consistent with the Battery District setbacks. The Battery District proposes varying setbacks along Battery Lane ranging from 20'-30'. This project is set back 25'.*
- What do the proposed building stepbacks total?
 - *Applicant Response: Between the 3rd and 10th floor are cumulative 15' and then the penthouse will be setback even further.*
- So the cumulative is 15 feet and you are just doing that between two stepbacks instead of all at once.

- *Applicant Response: Yes.*
- I agree your setbacks are heroic and will produce an elegant building. The loading dock only has 24' from the door to the back of driveway with the pedestrian walkway adjacent to that. I suggest looking at the depth of that space more closely as I don't think a regular size truck will fit or maneuver in that space as designed.
 - *Applicant Response: Yes we've begun looking into truck turning templates and it does accommodate a 10x30 truck but we will continue to study that given the surrounding pedestrian infrastructure.*

Precedents

- Just my opinion, do not edge towards heavy traditional, which will end up being faux traditional design. Let yourself be free to design a contemporary building using traditional materials, some of the precedent images were great while others looked faux traditional.
- However, there may be a wonderful traditional solution or contemporary solution for this building which should not be discarded.
- Agreed, I just didn't think all of the precedents accurately depicted that style.
- I appreciated the precedent images that actually showed a base, middle, and top that all related to each other very clearly, no matter what the style is. So hopefully these elements of elevations can be woven together for a full elevation, rather than totally fracturing them apart from each other.

Pedestrian Connections

- The north/south pedestrian connection must be completely public in presentation and character and invite neighborhood residents to use it. It must avoid being read as a private pathway for residents only. Perhaps the applicant can create this pathway to be a well-designed and well-lit sidewalk to the adjacent driveway so that the entire depth of the space reads as public access.
- I agree with the north/south connection and I think having it next to the driveway will help it feel open. However, the most important public space will be the northern east/west pathway and space between that path and the north elevation of this building. I wish the Sector Plan had a street type so we could better design it for that fronting pathway. The programmed uses, particularly at the ground floor of the building should really help energize that important public pathway. How are you activating this northern landscape area and how are you connecting this building to that east west connector? That needs to be the most actively experienced open space in this plan. I hope the units on that backside could have full access on that pathway. Currently, it looks like you may have parking on that first floor. The space shown as green separated from the pathway by trees should not be a passive, unused area for tenants and/or passing pedestrians. Could we have a residential access door at the rear?
 - *Applicant Response: There is a huge grade difference which may make it more difficult, but we can consider putting the amenity spaces like a bike room and dog washing space could be located there.*
 - *There may be some combination of uses and activation. Perhaps a bike connection, the residents would use that if designed properly. We think it could be more like a park setting and keeping more eyes on the space and more usable.*
 - *We wanted to make sure there were plenty of eyes on the path so it didn't seem dark and lonely, so we agree with orienting terraces and balconies towards these connections is preferable.*

- What are these connections supposed to be ultimately? Are they supposed to be right of way? Hopefully, they will not be completed piecemeal. How do we make sure it is implemented consistently? What should the pavement language be for the user to recognize that this connector is meant to be public not private. If there are no guidelines, then it should be discussed more throughout this process.
 - *Applicant Response: There are currently no standards and the idea up until now for pedestrian connections have been for breaking up blocks and providing porosity downtown. This one is really different and less urban, it is signaling a pedestrian system and a larger network, perhaps that material doesn't need to be sophisticated but ensure it is friendly for all users (bicycles, toddlers etc.) we could have plenty of future conversations to determine what works best. Whatever is decided here can be implemented in the Battery District as it moves forward.*
- Have you tried to incorporate more programmed elements into the open space? Currently it seems mostly tree and lawn, especially at the north end.
 - *Applicant Response: There are a couple things we are balancing, particularly green cover so we are trying to leave the rear as a bucolic park setting, but we are hoping for the courtyards to be more active and social, we are early in the process so we will work on more connections in the future. Achieving the 35% green cover is actually pretty difficult to achieve in the urban setting.*

Panel Recommendations:

At Sketch Plan a straw vote is taken to determine whether the Project is on track to receive the minimum 10 points for Design Excellence. The Panel voted 5-0 that the Project is on track with the following to be addressed at the time of Site Plan:

- a. Strengthen relationship of the rear of the building with the proposed east/west connection at the northern portion of the Property.
- b. Provide consistent pavement material and design pedestrian connections recognizable as the public realm not private pathways.
- c. Further identify style of the building with a base, middle, and top that clearly relate to one another.

Bethesda Downtown Design Advisory Panel

Meeting Minutes

PROJECT: 4901 Battery Lane

DATE: February 23, 2022

*The **4901 Battery Lane** project was reviewed by the Bethesda Downtown Design Advisory Panel on February 23, 2022. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The following meeting notes summarize the Panel's discussion, recommendations regarding design excellence, and the exceptional design public benefits points. The project is in the Site Plan stage and the Design Advisory Panel will determine if comments from Sketch Plan have been incorporated and take the final vote for design excellence public benefit points if it is determined the Project is suitable. Should you have any additional questions and/or comments please feel free to contact the Design Advisory Panel Liaison.*

Attendance:

Panel

George Dove

Rod Henderer

Brian Kelly

Damon Orobona

Qiaojue Yu

Paul Mortensen, ex officio member, Senior Urban Designer in the Director's Office

Staff

Robert Kronenberg, Deputy Director of Planning

Elza Hisel-McCoy, Chief of DownCounty Planning

Stephanie Dickel, DownCounty Regulatory Supervisor

Grace Bogdan, Planner III

Adam Bossi, Planner III

Hyojung Garland, Park Planning Supervisor

Emily Balmer, DownCounty Administrative Assistant III

Applicant Team

Nancy Regelin – Shulman Rogers

Brian Strott – WC Smith Development

Brad Fennel – WC Smith Development

Matt Ritz – WC Smith Development



Chris Huffer – SK+I Architects
Chanda Beaufort – VIKI civil
Trini Rodriguez – Parker Rodriguez Landscape Architect
Steven Sattler – Parker Rodriguez Landscape Architect

Members of the Public

Michael Fetchko

Discussion Points:

Staff: The project is at Site Plan therefore the review is focusing on detailed architectural review, and the DAP may vote on design excellence points at the meeting's end. Staff provided a memo outlining a summary of changes in response to the DAP's comments from the September meeting when the related Sketch Plan was reviewed.

Panel:

General Comments

- I'm very pleased with the direction of this project and how our comments have been integrated into the site plan and landscape. The side view articulation is very simple but nice.
- I think this has become a really elegant building. The only comment I have is the lack of quality materials or design detail around the dog park, which is a relatively small comment. Thank you for the very thorough presentation.
- In terms of grading, is there any planting or detail design proposed to break up the retaining wall in the rear to avoid it looking blank?
 - *Applicant Response: This was intended to be integrated within the courtyard. We are right on the property line here so there may not be room for plantings but we can use a different material to provide some articulation relief.*
 - *There are actually trees here on the adjacent property that will help screen, but we removed them from this perspective for clarity.*

Pedestrian Connections

- The thru block connection has been shifted to the east a bit, I think that shift, along with the pavement material, help distinguish it as public open space.
 - *Applicant Response: Yes, there will be a front building entrance onto Battery Lane, the drop off will be a secondary entrance for deliveries and taxis.*
- I appreciate the refinements that have been made to the site plan, particularly the nodes that were created in the rear and I wonder how they will be maintained being so close to the public sidewalk areas?
 - *Applicant response: We did include a buffer area here and so we think it will be able to be maintained. We also think having the dog area in the rear will help activate, and we find that those that own dogs tend to live here because they like the dog run and social activity that it brings.*

Architecture

- When we first reviewed this at Sketch Plan we saw the precedent pictures and the architecture presented today has grown into that.
- The base has been designed through formation and wraps to the west side. The west, north, and east elevation spandrel should create a grounding but disappears. The northern portion of the western and eastern elevation loses the sense of gracefulness particularly at the base. I know you do not have the option of relief but maybe a spandrel of articulation could be added to distinguish the base from the shaft. All elevations should ground gracefully so I think this can be achieved here as well. I'm not advocating a setback, just an articulation on the surface within a shallow dimension would be something to think about.
 - *Applicant Response: Yes, we can look at an additional change of a spandrel or a belt course.*

Public Comments:

- Why is so much more space provided in the rear of the building rather than at the street frontage? The pedestrian realm on the frontage is much smaller than at the rear but will be utilized more. Will the utilities be undergrounded?
 - *Staff: Yes, the utilities will be undergrounded. The project frontage is in conformance with the streetscape standards for Battery Lane in the Design Guidelines, and the rear is also required as the Sector Planned through block connection.*
 - *Applicant response: If you look at the setbacks of the existing buildings on Battery Lane, what is proposed will provide a slow transition from Woodmont down to Old Georgetown*
 - *Panel response: Perhaps the building's entry and canopy could be recessed a bit to reduce encroachment into the public ROW? This creates a slightly recessed "alcove" prior to entering the lobby which gives a more expansive and comfortable entry experience from the sidewalk. That is something the architect and team might want to study and incorporate.*

Panel Recommendations:

The Applicant is requesting 15 design excellence points. The Panel voted unanimously that the Project receive 15 points for design excellence with the following comment:

- Consider recessing the building entry at the Battery Lane frontage to soften the impact of the wide building frontage and building canopy on the pedestrian experience along Battery Lane.

2.14.22

Revised 5.25.22

Revised 7.05.22

Revised 9.26.2022

M-NCPPC

Montgomery County Planning Department
2425 Reedy Drive, 14th Floor
Wheaton, MD 20902

**Re: Preliminary/ Final Tree Variance Request
#120220100& #820220160
4901 Battery Lane
Preliminary/ Final Forest Conservation Plan
VIKA # VM50527A**

Dear Reviewer:

On behalf of our client, WCSmith Development (the "Applicant"), we are submitting this Tree Variance Request for the above-referenced property (the "Property") to comply with Natural Resources, Title 5, Section 5-1607 of the Maryland Code that requires the Applicant to file for a variance to remove or impact any tree greater than 30" in diameter-at-breast-height (dbh); any tree with a dbh equal to or greater than 75% of the current state champion; trees that are part of a historic site or associated with a historic structure; any tree designated as the county champion tree; and any tree, shrub, or plant identified on the rare, threatened or endangered list of the U.S. Fish and Wildlife Service of the Maryland Department of Natural Resources, if a project did not receive Preliminary Forest Conservation Plan Approval prior to October 1, 2009. This Tree Variance Request is accompanying the submission of the Preliminary and Final Forest Conservation Plans 120220100 & 820220160.

The 2-acre Property is located in Bethesda, Montgomery County, Maryland. It is currently developed with the Cambridge Square Apartments with 87 units and associated large surface parking lot. The Property is located on Battery Lane within the "Battery Lane District" planning sub-area of the Bethesda Downtown Sector Plan, between Woodmont Triangle and the NIH campus. It is located on the north side of Battery Lane adjoining the NIH campus stormwater ponds east of the Bethesda Trolley Trail. The Property is located due north and east of Bethesda Lane Urban Park across Battery Lane.

This request proposes to remove three (3) specimen trees on-site and allow impacts to five (5) specimen trees off-site.

Table 1 on the following page lists the eight specimen trees as identified on the Forest Conservation Plan for which the Applicant seeks a variance to remove or impact the CRZ.

Table 1

TREE NO.	BOTANICAL NAME	COMMON NAME	D.B.H. (in.)*	VARIANCE TREE	CONDITION	CRZ IMPACT %	DISPOSITION
ON-SITE TREES							
100	Fraxinus americana	White ash	45	✓	Fair	46.04	REMOVE
110	Platanus x acerifolia	London plane tree	30	✓	Fair	50.24	REMOVE
113	Acer negundo	Boxelder	35	✓	Fair	26.71	REMOVE
OFF-SITE TREES							
102	Quercus velutina	Eastern Black oak	30	✓	Fair-Poor	20.31	SAVE
103	Quercus velutina	Eastern Black oak	36	✓	Fair-Good	25.50	SAVE
104	Quercus imbricaria	Laurel Oak	33	✓	Fair-Good	32.62	SAVE
105	Quercus alba	White oak	40	✓	Fair-Good	14.90	SAVE
112	Acer rubrum	Red Maple	40	✓	Good	5.31	SAVE

Tree assessment was performed by Douglas Koeser, RLA, ISA during a site visit in May of 2021. A visual at-grade-level inspection with no invasive, below grade, or aerial inspections was performed for each tree. Decay or weakness may be hidden out of sight for large trees. Tree species information shown in the table above is based on the approved NRI/FSD.

- Tree #100: 45" Fraxinus americana (White Ash)** Tree #100 is located along Battery Lane in front of the existing garden apartments.
 - **Field Condition:** Fair
 - **Proposed CRZ Impact:** 46.04%
 - **Disposition:** to be removed
- Tree #110: 30" Platanus x acerifolia (London plane tree)** Tree #110 is located on the eastern property line of the site.
 - **Field Condition:** Fair
 - **Proposed CRZ Impact:** 50.24%
 - **Disposition:** to be removed
- Tree #113: 35" Acer negundo (Boxelder):** Tree #113 is in the north-western most corner of the property.
 - **Field Condition:** Fair
 - **Proposed CRZ Impact:** 26.71%
 - **Disposition:** to be removed
- Tree # 102: 30" Quercus velutina (Eastern Black Oak):** Tree #102 is located offsite, approximately 16 feet outside the northern property line on NIH property.
 - **Field Condition:** Fair/ Poor
 - **Proposed CRZ Impact:** 20.31%
 - **Disposition:** to be saved

5. **Tree # 103: 36" Quercus velutina (Eastern Black Oak):** Tree #103 is located offsite, approximately 16 feet outside the northern property line on NIH property.
 - **Field Condition:** Fair/ Good
 - **Proposed CRZ Impact:** 25.50%
 - **Disposition:** to be saved
6. **Tree # 104: 33" Quercus imbricaria (Laurel Oak):** Tree #104 is located offsite, approximately 8 feet outside the northern property line on NIH property. Although the proposed impact is more than 30%, the LOD in the area of this tree had been examined and LOD impact reduced, as much as practical.
 - **Field Condition:** Fair/ Good
 - **Proposed CRZ Impact:** 32.62%
 - **Disposition:** to be saved
7. **Tree # 105: 40" Quercus alba (White Oak):** Tree #105 is located offsite, approximately 30 feet outside the northern property line on NIH property.
 - **Field Condition:** Fair/ Good
 - **Proposed CRZ Impact:** 14.90%
 - **Disposition:** to be saved
8. **Tree # 112: 40" Acer rubrum (Red Maple):** Tree #112 is located offsite, across Battery Lane. Rootzone of this tree is not likely to fall within the impact area due to road infrastructure.
 - **Field Condition:** Good
 - **Proposed CRZ Impact:** 5.31%
 - **Disposition:** to be saved

Justification of Variance

Section 22A-21 of the County Ordinance authorizes the County to approve variances to the Forest Conservation Law allowing disturbances to certain trees, including specimen trees. An applicant seeking a variance must present a request in writing and the applicable approving authority must make certain findings and descriptions prior to approval. Applicant's variance request satisfies the required findings as follows:

- (1) *Describe the special conditions peculiar to the property which would cause the unwarranted hardship;*

The requested tree variance is necessary for implementation of 372 dwelling units in one 12-story multi-family building with associated parking garage, open space, amenities, etc. Not granting the requested variance is an unwarranted hardship because redevelopment of this property implements the vision for the Battery Lane District outlined in the Sector Plan. Due to the narrow lot shape, the layout is important to the maximize the density allowed for this development. There are eight (8) variance trees impacted by the proposed improvements to the property for which the Forest Conservation Plan has been submitted for approval. Strict protection of the variance trees would deprive the Applicant from adding this multi-family development project in the urban core that is recommended by the Bethesda Downtown Plan preferred and adds necessary housing.



- (2) *Describe how enforcement of this Chapter will deprive the landowner of rights commonly enjoyed by others in similar areas;*

Denial of the variance would also deprive Applicant of rights commonly enjoyed by others in similar areas. Despite the constraints the existing features create for redevelopment of the property, this project establishes compatible relationships between new development, existing buildings and future developments planned for the Battery Lane District. The Project includes multi-family units in a twelve-story building along Battery Lane, creating streetscape that enhances the public realm as envisioned in the master plan. Avoiding any impacts to the trees would significantly inhibit the ability to maximize the proposed density and use the entire urban site for this multi-family project. Therefore, strict enforcement of the County Code would unfairly prevent the redevelopment of the Property to the same extent as similarly situated properties in the Battery Lane District that do not have the same degree of environmental constraints.

Approval of the variance will allow Applicant to create a vibrant multi-family project that will provide amenities to the residents, and the community by providing enhanced streetscape along the Battery Lane frontage and master plan recommended through block connections. Approval will also allow for the creation of a pathways connecting the project in the future to the Bethesda Trolley Trail, increasing community connectivity. All these goals are consistent with the rights enjoyed by nearby property owners.

- (3) *Verify that State water quality standards will not be violated and that a measurable degradation in water quality will not occur as a result of the granting of the variance;*

The granting of Applicant's variance request will not result in a violation of State water quality standards, nor will a measurable degradation in water quality occur as a result. The Project will provide stormwater management for Environment Site Design (ESD) to the Maximum Extent Practicable (MEP), utilizing Maryland Department of Environment and Montgomery County methodology. The Stormwater Management Concept proposes facilities consisting of over 6,000 square feet 8" green roof and nine (9) planter style micro-bioretenention facilities. As required by the Sector Plan this project will provide 35% green cover through a combination of tree canopy (approximately 60%) and green roof (approximately 40%). The proposed SWM and green cover will improve the water quality, since there is no stormwater management currently on the site. The storm drain adequate outfall study has closely examined the proposed storm drain outfall at the rear of the property. The allowable discharge velocity limits set forth by MDE's Table D.12.1 "Permissible Velocities for Channels Lined with Vegetation" is 4 ft/sec per the subject property's conditions. The proposed velocity when the flow reaches the stream is 3.08 ft/ sec. Therefore, the proposed outfall does not exceed the allowable velocity limits per MDE requirements and will not degrade water quality.

Every effort has been made to minimize encroachments in to the SVB and limit the amount of disturbance as well. The existing building encroaches approximately 300 square feet into the SVB. This has been reduced to zero (0') feet of building encroachment in the SVB with this resubmission. Encroachments are limited to the SWM outfall and a node for the future public path connection. The Project proposes to remove a large expanse of surface parking lot on a largely impervious property and redevelop it with a Project which provides 35% green cover and modern stormwater management. The site which currently has few trees will be landscaped to provide more than 15% tree canopy cover. The open area of the stream valley buffer onsite will be landscaped with additional trees plus native under-story plants to improve water quality within the stream valley buffer. Overall, the Project provides significant environmental



improvements while the encroachment into the edge of the Stream Valley buffer as requested will have a de minimus impact to an area of the stream valley buffer that has been disturbed for more than five decades.

(4) *Provide any other information appropriate to support the request.*

Approving Applicant's variance request is justified for other reasons as well. The proposed project will advance the Sector Plan's vision for the Battery Lane District.

The proposed shade trees and planting areas will all serve to improve ecological quality in an urban environment. Focusing redevelopment on existing developed land, landscape plantings, stormwater management design all combine to significantly improve water quality, carbon sequestration, and reduction in urban heat island effects.

Furthermore, the variance does not arise from a condition related to land or building use, either permitted or nonconforming, on a neighboring property.

Thank you for your consideration of Applicant's tree variance request. The supporting information provided in this letter establishes that denial of the variance would result in unnecessary hardship or practical difficulty, as well as demonstrates Applicant's extensive efforts to minimize impacts. Please contact me with any questions, or if you require additional information.

Sincerely,

VIKA Maryland, LLC

CS Beaufort

Chanda S. Beaufort, RLA
Senior Project Manager

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WELLS + ASSOCIATES

4901 BATTERY LANE

LOCAL AREA TRANSPORTATION REVIEW

February 16, 2022

1st Revision September 16, 2022

2nd Revision October 26, 2022



4901 BATTERY LANE

Local Area Transportation Review

Montgomery County, Maryland

February 16, 2022

1st Revision September 16, 2022

2nd Revision October 26, 2022

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A	SCOPING MATERIALS
B	BUS ROUTES
C	SPEED STUDY REPORTS
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Section 1 INTRODUCTION

Overview

This report details a Local Area Transportation Review (LATR) for a proposed residential building in Bethesda, Maryland. The subject site is located at 4901 Battery Lane on the north side of Battery Lane west of Woodmont Avenue, within the Bethesda CBD Policy Area of Montgomery County, as shown on Figure 1-1. This study was prepared in support of the Preliminary Plan of Subdivision No. 120220100 application to satisfy the adequate public facilities requirements in accordance with the Maryland-National Capital Park and Planning Commission (M-NCPPC) LATR Guidelines.

The subject property is currently occupied by 87 mid-rise apartments. Currently, two curb cuts provide vehicular access to surface parking. WC Smith, the “Applicant”, proposes to raze the existing mid-rise apartments and redevelop the site with a high-rise multi-family residential building with up to 399 dwelling units and a two-level underground parking garage. Since this report was originally prepared the number of dwelling units changed to 372 dwelling units, which includes 56 moderately priced dwelling units (MPDUs). Access to the parking garage, loading docks, and a pick-up and drop-off court is proposed via a single driveway on the east side of the building. The main lobby fronts Battery Lane with pedestrian access provided from both Battery Lane and the vehicular pick-up and drop-off court. Bike rooms are planned on the ground level between the lobby and loading docks and on the G-1 level of the garage. The proposed Preliminary Plan is shown in Figure 1-2.

This application is subject to LATR since the proposed development is expected to generate 50 or more new peak hour person trips. The project is located within the Bethesda CBD Policy Area and is therefore exempt from the motor vehicle system adequacy test. The scope of this LATR traffic study was established in consultation with M-NCPPC, Maryland State Highway Administration (SHA), and Montgomery County Department of Transportation (MCDOT) Staff. The Scope of Work Agreement is included in Appendix A.

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 Montgomery County Growth and Infrastructure Policy.

Motor Vehicle Adequacy is defined by the intersection level of service standards by policy area described in Section IV.A of the Guidelines. Red policy areas are exempt from the motor vehicle adequacy test. As described in Table 6 in the LATR Guidelines, for intersections located within Orange policy areas, the Highway Capacity Manual operational (delay-based) level of service standard applies to all study intersections. For intersections located within Yellow or Green policy areas, the critical lane volume (CLV) level of service standard applies to study intersections with

a CLV of 1,350 or less and the Highway Capacity Manual delay-based level of service standard applies to study intersections with a CLV of more than 1,350. The proposed application is located within the Bethesda CBD (Red) Policy Area and is therefore exempt from the Motor Vehicle Adequacy test.

Pedestrian System Adequacy is defined by the criteria described in section V.A of the Guidelines. The Pedestrian System Adequacy test consists of three components:

Pedestrian Level of Comfort (PLOC). Per the Guidelines, pedestrian system adequacy is defined as providing a “Somewhat Comfortable” (PLOC-2) or “Very Comfortable” (PLOC-1) score on streets and intersections for roads classified as Primary Residential or higher (excluding Controlled Major Highways and Freeways, and their ramps), within a certain walkshed from the site frontage, specified in Table 1 from the LATR Guidelines. The table also identifies the maximum span of improvement that the applicant must provide beyond the frontage. Specific improvements to be constructed should be identified in consultation with MNCPPC and MCDOT.

Street Lighting. As stated in the Guidelines, an applicant must evaluate existing street lighting based on MCDOT standards along roadways or paths from the development to destinations within a certain walkshed from the site frontage, specified in Table 1 of the LATR Guidelines. The table also identifies the maximum span of street lighting that the applicant must provide beyond the frontage. Where standards are not met, the applicant must upgrade the street lighting to meet the applicable standards.

ADA Compliance. The Guidelines state that the applicant must fix Americans with Disabilities Act (ADA) noncompliance issues within a certain walkshed from the site frontage equivalent to half the walkshed specified in Table 1 from the LATR Guidelines. The table also identifies the maximum span of ADA improvements that the applicant must provide beyond the frontage.

As shown in Table 1-1, the subject site is expected to generate 126 new person trips in the AM peak hour and 145 new person trips in the PM peak hour. Based on the expected person trips to be generated by this site, the required distances for the three components of the pedestrian study area are as follows:

- Pedestrian Level of Comfort and streetlighting Study Area
750’ in in all directions from the property
- Street Lighting Study Area
750’ in all directions from the site
- ADA Compliance study area
375’ in all directions from the site

Bicycle System Adequacy. This analysis considers the following:

Bicycle system adequacy is defined by the criteria described in Section VI.A of the Guidelines. Per the Guidelines, the determination of adequacy is the achievement of a low Level of Traffic Stress (LTS-2) for bicyclists. As stated in the Guidelines, bicycle system analysis is based on the following standards and scoping:

For any site generating at least 50 net new weekday peak-hour person trips, conduct an analysis of existing and programmed conditions to ensure low Level of Traffic Stress (LTS-2) conditions on all transportation rights-of-way within a certain distance of the site frontage, specified in Table 2 from the LATR Guidelines. If current and programmed connections will not create adequate conditions, the applicant must construct side paths, separated bike lanes, or trails, consistent with the Bicycle Master Plan, that create or extend LTS-2 conditions up to the specified distance from the site frontage.

Based on the expected person trips to be generated by this site, the required distance for the bicycle study area is within 750' of the site.

Bus Transit System Adequacy. Bus transit system adequacy is defined by the criteria described in Section VII.A of the Guidelines. As stated in the Guidelines, for any site generating at least 50 net new weekday peak-hour person trips in Red, Orange, and Yellow policy areas, the applicant is to conduct an analysis of existing and programmed conditions to ensure that there are bus shelters outfitted with real-time travel information displays and other standard amenities, along with a safe, efficient, and accessible path between the site and a bus stop, at a certain number of bus stops within a certain distance of the site frontage, specified in Table 3 of the LATR Guidelines. Where shelters and associated amenities are not provided, an applicant must construct up to the number of shelters and amenities specified in Table 3 of the Guidelines.

Based on the expected person trips to be generated by this site, the required number of bus shelters and distance for the transit study area are two (2) bus shelters within 1000' of the site.

LATR Vision Zero Statement. This component considers the following:

According to the LATR Guidelines, all LATR studies for a site that will generate 50 or more net new weekday peak-hour person trips must develop a Vision Zero Statement. This statement must assess and propose solutions to high injury network and safety issues, review traffic speeds, and describe in detail how safe site access will be provided. With concurrence of the responsible agency, projects must implement or contribute to the implementation of safety countermeasures. The Planning Board must find a nexus to the project's impact and that any countermeasure is proportional to that impact. The County Council may adopt predictive safety analysis as part of this statement, when available. The components of the Vision Zero Statement are described below, as stated in the LATR Guidelines.

1. **Review High Injury Network segments:** Document any segments on the High Injury Network (HIN) that are within a certain distance of the site frontage, as specified in Table 5 from the LATR Guidelines.
 - a. *HIN Attributes:* Document attributes of the roadway segment(s), including number of lanes, posted speed limit, presence of pedestrian or bicycle infrastructure and crossings, and annual average daily traffic (if available).
 - b. *HIN Crashes:* Summarize the crashes on the relevant segment(s) within the past five years, noting the severity and mode of crashes. Review the crash attributes and summarize any trends (e.g., collision type, time of day of crashes, contributing factors).
 - c. *HIN Improvements:* Identify any recent improvements to the segment(s) or if safety improvements for the segment are included in the approved Capital Improvement Program.
2. **Assess proximate safety issues:** Review the crash history for all segments and crossings within a certain distance of the site frontage, as specified in Table 5 from the LATR Guidelines.
 - a. *Crash Summary:* Summarize the crashes within the past five years, noting the overall severity and mode of crashes. For any severe or fatal crashes, document the collision type, mode, and whether the crash occurred at an intersection or along a segment.
3. **Review traffic speeds:** Conduct speed studies within a certain distance from the site frontage, specified in Table 5 of the LATR Guidelines. Speed studies should be conducted mid-week (Tuesday, Wednesday, or Thursday) for 48 hours on days when school is in session. Locations will be determined by Planning staff in collaboration with MCDOT staff and will prioritize filling in gaps in the inventory of speed studies. Relevant speed studies that have been completed within the past three years may be used to fulfill this requirement if gaps do not remain in the inventory of speed studies.
 - a. *Observed Speeds:* For each speed study, document the 50th and 85th percentile speed for each day and direction.
 - b. *10-mile per hour (mph) Pace:* For each speed study, document the range of speed at which the majority of cars are traveling.
4. **Describe site access:** Summarize the safety issues identified in components 1 through 3 and describe how site circulation promotes safety, outlining how safe access will be provided to the site. Planning staff will note if the applicant is contributing a fee in lieu of constructing a countermeasure. Reference the Vision Zero Community Toolkit (forthcoming) or national best practices and research in outlining the appropriate treatments to address identified safety issues.

- a. *High Injury Network*: If applicable, summarize how the project's right-of-way improvements along the HIN will address identified safety issues.
- b. *Proximate Safety Issues*: Record how the project's right-of-way improvements within the vicinity of the site will address identified safety issues for motorists, transit riders, bicyclists, and pedestrians.
- c. *Traffic Speeds*: If observed 85th percentile speed for any day or direction exceeds the posted speed by 20 mph, summarize speed management improvements that could reduce speeds along the roadway. For example, traffic calming would be warranted on a roadway with a 25-mph posted speed limit if the observed 85th percentile speed is greater than 30 mph.
- d. *Site Circulation*: Document how site design promotes bicycle, pedestrian, and motor vehicle occupant safety. For example, limiting vehicle access points and locating and designing parking to reduce conflicts with pedestrians and bicyclists both passing by and visiting the site.

Study Tasks

Tasks undertaken in this study included the following:

- Review of the proposed site plan for circulation and access, relevant background documents, and the Local Area Transportation Review Guidelines requirements for the Bethesda CBD (Red) Policy Area
- Calculation of the number of AM and PM peak hour person trips that will be generated by the proposed residential use based on Trip Generation, 11th Edition, published by the Institute of Transportation Engineers, and the Bethesda CBD policy area adjustment factor and mode split percentages documented in the LATR Guidelines
- Coordination with M-NCPPC, SHA, and MCDOT staff to identify the study area and analyses to be included in the LATR study
- A field reconnaissance of existing roadways, bicycle and pedestrian infrastructure, and bus transit facilities
- Evaluation of the Pedestrian System Adequacy Test
- Evaluation of the Bicycle System Adequacy Test
- Evaluation of the Bus Transit System Adequacy Test
- Preparation of a Vision Zero Statement
- Evaluation based on LATR Proportionality Guide

Sources of data for this study include: the M-NCPPC, the MCDOT, the Maryland State Highway Administration (SHA), Institute of Transportation Engineers (ITE), WC Smith Development, SK+I Architectural Design Group, LLC, VIKI, and Parker Rodriguez, Inc.

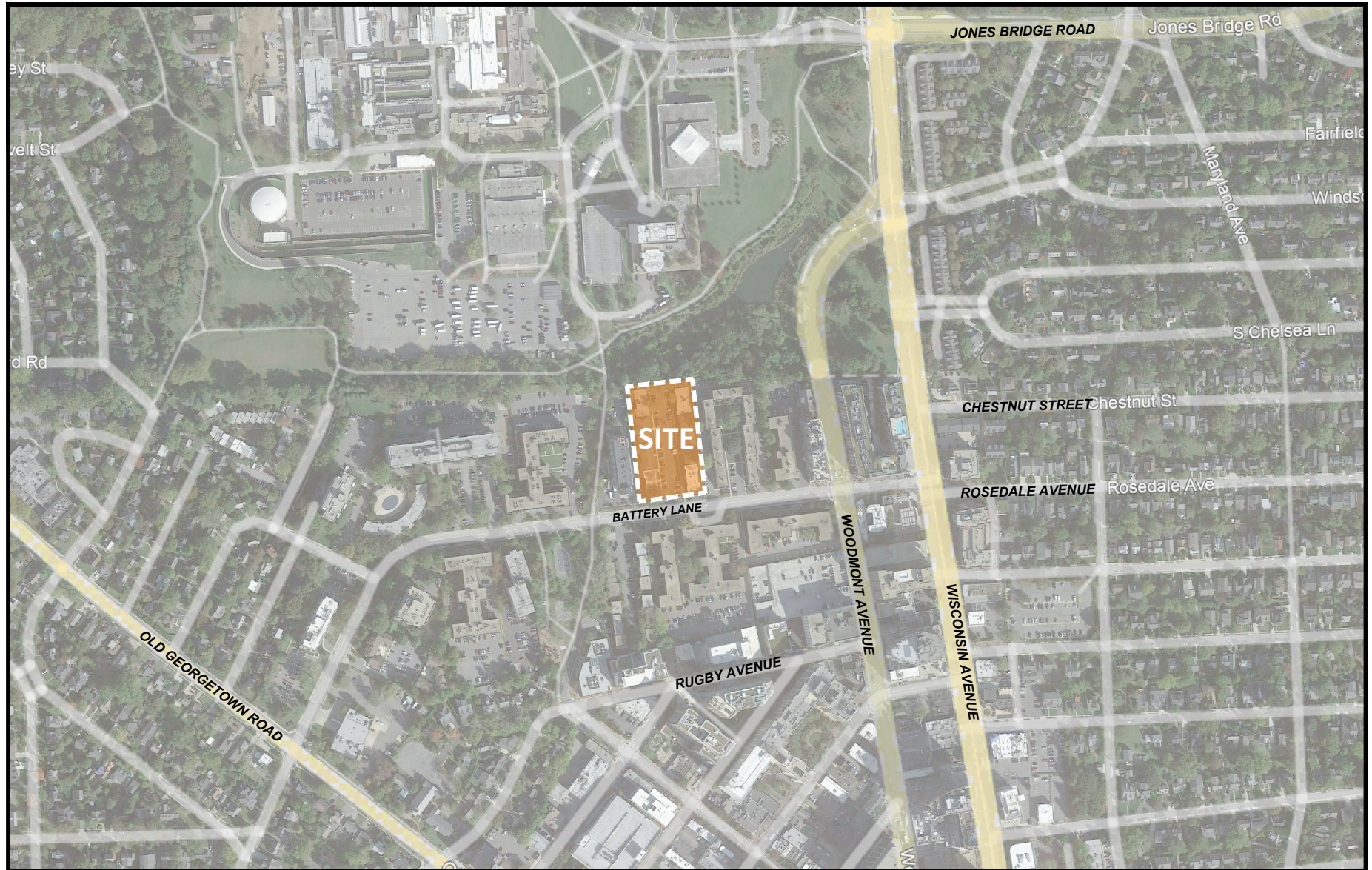


Figure 1-1
Site Location



NORTH

4901 Battery Lane
Bethesda, Maryland

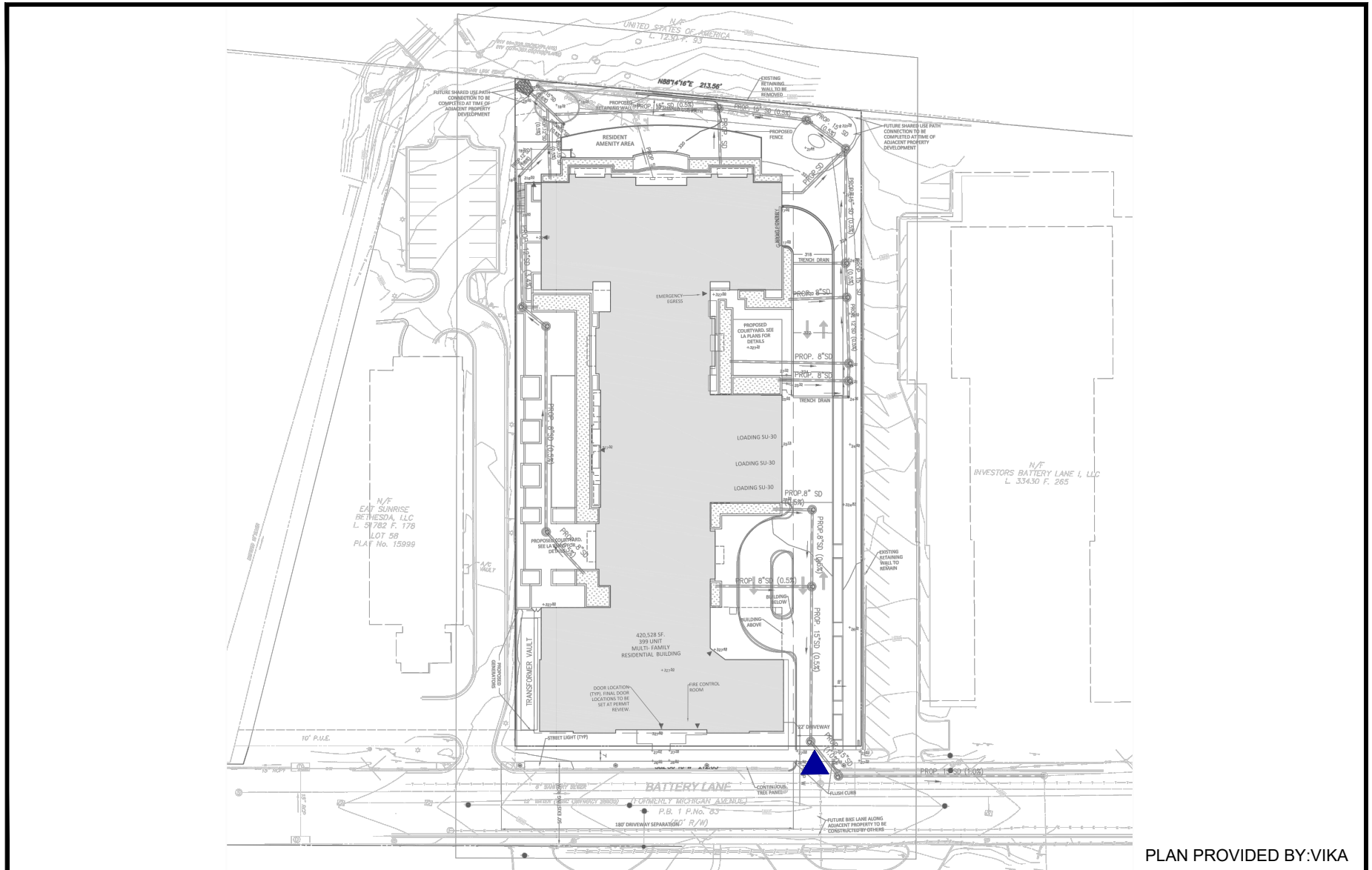


Figure 1-2
Sketch Plan



Proposed Site Access Point



NORTH

4901 Battery Lane
Bethesda, Maryland

Table 1-1
4901 Battery Lane
Site Trip Generation with Mode Split Summary

Land Use				ITE Trip Generation ¹						LATR Mode Split Trip Generation ²											
				AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour					
				In	Out	Total	In	Out	Total	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips
Existing																					
Multifamily Housing (Mid-Rise)	221	87	DU	6	21	27	21	13	34	21	9	5	7	12	41	27	11	6	9	15	53
Proposed																					
Multifamily Housing (High-Rise)	222	399	DU	37	71	108	72	56	128	85	35	20	28	48	167	101	41	23	33	56	198
Net Increase				31	50	81	51	43	94	64	26	15	21	36	126	74	30	17	24	41	145

Notes:

1. Trip generation based on ITE Trip Generation Manual 11th Edition.

2. Mode Split assumptions based on the Bethesda CBD Policy Area from the 2017 LATR Guidelines.

SECTION 2

BACKGROUND DATA

Overview

This section presents the following background information for the LATR:

- Description of the proposed redevelopment
- Description of the existing and proposed pedestrian and vehicular ingress/egress
- Description of the study area public road network
- Inventory of the non-auto transportation facilities in the study area
- List of programmed transportation improvements

Proposed Redevelopment

The Applicant proposes to redevelop the existing mid-rise apartments with a high-rise multi-family residential building including up to 399 dwelling units, a two-level underground parking garage, and bike rooms. New pedestrian connections are proposed on the eastern and northern frontages of the site providing connection between Battery Lane and the Bethesda Trolley Trail as well as a path leading to the Battery Lane Urban Park.

Access

The site is currently accessed via two curb cuts to surface parking. With the proposed redevelopment, vehicular access to the drop-off and pick-up zone, parking and loading facilities is proposed via a single curb cut on Battery Lane, eliminating one of the existing vehicular curb cuts. 30 ft trucks will be able to turn around on-site, pulling into the driveway and pulling out head-first.

Pedestrians will have primary access to the lobby on Battery Lane. Access is also gained from the pick-up and drop-off court.

Two bike rooms are planned within the building. One on the ground level with access to the driveway and interior lobby. The other bike room is on the G-1 level of the garage.

Public Road Network

Existing Network

Regional access to the site is provided by Wisconsin Avenue (MD 355) and Old Georgetown Road (MD 187). Local access is provided by Battery Lane and Woodmont Avenue.

Wisconsin Avenue (MD 355) is a six-lane, major highway with turn lanes at major intersections. A traffic signal controls the Wisconsin Avenue intersection with Battery Lane. Wisconsin Avenue (MD 355) has a posted speed limit of 25 mph.

Battery Lane is a minor arterial with two travel lanes. It has a posted speed limit of 25 mph.

Woodmont Avenue is classified as an arterial road. It extends from Wisconsin Avenue at the northern CBD boundary to Wisconsin Avenue at Leland Street. Woodmont Avenue, south of Battery Lane operates two-way with five travels (including a two-way left turn lane median). At the Battery Lane intersection, separate left turn lanes are provided on northbound and southbound Woodmont Avenue. Woodmont Avenue has a posted speed limit of 30 mph.

Programmed Improvements

Per the County's Bicycle Master Plan, and as planned with the approved Sketch Plan for the Battery District project, a two-way separated bike lane will be installed on the south side of Battery Lane.

Non-Auto Transportation Facilities

The subject site is located within the Bethesda CBD Policy Area, which is served by Metrorail, Metrobus, RideOn, Bethesda Circulator, and Capital Bikeshare, as well as sidewalks, on-street bike lanes, and off-street trails. In addition to the provision of bus bays at the Bethesda Metrorail station, bus stops are provided along Wisconsin Avenue, Woodmont Avenue, and Battery Lane. The Bethesda Circulator operates along Battery Lane and Woodmont Avenue. A description of the non-auto transportation facilities serving the site is provided below.

Metrorail

The Medical Center and Bethesda Metrorail stations, located along WMATA's Red Line, are the most proximate Metrorail stations to the subject site. The Medical Center station entrance is located on the west side of Rockville Pike, south of South Drive, on the east side of the National Institutes of Health (NIH) campus. At the Bethesda station, and entrance is located on the west side of Wisconsin Avenue and south of Old Georgetown Road. Access is also provided from Edgemoor Lane, south of Old Georgetown Road. An elevator is also located on the north side of

Montgomery Lane. A southern station entrance is planned to be located on the south side of Elm Street immediately west of the intersection with Wisconsin Avenue.

Metrobus

Metrobus Routes J1 and J2 provide service to the subject site. Riders can board or alight buses serving those routes at stops along Battery Lane and Wisconsin Avenue.

RideOn and Bethesda Circulator

The site is directly served by routes 34 and 70 via the bus stops that are located along Woodmont Avenue and Battery Lane.

The Bethesda Circulator is a free bus route that services the Bethesda CBD with stops along Battery Lane and Woodmont Avenue proximate to the site.

Capital Bikeshare and Bicycle Facilities

Capital Bikeshare stations are located in the vicinity of the site, including 15 docks at the Battery Lane intersection with the Bethesda Trolley Trail (bike station 32027).

A bicycle lane is currently present on both sides of Battery Lane for a portion between Woodmont Avenue and Old Georgetown Road.

The Bicycle Master Plan shows that there are Master Planned bikeways in the study area. As approved with the Battery District Sketch Plan, a two-way separated bike lane is planned for south side of Battery Lane between Old Georgetown Road and Woodmont Avenue. Separated bike lanes are also proposed on Woodmont Avenue south of Battery Lane. In addition to this, side paths are proposed on Woodmont Avenue north of Battery Lane.

Sidewalks

Sidewalks are generally provided on both sides of the streets within the study area along Battery Lane, Woodmont Avenue, and Wisconsin Avenue (MD 355).

SECTION 3 PEDESTRIAN, BICYCLE, and BUS TRANSIT ADEQUACY TESTS

Overview

This section discusses the scope and results of the Pedestrian, Bicycle, and Bus Transit System Adequacy tests, Bus Transit System Adequacy tests, and provides a Vision Zero Statement following the LATR Guidelines.

Pedestrian System Adequacy

As previously discussed, the Pedestrian System Adequacy Test consists of the following three components:

- Pedestrian Level of Comfort (PLOC)
- Street Lighting
- ADA Compliance

Following is a discussion of the results of each evaluation.

Pedestrian Facilities

Sidewalks are provided along both sides of each street in the study area. Crosswalks and curb ramps are provided at signalized intersections within the study area, as shown on Figure 3-1. Pedestrian signal heads with accompanying push buttons are provided wherever marked crosswalks are provided at the signalized intersections. Marked crosswalks are provided for each of the signalized intersections.

The crossing times were reviewed for the “walk” and “flashing don’t walk” indicators. The “don’t walk” indicator illuminates when the respective green cycle changes to amber. The pedestrian then has the amber and all-red phase of the cycle to complete the crossing, approximately an additional five (5) to seven (7) seconds.

Table 3-1 presents a summary of the crossing distances for each leg of the Battery Lane and Woodmont Avenue intersection, as well as the required crossing times and the provisions of crossing time for those legs based on the signal timing plans obtained from MCDOT. As shown, there is adequate “Walk” time plus “Flashing Don’t Walk” time available for pedestrians to cross within the crosswalks on each street.

When considering only the “Flashing Don’t Walk” time, there is adequate time to cross within crosswalks on each street except the following legs:

- Across the north side of Woodmont Avenue at Battery Lane – deficient by 0.5 second
- Across the west side of Battery Lane at Woodmont Avenue – deficient by 1 second

Pedestrian Level of Comfort (PLOC)

The requirements for the PLOC portion of the Pedestrian Adequacy Test are described in the LATR Guidelines. Per the Guidelines, the applicable value for the proposed redevelopment is 750' in all directions based on person trip generation between 100-199 and location within a Red Policy Area.

The Pedestrian Level of Comfort Map found at <https://mcatlas.org/pedplan/> was reviewed to identify the PLOC for the pedestrian facilities with the 750' radius of the subject property.

Figure 3-2 shows the existing PLOC along with the applicable 750' from the site boundary. The following applicable deficiencies (beyond somewhat or very comfortable scores) have been identified within the 750' walkshed of the proposed development boundary:

Facility:

Battery Lane: Both sides (north and south) of Battery Lane between Woodmont Avenue and Old Georgetown Road are generally located within an urban area. Sidewalks are present on both sides of the street, but they are generally narrow. Utility poles are within the sidewalks on the northside and many of the properties have multiple curb cuts. A bike lane separates buffers pedestrians on the north side and a bike lane and parking lane buffer pedestrians from the travel way on the south side. Both sides of Battery Lane between Woodmont Avenue and Old Georgetown Road are rated as either uncomfortable or undesirable.

Between Woodmont Avenue and Wisconsin Avenue, the sidewalk on the north side is somewhat comfortable and the south sidewalk is rated as uncomfortable.

Woodmont Avenue: Woodmont Avenue is located within an urban area. North of Battery Lane, parking is prohibited. The sidewalks, buffered from the travel lanes with street trees along the section where buildings are present on both sides, are rated somewhat comfortable. Moving north adjacent to the green space, the sidewalk on both sides is adjacent to the travel lane and is rated undesirable.

South of Battery Lane, on-street parking is permitted on the east side of the street between Battery Lane and the signalized driveway to Woodmont – Rugby parking garage and prohibited on the west side of the street. The east side sidewalk has a somewhat comfortable rating to the signalized parking garage entrance and an undesirable rating between

Cordell Avenue and the parking garage entrance, likely because of the multiple driveways and loading areas. The west side sidewalk has an undesirable rating south of Battery Lane and a somewhat comfortable rating at Rugby Avenue.

Wisconsin Avenue: The sidewalks on the east and west side of Wisconsin Avenue within the study area are rated somewhat comfortable or very comfortable.

Rosedale Avenue: The sidewalks on the north and south side of Rosedale Avenue, within the study area, are rated very comfortable.

Rugby Avenue: The sidewalks along Rugby Avenue in the study area are rated somewhat comfortable or very comfortable, except for the sidewalk in front of the Montgomery County Police station and a second on the south side at Del Ray Avenue where the sidewalk narrows.

Trail: The trail connecting the Bethesda Trolley Trail to the Battery Lane Urban Park is rated very comfortable and the marked crosswalk on Battery Lane is rated somewhat comfortable.

Recommendations/Mitigations

The Pedestrian Level of Comfort is below the county standards; therefore, mitigation is required. Improvements to the deficient pedestrian facilities are listed in Table 3-4A and improvement plans are contained in Appendix D, along with the cost estimates. In consultation with Planning Department staff, constructable and other feasible improvements were determined. The improvements the Applicant will construct and the fee in lieu payment improvements are noted in Table 3-4A.

Street Lighting

According to the LATR Guidelines, streetlights are to be evaluated based on MCDOT standards. Where standards are not met, the applicant must upgrade the street lighting to meet the standards.

Based on the person trip generation, the applicable radius for the proposed development is 750' from the property boundaries. A field verified inventory of streetlights within the 750' study area boundary, is provided on Figure 3-3. Streetlights are present and functioning per field verification in January 2022 during evening hours. However, the existing streetlights along Battery Lane west of Woodmont Avenue, on Woodmont Avenue south of Battery Lane, on Woodmont Avenue along the NIH frontage, on the north side of Rugby Avenue are not consistent with the Bethesda Street Scape Standards.

Recommendations/Mitigations

To satisfy the Pedestrian System Adequacy test, the green Utility Washington FCO streetlights, or a fee in lieu, should be provided with the 750' radius from the property. It is noted that as redevelopment occurs along Battery Lane, the streetscape along respective property frontages will be upgraded to meet the Bethesda Streetscape Standards. Sidewalk improvements along Battery Lane are noted in Table 3-4A and shown in detail in Appendix D. The cost of replacing streetlights is included in the cost estimates for sections with identified pedestrian deficiencies. The applicant will either construct improvements or make a payment for the improvements.

ADA Compliance

The requirements for the ADA Compliance portion of the Pedestrian Adequacy Test are described in the LATR Guidelines. The applicable value for the proposed development is one-half of 750' (375') based on person trip generation between 100-199 and location within a Red Policy Area.

Figure 3-1 shows the no roadway intersections are present within the 375' radius of the site, and therefore ADA ramps were not evaluated. It is noted that the sidewalks along Battery Lane dip down to driveway grade for adjacent properties. This condition will be mitigated as redevelopment occurs, similar to the proposed redevelopment of the subject property. With the proposed redevelopment and rebuilt sidewalk along the property frontage, an ADA compliant ramp would be provided on the eastern side of the adjacent driveway on the western property boundary.

For the two ADA ramps provided at the mid-block, marked crosswalk connecting to the Battery Lane Urban Park, the somewhat comfortable rating indicates adequate facilities are provided at this location.

Mitigation is not required for ADA compliance.

Bicycle System Adequacy

As previously discussed, as stated in the LATR Guidelines, bicycle system adequacy is defined as providing a low Level of Traffic Stress (LTS-2) for bicyclists. The requirements for the Bicycle System Adequacy test are described in the LATR Guidelines. The applicable value for the proposed development is 750' based on person trip generation between 100-199 and location within a Red Policy Area.

Bicycle Facilities

Bicycle system adequacy is measured by the LTS (Level of Traffic Stress). The stress is determined on the comfort or skill level of a cyclist in reference to a roadway. The appropriate adequacy for a bicycle system provides an LTS-2. Potential mitigation involves the Applicant providing necessary adjustments to promote low level of traffic stress facilities LTS-2 conditions within 750' of the development's site boundary.

Per Montgomery County's Bicycle Master Plan, the Bicycle Stress Map describes Battery Lane west of Wisconsin Avenue and Wisconsin Avenue north and south of Battery Lane to generally have a moderately low and high stress level. A high/moderate stress levels indicates that the roadways are inappropriate for children and most adults. The Bicycle Master Plan is shown on Figure 3-4.

The Bicycle Master Plan shows that there are Master Planned bikeways along the study area. Per the approved Sketch Plan for the Battery District project, a two-way, separated bike lane is planned for the south side of Battery Lane between Old Georgetown Road and Woodmont Avenue. Separated bike lanes are also planned on Woodmont Avenue south of Battery Lane. In addition to this, side paths are proposed on Woodmont Avenue north of Battery Lane. Existing bicycle facilities are shown on Figure 3-5.

Recommendations/Mitigations

With the planned two-way separated bike lane on the south side of Battery Lane and proposed pedestrian/bike trails on the east and north frontages of the subject site, an LTS-2 will be provided for bicyclists on Battery Lane and along the site's frontages.

As shown in Table 3-4B, two bike facility improvements along Woodmont Avenue have been identified. A fee in lieu payment will be made for these improvements.

Bus Transit System Adequacy

The site is directly served by the following bus service along Battery Lane, Woodmont Avenue, and Wisconsin Avenue:

Metrobus J1, J2: Bethesda-Silver Spring Line

- Service between the Westfield Montgomery Mall Transit Center and the Paul S. Sarbanes Transit Center in Silver Spring
- Monday through Friday between 4:35 AM and 2:26 AM
- Saturday – 5:05 AM to 3:18 AM
- Sunday – 5:08 AM to 12:57 AM

RideOn 34

- Service between the Wheaton Metro Station and the Friendship Heights Metro Station
- Monday through Friday between 5:00 AM and 1:13 AM
- Saturday – 5:50 AM to 1:12 AM
- Sunday – 5:50 AM to 1:12 AM

RideOn 70

- Service between the Bethesda Metro Station and Miles Center Park & Ride
- Monday through Friday between 4:45 AM and 8:29 PM

Bethesda Circulator

- Free service that loops throughout the Bethesda CBD
- Stops along Battery Lane, Woodmont Avenue, Wisconsin Avenue, Bradley Boulevard, Arlington Road, Edgemoor Lane, and Old Georgetown Road
- Monday through Thursday between 7 AM to 11 AM
- Friday – 7 AM to 12 AM
- Saturday – 10 AM to 12 AM

Bus shelters are generally not provided in the vicinity of the subject property. Information regarding the bus routes is provided in Appendix B.

The requirements for the Bus Transit Adequacy test are described in the LATR Guidelines. The applicable requirement for the proposed development is two (2) shelters within 1,000 feet of the site based on person trip generation between 100-199 and location within a Red Policy Area.

The existing bus transit stops within the study area are shown on Figure 3-5. None of the existing bus stops within the study area currently include bus shelters. Bus shelters are proposed on the southside of Battery Lane in the cycle-track median when cycle-track is implemented as properties redevelop.

Recommendations/Mitigations

It is recommended that two (2) bus shelters be constructed at the closest bus stops to subject site within 1000' of the site property where adequate ROW and sidewalk clearance is provided, or an appropriate fee in lieu. In consultation with MCDOT, two shelters for two bus stops along Battery Lane were identified as improvement options, as outlined in Table 3-4B.

LATR Proportionality for Off-Site Improvements

Per the LATR Guidelines, the Planning Board established a maximum cost for off-site improvements that applicant is required to construct or fund to mitigate deficiencies identified in Pedestrian, Bicycle and Bus Transit Systems Adequacy tests.

This evaluation is based on up to 399 residential dwelling units. However, since this study has been completed, the number of proposed dwelling units has decreased to 372. Therefore, with the proposed residential development with 372 dwelling units, including 56 MPDUs, the Applicant has a maximum \$1,875,773 improvement cap for off-site improvements.

The Applicant has identified existing deficiencies based on the non-auto multimodal adequacy tests and the cost of any feasible improvements with the County staff. The identified deficiencies and proposed mitigation are summarized in Table 3-4. Cost estimates, improvement plans and ROW information for each segment requiring pedestrian, bicycle or bus transit improvements are included in Appendix D.

The proposed potential improvements and the feasibility of the improvements were coordinated with Montgomery County Planning Department staff. Tables 3-4A and B show potential improvement for the pedestrian, bicycle and bus transit deficiencies, along with the estimated costs for the feasible improvements. The improvements highlighted in green are proposed to be constructed by the applicant, while the costs for the improvements highlighted in blue are proposed to be applied toward the mitigation cap as a payment in lieu of construction.

Per the LATR Proportionality Guide, a maximum \$1,875,773 improvement cap for off-site improvements has been set subject to the actual costs of the improvements and credits for MPDUs. Based on the cost estimates, shown in Appendix D, the improvements identified for the pedestrian, bicycle, and bus transit deficiencies, cost \$3,460,350 and exceed the LATR Proportionality Guide improvement cap. The cost for the improvements that can be constructed came to \$723,233. The pedestrian, bicycle, and bus stop deficiencies were prioritized, and their costs were considered along with the construction cost to reach the improvement cap. Segment 2 listed in the Pedestrian Deficiency and Segments 2 and 3 listed in the Bicycle Deficiencies were identified to have the most impact of completing pedestrian and bicycle circulation in the area. With the pedestrian improvement along the frontage east of the subject site, an upgraded sided would be provided from the Battery Lane Urban Park to Woodmont Avenue with the proposed redevelopment and the preliminary plan No. 120190240 approval. The bicycle improvements were considered high priority as the cycle track would ultimately connect with the facility recently built on Woodmont Avenue south of Norfolk Avenue.

With the construction costs and the prioritized mitigation costs, the revised maximum improvement cap is \$1,862,700. The estimated cost for the constructable improvements is \$723,223, the adjustment for MPDUs is \$171,534, and the fee in lieu mitigation payment is \$967,943. The off-site improvements, either constructed or fee in lieu payment will mitigate the

Applicants impact on the adjacent transportation system and satisfy the LATR pedestrian, bicycle and bus transit system adequacy tests.

Table 3-1

4901 Battery Lane

Pedestrian Crossing Times

Pedestrian Crossing	Leg of Intersection	Distance of Pedestrian Crossing * (feet)	Time needed for 3.5 feet/sec (seconds)	Clearance Time Reduction (seconds)	Net Crossing Time Required ¹ (seconds)	Walk (seconds)	Flashing-don't walk (seconds)	Total Walk Time ² (seconds)	Adequate time provided at rate of 3.5 ft/sec?	
									With respect to Walk + Flash Don't	With respect to Flash Don't Walk
1: Battery Lane / Woodmont Avenue										
Across Woodmont Avenue	North	55	16.0	5.5	10.5	8	10	18	Yes	No
Across Woodmont Avenue	South	50	14.0	5.5	8.5	8	10	18	Yes	Yes
Across Battery Lane	West	55	16.0	5	11.0	7	10	17	Yes	No
Across Battery Lane	East	45	13.0	5	8.0	7	10	17	Yes	Yes
2: Battery Lane / Wisconsin Avenue										
Across Wisconsin Avenue	North	75	21.0	6	15.0	12	15	27	Yes	Yes
Across Wisconsin Avenue	South	70	20.0	6	14.0	12	15	27	Yes	Yes
Across Battery Lane	West	50	14.0	6	8.0	7	14	21	Yes	Yes
Across Battery Lane	East	45	13.0	6	7.0	7	14	21	Yes	Yes

Notes:

(1) Net Crossing Time Required = Time needed for 3.5 feet/sec - Clearance Time Reduction

(2) Total Walk Time = Walk + Flash Do Not Walk Time

* Distance from curb to far edge of traveled lane

Table 3-2
4901 Battery Lane
Crash Analysis Summary ⁽¹⁾

Category	Subcategory	# of Crashes
Year	2017	4
	2018	10
	2019	10
	2020	7
	<u>2021</u>	<u>0</u>
	Total	31
Severity	Minor/No Injury	31
	Serious Injury	0
	Fatal Injury	0
Mode	Vehicles Only	29
	Bicyclist Related	1
	Pedestrian Related	1

Note:

(1) Dataset taken from Montgomery County Interactive Crash Map
[Montgomery County Interactive Crash Map \(2015-2020\) \(arcgis.com\)](https://arcgis.com/maps/interactive-crash-map)

Table 3-3
4901 Battery Lane
Speed Study Summary

Road Segment	Woodmont Avenue North of Battery Lane				Woodmont Ave South of Battery Lane				Battery Lane West of Woodmont Avenue		Wisconsin Avenue Between Glenbrook Parkway and Battery Lane					
Direction	SB		NB		SB		NB		WB	EB	SB			NB		
Lane	Left Lane	Right Lane	Left Lane	Right Lane	Left Lane	Right Lane	Left Lane	Right Lane	-	-	Left Lane	Middle Lane	Right Lane	Left Lane	Middle Lane	Right Lane
Posted Speed Limit (mph)	30	30	30	30	30	30	30	30	25	25	25	25	25	25	25	25
120% of Posted Speed Limit (mph)	36	36	36	36	36	36	36	36	30	30	30	30	30	30	30	30
10 MPH Pace	25-35	25-35	25-35	0-10	20-30	20-30	15-25	0-10	20-30	20-30	25-35	25-35	25-35	30-40	30-40	25-35
Average Speed (mph)	31	29	32	11	24	24	18	13	26	26	28	27	25	33	32	28
85% Percentile (mph)	38	35	38	21	26	31	26	22	32	33	36	36	37	40	39	36
85th Percentile > 120% of Posted Speed Limit (Y/N)	Yes	No	Yes	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

4901 Battery Lane
Local Area Transportation Review
October 2022

Table 3-4A
4901 Battery Lane
Deficiency and Mitigation Table

ID	Location / Description	Issue Type	PLOC Issue	Potential Improvement	Comments for Feasibility	Linear Feet	Estimated Cost	Priority	Cost Applied to Mitigation Cap	Applicant to Construct Improvement
1	North sidewalk: 4857 Battery Lane frontage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements will be complete as part of the property redevelopment per Preliminary Plan No. 120190240 approval. (Site A - Battery District)	118'	N/A	Low	No	No
2	North sidewalk: Battery Lane, western property line of 4857 Battery Lane to eastern property line of 4901 Battery Lane.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional 10 feet of ROW would be required. Feasibility and priority assumes Montgomery County acquires the ROW.	222'	\$445,361.00	Medium	Yes	No. ROW constraint
3	North sidewalk: Battery Lane, 4925 Battery Lane frontage (Sunrise).	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Provide similar sidewalk improvements as proposed for the 4901 Battery Lane streetscape.	180'	\$391,467.00	High	Yes	Yes
4	North sidewalk: Battery Lane, 4949 Battery Lane frontage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as undesirable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements will be complete at part of the property redevelopment per Preliminary Plan No. 120190240 approval (Site D, Battery District).	300'	N/A	Low	No	No
5	North sidewalk: Battery Lane, eastern property line of White Hall Condominium (4977 Battery Lane) to outer edge of required PLOC study area.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional 10 feet of ROW would be required. Feasibility and priority assumes Montgomery County acquires the ROW.	340'	\$441,500.00	Medium	Yes	No. ROW constraint
6	South sidewalk: Woodmont Avenue to the western property boundary of 4858 Battery Lane.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements anticipated with redevelopment of the property. Sketch Plan No. 320190080 (Site B, Battery District)	320	\$397,755.00	Medium	Yes	No. ROW constraint
7	South sidewalk: Battery Lane, 4890/4900 Battery Lane properties frontage	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements will be complete at part of the property redevelopment per Preliminary Plan No. 120190240 approval (Site C, Battery District).	325'	N/A	Low	No	No
8	South sidewalk: Battery Lane, western boundary of 4900 Battery Lane to Bethesda Trolley Trail.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional 10 feet of ROW would be required. Feasibility and priority assumes Montgomery County acquires the ROW.	160'	\$206,334.00	Medium	Yes	No. ROW constraint
9	South Sidewalk; 4970 Property frontage	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional 10 feet of ROW would be required. Feasibility and priority assumes Montgomery County acquires the ROW.	105'	\$151,827.00	Medium	Yes	No. ROW constraint
10	South sidewalk: Battery Lane, 4998 Battery Lane frontage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements will be complete at part of the property redevelopment per Preliminary Plan No. 120190240 approval (Site E, Battery District).	200'	N/A	Low	No	No
11	West sidewalk: Woodmont Avenue, 4858 Battery Lane property frontage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as undesirable.	Creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements anticipated with redevelopment of the property. Sketch Plan No. 320190080 (Site B, Battery District)	175'	\$237,530.00	Medium	Yes	No. ROW constraint
12	West sidewalk: Woodmont Avenue, south of 4858 Battery Lane property to southern property line of Woodmont & Rugby Ave. parking garage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as undesirable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Per discussion with staff, the sidewalk along the garage 35 is ineligible for construction or a payment, since the PLOC deficiency is driven by the garage entrance, which is not going to change.	185'	\$131,040.00	Low	Not eligible because of garage driveways	Not eligible because of garage driveways
13	West sidewalk: Woodmont Avenue, Rugby Avenue to outer edge of required PLOC study area.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as undesirable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional ROW (right-of-way) would be required.	30'	\$31,666.00	Medium	Yes	No. ROW constraint
14	East sidewalk: Woodmont Avenue, Garage crosswalk to Rugby Avenue.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Providing improvements along the road segment would be unlikely due to existing loading zones and vehicular access to buildings.	240'	N/A	Low	Not eligible - would effect property access	No. Would effect property access
15	South sidewalk: Battery Lane, east of Woodmont Avenue to western property line of 8240 Wisconsin Avenue.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as undesirable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Additional ROW would be required, approximately 10 feet, except at the corner. Regrading and/or retaining wall required. Potential option is to do brick sidewalk, urban streetscape within existing ROW and grade.	100	\$256,534.00	Low	Yes	Yes
16	South sidewalk: Battery Lane, 8240 Wisconsin Avenue frontage.	Sidewalk	Per Montgomery County's Pedestrian Plan, this road segment is identified as uncomfortable.	Similar to the frontage improvements for 4901 Battery Lane, creating a buffer between the sidewalk and roadway consistent with the Bethesda Streetscape Standards would improve the PLOC and is expected to meet county standards.	Frontage improvements will be complete at part of the property redevelopment per Preliminary Plan No. 120060400 approval.	125	N/A	N/A	No	No
Subtotal							\$2,691,014.00			

4901 Battery Lane
Local Area Transportation Review
October 2022

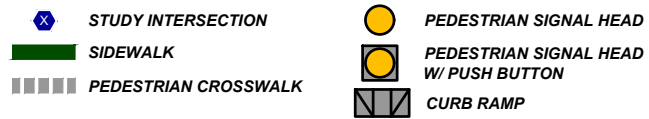
Table 3-4B
4901 Battery Lane
Deficiency and Mitigation Table

ID	Location / Description	Issue Type	Bicycle Issue	Potential Improvement	Comments for Feasibility	Linear Feet	Estimated Cost	Priority	Cost Applied to Mitigation Cap	Applicant to Construct Improvement
1	Both sides: Battery Lane between Old Georgetown Road and Woodmont Avenue.	Bicycle Facilities	Bicycle Stress Map at this location shows a moderately low/high stress level	The Bicycle Master Plan shows two-way separated bike lanes on the south side of Battery Lane.	There is a planned improvement (two-way separated bike lanes, cycle track) along the road segment, which would improve the level of stress. The Battery District project is committed to this improvement. Preliminary Plan No.	1,440' each side	N/A	Low	No	No
2	Both sides: Woodmont Avenue south of Battery Lane	Bicycle Facilities	Bicycle Stress Map at this location shows a high stress level	The Bicycle Master Plan shows proposed separated bike lanes along Woodmont Avenue south of Battery Lane.	Providing a separated bicycle lane or cycle track, which would provide a buffer, is possible. However, it should be noted that this would require the reduction of a vehicle travel lane or the removal of on-street parking along Woodmont Avenue. A design for this facility has not been completed at this time.	540' on each side	\$244,784.00	Medium	Yes	No. No CIP or overall design for this facility
3	Woodmont Avenue north of Battery Lane	Bicycle Facilities	Bicycle Stress Map at this location shows a high stress level	The Bicycle Master Plan shows a planned sidepath along the Stonehall frontage.	Modify the streetscape to match the sidepath to the north or move the curb to the east, reducing a travel lane on Woodmont Avenue. Sidepath would mitigate both east and west side deficiency.	350'	\$449,784.00	Medium	Yes	No. No CIP or overall design for this facility
4	Both sides: Wisconsin Avenue between Chestnut Street and outer edge of Bicycle study area.	Bicycle Facilities	Bicycle Stress Map at this location shows a high stress level	Constructing a separated bike lane or bikeable shoulders along both sides of Wisconsin Avenue would improve the stress level. However, there are no planned bikeways or bikeable shoulders in the Bicycle Master Plan.	As noted, bicycle facilities are not planned on Wisconsin Avenue. Therefore not recommended for improvement	320' on each side	N/A	N/A	No	No
Subtotal							\$694,568.00			

ID	Location / Description	Issue Type	Bus Transit Issue	Potential Improvement	Comments for Feasibility	Linear Feet	Estimated Cost	Priority	Cost Applied to Mitigation Cap	Applicant to Construct Improvement
1	Bus Stop located along the north sidewalk on Battery Lane, east side of the site property	Bus Shelter	Bus shelter is not provided at the bus stop.	Based on coordination with Wayne Miller, the bus shelter could be constructed along the site frontage or on Sunrise's frontage.	Will coordinate exact location within sidewalk frontage	-	See PED ID #3	High	Yes	Yes
2	Bus Stop located along the north side of Battery Lane near 5015 Battery Lane.	Bus Shelter	Bus shelter is not provided at the bus stop.	Based on coordination with Wayne Miller, this location is a viable option to construct a bus shelter.	Will coordinate exact location with Wayne Miller	-	\$75,221	High	Yes	Yes
Subtotal							\$75,221			



Figure 3-1
Pedestrian Infrastructure



NORTH

4901 Battery Lane
Bethesda, Maryland

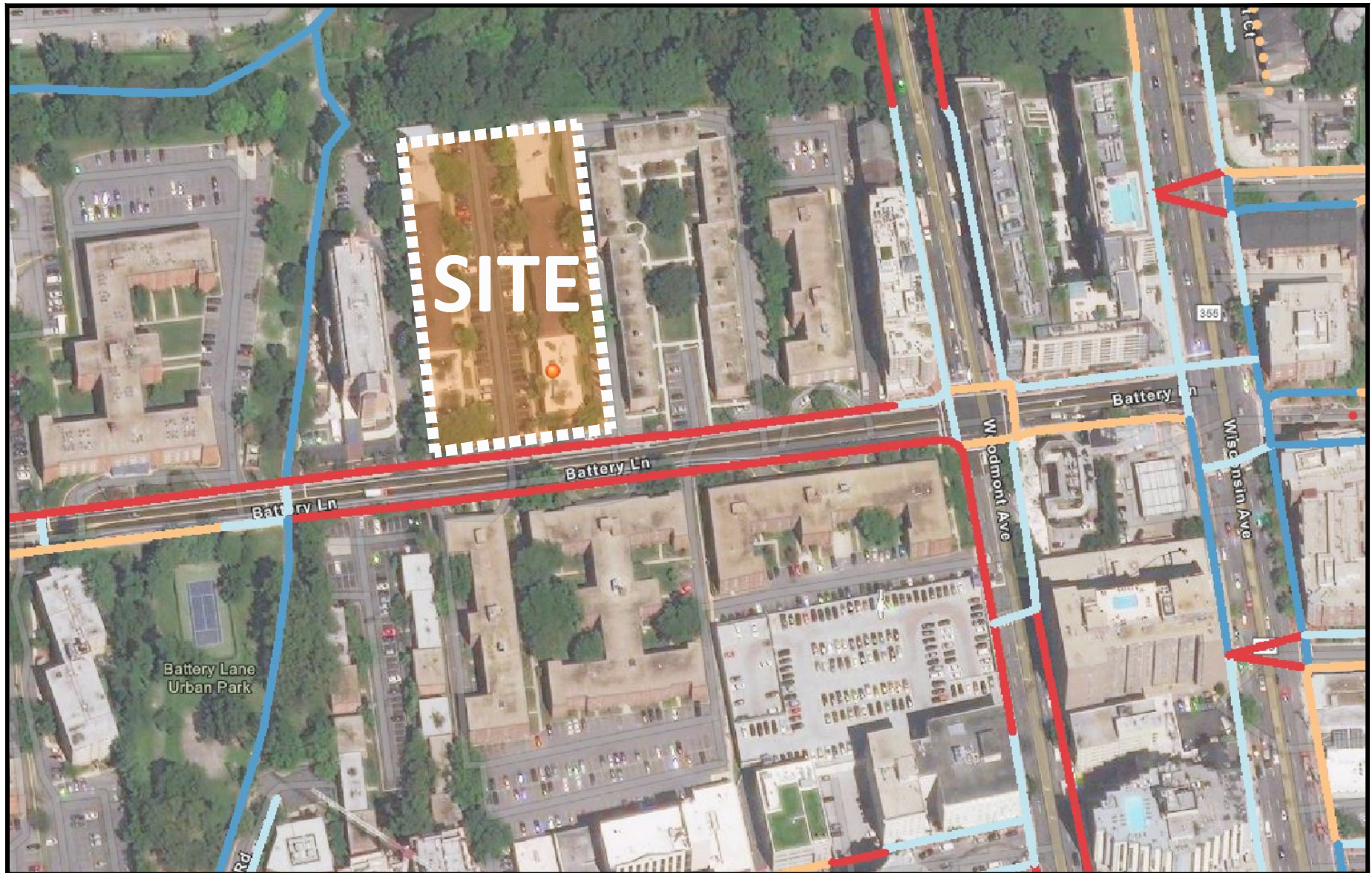


Figure 3-2
Existing Pedestrian Level of Comfort (PLOC)

**Pedestrian
Level of Comfort**

Very Comfortable
Somewhat Comfortable
Uncomfortable
Undesirable

Pathways

Streets without
Sidewalks/Paths



NORTH

4901 Battery Lane
Bethesda, Maryland

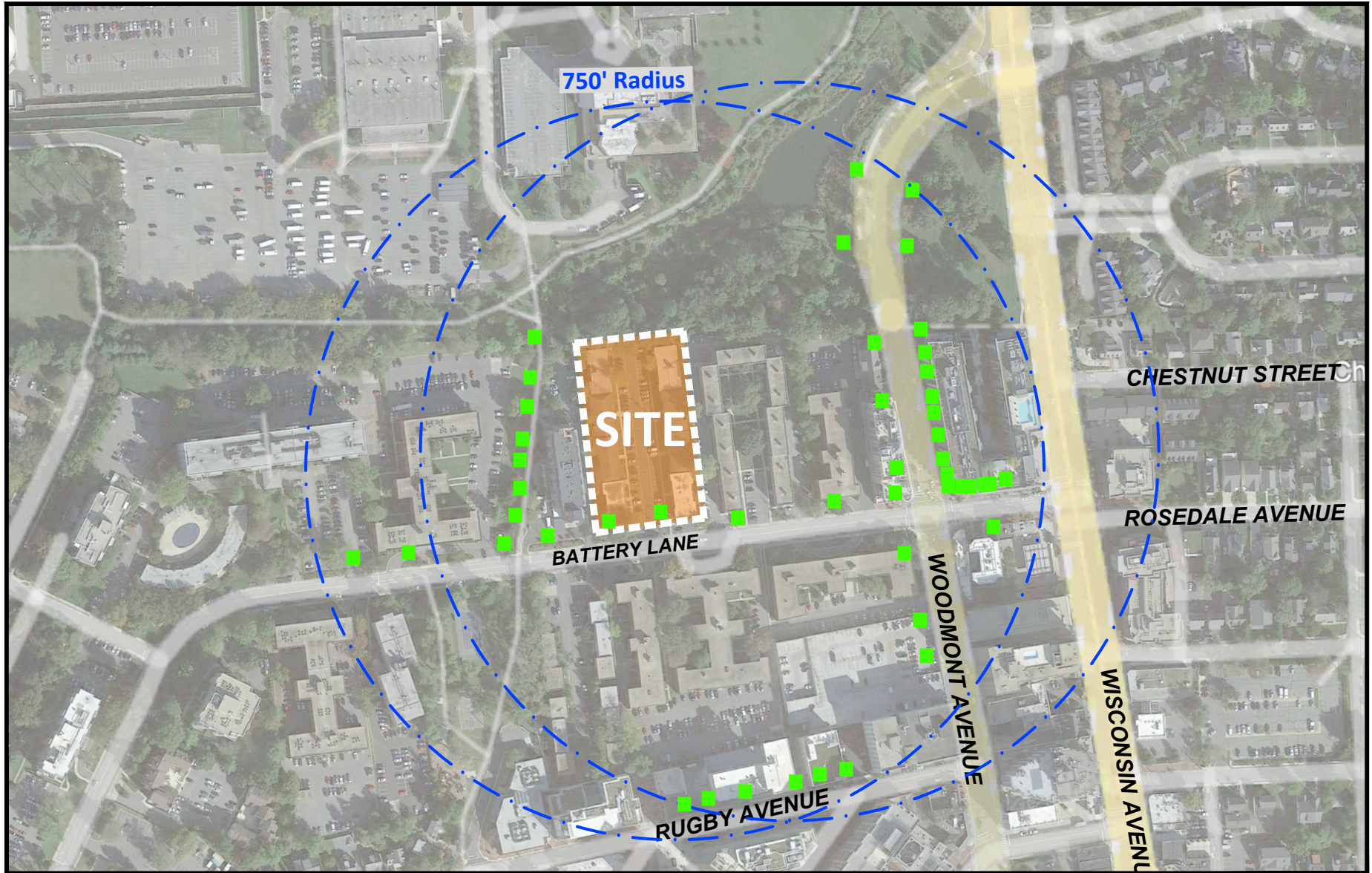


Figure 3-3
Streetlight Inventory

STREET LIGHTS



NORTH

4901 Battery Lane
Bethesda, Maryland

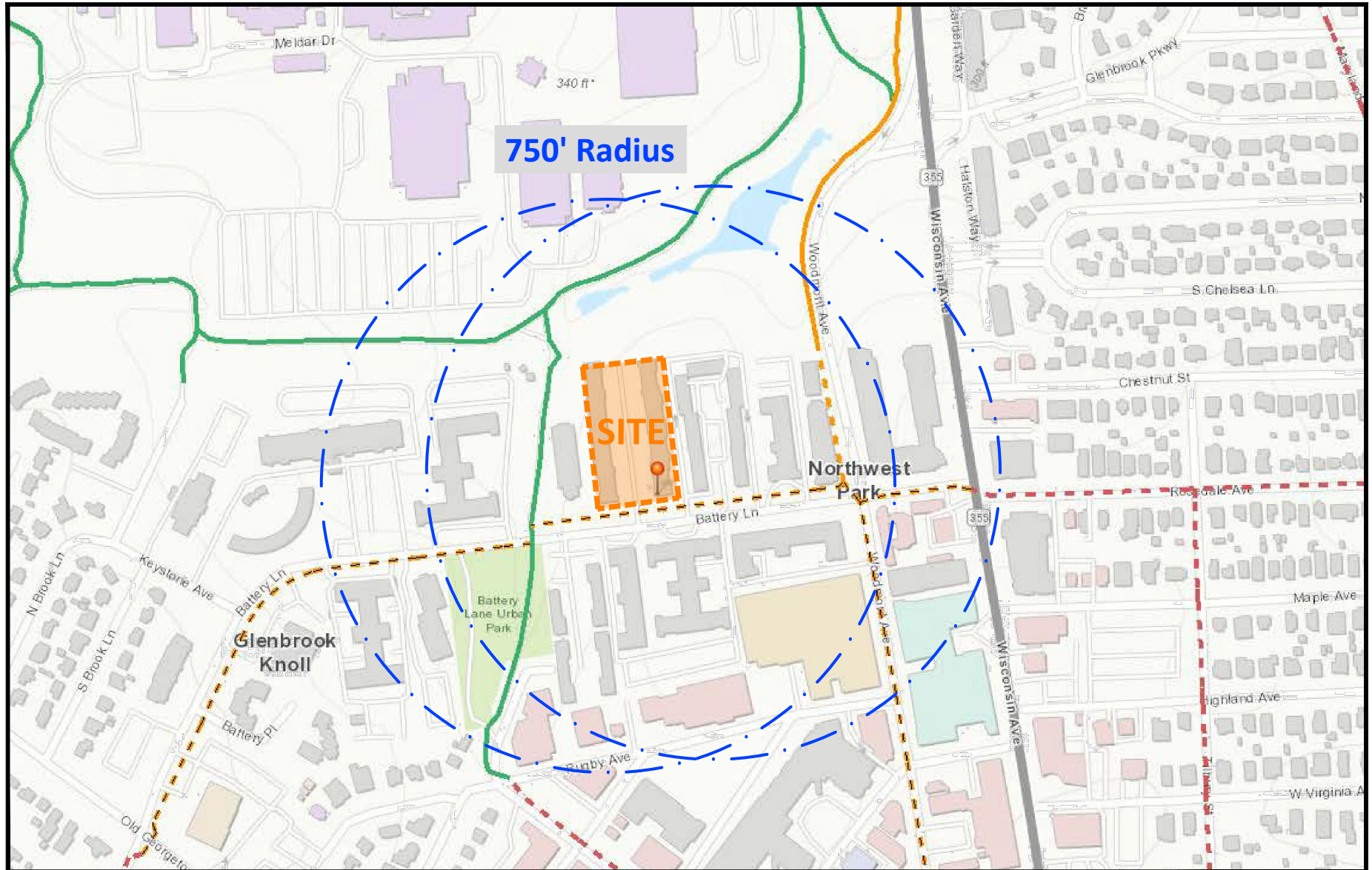


Figure 3-4
Bicycle Master Plan

Existing	Proposed	
		Trails
		Sidepaths
		Separated Bike Lanes
		Striped Bikeways
		Bikeable Shoulders
		Shared Roads



NORTH

4901 Battery Lane
Bethesda, Maryland

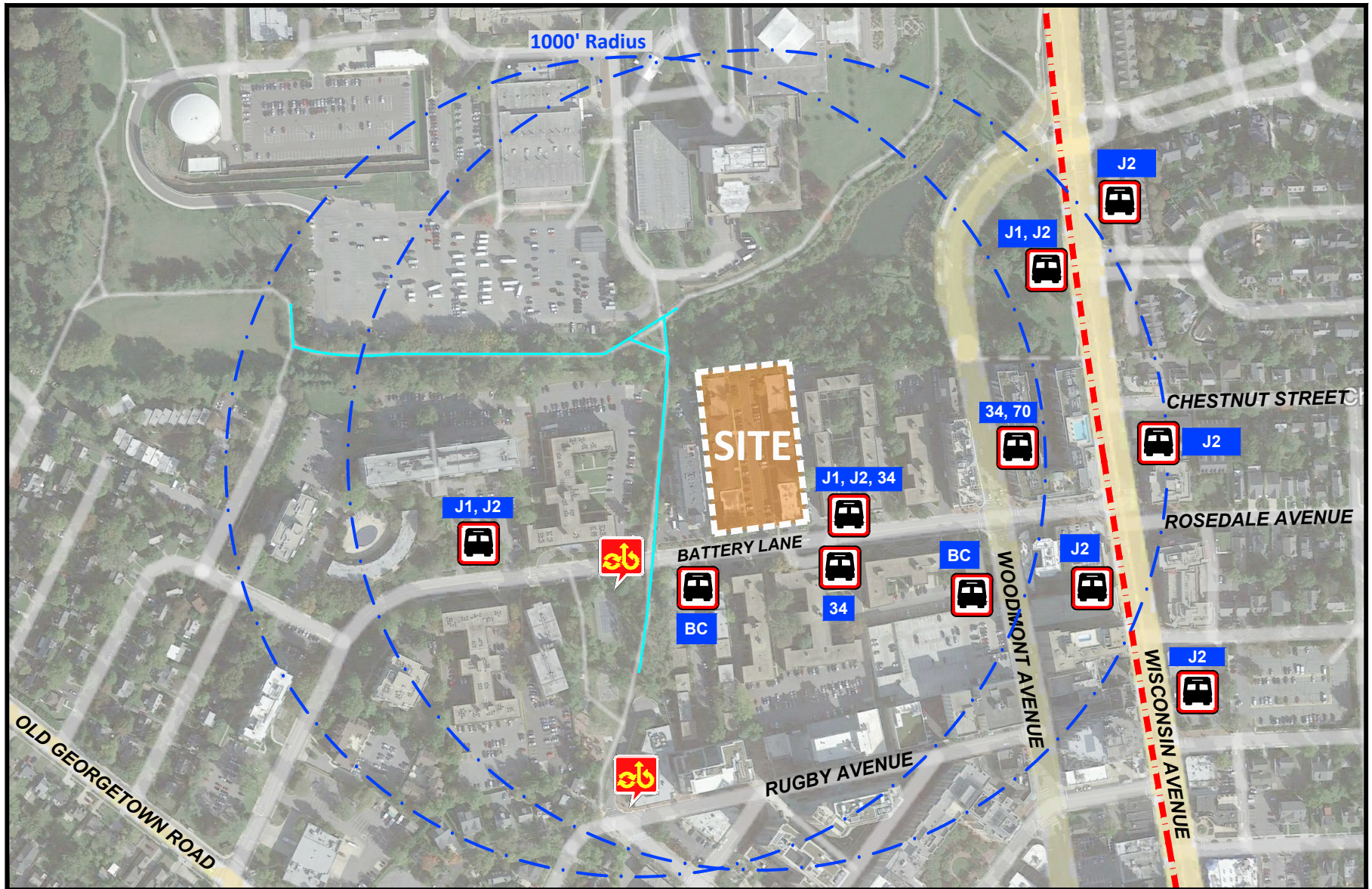


Figure 3-5
Non-Auto Transit Facilities

- | | | | |
|---|------------------------|---|---------------------------------|
|  | CAPITAL BIKESHARE |  | WMATA J1, J2 |
|  | BETHESDA TROLLEY TRAIL |  | RIDE ON 29, 30, 32, 34, 47, 70, |
|  | BUS STOP |  | BETHESDA CIRCULATOR |
|  | RED LINE | | |


NORTH
4901 Battery Lane
Bethesda, Maryland

SECTION 4

VISION ZERO STATEMENT

The Vision Zero Statement, per the LATR Guidelines, consists of the following:

1. **Review High Injury Network segments:** *Document any segments on the High Injury Network (HIN) that are within a certain distance of the site frontage, as specified in Table 5 of the LATR Guidelines.*

The subject study area does not include any segments identified as High Injury Network segments by Montgomery County.

2. **Assess proximate safety issues:** Review the crash history for all segments and crossings within a certain distance of the site frontage, as specified in Table 5 from the LATR Guidelines. A summary of crashes within the past five years, noting the overall severity and mode of crashes, is to be provided. For any severe or fatal crashes, documentation of the collision type, mode, and whether the crash occurred at an intersection or along a segment is to be provided.

Crash data was reviewed for roadway segments and intersections within the required study area (750' along site frontage) for a five (5) year period, from December 2016 to December 2021. A summary of the crash history along the roadway segments and intersections is provided in Table 3-2. All crash data were collected from Montgomery County's Interactive Crash Map. Based on the data provided, none of the crashes were reported as severe or fatal crashes.

3. **Review traffic speeds:** Speed studies are to be conducted within a certain distance from the site frontage as specified in Table 5 of the LATR Guidelines. The locations were determined in consultation with Planning Department staff during the scoping process. The average and 85th percentile speed and the 10-mile per hour pace was recorded and summarized in Table 3-3.

Per the LATR Vision Zero Statement Guidelines, up to four (4) speed studies were required for the subject application. During the scoping process, four (4) speed study locations were identified as follows:

1. Woodmont Avenue: North of Battery Lane
2. Woodmont Avenue: South of Battery Lane
3. Battery Lane: At site frontage
4. Wisconsin Avenue: Between Battery Lane Glenbrook Parkway

The studies began on January 26, 2022, and concluded on January 28, 2022, lasting a total of 48 hours. The speed data was collected on Wisconsin Avenue between Battery Lane and Glenbrook Parkway on February 1, 2022, and February 2, 2022, for a 48 hour period. Traffic statistics were recorded in 15-minute time periods. As summarized on Table 3-3 and shown

in the reports presented in Appendix C, the 85th percentile speed for vehicles driving was in excess of the 120% of the posted speed limits at the following road segments:

- Woodmont Avenue: North of Battery Lane
- Battery Lane: At site frontage
- Wisconsin Avenue: Between Battery Lane and Glenbrook Parkway

On Battery Lane, the introduction of the cycle track and streetscape improvements as redevelopment occurs will help mitigate speeds by creating friction on the roadway. Other speed reduction measures and enforcement such as the installation of speed cameras along the aforementioned road segments should be considered by the County.

4. Describe site access:

The proposed site access promotes safety for the site residents and motorists, bus riders, bicyclists, and pedestrians using the transportation facilities adjacent surrounding 4901 Battery Lane.

Vehicular access to the residential building would be provided via single, 22-foot, driveway on the eastern side of the site, reducing the existing curb cuts from two to one. The driveway would provide access for residents with cars to the on-site parking garage, a pick-up and drop-off loop interior to the site, and loading docks serving the building. A driveway apron would be constructed rising up to the sidewalk grade. The loading docks accommodate 30 – foot trucks, which would be able to pull head into the site, back into the loading dock and pull head out to Battery Lane.

Pedestrians would access to the lobby either through the door on Battery Lane or at the pick-up and drop-off loop.

A trail would be built on the eastern property edge, separate from the driveway by a landscape buffer and from the adjacent driveway by a wall and/or curb. The trail would continue on the north side of the property connecting to the Bethesda Trolley Trail.

The sidewalk along Battery Lane would be rebuilt with 7 feet clear space and separate from the vehicle travel lane by a landscape buffer providing a desirable level of comfort. Bicyclists would use the driveway to access the lobby or ground level bike room and can also use the trail to connect to the Bethesda Trolley Trail.

The single driveway, driveway apron, design to turn cars and 30-foot trucks around within the site, and a separate pedestrian and bicycle connection to the Bethesda Trolley Trail promote the safety of people accessing and passing by this site.

Section 5 CONCLUSIONS

A Local Area Transportation Review was conducted for the proposed 4901 Battery Lane redevelopment to replace 87 existing residential dwelling units with up to 399 dwelling units. Per the Guidelines, the Pedestrian, Bicycle, and Bus Transit Systems Adequacy tests were evaluated, and Vision Zero statement was provided.

- The proposed redevelopment will generate 146 additional AM peak hour person trips and 165 additional PM peak hour person trips.
- To satisfy the Pedestrian System Adequacy test mitigation for sections of sidewalks within the study area along Battery Lane and Woodmont Avenue is required.
- Streetlights are present along Battery Lane however they are not in conformance with the Bethesda Streetscape Standards. Streetlights along certain segments of Woodmont Avenue and Rugby Avenue are also not in conformance.
- The ADA compliance review determined mitigation is not required beyond improvements planned along the site frontage and at the adjacent property driveway.
- Improved bicycle facilities are required along Battery Lane and Woodmont Avenue to increase the cyclists experience to a low level of traffic stress. A separate cycle track is planned on Battery Lane between Old Georgetown Road and Woodmont Avenue by other developments.
- Two bus shelters, equipped with real time information signs, or fee in lieu payment for the shelters, are required to pass the Bus Transit System Adequacy test.
- Per the LATR Proportionality Guide, the 372 dwelling units including 56 MPDUs, the Applicant is required to mitigate up to \$1,875,773 for off-site improvements to address pedestrian, bicycle and bus transit deficiencies.
- The Applicant proposes to construct \$723,223 of improvements for adjacent pedestrian facility improvements, install one bus shelter, and make a fee in lieu payment of \$967,943 based on costs estimates for prioritized improvements in the study area. The constructed improvements and fee in lieu payment will satisfy the Applicants requirement to meet the LATR adequacy tests.
- A review of the crash history for roadways in the study area indicated there were no fatal or severe crashes in the study area with the last five (5) years.

- Speed mitigation measures such as narrower travel lanes and speed enforcement techniques should be considered by Montgomery County and the State Highway Administration to lower existing travel speeds on Battery Lane, Woodmont Avenue and Wisconsin Avenue.
- The design of the site, with a single vehicular driveway, separated bike and pedestrian trail, and an improved sidewalk along Battery Lane will promote safety for people accessing or passing by the subject site.

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 Winter 2021

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): _____ Signature: _____ Date: _____

Montgomery County Department of Transportation

Name (print): _____ Signature: _____ Date: _____

State Highway Administration (where relevant)

Name (print): _____ Signature: _____ Date: _____

Applicant Contact Information

Transportation Consultant (company, contact name, email, and phone number)	Chris L. Kabatt, PE - Wells + Associates - clkabatt@wellsandassociates.com - C: (301) 971-3416 Christine G. Bairan, EIT - Wells + Associates - cgbairan@wellsandassociates.com - C: (510) 750-8743
Name of Applicant / Developer	WC Smith / Brian Strott - bstrott@wcsmith.com C: (202) 465-7010

Project Information

Include Tables/Graphics, As Needed

Project Name (include plan no. if known)	4901 Battery Lane LATR			
Project Location (include address if known)	4901 Battery Lane, Bethesda, Maryland, 20814			
Policy Area(s) (subdivision staging policy map)	Bethesda CDB Policy Area	Master Plan(s) / Sector Plan Area(s)		
Application Type(s)	<input checked="" type="checkbox"/> Preliminary Plan	<input type="checkbox"/> Site Plan	Sketch/Concept/Pre- Preliminary (Optional)	<input type="checkbox"/> Amendment
	<input type="checkbox"/> Conditional Use (formerly special exception)	<input type="checkbox"/> Local Map Amendment	<input type="checkbox"/> APF at Building Permit	<input type="checkbox"/> Other:

Appendix A - Scope of Work Agreement

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 existing 87 garden-style apartments will be removed and replaced with a high-rise, multifamily apartment building with 399 dwelling units.		
1.Site Access (proposed access location(s), existing/adjacent/opposite curb cuts, interparcel connections, access configurations and restrictions, internal circulation, private roads, parking/loading areas, other relevant info)	Vehicular access for both vehicles and service would be provided via a single driveway on the east side of the site. A new separated, two-way track cycle is planned for the north side of Battery Lane, across the property's frontage.		
2.Transportation Analysis Requirement	<input checked="" type="checkbox"/> Transportation Impact Study Generates <u>50 or more</u> 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, <u>AND</u> is outside of the White Flint and White Oak Policy Areas. Fill out remainder of this form and include in transportation impact study appendix.		<input type="checkbox"/> Transportation Study Exemption Statement Generates <u>49 or fewer</u> 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, <u>OR</u> within White Flint and White Oak Policy Areas.
3.Project-based Transportation Demand Management Plan Required (see Chapter 42, Articles I and II)	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes (In Transportation Management District [TMD])	<input type="checkbox"/> Amend Existing TMAg
4.Established Transportation Management District (TMD)?	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes TMD Name: <u>Bethesda</u>	
Transportation Impact Study Assumptions <i>Include Tables/Graphics, As Needed</i>			
5.Study Years / Phases	Existing Year: 2021	Phases / Build-out Year(s): 2025	
6.Study Periods	<input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> Mid-day <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/> Other: _____		

Appendix A - Scope of Work Agreement

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): <u>0</u> <i>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.</i>				
	1) The project is located within the Bethesda	7)			
	2) CBD Policy area and is therefore exempt from the Motor Vehicle System Adequacy	8)			
	3) Test.	9)			
	4)	10)			
	5)	11)			
	6)	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 AM: 126 PM: 145	Vehicle Trips* (Auto Driver) AM: 64 PM: 74	Transit Trips* AM: 15 PM: 17	Walking Trips* (non-motorized + transit) AM: 36 PM: 41	Bicycling Trips* (non-motorized) AM: 21 PM: 24
	<i>* 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.</i>				
9. Trip Reductions (include justification and supporting documentation for internal capture, pass-by, diverted, Transportation Demand Management)	The project is exempt from the motor vehicle adequacy test. Therefore, determination of trip reduction is not required.				
10. Trip Distribution % (include a map of the proposed project in addition to a list or table)	The project is exempt from the motor vehicle adequacy test. Therefore, determination of trip distribution is not required.				
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)	The project is exempt from the motor vehicle adequacy test. Therefore, pipeline developments will not be considered.				
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)	It is noted that the two-way separated bike lane along Battery Lane is to be installed by the Battery Lane District project.				

13. Vision Zero Statement	<ul style="list-style-type: none"> • Trigger: All LATR studies for a site that generates 50 or more weekday peak hour person trips must develop a Vision Zero Statement. • Requirements: The Vision Zero Statement consists of four components: <ol style="list-style-type: none"> 1. Review High Injury Network segments: Document any segments on the High Injury Network (HIN) that are within a certain distance of the site frontage. 2. Assess proximate safety issues: Review the crash history for all segments and crossings within a certain distance of the site frontage. 3. Review traffic speeds: Conduct speed studies within a certain distance from the site frontage. 4. Describe site access: Address the safety issues identified in steps 1 through 3 and describe how site circulation promotes safety, outlining how safe access will be provided to the site. <p>The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable scoping distance pertaining to steps 1 through 3 and requirements pertaining to steps 1 through 4.</p>
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Preliminary Mitigation Analysis		*Refer to the LATR Guidelines for details on how to mitigate
14. Vehicular Analysis	<input type="checkbox"/> Vehicular Analysis Anticipated (Vehicular mitigation to be determined after study)	<ul style="list-style-type: none"> • TEST: The motor vehicle adequacy test will not be applied in "Red" policy areas and these areas will not be subject to LATR motor vehicle mitigation requirements. If the plan generates 50 or more weekday peak hour person trips, HCM Analysis is required to be provided for all intersections analyzed in studies for: 1) "Orange" policy areas, and 2) intersections with a CLV of more than 1,350 in "Yellow & Green" policy areas. 3) With the exception of intersections located within "Red" policy areas, 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: The applicant must mitigate its impact on vehicle delay or down to the applicable policy area standard, whichever is less.
15. Pedestrian Analysis	<input checked="" type="checkbox"/> Pedestrian Mitigation Anticipated	<ul style="list-style-type: none"> • TEST: If the plan generates 50 or more weekday peak hour person trips, mitigation of surrounding pedestrian conditions is required. MITIGATION: Mitigation consists of three components: <ol style="list-style-type: none"> (1) Pedestrian Level of Comfort (PLOC). Pedestrian system adequacy is defined by providing a "Somewhat Comfortable" or "Very Comfortable PLOC score on streets and intersections for roads classified as Primary Residential or higher within a certain walkshed from the site. (2) Street Lighting. The applicant must evaluate existing street lighting based on MCDOT standards along roadways and paths from the development within a certain walkshed from the site frontage. Where standards are not met, the applicant must upgrade the street lighting to meet the applicable standard. (3) ADA Compliance. The applicant must fix ADA noncompliance issues within a certain walkshed from the site frontage equivalent to half the walkshed specified in

Appendix A - Scope of Work Agreement

		the required scoping distance. The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable scoping walkshed distance requirement for each component described above.
16. Bicycle Analysis	<input checked="" type="checkbox"/> Bicycle Mitigation Anticipated	<ul style="list-style-type: none"> • TEST: If the plan generates 50 or more peak hour weekday person trips mitigation of surrounding bicycle conditions is required • MITIGATION: Required to ensure a low Level of Traffic Stress (LTS-2) on all existing transportation rights-of-way within a certain distance of the site frontage ; Alternatively, the project may provide a master planned improvement that provides an equivalent improvement in the level of traffic stress for cyclists within a certain distance of the site frontage. <p>The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable scoping distance requirement.</p>
17. Bus Transit Analysis	<input checked="" type="checkbox"/> Transit Mitigation Anticipated	<ul style="list-style-type: none"> • TEST: If the plan generates 50 or more peak hour person trips mitigation of surrounding transit conditions is required. Projects located within "Green" policy areas are exempt from the bus transit adequacy test. • MITIGATION: Required to ensure that there are bus shelters outfitted with realtime traveler information displays and other standard amenities, along with a safe, efficient, and accessible path between the site and a bus stop, at a certain number of bus stops within a certain distance from the site. <p>The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable number of bus stop and scoping distance requirement.</p>
Additional Analysis or Software Required	<input type="checkbox"/> Queuing Analysis <input type="checkbox"/> Signal Warrant Analysis <input type="checkbox"/> Weaving/Merge Analysis	<input checked="" type="checkbox"/> Accident Analysis <input type="checkbox"/> Synchro <input type="checkbox"/> SIDRA <input type="checkbox"/> VISSIM <input type="checkbox"/> CORSIM <input type="checkbox"/> Other _____
M-NCPPC Clarifications		Additional Assumptions & Special Circumstances for Discussion
<ul style="list-style-type: none"> • 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. 		<ul style="list-style-type: none"> • Per Vision Zero, crash analysis (fatal and/or high-injury) will be conducted within 750' of vicinity. • Four (4) speed studies will be conducted within 750' of vicinity. <ul style="list-style-type: none"> ○ Speed study locations are shown in images below.

Appendix A - Scope of Work Agreement

Table 1

4901 Battery Lane

Site Trip Generation with Mode Split Summary

Land Use				LUC				Amount				Unit				ITE Trip Generation ¹									LATR Mode Split Trip Generation ²								
																AM Peak Hour			PM Peak Hour			AM Peak Hour						PM Peak Hour					
																In	Out	Total	In	Out	Total	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips	Auto Driver (Vehicle Trips)	Auto Passenger	Transit Trips	Non-Motorized (Bicycle Trips)	Pedestrian (Walking Trips)	Total Person Trips
Existing																																	
Multifamily Housing (Mid-Rise)				221 87 DU				6 21 27				21 13 34				21 9 5 7 12 41						27 11 6 9 15 53											
Proposed																																	
Multifamily Housing (High-Rise)				222 399 DU				37 71 108				72 56 128				85 35 20 28 48 167						101 41 23 33 56 198											
Net Increase								31 50 81				51 43 94				64 26 15 21 36 126						74 30 17 24 41 145											

Notes:

1. Trip generation based on ITE Trip Generation Manual 11th Edition.

2. Mode Split assumptions based on the Bethesda CBD Policy Area from the 2017 LATR Guidelines.

Project: 4901 Battery Lane

Policy Area: Bethesda CBD (Red)

Person Trip Generation: 100-199 Net New Person Trips based on PM peak hour

Pedestrian System Adequacy

1. Pedestrian Level of Comfort: From Table 1 – 750'
2. Street Lighting: From Table 1 = 750'
3. ADA Compliance: ½ of Table 1 – 375'

Table 1. Pedestrian Adequacy Test Scoping

Peak-Hour Person Trips Generated	Red and Orange Policy Area Walkshed*	Yellow and Green Policy Area Walkshed*
50 – 99	400'	250'
100 – 199	750'	400'
200 – 349	900'	500'
350 or more	1,000'	600'

* The maximum required length of sidewalk and streetlighting improvements beyond the frontage is 4 times the appropriate value in this column. The maximum span required for ADA improvements beyond the frontage is equal to the appropriate value in this column.

Bicycle System Adequacy

1. LTS-2: From Table 2 – 750'

Table 2. Bicycle Adequacy Test Scoping

Peak-Hour Person Trips Generated	Red and Orange Policy Areas	Yellow and Green Policy Areas
50 – 99	400'	250'
100 – 199	750'	400'
200 – 349	900'	500'
350 or more	1,000'	600'

TL2.5 Bus Transit System Adequacy

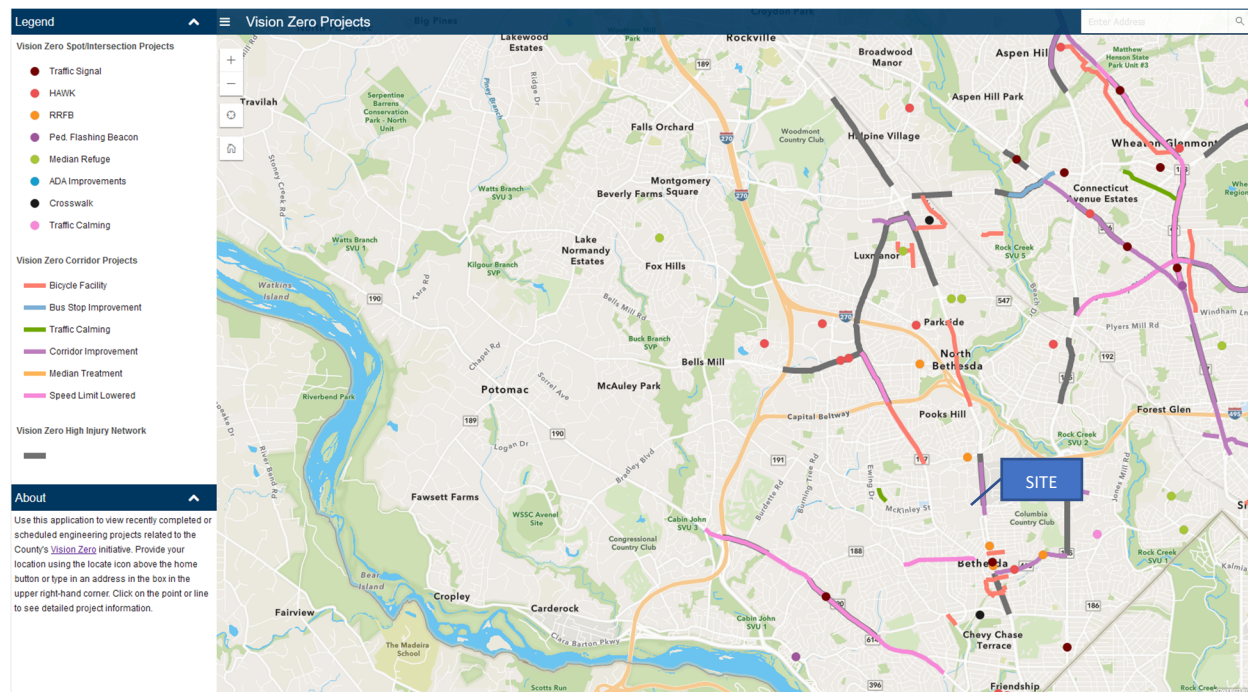
1. Bus Shelters: From Table 3 – 2 shelters within 1,000'

Table 3. Bus Transit Adequacy Test Scoping

Peak-Hour Person Trips Generated	Red and Orange Policy Areas	Yellow Policy Areas
50 – 99	2 shelters within 500'	1 shelter within 500'
100 – 199	2 shelters within 1,000'	2 shelters within 1,000'
200 – 349	3 shelters within 1,300'	2 shelters within 1,300'
350 or more	4 shelters within 1,500'	3 shelters within 1,500'

Pedestrian System Adequacy

Vision Zero: Site is not located within a High Injury Network.



1. Vision Zero – Distance from Site Frontage – 750'
2. Max. Number of Speed Studies – 4

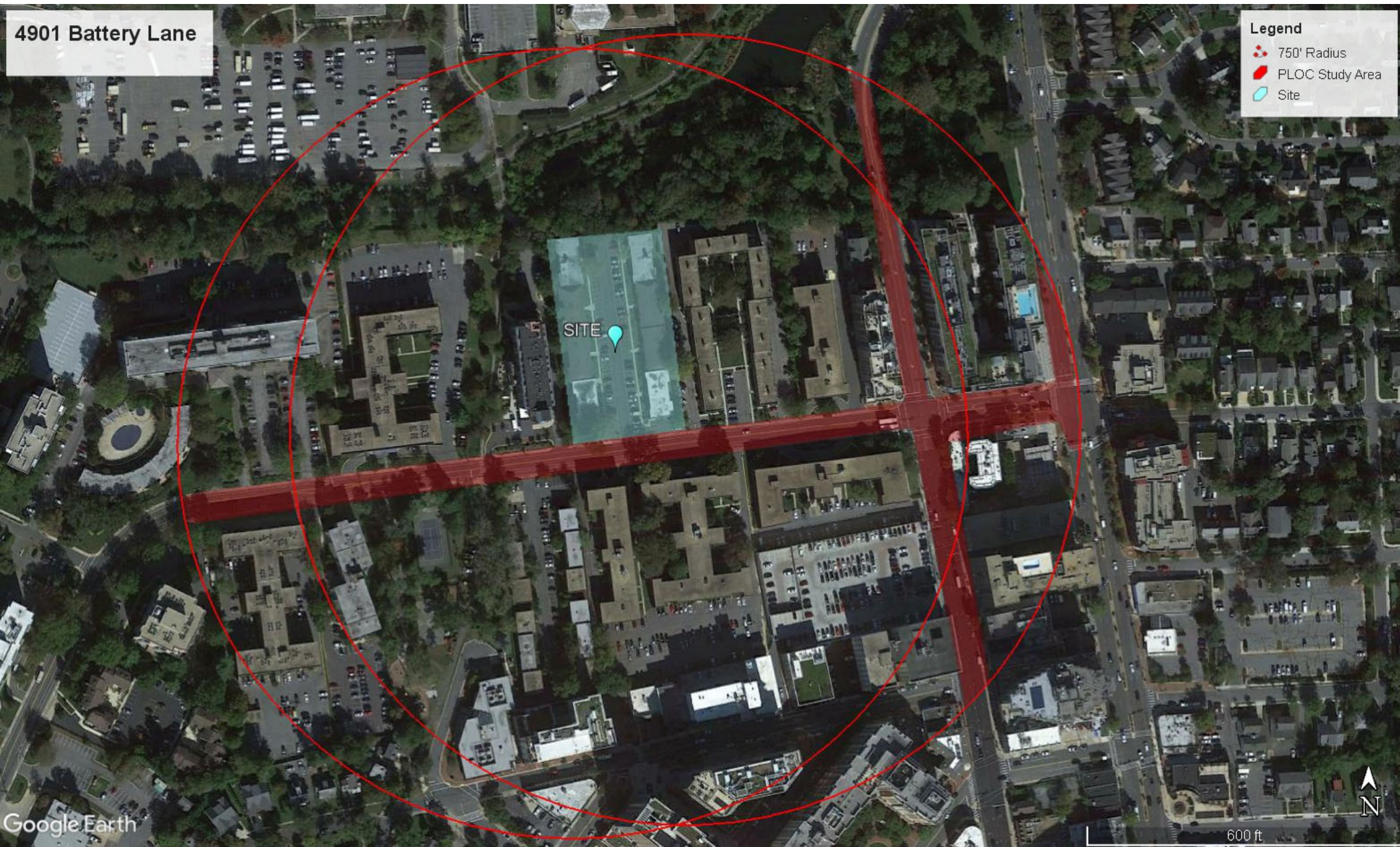
Table 5. Vision Zero Statement Scoping

Peak-Hour Person Trips Generated	Distance from Site Frontage		Max. Number of Speed Studies	
	Red and Orange Policy Areas	Yellow and Green Policy Areas	Red and Orange Policy Areas	Yellow and Green Policy Areas
50-99	400'	250'	2	1
100-199	750'	400'	4	2
200-349	900'	500'	6	3
350 or more	1,000'	600'	8	4

Proposed Speed Study Locations:

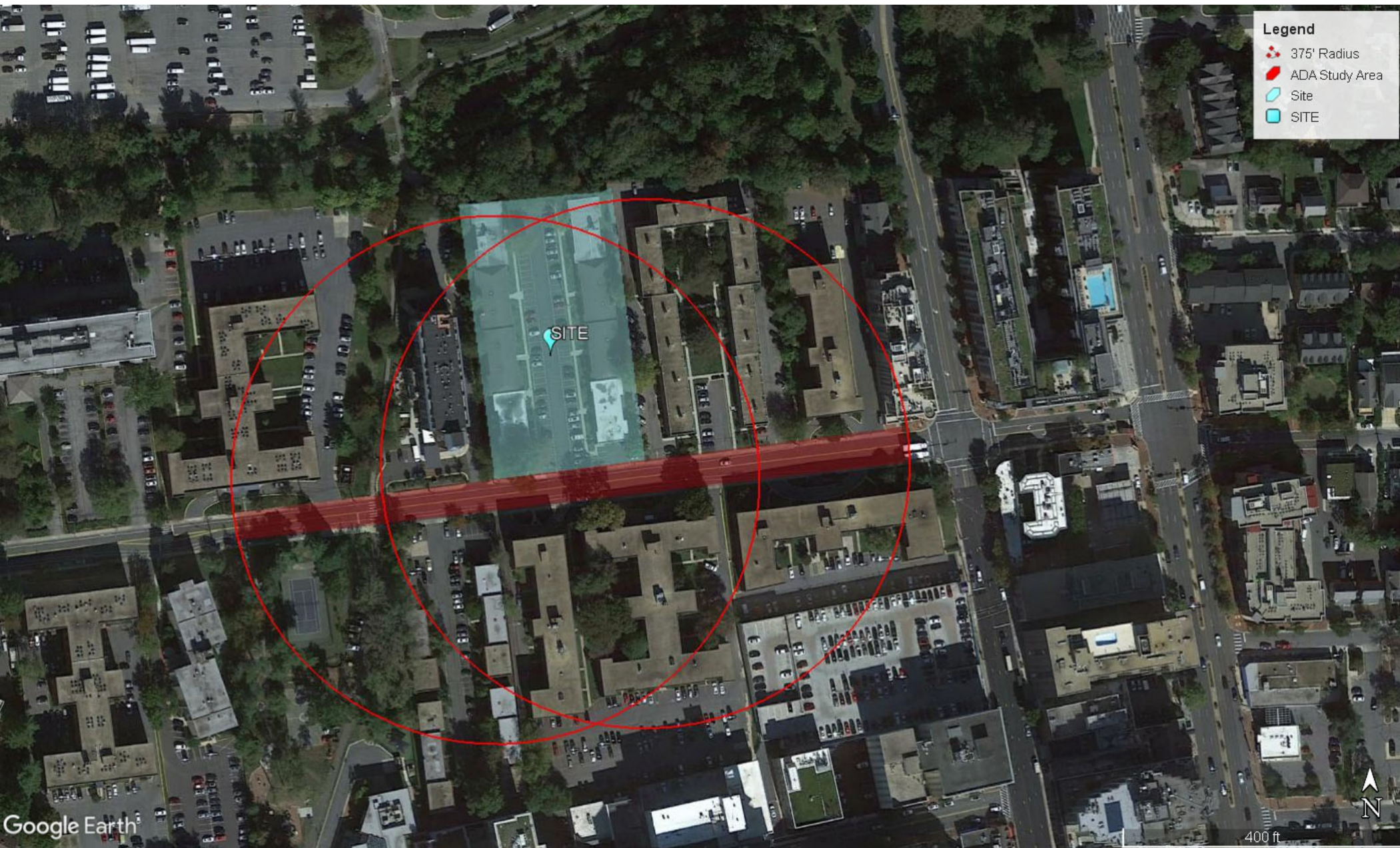
1. Battery Lane (in front of site)
2. Woodmont Avenue (north of Battery Lane)
3. Woodmont Avenue (south of Battery Lane)
4. Wisconsin Avenue (between Battery Lane and Glenbrook Parkway)

PEDESTRIAN LEVEL OF COMFORT / STREETLIGHT STUDY AREA (750')



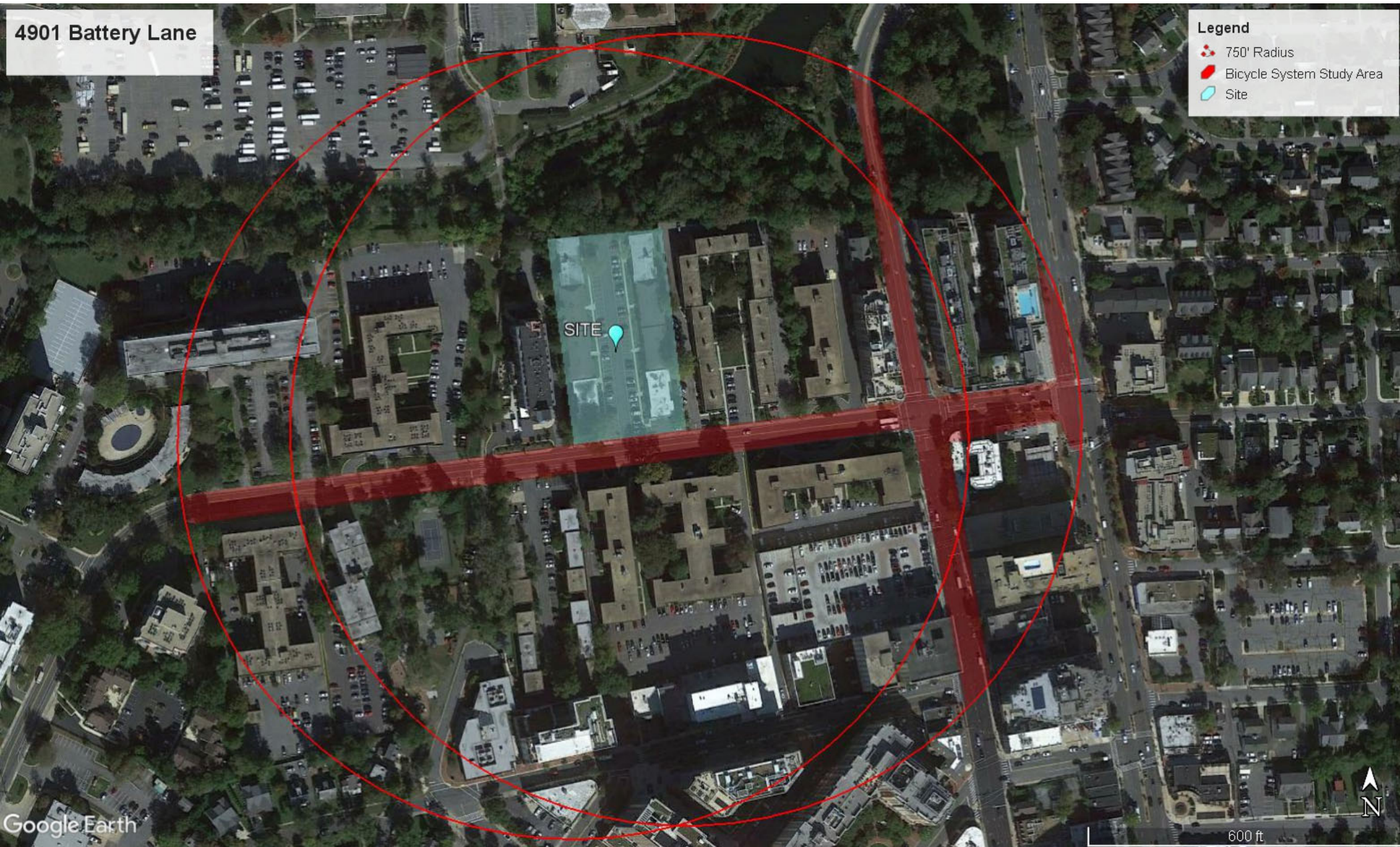
Appendix A - Scope of Work Agreement

ADA STUDY AREA (375')



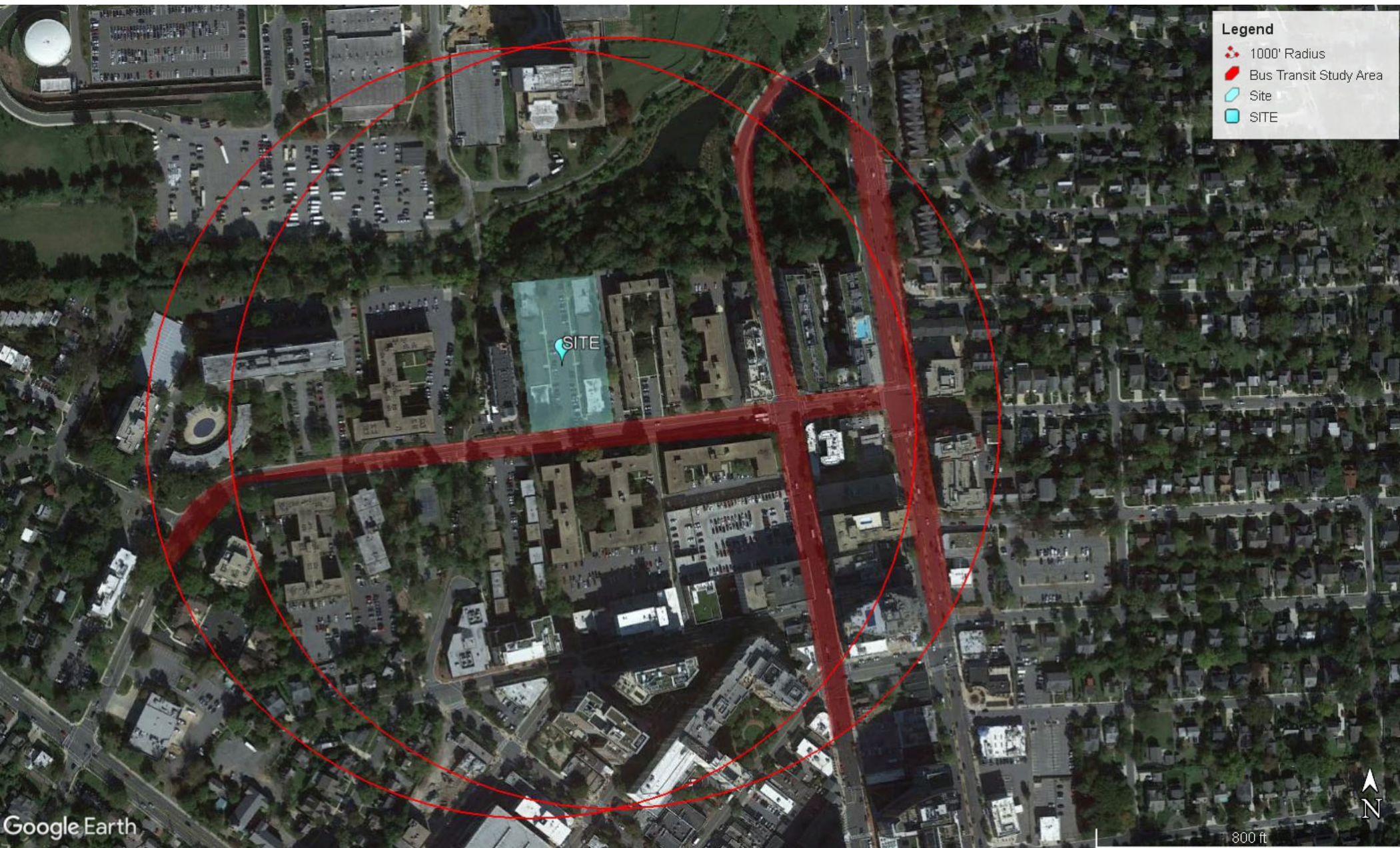
Appendix A - Scope of Work Agreement

BICYCLE SYSTEM STUDY AREA (750')



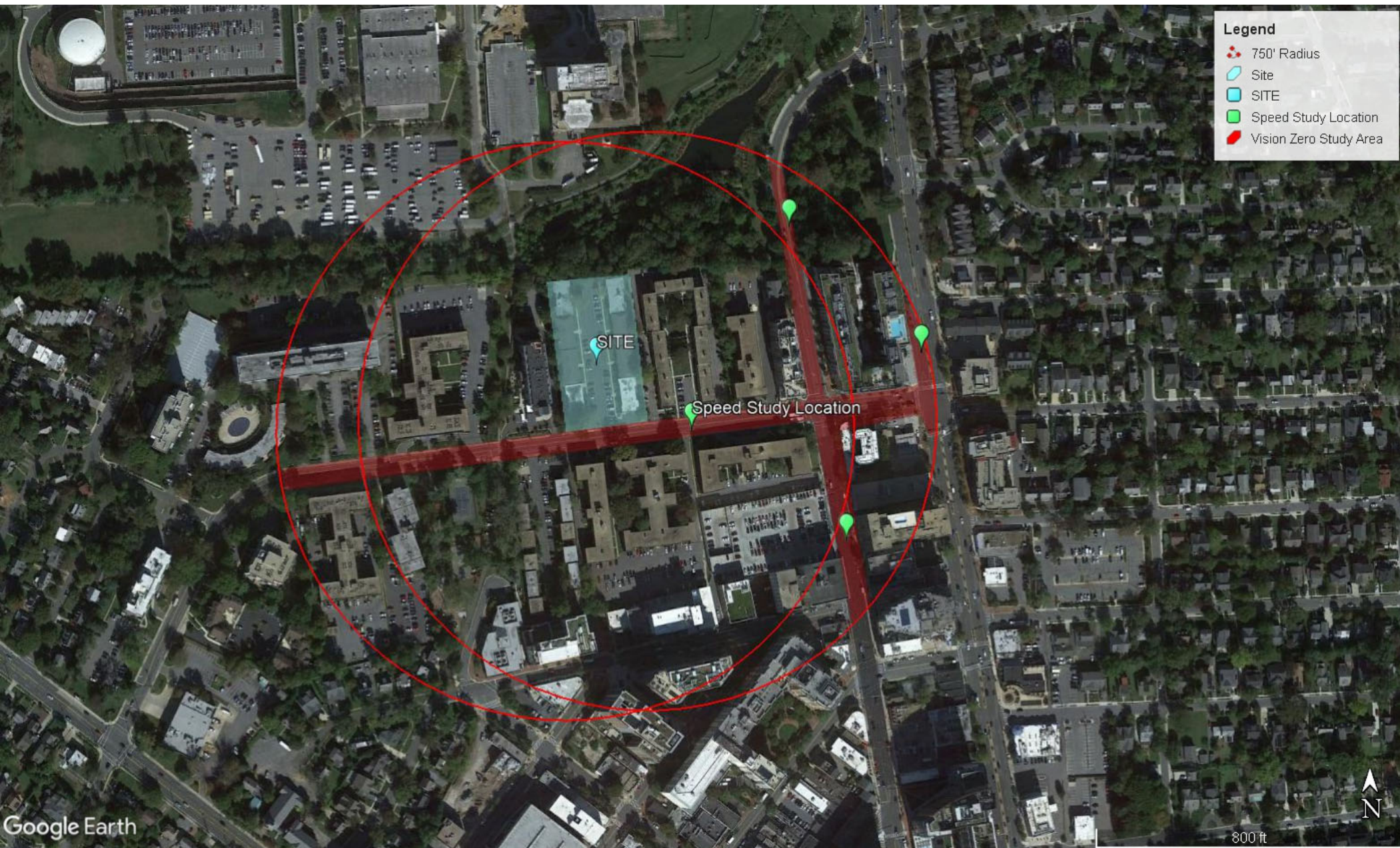
Appendix A - Scope of Work Agreement

BUS TRANSIT STUDY AREA (1000')



Appendix A - Scope of Work Agreement

VISION ZERO STUDY AREA (750')



Appendix A - Scope of Work Agreement

From: [Mencarini, Katherine](#)
To: [Christine G. Bairan](#); [Chris L. Kabatt](#)
Cc: [Dickel, Stephanie](#); [Bogdan, Grace](#); [Anspacher, David](#); [Provost, Russell](#)
Subject: RE: 4901 Battery Lane Scope Form
Date: Monday, January 31, 2022 6:09:22 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Thanks, Christine and Chris,
You are all set. Let us know if you have other questions when working on the TIS. Also, please note that the Board is providing additional guidance on frontage improvements and off-site LATR improvements Feb 17th, which will be applied to this Application.

Thanks,
Katie



Katherine (Katie) Mencarini (she/her/hers)
Planner III
Montgomery County Planning Department
2425 Reedie Drive, 13th floor, Wheaton, MD 20902
Katherine.mencarini@montgomeryplanning.org
p: 301.495.4549



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Christine G. Bairan <cgbairan@wellsandassociates.com>
Sent: Monday, January 31, 2022 11:46 AM
To: Chris L. Kabatt <clkabatt@wellsandassociates.com>; Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>
Cc: Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>; Provost, Russell <Russell.Provost@montgomeryplanning.org>
Subject: RE: 4901 Battery Lane Scope Form

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Katie,

Attached is the revised scope of work for 4901 Battery Lane.

We updated the speed study location to include Wisconsin Avenue, per your request. Please review and let us know if you have any comments. Thanks!

Sincerely,
Christine

Appendix A - Scope of Work Agreement

Christine G. Bairan, EIT | Associate

WELLS + ASSOCIATES

1110 Bonifant Street, Suite 210 | Silver Spring, MD 20910

D: 301.971.3421 | O: 301.448.1333

[Web](#) | [Blog](#) | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

Celebrating 30 years of serving great clients

From: Chris L. Kabatt <clkabatt@wellsandassociates.com>

Sent: Friday, January 28, 2022 4:41 PM

To: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>

Cc: Christine G. Bairan <cgbairan@wellsandassociates.com>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>; Provost, Russell <Russell.Provost@montgomeryplanning.org>

Subject: Re: 4901 Battery Lane Scope Form

Thank you, Katie. We'll pick up Wisconsin Ave.

Have a relaxing time off.

Chris

Chris L. Kabatt, P.E. | Principal

WELLS + ASSOCIATES

1110 Bonifant Street, Suite 210 | Silver Spring, MD 20910

D: 301.971.3416 | M: 703.898.5066 | O: 301.448.1333

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Celebrating 30 years of serving great clients

On Jan 28, 2022, at 4:02 PM, Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org> wrote:

Christine and Chris,

Thank you so much for your patience with the review of the scope for 4901 Battery Lane.

I reviewed the updated draft scope internally with the Countywide Planning staff and we had one significant change to the location of the speed studies. We would like to keep the speed study locations on Battery Lane and on Woodmont Avenue, north of Battery Lane. We would like to remove the proposed speed study location on Rugby Avenue and replace it with a speed study on Wisconsin Avenue between Glenbrook Parkway and Battery Lane. I know this is contrary to what we previously discussed, but we have concerns about traffic speeds at the gateways to the CBD. Since we don't currently have a speed study completed at that location, and it is within the 750 radius of the Site, we believe it's a fair candidate.

I have updated links for the field verification:

<https://mcatlas.org/plocverify/?project=4901Battery>

<https://mcatlas.org/ltsverify/?project=4901Battery>

Please contact Russ Provost (cc'd on this email) if you have questions.

Appendix A - Scope of Work Agreement

All other comments on the previous version of the scope were addressed. Please review and submit again for approval.

Let me know if you have questions. I'll be out of town Feb 1-7 and back on Feb 8th if you have questions.

Thanks,
Katie



Katherine (Katie) Mencarini (she/her/hers)

Planner III

Montgomery County Planning Department

2425 Reddie Drive, 13th floor, Wheaton, MD 20902

katherine.mencarini@montgomeryplanning.org

p: 301.495.4549



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

From: Christine G. Bairan <cgbairan@wellsandassociates.com>

Sent: Friday, January 21, 2022 11:20 AM

To: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>

Cc: Chris L. Kabatt <clkabatt@wellsandassociates.com>

Subject: RE: 4901 Battery Lane Scope Form

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hi Katie,

Thank you for meeting with us yesterday! Attached is the revised scope of work for 4901 Battery Lane.

Given the 750' radius for the speed studies, we are suggesting that we conduct one speed study on Battery Lane instead of two since they would be too close to each other. We are proposing that the other speed study, in addition to the 2 on Woodmont Avenue, be located on Rugby Avenue west of Woodmont Avenue. Please review and let us know if you have any comments. Thanks!

Sincerely,
Christine

Christine G. Bairan, EIT | Associate

WELLS + ASSOCIATES

1110 Bonifant Street, Suite 210 | Silver Spring, MD 20910

D: 301.971.3421 | O: 301.448.1333

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Celebrating 30 years of serving great clients

Appendix A - Scope of Work Agreement

From: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>
Sent: Wednesday, January 19, 2022 2:33 PM
To: Chris L. Kabatt <ckabatt@wellsandassociates.com>
Cc: Christine G. Bairan <cgbairan@wellsandassociates.com>; Bogdan, Grace <grace.bogdan@montgomeryplanning.org>; Dickel, Stephanie <Stephanie.Dickel@montgomeryplanning.org>; Provost, Russell <Russell.Provost@montgomeryplanning.org>; Anspacher, David <david.anspacher@montgomeryplanning.org>; Glazier, Eli <eli.glazier@montgomeryplanning.org>; Torma, Rebecca <Rebecca.Torma-Kim@montgomerycountymd.gov>; Kwesi Woodroffe <KWoodroffe@mdot.maryland.gov>
Subject: RE: 4901 Battery Lane Scope Form

Chris,

Thanks for providing the TIS scope for 4901 Battery lane for staff review. Listed below are the consolidated comments from Planning, SHA and MCDOT.

Please revise/update the scope addressing the following.

1. When I apply the density to ITE 11th generation Trip Manual and LATR Guidelines I get 146 AM and 165 PM net new person trips. This is still a tier 2 study for the non-auto adequacy test.
2. Make note that the two-way separated bike lane along Battery Lane is to be installed by the Battery Lane District project in the Pipeline Transportation Projects.
3. The Vision Zero statement requires the Applicant to analyze crashes in the vicinity of the site.
 - a. Crash Analysis: Instructions on how to use the map | Web Portal
<https://mcplanning.maps.arcgis.com/apps/webappviewer/index.html?id=3bec8ba90fca4cc182cc042ed38af0e7>
4. The Vision Zero statement requires Applicants to conduct up to 4 speed studies within the vicinity of the site. **(I think you wanted to discuss this tomorrow afternoon)**
 - a. Update the scope with 4 locations proposed for study.
5. The LATR requires applicants to verify PLOC and LTS in the field. The links below will be live by the end of this month.
 - a. https://mcatlas.org/ltsverify/?project=Temp_4901Battery
 - b. https://mcatlas.org/plocverify/?project=Temp_4901Battery
 - c. If these links give you trouble, please contact Russ Provost, and cc me (russell.provost@montgomeryplanning.org)

Staff approves the mapped limits of the adequacy tests.

Please let me know if you have questions about this.

Thanks,
Katie



Katherine (Katie) Mencarini
Planner Coordinator
Montgomery County Planning Department
2425 Reddie Drive, 13th floor, Wheaton, MD 20902
Katherine.mencarini@montgomeryplanning.org
p: 301.495.4549



WE'VE MOVED!

THE NEW PARK AND PLANNING HEADQUARTERS IS NOW LOCATED AT
2425 REEDIE DRIVE, WHEATON, MD 20902

Appendix A - Scope of Work Agreement

From: Chris L. Kabatt <clkabatt@wellsandassociates.com>
Sent: Tuesday, January 4, 2022 4:38 PM
To: Mencarini, Katherine <katherine.mencarini@montgomeryplanning.org>
Cc: Christine G. Bairan <cgbairan@wellsandassociates.com>
Subject: 4901 Battery Lane Scope Form

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Katie,

Happy new year! Attached is a scope of work agreement for 4901 Battery Lane. Please review and comment. Will you also distribute to MC DOT?

I look forward to hearing back from you and working with you on this project.

Chris

Chris L. Kabatt, P.E. | Principal

WELLS + ASSOCIATES

1110 Bonifant Street, Suite 210 | Silver Spring, MD 20910

D: [301.971.3416](tel:301.971.3416) | M: [703.898.5066](tel:703.898.5066) | O: [301.448.1333](tel:301.448.1333)

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Celebrating 30 years of serving great clients

APPENDIX B

BUS ROUTES INFORMATION

How to use this timetable

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

Cómo Usar este Horario

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

English-Español

Effective 12-26-21

J1,2

Bethesda-Silver Spring Line**metrobus**

Serves these locations-
Brinda servicio a estas ubicaciones

- Westfield Montgomery Mall
Transit Center **(J1, J2)**
- Westfield Shoppingtown Montgomery **(J1,J2)**
- Rock Spring Park **(J1)**
- National Institutes of Health
- Medical Center station
- Naval Medical
- Jones Bridge Road **(J1)**
- Bethesda station **(J2)**
- Rock Creek Forest
- Paul S. Sarbanes Transit Center
(Silver Spring station)



www.wmata.com

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



**Washington
Metropolitan Area
Transit Authority**

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

Appendix B - Bus Routes Information

J1,J2 Bethesda-Silver Spring Line

For route and schedule information

Call 202-637-7000
www.wmata.com

Legend

-  — Metrorail Station
-  — Terminal Stands
-  — Served Weekdays 6:30 AM-9:30 AM Only.

Shuttles available from Medical Center Station serving National Institutes of Health & Naval Medical campuses.

The north-to-west turn required by trips to Montgomery Mall is not permitted weekdays 6:30 am to 9:30 am except on holidays. See alternative routing via Battery Lane used during those hours. Trips to Silver Spring are not affected.

Guaranteed Ride Home

When you take Metrobus or Metrorail to work, you are eligible to participate in the free Commuter Connection Guaranteed Ride Home Program. The program will get you home in the event of a personal emergency or unscheduled overtime. To register and to receive program details, call Commuter Connection at 1-800-745-RIDE. (297)





B-2

WMATA ©2016

▶ Westbound To Westfield Montgomery Mall Transit Center

Monday thru Friday — De Lunes a viernes

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) 	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Jones Bridge Rd. & Connecticut Ave.	Bethesda 	MEDICAL CENTER 	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Rockspring Park	Westfield MONTGOMERY MALL Transit Center
AM Service — Servicio matutino											
J2	4:45	4:50	4:57	-	5:03	5:09	5:13	5:15	5:20	-	5:23
J2	5:15	5:20	5:27	-	5:33	5:39	5:43	5:45	5:50	-	5:53
J2	5:35	5:41	5:45	-	5:51	5:58	6:07	6:09	6:14	-	6:18
J1	5:40	5:46	-	5:49	-	5:55	6:04	6:06	6:11	6:15	6:17
J2	5:55	6:01	6:05	-	6:11	6:18	6:27	6:29	6:34	-	6:38
J1	6:00	6:06	-	6:09	-	6:15	6:24	6:26	6:31	6:35	6:37
J2	6:05	6:11	6:15	-	6:21	6:28	-	6:39	6:44	-	6:48
J2	6:15	6:21	6:25	-	6:31	6:38	-	6:49	6:54	-	6:58
J1	6:20	6:27	-	6:31	-	6:38	-	6:50	6:56	7:00	7:02
J2	6:25	6:32	6:37	-	6:44	6:51	-	7:03	7:09	-	7:14
J2	6:35	6:42	6:47	-	6:54	7:01	-	7:13	7:19	-	7:24
J1	6:40	6:47	-	6:51	-	6:58	-	7:10	7:16	7:20	7:22
J2	6:45	6:52	6:57	-	7:04	7:11	-	7:23	7:29	-	7:34
J2	6:55	7:03	7:12	-	7:20	7:28	-	7:41	7:47	-	7:51
J1	7:00	7:08	-	7:12	-	7:21	-	7:34	7:40	7:44	7:46
J2	7:05	7:13	7:22	-	7:30	7:38	-	7:51	7:57	-	8:01
J2	7:15	7:23	7:32	-	7:40	7:48	-	8:01	8:07	-	8:11
J1	7:20	7:28	-	7:32	-	7:41	-	7:54	8:00	8:04	8:06
J2	7:25	7:33	7:42	-	7:50	7:58	-	8:11	8:17	-	8:21
J2	7:35	7:43	7:52	-	8:00	8:08	-	8:21	8:27	-	8:31
J1	7:40	7:48	-	7:52	-	8:01	-	8:14	8:20	8:24	8:26
J2	7:45	7:53	8:02	-	8:10	8:18	-	8:31	8:37	-	8:41
J2	7:55	8:03	8:12	-	8:20	8:28	-	8:41	8:47	-	8:51
J1	8:00	8:08	-	8:12	-	8:21	-	8:34	8:40	8:44	8:46
J2	8:05	8:13	8:22	-	8:30	8:38	-	8:51	8:57	-	9:01
J2	8:15	8:23	8:32	-	8:40	8:48	-	9:01	9:07	-	9:11
J1	8:20	8:28	-	8:32	-	8:41	-	8:54	9:00	9:04	9:06
J2	8:25	8:33	8:42	-	8:50	8:58	-	9:11	9:17	-	9:21
J2	8:35	8:42	8:49	-	8:56	9:04	-	9:13	9:19	-	9:23
J1	8:40	8:47	-	8:51	-	8:59	-	9:08	9:14	9:18	9:20
J2	8:45	8:52	8:59	-	9:06	9:14	-	9:23	9:29	-	9:33
J2	8:55	9:02	9:09	-	9:16	9:24	-	9:33	9:39	-	9:43
J1	9:00	9:07	-	9:11	-	9:19	-	9:28	9:34	9:38	9:40
J2	9:05	9:12	9:19	-	9:26	9:34	9:41	9:43	9:49	-	9:53
J2	9:17	9:24	9:31	-	9:38	9:46	9:53	9:55	10:01	-	10:05
J2	9:29	9:36	9:43	-	9:50	9:58	10:05	10:07	10:13	-	10:17
J2	9:41	9:47	9:52	-	9:59	10:07	10:11	10:13	10:20	-	10:24
J2	9:53	9:59	10:04	-	10:11	10:19	10:23	10:25	10:32	-	10:36
J2	10:05	10:11	10:16	-	10:23	10:31	10:35	10:37	10:44	-	10:48
J2	10:17	10:23	10:28	-	10:35	10:43	10:47	10:49	10:56	-	11:00
J2	10:29	10:35	10:40	-	10:47	10:55	10:59	11:01	11:08	-	11:12
J2	10:41	10:47	10:52	-	10:59	11:07	11:11	11:13	11:20	-	11:24
J2	10:53	10:59	11:04	-	11:11	11:19	11:23	11:25	11:32	-	11:36
J2	11:05	11:11	11:16	-	11:23	11:31	11:35	11:37	11:44	-	11:48
J2	11:17	11:23	11:28	-	11:35	11:43	11:47	11:49	11:56	-	12:00
J2	11:29	11:35	11:40	-	11:47	11:55	11:59	12:01	12:08	-	12:12
J2	11:41	11:47	11:52	-	11:59	12:07	12:11	12:13	12:20	-	12:24
J2	11:53	11:59	12:04	-	12:11	12:19	12:23	12:25	12:32	-	12:36




► Westbound To Westfield Montgomery Mall Transit Center

Monday thru Friday — De Lunes a viernes

Route Number	Paul S. Sarbanes Transit Center (Silver Spring)	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Jones Bridge Rd. & Connecticut Ave.	Bethesda	MEDICAL CENTER	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Rockspring Park	Westfield MONTGOMERY MALL Transit Center
PM Service — Servicio vespertino											
J2	12:05	12:11	12:16	-	12:23	12:31	12:35	12:37	12:44	-	12:48
J2	12:17	12:23	12:28	-	12:35	12:43	12:47	12:49	12:56	-	1:00
J2	12:29	12:35	12:40	-	12:47	12:55	12:59	1:01	1:08	-	1:12
J2	12:41	12:47	12:52	-	12:59	1:07	1:11	1:13	1:20	-	1:24
J2	12:53	12:59	1:04	-	1:11	1:19	1:23	1:25	1:32	-	1:36
J2	1:05	1:11	1:16	-	1:23	1:31	1:35	1:37	1:44	-	1:48
J2	1:17	1:23	1:28	-	1:35	1:43	1:47	1:49	1:56	-	2:00
J2	1:29	1:35	1:40	-	1:47	1:55	1:59	2:01	2:08	-	2:12
J2	1:41	1:47	1:52	-	1:59	2:07	2:11	2:13	2:20	-	2:24
J2	1:53	1:59	2:04	-	2:11	2:19	2:23	2:25	2:32	-	2:36
J2	2:05	2:11	2:16	-	2:23	2:31	2:35	2:37	2:44	-	2:48
J2	2:17	2:23	2:28	-	2:35	2:43	2:47	2:49	2:56	-	3:00
J2	2:29	2:35	2:40	-	2:47	2:55	2:59	3:01	3:08	-	3:12
J2	2:41	2:47	2:52	-	2:59	3:07	3:11	3:13	3:20	-	3:24
J2	2:53	2:59	3:04	-	3:11	3:19	3:23	3:25	3:32	-	3:36
J2	3:05	3:12	3:19	-	3:26	3:36	3:42	3:44	3:51	-	3:55
J2	3:17	3:24	3:31	-	3:38	3:48	3:54	3:56	4:03	-	4:07
J2	3:29	3:36	3:43	-	3:50	4:00	4:06	4:08	4:15	-	4:19
J2	3:41	3:48	3:55	-	4:02	4:12	4:18	4:20	4:27	-	4:31
J2	3:53	4:00	4:07	-	4:14	4:24	4:30	4:32	4:39	-	4:43
J2	4:02	4:09	4:16	-	4:23	4:34	4:41	4:43	4:51	-	4:55
J2	4:12	4:19	4:26	-	4:33	4:44	4:51	4:53	5:01	-	5:05
J2	4:24	4:31	4:38	-	4:45	4:56	5:03	5:05	5:13	-	5:17
J2	4:36	4:43	4:50	-	4:57	5:08	5:15	5:17	5:25	-	5:29
J2	4:48	4:55	5:02	-	5:10	5:26	5:33	5:35	5:43	-	5:46
J2	5:00	5:07	5:14	-	5:22	5:38	5:45	5:47	5:55	-	5:58
J2	5:12	5:19	5:26	-	5:34	5:50	5:57	5:59	6:07	-	6:10
J2	5:24	5:31	5:38	-	5:46	6:02	6:09	6:11	6:19	-	6:22
J2	5:36	5:43	5:50	-	5:58	6:14	6:21	6:23	6:31	-	6:34
J2	5:48	5:55	6:01	-	6:08	6:20	6:25	6:27	6:34	-	6:37
J2	6:00	6:07	6:13	-	6:20	6:32	6:37	6:39	6:46	-	6:49
J2	6:12	6:19	6:25	-	6:32	6:44	6:49	6:51	6:58	-	7:01
J2	6:24	6:31	6:36	-	6:43	6:51	6:55	6:57	7:04	-	7:07
J2	6:36	6:43	6:48	-	6:55	7:03	7:07	7:09	7:16	-	7:19
J2	6:48	6:55	7:00	-	7:07	7:15	7:19	7:21	7:28	-	7:31
J2	7:00	7:06	7:10	-	7:16	7:23	7:26	7:28	7:34	-	7:37
J2	7:12	7:18	7:22	-	7:28	7:35	7:38	7:40	7:46	-	7:49
J2	7:24	7:30	7:34	-	7:40	7:47	7:50	7:52	7:58	-	8:01
J2	7:36	7:42	7:46	-	7:52	7:59	8:02	8:04	8:10	-	8:13
J2	7:48	7:54	7:58	-	8:04	8:11	8:14	8:16	8:22	-	8:25
J2	8:00	8:06	8:10	-	8:16	8:23	8:26	8:28	8:34	-	8:37
J2	8:12	8:18	8:22	-	8:28	8:35	8:38	8:40	8:46	-	8:49
J2	8:24	8:30	8:34	-	8:40	8:47	8:50	8:52	8:58	-	9:01
J2	8:36	8:42	8:46	-	8:52	8:59	9:02	9:04	9:10	-	9:13
J2	8:48	8:54	8:58	-	9:04	9:11	9:14	9:16	9:22	-	9:25
J2	9:00	9:06	9:10	-	9:16	9:23	9:26	9:28	9:34	-	9:37
J2	9:20	9:26	9:30	-	9:36	9:43	9:46	9:48	9:54	-	9:57
J2	9:40	9:46	9:50	-	9:56	10:03	10:06	10:08	10:14	-	10:17
J2	10:00	10:05	10:09	-	10:15	10:21	10:24	10:26	10:30	-	10:33
J2	10:20	10:25	10:29	-	10:35	10:41	10:44	10:46	10:50	-	10:53
J2	10:40	10:45	10:49	-	10:55	11:01	11:04	11:06	11:10	-	11:13
J2	11:00	11:05	11:09	-	11:15	11:21	11:24	11:26	11:30	-	11:33
J2	11:20	11:25	11:29	-	11:35	11:41	11:44	11:46	11:50	-	11:53
J2	11:50	11:55	11:59	-	12:05	12:11	12:14	12:16	12:20	-	12:23
After Midnight Service — Servicio después de la medianoche											
J2	12:20	12:25	12:29	-	12:35	12:41	12:44	12:46	12:50	-	12:53
J2	12:50	12:55	12:59	-	1:05	1:11	1:14	1:16	1:20	-	1:23
J2	1:20	1:25	1:29	-	1:35	1:41	1:44	1:46	1:50	-	1:53
J2	1:50	1:55	1:59	-	2:05	2:11	2:14	2:16	2:20	-	2:23




► Eastbound To Silver Spring station

Monday thru Friday — De Lunes a viernes

Route Number	Westfield Montgomery Mall Transit Center	Rock-spring Park	Old George-town Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center 	Bethesda 	Jones Bridge Rd. & Connecti-cut Ave.	East-West Hwy. & Connecti-cut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING) 
AM Service — Servicio matutino										
J2	5:25	-	5:30	5:36	5:41	5:47	-	5:53	5:57	6:03
J2	5:45	-	5:50	5:56	6:01	6:07	-	6:13	6:17	6:23
J2	6:05	-	6:10	6:16	6:21	6:27	-	6:33	6:37	6:43
J2	6:23	-	6:29	6:36	6:42	6:49	-	6:56	7:00	7:06
J2	6:32	-	6:38	6:45	6:51	6:58	-	7:05	7:09	7:15
J2	6:44	-	6:50	6:57	7:03	7:10	-	7:17	7:21	7:27
J2	6:52	-	6:58	7:06	7:14	7:22	-	7:29	7:33	7:39
J2	7:04	-	7:10	7:18	7:26	7:34	-	7:41	7:45	7:51
J2	7:16	-	7:22	7:30	7:38	7:46	-	7:53	7:57	8:03
J2	7:28	-	7:34	7:42	7:50	7:58	-	8:05	8:09	8:15
J2	7:40	-	7:46	7:54	8:02	8:10	-	8:17	8:21	8:27
J2	7:52	-	7:58	8:06	8:14	8:22	-	8:29	8:33	8:39
J2	8:04	-	8:10	8:18	8:26	8:34	-	8:41	8:45	8:51
J2	8:20	-	8:26	8:32	8:37	8:46	-	8:53	8:57	9:03
J2	8:32	-	8:38	8:44	8:49	8:58	-	9:05	9:09	9:15
J2	8:44	-	8:50	8:56	9:01	9:10	-	9:17	9:21	9:27
J2	8:56	-	9:02	9:08	9:13	9:22	-	9:29	9:33	9:39
J2	9:08	-	9:14	9:20	9:25	9:34	-	9:41	9:45	9:51
J2	9:20	-	9:26	9:32	9:37	9:46	-	9:53	9:57	10:03
J2	9:32	-	9:38	9:44	9:49	9:58	-	10:05	10:09	10:15
J2	9:44	-	9:50	9:56	10:01	10:10	-	10:17	10:21	10:27
J2	9:56	-	10:02	10:08	10:13	10:22	-	10:29	10:33	10:39
J2	10:08	-	10:14	10:20	10:25	10:34	-	10:41	10:45	10:51
J2	10:20	-	10:26	10:32	10:37	10:46	-	10:53	10:57	11:03
J2	10:32	-	10:38	10:44	10:49	10:58	-	11:05	11:09	11:15
J2	10:44	-	10:50	10:56	11:01	11:10	-	11:17	11:21	11:27
J2	10:56	-	11:02	11:08	11:13	11:22	-	11:29	11:33	11:39
J2	11:08	-	11:14	11:20	11:25	11:34	-	11:41	11:45	11:51
J2	11:20	-	11:26	11:32	11:37	11:46	-	11:53	11:57	12:03
J2	11:32	-	11:38	11:44	11:49	11:58	-	12:05	12:09	12:15
J2	11:44	-	11:50	11:56	12:01	12:10	-	12:17	12:21	12:27
J2	11:56	-	12:02	12:08	12:13	12:22	-	12:29	12:33	12:39
PM Service — Servicio vespertino										
J2	12:08	-	12:14	12:20	12:25	12:34	-	12:41	12:45	12:51
J2	12:20	-	12:26	12:32	12:37	12:46	-	12:53	12:57	1:03
J2	12:32	-	12:38	12:44	12:49	12:58	-	1:05	1:09	1:15
J2	12:44	-	12:50	12:56	1:01	1:10	-	1:17	1:21	1:27
J2	12:56	-	1:02	1:08	1:13	1:22	-	1:29	1:33	1:39
J2	1:08	-	1:14	1:20	1:25	1:34	-	1:41	1:45	1:51
J2	1:20	-	1:26	1:32	1:37	1:46	-	1:53	1:57	2:03
J2	1:29	-	1:35	1:41	1:46	1:55	-	2:04	2:09	2:15
J2	1:41	-	1:47	1:53	1:58	2:07	-	2:16	2:21	2:27
J2	1:53	-	1:59	2:05	2:10	2:19	-	2:28	2:33	2:39
J2	2:05	-	2:11	2:17	2:22	2:31	-	2:40	2:45	2:51
J2	2:17	-	2:23	2:29	2:34	2:43	-	2:52	2:57	3:03
J1	2:35	2:38	2:44	2:50	2:55	-	3:03	-	3:08	3:14
J2	2:30	-	2:36	2:42	2:47	2:56	-	3:05	3:10	3:16
J2	2:40	-	2:46	2:52	2:57	3:06	-	3:15	3:20	3:26
J2	2:50	-	2:56	3:02	3:07	3:16	-	3:25	3:30	3:36
J1	2:55	2:58	3:04	3:11	3:17	-	3:28	-	3:35	3:42
J2	3:00	-	3:06	3:13	3:19	3:28	-	3:36	3:43	3:50

► Eastbound To Silver Spring station




Monday thru Friday — De Lunes a viernes

Route Number	Westfield Montgomery Mall Transit Center	Rock-spring Park	Old Georgetown Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center	Bethesda	Jones Bridge Rd. & Connecticut Ave.	East-West Hwy. & Connecticut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING)
										
PM Service — Servicio vespertino										
J2	3:10	-	3:16	3:23	3:29	3:38	-	3:46	3:53	4:00
J1	3:15	3:18	3:24	3:31	3:37	-	3:48	-	3:55	4:02
J2	3:20	-	3:26	3:33	3:39	3:48	-	3:56	4:03	4:10
J2	3:30	-	3:36	3:43	3:49	3:58	-	4:06	4:13	4:20
J1	3:35	3:38	3:44	3:51	3:57	-	4:08	-	4:15	4:22
J2	3:40	-	3:46	3:53	3:59	4:08	-	4:16	4:23	4:30
J1	3:55	3:58	4:04	4:11	4:17	-	4:23	-	4:31	4:38
J2	3:52	-	3:58	4:05	4:11	4:20	-	4:28	4:35	4:42
J2	3:58	-	4:04	4:11	4:17	4:26	-	4:37	4:45	4:52
J1	4:15	4:18	4:24	4:31	4:37	-	4:43	-	4:51	4:58
J2	4:10	-	4:16	4:23	4:29	4:38	-	4:49	4:57	5:04
J2	4:20	-	4:26	4:33	4:39	4:48	-	4:59	5:07	5:14
J1	4:35	4:38	4:44	4:51	4:57	-	5:03	-	5:11	5:18
J2	4:30	-	4:36	4:43	4:49	4:58	-	5:09	5:17	5:24
J2	4:40	-	4:46	4:53	4:59	5:08	-	5:19	5:27	5:34
J1	4:55	4:58	5:04	5:11	5:17	-	5:23	-	5:31	5:38
J2	4:50	-	4:56	5:03	5:09	5:18	-	5:29	5:37	5:44
J2	5:00	-	5:06	5:13	5:19	5:28	-	5:39	5:47	5:54
J1	5:15	5:18	5:24	5:31	5:37	-	5:43	-	5:51	5:58
J2	5:10	-	5:16	5:23	5:29	5:38	-	5:49	5:57	6:04
J2	5:20	-	5:26	5:33	5:39	5:48	-	5:59	6:07	6:14
J1	5:35	5:38	5:43	5:49	5:54	-	5:59	-	6:03	6:09
J2	5:30	-	5:35	5:41	5:46	5:54	-	6:01	6:05	6:11
J2	5:40	-	5:45	5:51	5:56	6:04	-	6:11	6:15	6:21
J1	5:55	5:58	6:03	6:09	6:14	-	6:19	-	6:23	6:29
J2	5:50	-	5:55	6:01	6:06	6:14	-	6:21	6:25	6:31
J2	6:00	-	6:05	6:11	6:16	6:24	-	6:31	6:35	6:41
J2	6:12	-	6:17	6:23	6:28	6:36	-	6:43	6:47	6:53
J1	6:30	6:33	6:38	6:44	6:49	-	6:54	-	6:58	7:04
J2	6:24	-	6:29	6:35	6:40	6:48	-	6:55	6:59	7:05
J2	6:36	-	6:41	6:47	6:52	7:00	-	7:07	7:11	7:17
J2	6:48	-	6:53	6:59	7:04	7:12	-	7:19	7:23	7:29
J2	7:00	-	7:05	7:11	7:16	7:24	-	7:31	7:35	7:41
J2	7:12	-	7:17	7:23	7:28	7:36	-	7:43	7:47	7:53
J2	7:28	-	7:33	7:38	7:42	7:49	-	7:56	8:00	8:05
J2	7:40	-	7:45	7:50	7:54	8:01	-	8:08	8:12	8:17
J2	7:52	-	7:57	8:02	8:06	8:13	-	8:20	8:24	8:29
J2	8:04	-	8:09	8:14	8:18	8:25	-	8:32	8:36	8:41
J2	8:16	-	8:21	8:26	8:30	8:37	-	8:44	8:48	8:53
J2	8:28	-	8:33	8:38	8:42	8:49	-	8:56	9:00	9:05
J2	8:40	-	8:45	8:50	8:54	9:01	-	9:08	9:12	9:17
J2	8:52	-	8:57	9:02	9:06	9:13	-	9:20	9:24	9:29
J2	9:04	-	9:09	9:14	9:18	9:25	-	9:32	9:36	9:41
J2	9:16	-	9:21	9:26	9:30	9:37	-	9:44	9:48	9:53
J2	9:30	-	9:35	9:40	9:44	9:51	-	9:58	10:02	10:07
J2	9:45	-	9:50	9:55	9:59	10:06	-	10:13	10:17	10:22
J2	10:00	-	10:05	10:10	10:14	10:21	-	10:28	10:32	10:37
J2	10:15	-	10:20	10:25	10:29	10:36	-	10:43	10:47	10:52
J2	10:30	-	10:35	10:40	10:44	10:51	-	10:58	11:02	11:07
J2	10:50	-	10:55	11:00	11:04	11:11	-	11:18	11:22	11:27
J2	11:10	-	11:14	11:19	11:23	11:28	-	11:33	11:36	11:41
J2	11:30	-	11:34	11:39	11:43	11:48	-	11:53	11:56	12:01
J2	11:50	-	11:54	11:59	12:03	12:08	-	12:13	12:16	12:21
After Midnight Service — Servicio después de la medianoche										
J2	12:20	-	12:24	12:29	12:33	12:38	-	12:43	12:46	12:51
J2	12:50	-	12:54	12:59	1:03	1:08	-	1:13	1:16	1:21
J2	1:20	-	1:24	1:29	1:33	1:38	-	1:43	1:46	1:51
J2	1:50	-	1:54	1:59	2:03	2:08	-	2:13	2:16	2:21

Bethesda-Silver Spring Line

► Westbound To Westfield Montgomery Mall Transit Center

Saturday — Sábados




Route Number	Paul S. Sarbanes Transit Center (Silver Spring)	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Bethesda	MEDICAL CENTER	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Westfield MONTGOMERY MALL Transit Center
									
AM Service — Servicio matutino									
J2	5:08	5:14	5:17	5:21	5:27	5:29	5:33	5:36	5:39
J2	5:38	5:44	5:47	5:51	5:57	5:59	6:03	6:06	6:09
J2	6:03	6:09	6:12	6:16	6:22	6:24	6:28	6:31	6:34
J2	6:32	6:38	6:41	6:45	6:51	6:53	6:57	7:00	7:03
J2	6:55	7:01	7:04	7:08	7:14	7:16	7:20	7:23	7:26
J2	7:07	7:13	7:16	7:20	7:26	7:28	7:32	7:35	7:38
J2	7:19	7:25	7:28	7:32	7:38	7:40	7:44	7:47	7:50
J2	7:31	7:37	7:40	7:44	7:50	7:52	7:56	7:59	8:02
J2	7:43	7:49	7:52	7:56	8:02	8:04	8:08	8:11	8:14
J2	7:55	8:01	8:04	8:08	8:14	8:16	8:20	8:23	8:26
J2	8:07	8:13	8:16	8:20	8:26	8:28	8:32	8:35	8:38
J2	8:19	8:25	8:28	8:32	8:38	8:40	8:44	8:47	8:50
J2	8:31	8:37	8:40	8:44	8:50	8:52	8:56	8:59	9:02
J2	8:43	8:49	8:52	8:56	9:02	9:04	9:08	9:11	9:14
J2	8:55	9:01	9:04	9:08	9:14	9:16	9:20	9:23	9:26
J2	9:07	9:14	9:18	9:23	9:30	9:33	9:37	9:41	9:44
J2	9:19	9:26	9:30	9:35	9:42	9:45	9:49	9:53	9:56
J2	9:31	9:38	9:42	9:47	9:54	9:57	10:01	10:05	10:08
J2	9:43	9:50	9:54	9:59	10:06	10:09	10:13	10:17	10:20
J2	9:55	10:02	10:06	10:11	10:18	10:21	10:25	10:29	10:32
J2	10:07	10:14	10:18	10:23	10:30	10:33	10:37	10:41	10:44
J2	10:19	10:26	10:30	10:35	10:42	10:45	10:49	10:53	10:56
J2	10:31	10:38	10:42	10:47	10:54	10:57	11:01	11:05	11:08
J2	10:43	10:50	10:54	10:59	11:06	11:09	11:13	11:17	11:20
J2	10:55	11:02	11:06	11:11	11:18	11:21	11:25	11:29	11:32
J2	11:07	11:14	11:18	11:23	11:30	11:33	11:37	11:41	11:44
J2	11:19	11:26	11:30	11:35	11:42	11:45	11:49	11:53	11:56
J2	11:31	11:38	11:42	11:47	11:54	11:57	12:01	12:05	12:08
J2	11:43	11:50	11:54	11:59	12:06	12:09	12:13	12:17	12:20
J2	11:55	12:02	12:06	12:11	12:18	12:21	12:25	12:29	12:32

On four Federal holidays, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.

Metrobus proveerá servicio con horario de sábado durante los cuatro días festivos de Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.

► Westbound To Westfield Montgomery Mall Transit Center

Saturday — Sábados




Route Number	Paul S. Sarbanes Transit Center (Silver Spring)	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Bethesda	MEDICAL CENTER	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Westfield MONTGOMERY MALL Transit Center
									
PM Service — Servicio vespertino									
J2	12:07	12:14	12:18	12:23	12:30	12:33	12:37	12:41	12:44
J2	12:19	12:26	12:30	12:35	12:42	12:45	12:49	12:53	12:56
J2	12:31	12:38	12:42	12:47	12:54	12:57	1:01	1:05	1:08
J2	12:43	12:50	12:54	12:59	1:06	1:09	1:13	1:17	1:20
J2	12:55	1:02	1:06	1:11	1:18	1:21	1:25	1:29	1:32
J2	1:07	1:14	1:18	1:23	1:30	1:33	1:37	1:41	1:44
J2	1:19	1:26	1:30	1:35	1:42	1:45	1:49	1:53	1:56
J2	1:31	1:38	1:42	1:47	1:54	1:57	2:01	2:05	2:08
J2	1:43	1:50	1:54	1:59	2:06	2:09	2:13	2:17	2:20
J2	1:55	2:02	2:06	2:11	2:18	2:21	2:25	2:29	2:32
J2	2:07	2:14	2:18	2:23	2:30	2:33	2:37	2:41	2:44
J2	2:19	2:26	2:30	2:35	2:42	2:45	2:49	2:53	2:56
J2	2:31	2:38	2:42	2:47	2:54	2:57	3:01	3:05	3:08
J2	2:43	2:50	2:54	2:59	3:06	3:09	3:13	3:17	3:20
J2	2:55	3:02	3:06	3:11	3:18	3:21	3:25	3:29	3:32
J2	3:07	3:14	3:18	3:23	3:30	3:33	3:37	3:41	3:44
J2	3:19	3:26	3:30	3:35	3:42	3:45	3:49	3:53	3:56
J2	3:31	3:38	3:42	3:47	3:54	3:57	4:01	4:05	4:08
J2	3:43	3:50	3:54	3:59	4:06	4:09	4:13	4:17	4:20
J2	3:55	4:02	4:06	4:11	4:18	4:21	4:25	4:29	4:32
J2	4:07	4:14	4:18	4:23	4:30	4:33	4:37	4:41	4:44
J2	4:19	4:26	4:30	4:35	4:42	4:45	4:49	4:53	4:56
J2	4:31	4:38	4:42	4:47	4:54	4:57	5:01	5:05	5:08
J2	4:43	4:50	4:54	4:59	5:06	5:09	5:13	5:17	5:20
J2	4:55	5:02	5:06	5:11	5:18	5:21	5:25	5:29	5:32
J2	5:07	5:14	5:18	5:23	5:30	5:33	5:37	5:41	5:44
J2	5:19	5:26	5:30	5:35	5:42	5:45	5:49	5:53	5:56
J2	5:31	5:38	5:42	5:47	5:54	5:57	6:01	6:05	6:08
J2	5:43	5:50	5:54	5:59	6:06	6:09	6:13	6:17	6:20
J2	5:55	6:02	6:06	6:11	6:18	6:21	6:25	6:29	6:32
J2	6:07	6:14	6:18	6:23	6:30	6:32	6:36	6:40	6:43
J2	6:19	6:26	6:30	6:35	6:42	6:44	6:48	6:52	6:55
J2	6:31	6:38	6:42	6:47	6:54	6:56	7:00	7:04	7:07
J2	6:43	6:50	6:54	6:59	7:06	7:08	7:12	7:16	7:19
J2	6:55	7:02	7:06	7:11	7:18	7:20	7:24	7:28	7:31
J2	7:07	7:14	7:18	7:23	7:30	7:32	7:36	7:40	7:43
J2	7:19	7:26	7:30	7:35	7:42	7:44	7:48	7:52	7:55
J2	7:31	7:38	7:42	7:47	7:54	7:56	8:00	8:04	8:07
J2	7:43	7:50	7:54	7:59	8:06	8:08	8:12	8:16	8:19
J2	7:55	8:02	8:06	8:11	8:18	8:20	8:24	8:28	8:31
J2	8:07	8:14	8:18	8:23	8:30	8:32	8:36	8:40	8:43
J2	8:19	8:26	8:30	8:35	8:42	8:44	8:48	8:52	8:55
J2	8:31	8:38	8:42	8:47	8:54	8:56	9:00	9:04	9:07
J2	8:43	8:50	8:54	8:59	9:06	9:08	9:12	9:16	9:19
J2	8:55	9:02	9:06	9:11	9:18	9:20	9:24	9:28	9:31
J2	9:25	9:32	9:36	9:41	9:48	9:50	9:54	9:58	10:01
J2	9:55	10:02	10:06	10:11	10:18	10:20	10:24	10:28	10:31
J2	10:25	10:32	10:36	10:41	10:48	10:50	10:54	10:58	11:01
J2	10:55	11:02	11:06	11:11	11:18	11:20	11:24	11:28	11:31
J2	11:25	11:32	11:36	11:41	11:48	11:50	11:54	11:58	12:01
J2	11:55	12:02	12:06	12:11	12:18	12:20	12:24	12:28	12:31
After Midnight Service — Servicio después de la medianoche									
J2	12:25	12:32	12:36	12:41	12:48	12:50	12:54	12:58	1:01
J2	12:55	1:02	1:06	1:11	1:18	1:20	1:24	1:28	1:31
J2	1:25	1:32	1:36	1:41	1:48	1:50	1:54	1:58	2:01
J2	1:55	2:02	2:06	2:11	2:18	2:20	2:24	2:28	2:31

the Saturday schedule will be in effect.

Metrobus proveerá servicio con horario de sábado durante los cuatro días festivos de Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.




► Eastbound To Silver Spring station

Saturday — Sábados

Route Number	Westfield Montgomery Mall Transit Center	Old Georgetown Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center 	Bethesda 	East-West Hwy. & Connecticut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING) 
AM Service — Servicio matutino								
J2	5:54	5:59	6:03	6:06	6:11	6:16	6:19	6:27
J2	6:16	6:21	6:25	6:28	6:33	6:38	6:41	6:49
J2	6:41	6:46	6:50	6:53	6:58	7:03	7:06	7:14
J2	6:53	6:58	7:02	7:05	7:10	7:15	7:18	7:26
J2	7:05	7:10	7:14	7:17	7:22	7:27	7:30	7:38
J2	7:17	7:22	7:26	7:29	7:34	7:39	7:42	7:50
J2	7:29	7:34	7:38	7:41	7:46	7:51	7:54	8:02
J2	7:41	7:46	7:50	7:53	7:58	8:03	8:06	8:14
J2	7:53	7:58	8:02	8:05	8:10	8:15	8:18	8:26
J2	8:05	8:10	8:14	8:17	8:22	8:27	8:30	8:38
J2	8:17	8:22	8:26	8:29	8:34	8:39	8:42	8:50
J2	8:28	8:32	8:36	8:39	8:45	8:51	8:54	9:02
J2	8:40	8:44	8:48	8:51	8:57	9:03	9:06	9:14
J2	8:52	8:56	9:00	9:03	9:09	9:15	9:18	9:26
J2	9:04	9:08	9:12	9:15	9:21	9:27	9:30	9:38
J2	9:16	9:20	9:24	9:27	9:33	9:39	9:42	9:50
J2	9:28	9:32	9:36	9:39	9:45	9:51	9:54	10:02
J2	9:40	9:44	9:48	9:51	9:57	10:03	10:06	10:14
J2	9:52	9:56	10:00	10:03	10:09	10:15	10:18	10:26
J2	10:04	10:08	10:12	10:15	10:21	10:27	10:30	10:38
J2	10:16	10:20	10:24	10:27	10:33	10:39	10:42	10:50
J2	10:28	10:32	10:36	10:39	10:45	10:51	10:54	11:02
J2	10:40	10:44	10:48	10:51	10:57	11:03	11:06	11:14
J2	10:52	10:56	11:00	11:03	11:09	11:15	11:18	11:26
J2	11:04	11:08	11:12	11:15	11:21	11:27	11:30	11:38
J2	11:16	11:20	11:24	11:27	11:33	11:39	11:42	11:50
J2	11:28	11:32	11:36	11:39	11:45	11:51	11:54	12:02
J2	11:40	11:44	11:48	11:51	11:57	12:03	12:06	12:14
J2	11:52	11:56	12:00	12:03	12:09	12:15	12:18	12:26
J2	11:58	12:03	12:09	12:12	12:19	12:25	12:29	12:38

► Eastbound To Silver Spring station

Saturday — sábados




Route Number	Westfield Montgomery Mall Transit Center	Old Georgetown Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center 	Bethesda 	East-West Hwy. & Connecticut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING) 
PM Service — Servicio vespertino								
J2	12:10	12:15	12:21	12:24	12:31	12:37	12:41	12:50
J2	12:22	12:27	12:33	12:36	12:43	12:49	12:53	1:02
J2	12:34	12:39	12:45	12:48	12:55	1:01	1:05	1:14
J2	12:46	12:51	12:57	1:00	1:07	1:13	1:17	1:26
J2	12:58	1:03	1:09	1:12	1:19	1:25	1:29	1:38
J2	1:10	1:15	1:21	1:24	1:31	1:37	1:41	1:50
J2	1:22	1:27	1:33	1:36	1:43	1:49	1:53	2:02
J2	1:34	1:39	1:45	1:48	1:55	2:01	2:05	2:14
J2	1:46	1:51	1:57	2:00	2:07	2:13	2:17	2:26
J2	1:58	2:03	2:09	2:12	2:19	2:25	2:29	2:38
J2	2:10	2:15	2:21	2:24	2:31	2:37	2:41	2:50
J2	2:22	2:27	2:33	2:36	2:43	2:49	2:53	3:02
J2	2:34	2:39	2:45	2:48	2:55	3:01	3:05	3:14
J2	2:46	2:51	2:57	3:00	3:07	3:13	3:17	3:26
J2	2:58	3:03	3:09	3:12	3:19	3:25	3:29	3:38
J2	3:10	3:15	3:21	3:24	3:31	3:37	3:41	3:50
J2	3:22	3:27	3:33	3:36	3:43	3:49	3:53	4:02
J2	3:34	3:39	3:45	3:48	3:55	4:01	4:05	4:14
J2	3:46	3:51	3:57	4:00	4:07	4:13	4:17	4:26
J2	3:58	4:03	4:09	4:12	4:19	4:25	4:29	4:38
J2	4:10	4:15	4:21	4:24	4:31	4:37	4:41	4:50
J2	4:22	4:27	4:33	4:36	4:43	4:49	4:53	5:02
J2	4:34	4:39	4:45	4:48	4:55	5:01	5:05	5:14
J2	4:46	4:51	4:57	5:00	5:07	5:13	5:17	5:26
J2	4:58	5:03	5:09	5:12	5:19	5:25	5:29	5:38
J2	5:10	5:15	5:21	5:24	5:31	5:37	5:41	5:50
J2	5:22	5:27	5:33	5:36	5:43	5:49	5:53	6:02
J2	5:34	5:39	5:45	5:48	5:55	6:01	6:05	6:14
J2	5:46	5:51	5:57	6:00	6:07	6:13	6:17	6:26
J2	5:58	6:03	6:09	6:12	6:19	6:25	6:29	6:38
J2	6:10	6:15	6:21	6:24	6:31	6:37	6:41	6:50
J2	6:22	6:27	6:33	6:36	6:43	6:49	6:53	7:02
J2	6:34	6:39	6:45	6:48	6:55	7:01	7:05	7:14
J2	6:46	6:51	6:57	7:00	7:07	7:13	7:17	7:26
J2	6:58	7:03	7:09	7:12	7:19	7:25	7:29	7:38
J2	7:10	7:15	7:21	7:24	7:31	7:37	7:41	7:50
J2	7:22	7:27	7:33	7:36	7:43	7:49	7:53	8:02
J2	7:34	7:39	7:45	7:48	7:55	8:01	8:05	8:14
J2	7:46	7:51	7:57	8:00	8:07	8:13	8:17	8:26
J2	7:58	8:03	8:09	8:12	8:19	8:25	8:29	8:38
J2	8:10	8:15	8:21	8:24	8:31	8:37	8:41	8:50
J2	8:25	8:29	8:34	8:37	8:43	8:49	8:53	9:02
J2	8:37	8:41	8:46	8:49	8:55	9:01	9:05	9:14
J2	8:49	8:53	8:58	9:01	9:07	9:13	9:17	9:26
J2	9:01	9:05	9:10	9:13	9:19	9:25	9:29	9:38
J2	9:31	9:35	9:40	9:43	9:49	9:55	9:59	10:08
J2	10:01	10:05	10:10	10:13	10:19	10:25	10:29	10:38
J2	10:31	10:35	10:40	10:43	10:49	10:55	10:59	11:08
J2	11:01	11:05	11:10	11:13	11:19	11:25	11:29	11:38
J2	11:31	11:35	11:40	11:43	11:49	11:55	11:59	12:08
After Midnight Service — Servicio después de la medianoche								
J2	12:01	12:05	12:10	12:13	12:19	12:25	12:29	12:38
J2	12:31	12:35	12:40	12:43	12:49	12:55	12:59	1:08
J2	1:01	1:05	1:10	1:13	1:19	1:25	1:29	1:38
J2	1:31	1:35	1:40	1:43	1:49	1:55	1:59	2:08
J2	2:00	2:04	2:09	2:12	2:18	2:24	2:28	2:37

On four Federal holidays, Columbus Day, Veterans' Day, Martin Luther King, Jr. Day, and Presidents' Day, the Saturday schedule will be in effect.

Metrobus proveerá servicio con horario de sábados durante los cuatro días festivos de Columbus Day, Veterans Day, Martin Luther King Jr. Day, y Presidents' Day.




► Westbound To Westfield Montgomery Mall
Transit Center

Sunday — Domingos

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) 	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Bethesda 	MEDICAL CENTER 	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Westfield MONTGOMERY MALL Transit Center
AM Service — Servicio matutino									
J2	5:08	5:14	5:17	5:21	5:27	5:29	5:33	5:36	5:39
J2	5:38	5:44	5:47	5:51	5:57	5:59	6:03	6:06	6:09
J2	6:03	6:09	6:12	6:16	6:22	6:24	6:28	6:31	6:34
J2	6:32	6:38	6:41	6:45	6:51	6:53	6:57	7:00	7:03
J2	6:55	7:01	7:04	7:08	7:14	7:16	7:20	7:23	7:26
J2	7:07	7:13	7:16	7:20	7:26	7:28	7:32	7:35	7:38
J2	7:19	7:25	7:28	7:32	7:38	7:40	7:44	7:47	7:50
J2	7:31	7:37	7:40	7:44	7:50	7:52	7:56	7:59	8:02
J2	7:43	7:49	7:52	7:56	8:02	8:04	8:08	8:11	8:14
J2	7:55	8:01	8:04	8:08	8:14	8:16	8:20	8:23	8:26
J2	8:07	8:13	8:16	8:20	8:26	8:28	8:32	8:35	8:38
J2	8:19	8:25	8:28	8:32	8:38	8:40	8:44	8:47	8:50
J2	8:31	8:37	8:40	8:44	8:50	8:52	8:56	8:59	9:02
J2	8:43	8:49	8:52	8:56	9:02	9:04	9:08	9:11	9:14
J2	8:55	9:01	9:04	9:08	9:14	9:16	9:20	9:23	9:26
J2	9:07	9:14	9:18	9:23	9:30	9:33	9:37	9:41	9:44
J2	9:19	9:26	9:30	9:35	9:42	9:45	9:49	9:53	9:56
J2	9:31	9:38	9:42	9:47	9:54	9:57	10:01	10:05	10:08
J2	9:43	9:50	9:54	9:59	10:06	10:09	10:13	10:17	10:20
J2	9:55	10:02	10:06	10:11	10:18	10:21	10:25	10:29	10:32
J2	10:07	10:14	10:18	10:23	10:30	10:33	10:37	10:41	10:44
J2	10:19	10:26	10:30	10:35	10:42	10:45	10:49	10:53	10:56
J2	10:31	10:38	10:42	10:47	10:54	10:57	11:01	11:05	11:08
J2	10:43	10:50	10:54	10:59	11:06	11:09	11:13	11:17	11:20
J2	10:55	11:02	11:06	11:11	11:18	11:21	11:25	11:29	11:32
J2	11:07	11:14	11:18	11:23	11:30	11:33	11:37	11:41	11:44
J2	11:19	11:26	11:30	11:35	11:42	11:45	11:49	11:53	11:56
J2	11:31	11:38	11:42	11:47	11:54	11:57	12:01	12:05	12:08
J2	11:43	11:50	11:54	11:59	12:06	12:09	12:13	12:17	12:20
J2	11:55	12:02	12:06	12:11	12:18	12:21	12:25	12:29	12:32




► Westbound To Westfield Montgomery Mall
Transit Center

Sunday — Domingos

Route Number	Paul S. Sarbanes Transit Center (Silver Spring) 	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	East-West Hwy. & Connecticut Ave.	Bethesda 	MEDICAL CENTER 	Old Georgetown Rd. & W. Cedar La.	Old Georgetown Rd. & Oak Pl.	Democracy Blvd. & Old Georgetown Rd.	Westfield MONTGOMERY MALL Transit Center
PM Service — Servicio vespertino									
J2	12:07	12:14	12:18	12:23	12:30	12:33	12:37	12:41	12:44
J2	12:19	12:26	12:30	12:35	12:42	12:45	12:49	12:53	12:56
J2	12:31	12:38	12:42	12:47	12:54	12:57	1:01	1:05	1:08
J2	12:43	12:50	12:54	12:59	1:06	1:09	1:13	1:17	1:20
J2	12:55	1:02	1:06	1:11	1:18	1:21	1:25	1:29	1:32
J2	1:07	1:14	1:18	1:23	1:30	1:33	1:37	1:41	1:44
J2	1:19	1:26	1:30	1:35	1:42	1:45	1:49	1:53	1:56
J2	1:31	1:38	1:42	1:47	1:54	1:57	2:01	2:05	2:08
J2	1:43	1:50	1:54	1:59	2:06	2:09	2:13	2:17	2:20
J2	1:55	2:02	2:06	2:11	2:18	2:21	2:25	2:29	2:32
J2	2:07	2:14	2:18	2:23	2:30	2:33	2:37	2:41	2:44
J2	2:19	2:26	2:30	2:35	2:42	2:45	2:49	2:53	2:56
J2	2:31	2:38	2:42	2:47	2:54	2:57	3:01	3:05	3:08
J2	2:43	2:50	2:54	2:59	3:06	3:09	3:13	3:17	3:20
J2	2:55	3:02	3:06	3:11	3:18	3:21	3:25	3:29	3:32
J2	3:07	3:14	3:18	3:23	3:30	3:33	3:37	3:41	3:44
J2	3:19	3:26	3:30	3:35	3:42	3:45	3:49	3:53	3:56
J2	3:31	3:38	3:42	3:47	3:54	3:57	4:01	4:05	4:08
J2	3:43	3:50	3:54	3:59	4:06	4:09	4:13	4:17	4:20
J2	3:55	4:02	4:06	4:11	4:18	4:21	4:25	4:29	4:32
J2	4:07	4:14	4:18	4:23	4:30	4:33	4:37	4:41	4:44
J2	4:19	4:26	4:30	4:35	4:42	4:45	4:49	4:53	4:56
J2	4:31	4:38	4:42	4:47	4:54	4:57	5:01	5:05	5:08
J2	4:43	4:50	4:54	4:59	5:06	5:09	5:13	5:17	5:20
J2	4:55	5:02	5:06	5:11	5:18	5:21	5:25	5:29	5:32
J2	5:07	5:14	5:18	5:23	5:30	5:33	5:37	5:41	5:44
J2	5:19	5:26	5:30	5:35	5:42	5:45	5:49	5:53	5:56
J2	5:31	5:38	5:42	5:47	5:54	5:57	6:01	6:05	6:08
J2	5:43	5:50	5:54	5:59	6:06	6:09	6:13	6:17	6:20
J2	5:55	6:02	6:06	6:11	6:18	6:21	6:25	6:29	6:32
J2	6:07	6:14	6:18	6:23	6:30	6:32	6:36	6:40	6:43
J2	6:19	6:26	6:30	6:35	6:42	6:44	6:48	6:52	6:55
J2	6:31	6:38	6:42	6:47	6:54	6:56	7:00	7:04	7:07
J2	6:43	6:50	6:54	6:59	7:06	7:08	7:12	7:16	7:19
J2	6:55	7:02	7:06	7:11	7:18	7:20	7:24	7:28	7:31
J2	7:07	7:14	7:18	7:23	7:30	7:32	7:36	7:40	7:43
J2	7:19	7:26	7:30	7:35	7:42	7:44	7:48	7:52	7:55
J2	7:31	7:38	7:42	7:47	7:54	7:56	8:00	8:04	8:07
J2	7:43	7:50	7:54	7:59	8:06	8:08	8:12	8:16	8:19
J2	7:55	8:02	8:06	8:11	8:18	8:20	8:24	8:28	8:31
J2	8:07	8:14	8:18	8:23	8:30	8:32	8:36	8:40	8:43
J2	8:19	8:26	8:30	8:35	8:42	8:44	8:48	8:52	8:55
J2	8:31	8:38	8:42	8:47	8:54	8:56	9:00	9:04	9:07
J2	8:43	8:50	8:54	8:59	9:06	9:08	9:12	9:16	9:19
J2	8:55	9:02	9:06	9:11	9:18	9:20	9:24	9:28	9:31
J2	9:25	9:32	9:36	9:41	9:48	9:50	9:54	9:58	10:01
J2	9:55	10:02	10:06	10:11	10:18	10:20	10:24	10:28	10:31
J2	10:25	10:32	10:36	10:41	10:48	10:50	10:54	10:58	11:01
J2	10:55	11:02	11:06	11:11	11:18	11:20	11:24	11:28	11:31
J2	11:25	11:32	11:36	11:41	11:48	11:50	11:54	11:58	12:01
J2	11:55	12:02	12:06	12:11	12:18	12:20	12:24	12:28	12:31
After Midnight Service — Servicio después de la medianoche									
J2	12:25	12:32	12:36	12:41	12:48	12:50	12:54	12:58	1:01
J2	12:55	1:02	1:06	1:11	1:18	1:20	1:24	1:28	1:31
J2	1:25	1:32	1:36	1:41	1:48	1:50	1:54	1:58	2:01
J2	1:55	2:02	2:06	2:11	2:18	2:20	2:24	2:28	2:31




► Eastbound To Silver Spring station

Sunday — Domingos

Route Number	Westfield Montgomery Mall Transit Center	Old Georgetown Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center 	Bethesda 	East-West Hwy. & Connecticut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING) 
AM Service — Servicio matutino								
J2	5:54	5:59	6:03	6:06	6:11	6:16	6:19	6:27
J2	6:16	6:21	6:25	6:28	6:33	6:38	6:41	6:49
J2	6:41	6:46	6:50	6:53	6:58	7:03	7:06	7:14
J2	6:53	6:58	7:02	7:05	7:10	7:15	7:18	7:26
J2	7:05	7:10	7:14	7:17	7:22	7:27	7:30	7:38
J2	7:17	7:22	7:26	7:29	7:34	7:39	7:42	7:50
J2	7:29	7:34	7:38	7:41	7:46	7:51	7:54	8:02
J2	7:41	7:46	7:50	7:53	7:58	8:03	8:06	8:14
J2	7:53	7:58	8:02	8:05	8:10	8:15	8:18	8:26
J2	8:05	8:10	8:14	8:17	8:22	8:27	8:30	8:38
J2	8:17	8:22	8:26	8:29	8:34	8:39	8:42	8:50
J2	8:28	8:32	8:36	8:39	8:45	8:51	8:54	9:02
J2	8:40	8:44	8:48	8:51	8:57	9:03	9:06	9:14
J2	8:52	8:56	9:00	9:03	9:09	9:15	9:18	9:26
J2	9:04	9:08	9:12	9:15	9:21	9:27	9:30	9:38
J2	9:16	9:20	9:24	9:27	9:33	9:39	9:42	9:50
J2	9:28	9:32	9:36	9:39	9:45	9:51	9:54	10:02
J2	9:40	9:44	9:48	9:51	9:57	10:03	10:06	10:14
J2	9:52	9:56	10:00	10:03	10:09	10:15	10:18	10:26
J2	10:04	10:08	10:12	10:15	10:21	10:27	10:30	10:38
J2	10:16	10:20	10:24	10:27	10:33	10:39	10:42	10:50
J2	10:28	10:32	10:36	10:39	10:45	10:51	10:54	11:02
J2	10:40	10:44	10:48	10:51	10:57	11:03	11:06	11:14
J2	10:52	10:56	11:00	11:03	11:09	11:15	11:18	11:26
J2	11:04	11:08	11:12	11:15	11:21	11:27	11:30	11:38
J2	11:16	11:20	11:24	11:27	11:33	11:39	11:42	11:50
J2	11:28	11:32	11:36	11:39	11:45	11:51	11:54	12:02
J2	11:40	11:44	11:48	11:51	11:57	12:03	12:06	12:14
J2	11:52	11:56	12:00	12:03	12:09	12:15	12:18	12:26
J2	11:58	12:03	12:09	12:12	12:19	12:25	12:29	12:38

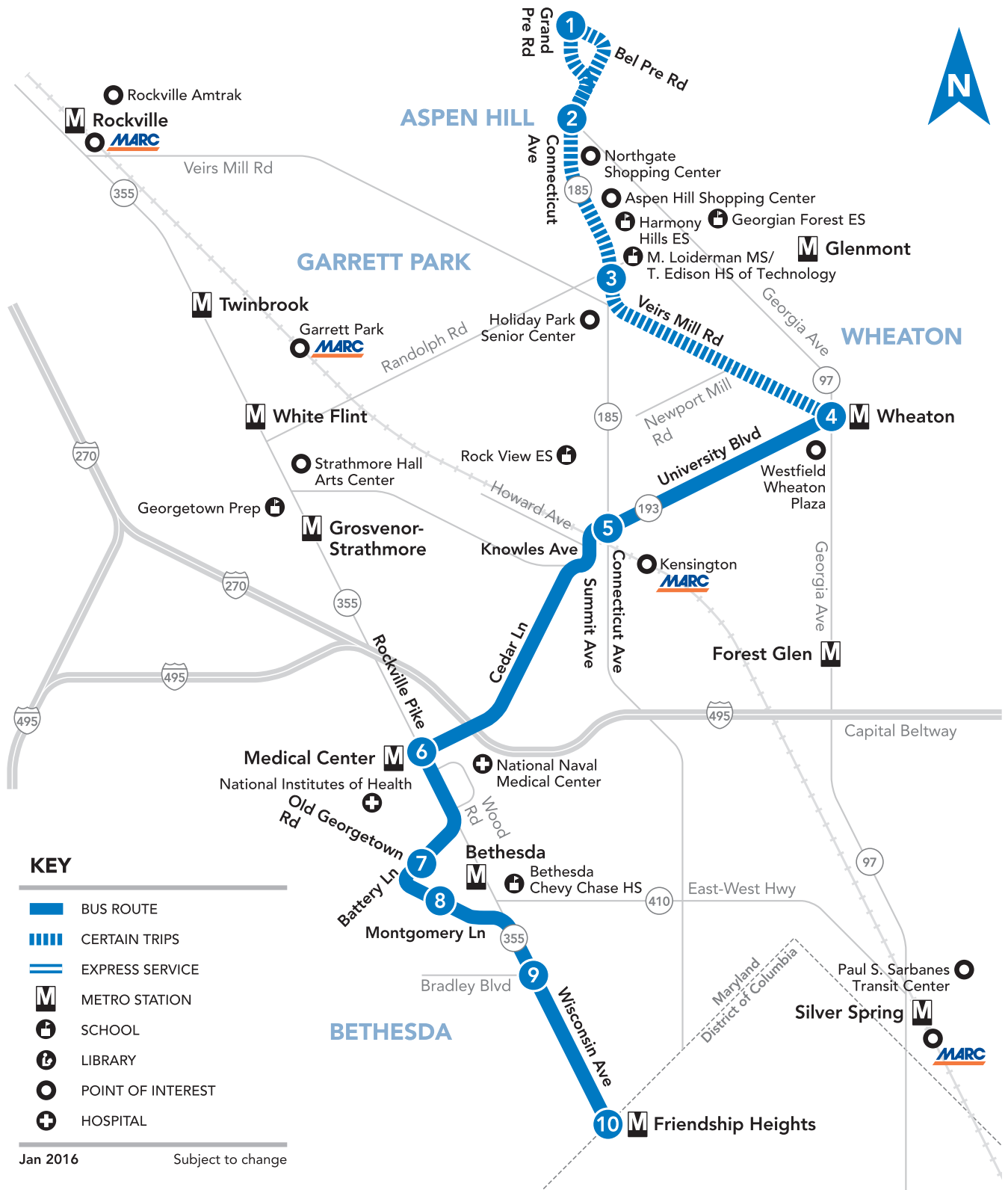
► Eastbound To Silver Spring station

Sunday — Domingos

Route Number	Westfield Montgomery Mall Transit Center	Old Georgetown Rd. & Bells Mill Rd.	W. Cedar La. & West Dr. (N.I.H.)	Medical Center 	Bethesda 	East-West Hwy. & Connecticut Ave.	East-West Hwy. & Grubb Rd. (Rock Creek Forest)	Paul S. Sarbanes Transit Center (SILVER SPRING) 
PM Service — Servicio vespertino								
J2	12:10	12:15	12:21	12:24	12:31	12:37	12:41	12:50
J2	12:22	12:27	12:33	12:36	12:43	12:49	12:53	1:02
J2	12:34	12:39	12:45	12:48	12:55	1:01	1:05	1:14
J2	12:46	12:51	12:57	1:00	1:07	1:13	1:17	1:26
J2	12:58	1:03	1:09	1:12	1:19	1:25	1:29	1:38
J2	1:10	1:15	1:21	1:24	1:31	1:37	1:41	1:50
J2	1:22	1:27	1:33	1:36	1:43	1:49	1:53	2:02
J2	1:34	1:39	1:45	1:48	1:55	2:01	2:05	2:14
J2	1:46	1:51	1:57	2:00	2:07	2:13	2:17	2:26
J2	1:58	2:03	2:09	2:12	2:19	2:25	2:29	2:38
J2	2:10	2:15	2:21	2:24	2:31	2:37	2:41	2:50
J2	2:22	2:27	2:33	2:36	2:43	2:49	2:53	3:02
J2	2:34	2:39	2:45	2:48	2:55	3:01	3:05	3:14
J2	2:46	2:51	2:57	3:00	3:07	3:13	3:17	3:26
J2	2:58	3:03	3:09	3:12	3:19	3:25	3:29	3:38
J2	3:10	3:15	3:21	3:24	3:31	3:37	3:41	3:50
J2	3:22	3:27	3:33	3:36	3:43	3:49	3:53	4:02
J2	3:34	3:39	3:45	3:48	3:55	4:01	4:05	4:14
J2	3:46	3:51	3:57	4:00	4:07	4:13	4:17	4:26
J2	3:58	4:03	4:09	4:12	4:19	4:25	4:29	4:38
J2	4:10	4:15	4:21	4:24	4:31	4:37	4:41	4:50
J2	4:22	4:27	4:33	4:36	4:43	4:49	4:53	5:02
J2	4:34	4:39	4:45	4:48	4:55	5:01	5:05	5:14
J2	4:46	4:51	4:57	5:00	5:07	5:13	5:17	5:26
J2	4:58	5:03	5:09	5:12	5:19	5:25	5:29	5:38
J2	5:10	5:15	5:21	5:24	5:31	5:37	5:41	5:50
J2	5:22	5:27	5:33	5:36	5:43	5:49	5:53	6:02
J2	5:34	5:39	5:45	5:48	5:55	6:01	6:05	6:14
J2	5:46	5:51	5:57	6:00	6:07	6:13	6:17	6:26
J2	5:58	6:03	6:09	6:12	6:19	6:25	6:29	6:38
J2	6:10	6:15	6:21	6:24	6:31	6:37	6:41	6:50
J2	6:22	6:27	6:33	6:36	6:43	6:49	6:53	7:02
J2	6:34	6:39	6:45	6:48	6:55	7:01	7:05	7:14
J2	6:46	6:51	6:57	7:00	7:07	7:13	7:17	7:26
J2	6:58	7:03	7:09	7:12	7:19	7:25	7:29	7:38
J2	7:10	7:15	7:21	7:24	7:31	7:37	7:41	7:50
J2	7:22	7:27	7:33	7:36	7:43	7:49	7:53	8:02
J2	7:34	7:39	7:45	7:48	7:55	8:01	8:05	8:14
J2	7:46	7:51	7:57	8:00	8:07	8:13	8:17	8:26
J2	7:58	8:03	8:09	8:12	8:19	8:25	8:29	8:38
J2	8:10	8:15	8:21	8:24	8:31	8:37	8:41	8:50
J2	8:22	8:27	8:33	8:36	8:43	8:49	8:53	9:02
J2	8:34	8:38	8:43	8:46	8:52	8:58	9:02	9:11
J2	8:46	8:50	8:55	8:58	9:04	9:10	9:14	9:23
J2	8:58	9:02	9:07	9:10	9:16	9:22	9:26	9:35
J2	9:31	9:35	9:40	9:43	9:49	9:55	9:59	10:08
J2	10:01	10:05	10:10	10:13	10:19	10:25	10:29	10:38
J2	10:31	10:35	10:40	10:43	10:49	10:55	10:59	11:08
J2	11:01	11:05	11:10	11:13	11:19	11:25	11:29	11:38
J2	11:31	11:35	11:40	11:43	11:49	11:55	11:59	12:08
After Midnight Service — Servicio después de la medianoche								
J2	12:01	12:05	12:10	12:13	12:19	12:25	12:29	12:38
J2	12:31	12:35	12:40	12:43	12:49	12:55	12:59	1:08
J2	1:01	1:05	1:10	1:13	1:19	1:25	1:29	1:38
J2	1:31	1:35	1:40	1:43	1:49	1:55	1:59	2:08

34

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



KEY

- BUS ROUTE
- CERTAIN TRIPS
- EXPRESS SERVICE
- M METRO STATION
- + SCHOOL
- L LIBRARY
- O POINT OF INTEREST
- + HOSPITAL

Jan 2016

Subject to change

Appendix B - Bus Routes Information

Route 34_Sat-Friendship Heights -Wheatoin Grand Pre
Effective: Janaury 22, 2022

	Friendship Heights Sta.	Wisconsin-Bradley	Bethesda Station	Battery-Old Georgetown	Medical Center Station	Connecticut-Knowles	Wheaton Station	Connecticut-Randph	Connecticut-Georgia	Grand Pre-Bel Pre
	5:50 AM	5:53 AM	5:58 AM	6:02 AM	6:08 AM	6:16 AM	6:20 AM			
	6:35 AM	6:38 AM	6:43 AM	6:47 AM	6:53 AM	7:01 AM	7:05 AM			
	7:20 AM	7:23 AM	7:28 AM	7:32 AM	7:38 AM	7:46 AM	7:50 AM			
	8:05 AM	8:08 AM	8:13 AM	8:17 AM	8:23 AM	8:31 AM	8:35 AM			
	8:50 AM	8:54 AM	8:59 AM	9:04 AM	9:10 AM	9:18 AM	9:23 AM			
	9:30 AM	9:34 AM	9:39 AM	9:44 AM	9:50 AM	9:58 AM	10:03 AM			
	10:05 AM	10:09 AM	10:14 AM	10:19 AM	10:25 AM	10:33 AM	10:38 AM			
	10:35 AM	10:39 AM	10:44 AM	10:49 AM	10:55 AM	11:03 AM	11:08 AM			
	11:05 AM	11:09 AM	11:14 AM	11:19 AM	11:25 AM	11:33 AM	11:38 AM			
	11:35 AM	11:39 AM	11:45 AM	11:51 AM	11:58 AM	12:07 PM	12:13 PM			
	12:05 PM	12:09 PM	12:15 PM	12:21 PM	12:28 PM	12:37 PM	12:43 PM			
	12:35 PM	12:39 PM	12:45 PM	12:51 PM	12:58 PM	1:07 PM	1:13 PM			
	1:05 PM	1:09 PM	1:15 PM	1:21 PM	1:28 PM	1:37 PM	1:43 PM			
	1:35 PM	1:39 PM	1:45 PM	1:51 PM	1:58 PM	2:07 PM	2:13 PM			
	2:05 PM	2:09 PM	2:15 PM	2:21 PM	2:28 PM	2:37 PM	2:43 PM			
	2:35 PM	2:39 PM	2:45 PM	2:51 PM	2:58 PM	3:07 PM	3:13 PM			
	3:05 PM	3:09 PM	3:15 PM	3:21 PM	3:28 PM	3:37 PM	3:43 PM			
	3:35 PM	3:39 PM	3:45 PM	3:51 PM	3:58 PM	4:07 PM	4:13 PM			
	4:05 PM	4:09 PM	4:15 PM	4:21 PM	4:28 PM	4:37 PM	4:43 PM			
	4:40 PM	4:44 PM	4:50 PM	4:56 PM	5:03 PM	5:12 PM	5:18 PM			
	5:15 PM	5:19 PM	5:25 PM	5:30 PM	5:37 PM	5:46 PM	5:51 PM			
	5:55 PM	5:59 PM	6:05 PM	6:10 PM	6:17 PM	6:26 PM	6:31 PM			
	6:35 PM	6:39 PM	6:45 PM	6:50 PM	6:57 PM	7:06 PM	7:11 PM			
	7:20 PM	7:24 PM	7:30 PM	7:35 PM	7:42 PM	7:51 PM	7:56 PM			
	8:05 PM	8:08 PM	8:13 PM	8:17 PM	8:23 PM	8:31 PM	8:35 PM			
	8:50 PM	8:53 PM	8:58 PM	9:02 PM	9:08 PM	9:16 PM	9:20 PM			
	9:35 PM	9:38 PM	9:43 PM	9:47 PM	9:53 PM	10:01 PM	10:05 PM			
	10:20 PM	10:23 PM	10:28 PM	10:32 PM	10:38 PM	10:46 PM	10:50 PM			
	11:05 PM	11:08 PM	11:13 PM	11:17 PM	11:23 PM	11:31 PM	11:35 PM			
	11:50 PM	11:53 PM	11:58 PM	12:02 AM	12:08 AM	12:16 AM	12:20 AM			
	12:35 AM	12:38 AM	12:43 AM	12:47 AM	12:53 AM	1:01 AM	1:05 AM			

Appendix B - Bus Routes Information

Route 34_Sat-Friendship Heights -Wheaton Grand Pre
Effective: Janaury 22, 2022

	Grand Pre-Bel Pre	Connecticut-Georgia	Connecticut-Randph	Wheaton Station	Connecticut-Knowles	Medical Center Station	Battery-Old Georgetown	Bethesda Station	Wisconsin-Bradley	Friendship Heights Sta.
				5:50 AM	5:57 AM	6:05 AM	6:08 AM	6:12 AM	6:17 AM	6:20 AM
				6:35 AM	6:42 AM	6:50 AM	6:53 AM	6:57 AM	7:02 AM	7:05 AM
				7:15 AM	7:22 AM	7:30 AM	7:33 AM	7:37 AM	7:42 AM	7:45 AM
				7:50 AM	7:57 AM	8:05 AM	8:08 AM	8:12 AM	8:17 AM	8:20 AM
				8:20 AM	8:27 AM	8:35 AM	8:38 AM	8:42 AM	8:47 AM	8:50 AM
				8:50 AM	8:58 AM	9:07 AM	9:11 AM	9:16 AM	9:22 AM	9:25 AM
				9:20 AM	9:28 AM	9:37 AM	9:41 AM	9:46 AM	9:52 AM	9:55 AM
				9:50 AM	9:58 AM	10:07 AM	10:11 AM	10:16 AM	10:22 AM	10:25 AM
				10:20 AM	10:28 AM	10:37 AM	10:41 AM	10:46 AM	10:52 AM	10:55 AM
				10:50 AM	10:58 AM	11:07 AM	11:11 AM	11:16 AM	11:22 AM	11:25 AM
				11:20 AM	11:28 AM	11:37 AM	11:41 AM	11:46 AM	11:52 AM	11:55 AM
				11:50 AM	11:58 AM	12:07 PM	12:11 PM	12:17 PM	12:26 PM	12:29 PM
				12:20 PM	12:28 PM	12:37 PM	12:41 PM	12:47 PM	12:56 PM	12:59 PM
				12:50 PM	12:58 PM	1:07 PM	1:11 PM	1:17 PM	1:26 PM	1:29 PM
				1:20 PM	1:28 PM	1:37 PM	1:41 PM	1:47 PM	1:56 PM	1:59 PM
				1:50 PM	1:58 PM	2:07 PM	2:11 PM	2:17 PM	2:26 PM	2:29 PM
				2:20 PM	2:28 PM	2:37 PM	2:41 PM	2:47 PM	2:56 PM	2:59 PM
				2:50 PM	2:58 PM	3:07 PM	3:11 PM	3:17 PM	3:26 PM	3:29 PM
				3:20 PM	3:28 PM	3:37 PM	3:41 PM	3:47 PM	3:56 PM	3:59 PM
				3:50 PM	3:58 PM	4:07 PM	4:11 PM	4:17 PM	4:26 PM	4:29 PM
				4:20 PM	4:28 PM	4:37 PM	4:41 PM	4:47 PM	4:56 PM	4:59 PM
				4:50 PM	4:58 PM	5:07 PM	5:11 PM	5:17 PM	5:26 PM	5:29 PM
				5:25 PM	5:32 PM	5:41 PM	5:44 PM	5:50 PM	5:58 PM	6:01 PM
				6:05 PM	6:12 PM	6:21 PM	6:24 PM	6:30 PM	6:38 PM	6:41 PM
				6:45 PM	6:52 PM	7:01 PM	7:04 PM	7:10 PM	7:18 PM	7:21 PM
				7:30 PM	7:37 PM	7:46 PM	7:49 PM	7:55 PM	8:03 PM	8:06 PM
				8:15 PM	8:21 PM	8:29 PM	8:32 PM	8:36 PM	8:42 PM	8:45 PM
				9:00 PM	9:06 PM	9:14 PM	9:17 PM	9:21 PM	9:27 PM	9:30 PM
				9:45 PM	9:51 PM	9:59 PM	10:02 PM	10:06 PM	10:12 PM	10:15 PM
				10:30 PM	10:36 PM	10:44 PM	10:47 PM	10:51 PM	10:57 PM	11:00 PM
				11:15 PM	11:21 PM	11:29 PM	11:32 PM	11:36 PM	11:42 PM	11:45 PM
				12:00 AM	12:06 AM	12:14 AM	12:17 AM	12:21 AM	12:27 AM	12:30 AM

Appendix B - Bus Routes Information

Route 34_Sun-Friendship Heights Station-Wheaton Station-Grand Pre
Effective: January 16, 2022

	Friendship Heights Sta.	Wisconsin-Bradley	Bethesda Station	Battery-Old Georgetown	Medical Center Station	Connecticut-Knowles	Wheaton Station	Connecticut-Randph	Connecticut-Georgia	Grand Pre-Bel Pre
	5:50 AM	5:53 AM	5:58 AM	6:02 AM	6:08 AM	6:16 AM	6:20 AM			
	6:35 AM	6:38 AM	6:43 AM	6:47 AM	6:53 AM	7:01 AM	7:05 AM			
	7:20 AM	7:23 AM	7:28 AM	7:32 AM	7:38 AM	7:46 AM	7:50 AM			
	8:05 AM	8:08 AM	8:13 AM	8:17 AM	8:23 AM	8:31 AM	8:35 AM			
	8:50 AM	8:54 AM	8:59 AM	9:04 AM	9:10 AM	9:18 AM	9:23 AM			
	9:30 AM	9:34 AM	9:39 AM	9:44 AM	9:50 AM	9:58 AM	10:03 AM			
	10:05 AM	10:09 AM	10:14 AM	10:19 AM	10:25 AM	10:33 AM	10:38 AM			
	10:35 AM	10:39 AM	10:44 AM	10:49 AM	10:55 AM	11:03 AM	11:08 AM			
	11:05 AM	11:09 AM	11:14 AM	11:19 AM	11:25 AM	11:33 AM	11:38 AM			
	11:35 AM	11:39 AM	11:45 AM	11:51 AM	11:58 AM	12:07 PM	12:13 PM			
	12:05 PM	12:09 PM	12:15 PM	12:21 PM	12:28 PM	12:37 PM	12:43 PM			
	12:35 PM	12:39 PM	12:45 PM	12:51 PM	12:58 PM	1:07 PM	1:13 PM			
	1:05 PM	1:09 PM	1:15 PM	1:21 PM	1:28 PM	1:37 PM	1:43 PM			
	1:35 PM	1:39 PM	1:45 PM	1:51 PM	1:58 PM	2:07 PM	2:13 PM			
	2:05 PM	2:09 PM	2:15 PM	2:21 PM	2:28 PM	2:37 PM	2:43 PM			
	2:35 PM	2:39 PM	2:45 PM	2:51 PM	2:58 PM	3:07 PM	3:13 PM			
	3:05 PM	3:09 PM	3:15 PM	3:21 PM	3:28 PM	3:37 PM	3:43 PM			
	3:35 PM	3:39 PM	3:45 PM	3:51 PM	3:58 PM	4:07 PM	4:13 PM			
	4:05 PM	4:09 PM	4:15 PM	4:21 PM	4:28 PM	4:37 PM	4:43 PM			
	4:40 PM	4:44 PM	4:50 PM	4:56 PM	5:03 PM	5:12 PM	5:18 PM			
	5:15 PM	5:19 PM	5:25 PM	5:30 PM	5:37 PM	5:46 PM	5:51 PM			
	5:55 PM	5:59 PM	6:05 PM	6:10 PM	6:17 PM	6:26 PM	6:31 PM			
	6:35 PM	6:39 PM	6:45 PM	6:50 PM	6:57 PM	7:06 PM	7:11 PM			
	7:20 PM	7:24 PM	7:30 PM	7:35 PM	7:42 PM	7:51 PM	7:56 PM			
	8:05 PM	8:08 PM	8:13 PM	8:17 PM	8:23 PM	8:31 PM	8:35 PM			
	8:50 PM	8:53 PM	8:58 PM	9:02 PM	9:08 PM	9:16 PM	9:20 PM			
	9:35 PM	9:38 PM	9:43 PM	9:47 PM	9:53 PM	10:01 PM	10:05 PM			
	10:20 PM	10:23 PM	10:28 PM	10:32 PM	10:38 PM	10:46 PM	10:50 PM			
	11:05 PM	11:08 PM	11:13 PM	11:17 PM	11:23 PM	11:31 PM	11:35 PM			
	11:50 PM	11:53 PM	11:58 PM	12:02 AM	12:08 AM	12:16 AM	12:20 AM			
	12:35 AM	12:38 AM	12:43 AM	12:47 AM	12:53 AM	1:01 AM	1:05 AM			

Route 34_Sun-Friendship Heights Station-Wheaton Station-Grand Pre
Effective: January 16, 2022

	Grand Pre-Bel Pre	Connecticut-Georgia	Connecticut-Randph	Wheaton Station	Connecticut-Knowles	Medical Center Station	Battery-Old Georgetown	Bethesda Station	Wisconsin-Bradley	Friendship Heights Sta.
				5:50 AM	5:57 AM	6:05 AM	6:08 AM	6:12 AM	6:17 AM	6:20 AM
				6:35 AM	6:42 AM	6:50 AM	6:53 AM	6:57 AM	7:02 AM	7:05 AM
				7:15 AM	7:22 AM	7:30 AM	7:33 AM	7:37 AM	7:42 AM	7:45 AM
				7:50 AM	7:57 AM	8:05 AM	8:08 AM	8:12 AM	8:17 AM	8:20 AM
				8:20 AM	8:27 AM	8:35 AM	8:38 AM	8:42 AM	8:47 AM	8:50 AM
				8:50 AM	8:58 AM	9:06 AM	9:10 AM	9:16 AM	9:22 AM	9:25 AM
				9:20 AM	9:28 AM	9:36 AM	9:40 AM	9:46 AM	9:52 AM	9:55 AM
				9:50 AM	9:58 AM	10:06 AM	10:10 AM	10:16 AM	10:22 AM	10:25 AM
				10:20 AM	10:28 AM	10:36 AM	10:40 AM	10:46 AM	10:52 AM	10:55 AM
				10:50 AM	10:58 AM	11:06 AM	11:10 AM	11:16 AM	11:22 AM	11:25 AM
				11:20 AM	11:28 AM	11:36 AM	11:40 AM	11:46 AM	11:52 AM	11:55 AM
				11:50 AM	11:58 AM	12:07 PM	12:11 PM	12:17 PM	12:25 PM	12:28 PM
				12:20 PM	12:28 PM	12:37 PM	12:41 PM	12:47 PM	12:55 PM	12:58 PM
				12:50 PM	12:58 PM	1:07 PM	1:11 PM	1:17 PM	1:25 PM	1:28 PM
				1:20 PM	1:28 PM	1:37 PM	1:41 PM	1:47 PM	1:55 PM	1:58 PM
				1:50 PM	1:58 PM	2:07 PM	2:11 PM	2:17 PM	2:25 PM	2:28 PM
				2:20 PM	2:28 PM	2:37 PM	2:41 PM	2:47 PM	2:55 PM	2:58 PM
				2:50 PM	2:58 PM	3:07 PM	3:11 PM	3:17 PM	3:25 PM	3:28 PM
				3:20 PM	3:28 PM	3:37 PM	3:41 PM	3:47 PM	3:55 PM	3:58 PM
				3:50 PM	3:58 PM	4:07 PM	4:11 PM	4:17 PM	4:25 PM	4:28 PM
				4:20 PM	4:28 PM	4:37 PM	4:41 PM	4:47 PM	4:55 PM	4:58 PM
				4:50 PM	4:58 PM	5:07 PM	5:11 PM	5:17 PM	5:25 PM	5:28 PM
				5:25 PM	5:32 PM	5:41 PM	5:44 PM	5:50 PM	5:58 PM	6:01 PM
				6:05 PM	6:12 PM	6:21 PM	6:24 PM	6:30 PM	6:38 PM	6:41 PM
				6:45 PM	6:52 PM	7:01 PM	7:04 PM	7:10 PM	7:18 PM	7:21 PM
				7:30 PM	7:37 PM	7:46 PM	7:49 PM	7:55 PM	8:03 PM	8:06 PM
				8:15 PM	8:21 PM	8:29 PM	8:32 PM	8:36 PM	8:42 PM	8:45 PM
				9:00 PM	9:06 PM	9:14 PM	9:17 PM	9:21 PM	9:27 PM	9:30 PM
				9:45 PM	9:51 PM	9:59 PM	10:02 PM	10:06 PM	10:12 PM	10:15 PM
				10:30 PM	10:36 PM	10:44 PM	10:47 PM	10:51 PM	10:57 PM	11:00 PM
				11:15 PM	11:21 PM	11:29 PM	11:32 PM	11:36 PM	11:42 PM	11:45 PM
				12:00 AM	12:06 AM	12:14 AM	12:17 AM	12:21 AM	12:27 AM	12:30 AM

Appendix B - Bus Routes Information

Route 34 - Friendship Heights Station - Wheaton Station - Grand Bel Pre
Effective: January 16, 2022

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

Appendix B - Bus Routes Information

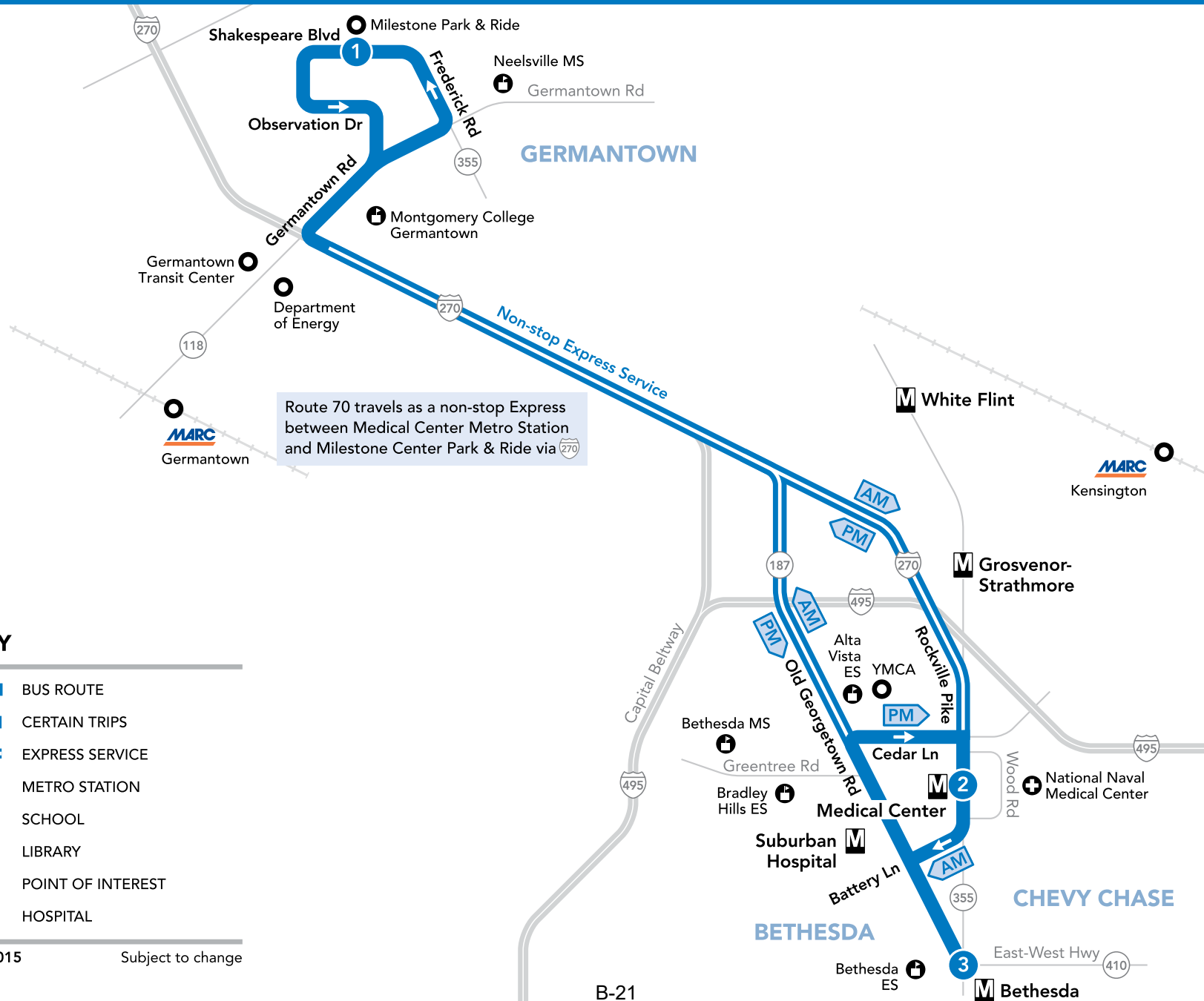
Route 34 - Grand Bel Pre - Wheaton Station - Friendship Heights Station
Effective: January 16, 2022

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

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Appendix B - Bus Routes Information

Germantown – Milestone Park & Ride – Medical Center M – Suburban Hospital – Bethesda M



KEY

- BUS ROUTE
- |||| CERTAIN TRIPS
- == EXPRESS SERVICE
- M METRO STATION
- S SCHOOL
- L LIBRARY
- O POINT OF INTEREST
- + HOSPITAL

Sep 2015

Subject to change

B-21

Appendix B - Bus Routes Information

Route 70 - Bethesda Station - Milestone Center

Effective: January 16, 2022

	Bethesda Station	Medical Center Station	Milestone Center
	5:18 AM		5:49 AM
	5:53 AM		6:24 AM
	6:36 AM		7:09 AM
	7:18 AM		7:49 AM
	7:58 AM		8:29 AM
	8:33 AM		9:04 AM
	2:30 PM	2:44 PM	3:12 PM
	3:05 PM	3:19 PM	3:47 PM
	3:40 PM	3:56 PM	4:27 PM
	4:15 PM	4:33 PM	5:06 PM
	4:50 PM	5:08 PM	5:41 PM
	5:25 PM	5:43 PM	6:16 PM
	6:00 PM	6:16 PM	6:47 PM
	6:35 PM	6:50 PM	7:19 PM
	7:10 PM	7:21 PM	7:44 PM
	7:55 PM	8:06 PM	8:29 PM

Route 70 - Milestone Center - Bethesda Station

Effective: January 16, 2022

	Milestone Center	Medical Center Station	Bethesda Station
	4:45 AM	5:08 AM	5:13 AM
	5:20 AM	5:43 AM	5:48 AM
	5:55 AM	6:26 AM	6:31 AM
	6:30 AM	7:06 AM	7:13 AM
	7:05 AM	7:45 AM	7:53 AM
	7:40 AM	8:20 AM	8:28 AM
	8:15 AM	8:52 AM	9:01 AM
	8:50 AM	9:27 AM	9:36 AM
	9:30 AM	10:07 AM	10:16 AM
	3:17 PM		3:50 PM
	3:52 PM		4:25 PM
	4:32 PM		5:05 PM
	5:11 PM		5:49 PM
	5:46 PM		6:19 PM
	6:21 PM		6:54 PM
	6:52 PM		7:25 PM



Get the app at your App Store
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The Circulator runs
every 15-20 minutes.
Check the app to see where it is.

Monday-Friday
7am-11pm
Saturday
10am-11pm



Learn about the Bethesda Urban Partnership, Bethesda Circulator, Bethesda Arts & Entertainment District and Bethesda Transportation Solutions. Visit www.bethesda.org or call 301-215-6660.

APPENDIX C SPEED STUDY REPORTS

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: south of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 400366. The study was done in the SB 366 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 576 vehicles passed through the location with a peak volume of 24 on 01/27/2022 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 01/26/2022 at [01:00 PM-01:15 PM]. The AADT count for this study was 288.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 9 MPH range or lower. The average speed for all classified vehicles was 11 MPH with 8.68% vehicles exceeding the posted speed of 25 MPH. 0.00% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 9MPH and the 85th percentile was 21.39 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
302	98	51	54	27	13	5	1	0	2	0	0	0	0	0

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 356 which represents 65 percent of the total classified vehicles. The number of Vans & Pickups in the study was 137 which represents 25 percent of the total classified vehicles. The number of Busses & Trucks in the study was 42 which represents 8 percent of the total classified vehicles. The number of Tractor Trailers in the study was 14 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
356	95	42	18	17	9	0	16							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [05:30 PM-05:45 PM] the average headway between vehicles was 36 seconds. During the slowest traffic period, on 01/26/2022 at [01:00 PM-01:15 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: south of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 400641. The study was done in the NB 641 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,103 vehicles passed through the location with a peak volume of 122 on 01/27/2022 at [05:00 PM-05:15 PM] and a minimum volume of 0 on 01/26/2022 at [02:15 AM-02:30 AM]. The AADT count for this study was 4,052.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 18 MPH with 18.42% vehicles exceeding the posted speed of 25 MPH. 0.31% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 26.16 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1417	1716	1473	1931	1007	308	78	35	13	10	4	3	4	3	11

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4817 which represents 60 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2456 which represents 31 percent of the total classified vehicles. The number of Busses & Trucks in the study was 493 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 199 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4817	1876	580	301	128	94	53	164							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [05:00 PM-05:15 PM] the average headway between vehicles was 7.317 seconds. During the slowest traffic period, on 01/26/2022 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: north of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 400875. The study was done in the SB 875 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,760 vehicles passed through the location with a peak volume of 138 on 01/27/2022 at [08:00 AM-08:15 AM] and a minimum volume of 0 on 01/26/2022 at [01:45 AM-02:00 AM]. The AADT count for this study was 4,380.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 29 MPH with 80.53% vehicles exceeding the posted speed of 25 MPH. 0.71% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.81 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
445	135	191	930	2994	2824	863	218	56	19	14	16	8	8	16

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 5202 which represents 60 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2861 which represents 33 percent of the total classified vehicles. The number of Busses & Trucks in the study was 500 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 159 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5202	2119	742	305	124	94	45	106							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [08:00 AM-08:15 AM] the average headway between vehicles was 6.475 seconds. During the slowest traffic period, on 01/26/2022 at [01:45 AM-02:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study Computer Generated Summary Report

City: Bethesda

Street: Battery Lane

Location: at Site frontage

A study of vehicle traffic was conducted with the device having serial number 400876. The study was done in the EB 876 lane at Battery Lane in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,895 vehicles passed through the location with a peak volume of 86 on 01/26/2022 at [03:30 PM-03:45 PM] and a minimum volume of 0 on 01/26/2022 at [01:00 AM-01:15 AM]. The AADT count for this study was 2,948.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 60.44% vehicles exceeding the posted speed of 25 MPH. 1.31% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.09 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
490	179	362	1287	2028	1005	293	75	42	21	18	14	4	14	27

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3084 which represents 53 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2174 which represents 37 percent of the total classified vehicles. The number of Busses & Trucks in the study was 440 which represents 8 percent of the total classified vehicles. The number of Tractor Trailers in the study was 147 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
3084	1516	658	246	126	95	60	74							

CHART 2

HEADWAY

During the peak traffic period, on 01/26/2022 at [03:30 PM-03:45 PM] the average headway between vehicles was 10.345 seconds. During the slowest traffic period, on 01/26/2022 at [01:00 AM-01:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: south of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 401064. The study was done in the NB 1064 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 613 vehicles passed through the location with a peak volume of 24 on 01/27/2022 at [05:45 PM-06:00 PM] and a minimum volume of 0 on 01/26/2022 at [02:45 PM-03:00 PM]. The AADT count for this study was 307.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 9 MPH range or lower. The average speed for all classified vehicles was 13 MPH with 8.69% vehicles exceeding the posted speed of 25 MPH. 1.02% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 9MPH and the 85th percentile was 22.38 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
267	107	78	84	28	7	4	2	1	3	0	1	0	1	4

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 409 which represents 71 percent of the total classified vehicles. The number of Vans & Pickups in the study was 123 which represents 21 percent of the total classified vehicles. The number of Busses & Trucks in the study was 32 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 16 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
409	88	35	13	9	12	5	16							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [05:45 PM-06:00 PM] the average headway between vehicles was 36 seconds. During the slowest traffic period, on 01/26/2022 at [02:45 PM-03:00 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: north of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 401202. The study was done in the SB 1202 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 7,798 vehicles passed through the location with a peak volume of 115 on 01/27/2022 at [08:45 AM-09:00 AM] and a minimum volume of 0 on 01/26/2022 at [01:30 AM-01:45 AM]. The AADT count for this study was 3,899.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 84.88% vehicles exceeding the posted speed of 25 MPH. 0.84% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.52 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
246	77	120	730	2092	2649	1300	347	92	38	16	11	11	5	22

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 3546 which represents 46 percent of the total classified vehicles. The number of Vans & Pickups in the study was 3584 which represents 46 percent of the total classified vehicles. The number of Busses & Trucks in the study was 384 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 215 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
3546	2522	1062	241	99	72	77	137							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [08:45 AM-09:00 AM] the average headway between vehicles was 7.759 seconds. During the slowest traffic period, on 01/26/2022 at [01:30 AM-01:45 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: north of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 401211. The study was done in the NB 1211 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,953 vehicles passed through the location with a peak volume of 68 on 01/27/2022 at [05:30 PM-05:45 PM] and a minimum volume of 0 on 01/26/2022 at [02:15 AM-02:30 AM]. The AADT count for this study was 2,477.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 89.84% vehicles exceeding the posted speed of 25 MPH. 1.89% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 37.87 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
116	58	52	274	1074	2060	938	176	56	23	14	17	13	13	36

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 1605 which represents 33 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2760 which represents 56 percent of the total classified vehicles. The number of Busses & Trucks in the study was 436 which represents 9 percent of the total classified vehicles. The number of Tractor Trailers in the study was 108 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
1605	1660	1100	301	93	56	33	72							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [05:30 PM-05:45 PM] the average headway between vehicles was 13.043 seconds. During the slowest traffic period, on 01/26/2022 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: south of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 401212. The study was done in the SB 1212 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,955 vehicles passed through the location with a peak volume of 81 on 01/26/2022 at [08:15 AM-08:30 AM] and a minimum volume of 0 on 01/26/2022 at [01:00 AM-01:15 AM]. The AADT count for this study was 2,478.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 23.58% vehicles exceeding the posted speed of 25 MPH. 0.12% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 25.97 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
275	176	578	2679	792	241	74	23	5	3	2	1	0	0	3

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2195 which represents 48 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1310 which represents 29 percent of the total classified vehicles. The number of Busses & Trucks in the study was 586 which represents 13 percent of the total classified vehicles. The number of Tractor Trailers in the study was 452 which represents 10 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2195	947	363	274	200	171	104	598							

CHART 2

HEADWAY

During the peak traffic period, on 01/26/2022 at [08:15 AM-08:30 AM] the average headway between vehicles was 10.976 seconds. During the slowest traffic period, on 01/26/2022 at [01:00 AM-01:15 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study Computer Generated Summary Report

City: Bethesda

Street: Battery Lane

Location: at Site frontage

A study of vehicle traffic was conducted with the device having serial number 401263. The study was done in the WB 1263 lane at Battery Lane in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 5,436 vehicles passed through the location with a peak volume of 72 on 01/27/2022 at [03:15 PM-03:30 PM] and a minimum volume of 0 on 01/26/2022 at [01:15 AM-01:30 AM]. The AADT count for this study was 2,718.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 26 MPH with 55.35% vehicles exceeding the posted speed of 25 MPH. 0.43% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 31.53 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
167	160	300	1779	1883	842	183	35	9	8	2	3	4	3	11

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 3429 which represents 64 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1577 which represents 29 percent of the total classified vehicles. The number of Busses & Trucks in the study was 202 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 142 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
3429	1299	278	113	49	55	71	95							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [03:15 PM-03:30 PM] the average headway between vehicles was 12.329 seconds. During the slowest traffic period, on 01/26/2022 at [01:15 AM-01:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 491.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Woodmont Avenue
Location: south of Battery Lane

A study of vehicle traffic was conducted with the device having serial number 401264. The study was done in the SB 1264 lane at Woodmont Avenue in Bethesda, MD in Montgomery County county. The study began on 01/26/2022 at 12:00 AM and concluded on 01/28/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,533 vehicles passed through the location with a peak volume of 194 on 01/27/2022 at [08:00 AM-08:15 AM] and a minimum volume of 0 on 01/26/2022 at [01:45 AM-02:00 AM]. The AADT count for this study was 4,267.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 20 - 25 MPH range or lower. The average speed for all classified vehicles was 24 MPH with 46.18% vehicles exceeding the posted speed of 25 MPH. 1.36% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 20MPH and the 85th percentile was 31.32 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
768	403	995	2410	2366	979	271	113	57	24	22	20	20	12	42

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4696 which represents 55 percent of the total classified vehicles. The number of Vans & Pickups in the study was 3016 which represents 36 percent of the total classified vehicles. The number of Busses & Trucks in the study was 538 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 221 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4696	2214	802	313	142	111	55	169							

CHART 2

HEADWAY

During the peak traffic period, on 01/27/2022 at [08:00 AM-08:15 AM] the average headway between vehicles was 4.615 seconds. During the slowest traffic period, on 01/26/2022 at [01:45 AM-02:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 491.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 400272. The study was done in the NB 272 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 9,105 vehicles passed through the location with a peak volume of 149 on 02/01/2022 at [05:15 PM-05:30 PM] and a minimum volume of 0 on 02/01/2022 at [01:15 AM-01:30 AM]. The AADT count for this study was 4,553.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 28 MPH with 52.84% vehicles exceeding the posted speed of 30 MPH. 1.45% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.07 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
1629	177	183	682	1582	2140	1535	662	221	77	29	25	20	14	43

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 3907 which represents 43 percent of the total classified vehicles. The number of Vans & Pickups in the study was 4014 which represents 45 percent of the total classified vehicles. The number of Busses & Trucks in the study was 789 which represents 9 percent of the total classified vehicles. The number of Tractor Trailers in the study was 283 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
3907	2497	1517	527	151	150	73	197							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [05:15 PM-05:30 PM] the average headway between vehicles was 6 seconds. During the slowest traffic period, on 02/01/2022 at [01:15 AM-01:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 122569. The study was done in the SB 2569 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 10,350 vehicles passed through the location with a peak volume of 135 on 02/01/2022 at [09:00 AM-09:15 AM] and a minimum volume of 0 on 02/02/2022 at [02:15 AM-02:30 AM]. The AADT count for this study was 5,175.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 27 MPH with 30.01% vehicles exceeding the posted speed of 30 MPH. 1.04% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 34.16 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
139	673	1246	2269	2645	1790	676	269	100	51	21	21	16	9	37

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 7202 which represents 72 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2143 which represents 22 percent of the total classified vehicles. The number of Busses & Trucks in the study was 447 which represents 4 percent of the total classified vehicles. The number of Tractor Trailers in the study was 163 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
7202	1574	569	276	112	82	42	105							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [09:00 AM-09:15 AM] the average headway between vehicles was 6.618 seconds. During the slowest traffic period, on 02/02/2022 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 57.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 400588. The study was done in the NB 588 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 14,143 vehicles passed through the location with a peak volume of 162 on 02/02/2022 at [05:30 PM-05:45 PM] and a minimum volume of 2 on 02/01/2022 at [02:45 AM-03:00 AM]. The AADT count for this study was 7,072.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 31 MPH with 64.30% vehicles exceeding the posted speed of 30 MPH. 0.78% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 38.37 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
665	220	360	819	2973	4942	2940	814	206	62	40	13	12	11	34

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 5146 which represents 37 percent of the total classified vehicles. The number of Vans & Pickups in the study was 7311 which represents 52 percent of the total classified vehicles. The number of Busses & Trucks in the study was 1230 which represents 9 percent of the total classified vehicles. The number of Tractor Trailers in the study was 388 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
5146	4461	2850	832	258	205	137	222							

CHART 2

HEADWAY

During the peak traffic period, on 02/02/2022 at [05:30 PM-05:45 PM] the average headway between vehicles was 5.521 seconds. During the slowest traffic period, on 02/01/2022 at [02:45 AM-03:00 AM] the average headway between vehicles was 300 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 400589. The study was done in the NB 589 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,034 vehicles passed through the location with a peak volume of 116 on 02/02/2022 at [06:00 PM-06:15 PM] and a minimum volume of 0 on 02/01/2022 at [01:45 AM-02:00 AM]. The AADT count for this study was 4,017.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 33 MPH with 71.93% vehicles exceeding the posted speed of 30 MPH. 1.06% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 40.24 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
219	102	166	443	1316	2402	2097	878	224	69	28	10	13	8	26

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 2889 which represents 36 percent of the total classified vehicles. The number of Vans & Pickups in the study was 4300 which represents 54 percent of the total classified vehicles. The number of Busses & Trucks in the study was 654 which represents 8 percent of the total classified vehicles. The number of Tractor Trailers in the study was 143 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2889	2751	1549	462	130	86	49	85							

CHART 2

HEADWAY

During the peak traffic period, on 02/02/2022 at [06:00 PM-06:15 PM] the average headway between vehicles was 7.692 seconds. During the slowest traffic period, on 02/01/2022 at [01:45 AM-02:00 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 400875. The study was done in the SB 875 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,305 vehicles passed through the location with a peak volume of 153 on 02/01/2022 at [07:30 AM-07:45 AM] and a minimum volume of 0 on 02/02/2022 at [11:30 PM-11:45 PM]. The AADT count for this study was 4,153.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 28 MPH with 44.95% vehicles exceeding the posted speed of 30 MPH. 1.23% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 37.08 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
568	259	494	1091	2138	2011	1052	372	132	46	30	21	12	15	24

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4497 which represents 55 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2898 which represents 35 percent of the total classified vehicles. The number of Busses & Trucks in the study was 654 which represents 8 percent of the total classified vehicles. The number of Tractor Trailers in the study was 186 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4497	2081	817	380	168	128	57	137							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [07:30 AM-07:45 AM] the average headway between vehicles was 5.844 seconds. During the slowest traffic period, on 02/02/2022 at [11:30 PM-11:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 400876. The study was done in the SB 876 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 4,119 vehicles passed through the location with a peak volume of 89 on 02/01/2022 at [08:45 AM-09:00 AM] and a minimum volume of 0 on 02/02/2022 at [11:00 PM-11:15 PM]. The AADT count for this study was 2,060.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 29 MPH with 46.54% vehicles exceeding the posted speed of 30 MPH. 0.70% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 37.00 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
286	64	185	522	1143	1086	519	187	65	29	11	7	2	3	6

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 2079 which represents 51 percent of the total classified vehicles. The number of Vans & Pickups in the study was 1597 which represents 39 percent of the total classified vehicles. The number of Busses & Trucks in the study was 229 which represents 6 percent of the total classified vehicles. The number of Tractor Trailers in the study was 206 which represents 5 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
2079	1135	462	154	46	44	81	114							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [08:45 AM-09:00 AM] the average headway between vehicles was 10 seconds. During the slowest traffic period, on 02/02/2022 at [11:00 PM-11:15 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 401202. The study was done in the NB 1202 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 14,476 vehicles passed through the location with a peak volume of 167 on 02/02/2022 at [05:30 PM-05:45 PM] and a minimum volume of 2 on 02/01/2022 at [02:45 AM-03:00 AM]. The AADT count for this study was 7,238.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 30 - 35 MPH range or lower. The average speed for all classified vehicles was 32 MPH with 68.67% vehicles exceeding the posted speed of 30 MPH. 1.08% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 30MPH and the 85th percentile was 39.30 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
451	217	289	945	2613	4754	3441	1174	286	86	37	28	11	18	62

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Vans & Pickups. The number of Passenger Vehicles in the study was 4528 which represents 31 percent of the total classified vehicles. The number of Vans & Pickups in the study was 7984 which represents 55 percent of the total classified vehicles. The number of Busses & Trucks in the study was 1461 which represents 10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 415 which represents 3 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4528	4597	3387	1045	255	213	135	252							

CHART 2

HEADWAY

During the peak traffic period, on 02/02/2022 at [05:30 PM-05:45 PM] the average headway between vehicles was 5.357 seconds. During the slowest traffic period, on 02/01/2022 at [02:45 AM-03:00 AM] the average headway between vehicles was 300 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 489.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 401263. The study was done in the SB 1263 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 10,666 vehicles passed through the location with a peak volume of 143 on 02/01/2022 at [06:45 AM-07:00 AM] and a minimum volume of 0 on 02/02/2022 at [02:15 AM-02:30 AM]. The AADT count for this study was 5,333.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 27 MPH with 39.36% vehicles exceeding the posted speed of 30 MPH. 0.55% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 35.60 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
596	422	832	1841	2758	2442	1155	363	127	41	11	12	9	3	23

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 6277 which represents 59 percent of the total classified vehicles. The number of Vans & Pickups in the study was 3603 which represents 34 percent of the total classified vehicles. The number of Busses & Trucks in the study was 511 which represents 5 percent of the total classified vehicles. The number of Tractor Trailers in the study was 232 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
6277	2767	836	284	139	122	82	128							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [06:45 AM-07:00 AM] the average headway between vehicles was 6.25 seconds. During the slowest traffic period, on 02/02/2022 at [02:15 AM-02:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 491.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 125322. The study was done in the SB 5322 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,169 vehicles passed through the location with a peak volume of 148 on 02/01/2022 at [07:30 AM-07:45 AM] and a minimum volume of 0 on 02/02/2022 at [11:30 PM-11:45 PM]. The AADT count for this study was 4,085.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 10 - 15 MPH range or lower. The average speed for all classified vehicles was 21 MPH with 21.20% vehicles exceeding the posted speed of 30 MPH. 2.79% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 10MPH and the 85th percentile was 34.62 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
800	1411	959	706	466	366	254	178	128	88	62	29	21	16	26

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4395 which represents 80 percent of the total classified vehicles. The number of Vans & Pickups in the study was 635 which represents 12 percent of the total classified vehicles. The number of Busses & Trucks in the study was 384 which represents 7 percent of the total classified vehicles. The number of Tractor Trailers in the study was 92 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4395	387	248	206	108	90	35	41							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [07:30 AM-07:45 AM] the average headway between vehicles was 6.04 seconds. During the slowest traffic period, on 02/02/2022 at [11:30 PM-11:45 PM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 55.00 degrees F.

Appendix C - Speed Study Reports

MH Corbin Traffic Analyzer Study
Computer Generated Summary Report
City: Bethesda
Street: Wisconsin Avenue
Location: south of Glenbrook Pkwy.

A study of vehicle traffic was conducted with the device having serial number 136064. The study was done in the NB 6064 lane at Wisconsin Avenue in Bethesda, MD in Montgomery County county. The study began on 02/01/2022 at 12:00 AM and concluded on 02/03/2022 at 12:00 AM, lasting a total of 48.00 hours. Traffic statistics were recorded in 15 minute time periods. The total recorded volume showed 8,762 vehicles passed through the location with a peak volume of 152 on 02/01/2022 at [05:15 PM-05:30 PM] and a minimum volume of 0 on 02/01/2022 at [01:15 AM-01:30 AM]. The AADT count for this study was 4,381.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the 25 - 30 MPH range or lower. The average speed for all classified vehicles was 28 MPH with 31.01% vehicles exceeding the posted speed of 30 MPH. 0.56% percent of the total vehicles were traveling in excess of 55 MPH. The mode speed for this traffic study was 25MPH and the 85th percentile was 33.56 MPH.

< to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 to >
22	125	432	1984	3361	1926	530	103	37	19	13	9	3	4	19

CHART 1

CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.

Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 4787 which represents 56 percent of the total classified vehicles. The number of Vans & Pickups in the study was 2575 which represents 30 percent of the total classified vehicles. The number of Busses & Trucks in the study was 1041 which represents 12 percent of the total classified vehicles. The number of Tractor Trailers in the study was 182 which represents 2 percent of the total classified vehicles.

< to 17	18 to 20	21 to 23	24 to 27	28 to 31	32 to 37	38 to 43	44 to >							
4787	1323	1252	870	112	82	70	91							

CHART 2

HEADWAY

During the peak traffic period, on 02/01/2022 at [05:15 PM-05:30 PM] the average headway between vehicles was 5.882 seconds. During the slowest traffic period, on 02/01/2022 at [01:15 AM-01:30 AM] the average headway between vehicles was 900 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 32.00 and 59.00 degrees F.

APPENDIX D
LATR PROPORTIONALITY
MATERIALS

Montgomery Planning

LATR PROPORTIONALITY GUIDE CALCULATOR

Status: **NO ERRORS**

Step 1: Select the LATR Proportionality Guide Adjustment Factor Geography						
Bethesda CBD PA	LATR Proportionality Guide Adjustment Factor Map					
Step 2: Enter "Extent of Development" *						
Residential Uses **	Rate	Adjustment Factor	Total # of Units	# of MPDUs	Total	MPDU Share
	valid thru 6/30/2023	as of 3/22/2022				
Single-Family Detached (per unit)	\$20,173	55%	0	0	\$0	\$0
Single-Family Attached (per unit)	\$16,506	55%	0	0	\$0	\$0
Multifamily Low Rise (per unit)	\$12,835	55%	0	0	\$0	\$0
Multifamily High Rise (per unit)	\$9,168	55%	372	56	\$1,875,773	\$282,374
Senior Residential (per unit)	\$3,668	55%	0	0	\$0	\$0
Subtotal			372	56	\$1,875,773	\$282,374
Commercial Uses	Rate	Adjustment Factor	Total SF GFA			
	valid thru 6/30/2023	as of 3/22/2022				
Office (per SF GFA)	\$18.45	55%	0		\$0	
Retail (per SF GFA)	\$16.45	55%	0		\$0	
Private School and Daycare (per SF GFA)	\$1.50	55%	0		\$0	
Place of Worship (per SF GFA)	\$0.95	55%	0		\$0	
Other Nonresidential (per SF GFA)	\$9.15	55%	0		\$0	
Subtotal			0		\$0	
LATR PROPORTIONALITY GUIDE TOTAL					\$1,875,773	\$282,374
Step 3: Identify Cost of Off-Site Mitigation, Mitigation to be Constructed and Mitigation Payments						
Enter Cost of Improvements Identified through LATR Study that do not Exceed the LATR Proportionality Guide Total***					\$1,862,700	
Enter Cost of Improvements to Be Constructed ****					\$723,223	
Unadjusted Mitigation Payment					\$1,139,477	
Credit for MPDUs 15.1%				= MPDU share of LATR Proportionality Guide		\$171,534
Mitigation Payment					\$967,943	
Step 4: Outputs for Staff Report						
LATR Proportionality Guide Total					\$1,875,773	
LATR Mitigation: Value of Improvements to Be Constructed					\$723,223	
LATR Mitigation: Mitigation Payment					\$967,943	
Value of Additional Improvements to Be Constructed					\$0	
Sum of Constructed Improvements and Mitigation Payments					\$1,691,166	

- (1) For more information on the LATR Proportionality Guide, see the 2022 LATR Guidelines at: <https://montgomeryplanning.org/planning/transportation/latr-guidelines/>
- (2) Rates are to be adjusted biennially, effective July 1 of odd-numbered years.

Notes:

* Extent of Development refers to the number of residential units and/or commercial square footage as approved by the Planning Board.

** Residential uses are defined in Section 52-39 of the county code.

*** Include estimated costs for mitigation projects in order of priority and continue to do so until the total cost of the projects reaches the LATR Proportionality Guide or there are no additional projects on the list that will sum to a cost that is less than or equal to the LATR Proportionality Guide Total.

**** Mitigation payments are only permitted if the Planning Board and MCDOT agree that constructing all or part of the required mitigation may not be practicable due to unattainable right-of-way, an existing CIP project, other operational conditions outside the applicant's control, or otherwise not considered practicable by the Planning Board and MCDOT, an applicant may meet this requirement with a mitigation payment to MCDOT that is reasonably related to MCDOT's estimated cost of constructing the required facilities.



Figure 1
Pedestrian Deficiencies

- - Constructed by Applicant
- - Applied to Mitigation Cap
- - Determined Not Feasible or Done by Others

Note: Site frontage to be improved by Applicant.
Segments not highlighted are adequate facilities
and do not require mitigation.



NORTH

4901 Battery Lane
Montgomery County, MD

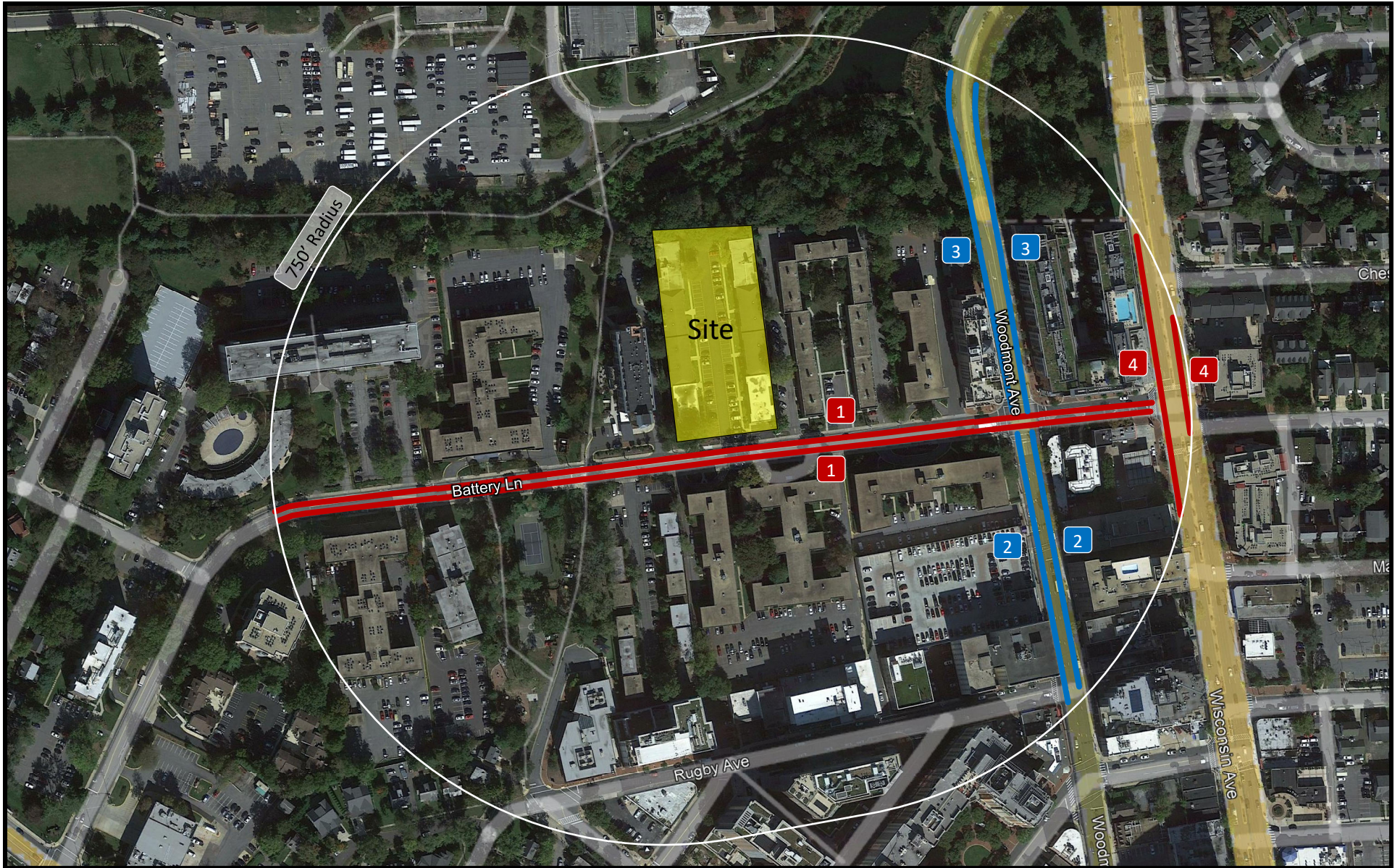


Figure 2
Bicycle Deficiencies

- - Applied to mitigation cap
- - Determined Not Feasible or Done by Others



NORTH

**4901 Battery Lane
Montgomery County, MD**



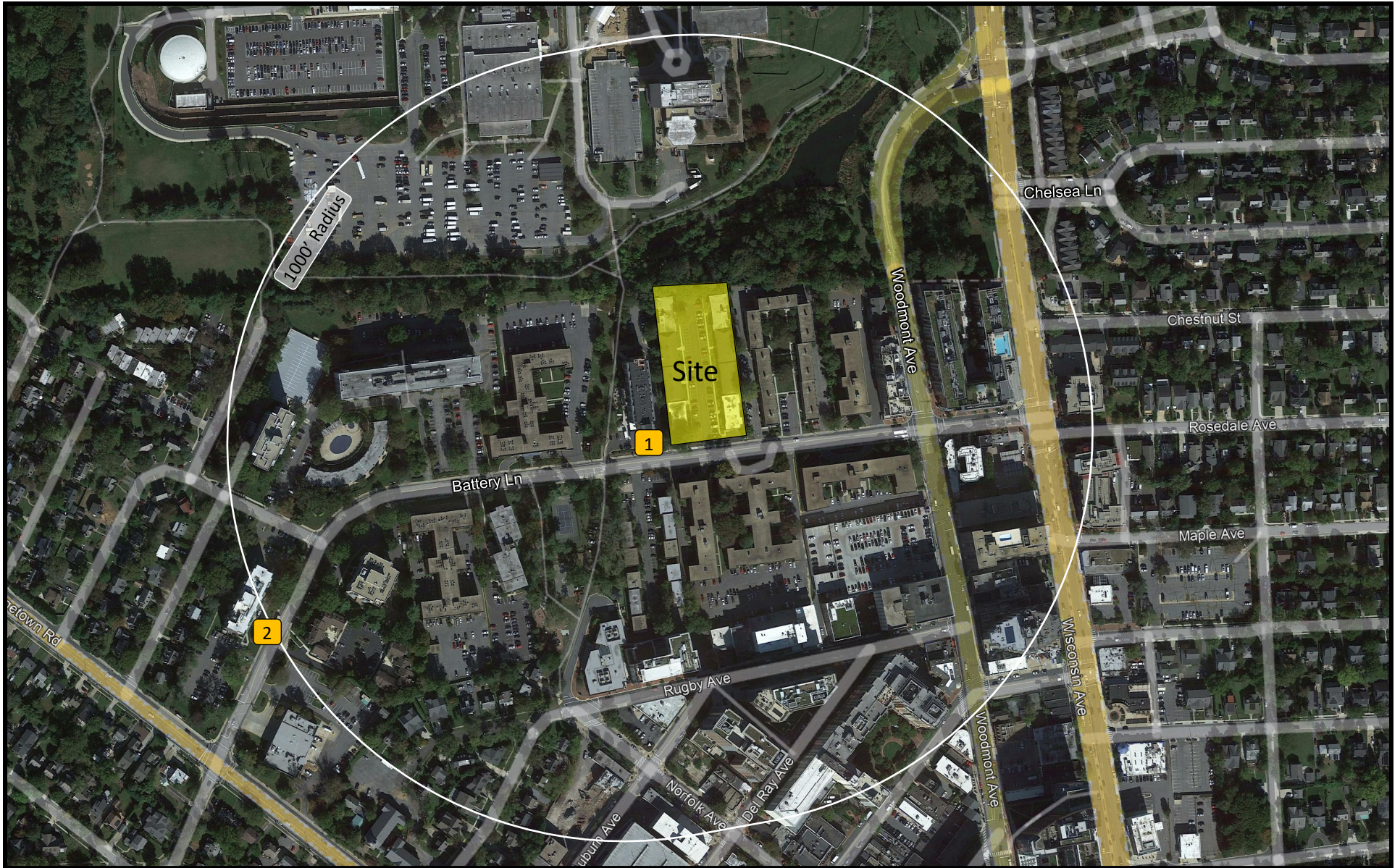


Figure 3
Bus Stop Deficiencies

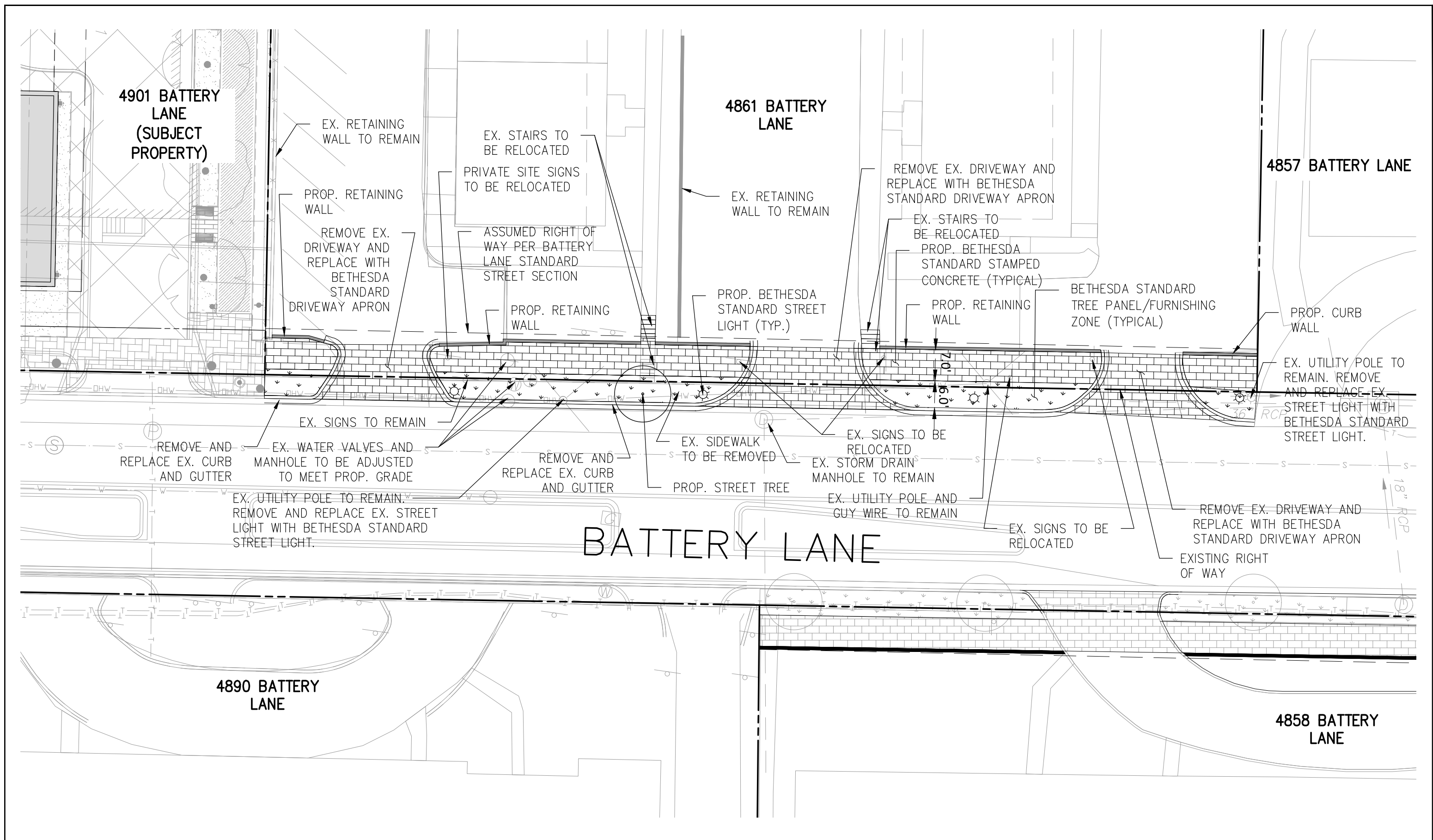



NORTH

4901 Battery Lane
Montgomery County, MD



4901 BATTERY LN - DEFICIENCY AND MITIGATION COSTS		
ID	Location/ Description	Cost
PEDESTRIAN DEFICIENCIES		
1	North sidewalk: 4857 Battery Lane frontage.	\$ -
2	North sidewalk: Battery Lane, western property line of 4857 Battery Lane to eastern property line of 4901 Battery Lane.	\$ 445,361
3	North sidewalk: Battery Lane, 4925 Battery Lane frontage (Sunrise).	\$ 391,467
4	North sidewalk: Battery Lane, 4949 Battery Lane frontage.	\$ -
5	North sidewalk: Battery Lane, eastern property line of White Hall Condominium (4977 Battery Lane) to outer edge of required PLOC study area.	\$ 441,500
6	South sidewalk: Woodmont Avenue to the western property boundary of 4858 Battery Lane.	\$ 397,755
7	South sidewalk: Battery Lane, 4890/4900 Battery Lane properties frontage	\$ -
8	South sidewalk: Battery Lane, western boundary of 4900 Battery Lane to Bethesda Trolley Trail.	\$ 206,334
9	South Sidewalk; 4970 Property frontage	\$ 151,827
10	South sidewalk: Battery Lane, 4998 Battery Lane frontage.	\$ -
11	West sidewalk: Woodmont Avenue, 4858 Battery Lane property frontage.	\$ 237,530
12	West sidewalk: Woodmont Avenue, south of 4858 Battery Lane property to southern property line of Woodmont & Rugby Ave. parking garage.	\$ 131,040
13	West sidewalk: Woodmont Avenue, Rugby Avenue to outer edge of required PLOC study area.	\$ 31,666
14	East sidewalk: Woodmont Avenue, Garage crosswalk to Rugby Avenue.	\$ -
15	South sidewalk: Battery Lane, east of Woodmont Avenue to western property line of 8240 Wisconsin Avenue.	\$ 256,534
16	South sidewalk: Battery Lane, 8240 Wisconsin Avenue frontage.	\$ -
BICYCLE DEFICIENCIES		
1	Bicycle Facilities - Battery Lane between Old Georgetown Road and Woodmont Avenue (both sides)	\$ -
2	Bicycle Facilities - Woodmont Avenue south of Battery Lane (both sides)	\$ 244,784
3	Bicycle Facilities - Woodmont Avenue north of Battery Lane	\$ 449,332
4	Bicycle Facilities - Wisconsin Avenue between Chestnut Street and outer edge of Bicycle study area (both sides)	\$ -
BUS STOP DEFICIENCIES		
1	Bus Shelter #1: 4925 Battery Lane frontage (Sunrise).	See PED ID#3 Above
2	Bus Shelter #2: North side of Battery Lane near 5015 Battery Ln.	\$ 75,221
	Total	\$ 3,460,350
SUB-TOTAL CONSTRUCTION COSTS		\$ 723,223
SUB-TOTAL MITIGATION COSTS		\$ 2,737,128
TOTAL COSTS		\$ 3,460,350

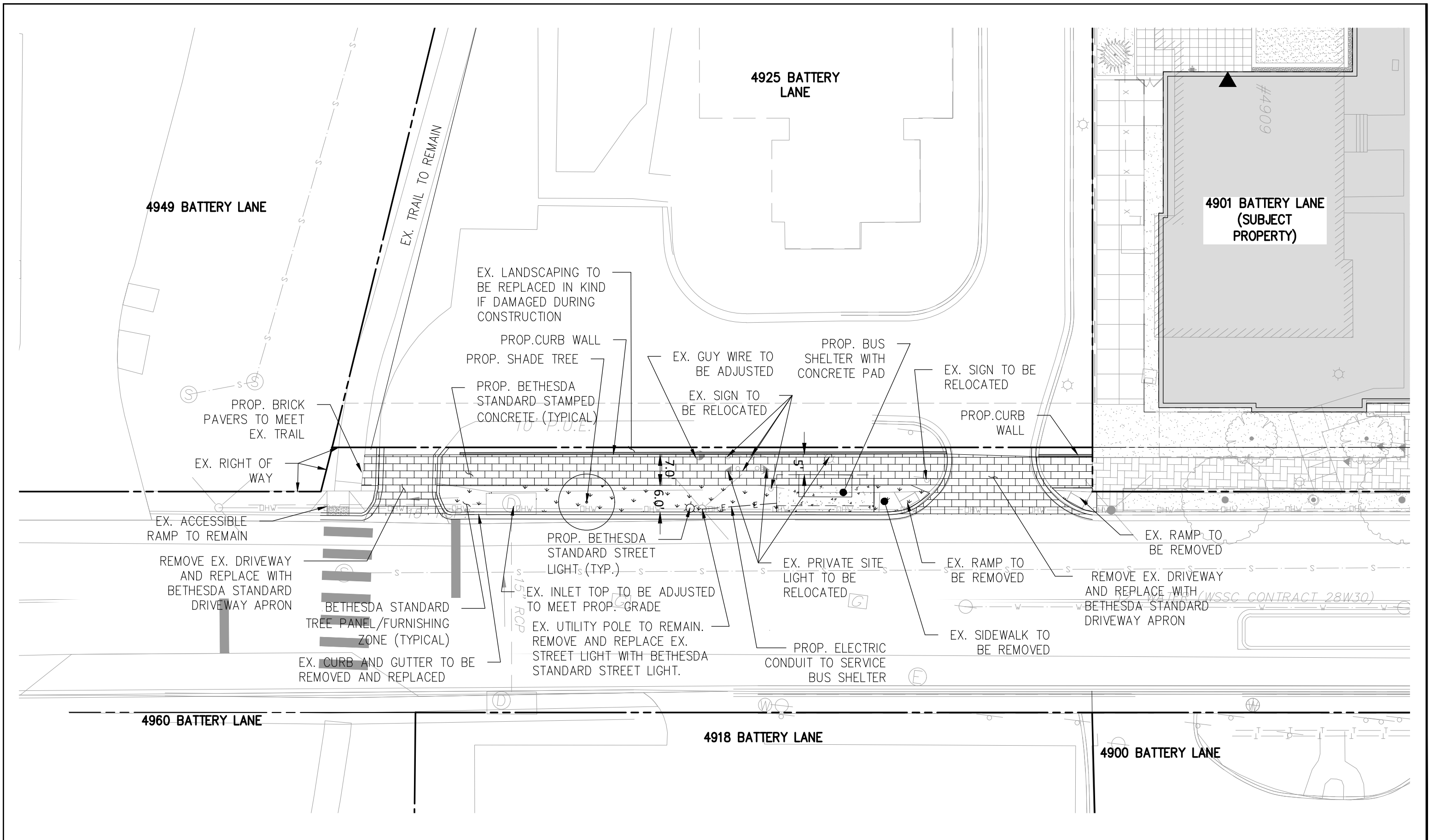




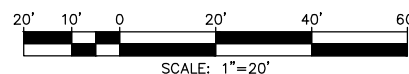
	VIKA MARYLAND, LLC ■ ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■	4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23		OFFSITE IMPROVEMENT EXHIBIT			LOCATION #2 4861 BATTERY LANE
		DATE:	VIKA No. VM50527A	DRAWN: NEK			

#2 4861 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Ex. Sign to be relocated	EA	5	\$ 150.00	\$ 750
Adjust valve	EA	2	\$ 4,000.00	\$ 8,000
Adjust Manhole	EA	1	\$ 2,500.00	\$ 2,500
Relocate existing concrete steps	EA	7	\$ 185.00	\$ 1,295
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Remove existing street light	EA	2	\$ 1,500.00	\$ 3,000
Bethesda Standard street light	EA	4	\$ 15,000.00	\$ 60,000
Street Tree	EA	1	\$ 600.00	\$ 600
Bethesda Standard Tree Panel	SY	90	\$ 3.50	\$ 315
Bethesda Standard Driveway Apron	EA	3	\$ 9,750.00	\$ 29,250
Bethesda Standard Stamped Concrete	SY	240	\$ 200.00	\$ 48,000
Remove existing sidewalk	SY	90	\$ 45.00	\$ 4,050
Concrete Curb and Gutter	LF	256	\$ 46.00	\$ 11,776
Remove existing driveway	EA	3	\$ 3,000.00	\$ 9,000
Proposed Curb Wall	LF	17	\$ 36.00	\$ 612
Proposed Retaining Wall	LF	127	\$ 275.00	\$ 34,925
Remove existing Curb and Gutter	LF	256	\$ 15.00	\$ 3,840
Hard Costs Subtotal				\$ 220,913
Permitting (14% of Hard Costs)				\$ 30,928
Design (30% of Hard Costs)				\$ 66,274
MCDOT 40% Contingency				\$ 127,246
TOTAL				\$ 445,361

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS, BOUNDARY SURVEY, AND TOPOGRAPHIC SURVEY PREPARED BY VIKI.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETSCAPE MUST MEET BETHEDA STREETSCAPE STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

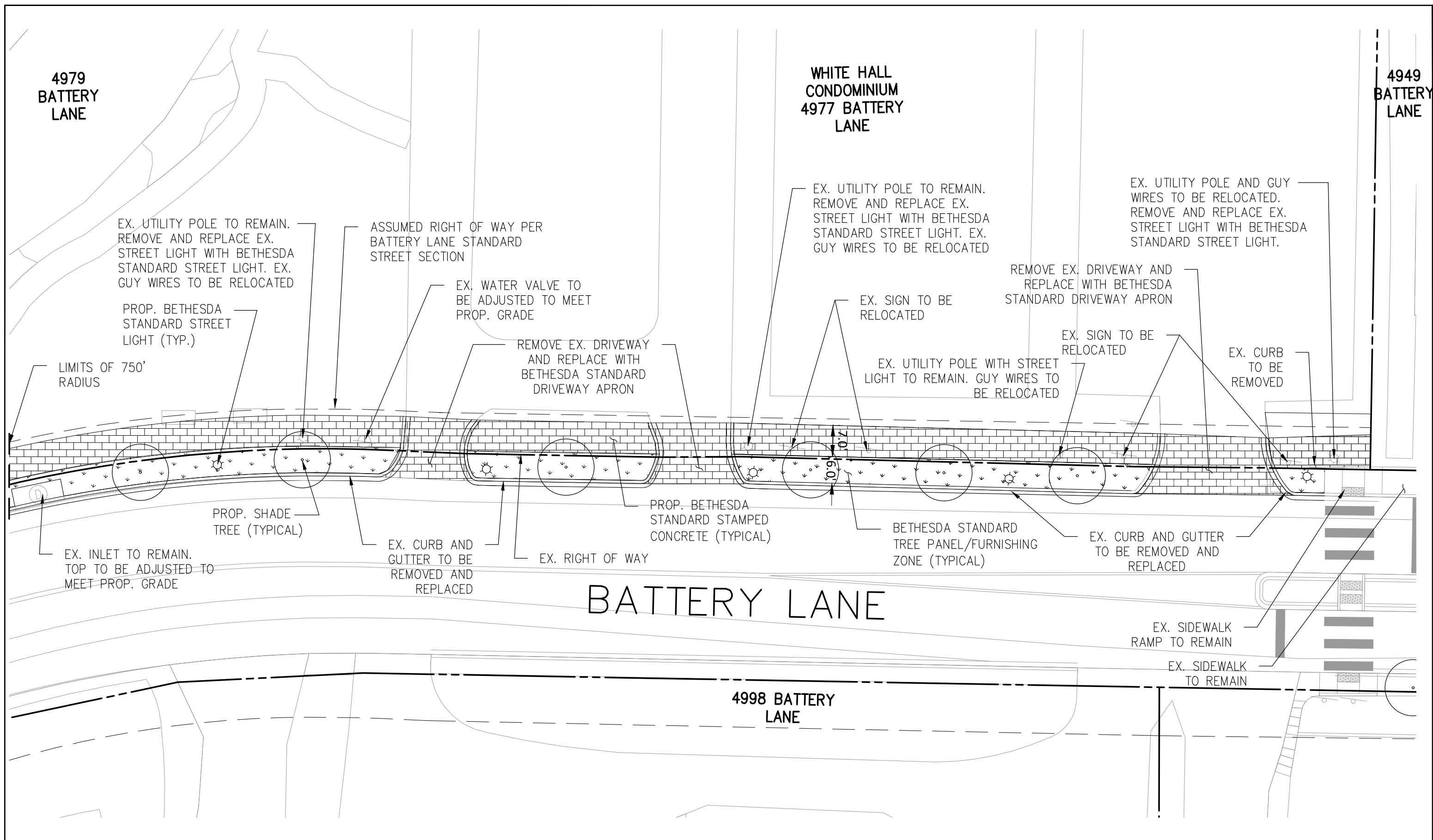




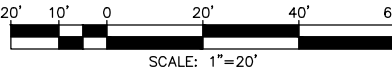
 VIKA VIKA MARYLAND, LLC ■ ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■	4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23	OFFSITE IMPROVEMENT EXHIBIT				LOCATION #3 4925 BATTERY LANE
		DATE:	VIKA No. VM50527A			

#3 4925 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Bus Shelter	EA	1	\$ 17,500.00	\$ 17,500
Bench	EA	1	\$ 1,250.00	\$ 1,250
Trash Can	EA	1	\$ 945.00	\$ 945
Real-time displays	EA	1	\$ 8,200.00	\$ 8,200
Pad Construction	SF	192	\$ 22.22	\$ 4,266
Electrical Connection	EA	1	\$ 3,221.00	\$ 3,221
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Existing Private site lights to be relocated	EA	3	\$ 15,000.00	\$ 45,000
Relocate ex. Sign	EA	4	\$ 150.00	\$ 600
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Remove existing street light	EA	1	\$ 1,500.00	\$ 1,500
Bethesda Standard street light	EA	1	\$ 15,000.00	\$ 15,000
Street Tree	EA	1	\$ 12,000.00	\$ 12,000
Street Tree Watering and Warranting	EA	1	In Street Tree	
Solid Remediation	LS	1	In Street Tree	
Bethesda Standard Tree Panel	SY	56	\$ 3.50	\$ 196
Bethesda Standard Driveway Apron	EA	2	\$ 9,750.00	\$ 19,500
Bethesda Standard Stamped Concrete	SY	170	\$ 200.00	\$ 34,000
Remove existing sidewalk	SY	56	\$ 45.00	\$ 2,520
Proposed Curb wall	LF	122	\$ 36.00	\$ 4,392
Concrete Curb and Gutter	LF	190	\$ 46.00	\$ 8,740
Remove existing driveway	EA	2	\$ 3,000.00	\$ 6,000
Remove existing Curb and Gutter	LF	190	\$ 15.00	\$ 2,850
Hard Costs Subtotal				\$ 194,180
Permitting (14% of Hard Costs)				\$ 27,185
Design (30% of Hard Costs)				\$ 58,254
MCDOT 40% Contingency				\$ 111,848
TOTAL				\$ 391,467

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS, BOUNDARY SURVEY, AND TOPOGRAPHIC SURVEY PREPARED BY VIKI.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETSCAPE MUST MEET BETHEDA STREETSCAPE STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.



	VIKA MARYLAND, LLC ■ ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■	4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23	OFFSITE IMPROVEMENT EXHIBIT				LOCATION #5 4977 BATTERY LANE
			DATE:				
			VIKA No. VM50527A				
			DRAWN: NEK				
			CHECKED: JL				

#5 4977 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust Valve	EA	1	\$ 4,000.00	\$ 4,000
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Relocate Ex. Utility Pole	EA	1	\$ 1,000.00	\$ 1,000
Relocate Ex. Guy Wires	EA	2	\$ 360.00	\$ 720
Relocate Ex. Sign	EA	4	\$ 150.00	\$ 600
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Remove existing street light	EA	3	\$ 1,500.00	\$ 4,500
Bethesda Standard street light	EA	5	\$ 15,000.00	\$ 75,000
Street Tree	EA	6	\$ 600.00	\$ 3,600
Bethesda Standard Tree Panel	SY	162	\$ 3.50	\$ 567
Bethesda Standard Driveway Apron	EA	3	\$ 9,750.00	\$ 29,250
Bethesda Standard Stamped Concrete	SY	290	\$ 200.00	\$ 58,000
Remove existing sidewalk	SY	162	\$ 45.00	\$ 7,290
Concrete Curb and Gutter	LF	311	\$ 46.00	\$ 14,306
Remove existing driveway	EA	3	\$ 3,000.00	\$ 9,000
Remove existing Curb and Gutter	LF	311	\$ 15.00	\$ 4,665
Hard Costs Subtotal				\$ 218,998
Permitting (14% of Hard Costs)				\$ 30,660
Design (30% of Hard Costs)				\$ 65,699
MCDOT 40% Contingency				\$ 126,143
TOTAL				\$ 441,500

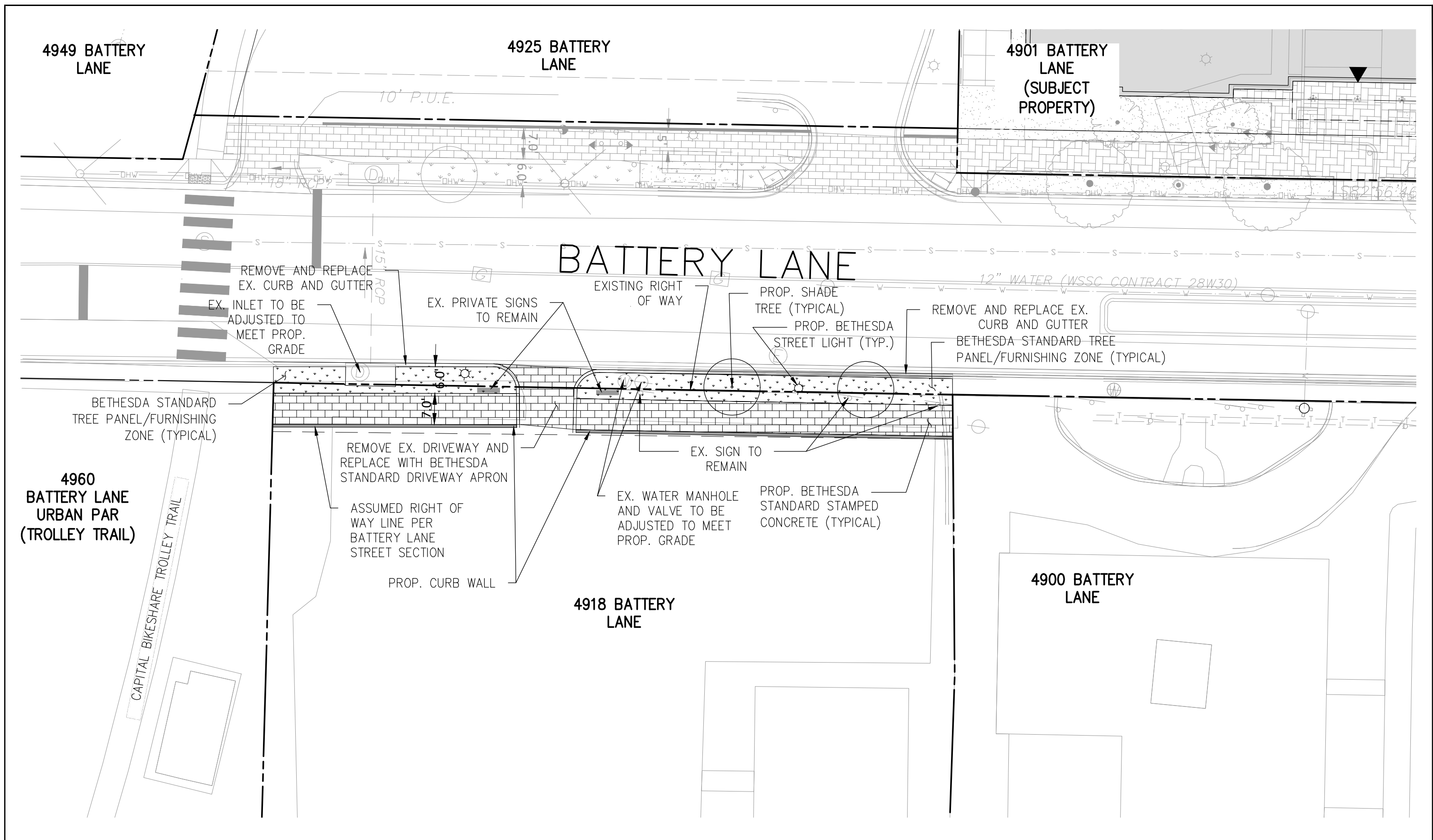
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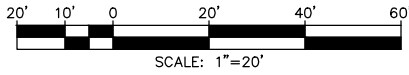
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2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETSCAPE MUST MEET BETHEDA STREETSCAPE STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

#6 4858 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust ex. Fire hydrant	EA	1	\$ 7,500.00	\$ 7,500
Adjust Manhole	EA	1	\$ 2,500.00	\$ 2,500
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Adjust water valve	EA	1	\$ 4,000.00	\$ 4,000
Relocated existing concrete steps	EA	3	\$ 431.67	\$ 1,295
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Street Tree	EA	5	\$ 600.00	\$ 3,000
Bethesda Standard Street Light	EA	4	\$ 15,000.00	\$ 60,000
Bethesda Standard Tree Panel	SY	152	\$ 3.50	\$ 532
Bethesda Standard Driveway Apron	EA	2	\$ 9,750.00	\$ 19,500
Bethesda Standard Stamped Concrete	SY	262	\$ 200.00	\$ 52,400
Ex. Sign to be relocated	EA	3	\$ 150.00	\$ 450
Remove existing sidewalk	SY	152	\$ 45.00	\$ 6,840
Proposed Curb Wall	LF	239	\$ 36.00	\$ 8,604
Concrete Curb and Gutter	LF	298	\$ 46.00	\$ 13,708
Remove existing driveway	EA	2	\$ 3,000.00	\$ 6,000
Remove existing Curb and Gutter	LF	298	\$ 15.00	\$ 4,470
Hard Costs Subtotal				\$ 197,299
Permitting (14% of Hard Costs)				\$ 27,622
Design (30% of Hard Costs)				\$ 59,190
MCDOT 40% Contingency				\$ 113,644
TOTAL				\$ 397,755

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS, BOUNDARY SURVEY, AND TOPOGRAPHIC SURVEY PREPARED BY VIKI.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETSCAPE MUST MEET BETHEDA STREETSCAPE STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

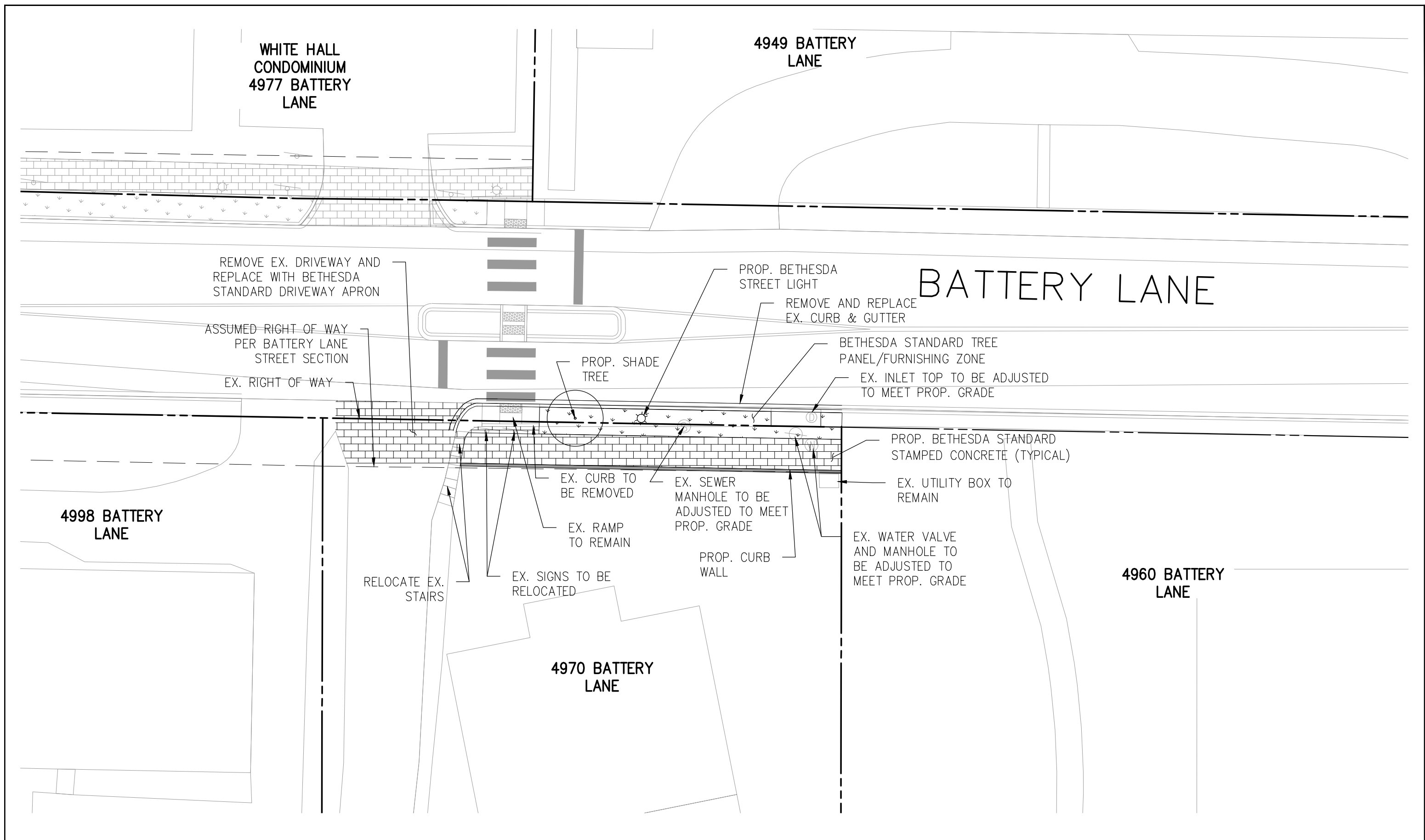




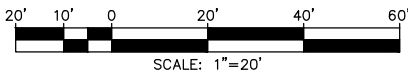
	VIKA MARYLAND, LLC ■ ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■	4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23		OFFSITE IMPROVEMENT EXHIBIT DATE: _____ VIKA No. VM50527A DRAWN: NEK CHECKED: JL		 	LOCATION #8 4900 BATTERY LANE & TROLLEY TRAIL

#8 4918 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust Manhole	EA	1	\$ 2,500.00	\$ 2,500
Adjust Valve	EA	1	\$ 4,000.00	\$ 4,000
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Street Tree	EA	2	\$ 600.00	\$ 1,200
Bethesda Standard Street Light	EA	2	\$ 15,000.00	\$ 30,000
Bethesda Standard Tree Panel	SY	86	\$ 3.50	\$ 301
Bethesda Standard Driveway Apron	EA	1	\$ 9,750.00	\$ 9,750
Bethesda Standard Stamped Concrete	SY	130	\$ 200.00	\$ 26,000
Remove existing sidewalk	SY	86	\$ 45.00	\$ 3,870
Proposed curb wall	LF	140	\$ 36.00	\$ 5,040
Concrete Curb and Gutter	LF	167	\$ 46.00	\$ 7,682
Remove existing driveway	EA	1	\$ 3,000.00	\$ 3,000
Remove existing Curb and Gutter	LF	167	\$ 15.00	\$ 2,505
Hard Costs Subtotal				\$ 102,348
Permitting (14% of Hard Costs)				\$ 14,329
Design (30% of Hard Costs)				\$ 30,704
MCDOT 40% Contingency				\$ 58,952
TOTAL				\$ 206,334

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

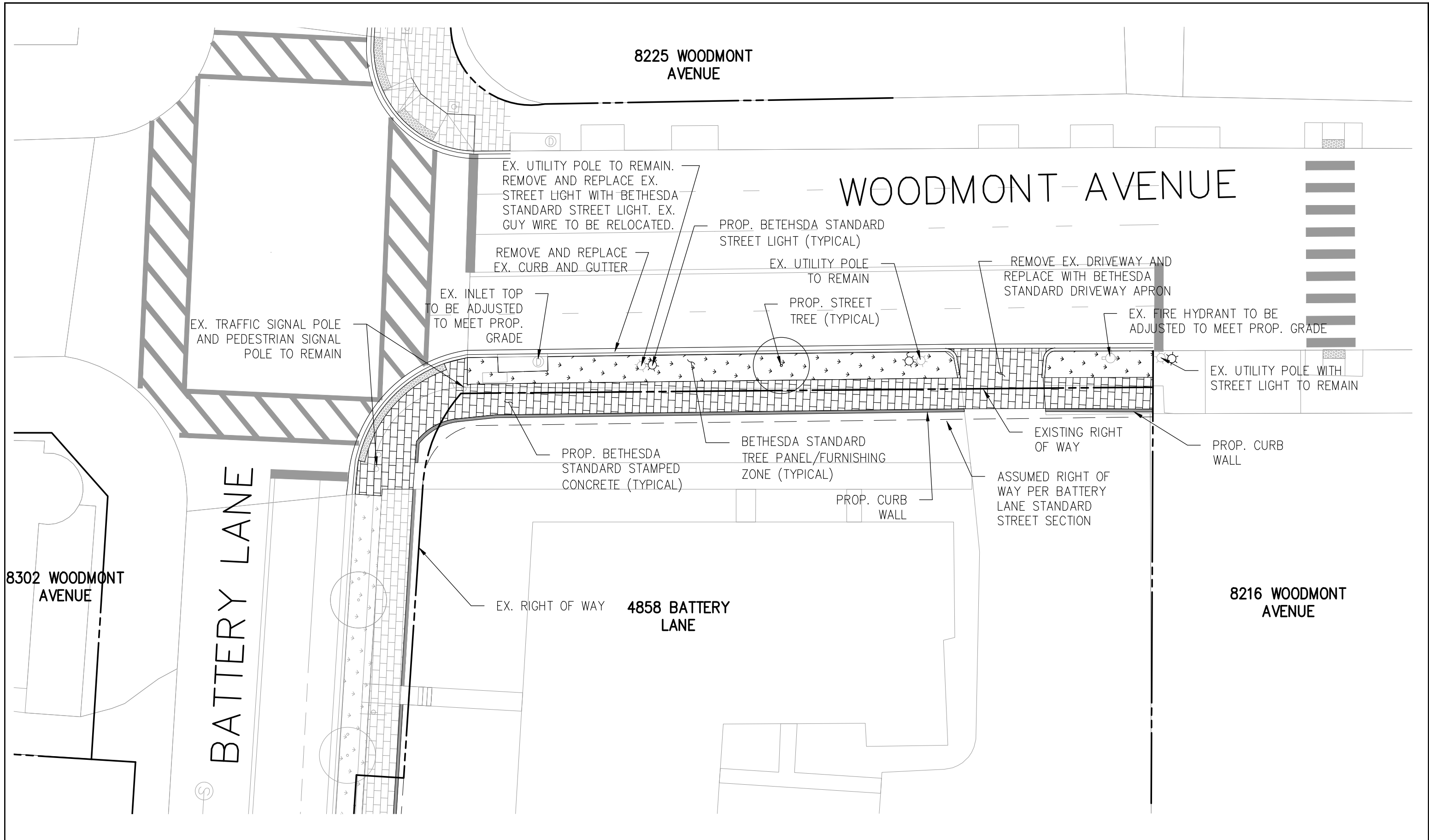




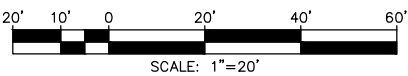
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		DATE:				
		VIKA No. VM50527A				
		DRAWN: NEK				
		CHECKED: JL				

#9 4970 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust Valve	EA	1	\$ 4,000.00	\$ 4,000
Adjust Manhole	EA	2	\$ 2,500.00	\$ 5,000
Relocate ex. Concrete Steps	EA	3	\$ 431.67	\$ 1,295
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Street Tree	EA	1	\$ 600.00	\$ 600
Bethesda Standard Street Light	EA	1	\$ 15,000.00	\$ 15,000
Bethesda Standard Tree Panel	SY	44	\$ 3.50	\$ 154
Bethesda Standard Driveway Apron	EA	1	\$ 9,750.00	\$ 9,750
Bethesda Standard Stamped Concrete	SY	112	\$ 200.00	\$ 22,400
Remove existing sidewalk	SY	35	\$ 45.00	\$ 1,575
Proposed Curb Wall	LF	87	\$ 36.00	\$ 3,132
Concrete Curb and Gutter	LF	105	\$ 46.00	\$ 4,830
Remove existing driveway	EA	1	\$ 3,000.00	\$ 3,000
Remove existing Curb and Gutter	LF	105	\$ 15.00	\$ 1,575
Hard Costs Subtotal				\$ 75,311
Permitting (14% of Hard Costs)				\$ 10,544
Design (30% of Hard Costs)				\$ 22,593
MCDOT 40% Contingency				\$ 43,379
TOTAL				\$ 151,827

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETSCAPE MUST MEET BETHEDA STREETSCAPE STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

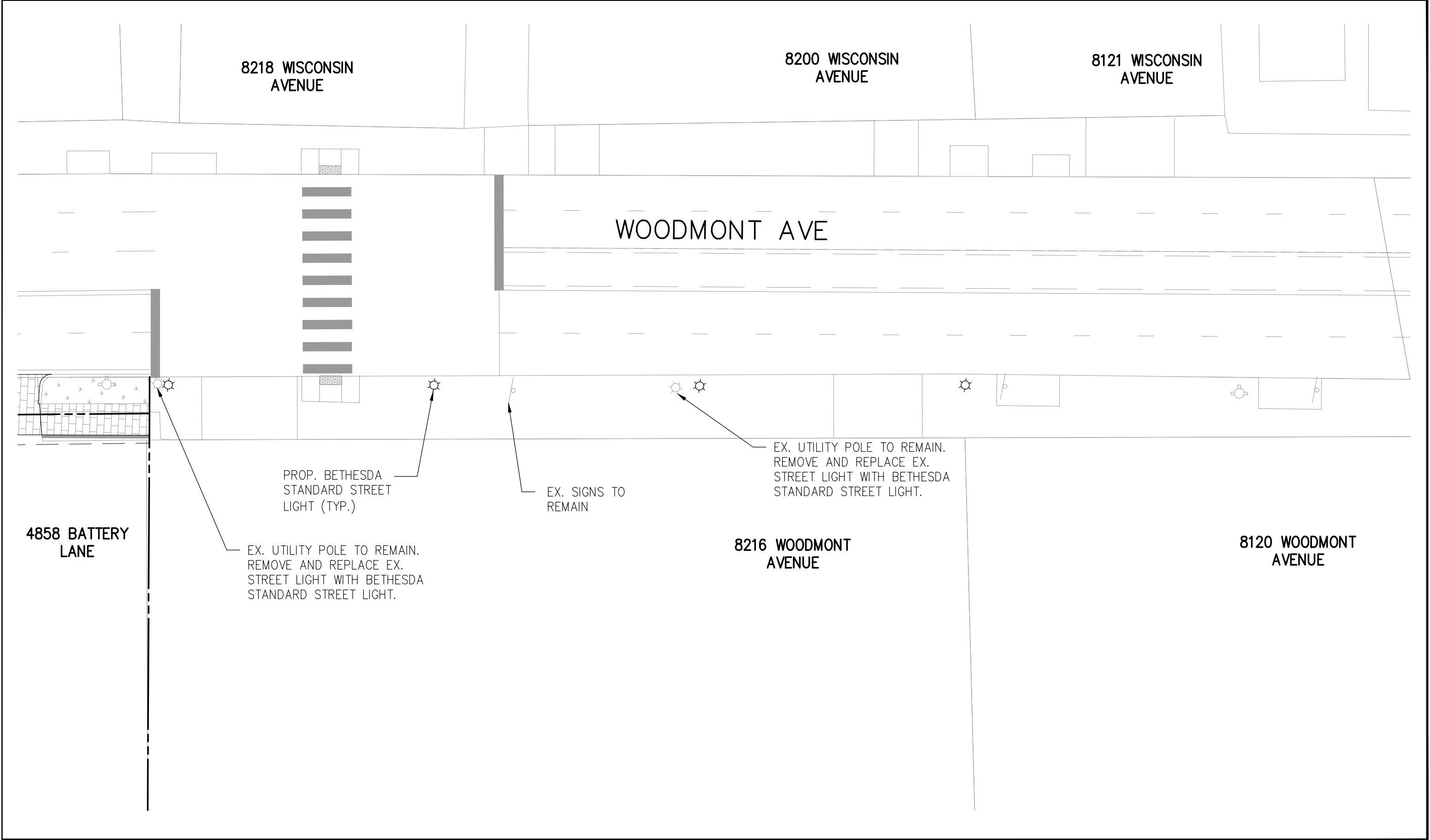


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		7TH ELECTION DISTRICT		DATE:				
		MONTGOMERY COUNTY, MARYLAND		VIKA No. VM50527A				
		WSSC GRID: 210NW05		DRAWN: NEK				
		TAX MAP: HN23		CHECKED: JL				

#11 4958 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Adjust ex. Fire Hydrant	EA	1	\$ 7,500.00	\$ 7,500
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Remove existing street light	EA	1	\$ 1,500.00	\$ 1,500
Bethesda Standard Street Light	EA	2	\$ 15,000.00	\$ 30,000
Street Tree	EA	1	\$ 600.00	\$ 600
Bethesda Standard Tree Panel	SY	85	\$ 3.50	\$ 298
Ex. Guy wires to be relocated	EA	1	\$ 360.00	\$ 360
Bethesda Standard Driveway Apron	EA	1	\$ 9,750.00	\$ 9,750
Bethesda Standard Stamped Concrete	SY	175	\$ 200.00	\$ 35,000
Remove existing sidewalk	SY	125	\$ 45.00	\$ 5,625
Concrete Curb and Gutter	LF	290	\$ 46.00	\$ 13,340
Remove existing driveway	EA	1	\$ 3,000.00	\$ 3,000
Remove existing Curb and Gutter	LF	290	\$ 15.00	\$ 4,350
Hard Costs Subtotal				\$ 117,823
Permitting (14% of Hard Costs)				\$ 16,495
Design (30% of Hard Costs)				\$ 35,347
MCDOT 40% Contingency				\$ 67,866
TOTAL				\$ 237,530

ASSUMPTIONS:

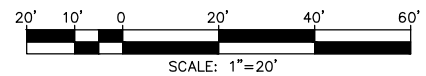
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4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.



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GERMANTOWN, MD 20874 ■
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WWW.VIKA.COM ■

4901 BATTERY LANE
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210NW05
TAX MAP: HN23

OFFSITE IMPROVEMENT EXHIBIT
DATE: _____
VIKA No. VM50527A
DRAWN: NEK
CHECKED: JL

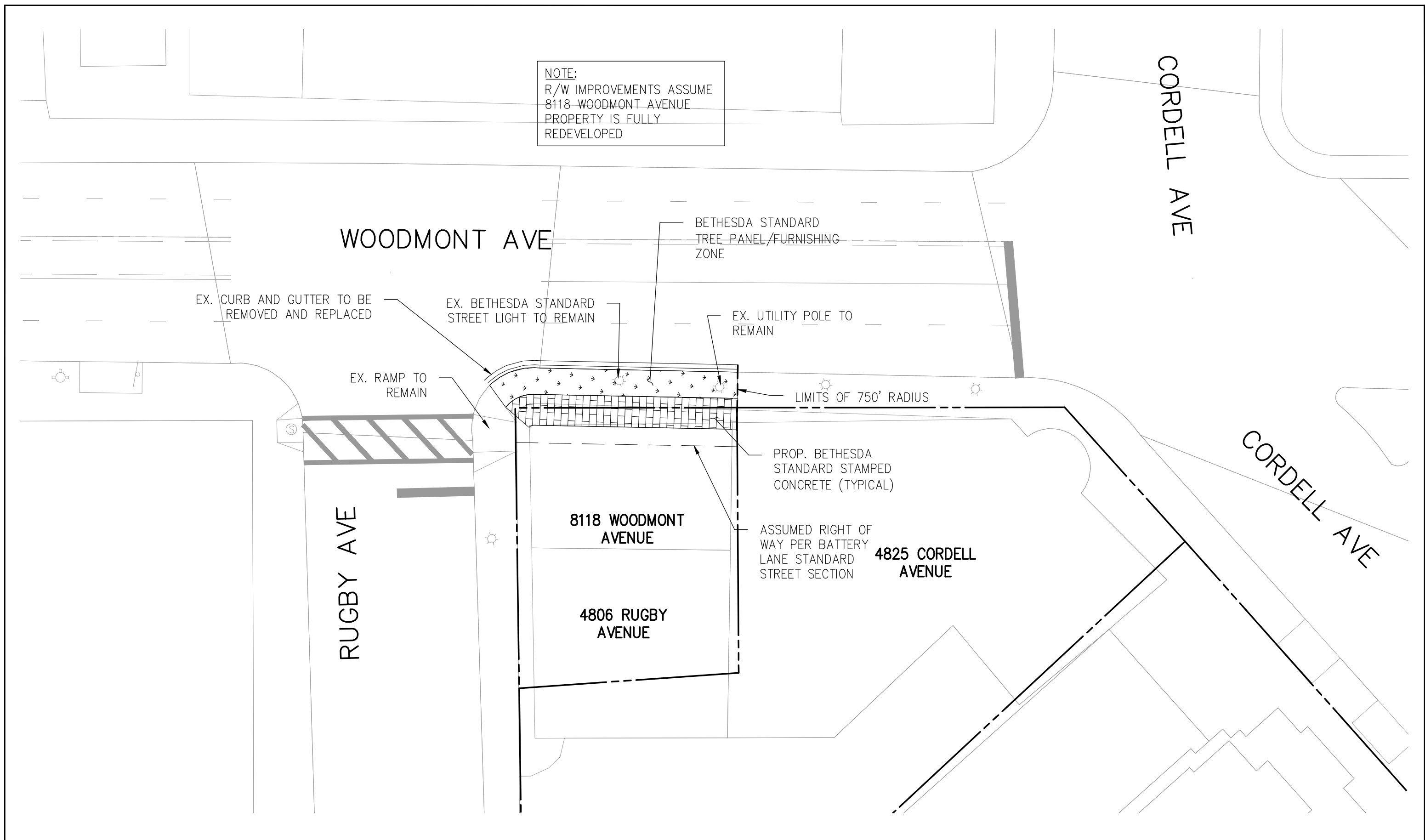




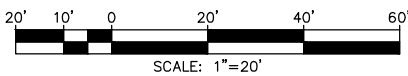
LOCATION #12
8216 WOODMONT
AVENUE

#12 8216 Woodmont Ave				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Remove existing street light	EA	2	\$ 1,500.00	\$ 3,000
Bethesda Standard Street Light	EA	4	\$ 15,000.00	\$ 60,000
Hard Costs Subtotal				\$ 65,000
Permitting (14% of Hard Costs)				\$ 9,100
Design (30% of Hard Costs)				\$ 19,500
MCDOT 40% Contingency				\$ 37,440
TOTAL				\$ 131,040

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS, AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS. ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
5. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
6. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.

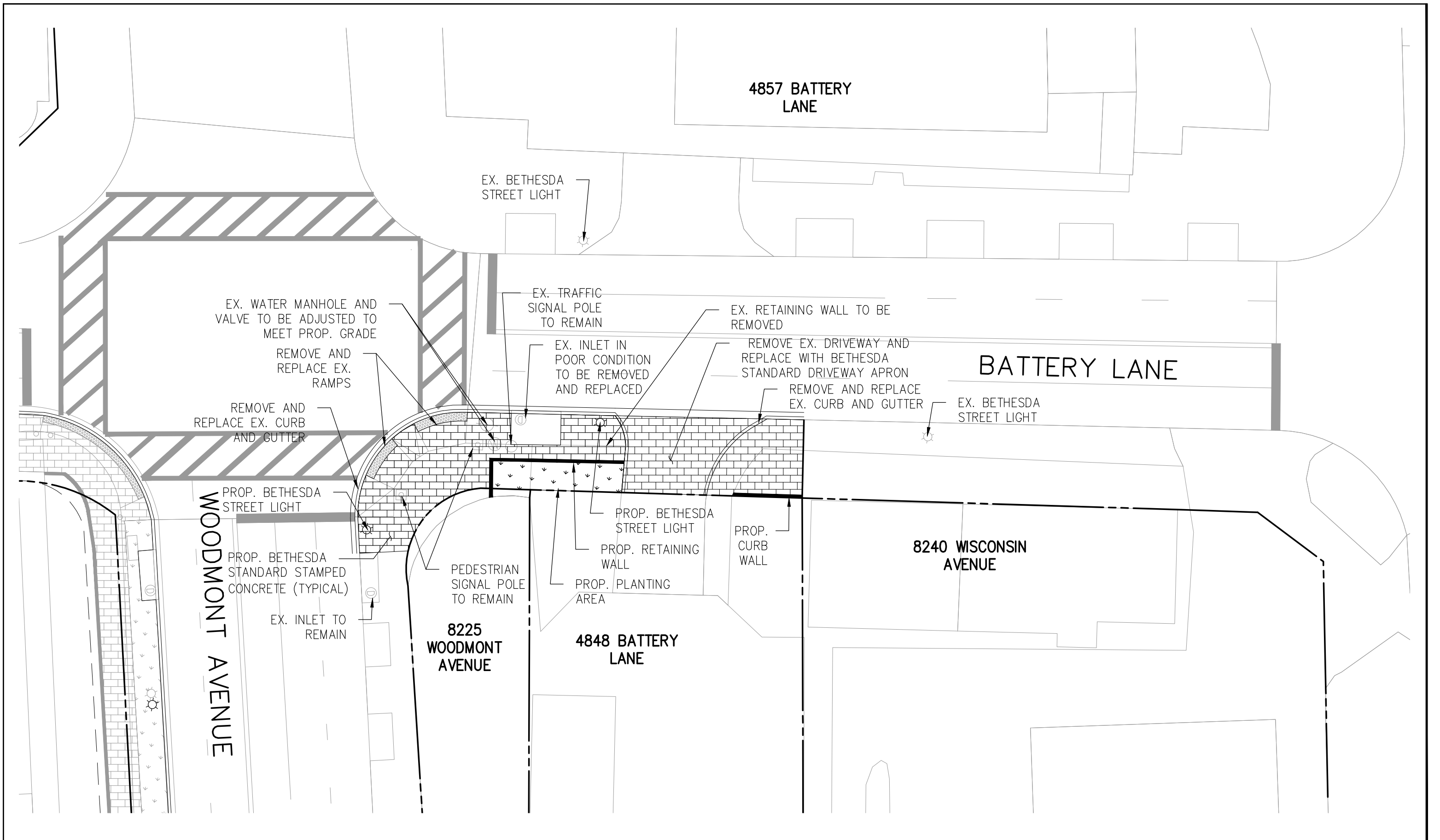





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		DATE:				
		VIKA No. VM50527A				
		DRAWN: NEK				
		CHECKED: JL				

#13 8118 Woodmont Avenue				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Bethesda Standard Tree Panel	SY	37	\$ 3.50	\$ 130
Bethesda Standard Stamped Concrete	SY	38	\$ 200.00	\$ 7,600
Remove existing sidewalk	SY	32	\$ 45.00	\$ 1,440
Concrete Curb and Gutter	LF	58	\$ 46.00	\$ 2,668
Remove existing Curb and Gutter	LF	58	\$ 15.00	\$ 870
Hard Costs Subtotal				\$ 15,708
Permitting (14% of Hard Costs)				\$ 2,199
Design (30% of Hard Costs)				\$ 4,712
MCDOT 40% Contingency				\$ 9,048
TOTAL				\$ 31,666

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT WATERING AND WARRANTING OF STREET TREES ARE NOT INCLUDED AND THE MAINTENANCE OF THE STREET TREES WILL BE PERFORMED BY THE COUNTY AFTER CONSTRUCTION IS COMPLETED. IT IS ALSO ASSUMED THAT SOIL REMEDIATION IS NOT NEEDED OR INCLUDED.

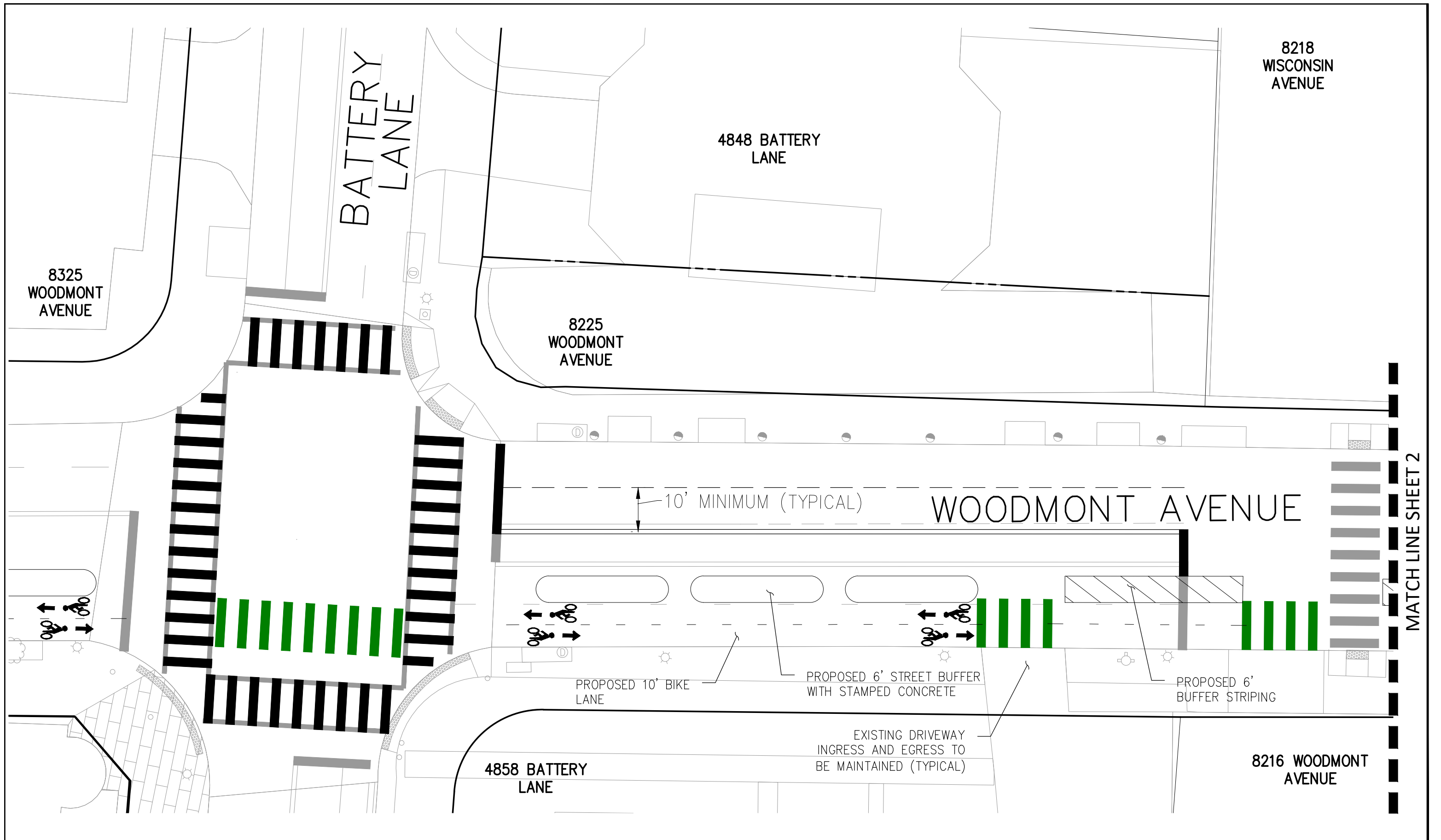




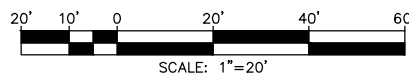
 <p>VIKA MARYLAND, LLC ■ ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■</p>	<p>4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23</p>	<p>OFFSITE IMPROVEMENT EXHIBIT DATE: _____ VIKA No. VM50527A _____ DRAWN: NEK _____ CHECKED: JL _____</p>	 	<p>LOCATION #15 4848 BATTERY LANE</p>
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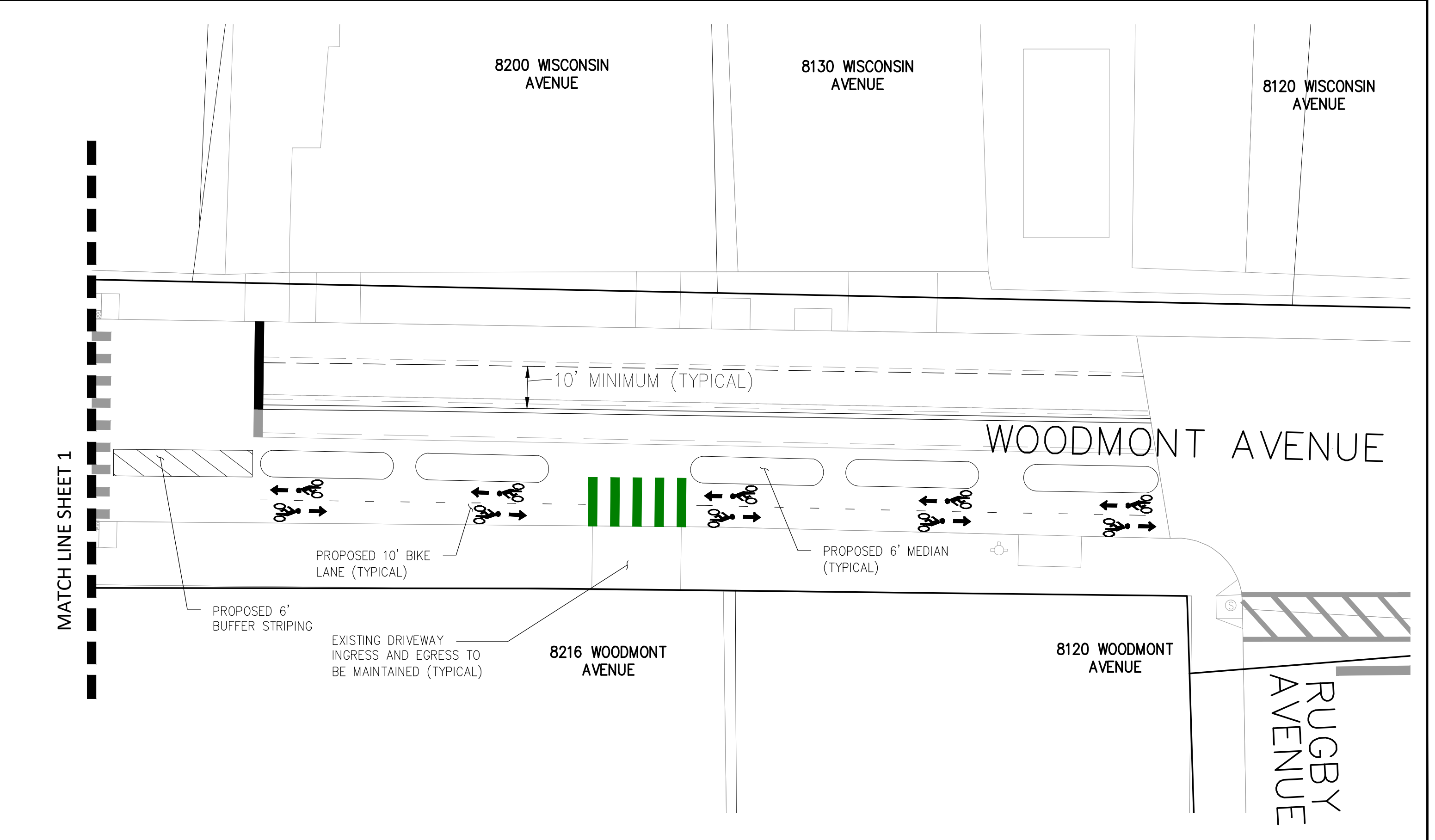
#15 4848 Battery Lane				
Construction Item	Unit	Amount	Unit Cost	Cost
Lot Stakeout	EA	1	\$ 2,000.00	\$ 2,000
Remove ex. Retaining Wall	LF	33	\$ 85.00	\$ 2,805
Prop. Retaining Wall	LF	38	\$ 275.00	\$ 10,450
Prop. Curb Wall	LF	16	\$ 36.00	\$ 576
Adjust Manhole	EA	1	\$ 2,500.00	\$ 2,500
Adjust Valve	EA	1	\$ 4,000.00	\$ 4,000
Adjust Inlet	EA	1	\$ 3,500.00	\$ 3,500
Minimal Restoration of Right of Way	EA	1	\$ 1,000.00	\$ 1,000
Bethesda Standard Street Light	EA	2	\$ 15,000.00	\$ 30,000
Remove Existing Handicap Ramp	EA	2	\$ 2,500.00	\$ 5,000
Handicap Ramp	EA	2	\$ 3,000.00	\$ 6,000
Bethesda Standard Driveway Apron	EA	1	\$ 9,750.00	\$ 9,750
Bethesda Standard Stamped Concrete	SY	169	\$ 200.00	\$ 33,800
Remove existing sidewalk	SY	108	\$ 45.00	\$ 4,860
Concrete Curb and Gutter	LF	133	\$ 46.00	\$ 6,118
Remove existing driveway	EA	1	\$ 3,000.00	\$ 3,000
Remove existing Curb and Gutter	LF	126	\$ 15.00	\$ 1,890
Hard Costs Subtotal				\$ 127,249
Permitting (14% of Hard Costs)				\$ 17,815
Design (30% of Hard Costs)				\$ 38,175
MCDOT 40% Contingency				\$ 73,295
TOTAL				\$ 256,534

ASSUMPTIONS:

1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS, AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS. ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
6. ALL SIDEWALKS ARE TO BE SLOPED TOWARDS THE ROADWAY UNLESS OTHERWISE SPECIFIED.
7. CURBS SHALL BE PLACED ON SMOOTH HORIZONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
8. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.
9. IT IS ASSUMED THAT STREET SIGNS WILL BE REMOVED AND RESET AFTER RIGHT OF WAY IMPROVEMENTS ARE COMPLETED, AS NEEDED.
10. IT IS ASSUMED THAT THE DESIGN COST DOES NOT INCLUDE THE DESIGN OF THE PROPOSED RETAINING WALL.



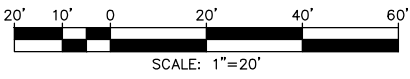
 <p>VIKA MARYLAND, LLC ENGINEERS ■ PLANNERS ■ LANDSCAPE ARCHITECTS ■ SURVEYORS ■ GEOMATICS ■ 20251 CENTURY BOULEVARD SUITE 400 ■ GERMANTOWN, MD 20874 ■ (301)916-4100 ■ FAX (301)916-2262 ■ WWW.VIKA.COM ■</p>	<p>4901 BATTERY LANE 7TH ELECTION DISTRICT MONTGOMERY COUNTY, MARYLAND WSSC GRID: 210NW05 TAX MAP: HN23</p>	<p>OFFSITE IMPROVEMENT EXHIBIT</p>				<p>BICYCLE DEFICIENCIES LOCATION #1 WOODMONT AVENUE</p>
		<p>DATE:</p> <p>VIKA No. VM50527A</p> <p>DRAWN: NEK</p> <p>CHECKED: JL</p>	<p>1 OF 2</p>			



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4901 BATTERY LANE
 7TH ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 WSSC GRID: 210NW05
 TAX MAP: HN23

OFFSITE IMPROVEMENT EXHIBIT	
DATE:	
VIKA No. VM50527A	
DRAWN: NEK	2 OF 2
CHECKED: JL	

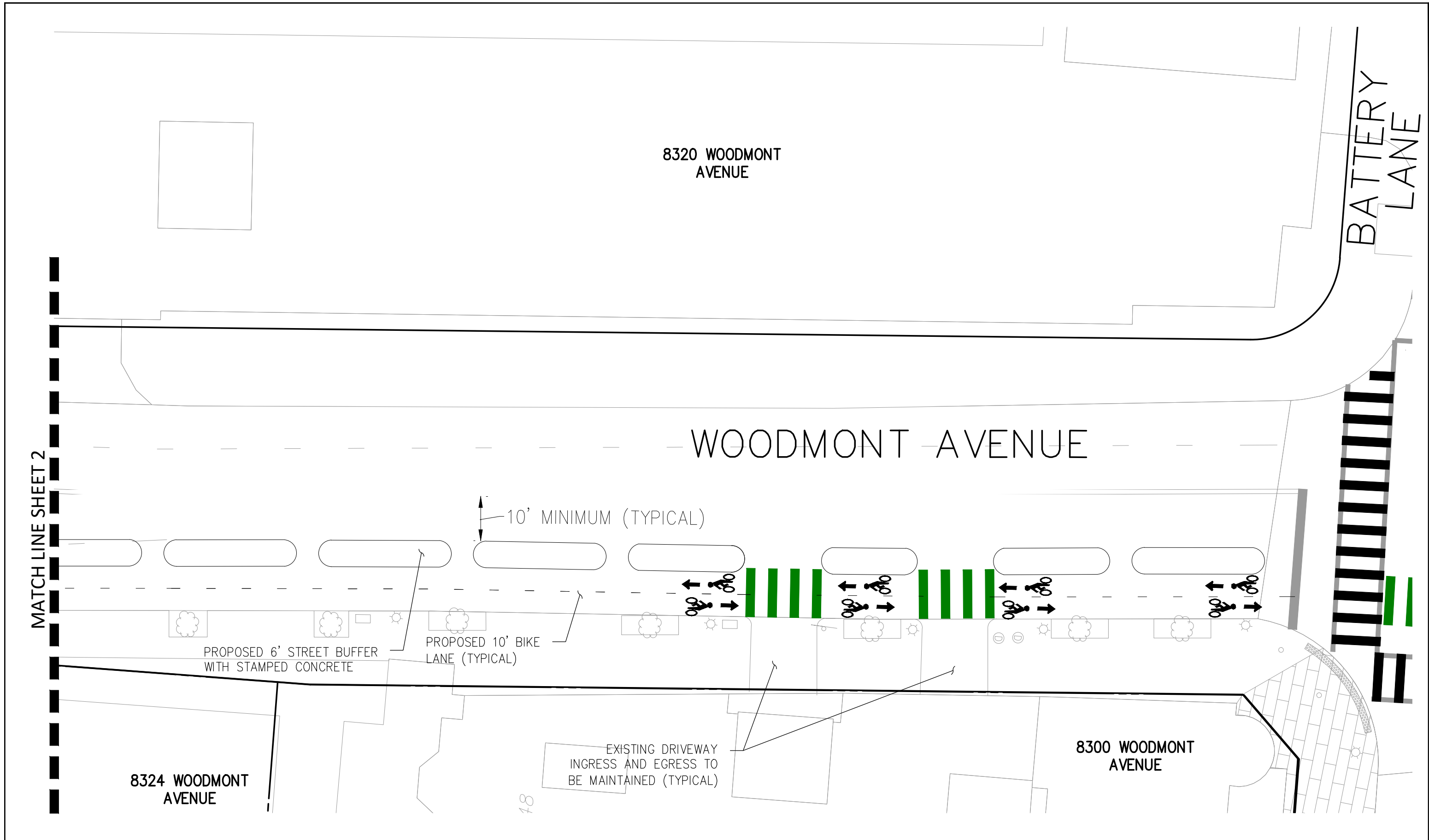




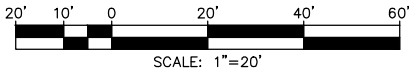
BICYCLE DEFICIENCIES
 LOCATION #2
 WOODMONT AVENUE

#2 Bicycle deficiencies - Woodmont Avenue				
Construction Item	Unit	Amount	Unit Cost	Cost
24" White Heat Applied Performed Thermoplastic Marking for Stop Bar	LF	51	\$ 12.00	\$ 612
12" White Heat Applied Performed Thermoplastic Marking for Crosswalk	LF	431	\$ 12.00	\$ 5,172
12" Green Heat Applied Performed Thermoplastic Marking for Crosswalk	LF	231	\$ 12.00	\$ 2,772
5" White Marking Thermoplastic Tape	LF	1239	\$ 12.00	\$ 14,868
Thermoplastic Pavement Marking Symbols or Arrows	EA	14	\$ 300.00	\$ 4,200
6' Wide Street Buffer with Stamped Concrete	LF	210	\$ 400.65	\$ 84,137
6" Curb and Gutter	LF	210	\$ 46.00	\$ 9,660
Hard Costs Subtotal				\$ 121,421
Permitting (14% of Hard Costs)				\$ 16,999
Design (30% of Hard Costs)				\$ 36,426
MCDOT 40% Contingency				\$ 69,938
TOTAL				\$ 244,784

ASSUMPTIONS:

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2. IT IS ASSUMED THAT NO UNDERGROUND OF UTILITIES IS PROPOSED.
3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
4. CURBS SHALL BE PLACED ON SMOOTH HORIZONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
5. PROPOSED STREETScape MUST MEET BETHEDA STREETScape STANDARDS.
6. IT IS ASSUMED THAT INGREE AND EGREES OF ALL EXISTING PRIVATE ENTRANCES WILL BE MAINTAINED.



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			DATE:			
			VIKA No. VM50527A			
			DRAWN: NEK			
		1 OF 2				
		CHECKED: JL				

EVERYTHING IN THIS
SEGMENT IS ON
FEDERAL PROPERTY

8358 WOODMONT
AVENUE

LIMITS OF
750' RADIUS

WOODMONT AVENUE

10' MINIMUM (TYPICAL)

PROPOSED 10' BIKE
LANE (TYPICAL)

PROPOSED 6' STREET BUFFER
WITH STAMPED CONCRETE

NIH
8378 WOODMONT
AVENUE

MATCH LINE SHEET 1

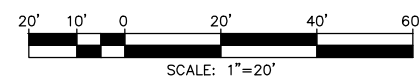


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4901 BATTERY LANE
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210NW05
TAX MAP: HN23

OFFSITE IMPROVEMENT EXHIBIT
DATE: _____
VIKA No. VM50527A
DRAWN: NEK
CHECKED: JL

2 OF 2

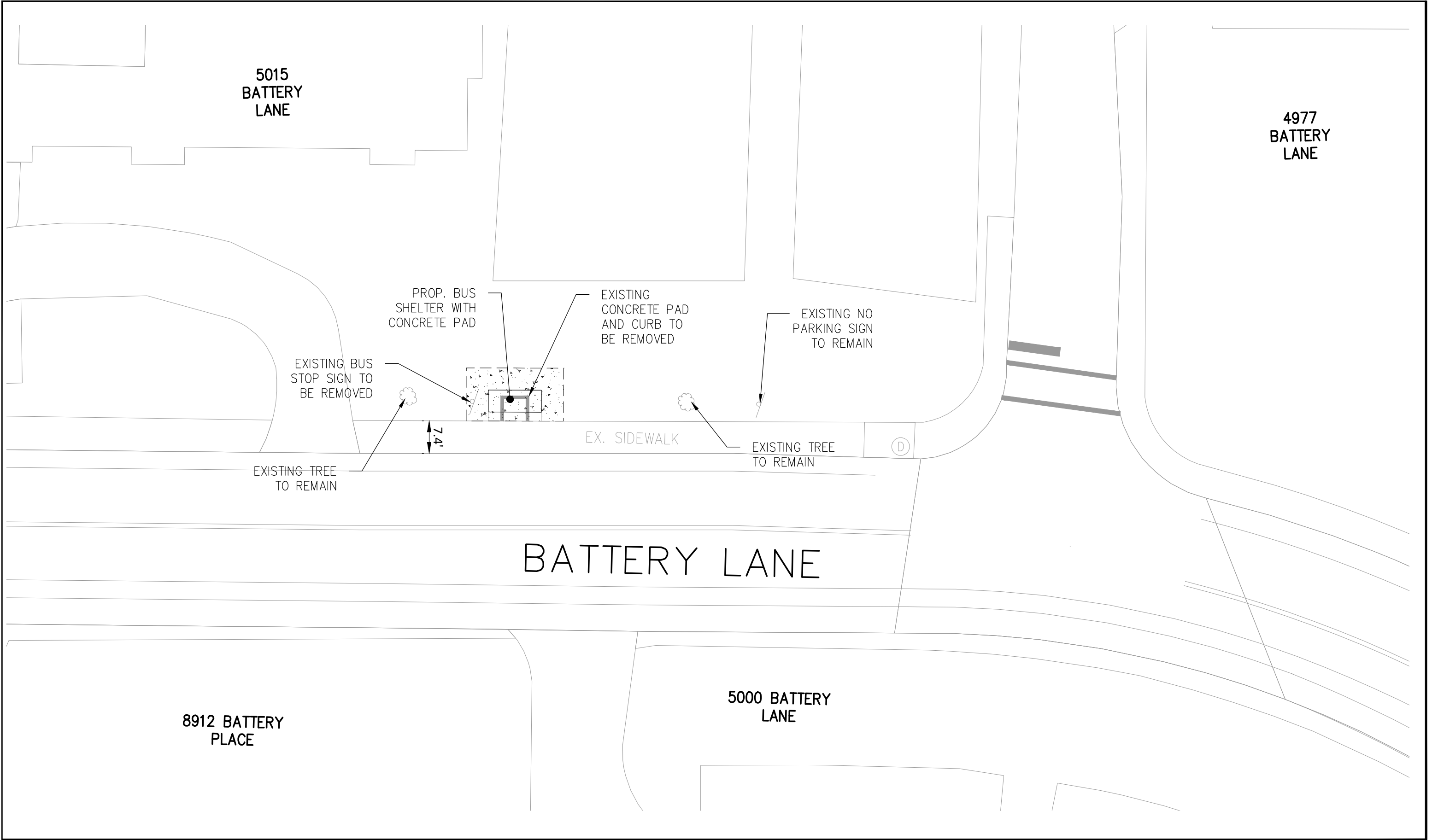


BICYCLE DEFICIENCIES
LOCATION #3
WOODMONT AVENUE

#3 Bicycle deficiencies - Woodmont Avenue				
Construction Item	Unit	Amount	Unit Cost	Cost
12" Green Heat Applied Performed Thermoplastic Marking for Crosswalk	LF	88	\$ 12.00	\$ 1,056
5" White Marking Thermoplastic Tape	LF	394	\$ 12.00	\$ 4,728
Thermoplastic Pavement Marking Symbols or Arrows	EA	12	\$ 300.00	\$ 3,600
6' Wide Street Buffer with Stamped Concrete	LF	478	\$ 400.65	\$ 191,511
6" Curb and Gutter	LF	478	\$ 46.00	\$ 21,988
Hard Costs Subtotal				\$ 222,883
Permitting (14% of Hard Costs)				\$ 31,204
Design (30% of Hard Costs)				\$ 66,865
MCDOT 40% Contingency				\$ 128,380
TOTAL				\$ 449,332

ASSUMPTIONS:

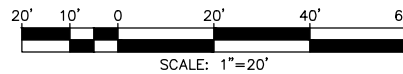
1. EXISTING CONDITIONS SHOWN ARE BASED ON GIS RECORDS.
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3. EXTENTS OF THE AVAILABLE ROW ARE BASED ON CURRENT ROW WIDTHS AND ASSUMED MASTER PLAN RIGHT-OF-WAY.
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4901 BATTERY LANE
7TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
WSSC GRID: 210NW05
TAX MAP: HN23

OFFSITE IMPROVEMENT EXHIBIT	
DATE:	
VIKA No. VM50527A	
DRAWN: NEK	
CHECKED: JL	



BUS STOP #2

#2 Bus Stop				
Construction Item	Unit	Amount	Unit Cost	Cost
Remove Existing Concrete Pad and Curb	SF	36	\$ 5.00	\$ 180
Remove Existing sign	EA	1	\$ 150.00	\$ 150
Bus Shelter	EA	1	\$ 17,500.00	\$ 17,500
Bench	EA	1	\$ 1,250.00	\$ 1,250
Trash Can	EA	1	\$ 945.00	\$ 945
Real-time displays	EA	1	\$ 8,200.00	\$ 8,200
Pad Construction	SF	264	\$ 22.22	\$ 5,866
Electrical Connection	EA	1	\$ 3,221.00	\$ 3,221
Hard Costs Subtotal				\$ 37,312
Permitting (14% of Hard Costs)				\$ 5,224
Design (30% of Hard Costs)				\$ 11,194
MCDOT 40% Contingency				\$ 21,492
TOTAL				\$ 75,221

ASSUMPTIONS:

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4. IT IS ASSUMED THAT THE EXTENDS OF THE PROPOSED GRADING WILL BE LIMITED TO THE RIGHT OF WAY.
5. ALL SIDEWALKS ARE TO COMPLY WITH ADA CODE REQUIREMENTS.ALL SIDEWALKS WILL NOT HAVE A CROSS SLOPE THAT EXCEEDS 2%.
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7. CURBS SHALL BE PLACED ON SMOOTH HORIZTONTAL CURVES AND SHALL NOT BE FORMED WITH A SERIES OF TANGENTS.
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