



WELLS + ASSOCIATES

PIKE CENTER

LOCAL AREA TRANSPORTATION REVIEW

July 19, 2024

Revised October 21, 2024

Exhibit 15a
H-155



PIKE CENTER

Local Area Transportation Review

Montgomery County, Maryland

July 02, 2024

Revised October 21, 2024

Prepared by:

Wells + Associates, Inc.

Michael J. Workosky, PTP, TOPS, TSOS

mjworkosky@wellsandassociates.com

Brant T. McKinney

btmckinney@wellsandassociates.com

703-917-6620

www.WellsAndAssociates.com



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PIKE CENTER

Section 1 INTRODUCTION

OVERVIEW

This report details a Local Area Transportation Review (LATR) for Pike Center, located at 12101 Rockville Pike in Rockville, Maryland. The subject site is located along the west side of Rockville Pike (MD 355) and south of Twinbrook Parkway, as shown in Figure 1-1. The site is located within the North Bethesda Orange Policy Area of Montgomery County. The study intersections are in the North Bethesda Orange Policy Area, Twinbrook Red Policy Area, White Flint Red Policy Area, and City of Rockville. This study was prepared in support of the Local Map Amendment (LMA) application in accordance with the Maryland-National Capital Park and Planning Commission (M-NCPPC) 2023 LATR Guidelines.

The Applicant, KIMCO Realty, Co., proposes to redevelop the approximately 81,000 square feet (S.F.) of existing retail and commercial uses with up to 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 S.F. of retail space (including a supermarket). The proposed development is expected to occur in two phases with phase one expected to be built in 2034 and phase two in 2039.

The site has five (5) existing access points on Rockville Pike (MD 355), Bou Avenue, and Chapman Avenue: a right-in/right-out serving a connected gas station on Rockville Pike (MD 355), a full movement, signalized driveway on Rockville Pike (MD 355) opposite Federal Plaza, a full access driveway on Bou Avenue east of Rockville Pike (MD 355), and two full access driveways on Chapman Avenue with one located north and the other south of Rollins Avenue.

The Applicant proposes two (2) new points of access to the site via the extension of Rollins Avenue from Chapman Avenue to Rockville Pike (MD 355) to materialize the county's proposed roadway network. The existing right-in/right-out access to the site from Rockville Pike (MD 355) serving the gas station and the southern entrance on Chapman Avenue will be eliminated as part of the site redevelopment. The existing site plan is shown on Figure 1-2.

A LATR Transportation Study is required for this Local Map Amendment application since the proposed development is expected to generate 50 or more new peak hour person trips during the AM and PM peak periods. The scope of this LATR traffic study was established in consultation with M-NCPPC, Maryland State Highway Administration and Montgomery County Department of Transportation (MCDOT) Staff. The Scope of Work Agreement is included in Appendix A.

EXECUTIVE SUMMARY

The proposed Pike Center redevelopment proposes removing 81,000 S.F. of retail and commercial space to be replaced with up to 90,000 S.F. of retail and commercial, 290 mid-rise multifamily dwelling units and 470 high-rise multifamily dwelling units. This project is subject to the LATR system adequacy tests, based on the number of peak hour person trips the site will generate, as outlined in Montgomery County's Growth and Infrastructure Policy (GIP) and the LATR 2023 Guidelines. The following summarizes the findings and conclusions of the four adequacy tests and Vision Zero evaluations of this Local Area Transportation Review for the redevelopment of Pike Center:

1. The redevelopment of Pike Center would replace approximately 81,000 square feet (S.F.) of retail and commercial uses with up to 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 S.F. of retail space. The proposed development is expected to occur in two phases with phase one expected to be built in 2034 and phase two in 2039.
2. Pike Center is expected to generate 612 AM peak hour and 936 PM peak hour net new person trips, and 324 AM peak hour and 492 PM peak hour net new auto-driver (vehicle) trips under buildout conditions in Phase 2.
3. The redevelopment of Pike Center will construct the extension of Rollins Avenue between Chapman Avenue and Rockville Pike (MD 355). This new facility will complete part of master planned roads in the area, better manage traffic movements into and out of the site and provide a pedestrian and bicycle connection through the property.
4. The AM and PM peak hour average vehicle delays at the study intersections within the North Bethesda Orange Policy Area currently operate within the applicable congestion standard of 71 seconds per vehicle. The study intersections within the City of Rockville, Twinbrook Red Policy Area and White Flint Red Policy Area are not subject to the Motor Vehicle Test. However, for information purposes, an analysis was conducted at each of these intersections.
5. Under future conditions without the proposed Pike Center redevelopment, the study intersections within the North Bethesda Policy Area would continue to operate within the applicable congestion standard threshold during both the AM and PM peak hours.
6. Under future conditions with the proposed Pike Center redevelopment, the study intersections within the North Bethesda Policy Area would continue to operate within the applicable congestion standard threshold during both the AM and PM peak hours, with the exception of the Rockville Pike (MD 355)/Bou Avenue intersection that would operate above the standard during the PM peak hour under phase 2 conditions. However, while signal timing adjustments could be made, these would impact side-street operations and increase delays and queuing. In addition, based on a review of the intersection geometry,

there do not appear to be feasible design or geometric alternatives due to the existing roadway limitations and need to maintain pedestrian and bicyclist safety.

7. Based on the Pedestrian System Adequacy Test, mitigation is required to improve the existing undesirable pedestrian level of comfort ratings for segments along Rockville Pike (MD 355), and to address ADA noncompliance for crosswalk ramps within the study area. At the time of Preliminary Plan/Site Plan, the Applicant will work with Staff to determine the improvements and the fair share contribution to improve the PLOC in the study area.
8. Mitigation is required to pass the Bicycle System Adequacy Test due to an elevated level of traffic stress under existing conditions along Rockville Pike (MD 355). The Applicant will, at the time of Preliminary Plan/Site Plan, coordinate with Planning Staff to determine the fair share contribution toward the mitigation. Note that a shared use path is planned to be provided along the Chapman Avenue frontage to accommodate cyclists in the area.
9. Four (4) bus stops within the study area do not have bus shelters. Mitigation is required to pass the Bus Transit System Adequacy Test. The Applicant will, at the time of Preliminary Plan/Site Plan, coordinate with Planning Staff to determine the fair share contribution toward the mitigation.
10. A review of crash history within the 1,000 feet study area radius found that 314 crashes occurred between 2019 and 2024. Of the 314 reported crashes, 308 crashes were reported as minor/no injury crashes, and one (1) was classified as fatal. The majority of crashes involved vehicles only (81 percent). The remaining crashes were related to pedestrians (14 percent) and bicycles (five percent). It is noted that the site is located within a High Injury Network along Rockville Pike (MD 355) north of Randolph Road.
11. The results of the speed study indicate that the Rockville Pike (MD 355), Chapman Avenue, and Twinbrook Parkway road segments experience 85th percentile speeds that are within the acceptable 120 percent of the posted speed limit. Data for Bou Avenue shows that the 85th percentile speed exceeds the 120 percent posted speed standard. The Applicant proposes to provide curb parking along the Bou Avenue frontage between the site driveway and Chapman Avenue that may reduce speeds in this area. However, additional speed reduction measures and enforcement should be considered to further reduce speeds in this segment.
12. The location and design of the proposed site access roads minimizes turning movement conflicts on Chapman Avenue, Bou Avenue, and Rockville Pike (MD 355). Sidewalks and crosswalks will be provided within and along the property frontage to ensure safe pedestrian access to and from the site. The shared use paths along the site frontage provide a low level of traffic stress for bicyclists travelling to or from the site.

DESCRIPTION OF MULTI-MODAL ADEQUACY TESTS

The following section describes the various multi-modal tests for determining transportation adequacy per the 2023 LATR Guidelines and the Montgomery County Growth and Infrastructure Policy:

Motor Vehicle Adequacy. This test is required for any development generating 50 or more peak hour person trips. Intersections within Orange Policy Areas are evaluated for adequacy using the Highway Capacity Manual (HCM) analyses methodology. The congestion standard (HCM delay based) for intersections within the Orange North Bethesda Policy Area is an overall average vehicle delay of 71 seconds per vehicle.

The intersections within the City of Rockville and Twinbrook and White Flint Red Policy Areas are not subject to the Vehicle Test; however, an analysis was conducted for informational purposes. The capacity analysis and results for those intersections in the Red Policy Area and City of Rockville are presented in Appendix F of this report. The Policy Area designation for each of the study intersections is noted below.

The scope of the study intersections is based on the motor vehicle trip generation. For sites generating more than 250 peak hour vehicle trips but less than 750, the study area is required to include a minimum of two (2) significant intersection transportation studies in each direction. The proposed development will generate 324 AM and 492 PM net new peak hour vehicle trips. The following study area was identified in consultation with Staff during the scoping process:

1. Rockville Pike (MD 355) / Bou Avenue – Orange Policy Area
2. Rockville Pike (MD 355) / Federal Plaza / Pike Center – Orange Policy Area
3. Rockville Pike (MD 355) / Gas Station Driveway – Orange Policy Area
4. Rockville Pike (MD 355) / Rollins Avenue / Twinbrook Parkway – Red Policy Area
5. Chapman Avenue / Twinbrook Parkway – Red Policy Area
6. Chapman Avenue / Pike Center Driveway North – Orange Policy Area
7. Chapman Avenue / Rollins Avenue – Orange Policy Area
8. Chapman Avenue / Pike Center Driveway South – Orange Policy Area
9. Bou Avenue / Chapman Avenue – Orange Policy Area
10. Bou Avenue / Pike Center – Orange Policy Area
11. East Jefferson Street / Rollins Avenue – City of Rockville
12. Rockville Pike (MD 355) / Halpine Road – Red Policy Area
13. Twinbrook Parkway / Parklawn Drive – Red Policy Area
14. Nebel Street / Randolph Road – Red Policy Area
15. Rockville Pike (MD 355) / Hubbard Drive – Orange Policy Area
16. Chapman Avenue / Randolph Road – Red Policy Area
17. Chapman Avenue / Thompson Avenue – Red Policy Area

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 the LATR Guidelines. Specific improvements to be constructed are to be identified in consultation with MNCPPC and MCDOT.

Street Lighting. As stated in the Guidelines, the 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 as specified in the LATR Guidelines. The Guidelines 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 address Americans with Disabilities Act (ADA) noncompliance issues within a certain walkshed from the site frontage equivalent to half the walkshed specified in the LATR Guidelines. The maximum span of ADA improvements that the Applicant must provide beyond the frontage is also identified in the Guidelines.

Based on the expected peak hour 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 Street Lighting Study Area
1,000 feet in in all directions from the property
- ADA Compliance Study Area
500 feet 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 LATR 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, the Applicant is to 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 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 1,000 feet of the site.

Bus Transit System Adequacy. This analysis considers the following:

Bus transit system adequacy is defined by the criteria described in Section VII.A of the LATR Guidelines. As stated in the LATR 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”. Where shelters and associated amenities are not provided, an Applicant must construct up to the number of shelters and amenities specified in the Guidelines.

Based on the expected person trips to be generated by this site, the required distance for the transit study area is four (4) bus shelters within 1,500 feet of the site.

Vision Zero

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 high injury network, 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 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 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 the LATR Guidelines. Speed studies should be conducted mid-week (Tuesday, Wednesday, or Thursday) 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 direction.
 - b. *10-mile per hour (mph) Pace*: For each speed study, document the range of speed at which most 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.

Tasks undertaken in this study included the following:

- Review of the proposed plans, background materials provided, and the Local Area Transportation Review Guidelines requirements for the Kensington/Wheaton Policy Area.
- Calculation of the number of peak hour person trips generated by the proposed redevelopment based on the LATR Guidelines methodology.
- Coordination with M-NCPPC Staff to identify the necessary scope and analyses to be included in the LATR study.
- Preparation of Motor Vehicle Adequacy Test
 - Collection of new vehicular turning movement, bicycle, and pedestrian counts at the study intersections.
 - Calculation of existing conditions average vehicle delay.
 - Identify pipeline developments located within the proximity of the site development.
 - Forecast of background future traffic volumes by combining the adjusted existing peak hour traffic volumes and the traffic expected to be generated by pipeline projects that are currently approved or planned for development.
 - Calculation of future background peak hour conditions average vehicle delay for each study intersection based on the future background traffic forecasts and existing or planned intersection geometrics.
 - Calculation of the number of AM and PM peak hour vehicle trips that will be generated by the proposed redevelopment based on the LATR Guidelines and the published Institute of Transportation Engineers (ITE) Trip Generation, 11th Edition rates.
 - Assignment of the site trips based on previously approved distributions for the subject site.
 - Forecast of total future traffic volumes by combining the site trips with the background traffic forecasts.
 - Calculation of total future peak hour conditions average vehicle delay for each study intersection based on the total future traffic forecasts and existing or planned intersection geometrics.
- Preparation of Bicycle System Adequacy Test
- Preparation of Pedestrian System Adequacy Test
- Preparation of Bus Transit System Adequacy Test
- Preparation of Vision Zero Statement

Sources of data for this study include: the M-NCPPC, the MCDOT, the Maryland State Highway Administration (SHA), Institute of Transportation Engineers (ITE), Hord Copland Macht, VIKA Maryland, KIMCO Realty, Inc., and Wells + Associates Inc.

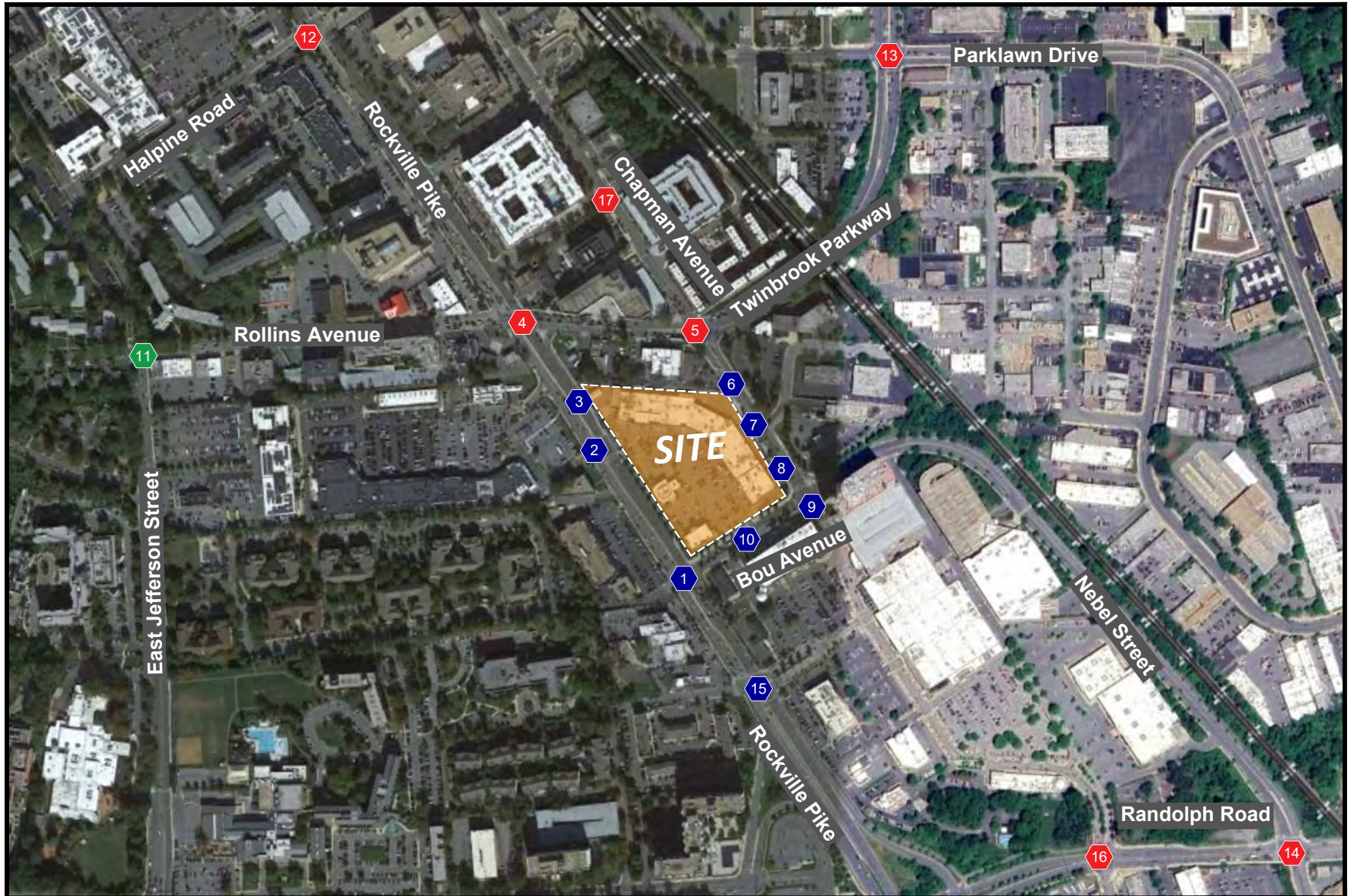


Figure 1-1
Site Location and Study Intersections

-  Orange Policy Area Study Intersection
-  Red Policy Area Study Intersection
-  City of Rockville Study Intersection



NORTH

Pike Center
Montgomery County, Maryland

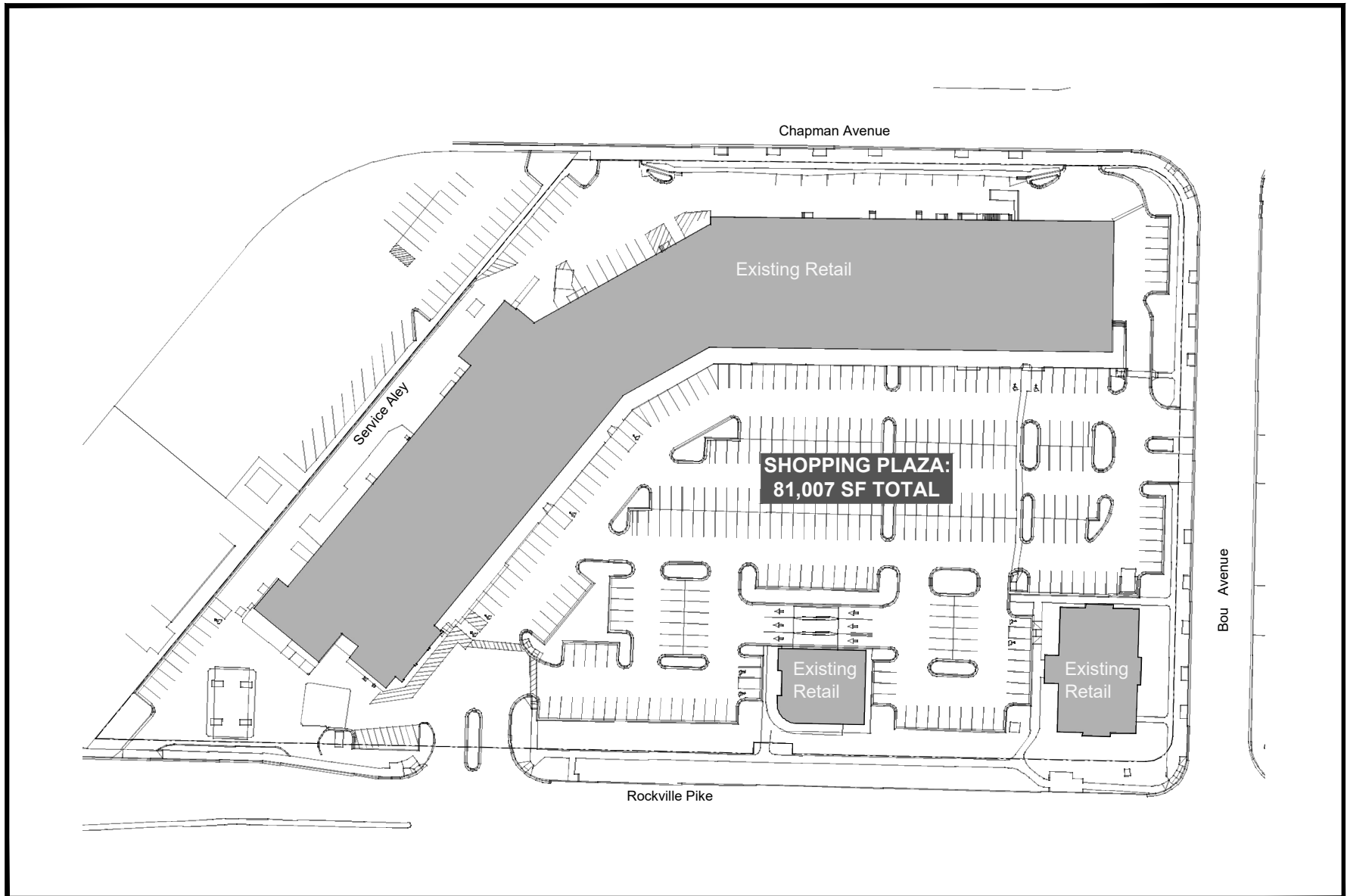


Figure 1-2
Existing Site Plan
Plan Provided by: VIKa

SECTION 2 BACKGROUND DATA

OVERVIEW

This section presents the following background information for the LATR:

- Description of the proposed site uses
- Description of the existing vehicular ingress/egress
- Description of the study area public road network and transportation facilities
- Programmed and Planned Improvements
- Definition of the study area
- Vehicular, pedestrian and bicycle traffic counts

PLANNED SITE USES

The proposed Pike Center project includes replacing the existing 81,000 S.F. shopping center with 90,000 S.F. of commercial and retail space (including a supermarket), 470 high-rise, and 290 mid-rise dwelling units. The proposed development is expected to occur in two phases with a phase one buildout in 2034 and phase two in 2039. The phasing plans are shown on Figures 2-1 and 2-2.

VEHICULAR ACCESS

The existing site access to the public road network is provided via five (5) access points, which include a full-movement, signalized intersection on Rockville Pike (MD 355), a right-in/right-out driveway on Rockville Pike (MD 355), a driveway on Bou Avenue, and two driveways on Chapman Avenue. Specifically:

1. A right-in/right-out driveway along Rockville Pike (MD 355) that serves the existing gas station.
2. The main signalized site driveway intersection of Rockville Pike (MD 355) opposite Federal Plaza.
3. A service entrance driveway on Chapman Avenue north of Rollins Avenue.
4. A service entrance driveway on Chapman Avenue south of Rollins Avenue.
5. A full access driveway on Bou Avenue.

Two (2) new access points to the property will be provided during Phase 1 via the planned extension of Rollins Avenue between Chapman Avenue and Rockville Pike (MD 355.). The Chapman Avenue intersection will provide full movements while the Rockville Pike connection will function as a right-in/right-out between Bou Avenue and the existing main signalized site driveway.

In Phase 1, the southern entrance to the site along Chapman Avenue will be eliminated. In Phase 2, the right-in/right-out serving the gas station will be eliminated and the station site will be redeveloped. The vehicular access for the site for phases 1 and 2 are shown on Figures 2-1 and 2-2.

DRIVEWAY SPACING

The spacing of the existing and proposed driveways along Rockville Pike (MD 355) proposed to serve the site with the Rollins Avenue extension is shown on Figure 2-3. Rockville Pike (MD 355) is designated as a “Downtown Boulevard” with a minimum spacing requirement of 400 feet (measured center-to-center).

The proposed driveway spacing would be approximately 265 feet between the main signalized driveway and the proposed right-in/right-out Rollins Avenue extension, and approximately 300 feet between the Rollins Avenue extension and Bou Avenue.

Although the proposed driveway spacing is less than 400 feet between these intersections, the Rollins Avenue extension would operate under right-in/right-out conditions, minimizing conflicts in this area while providing an urban grid street connection between Rockville Pike (MD 355) and Chapman Avenue. It is also located approximately halfway between the two signalized intersections on Rockville Pike (MD 355) in a logical location.

The Rollins Avenue extension is proposed to be a private road. While this road is not included in the White Flint II Master Plan, it would help disburse traffic to the roadway network, more effectively serve the site, and provide a grid street connection in the area.

The proposed driveway spacing and private road designation will be further justified during the Preliminary Plan stage.

PUBLIC ROAD NETWORK

Existing Network/Site Access

Regional access is provided by Rockville Pike (MD 355), Randolph Road, and Montrose Road/Josiah Henson Parkway. Local access to the site is provided via Twinbrook Parkway, Chapman Avenue, Bou Avenue, Rollins Avenue.

Rockville Pike (MD 355) is a state-maintained, six-lane divided Downtown Boulevard. Traffic signals and additional turn lanes are typically provided at major intersections. There is a posted speed limit of 40 mph.

Randolph Road is a six-lane divided boulevard per the Master Plan of Highways and Transitways Functional Classification. Traffic signals and additional turn lanes are typically provided at major intersections. Randolph Road provides regional access and has a posted speed limit of 40 mph.

Montrose Road/Josiah Henson Parkway is a four-lane divided Downtown Boulevard and provides a bypass route onto Rockville Pike (MD 355). Traffic signals and additional turn lanes are typically provided at major intersections. There is a posted speed limit of 35 mph.

Twinbrook Parkway is a four-lane divided Town Center Boulevard per the Master Plan of Highways and Transitways Functional Classification and Arterial within the City of Rockville. Traffic signals and additional turn lanes are typically provided at major intersections. There is a posted speed limit of 30 mph.

Chapman Avenue is a four-lane undivided downtown street per the Master Plan of Highways and Transitways Functional Classification. There is a posted speed limit of 30 mph.

Bou Avenue is a four-lane undivided Downtown Boulevard per the Master Plan of Highways and Transitways Functional Classification. There is a posted speed limit of 25 mph.

Rollins Avenue is a two-lane undivided business district road per the City of Rockville. There is a posted speed limit of 30 mph.

NON-AUTO TRANSPORTATION FACILITIES

The following bicycle, pedestrian, and transit infrastructure are either currently provided near the subject site or are planned.

Bicycle Facilities

Per the Montgomery County Bicycle Master Plan, a sidepath is provided along the west side of Chapman Avenue from the Pike Center north driveway to Bou Avenue. A sidepath is provided along the north and east side of Bou Avenue from Rockville Pike (MD 355) to Randolph Road. A sidepath is provided along the east side of Rockville Pike (MD 355) from Rose Avenue to Hubbard Drive. In the City of Rockville, a painted separated bike lane is provided on both sides of Chapman Avenue from Twinbrook Parkway to Thompson Avenue. Bicycle facilities are not currently provided along other roadways in the study area.

Per the Bicycle Master Plan, in the study area, two-way separated bike lanes are planned along the east and west side of Rockville Pike (MD 355) from Randolph Road to Twinbrook Parkway. The City of Rockville classifies this improvement as a “cycletrack”, that extends further north past the study area. It is also noted that the west side of Rockville Pike (MD 355) is identified as part of the Breezeway network.

Two-way separated bike lanes are planned for the east and west sides of Hoya Street. In the City of Rockville, a shared roadway is planned for Twinbrook Parkway and Rollins Avenue from Chapman Avenue to East Jefferson Street. An exhibit showing the Bicycle Master Plan is shown in Section 4 of this report.

Sidewalks

Sidewalks are provided along all public roads within the study area.

Transit Service

Pike Center is well served by both Ride-On and Metrobus routes, as well as Metrorail at Twinbrook station. The following bus routes are proximate to the subject site:

- Ride-On Route 5 provides service between Twinbrook station and Silver Spring station. This bus route makes stops at White Flint and Grosvenor-Strathmore stations.
- Ride-On Route 10 provides service between Twinbrook station and New Hampshire Avenue at Powder Mill Road. This bus route makes a stop at Glenmont station.
- Ride-On Route 42 provides service between Westfield Montgomery Mall and White Flint Station.
- Ride-On Route 101 provides service between the Lakeforest Transit Center and National Institutes of Health Medical Center station with stops at the Shady Grove, Rockville, and White Flint Metrorail stations.

- Ride-On Route 46 provides service between Montgomery College and the National Institute of Health (NIH) Medical Center station.
- Ride-On Route 26 provides service between the Glenmont station and Montgomery Mall Transit Center.
- Ride-On Route 44 provides service between Rockville Station and Twinbrook Station.
- Ride-On Route 45 provides service between the Rockville Regional Transit Center and the Twinbrook Station.
- Metrobus Route C2 and C4 provides service between Greenbelt station and Twinbrook station.

All bus routes and schedules are included in Appendix B.

Twinbrook Station, north of the subject sites provides Red Line Metrorail service to Washington DC, Union Station, and the MARC train.

PROGRAMMED and PLANNED IMPROVEMENTS

No pipeline transportation or Capital Improvement Projects were identified as applying within the scope of this project.

STUDY AREA DEFINITION

The LATR study area was established in accordance with M-NCPPC's LATR Guidelines and through consultation with M-NCPPC, MCDOT, and MD SHA Staff. The signed scoping agreement is provided in Appendix A. The following intersections and driveways are included in the study:

1. Rockville Pike (MD 355) / Bou Avenue – Orange Policy Area
2. Rockville Pike (MD 355) / Federal Plaza / Pike Center – Orange Policy Area
3. Rockville Pike (MD 355) / Gas Station Driveway – Orange Policy Area
4. Rockville Pike (MD 355) / Rollins Avenue / Twinbrook Parkway – Red Policy Area
5. Chapman Avenue / Twinbrook Parkway – Red Policy Area
6. Chapman Avenue / Pike Center Driveway North – Orange Policy Area
7. Chapman Avenue / Rollins Avenue – Orange Policy Area
8. Chapman Avenue / Pike Center Driveway South – Orange Policy Area
9. Bou Avenue / Chapman Avenue – Orange Policy Area
10. Bou Avenue / Pike Center – Orange Policy Area
11. East Jefferson Street / Rollins Avenue – City of Rockville
12. Rockville Pike (MD 355) / Halpine Road – Red Policy Area
13. Twinbrook Parkway / Parklawn Drive – Red Policy Area
14. Nebel Street / Randolph Road – Red Policy Area
15. Rockville Pike (MD 355) / Hubbard Drive – Orange Policy Area
16. Chapman Avenue / Randolph Road – Red Policy Area
17. Chapman Avenue / Thompson Avenue – Red Policy Area

Figure 2-4 shows the existing lane use and traffic control for the study area.

EXISTING TRAFFIC COUNTS

Existing AM and PM peak hour vehicular, pedestrian, and bicycle traffic counts were conducted at the study intersections on Tuesday March 19, 2024, and Thursday May 2, 2024, from 6:30 AM to 9:30 AM and from 4:00 PM to 7:00 PM. Figure 2-5 shows the existing AM and PM peak hour vehicular traffic volumes. Pedestrian and bicycle volumes at the study intersections are summarized on Figures 2-6 and 2-7, respectively, and the detailed count data is provided in Appendix C.

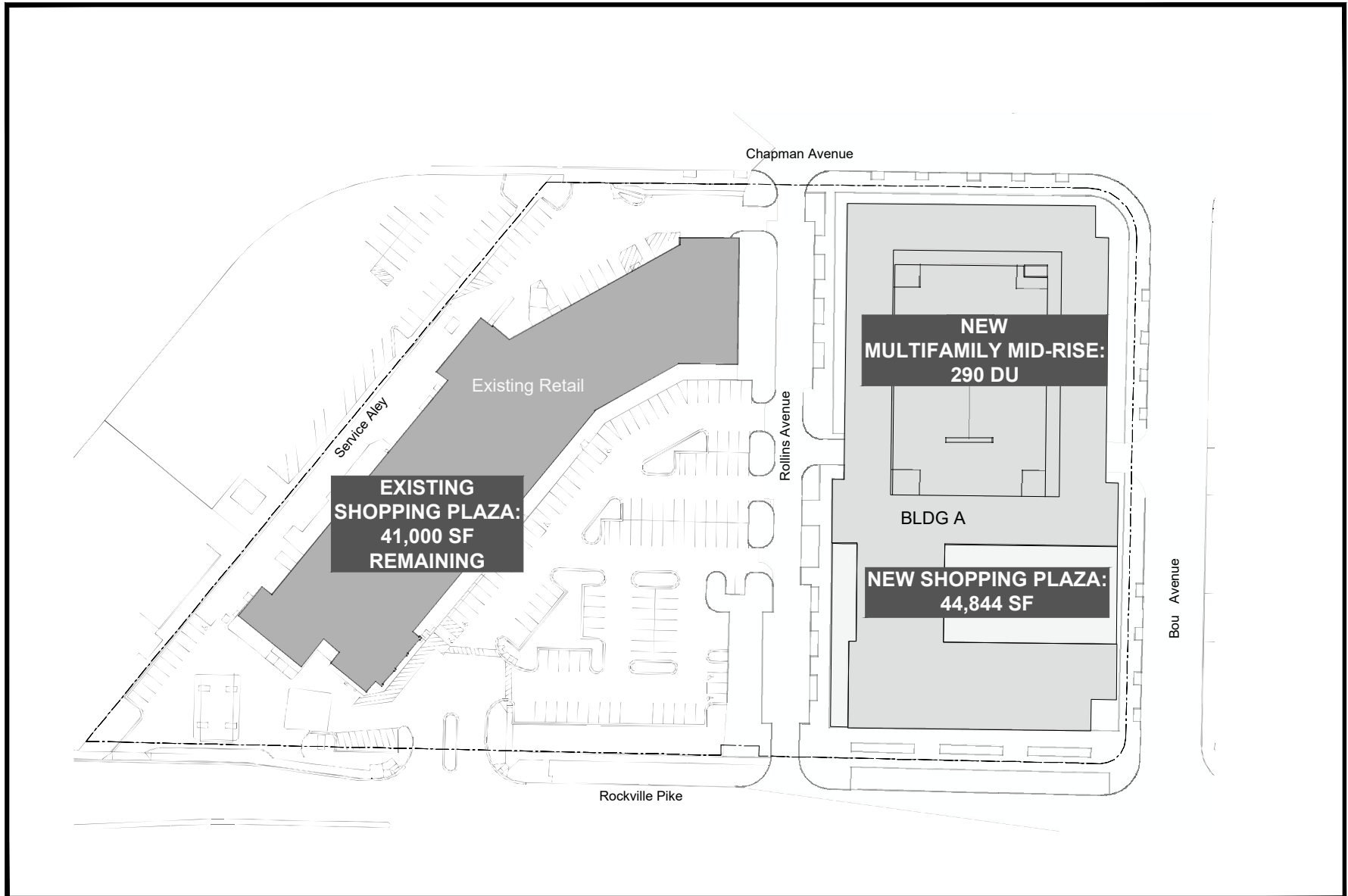


Figure 2-1

Site Plan: Phase 1

Plan Provided by: VIK A

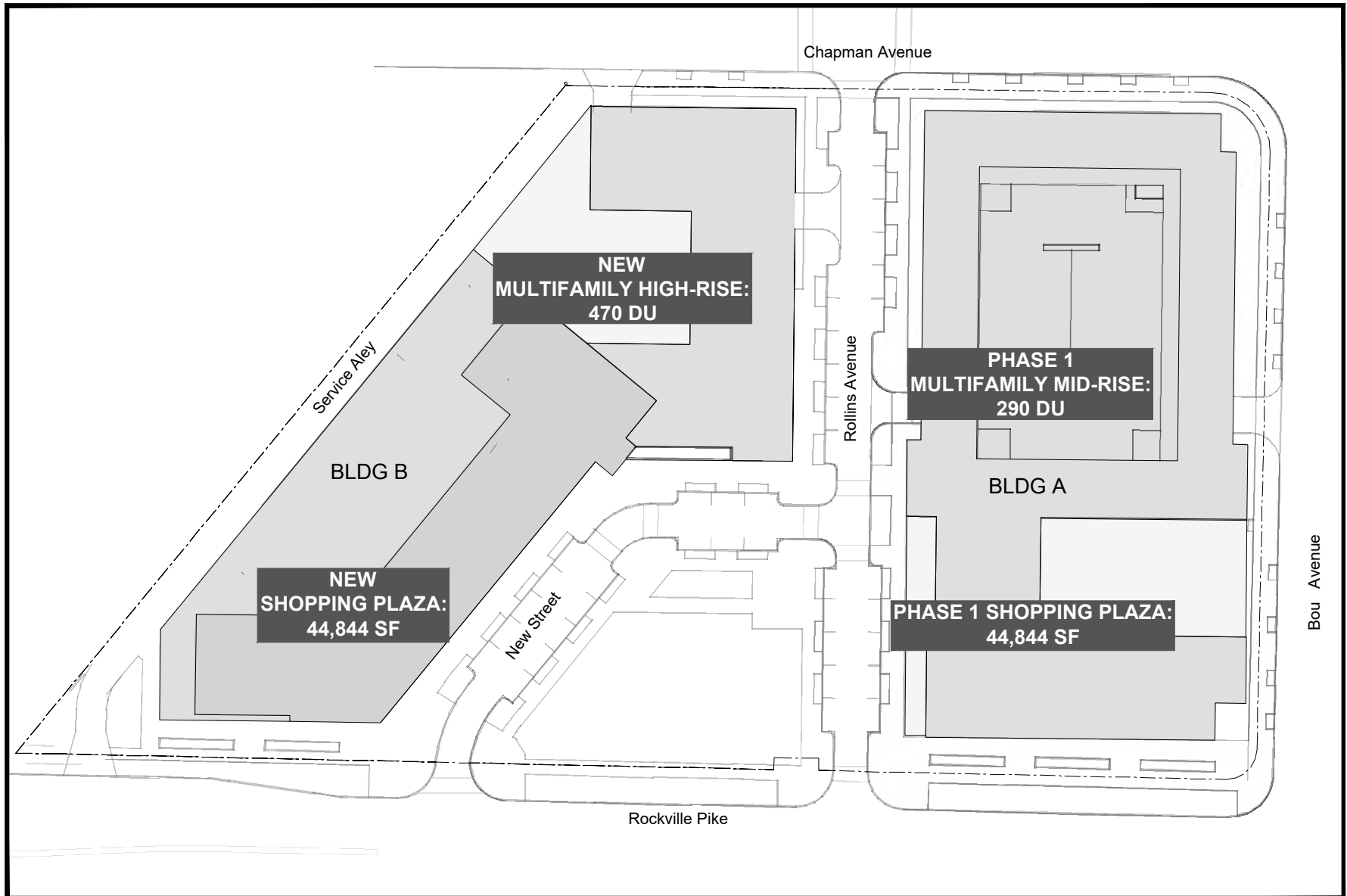


Figure 2-2

Site Plan: Phase 2

Plan Provided by: VIKa



NORTH

Pike Center

Montgomery County, Maryland

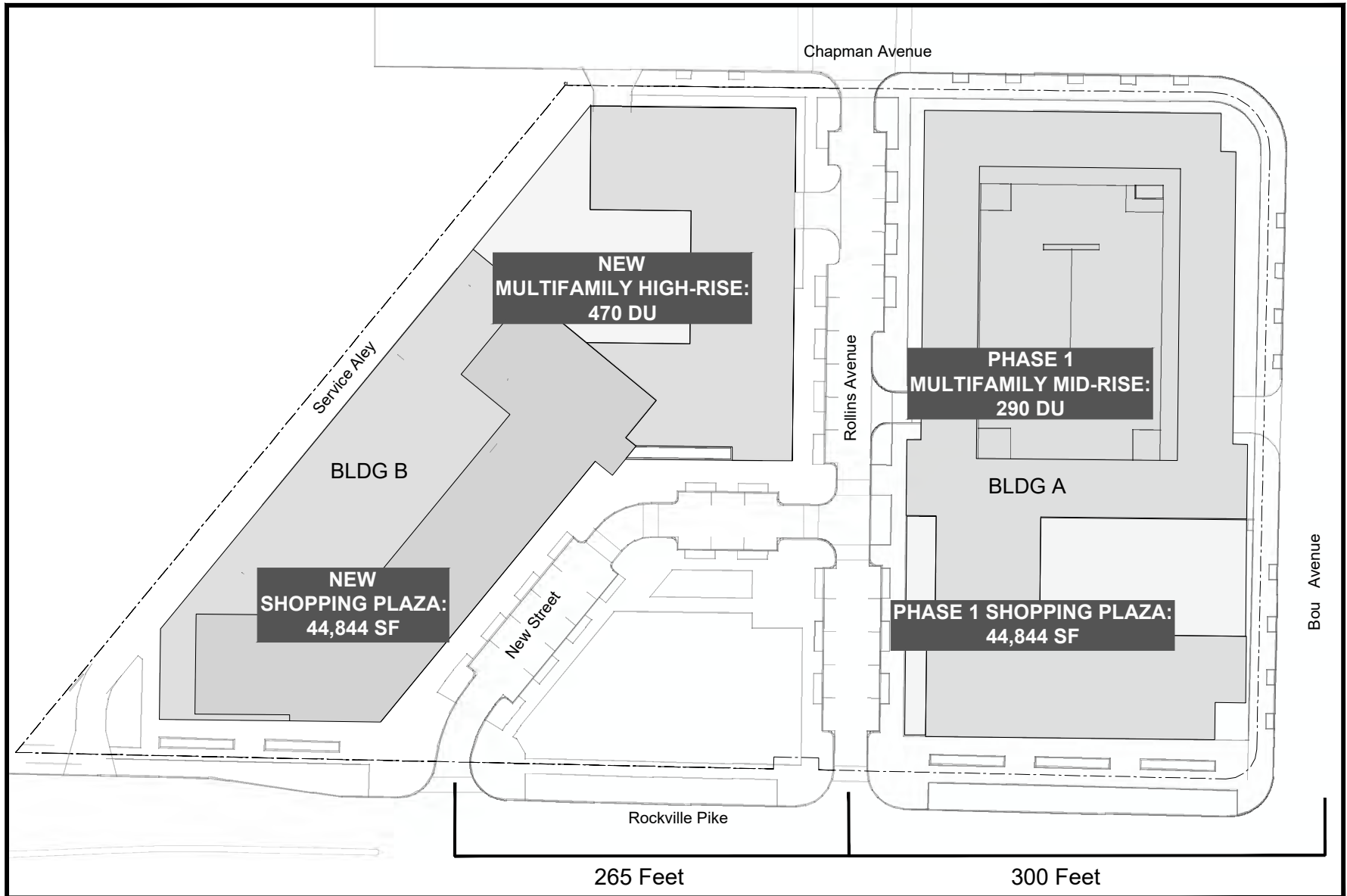
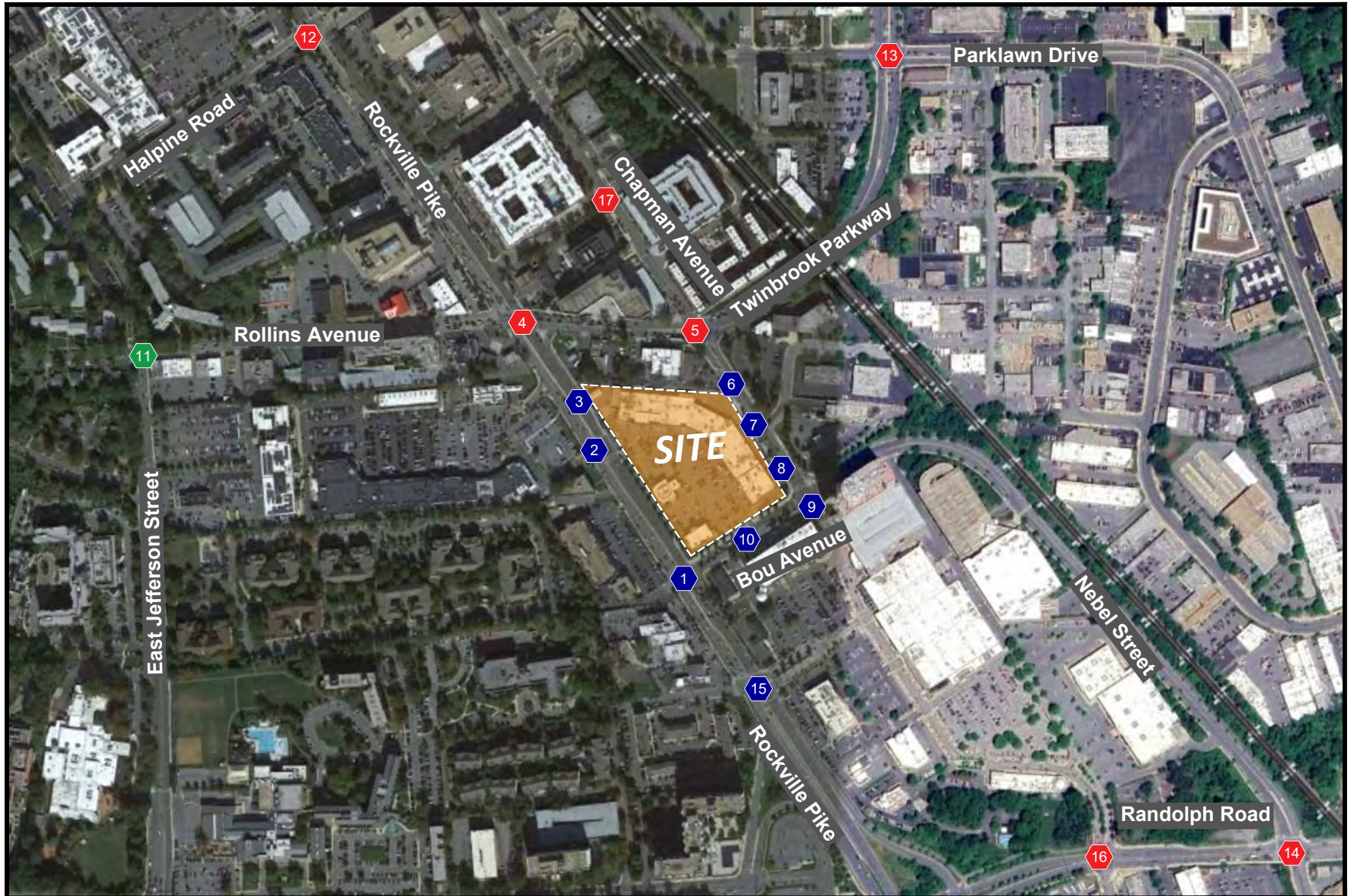


Figure 2-3
Proposed Driveway Spacing



Pike Center
Montgomery County, Maryland



Site Location and Study Intersections

-  Orange Policy Area Study Intersection
-  Red Policy Area Study Intersection
-  City of Rockville Study Intersection



NORTH

Pike Center
Montgomery County, Maryland

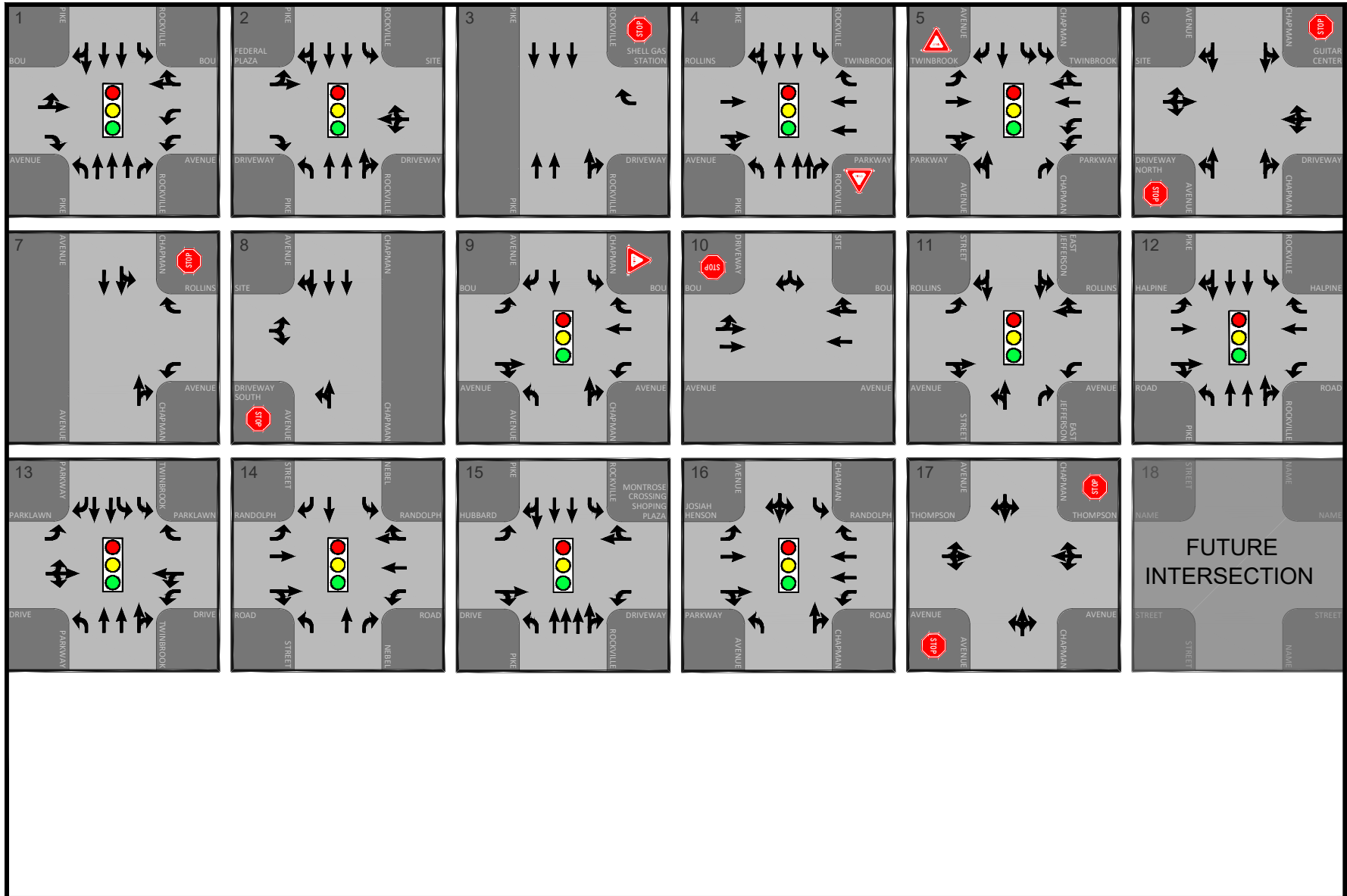


Figure 2-4
Existing Lane Use and Traffic Control



NORTH

Pike Center

Montgomery County, Maryland

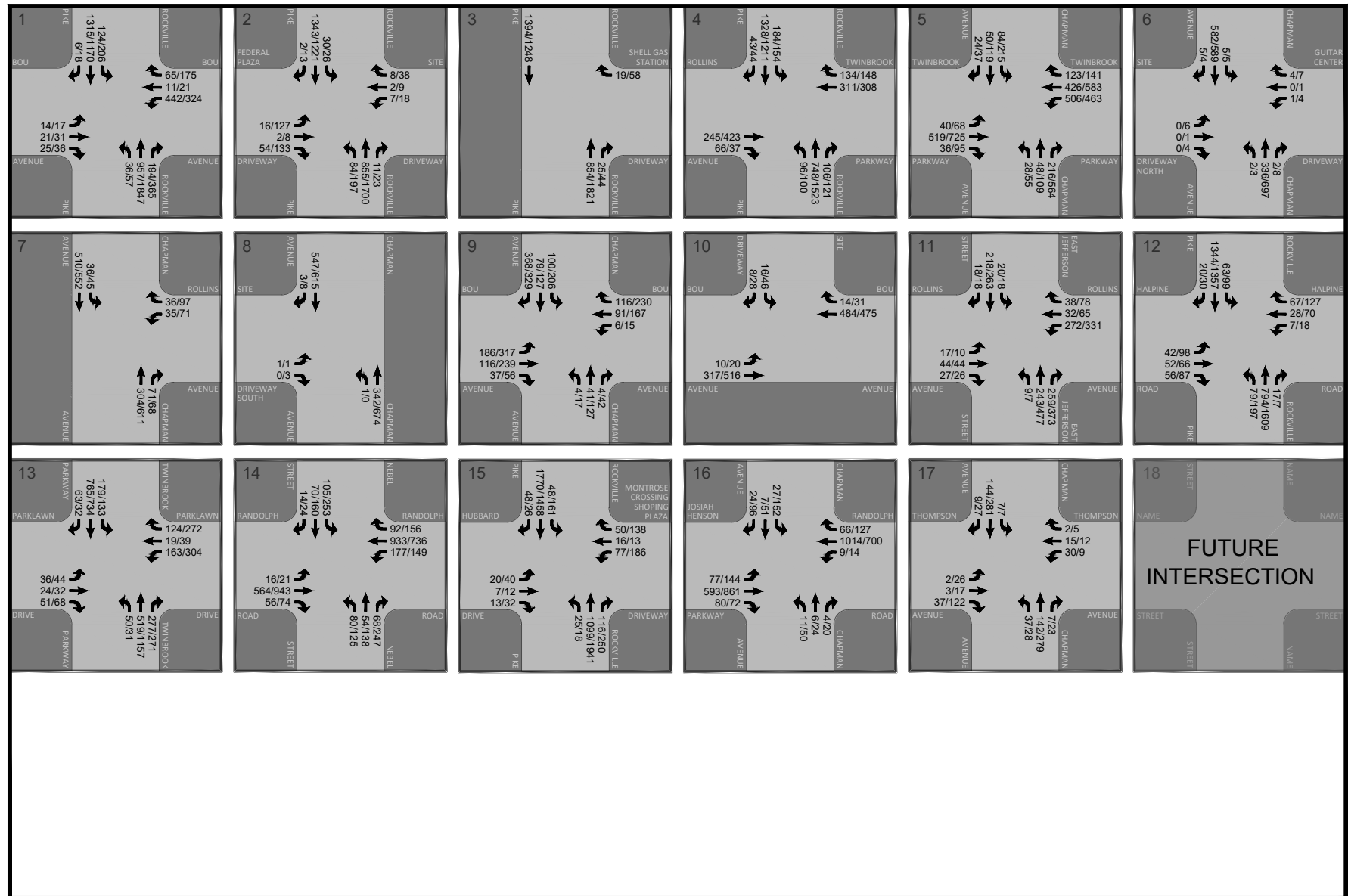


Figure 2-5
Existing Traffic Counts

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center
Montgomery County, Maryland

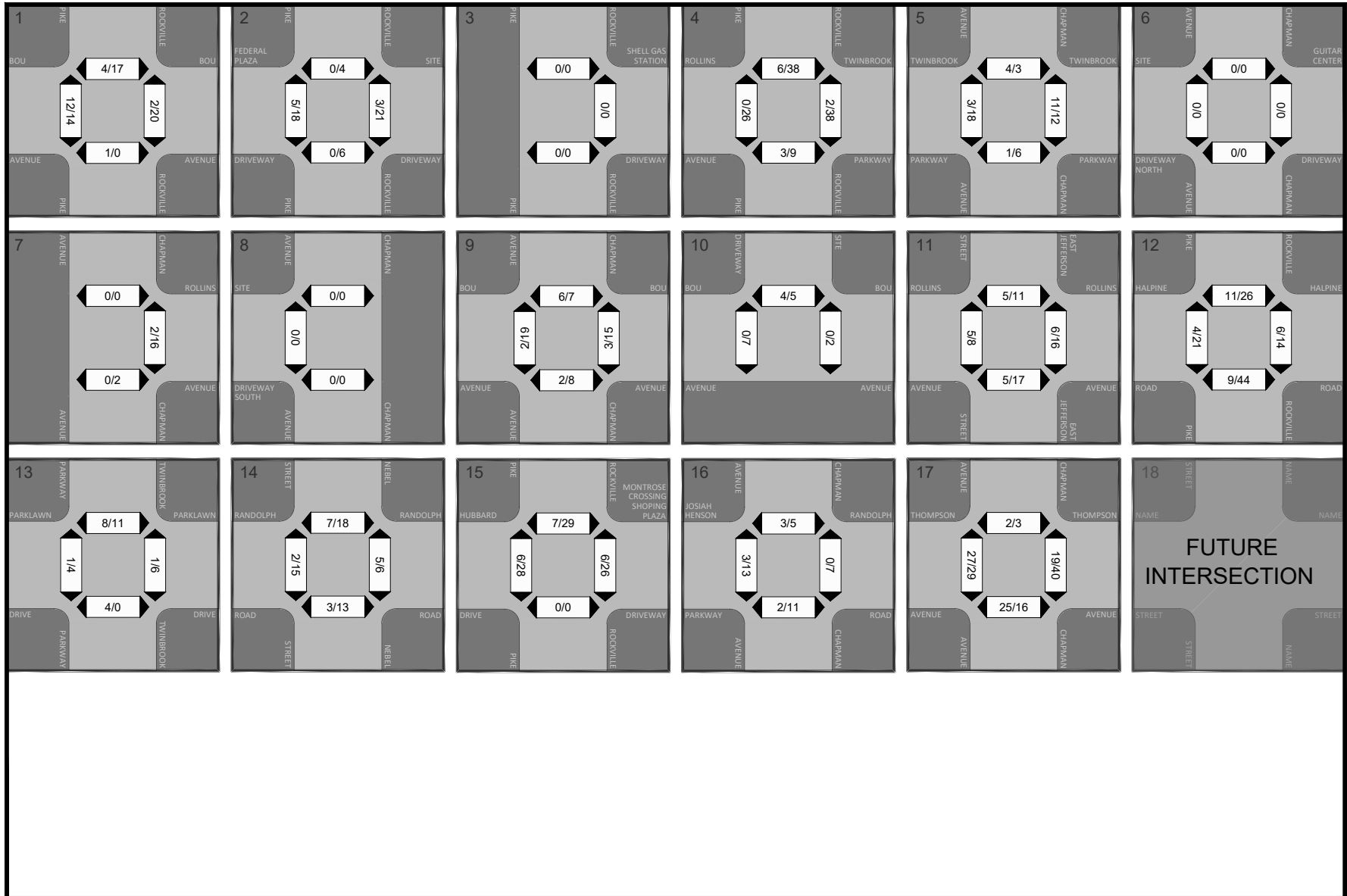


Figure 2-6
Existing Pedestrian Counts

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center
Montgomery County, Maryland

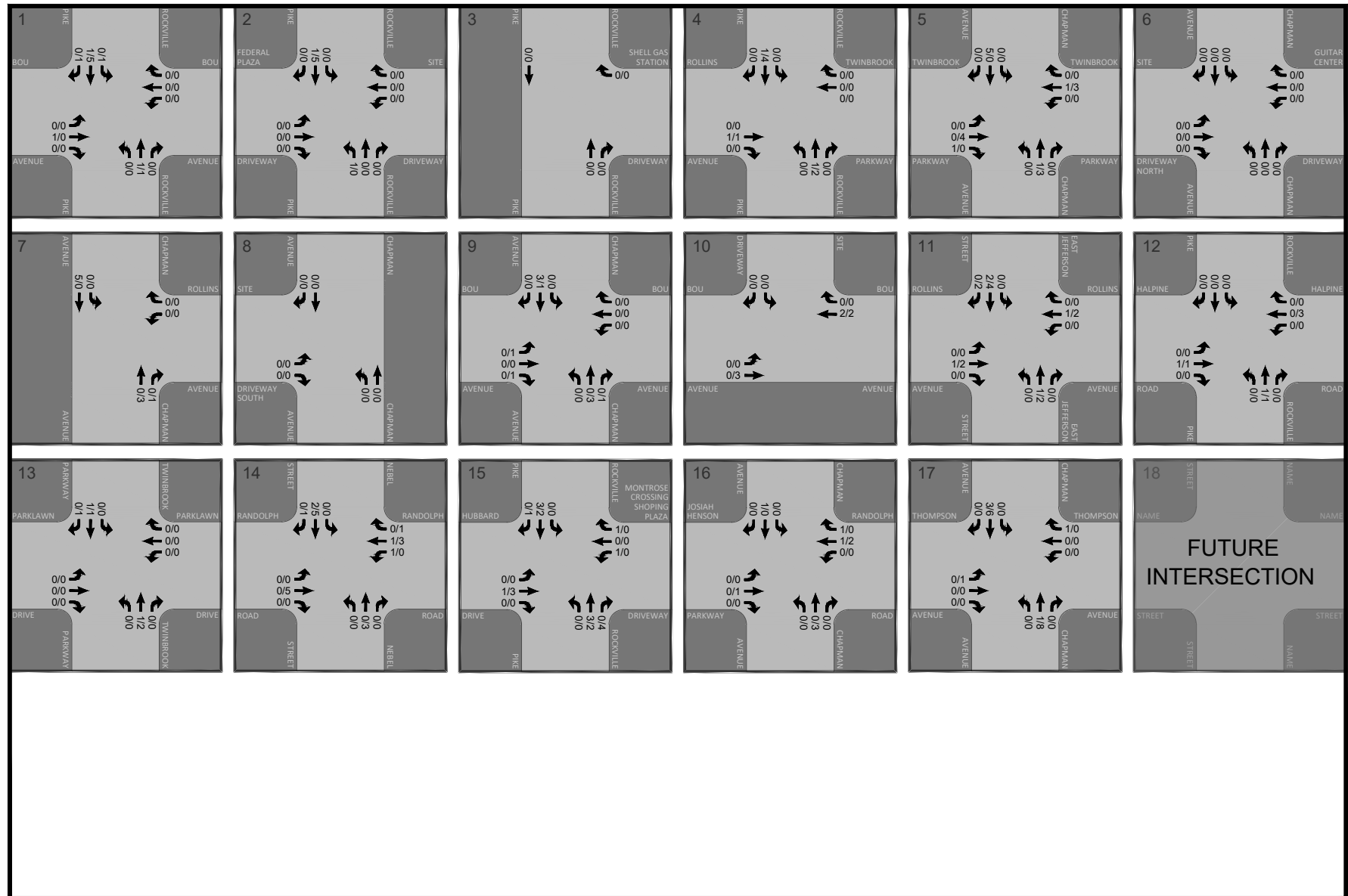


Figure 2-7
Existing Bicycle Counts

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center

Montgomery County, Maryland

SECTION 3 MOTOR VEHICLE ADEQUACY TEST

OVERVIEW

This section of the report presents the details of the Motor Vehicle Adequacy Test for the LATR. It includes: the applicable congestion standard for the Policy Area; analysis of existing average vehicle delay at key intersections; a summary of site and pipeline trip generation projections; and analysis of future average vehicle delay with and without the site development.

CONGESTION STANDARD

The study intersections, including the site driveways, are located within either the North Bethesda Orange, Twinbrook Red, or White Flint Red Policy Area of Montgomery County, or the City of Rockville depending on the specific intersection. In Orange Policy Areas, the level of congestion is determined using the Highway Capacity Manual delay-based level of service methodology. **In Red Policy Areas and the City of Rockville, intersections are not subject to a Motor Vehicle test; however, delay-based level of service results are presented in the appendix of this Report.**

The congestion standard (HCM delay based) for intersections within the North Bethesda Policy Area is an overall average vehicle delay of 71 seconds per vehicle at the studied intersections during the AM and PM peak hours.

EXISTING CONDITIONS

Vehicular Analysis

Existing peak hour average vehicle delays were analyzed for each of the study intersections per the LATR Guidelines methodology. The intersection analysis for the intersection in the Red Policy Area has been provided for informational purposes only.

The existing peak hour delays were calculated based on the existing lane use and traffic control shown on Figure 2-1 for Orange Policy Area intersections, existing traffic signal phasing/timing obtained from the Montgomery County Department of Transportation (MCDOT) shown in Appendix D, the existing vehicular traffic volumes shown on Figure 2-2, and the HCM 2000 and 6th Edition methodology for signalized and unsignalized intersections respectively, where available. HCM worksheets for each study intersection are presented in Appendix E. The results of the existing analyses are summarized in Table 3-1.

The analysis shows that under existing conditions, all the study intersections in the Orange Policy Area currently operate within the 71 second per vehicle delay standard.

The HCM worksheets and results for intersections in the Red Policy Area and City of Rockville are shown in Appendix E.

Vehicle queuing was evaluated at all of the study intersections and is summarized on Table 3-2. The following locations were noted where queues are critical and exceed available storage lengths at Orange Policy Area intersections:

- Rockville Pike/Bou Avenue
 - Westbound through-right – PM peak hour
 - Southbound left – PM peak hour
- Rockville Pike/Pike Center Driveway
 - Northbound left – PM peak hour
- Chapman Avenue/Bou Avenue
 - Westbound right – PM peak hour
- Bou Avenue/Pike Center Driveway
 - Eastbound left-through - PM peak hour

Table 3-1
Pike Center
Existing Conditions Levels of Service Summary¹

Approach/ Lane Group	Existing Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
1. Rockville Pike / Bou Avenue -- Orange Policy Area				
EBLT	E	73.5	E	79.3
EBR	E	68.1	E	67.8
WBL	E	60.3	E	59.4
WBTR	D	48.5	D	53.7
NBL	E	72.7	E	74.5
NBT	C	29.1	D	37.3
NBR	C	24.5	C	26.6
SBL	B	14.4	D	41.2
SBTR	B	13.3	B	11.9
Overall	C	27.8	C	33.2
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area				
EBLT	E	72.0	F	95.3
EBR	E	69.3	E	61.5
WBLTR	E	72.8	E	72.8
NBL	B	11.0	C	25.7
NBTR	A	1.1	B	10.1
SBL	A	2.0	A	5.5
SBTR	A	3.3	A	5.8
Overall	A	5.2	B	15.8
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area				
WBR	A	9.5	A	9.4
Overall	0.1	A	A	0.2
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area				
EBLTR	A	0.0	C	22.4
WBLTR	B	11.1	C	18.6
NBLT	A	0.2	A	0.1
SBLT	A	0.2	A	0.3
Overall	A	0.1	A	0.4
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area				
EBLTR	-	-	-	-
WBL	C	16.0	D	33.6
WBR/WBTR	B	10.3	C	17.1
NBTR/NBLTR	-	-	-	-
SBLT	A	1.7	A	2.3
Overall	A	1.3	B	3.2
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area				
EBLR	E	35.7	C	21.2
NBLT	A	0.1	-	-
Overall	A	0.1	A	0.1
9. Chapman Ave / Bou Ave -- Orange Policy Area				
EBL	C	23.3	C	26.0
EBTR	C	21.7	C	22.8
WBL	D	35.3	D	40.4
WBT	D	37.6	D	45.2
WBR	D	36.5	D	42.7
NBL	C	29.1	C	33.7
NBTR	C	29.8	D	37.2
SBL	C	32.6	D	47.7
SBT	C	30.7	D	36.5
SBR	B	18.1	B	16.8
Overall	C	25.5	C	32.0
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area				
EBLT	A	0.9	A	1.1
SBLR	B	13.9	C	16.4
Overall	A	0.5	A	1.3
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area				
EBL	E	66.1	E	55.8
EBTR	E	64.4	D	52.7
WBL	E	75.5	E	74.3
WBTR	E	65.4	D	53.8
NBL	A	6.1	B	12.8
NBTR	A	7.0	C	23.7
SBL	A	4.1	E	56.2
SBTR	A	8.6	B	13.9
Overall	B	11.3	C	25.4
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized -- Orange Policy Area				
WBR	FUTURE			
Overall	FUTURE			

Notes:

- Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11 unless otherwise noted.
- Bold** roadways indicate N/S direction.

Table 3-2
Pike Center
Exisitng Conditions Queuing Summary

Approach/ Lane Group	Storage Length (ft)	Existing Conditions			
		AM Peak Hour		PM Peak Hour	
		50th %tile	95th %tile	50th %tile	95th %tile
1. Rockville Pike / Bou Avenue -- Orange Policy Area					
EBLT	69	50	110	127	139
EBR	90	29	73	16	59
WBL	192	154	252	149	236
WBL	192	163	255	173	249
WBTR	200	51	122	119	230
NBL	175	62	168	77	150
NBT	394	160	330	284	540
NBT	394	172	338	292	542
NBT	394	162	317	285	532
NBR	394	79	155	384	506
SBL	245	91	213	265	271
SBT	511	163	389	513	520
SBT	511	182	401	118	389
SBTR	511	176	400	124	390
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area					
EBLT	79	56	121	142	154
EBR	150	53	86	61	73
WBLTR	42	16	42	88	128
NBL	245	74	147	117	259
NBT	511	4	22	120	372
NBT	511	20	75	239	544
NBTR	511	26	94	268	550
SBL	175	25	67	7	36
SBT	160	9	31	160	162
SBT	160	21	56	81	210
SBTR	160	30	68	68	194
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area					
WBR	50	12	36	25	46
NBT	160				
NBT	160	4	39	13	69
NBTR	160	4	38	9	65
SBT	238	1	15	251	339
SBT	238	2	18	51	204
SBT	238			39	169
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area					
EBLTR	50	-	-	79	87
WBLTR	50	4	18	41	94
NBLT	97	13	58	22	78
NBTR	97	64	132	99	107
SBLT	167	6	38	42	158
SBTR	167	6	30	42	163
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area					
EBLTR	75	-	-	-	-
WBL	56	15	35	49	129
WBR	56	32	71	125	134
NBTR	112	62	146	114	123
SBLT	97	10	47	53	133
SBT	97	15	61	30	112
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area					
EBLR	35	-	-	12	36
NBLT	46	41	129	116	141
SBT	122	11	44	79	153
SBT	122	4	28	29	86
SBTR	122	52	123	47	128
9. Chapman Ave / Bou Ave -- Orange Policy Area					
EBL	201	110	192	201	208
EBTR	201	49	137	42	143
WBL	817	5	21	244	800
WBT	817	100	183	880	933
WBR	250	28	94	260	298
NBL	70	2	14	10	57
NBTR	130	34	70	196	217
SBL	46	23	55	46	69
SBT	46	18	48	32	63
SBR	46	29	67	32	70
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area					
EBLT	100	8	34	113	142
EBT	192	-	-	189	264
WBT	201	70	186	46	172
WBTR	201	78	193	98	242
SBLR	300	14	41	299	338
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area					
EBL	148	16	39	42	93
EBTR	148	10	29	19	52
WBL	134	73	126	150	230
WBTR	134	35	69	128	226
NBL	1538	16	47	568	1650
NBT	1538	68	158	1188	1914
NBT	1538	88	181	1223	1949
NBT	1538	47	135	1288	1995
NBTR	1538	51	106	1310	2023
SBL	180	26	86	59	150
SBT	394	100	276	76	248
SBT	394	97	282	86	270
SBTR	394	105	287	98	293
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized					
WBR	80	FUTURE			
NBT	178				
NBT	178				
NBTR	178				
SBT	276				
SBT	276				
SBT	276				

Notes:

1. Capacity analysis based on Highway Capacity Manual 2000 Edition methodology, using Synchro 11.

2. **Bold** movements indicate storage lanes

FUTURE BACKGROUND CONDITIONS

Sixteen (16) pipeline developments (approved, planned, or under construction and within the site vicinity) were identified during the scoping process and are included in this study. The pipeline development locations are shown on Figure 3-1.

1. [Twinbrook Parkway](#): Planned for 49 mid-rise dwelling units and 4,089 S.F. of retail.
2. [12500 Ardennes Avenue](#): Planned for 213 mid-rise dwelling units.
3. [Twinbrook Quarter Phase 1A](#): Planned for 460 mid-rise dwelling units, 270,000 S.F. of office use, 12,000 S.F. of restaurant use, 17,000 S.F. of retail use, and 92,000 S.F. of supermarket use.
4. [Federal Plaza West](#): Planned for 500 mid-rise dwelling units and 109,000 S.F. of retail use.
5. [Wilgus](#): Planned for 604 mid-rise dwelling units, 141 single family attached dwelling units, and 15,000 S.F. of retail use.
6. [2115 East Jefferson](#): Planned for 86 single family dwelling units.
7. [Washington Science Center](#): 141,500 S.F. of unbuilt office uses.
8. [East Village at North Bethesda Gateway](#): Planned for 279 mid-rise dwelling units and 30,500 S.F. of retail use.
9. [MHP Nebel Street](#): Planned for 163 mid-rise dwelling units.
10. [Mid Pike Plaza \(Pike and Rose\)](#): Planned for 740 mid-rise dwelling units, and 210,864 S.F. of commercial and retail uses.
11. [Grand Park Development](#): Planned for 790 mid-rise dwelling units and 75,500 S.F. of additional uses.
12. [Evolution Labs North Bethesda](#): Planned for 709,500 S.F. of research and development uses.
13. [North Bethesda Town Center](#): Planned for 697 mid-rise dwelling units, 809,000 S.F. of office use, and 153,000 S.F. of retail use.
14. [Saul Centers White Flint West](#): Planned for 655 mid-rise dwelling units, 29,000 S.F. of retail use, and 175,000 S.F. of office use.

15. North Bethesda Market 2: Planned for 470 mid-rise dwelling units, 45,000 S.F. of office use, 9,000 S.F. of retail use, and 13,500 S.F. of restaurant use.
16. 5500 Edson Lane/Peace Palace: Planned for 12,694 S.F. of office use.

Pipeline Trip Generation

The trip generation for the pipeline development was either obtained from the respective LATR traffic study for the development or estimated based on the LATR Guidelines methodology. During the time between scope approval and report publishing some projects have changed the density of unbuilt units or square feet resulting in differing results. Stringent efforts have been made to ensure that the pipeline trip generation reflects the complete list of unbuilt developments. Several projects have uses that were simplified during the scoping process but require more detail for the pipeline analysis, specifically retail uses. More information regarding pipeline analysis can be found in Appendix F. The pipeline developments are forecasted to add 3,866 AM peak hour trips and 3,476 PM peak hour trips to the area road network when fully constructed. The trip generation for the pipeline development is shown on Table 3-3.

Pipeline Trip Assignments

The peak hour trip distribution for the pipeline developments were developed on information from the respective traffic study or the LATR methodology. The trips anticipated to be generated by the pipeline developments were then assigned to the roadway network based on these distributions. It is noted that not all pipeline development trips will travel through the studied intersections due to the development location. The total pipeline development peak hour traffic volumes traveling through the study intersections are shown on Figure 3-2.

Future Background Traffic Forecasts

The future background traffic forecasts represent future conditions without the Pike Center proposed development. AM and PM peak hour background traffic forecasts were estimated by adding the pipeline traffic assignments (Figure 3-2) to the existing peak hour traffic counts (Figure 2-4). The resulting background future traffic forecasts are summarized on Figure 3-3. Traffic forecasting worksheets are provided in Appendix F.

Vehicular Analysis

The future background peak hour average vehicle delays were calculated based on the existing lane use and traffic control shown on Figure 2-3, existing traffic signal phasing/timing obtained from MCDOT shown in Appendix D, the future background traffic forecasts shown on Figure 3-3, and the HCM 2000 and 6th Edition methodology for signalized and unsignalized intersections where available. HCM worksheets for each study intersection are presented in Appendix H.

The results of the future background analyses are summarized in Table 3-4 and indicate that of all of the study intersections in the Orange Policy Area would continue to operate within the

applicable congestion standard with the exception of the westbound right turn movement from the existing gas station driveway to northbound Rockville Pike (MD 355) during the PM peak hour.

The HCM and CLV worksheets for the study intersections in the Orange Policy area, Red Policy Area, and City of Rockville are shown in Appendix G.

Vehicle queuing was evaluated at all of the study intersections and is summarized on Table 3-5. The following locations were noted where queues are critical and exceed available storage lengths at Orange Policy Area intersections, generally consistent with existing conditions:

- Rockville Pike/Bou Avenue
 - Westbound through-right – PM peak hour
 - Southbound left – AM and PM peak hour
- Rockville Pike/Pike Center Driveway
 - Northbound left – PM peak hour
- Chapman Avenue/Bou Avenue
 - Westbound right – PM peak hour
 - Northbound left - PM peak hour
- Bou Avenue/Pike Center Driveway
 - Eastbound left-through - PM peak hour

Table 3-3
Pike Center
Pipeline Development Trip Generation ⁽¹⁾

Pike Center
Local Area Transportation Review
June 2024

Land Use				LUC				Amount				Unit				ITE Trip Generation						2023 LATR Trip Generation Rate Adjustment Factors /					
																AM Peak Hour			PM Peak Hour			ADT	AM Peak Hour		PM Peak Hour		
																In	Out	Total	In	Out	Total		Auto Driver (Vehicle Trips)	Total Person Trips	Auto Driver (Vehicle Trips)	Total Person Trips	
1. Twinbrook Parkway ⁽²⁾				Twinbrook																							
				Net New Trips				-15 -7 -22				9 11 20				119		-16 -30		16 31							
2. 12500 Ardennes Avenue ⁽²⁾				Twinbrook																							
				Net New Trips				-21 58 37				43 -7 36				663		30 67		30 67							
3. Twinbrook Quarter Phase 1A ⁽⁴⁾				Rockville City																							
				Net New Trips				461 265 726				148 293 441				3,195		662 1,010		413 615							
4. Federal Plaza West ⁽³⁾				North Bethesda																							
				Net New Trips				14 133 147				71 36 107				1,236		129 237		99 179							
5. Wilgus ⁽³⁾				North Bethesda																							
				Net New Trips				78 177 255				220 158 378				4,523		207 386		301 565							
6. 2115 East Jefferson ⁽³⁾				North Bethesda																							
				Net New Trips				-173 4 -169				-7 -150 -157				-840		-149 -216		-138 -197							
7. Washington Science Center ⁽³⁾				North Bethesda																							
				Net New Trips				15 3 18				3 13 16				123		15 23		15 22							
8. East Village at North Bethesda Gateway ⁽⁵⁾				White Flint																							
				Total To use				-70 85 16				105 -18 87				782		11 51		62 147							
9. MHP-Nebel Street ⁽⁵⁾				White Flint																							
				Net New Trips				7 23 30				20 13 32				366		47 91		51 99							
10. Pike and Rose ⁽³⁾				North Bethesda																							
				Net New Trips				2,204 1,259 3,463				2,002 2,217 4,219				36,441		2,780 4,779		3,360 5,787							
11. Grand Park Development ⁽³⁾				North Bethesda																							
				Net New Trips				108 316 424				91 -56 35				4,863		318 683		-9 170							
12. Evolution Labs North Bethesda ⁽³⁾				North Bethesda																							
				Net New Trips				538 118 656				99 522 621				7,129		538 862		509 816							
13. North Bethesda Town Center				White Flint																							
				Net New Trips				932 414 1,345				488 936 1,424				13,465		1,038 1,850		1,090 1,957							
14. Saul Centers White Flint West ⁽³⁾				North Bethesda																							
				Net New Trips				245 201 446				151 270 421				3,525		392 644		371 606							
15. North Bethesda Market II ⁽³⁾				North Bethesda																							
				Net New Trips				-81 188 107				184 -33 151				2,575		62 193		93 251							
Total Pipeline Development Net New Trips								2,495 2,197 4,692				1,852 2,431 4,282				49,213		3,853 6,776		3,463 6,245							

Notes:

(1) Trip Generation based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

(2) Twinbrook Policy Area

(3) North Bethesda Policy Area

(4) Rockville City Policy Area

(5) White Flint Policy Area

(6) "*" Indicates ITE Trip Generation lacks weekday ADT data for specific land use code

(7) Land Use Code does not have Weekday AM Values Present

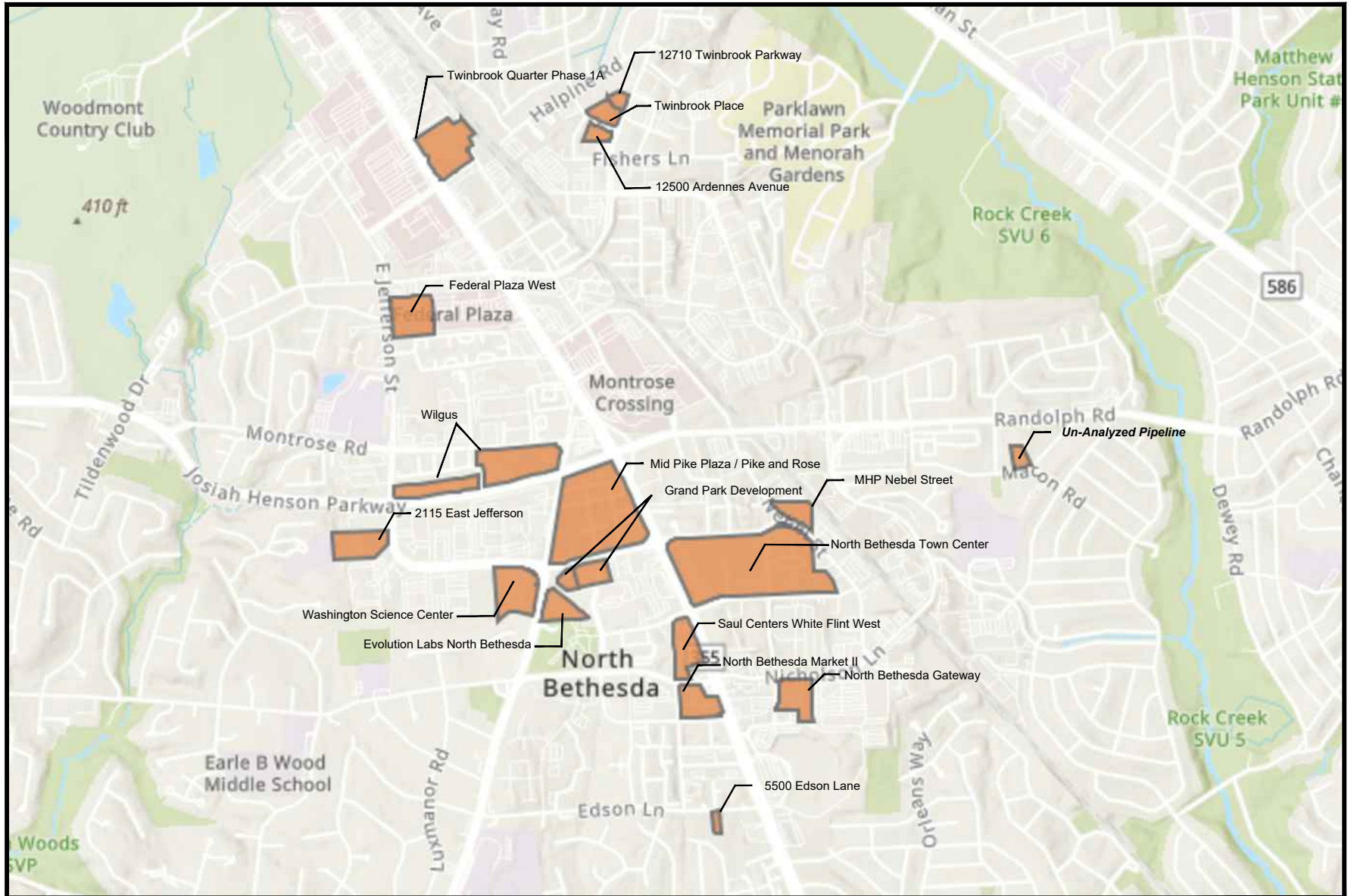


Figure 3-1

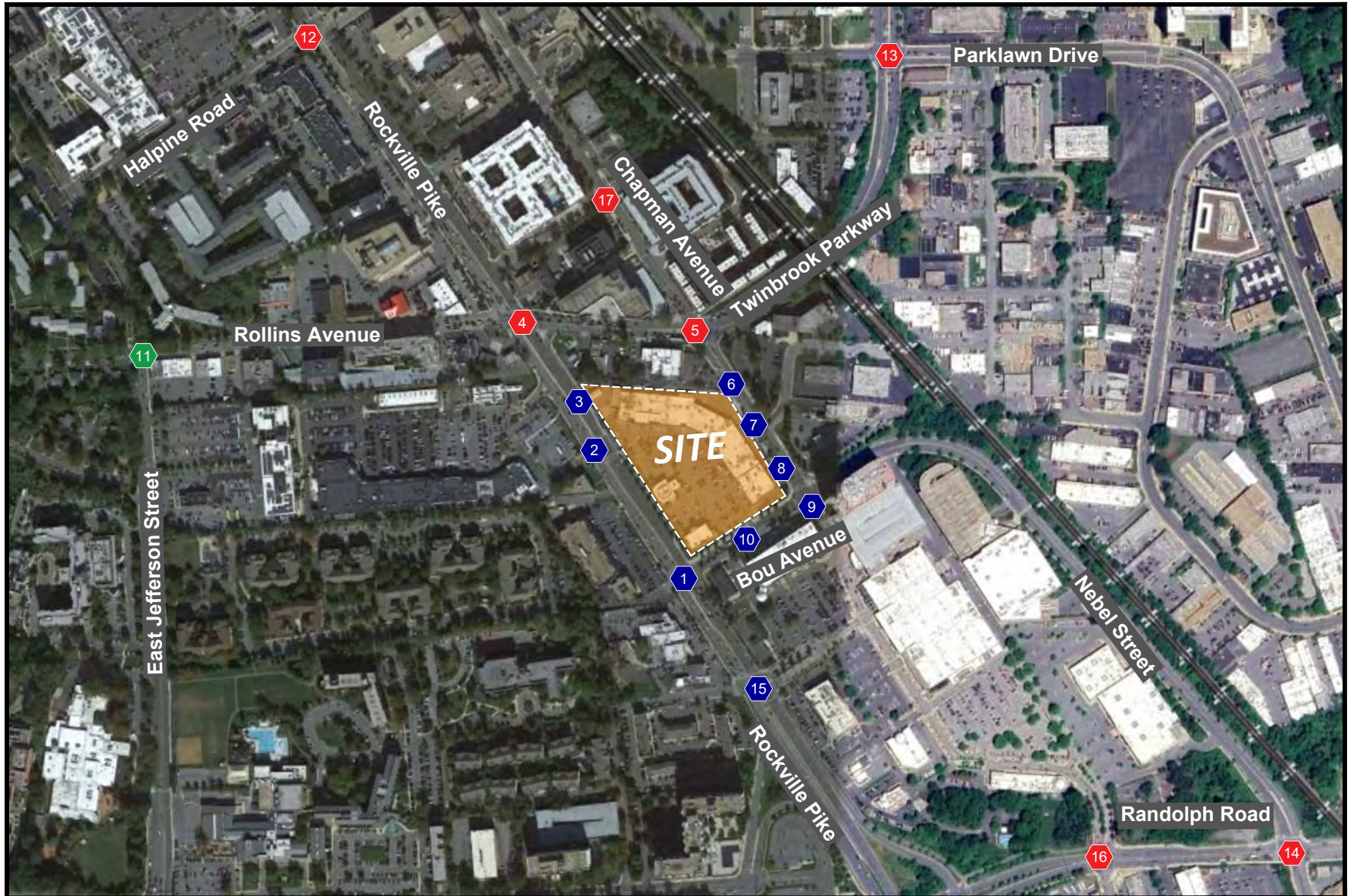
Pipeline Development Locations

Source: MCATLAS, "Pipelines"



NORTH

Pike Center
Montgomery County, Maryland



Site Location and Study Intersections

- X Orange Policy Area Study Intersection
- X Red Policy Area Study Intersection
- X City of Rockville Study Intersection



NORTH

Pike Center
Montgomery County, Maryland

000 / 000 AM PEAK HOUR PM PEAK HOUR



Pike Center



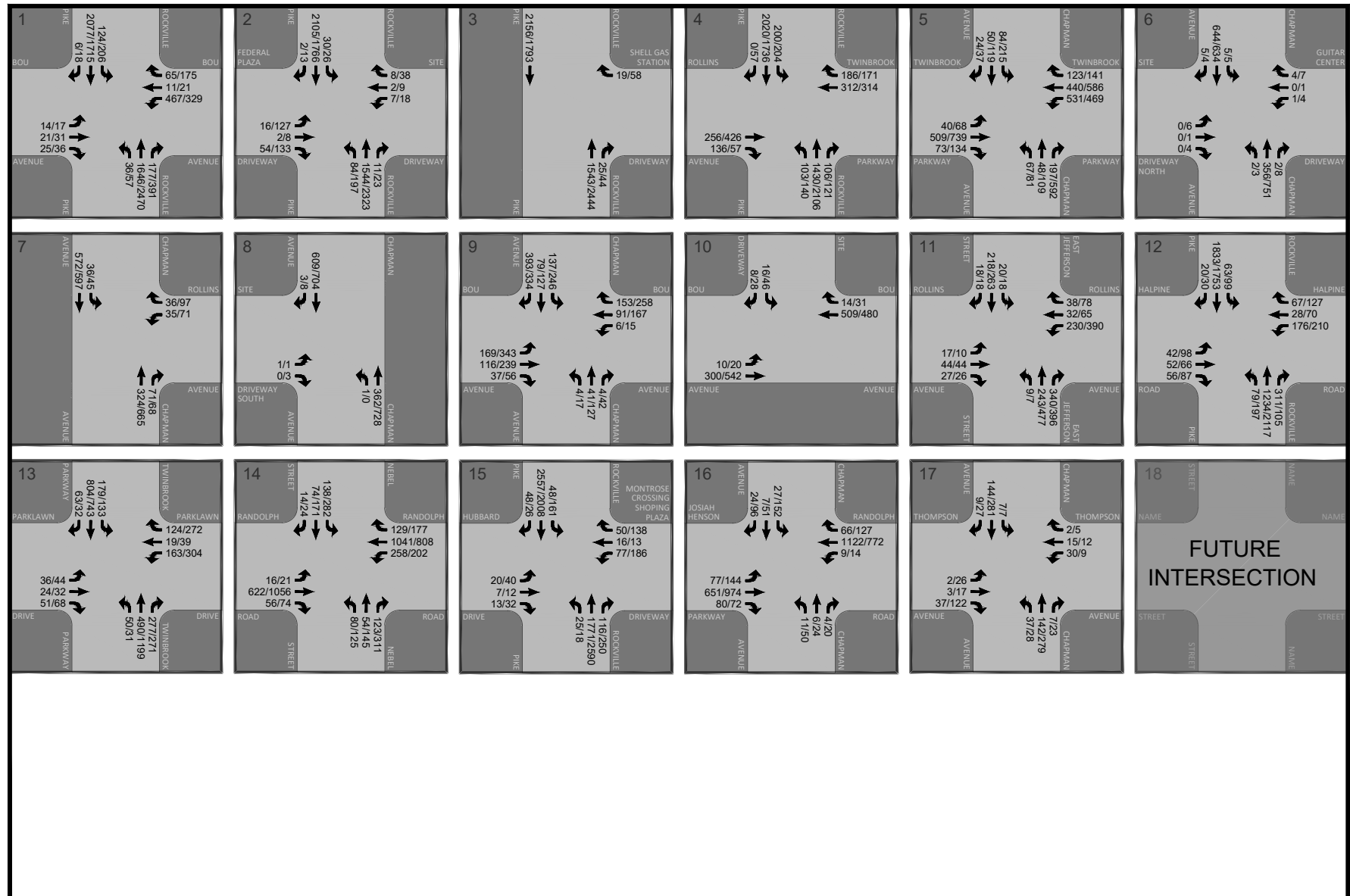


Figure 3-3
Background Traffic Volumes

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center
Montgomery County, Maryland

Table 3-4
Pike Center
Background Conditions Levels of Service Summary¹

Approach/ Lane Group	Existing Conditions				2034 Future Conditions without Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. Rockville Pike / Bou Avenue -- Orange Policy Area								
EBLT	E	73.5	E	79.3	E	73.5	E	79.3
EBR	E	68.1	E	67.8	E	68.1	E	67.8
WBL	E	60.3	E	59.4	E	60.7	E	59.5
WBTR	D	48.5	D	53.7	D	48.0	D	53.7
NBL	E	72.7	E	74.5	E	72.7	E	74.5
NBT	C	29.1	D	37.3	D	38.1	F	89.7
NBR	C	24.5	C	26.6	C	24.9	C	28.1
SBL	B	14.4	D	41.2	C	31.3	D	43.4
SBTR	B	13.3	B	11.9	B	18.6	B	13.6
Overall	C	27.8	C	33.2	C	31.8	E	55.9
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area								
EBLT	E	72.0	F	95.3	E	72.0	F	95.3
EBR	E	69.3	E	61.5	E	69.3	E	61.5
WBLTR	E	72.8	E	72.8	E	72.8	E	72.8
NBL	B	11.0	C	25.7	D	50.8	E	62.9
NBTR	A	1.1	B	10.1	A	1.0	B	14.8
SBL	A	2.0	A	5.5	A	2.7	C	29.2
SBTR	A	3.3	A	5.8	A	3.8	A	6.7
Overall	A	5.2	B	15.8	A	5.2	B	18.3
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area								
WBR	A	9.5	A	9.4	A	9.7	B	10.4
Overall	0.1	A	A	0.2	A	0.0	0.1	B
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area								
EBLTR	A	0.0	C	22.4	A	0.0	C	25.0
WBLTR	B	11.1	C	18.6	B	11.4	C	20.4
NBLT	A	0.2	A	0.1	A	0.2	A	0.1
SBLT	A	0.2	A	0.3	A	0.2	A	0.3
Overall	A	0.1	A	0.4	A	0.1	A	0.4
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area								
EBLTR	-	-	-	-	-	-	-	-
WBL	C	16.0	D	33.6	C	17.1	E	40.8
WBR/WBTR	B	10.3	C	17.1	B	11.2	C	18.6
NBTR/NBLTR	-	-	-	-	-	-	-	-
SBLT	A	1.7	A	2.3	A	1.6	A	2.3
Overall	A	1.3	B	3.2	A	1.3	B	3.4
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area								
EBLR	E	35.7	C	21.2	E	43.0	D	27.7
NBLT	A	0.1	-	-	A	0.1	-	0.0
Overall	A	0.1	A	0.1	A	0.1	A	0.1
9. Chapman Ave / Bou Ave -- Orange Policy Area								
EBL	C	23.3	C	26.0	C	23.1	C	26.9
EBTR	C	21.7	C	22.8	C	21.9	C	22.5
WBL	D	35.3	D	40.4	C	34.8	D	42.5
WBT	D	37.6	D	45.2	D	37.1	D	47.8
WBR	D	36.5	D	42.7	D	36.5	D	45.4
NBL	C	29.1	C	33.7	C	28.6	D	35.7
NBTR	C	29.8	D	37.2	C	29.3	D	39.6
SBL	C	32.6	D	47.7	C	33.6	E	59.6
SBT	C	30.7	D	36.5	C	30.2	D	38.8
SBR	B	18.1	B	16.8	B	18.4	B	16.6
Overall	C	25.5	C	32.0	C	26.1	C	34.8
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area								
EBLT	A	0.9	A	1.1	A	0.9	A	1.0
SBLR	B	13.9	C	16.4	B	14.1	C	16.8
Overall	A	0.5	A	1.3	A	0.5	A	1.3
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area								
EBL	E	66.1	E	55.8	E	66.1	E	55.8
EBTR	E	64.4	D	52.7	E	64.4	D	52.7
WBL	E	75.5	E	74.3	E	75.5	E	74.3
WBTR	E	65.4	D	53.8	E	65.4	D	53.8
NBL	A	6.1	B	12.8	B	14.0	B	15.4
NBTR	A	7.0	C	23.7	A	8.5	C	30.3
SBL	A	4.1	E	56.2	A	6.1	E	59.2
SBTR	A	8.6	B	13.9	B	12.2	B	17.1
Overall	B	11.3	C	25.4	B	12.9	C	28.7
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized -- Orange Policy Area								
WBR	FUTURE				FUTURE			
Overall	FUTURE				FUTURE			

Notes:

- Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11 unless otherwise noted.
- Bold** roadways indicate N/S direction.

Table 3-5
Pike Center
Background Conditions Queuing Summary

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2034 Future Conditions without Development			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile
1. Rockville Pike / Bou Avenue -- Orange Policy Area									
EBLT	69	50	110	127	139	37	88	131	149
EBR	90	29	73	16	59	36	74	16	56
WBL	192	154	252	149	236	172	235	142	231
WBL	192	163	255	173	249	175	237	167	250
WBTR	200	51	122	119	230	43	127	134	224
NBL	175	62	168	77	150	54	121	77	171
NBT	394	160	330	284	540	252	495	317	560
NBT	394	172	338	292	542	280	522	330	566
NBT	394	162	317	285	532	278	502	333	558
NBR	394	79	155	384	506	75	186	292	537
SBL	245	91	213	265	271	154	303	260	271
SBT	511	163	389	513	520	378	655	507	544
SBT	511	182	401	118	389	386	668	211	567
SBTR	511	176	400	124	390	398	660	209	541
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area									
EBLT	79	56	121	142	154	41	83	140	178
EBR	150	53	86	61	73	41	69	58	76
WBLTR	42	16	42	88	128	19	55	88	124
NBL	245	74	147	117	259	55	118	113	259
NBT	511	4	22	120	372	86	323	167	456
NBT	511	20	75	239	544	171	492	297	651
NBTR	511	26	94	268	550	188	518	301	634
SBL	175	25	67	7	36	24	78	11	62
SBT	160	9	31	160	162	98	214	162	169
SBT	160	21	56	81	210	114	220	78	207
SBTR	160	30	68	68	194	113	211	72	182
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area									
WBR	50	12	36	25	46	16	41	33	62
NBT	160							2	17
NBT	160	4	39	13	69	30	127	26	113
NBTR	160	4	38	9	65	42	150	21	102
SBT	238	1	15	251	339	55	194	268	288
SBT	238	2	18	51	204	65	212	77	260
SBT	238			39	169	61	206	63	240
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area									
EBLTR	50	-	-	79	87	-	-	10	34
WBLTR	50	4	18	41	94	2	13	7	25
NBLT	97	13	58	22	78	58	125	23	70
NBTR	97	64	132	99	107	57	132	98	107
SBLT	167	6	38	42	158	24	92	75	206
SBTR	167	6	30	42	163	33	137	32	140
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area									
EBLTR	75	-	-	-	-	-	-	-	-
WBL	56	15	35	49	129	19	41	39	98
WBR	56	32	71	125	134	33	80	125	133
NBTR	112	62	146	114	123	70	154	115	121
SBLT	97	10	47	53	133	35	111	65	147
SBT	97	15	61	30	112	32	113	33	117
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area									
EBLR	35	-	-	12	36	-	-	3	18
NBLT	46	41	129	116	141	56	149	116	134
SBT	122	11	44	79	153	40	107	100	149
SBT	122	4	28	29	86	15	67	31	95
SBTR	122	52	123	47	128	54	132	56	136
9. Chapman Ave / Bou Ave -- Orange Policy Area									
EBL	201	110	192	201	208	121	250	200	212
EBTR	201	49	137	42	143	51	139	54	168
WBL	817	5	21	244	800	7	25	165	679
WBT	817	100	183	880	933	70	133	811	1132
WBR	250	28	94	260	298	43	122	269	282
NBL	70	2	14	10	57	3	16	24	80
NBTR	130	34	70	196	217	61	174	199	221
SBL	46	23	55	46	69	36	64	45	57
SBT	46	18	48	32	63	23	56	33	63
SBR	46	29	67	32	70	32	66	32	68
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area									
EBLT	100	8	34	113	142	7	41	101	146
EBT	192	-	-	189	264	-	-	163	283
WBT	201	70	186	46	172	26	103	51	162
WBTR	201	78	193	98	242	44	130	99	254
SBLR	300	14	41	299	338	19	46	246	381
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area									
EBL	148	16	39	42	93	15	46	50	106
EBTR	148	10	29	19	52	11	29	19	54
WBL	134	73	126	150	230	64	123	145	215
WBTR	134	35	69	128	226	48	94	131	227
NBL	1538	16	47	568	1650	13	37	1237	2123
NBT	1538	68	158	1188	1914	151	280	1505	1663
NBT	1538	88	181	1223	1949	187	307	1528	1679
NBT	1538	47	135	1288	1995	144	268	1525	1705
NBTR	1538	51	106	1310	2023	58	128	1506	1765
SBL	180	26	86	59	150	51	151	67	165
SBT	394	100	276	76	248	177	386	114	309
SBT	394	97	282	86	270	187	406	117	325
SBTR	394	105	287	98	293	215	424	127	342
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized									
WBR	80	FUTURE				FUTURE			
NBT	178								
NBT	178								
NBTR	178								
SBT	276								
SBT	276								
SBT	276								

Notes:

1. Capacity analysis based on Highway Capacity Manual 2000 Edition methodology, using Synchro 11.
2. **Bold** movements indicate storage lanes

TOTAL FUTURE CONDITIONS

The total future condition analyzes the impact of the proposed Pike Center development, which includes removing 40,000 S.F. of shopping plaza in Phase 1 while keeping 41,000 S.F. in operation. The 40,000 S.F. is to be replaced with a 44,844 S.F. shopping plaza with 290 mid-rise dwelling units. During Phase 2, the remaining 41,000 S.F. from Phase 1 will be replaced with 45,196 S.F. of shopping plaza and 470 high-rise dwelling units. The total buildout for Pike Center equates to 90,000 S.F. of shopping plaza, 470 high-rise dwelling units, and 290 mid-rise dwelling units.

Trip Generation

Trip generation calculations for Pike Center were based on ITE 11th Edition trip generation rates and the North Bethesda Policy Area adjustment factors and non-auto mode split percentages provided in the LATR Guidelines. The trip generation summary for phases 1 and 2 is shown in Tables 3-6 and 3-7.

Pike Center, as shown in the Multimodal Trip Generation section of Table 3-6, in Phase 1, is expected to generate 595 AM peak hour and 1,245 PM peak hour total person trips, and 311 AM peak hour and 646 PM peak hour total auto-driver (vehicle) trips from the proposed uses, based on the LATR Guidelines methodology for calculating person and vehicle trips. The existing uses generate 192 AM peak hour and 578 PM peak hour person trips, and 99 AM peak hour and 298 PM peak hour vehicle trips. Therefore, the proposed re-development in Phase 1 will generate 403 AM peak hour and 667 PM peak hour new person trips and 212 AM peak hour and 348 PM peak hour new vehicle trips. Pass-by trip generation estimates (not included in the scoping document) were based on ITE 11th Edition rates and are presented in Table 3-6. As shown, 106 inbound and 115 outbound trips were assigned to the driveways from MD 355 for the PM peak hour.

Phase 2 of the proposed re-development is expected to generate 804 AM peak hour and 1,514 PM peak hour total person trips, and 423 AM and 790 PM Peak hour total auto-driver (vehicle) trips from the proposed uses. Therefore, after Phase 2 the proposed re-development is expected to generate 612 AM peak hour and 936 PM peak hour total person trips, and 324 AM peak hour and 492 PM peak hour total auto-driver (vehicle) trips. Pass-by trip generation estimates (not included in the scoping document) were based on ITE 11th Edition rates and are presented in Table 3-7. As shown, 110 inbound and 120 outbound trips were assigned to the driveways from MD 355 for the PM peak hour.

Site Trip Distributions

The peak hour site trip distributions were developed based on assumptions documented in the LATR Guidelines and confirmed through the scoping process. (See Appendix A).

The site vehicle trips were assigned to the area road network based on the following distributions:

<u>Direction – To/From</u>	<u>Percent</u>
Randolph Road	6
Rockville Pike (MD 355) North of Twinbrook Parkway	34
Montrose Road/Josiah Henson Parkway	39
Rockville Pike (MD 355) South of Randolph Road	12
MD 187 South of Josiah Henson Parkway	9
<u>Total</u>	<u>100</u>

Site Trip Assignments

The new site-generated traffic volumes were assigned to the public road network according to the directional distribution described above. The resulting site traffic assignments are shown on Figures 3-4 and 3-5.

Total Future Forecasts

The total future traffic forecasts represent future conditions with Pike Center. The AM and PM peak hour total future traffic forecasts were developed by adding the proposed new site traffic assignments, shown on Figure 3-4, to the future background traffic forecasts, shown on Figure 3-3. The AM and PM total future traffic forecasts are shown on Figures 3-6 and 3-7. Traffic forecasting worksheets are provided in Appendix H.

The total future traffic forecasts account for the existing traffic that would be expected to use the new Rollins Avenue extension through the site. Although this roadway is planned to promote pedestrian movements and traffic calming features, a minor portion of existing traffic was assumed to use this route given the direct connection to Rockville Pike (MD 355) and the intent to better distribute traffic over the road network. Traffic adjustments are contained in Appendix I.

Vehicular Analysis

The total future peak hour delays were calculated based on the future lane use and traffic control for the off-site intersections shown on Figures 3-7 and 3-8, existing traffic signal phasing/timing obtained from MCDOT shown in Appendix D, the total future traffic forecasts, and the HCM 2000 and 6th Edition methodology for signalized and unsignalized intersections where available. HCM

worksheets for each study intersection are presented in Appendix J. The results of the total future analyses are summarized in Table 3-8.

Under total future conditions: The study intersections in the Orange Policy Area are expected to operate within the applicable congestion standard in all cases except for:

- The PM peak hour at the Rockville Pike (MD 355) and Bou Avenue in Phase 2. Note that adjustments in signal timings would improve the overall delay at the intersection but would impact side-street movements. Further, based on a review of the eastbound and westbound approaches, there do not appear to be feasible design or geometric modifications that could be constructed to mitigate the PM peak hour delay that exceeds the acceptable threshold under Phase 2 conditions. Thus, no additional improvements are recommended.
- Certain unsignalized intersection movements are expected to operate beyond capacity based on the HCM methodology but would operate within acceptable levels based on the average delay.

Vehicle queuing was evaluated at all of the study intersections and is summarized on Table 3-9. The following locations were noted where queues are critical and exceed available storage lengths at Orange Policy Area intersections, generally consistent with background conditions:

- Rockville Pike/Bou Avenue
 - Westbound through-right – PM peak hour (phase 1 and 2)
 - Northbound left – AM peak hour (phase 1)

These queues exceed the storage area by approximately one (1) vehicle length, and would not significantly impact operations.

- Rockville Pike/Pike Center Driveway
 - Eastbound Right – PM peak hour (phase 1)
 - Northbound left – PM peak hour (phase 1)

These queues exceed the storage area by approximately one (1) vehicle length, and would not significantly impact operations. They are adequate in phase 2.

- Chapman Avenue/Bou Avenue
 - Westbound right – AM and PM peak hour (phase 1 and 2)
 - Northbound left - PM peak hour

The westbound right is an existing condition that would increase in the future without or with the site development. While it has been suggested that the channelized right turn be removed, this would further exacerbate queuing at this location.

- Bou Avenue/Pike Center Driveway
 - o Eastbound left-through - PM peak hour

While these queues exceed the storage area provided between Rockville Pike and the site driveway by approximately one (1) to two (2) vehicle lengths, two (2) travel lanes are available for vehicles to pass those in the queue and not impact operations on Rockville Pike.

These results indicate that queuing impacts are minor and would not significantly impact traffic operations.

The HCM and CLV worksheets for the intersections in the City of Rockville, Orange Policy Area, and Red Policy Area are shown in Appendix J.

Table 3-6

Pike Center

Phase 1 Trip Generation ⁽¹⁾

Land Use	LUC	Amount	Unit	ITE Trip Generation						Montgomery County Trip Generation			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				In	Out	Total	In	Out	Total	Auto Driver	Person Trips	Auto Driver	Person Trips
Existing Uses													
Shopping Plaza -No Supermarket (40-150K)	821	81,007	SF	87	53	140	206	214	420	99	192	298	578
							(82)	(86)	(168)			(119)	(231)
							<u>124</u>	<u>128</u>	<u>252</u>			<u>179</u>	<u>347</u>
Existing Total:													
Phase 1 Development Plan													
Existing Development (To Be Demolished)													
Shopping Plaza -No Supermarket (40-150K)		40,007	SF										
Remainder		41,000	SF										
New Development (To Be Built)													
New Shopping Plaza -Yes Supermarket (40-150K)	821	<u>44,844</u>	SF										
Remainder still in operation		<u>41,000</u>	SF										
Total Phase 1 Development													
Multifamily Housing (Mid-Rise)	221	290	DU	27	89	116	69	44	113	96	178	94	175
Shopping Plaza -Yes Supermarket (40-150K)	821	85,844	SF	188	115	303	373	404	777	215	417	552	1,070
							(149)	(162)	(311)			(221)	(428)
							<u>224</u>	<u>243</u>	<u>466</u>			<u>331</u>	<u>642</u>
							<u>293</u>	<u>287</u>	<u>580</u>	<u>311</u>	<u>595</u>	<u>425</u>	<u>817</u>
<i>Phase 1 Total Trips (with Pass-by)</i>				<u>215</u>	<u>204</u>	<u>419</u>	<u>293</u>	<u>287</u>	<u>580</u>	<u>311</u>	<u>595</u>	<u>425</u>	<u>817</u>
<i>Phase 1 Total Trips</i>				<u>215</u>	<u>204</u>	<u>419</u>	<u>442</u>	<u>449</u>	<u>891</u>	<u>311</u>	<u>595</u>	<u>646</u>	<u>1,245</u>
Phase 1 New Trips (with Pass-by)				128	151	279	169	159	328	212	403	246	470
Phase 1 Net New Trips				128	151	279	236	235	471	212	403	348	667

Notes: (1) Trip Generation based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

Pass-by Site Trips

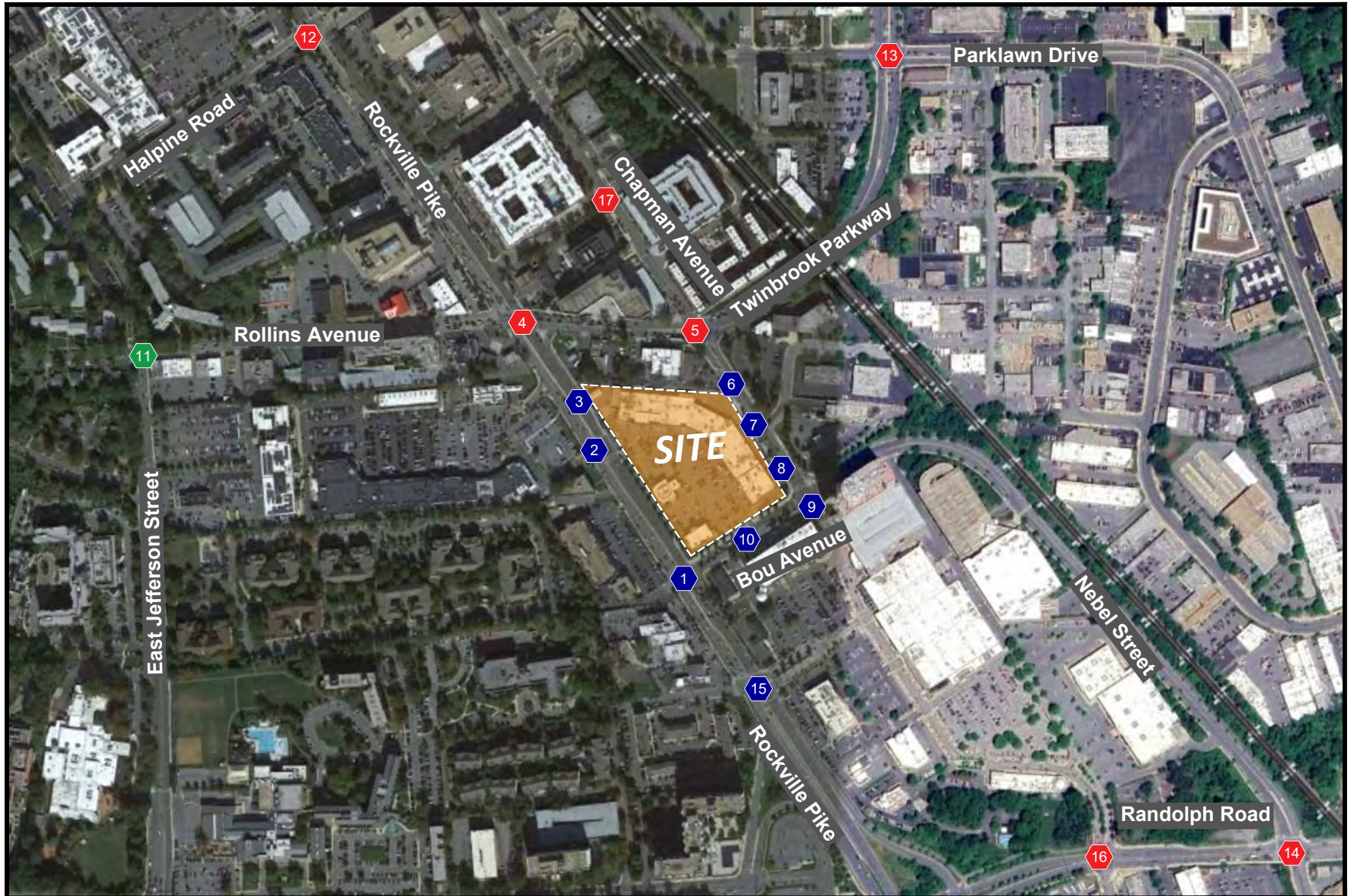
Land Use	LUC	Amount	Unit	PM Peak Hour		
				In	Out	Auto Driver Total
Existing Uses						
Shopping Plaza -No Supermarket (40-150K)	821	81,007	SF	146	152	298
				(58)	(61)	(119)
				<u>88</u>	<u>91</u>	<u>179</u>
Existing Total:						
Total Phase 1 Development						
Multifamily Housing (Mid-Rise)	221	290	DU	57	37	94
Shopping Plaza -Yes Supermarket (40-150K)	821	85,844	SF	265	287	552
				(106)	(115)	(221)
				<u>159</u>	<u>172</u>	<u>331</u>
				<u>159</u>	<u>172</u>	<u>331</u>
<i>Phase 1 Total Pass-by Site Trips</i>				<u>216</u>	<u>209</u>	<u>425</u>

Table 3-7
Pike Center
Phase 2 Trip Generation ⁽¹⁾

Land Use	LUC	Amount	Unit	ITE Trip Generation						Montgomery County Trip Generation			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				In	Out	Total	In	Out	Total	Auto Driver	Person Trips	Auto Driver	Person Trips
Existing Uses													
Shopping Plaza -No Supermarket (40-150K)	821	81,007	SF	87	53	140	206	214	420	99	192	298	578
<i>Pass-By Reduction (40% Weekday PM Peak)</i>							(82)	(86)	(168)			(119)	(231)
Existing Total:							<u>124</u>	<u>128</u>	<u>252</u>			<u>179</u>	<u>347</u>
Existing Phase 1 Development													
Total Shopping Plaza -Yes Supermarket (40-150K) - (Phase 1)	821	85,844	SF										
Remainder from Phase 1 (To Be Demolished)		41,000	SF										
Phase 1 remainder still in operation		<u>44,844</u>	SF										
New Retail Development (To Be Built)													
New Shopping Plaza -No Supermarket (40-150K)	821	<u>45,156</u>	SF										
Total Buildout Retail													
Shopping Plaza -Yes Supermarket (40-150K)	821	90,000	SF	197	121	318	388	421	809	226	438	575	1,114
<i>Pass-By Reduction (40% Weekday PM Peak)</i>							(155)	(168)	(324)			(230)	(446)
Retail Subtotal:							<u>233</u>	<u>253</u>	<u>485</u>			<u>345</u>	<u>668</u>
Existing Phase 1 Development													
Multifamily Housing (Mid-Rise) - (Phase 1)	221	290	DU	27	89	116	69	44	113	96	178	94	175
New Residential Development (To Be Built)													
Multifamily Housing (High-Rise)	222	470	DU	32	90	122	90	55	145	101	188	121	225
<i>Phase 2 Total Trips (with Pass-by)</i>				<u>256</u>	<u>300</u>	<u>556</u>	<u>392</u>	<u>352</u>	<u>744</u>	<u>423</u>	<u>804</u>	<u>560</u>	<u>1,068</u>
<i>Phase 2 Total Trips</i>				<u>256</u>	<u>300</u>	<u>556</u>	<u>547</u>	<u>521</u>	<u>1,068</u>	<u>423</u>	<u>804</u>	<u>790</u>	<u>1,514</u>
Phase 2 New Trips (with Pass-by)				169	247	416	268	224	492	324	612	381	722
Phase 2 Net New Trips				169	247	416	341	307	648	324	612	492	936

Notes: (1) Trip Generation based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

Land Use	LUC	Amount	Unit	PM Peak Hour		
				In	Out	Auto Driver Total
Existing Uses						
Shopping Plaza -No Supermarket (40-150K)	821	81,007	SF	146	152	298
<i>Pass-By Reduction (40% Weekday PM Peak)</i>				(58)	(61)	(119)
Existing Total:				<u>88</u>	<u>91</u>	<u>179</u>
Total Buildout Retail						
Shopping Plaza -Yes Supermarket (40-150K)	821	90,000	SF	276	299	575
<i>Pass-By Reduction (40% Weekday PM Peak)</i>				(110)	(120)	(230)
Retail Subtotal:				<u>166</u>	<u>179</u>	<u>345</u>
Existing Phase 1 Development						
Multifamily Housing (Mid-Rise) - (Phase 1)	221	290	DU	57	37	94
New Residential Development (To Be Built)						
Multifamily Housing (High-Rise)	222	470	DU	75	46	121
<i>Phase 2 Total Trips</i>				<u>298</u>	<u>262</u>	<u>560</u>



Site Location and Study Intersections

-  Orange Policy Area Study Intersection
-  Red Policy Area Study Intersection
-  City of Rockville Study Intersection



NORTH

Pike Center
Montgomery County, Maryland

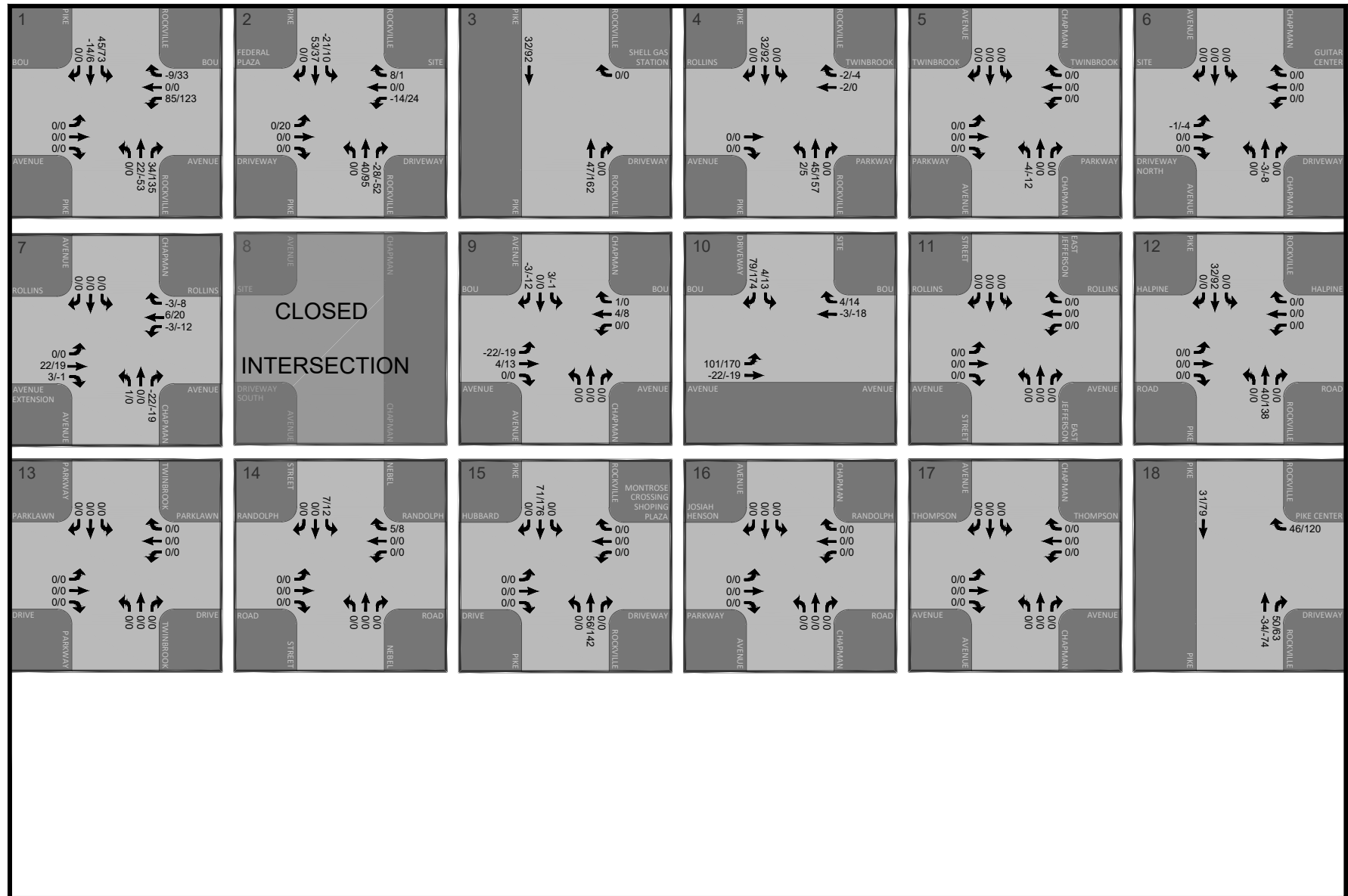


Figure 3-4
Phase 1 Site Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center

Montgomery County, Maryland

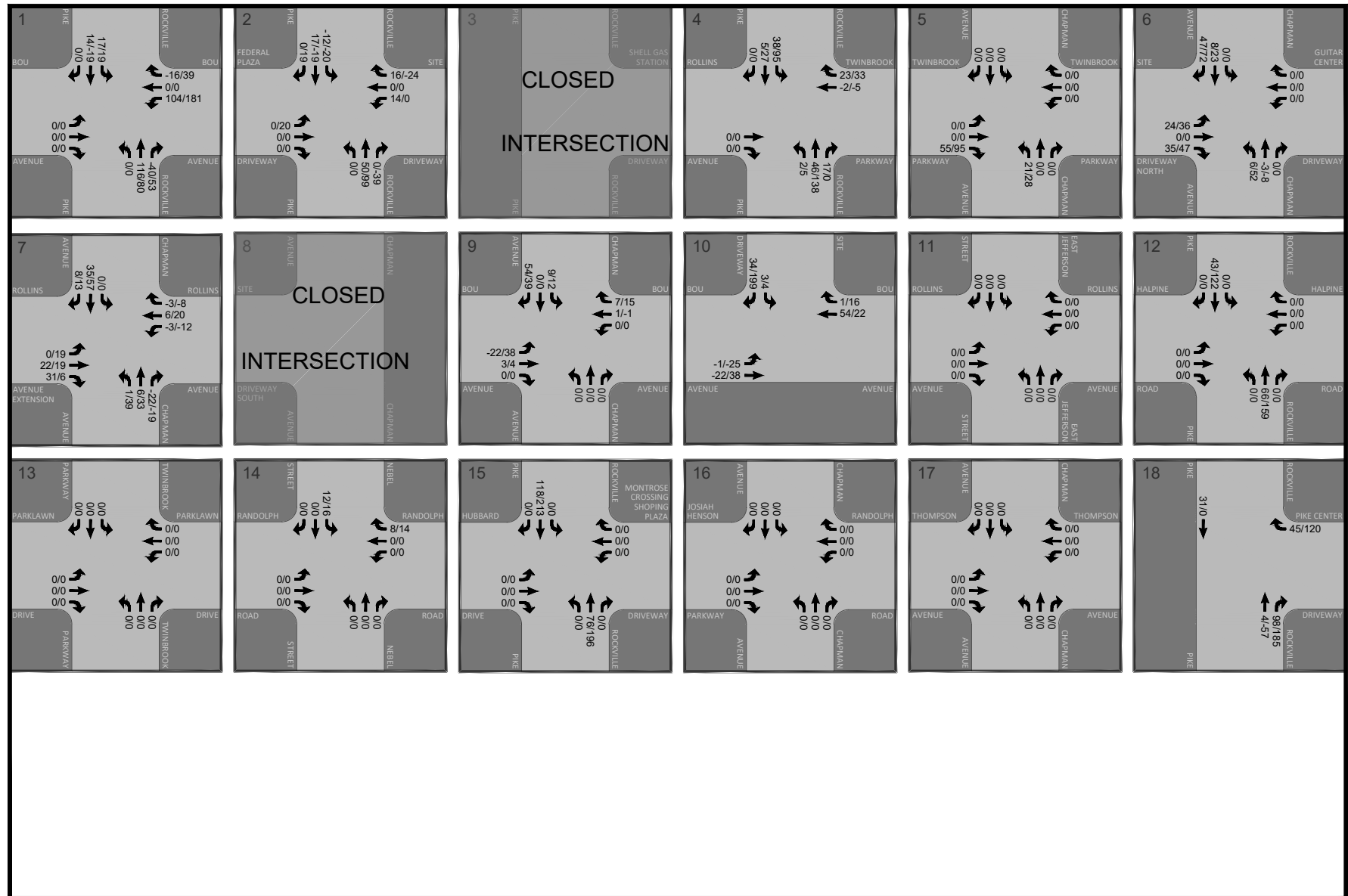


Figure 3-5
Phase 2 Site Trip Assignments

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center

Montgomery County, Maryland

Phase 1 Total Future Traffic Forecasts



Pike Center



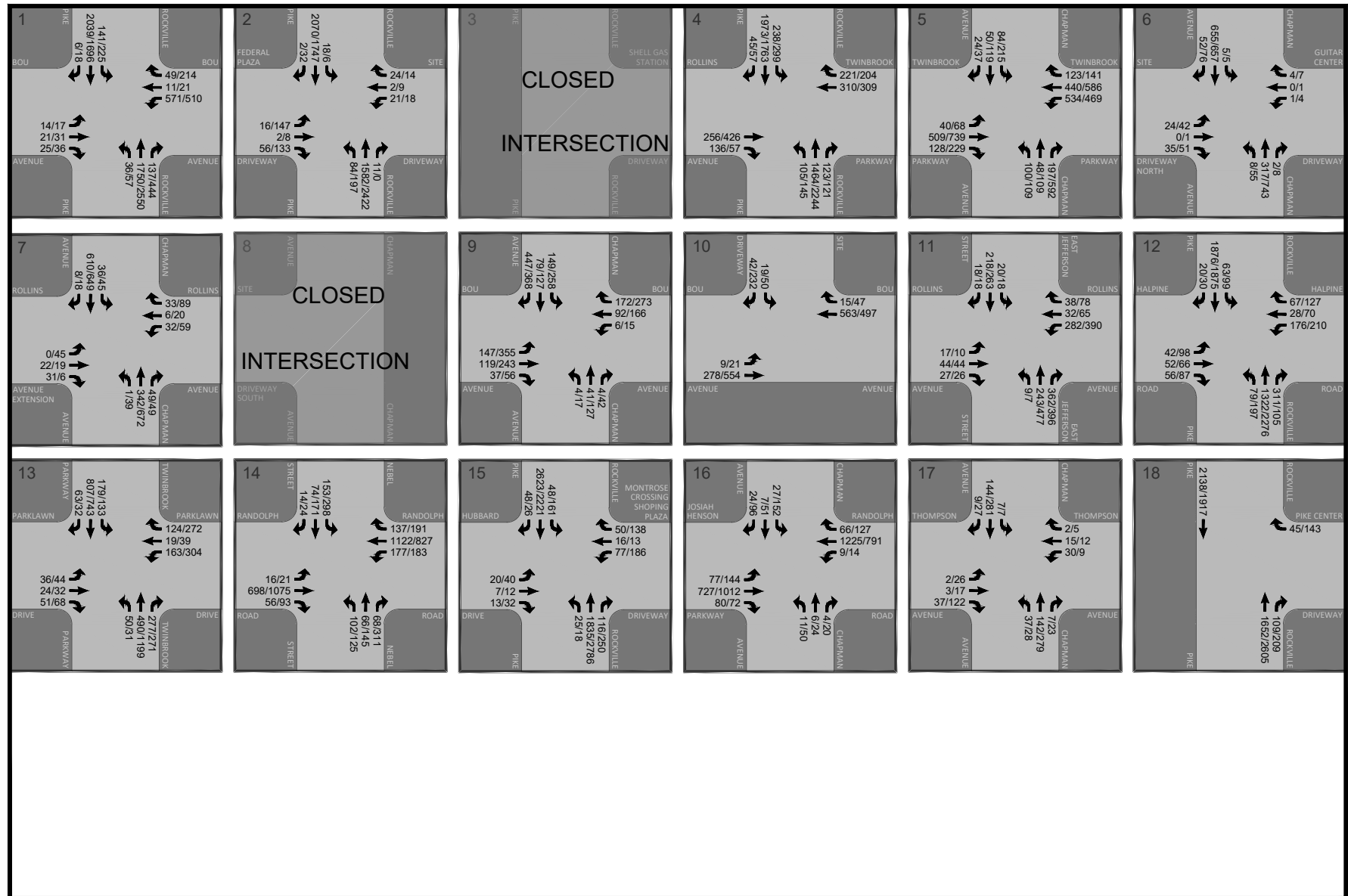


Figure 3-7

Phase 2 Total Future Traffic Forecasts

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center

Montgomery County, Maryland

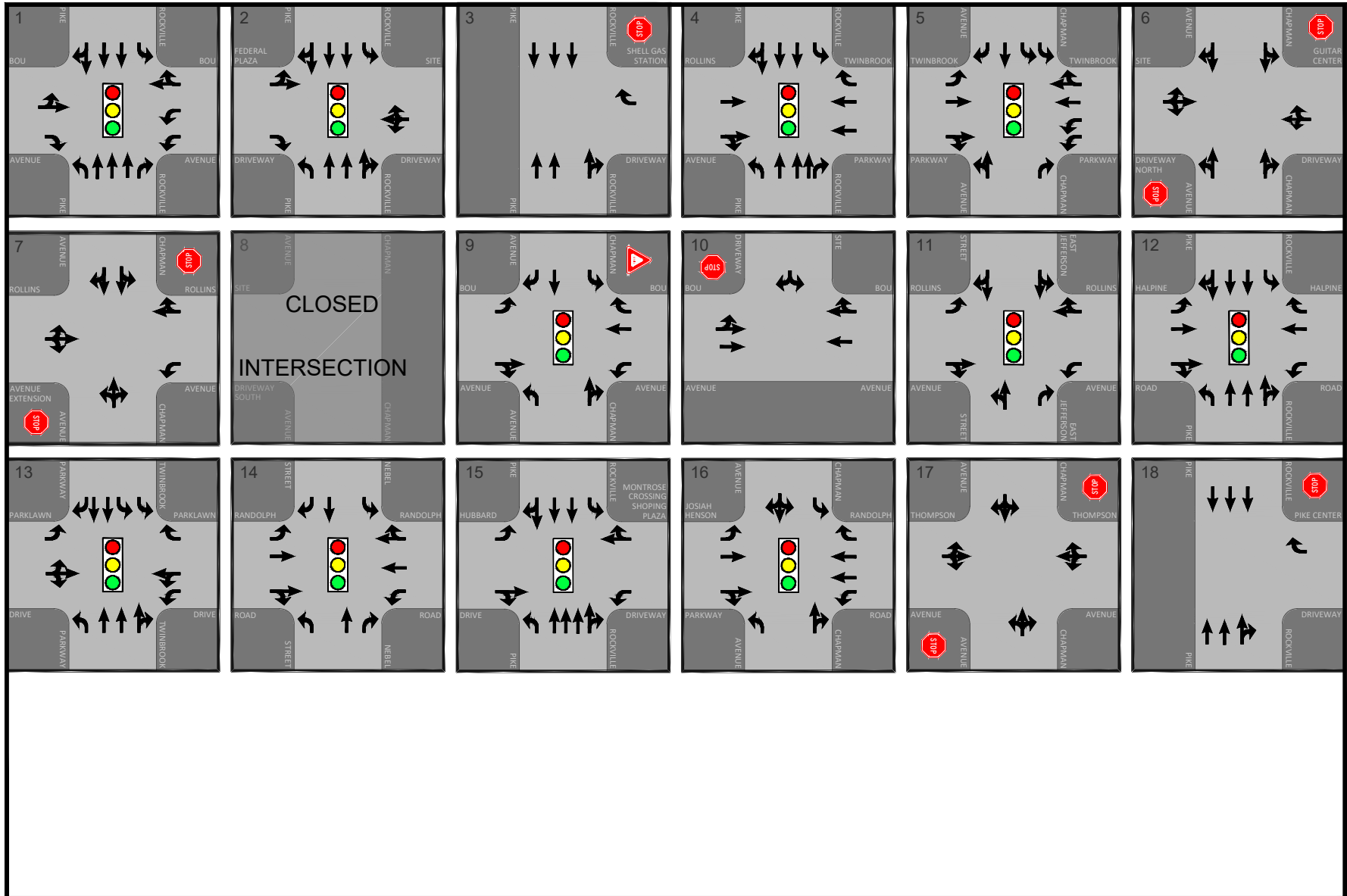


Figure 3-8

Phase 1 Lane Use and Traffic Control



NORTH

Pike Center

Montgomery County, Maryland

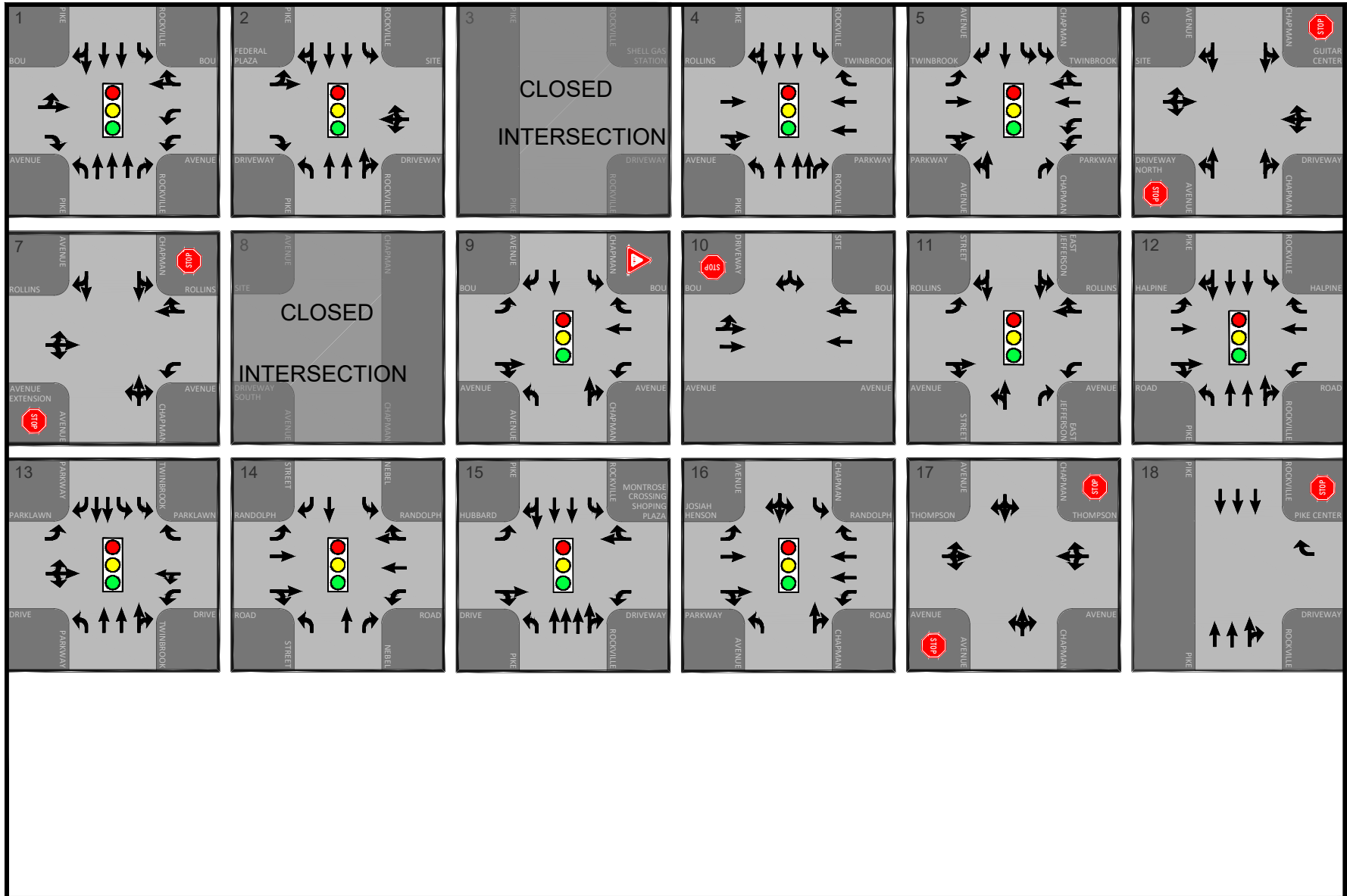


Figure 3-9

Phase 2 Lane Use and Traffic Control



NORTH

Pike Center

Montgomery County, Maryland

Table 3-8
Pike Center
Total Future Conditions Levels of Service Summary¹

Approach/ Lane Group	Existing Conditions				2034 Future Conditions without Development				2034 Phase 1 Future Conditions with Development				2039 Phase 2 Future Conditions with Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. Rockville Pike / Bou Avenue -- Orange Policy Area																
EBLT	E	73.5	E	79.3	E	73.5	E	79.3	E	73.5	E	79.3	E	73.5	E	79.3
EBR	E	68.1	E	67.8	E	68.1	E	67.8	E	68.1	E	67.8	E	68.1	E	67.8
WBL	E	60.3	E	59.4	E	60.7	E	59.5	E	62.9	E	58.7	E	63.9	E	60.4
WBTR	D	48.5	D	53.7	D	48.0	D	53.7	D	46.3	D	49.8	D	45.8	D	49.0
NBL	E	72.7	E	74.5	E	72.7	E	74.5	E	72.7	E	74.5	E	72.7	E	74.5
NBT	C	29.1	D	37.3	D	38.1	F	89.7	D	40.8	F	116.3	D	43.7	F	153.3
NBR	C	24.5	C	26.6	C	24.9	C	28.1	C	27.0	D	36.3	C	25.7	C	34.4
SBL	B	14.4	D	41.2	C	31.3	D	43.4	D	37.5	F	90.0	C	34.9	D	51.9
SBTR	B	13.3	B	11.9	B	18.6	B	13.6	C	20.1	B	17.9	B	19.6	B	17.5
Overall	C	27.8	C	33.2	C	31.8	E	55.9	C	34.6	E	70.0	D	35.7	F	86.0
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area																
EBLT	E	72.0	F	95.3	E	72.0	F	95.3	E	72.0	F	125.7	E	72.0	F	98.5
EBR	E	69.3	E	61.5	E	69.3	E	61.5	E	69.3	E	61.5	E	69.3	E	60.0
WBLTR	E	72.8	E	72.8	E	72.8	E	72.8	E	71.6	F	82.0	E	72.1	E	72.2
NBL	B	11.0	C	25.7	D	50.8	E	62.9	D	51.6	E	77.4	D	49.5	E	68.9
NBTR	A	1.1	B	10.1	A	1.0	B	14.8	A	0.8	B	17.5	A	1.0	A	9.2
SBL	A	2.0	A	5.5	A	2.7	C	29.2	A	2.8	D	37.7	A	2.2	A	2.5
SBTR	A	3.3	A	5.8	A	3.8	A	6.7	A	3.7	A	8.0	A	2.9	A	5.5
Overall	A	5.2	B	15.8	A	5.2	B	18.3	A	5.2	C	22.4	A	5.3	B	15.2
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized - Orange Policy Area																
WBR	A	9.5	A	9.4	A	9.7	B	10.4	B	10.1	B	10.9	NONE			
Overall	0.1	A	A	0.2	A	0.0	0.1	B	0.1	A	0.1	B				
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area																
EBLTR	A	0.0	C	22.4	A	0.0	C	25.0	A	0.0	C	20.2	C	22.2	E	46.5
WBLTR	B	11.1	C	18.6	B	11.4	C	20.4	B	11.1	C	20.2	B	11.6	D	27.0
NBLT	A	0.2	A	0.1	A	0.2	A	0.1	A	0.2	A	0.1	A	0.6	A	2.1
SBLT	A	0.2	A	0.3	A	0.2	A	0.3	A	0.2	A	0.2	A	0.2	A	0.2
Overall	A	0.1	A	0.4	A	0.1	A	0.4	A	0.1	A	0.3	A	1.4	B	3.5
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area																
EBLTR	-	-	-	-	-	-	-	-	C	23.2	E	48.9	C	18.2	F	740.4
WBL	C	16.0	D	33.6	C	17.1	E	40.8	C	21.1	F	65.6	C	24.1	F	132.4
WBR/WBTR	B	10.3	C	17.1	B	11.2	C	18.6	B	13.1	D	30.0	B	13.4	E	39.3
NBTR/NBLTR	-	-	-	-	-	-	-	-	A	0.0	-	-	-	-	A	1.2
SBLT	A	1.7	A	2.3	A	1.6	A	2.3	A	1.2	A	1.9	A	1.2	A	1.8
Overall	A	1.3	B	3.2	A	1.3	B	3.4	B	2.0	C	5.7	B	2.3	D	38.2
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area																
EBLR	E	35.7	C	21.2	E	43.0	D	27.7	NONE							
NBLT	A	0.1	-	-	A	0.1	-	0.0								
Overall	A	0.1	A	0.1	A	0.1	A	0.1								
9. Chapman Ave / Bou Ave -- Orange Policy Area																
EBL	C	23.3	C	26.0	C	23.1	C	26.9	C	22.8	C	26.3	C	22.8	C	26.6
EBTR	C	21.7	C	22.8	C	21.9	C	22.5	C	22.1	C	22.9	C	22.1	C	22.3
WBL	D	35.3	D	40.4	C	34.8	D	42.5	C	34.1	D	40.8	C	34.3	D	42.5
WBT	D	37.6	D	45.2	D	37.1	D	47.8	D	36.5	D	45.9	D	36.6	D	47.5
WBR	D	36.5	D	42.7	D	36.5	D	45.4	D	36.0	D	43.5	D	36.2	D	45.5
NBL	C	29.1	C	33.7	C	28.6	D	35.7	C	27.9	C	34.0	C	28.1	D	35.7
NBTR	C	29.8	D	37.2	C	29.3	D	39.6	C	28.6	D	37.5	C	28.8	D	39.3
SBL	C	32.6	D	47.7	C	33.6	E	59.6	C	32.9	D	53.3	C	33.6	E	59.0
SBT	C	30.7	D	36.5	C	30.2	D	38.8	C	29.5	D	36.8	C	29.7	D	38.6
SBR	B	18.1	B	16.8	B	18.4	B	16.6	B	18.6	B	16.7	B	19.1	B	16.8
Overall	C	25.5	C	32.0	C	26.1	C	34.8	C	26.1	C	33.4	C	26.1	C	34.5
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area																
EBLT	A	0.9	A	1.1	A	0.9	A	1.0	A	5.5	A	5.8	A	0.9	A	1.1
SBLR	B	13.9	C	16.4	B	14.1	C	16.8	B	14.1	D	32.9	B	13.2	C	18.4
Overall	A	0.5	A	1.3	A	0.5	A	1.3	A	2.6	B	7.2	A	1	A	3.9
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area																
EBL	E	66.1	E	55.8	E	66.1	E	55.8	E	66.1	E	55.8	E	66.1	E	55.8
EBTR	E	64.4	D	52.7	E	64.4	D	52.7	E	64.4	D	52.7	E	64.4	D	52.7
WBL	E	75.5	E	74.3	E	75.5	E	74.3	E	75.5	E	74.3	E	75.5	E	74.3
WBTR	E	65.4	D	53.8	E	65.4	D	53.8	E	65.4	D	53.8	E	65.4	D	53.8
NBL	A	6.1	B	12.8	B	14.0	B	15.4	B	14.3	B	17.2	B	14.9	B	17.7
NBTR	A	7.0	C	23.7	A	8.5	C	30.3	A	8.6	C	32.7	A	8.6	C	33.8
SBL	A	4.1	E	56.2	A	6.1	E	59.2	A	6.4	E	60.0	A	6.5	E	60.4
SBTR	A	8.6	B	13.9	B	12.2	B	17.1	B	12.4	B	18.6	B	12.7	B	18.9
Overall	B	11.3	C	25.4	B	12.9	C	28.7	B	13.0	C	30.2	B	13.2	C	30.9
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized -- Orange Policy Area																
WBR	FUTURE				FUTURE				B	10.1	B	12.8	B	10.4	B	12.7
Overall	FUTURE				FUTURE				A	0.1	C	0.4	A	0.1	C	0.4

Notes:

- Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11 unless otherwise noted.
- Bold** roadways indicate N/S direction.

Table 3-9
Pike Center
Total Future Conditions Queuing Summary

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2034 Future Conditions without Development				2034 Phase 1 Future Conditions with Development				2039 Phase 2 Future Conditions with Development			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile
1. Rockville Pike / Bou Avenue -- Orange Policy Area																	
EBLT	69	50	110	127	139	37	88	131	149	99	165	129	143	56	111	102	117
EBR	90	29	73	16	59	36	74	16	56	46	88	29	76	40	88	12	60
WBL	192	154	252	149	236	172	235	142	231	184	240	173	237	195	203	137	264
WBL	192	163	255	173	249	175	237	167	250	188	233	188	240	195	202	173	250
WBTR	200	51	122	119	230	43	127	134	224	49	163	130	232	38	128	139	217
NBL	175	62	168	77	150	54	121	77	171	47	118	95	203	75	168	52	161
NBT	394	160	330	284	540	252	495	317	560	283	525	387	476	306	532	361	431
NBT	394	172	338	292	542	280	522	330	566	308	528	392	482	355	509	390	448
NBT	394	162	317	285	532	278	502	333	558	298	510	398	477	347	511	399	458
NBR	394	79	155	384	506	75	186	292	537	85	191	262	457	96	269	184	388
SBL	245	91	213	265	271	154	303	260	271	131	214	165	185	111	209	158	187
SBT	511	163	389	513	520	378	655	507	544	190	256	210	238	186	236	195	227
SBT	511	182	401	118	389	386	668	211	567	181	230	87	223	178	237	81	225
SBTR	511	176	400	124	390	398	660	209	541	163	256	87	226	175	227	86	233
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area																	
EBLT	79	56	121	142	154	41	83	140	178	11	44	30	116	23	59	32	103
EBR	150	53	86	61	73	41	69	58	76	60	131	146	158	75	128	115	128
WBLTR	42	16	42	88	128	19	55	88	124	21	45	97	101	34	89	21	43
NBL	245	74	147	117	259	55	118	113	259	78	184	109	259	64	130	46	155
NBT	511	4	22	120	372	86	323	167	456	63	240	146	343	57	213	125	350
NBT	511	20	75	239	544	171	492	297	651	110	313	178	379	139	356	156	367
NBTR	511	26	94	268	550	188	518	301	634	121	326	177	379	151	369	265	432
SBL	175	25	67	7	36	24	78	11	62	12	61	7	54	17	67	1	10
SBT	160	9	31	160	162	98	214	162	169	135	222	162	168	179	308	224	294
SBT	160	21	56	81	210	114	220	78	207	147	233	79	204	187	297	80	241
SBTR	160	30	68	68	194	113	211	72	182	148	213	77	201	187	300	81	245
3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area														NONE			
WBR	50	12	36	25	46	16	41	33	62	12	33	35	66				
NBT	160							2	17			3	30				
NBT	160	4	39	13	69	30	127	26	113	60	180	31	122				
NBTR	160	4	38	9	65	42	150	21	102	62	184	25	117				
SBT	238	1	15	251	339	55	194	268	288	157	361	274	294				
SBT	238	2	18	51	204	65	212	77	260	167	364	107	308				
SBT	238			39	169	61	206	63	240	167	359	96	303				
6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area																	
EBLTR	50	-	-	79	87	-	-	10	34	-	-	8	23	44	75	56	71
WBLTR	50	4	18	41	94	2	13	7	25	3	17	28	65	10	32	15	43
NBLT	97	13	58	22	78	58	125	23	70	66	139	24	66	103	115	64	143
NBTR	97	64	132	99	107	57	132	98	107	49	133	107	118	6	36	30	102
SBLT	167	6	38	42	158	24	92	75	206	2	14	50	163	8	53	2	16
SBTR	167	6	30	42	163	33	137	32	140	47	169	38	149	87	221	53	182
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area																	
EBLTR	75	-	-	-	-	-	-	-	-	23	69	8	31	39	63	27	65
WBL	56	15	35	49	129	19	41	39	98	22	48	32	107	43	100	10	39
WBR	56	32	71	125	134	33	80	125	133	25	54	109	125	33	74	93	117
NBTR	112	62	146	114	123	70	154	115	121	71	166	122	134	166	231	170	185
SBLT	97	10	47	53	133	35	111	65	147	18	64	59	138	15	64	16	68
SBT	97	15	61	30	112	32	113	33	117	39	122	34	115	76	149	44	124
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area														NONE			
EBLR	35	-	-	12	36	-	-	3	18	51	139	118	135				
NBLT	46	41	129	116	141	56	149	116	134	38	114	95	162				
SBT	122	11	44	79	153	40	107	100	149	11	50	29	102				
SBT	122	4	28	29	86	15	67	31	95	60	146	70	149				
SBTR	122	52	123	47	128	54	132	56	136	-	-	-	-				
9. Chapman Ave / Bou Ave -- Orange Policy Area																	
EBL	201	110	192	201	208	121	250	200	212	88	178	197	249	108	213	196	225
EBTR	201	49	137	42	143	51	139	54	168	53	117	59	163	48	126	25	102
WBL	817	5	21	244	800	7	25	165	679	5	25	72	406	5	26	4	18
WBT	817	100	183	880	933	70	133	811	1132	190	473	841	1070	146	297	801	1182
WBR	250	28	94	260	298	43	122	269	282	99	287	271	281	123	299	258	321
NBL	70	2	14	10	57	3	16	24	80	1	9	28	83	8	40	8	47
NBTR	130	34	70	196	217	61	174	199	221	39	94	195	209	65	151	189	204
SBL	46	23	55	46	69	36	64	45	57	42	78	55	76	74	134	80	152
SBT	46	18	48	32	63	23	56	33	63	23	56	31	69	30	90	40	116
SBR	46	29	67	32	70	32	66	32	68	39	70	38	85	107	136	55	139
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area																	
EBLT	100	8	34	113	142	7	41	101	146	20	70	95	156	10	43	98	152
EBT	192	-	-	189	264	-	-	163	283	-	-	133	279	-	-	162	282
WBT	201	70	186	46	172	26	103	51	162	131	271	81	206	179	257	57	173
WBTR	201	78	193	98	242	44	130	99	254	140	275	127	275	199	276	105	257
SBLR	300	14	41	299	338	19	46	246	381	59	85	70	83	61	74	64	78
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area																	
EBL	148	16	39	42	93	15	46	50	106	19	54	55	121	20	55	86	181
EBTR	148	10	29	19	52	11	29	19	54	9	29	22	53	7	25	11	30
WBL	134	73	126	150	230	64	123	145	215	72	132	142	260	61	115	76	198
WBTR	134	35	69	128	226	48	94	131	227	41	83	261	423	51	111	156	210
NBL	1538	16	47	568	1650	13	37	1237	2123	19	45	1265	1794	15	43	4	20
NBT	1538	68	158	1188	1914	151	280	1505	1663	153	280	1473	1703	152	271	143	293
NBT	1538	88	181	1223	1949	187	307	1528	1679	183	305	1509	1732	198	273	184	254
NBT	1538	47	135	1288	1995	144	268	1525	1705	133	278	1499	1771	198	293	209	241
NBTR	1538	51	106	1310	2023	58	128	1506	1765	61	131	1493	1815	104	233	177	324
SBL	180	26	86	59	150	51	151	67	165	49	145	40	125	29	98	27	102
SBT	394	100	276	76	248	177	386	114	309	221	452	94	227	210	404	83	180
SBT	394	97	282	86	270	18											

SECTION 4

PEDESTRIAN, BICYCLE, and BUS TRANSIT SYSTEM ADEQUACY TESTS

OVERVIEW

This section of the Report discusses the scope and results of the Pedestrian, Bicycle, and Bus Transit System Adequacy tests, 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 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 1,000 feet in all directions based on a peak-hour person trip generation of 350 or more and the site location within an Orange Policy Area.

The PLOC Map found at <https://mcatlas.org/pedplan/> was reviewed to identify the PLOC for the pedestrian facilities with the 1,000-foot radius of the property. Field work was performed in March and May 2024, and a field verification in June 2024, to verify the PLOC within the 1,000-foot radius for the Pedestrian System Adequacy Test.

Figure 4-1 shows the existing pedestrian facilities in the study area within the applicable 500 feet from the site boundary and Figure 4-2 shows the current PLOC within the applicable 1,000 feet from the site boundary. Tables 4-1 and 4-2 list the PLOC Value and comfort level along with conditions and characteristics for sidewalks and crosswalks that affect the PLOC.

Based on a review of the segments, a considerable number have an uncomfortable or undesirable rating, especially those along the west side of Rockville Pike (MD 355), which is off-site. Widening the buffer between the vehicle travel lane and the sidewalk would improve the rating. One segment on the north side of Hubbard Drive west of Rockville Pike (MD 355) does not currently have a sidewalk, building one would improve the PLOC.

Potential areas of mitigation within the site areas are shown on Figure 4-3. At the time of Preliminary Plan/Site Plan, the Applicant will work with Planning Staff and MCDOT to identify

what improvements are feasible for off-site improvements and within the Proportionality Guide Calculation.

Street Lighting

According to the LATR Guidelines, streetlights are to be inventoried and inspected to determine if they are operational. The Applicant must upgrade the street lighting if standards are not met, or they are not operational.

Based on the person trip generation, the applicable radius for the proposed development is 1,000 feet from the property boundaries. A field verified inventory of streetlights within the 1,000-foot study area boundary is provided on Figure 4-4, with mitigation for deficient lights on Figure 4-5, and in Appendix K. An inspection of the streetlights in June 2024 verified that all streetlights within the study area are operational. The Applicant will work with Staff at the time of Preliminary Plan/Site Plan to identify improvements, if needed.

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 1,000 ft (500 ft) based on peak hour person trip generation of 350 or more and located within an Orange Policy Area. Table 4-3 lists the ramp and the location. The table lists if detectable warning strips are provided, the ramp width, and landing area for each ramp. Details are provided in Appendix K.

Figure 4-6 summarizes the ADA ramp evaluation within the study area and shows locations where on-site and off-site mitigation are proposed.

At the time of Preliminary Plan/Site Plan the non-compliant ramps will be reviewed with staff to determine those that should be fixed to meet mitigation requirements.

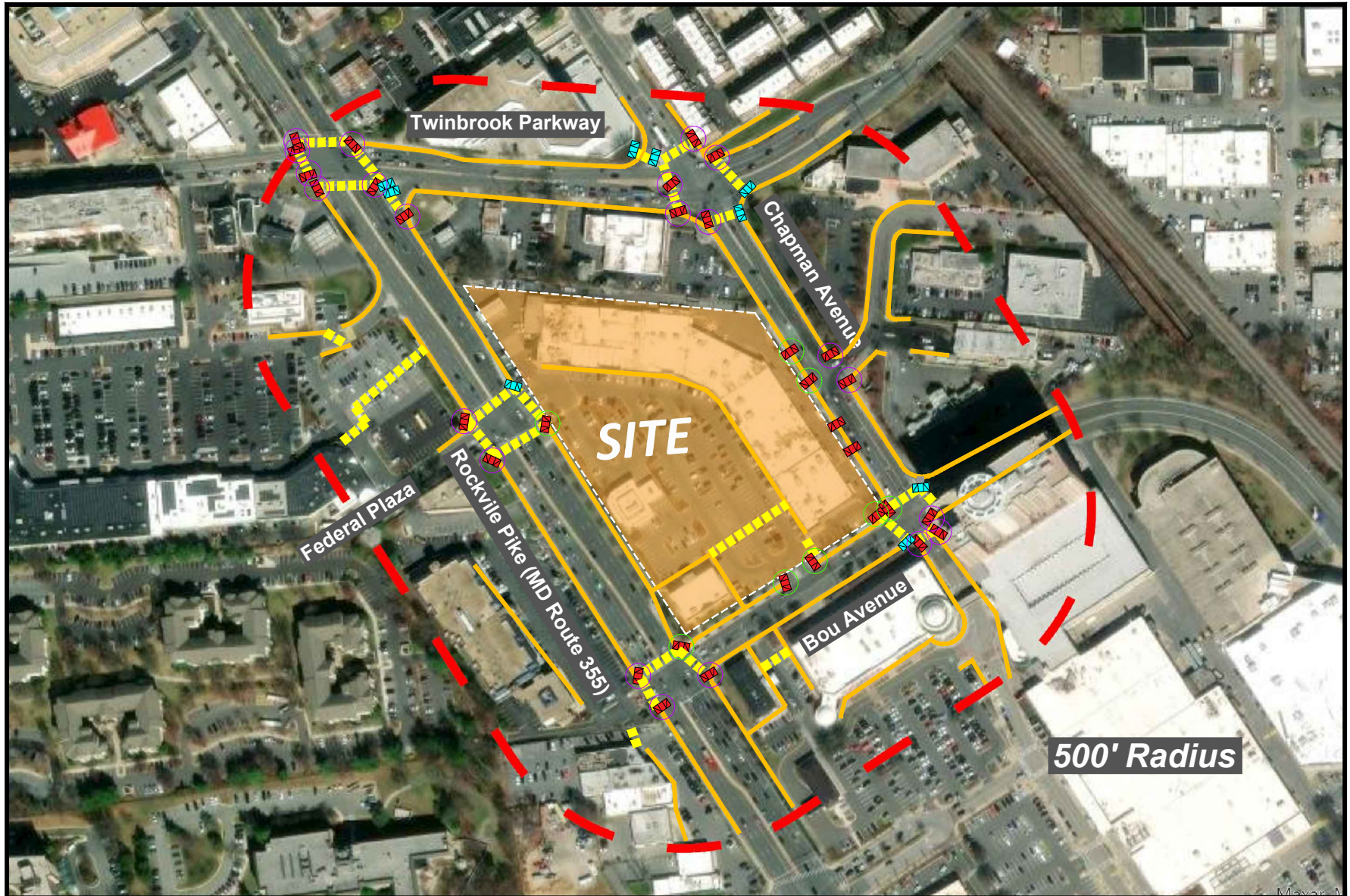


Figure 4-1
Existing Pedestrian Facilities

- Pedestrian Crosswalk
- Sidewalk
- ADA Ramp in Compliance
- ADA Ramp not in Compliance
- Proposed Site Frontage Improvement
- Proposed Off-Site Mitigation



NORTH
Pike Center
Montgomery County, Maryland



Figure 4-2
Existing Pedestrian Level of Comfort (PLOC)



NORTH
Pike Center
Montgomery County, Maryland

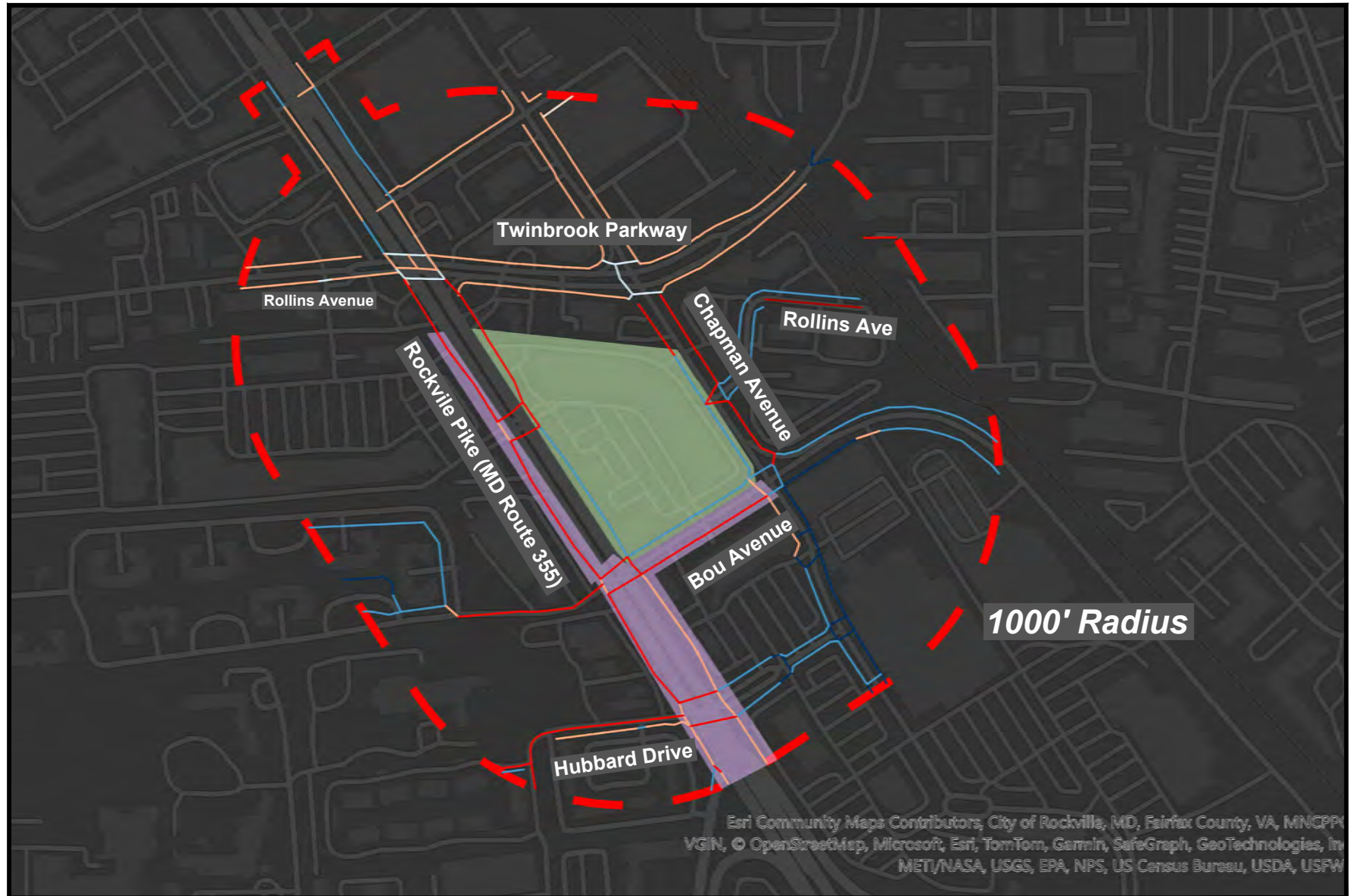


Figure 4-3
Pedestrian Level of Comfort (PLOC) Mitigation Plan

- PLOC
- 1
 - 2
 - 3
 - 4
 - 6
- Proposed Off-Site
Site Frontage



NORTH

Pike Center
Montgomery County, Maryland

Table 4-1
Pike Center
Sidewalk and Pathway Pedestrian Level of Comfort

Pathways															
	Location	ID Number	Posted Speed Limit (mph)	Linear Length (ft)	Surface Type	Pathway Width	Buffer Width	Multiple Cracks in one section	Severe Spalling	Obstructions (less than 36" opening)	Obstruction Type	Missing Section Lengths (approx.)	Comfort Levels (Target: 2 - Somewhat Comfortable)	Recommendation	Improved Comfort Level
1	Bou Avenue between Rockville + Chapman - North	201253	25	465	Concrete	> 8 ft	5-8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
2	Bou Avenue between Montrose Shopping Center Entrances - North	201259	30	599	Asphalt	5-8 ft	5-8 ft	Around tree roots	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
3	Bou Avenue between Montrose Shopping Center N Entrance and Chapman Avenue -	201261	25	303	Asphalt	> 8 ft	0-2 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
4	Bou Avenue between Montrose Shopping Center Entrances - South	242229	30	457	Concrete	5-8 ft	5-8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
5	Bou Avenue between Montrose Shopping Center N Entrance and Chapman Avenue -	244051	25	280	Brick	> 8 ft	5-8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
6	Bou Avenue between Rockville + Chapman - South	244060	25	456	Concrete	> 8 ft	0-2 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
7	Chapman Avenue between Rollins and Bou	201264	30	245	Concrete	> 8 ft	5-8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
8	Chapman Avenue between Rollins and North Pike Center Entrance	201265	30	159	Concrete	> 8 ft	5-8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
9	Hoya Street between Hubbard and Rockville	188472	25	152	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
10	Hubbard Drive to Rockville Pike - North	153281	30	405	Asphalt	No walkway	No walkway	No	No	No	N/A	N/A	Undesirable (4)	Create sidewalk + buffer	Somewhat comfortable (2)
11	Hubbard Drive between first entrance and Rockville	244063	30	128	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Widen buffer	Somewhat comfortable (2)
12	Hubbard Drive between entrances	244065	30	171	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
13	Rockville Pike between Rollins and Federal Plaza	189192	40	212	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Widen buffer	Somewhat comfortable (2)
14	Rockville Pike between Pike Center and California Circle	189196	40	513	Concrete	5-8 ft	2-5 ft	No	No	No	N/A	N/A	Undesirable (4)	Widen buffer	Somewhat comfortable (2)
15	Rockville Pike	189223	40	102	Concrete	> 8 ft	> 8 ft	No	No	No	N/A	N/A	Very Comfortable (1)	N/A	N/A
16	Rockville Pike from Hoya St	189254	40	79	Concrete	5-8 ft	5-8 ft	No	No	No	N/A	N/A	Uncomfortable (3)	Widen buffer	Somewhat comfortable (2)
17	Rockville between Bou and Montrose Shopping Center	189494	40	423	Asphalt	5-8 ft	5-8 ft	No	Yes	No	N/A	N/A	Uncomfortable (3)	Widen buffer	Somewhat comfortable (2)
18	Rockville Pike between Pike Center entrancer and Shell driveway	189556	40	221	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
19	Rockville Pike from Hubbard Dr	189557	40	293	Concrete	> 8 ft	> 8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
20	Rockville Pike between Shell and Twinbrook	189590	40	165	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
21	Rockville Pike between Pike Center and Bou	189619	40	489	Concrete	5-8 ft	> 8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
22	Rockville Pike between Hubbard and California	189646	40	396	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Widen buffer	Somewhat comfortable (2)
23	Rockville Pike between Federal Plaza entrances	189648	40	230	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
24	Rockville Pike to Bouic	191712	35	355	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Widen buffer	Somewhat comfortable (2)
25	Rockville Pike from Twinbrook	191772	35	167	Concrete	5-8 ft	> 8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
26	Rockville Pike between Thompson and Bouic	191863	35	369	Concrete	5-8 ft	> 8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
27	Rockville Pike between Thompson and Twinbrook	191900	35	157	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
28	Rockville Pike	194804	40	61	Concrete	< 5 ft	> 8 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
29	Rockville Pike between Hubbard and Hoya	195370	40	153	Concrete	5-8 ft	5-8 ft	No	No	No	N/A	N/A	Uncomfortable (3)	Widen buffer	Somewhat comfortable (2)
30	Montrose Shopping Center Bou Avenue Entrance	242228	25	56	Concrete	> 8 ft	0-2 ft	No	No	No	N/A	N/A	Somewhat comfortable (2)	N/A	N/A
31	Chapman Avenue between Rollins and Bou	256664	30	223	Concrete	> 8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
32	Chapman Avenue between Twinbrook and Rollins	256665	30	322	Concrete	> 8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
33	Chapman Avenue between Twinbrook and Pike Center entrance	256666	30	202	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Undesirable (4)	Create buffer	Somewhat comfortable (2)
34	Rollins Ave from Chapman	256667	25	631	Concrete	5-8 ft	0-2 ft	No	No	No	N/A	N/A	Uncomfortable (3)	Create buffer	Somewhat comfortable (2)
35	Rollins Ave between Chapman and driveway	256668	25	80	Concrete	< 5 ft	0-2 ft	No	No	No	N/A	N/A	Uncomfortable (3)	Create buffer	Somewhat comfortable (2)
36	Rollins Ave from driveway	256670	25	165	Concrete	< 5 ft	0-2 ft	59	No	No	N/A	N/A	Uncomfortable (3)	Create buffer	Somewhat comfortable (2)

Table 4-2
Pike Center
Crosswalk Pedestrian Level of Comfort

	Crosswalks													
	Intersection		ID Number	Leg	Marking Type	Centered with Ramp (Y/N)	Pedestrian Signal (Y/N)	Push Button (Y/N)	Push Button	# of lanes	Signal Controlled/Uncontrolled	Median Type	Crosswalk Type	Posted Speed Limit (mph)
	Road Segment	Road Segment												
1	Chapman Avenue	Bou Avenue	201262	N (East half of crosswalk)	HV	Yes	Yes	Yes	Accessible	1	Controlled	N/A	Asphalt	25
2	Chapman Avenue	Bou Avenue	201263	NE (Slip Lane)	HV	Yes	No	No	N/A	1	Uncontrolled	N/A	Asphalt	25
3	Chapman Avenue	Bou Avenue	244058	N (West half of crosswalk)	HV	Yes	Yes	Yes	Accessible	3	Controlled	N/A	Asphalt	25
4	Chapman Avenue	Bou Avenue	201266	W (North half of crosswalk)	Marked	Yes	Yes	Yes	Accessible	2	Controlled	N/A	Asphalt	25
5	Hubbard Drive	Rockville Pike	189194	W (South half of crosswalk)	HV	No	Yes	Yes	Accessible	2	Controlled	N/A	Asphalt	30
6	Montrose Shopping Center Entrance	Rockville Pike	189226	E (North half of crosswalk)	Marked	Yes	Yes	Yes	Accessible	2	Controlled	Raised refuge island	Asphalt	30
7	Federal Plaza South Entrance	Rockville Pike	189250	W	HV	Yes	Yes	Yes	Not Accessible	3	Controlled	N/A	Asphalt	40
8	Hubbard Drive	Rockville Pike	189252	W (North half of crosswalk)	HV	No	Yes	Yes	Accessible	1	Controlled	N/A	Asphalt	30
9	Hoya Street	Rockville Pike	189253	SB Spur	HV	Yes	No	No	N/A	1	Uncontrolled	N/A	Asphalt	25
10	Pike Center Entrance	Rockville Pike	189499	E	HV	No	Yes	No	N/A	2	Controlled	Raised median	Asphalt	30
11	Montrose Shopping Center Entrance	Rockville Pike	189618	E (South half of crosswalk)	Marked	Yes	Yes	Yes	Accessible	2	Controlled	Raised refuge island	Asphalt	30
12	EVEN Hotel Driveway	Rockville Pike	191799	W	Unmarked	Yes	No	No	N/A	2	Uncontrolled	N/A	Concrete	35
13	Rollins Avenue	Rockville Pike	191931	W	Marked	No	Yes	Yes	Accessible	4	Controlled	N/A	Asphalt	30
14	Bou Avenue	Rockville Pike	193032	E (North half of crosswalk)	Marked	Yes	No	No	N/A	3	Controlled	N/A	Asphalt	25
15	California Circle	Rockville Pike	195612	W (North half of crosswalk)	Marked	Yes	Yes	No	N/A	1	Controlled	N/A	Asphalt	25
16	California Circle	Rockville Pike	256561	W (South half of crosswalk)	Marked	Yes	Yes	No	N/A	1	Controlled	N/A	Asphalt	25
17	Twinbrook Parkway	Rockville Pike	196842	E	HV	No	Yes	Yes	Accessible	5	Controlled	N/A	Asphalt	30
18	Federal Plaza North Entrance	Rockville Pike	204541	RIRO	Unmarked	Yes	No	No	N/A	2	Uncontrolled	Raised refuge island	Concrete	40
19	Bou Avenue	Rockville Pike	244059	E (South half of crosswalk)	Marked	Yes	No	No	N/A	1	Controlled	N/A	Asphalt	25
20	Federal Plaza North Entrance	Rockville Pike	189284	S (West half of crosswalk)	HV	Yes	Yes	Yes	Not Accessible	3	Controlled	N/A	Asphalt	40
21	Federal Plaza North Entrance	Rockville Pike	189285	N (West half of crosswalk)	HV	No	Yes	Yes	Not Accessible	4	Controlled	N/A	Asphalt	40
22	Pike Center Entrance	Rockville Pike	189526	N (East half of crosswalk)	HV	No	Yes	Yes	Not Accessible	3	Controlled	N/A	Asphalt	40
23	Pike Center Entrance	Rockville Pike	196541	S (East half of crosswalk)	HV	No	Yes	Yes	Not Accessible	4	Controlled	N/A	Asphalt	40
24	Bou Avenue	Montrose Shopping Center East entrance	242230	W	HV	Yes	No	No	N/A	2	Uncontrolled	N/A	Asphalt	30
25	Chapman Avenue	Bou Avenue	244052	E	HV	Yes	Yes	Yes	Accessible	3	Controlled	N/A	Asphalt	25
26	Chapman Avenue	Bou Avenue	244053	S	HV	Yes	Yes	Yes	Accessible	3	Controlled	N/A	Asphalt	25
27	Chapman Avenue	Bou Avenue	244054	W (South half of crosswalk)	Marked	Yes	Yes	Yes	Accessible	2	Controlled	N/A	Asphalt	25
28	Hubbard Drive	Rockville Pike	244061	N	HV	Yes	Yes	Yes	Accessible	8	Controlled	N/A	Asphalt	40
29	Hubbard Drive	Rockville Pike	244062	S	Unmarked	N/A	No	No	N/A	8	Controlled	N/A	Asphalt	40
30	Hubbard Drive	Monterey Apartments	244064	S	Unmarked	N/A	No	No	N/A	2	Uncontrolled	N/A	Asphalt	30
31	Chapman Avenue	Rollins Avenue	249406	E	Unmarked	N/A	No	No	N/A	3	Uncontrolled	N/A	Asphalt	25
32	Chapman Avenue	Rollins Avenue	249408	N	Unmarked	N/A	No	No	N/A	4	Uncontrolled	N/A	Asphalt	25
33	Chapman Avenue	Rollins Avenue	249409	S	Unmarked	N/A	No	No	N/A	4	Uncontrolled	N/A	Asphalt	25
34	California Circle	Rockville Pike	256562	S	Unmarked	N/A	No	No	N/A	8	Controlled	N/A	Asphalt	40
35	California Circle	Rockville Pike	256563	N	HV	Yes	Yes	Yes	Not Accessible	7	Controlled	N/A	Asphalt	40
36	Driveway	Rollins Avenue	256669	E	Unmarked	N/A	No	No	N/A	2	Uncontrolled	N/A	Asphalt	25

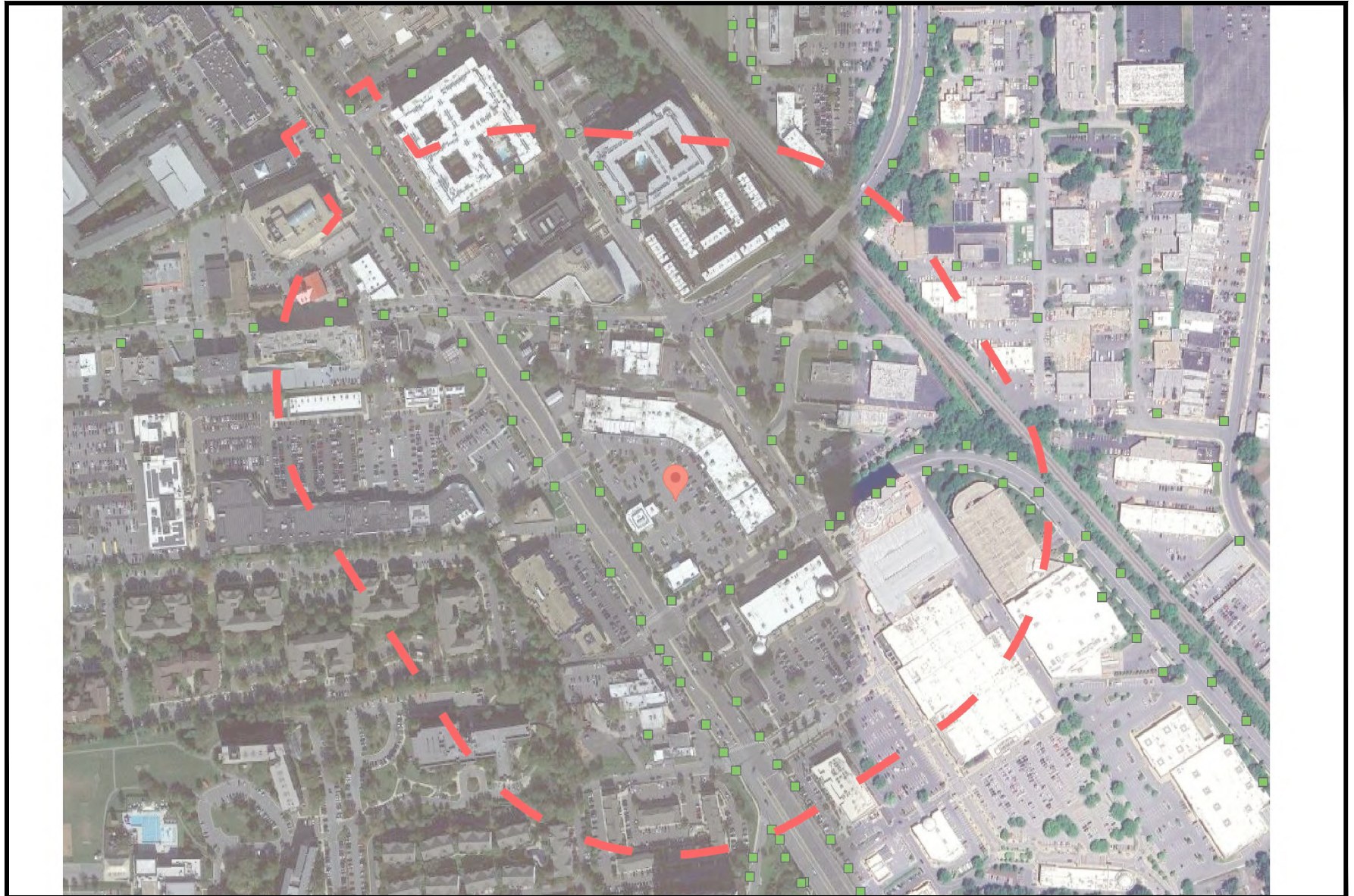


Figure 4-4
Existing Streetlight Inventory

■	Streetlight location has not been reported
■	Streetlight location has been reported



NORTH

Pike Center
Montgomery County, Maryland



Figure 4-5
Streetlight Mitigation Locations

- Site Frontage Deficiency - to be upgraded
- Off-Site Deficiency - to be upgraded



Pike Center
Montgomery County, Maryland

Table 4-3
Pike Center
ADA Ramp Evaluation

	Ramps							
	In between		DWS (Y/N)	DWS Type	DWS Color	DWS Size	Ramp Width	Ramp Landing Area (5' x 5') / Parallel (P)
	Road Segment	Road Segment						
1	Twinbrook Parkway	Rockville Pike (NW, EB)	Y	Nailed in Place	Yellow	5x2	5	P
2	Twinbrook Parkway	Rockville Pike (NW, SB)	Y	Nailed in Place	Yellow	5x2	5	P
3	Twinbrook Parkway	Rockville Pike (NE)	Y	Cast in Place	Yellow	25x2	25	P
4	Twinbrook Parkway	Rockville Pike (SW, NB)	Y	Cast in Place	Yellow	5x2	5	5x5
5	Twinbrook Parkway	Rockville Pike (SE, WB)	Y	Cast in Place	Yellow	5.5x2	5.5	5x5
6	Twinbrook Parkway	Rockville Pike (SE, SB)	Y	Cast in Place	Yellow	6.5x2	6.5	5x5
7	Twinbrook Parkway	Rockville Pike (SE, NB, from island)	Y	Cast in Place	Yellow	6.5x2	6.5	5x5
8	Twinbrook Parkway	Rockville Pike (SE, NB, from sidewalk)	Y	Nailed in Place	Yellow	5x2	5	P
9	Twinbrook Parkway	Rockville Pike (SW, EB)	Y	Cast in Place	Red	5x2	5	P
10	Twinbrook Parkway	Chapman Avenue (NW, SB, from sidewalk)	Y	Cast in Place	Yellow	5x2	5	P
11	Twinbrook Parkway	Chapman Avenue (NW, NB)	Y	Cast in Place	Yellow	5x2	5	5x5
12	Twinbrook Parkway	Chapman Avenue (NW, EB)	Y	Cast in Place	Yellow	5x2	5	5x5
13	Twinbrook Parkway	Chapman Avenue (NW, SB, from island)	Y	Cast in Place	Yellow	5x2	5	5x5
14	Twinbrook Parkway	Chapman Avenue (NE, WB)	Y	Cast in Place	Yellow	5x2	5	5x3.5
15	Twinbrook Parkway	Chapman Avenue (NE, SB)	Y	Cast in Place	Yellow	5x2	5	P
16	Twinbrook Parkway	Chapman Avenue (SE, NB)	Y	Cast in Place	Yellow	5x2	5	P
17	Twinbrook Parkway	Chapman Avenue (SE, WB)	Y	Cast in Place	Yellow	5x2	5	P
18	Twinbrook Parkway	Chapman Avenue (SW, NB)	Y	Cast in Place	Yellow	5x2	5	5x5
19	Twinbrook Parkway	Chapman Avenue (SW, EB)	Y	Cast in Place	Yellow	5x2	5	5x5
20	Bou Avenue	Chapman Avenue (NW, SB)	Y	Cast in Place	Yellow	3.5x2	3.5	5x5
21	Bou Avenue	Chapman Avenue NW, EB)	Y	Cast in Place	Yellow	3.5x2	3.5	5x5
22	Bou Avenue	Chapman Avenue (NE, WB)	Y	Nailed in Place	Yellow	4x2	4	5x5
23	Bou Avenue	Chapman Avenue (NE, NB)	Y	Nailed in Place	Yellow	4x2	4	5x5
24	Bou Avenue	Chapman Avenue (NE, SB, from island)	Y	Nailed in Place	Yellow	4x2	4	5x5
25	Bou Avenue	Chapman Avenue (NE, SB, from sidewalk)	Y	Cast in Place	Yellow	4x2	4	P
26	Bou Avenue	Chapman Avenue (SE, NB)	Y	Cast in Place	Gray	4x2	4	5x5
27	Bou Avenue	Chapman Avenue (SE, WB)	Y	Cast in Place	Yellow	5x2	5	5x5
28	Bou Avenue	Chapman Avenue (SW, EB)	Y	Cast in Place	Yellow	9x2	22	P
29	Bou Avenue	Chapman Avenue (SW, NB)	Y	Cast in Place	Yellow	6.5x2	22	P
30	Bou Avenue	Rockville Pike (NW)	Y	Cast in Place	Red	15x2	15	P
31	Bou Avenue	Rockville Pike (NE)	Y	Cast in Place	Yellow	15x2	15	5x5
32	Bou Avenue	Rockville Pike (SW)	Y	Cast in Place	Red	5x2	5	5x5
33	Bou Avenue	Rockville Pike (SE)	N	N/A	N/A	N/A	5	0
34	Federal Plaza	Rockville Pike (NW)	Y	Cast in Place	Red	12x2	12	5x5
35	Federal Plaza	Rockville Pike (NE)	Y	Cast in Place	Yellow	5x2	5	5x5
36	Federal Plaza	Rockville Pike (SE)	Y	Nailed in Place	Yellow	4x2	4	5x5
37	Federal Plaza	Rockville Pike (SW)	Y	Cast in Place	Red	8x2	8	P

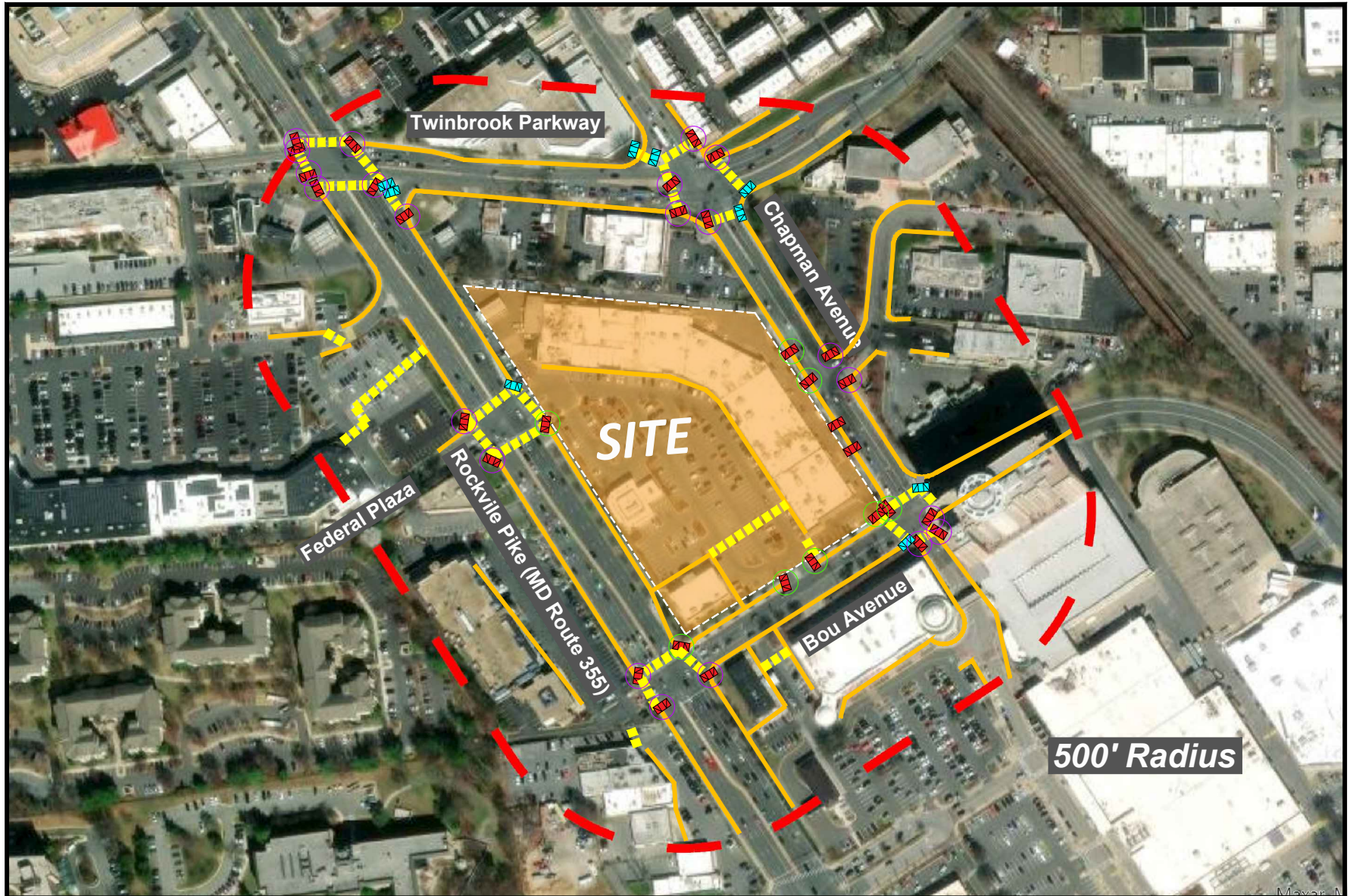


Figure 4-6
ADA Ramp Evaluation

- Pedestrian Crosswalk
- Sidewalk
- ADA Ramp in Compliance
- ADA Ramp not in Compliance
- Proposed Site Frontage Improvement
- Proposed Off-Site Mitigation



NORTH

Pike Center
Montgomery County, Maryland

BICYCLE SYSTEM ADEQUACY

As previously discussed, per 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 1,000 feet based on peak hour person trip generation of 350 or more and the site location within an Orange Policy Area. Figure 4-7 shows the existing bicycle facilities and level of traffic stress.

Bicycle system adequacy is measured by the LTS (Level of Traffic Stress). The stress is determined based on the comfort or skill level of a cyclist in reference to a roadway. Per the Guidelines, 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 1,000 ft of the development's site boundary.

Per the County's Bicycle Stress Map, Rockville Pike (MD 355), Twinbrook Parkway, the east side of Chapman Avenue, and the south side of Bou Avenue are currently rated with high & moderate stress levels.

The Applicant proposes to provide a shared use path along the site frontage of Chapman Avenue that will allow bicyclists to connect from the bike lanes north of Twinbrook Parkway along the site. This path will decrease the experienced stress along this segment of the roadway. The Applicant is also proposing more bicycle friendly infrastructure along the site frontages on Bou Avenue and Rockville Pike (MD 355) further bolstering the comfortability and adherence of the Bicycle Master Plan.

Planned bicycle facilities, site frontage improvements, and potential off-site improvements are shown on Figure 4-8 to improve the bicycle level of stress. At the time of Preliminary Plan/Site Plan, the Applicant will work with Staff to determine what, if any, bicycle or side path improvements along Rockville Pike (MD 355) should be constructed to meet the Bicycle Low Level of Stress standard and Proportionality Guide Calculation cap for off-site improvements.

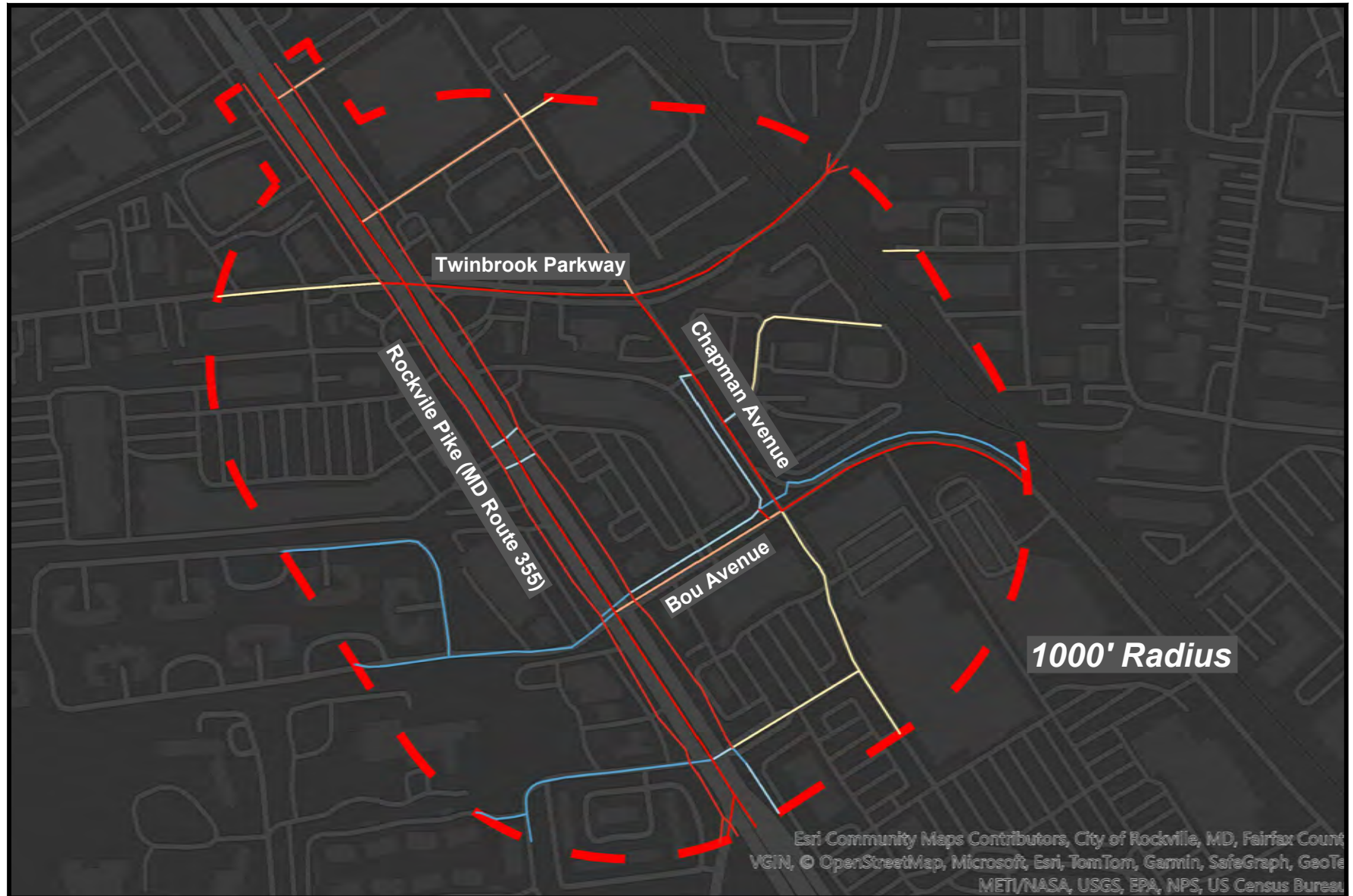
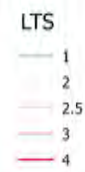


Figure 4-7

Existing Bicycle Facilities and Level of Traffic Stress

Source: Montgomery County



NORTH

Pike Center

Montgomery County, Maryland



Figure 4-8

Planned Bicycle Facilities and Level of Traffic Stress

Source: Montgomery County

BUS TRANSIT SYSTEM ADEQUACY

The requirements for the Bus Transit Adequacy test are described in the LATR Guidelines. The applicable requirement for the proposed development is four (4) shelters within 1,500 feet of the site based on a peak hour person trip generation of 350 or more and the site located within an Orange Policy Area.

There are 12 bus stops within the study area, as shown on Figure 4-7 and listed on Table 4-4. Of the 12 bus stops, eight (8) have shelters and four (4) do not have shelters.

Potential off-site locations for two (2) new shelters and/or benches south of site (within Montgomery County) and two (2) locations to the north (within the City of Rockville) to be upgraded are shown Figure 4-9. These will be confirmed at the time of Preliminary Plan/Site Plan through coordination with MCDOT Staff to meet the mitigation requirement and if they will be prioritized to reach the Proportionality Guide Calculation cap for off-site improvements. Note that a new shelter is shown along the site frontage on Rockville Pike (MD 355) to be provided.

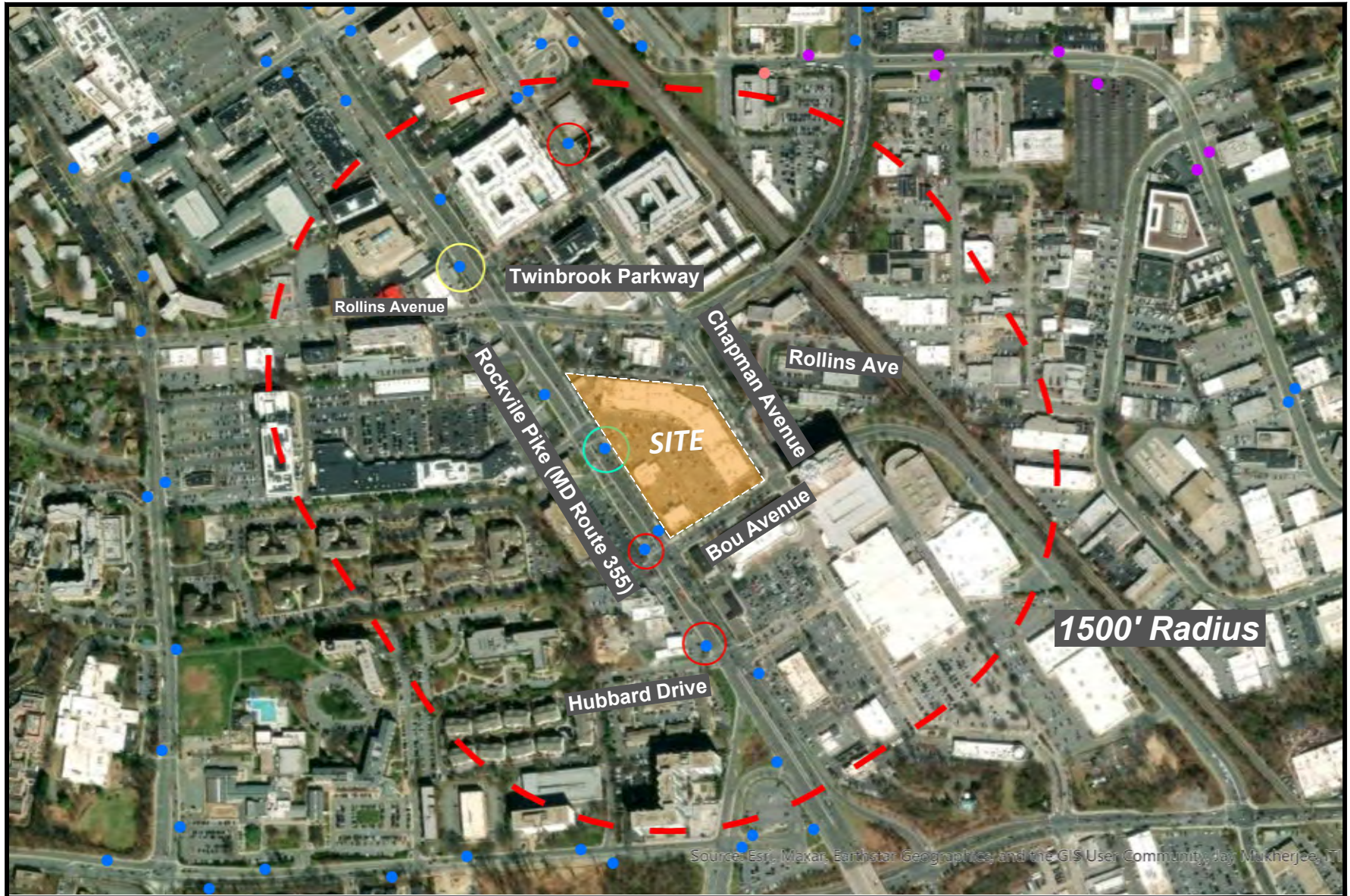


Figure 4-9

Bus Transit Stops and Potential Mitigation Locations

Source: Montgomery County

- Bus Stop
- Off-Site Bus Improvements - to be built
- On-Site Bus Shelter - to be built
- City of Rockville Off-Site Bus Improvements - to be considered



NORTH

Pike Center

Montgomery County, Maryland

Table 4-4

Pike Center

Bus Stops

Bus Stops							
	Bus Number	Bus Route (RideOn)	Location	Size	Connected to Pathway	Midblock	Bus Shelter
1	20964	26	Chapman Ave & Thompson Ave (NB)		Yes	No	No
2	27736	26	Chapman Ave & Bouic Ave (NB)	10x5	Yes	No	Yes
3	27738	5, 26, 46	Chapman Ave & Bouic Ave (SB)	10x5	Yes	No	Yes
4	25602	46	Rockville Pike & Hubbard Ave (SB)		Yes	No	No
5	29738	46	Rockville Pike & Federal Plaza (NB)		Yes	No	No
6	25552	46	Rockville Pike & Bou Ave (NB)	13x5	Yes	No	Yes
7	25554	46	Rockville Pike & Bouic Ave (NB)	10x5	Yes	No	Yes
8	25600	46	Rockville Pike & Bou Rd (SB)		Yes	No	No
9	25598	46	Rockville Pike & Rollins Ave (SB)	13x5	Yes	Yes	Yes
10	25596	46	Rockville Pike & Thompson Ave (SB)	8.5x4.5	Yes	Yes	Yes
11	25604	46	Rockville Pike & Towne Rd (SB)	13x5	Yes	Yes	Yes
12	25548	46	Rockville Pike & Hubbard Dr (NB)	13x5	Yes	No	Yes

LATR PROPORTIONALITY FOR OFF-SITE IMPROVEMENTS

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

With the proposed 470 high-rise and 290 mid-rise dwelling units, along with the proposed 90,000 S.F. of retail and commercial space, at this time the Applicant would have a maximum \$5,140,798 improvement cap for off-site improvements.

Using the Proportionality Calculator, Version 1.3, the improvement cap is calculated by the number of dwelling units, multiplied by the LATR Proportionality Guide Rate, multiplied by the Adjustment Factor for the policy area. The equation is the same for the gross floor area for retail square footage with different rates and adjustment factors. For Pike Center, the cap is calculated as:

$$((290 + 470) \times \$10,976 \times 51\%) + (90,000 \times \$19.70 \times 50\%) = \$5,140,798$$

At the time of Preliminary Plan/Site Plan, the Proportionality Guide will be recalculated, and the Applicant will work with MCDOT and Planning Staff to identify which improvement options should be pursued to meet Pike Center requirements to mitigate deficiencies in the Pedestrian, Bicycle, and Bus Transit Systems.

The Proportionality Cap cost estimate above reflects a full density build-out. This may be adjusted at the time of Preliminary Plan/Site Plan based on the proposed density and the requirements contained in the applicable Growth and Infrastructure Policy (GIP).

SECTION 5 VISION ZERO STATEMENT

This section provides a Vision Zero Statement following the LATR Guidelines. The LATR Vision Zero Statement requirement 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 6 of the LATR Guidelines.*

The site is located within a High Injury Network along Rockville Pike (MD 355) north of Randolph Road.

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 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.

Per the LATR Guidelines, the applicable Vision Zero study area and requirement for the proposed development is collecting crash data within 1,000 feet in all directions within the past five (5) years. All crash data was collected from Montgomery County Interactive Crash Map. Table 5-1 provides a summary of the number of crashes within the study area. A map showing the location of the fatal and severe injury crashes is shown on Figure 5-1.

Within 1,000 feet of the site boundaries, a total of 314 crashes were reported from 2019 through December 2023. A total of 308 crashes were reported as minor/no injury crashes, and one (1) was classified as fatal. The majority of crashes involved vehicles only (81 percent). The remaining crashes were related to pedestrians (14 percent) and bicycles (five percent).

Review traffic speeds: Speed studies were conducted in accordance with the LATR Guidelines and added input during the scoping process. The speed studies were conducted along Rockville Pike (MD 355), Twinbrook Parkway, Chapman Avenue, and Bou Avenue. The study was conducted over multiple sessions due to technology restraints. The periods studied were May 7, 2024 to May 9, 2024; May 14, 2024 to May 16, 2024; and May 22, 2024 to May 24, 2024. The time periods all began at 12:00 AM and ran until 12:00 AM 48 hours later. The posted speed limit and results from the data collection are summarized in Table 5-2.

Speed studies conducted along Rockville Pike (MD 355) directly north and south of Bouic Avenue resulted in a northbound average speed of 25.5 mph in lane 1 and 30 mph in lanes 2 and 3. The 85th percentile speeds were 34, 37.5 and 38 mph, respectively. In the southbound direction, lane 1 had an average speed of 22 mph while lanes 2 and 3 showed 27 and 31 mph

respectively. The 85th percentile speeds were 29.5, 36, and 39 mph, respectively. The posted speed limit for Rockville Pike (MD 355) is 35 mph. None of the segments exceeded 120 percent of the 85th percentile speed.

Along Twinbrook Parkway between Parklawn Drive and Chapman Avenue, the average speeds in the westbound direction were calculated to be 9 mph in lane 1 and 32 mph in lane 2 while 85th percentile speeds were calculated to be 12 mph and 38 mph respectively. In the eastbound direction, the average speeds were 30 and 28 mph while 85th percentile speeds came in at 37 and 39 mph, respectively. Twinbrook Parkway has a posted speed limit of 35 mph and none of the segments exceeded 120 percent of the 85th percentile speed.

Between Twinbrook Parkway and Bou Avenue, the speed study for Chapman Avenue resulted in an average speed of 25 mph in the southbound lane 1 and 20 mph in lane 2. The 85th percentile speeds were recorded at 32 and 24 mph, respectively. Northbound Chapman Avenue had recorded average speeds of 21 and 23 mph in lanes 1 and 2 respectively and 85th percentile speeds of 28 and 31 mph. The posted speed limit is 30 mph. None of the segments exceeded 120 percent of the 85th percentile speed.

Finally, Bou Avenue east of Chapman Avenue came in with average speeds of 31 and 30 mph in the westbound direction of lanes 1 and 2 respectively and 85th percentile speeds of 37 mph in both lanes. In the eastbound direction, average speeds were calculated to be 30 mph in both lanes and 85th percentiles of 35 mph in lane 1 and 36 mph in lane 2. The posted speed limit is 25 mph on Bou Avenue, Thus, the 85th percentile speed exceeded 120 percent of the posted speed limit.

As shown in Table 5-2, the 85th percentile speeds exceeded 120 percent of the posted speed limit on Bou Avenue. The Applicant is proposing to add on-street parking along the site frontage between the site driveway and Chapman Avenue that would likely reduce speeds in this area. However, it is recommended that additional speed reduction measures and enforcement be considered by the County.

- 3. Site access:** The site layout minimizes conflicts between bicycles, pedestrians, and vehicles. Access to Pike Center in Phase 1 will be provided via a right-in/right out at Rollins Avenue and Rockville Pike (MD 355) (which serves as an extension from Chapman Avenue), a signalized intersection with Rockville Pike (MD 355) and Federal Plaza, a right-in/right-out gas station entrance on Rockville Pike (MD 355), a service alley driveway along Chapman Avenue, an unsignalized intersection driveway at Chapman Avenue and Rollins Avenue, and a parking garage access driveway along Bou Avenue.

In Phase 2, access will be provided via a right-in/right-out at the intersection of Rollins Avenue and Rockville Pike (MD 355), the signalized intersection of New Street and Rockville Pike (MD 355), a parking garage entrance along Chapman Avenue, the intersection of Chapman Avenue and Rollins Avenue, and a parking garage access driveway along Bou Avenue. As previously mentioned, Rollins Avenue will be extended from Chapman Avenue to Rockville Pike (MD

355) to build a planned roadway for Montgomery County. This street will have traffic calming measures and deterrents to prevent its use as a cut through by means of bypassing Bou Avenue or Twinbrook Parkway. Sidewalks will be provided on both sides of the internal streets with landscaping and on-street parking buffering pedestrians from the vehicular travel way. The loading docks for the buildings will be located within the interior of Pike Center with no direct access to Randolph Road or Georgia Avenue.

Table 5-1

Pike Center

Crash Analysis Summary ⁽¹⁾

Category	Subcategory	Applicable Radius: 1000' within Proposed Site Development
		# of Crashes
Year	2019	75
	2020	42
	2021	56
	2022	73
	2023	68
	Total	314
Severity	Minor/No Injury	308
	Injury Severe Injury/Fatal	6
Mode	Vehicles Only	256
	Bicyclist Related	13
	Pedestrian Related	45

Note:

(1) Dataset taken from Montgomery County Interactive Crash Map.

<https://mcplanning.maps.arcgis.com/apps/webappviewer/index.html?id=3bec8ba90fca4cc182cc042ed38af0e7>

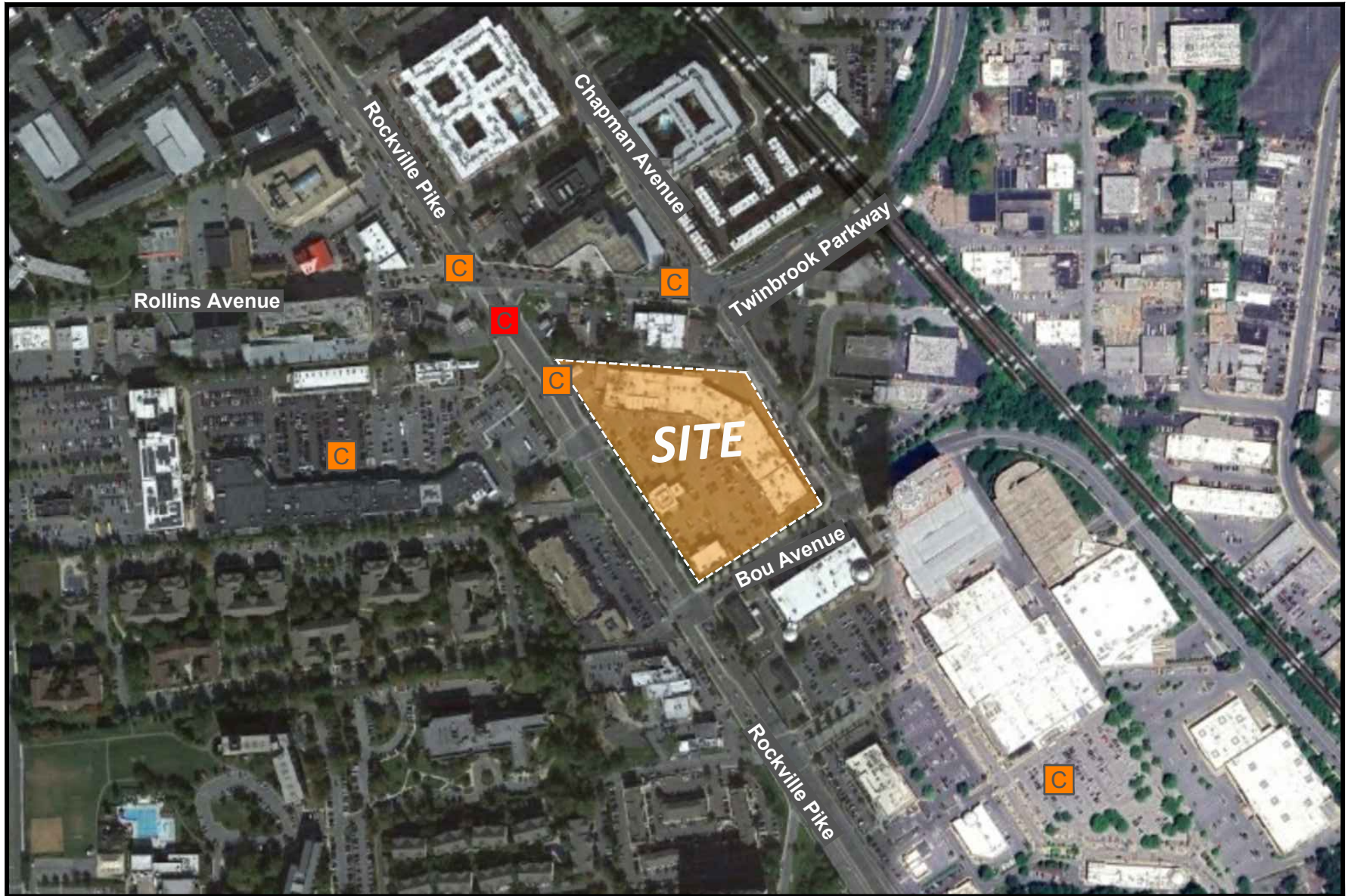


Figure 5-1
Location of Severe Injury and Fatal Crashes

- C Severe Injury Crash
- C Fatal Crash



NORTH

Pike Center
Montgomery County, Maryland

Table 5-2

Pike Center

Speed Study Analysis

	Rockville Pike (MD 355) NB			Rockville Pike (MD 355) SB		
Lane/Direction	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3
Date Collected	5/22/2024	5/22/2024	5/22/2024	5/22/2024	5/22/2024	5/22/2024
Posted Speed Limit (mph)	35	35	35	35	35	35
120% of Posted Speed Limit (mph)	42	42	42	42	42	42
Average Speed (mph)	25.5	30	30	22	27	31
85th Percentile (mph)	34	37.5	38	29.5	36	39
85th Percentile Exceed 120% of Posted Speed Limit? (Y/N)	N	N	N	N	N	N
10-mph pace (mph)	25-35	25-35	25-35	20-30	25-35	25-35

	Twinbrook Parkway WB		Twinbrook Parkway EB	
Lane/Direction	Lane 1	Lane 2	Lane 1	Lane 2
Date Collected	5/7/2024	5/7/2024	5/7/2024	5/7/2024
Posted Speed Limit (mph)	35	35	35	35
120% of Posted Speed Limit (mph)	42	42	42	42
Average Speed (mph)	9	32	30	28
85th Percentile (mph)	12	38	37	39
85th Percentile Exceed 120% of Posted Speed Limit? (Y/N)	N	N	N	N
10-mph pace (mph)	0-10	25-35	25-35	25-35

	Chapman Avenue SB		Chapman Avenue NB	
Lane/Direction	Lane 1	Lane 2	Lane 1	Lane 2
Date Collected	5/7/2024	5/7/2024	5/14/2024	5/14/2024
Posted Speed Limit (mph)	30	30	30	30
120% of Posted Speed Limit (mph)	36	36	36	36
Average Speed (mph)	25	20	21	23
85th Percentile (mph)	32	24	28	31
85th Percentile Exceed 120% of Posted Speed Limit? (Y/N)	N	N	N	N
10-mph pace (mph)	20-30	20-30	20-30	20-30

	Bou Avenue WB		Bou Avenue EB	
Lane/Direction	Lane 1	Lane 2	Lane 1	Lane 2
Date Collected	5/14/2024	5/14/2024	5/14/2024	5/14/2024
Posted Speed Limit (mph)	25	25	25	25
120% of Posted Speed Limit (mph)	30	30	30	30
Average Speed (mph)	31	30	30	30
85th Percentile (mph)	37	37	35	36
85th Percentile Exceed 120% of Posted Speed Limit? (Y/N)	Y	Y	Y	Y
10-mph pace (mph)	25-35	25-35	25-35	25-35

Section 6 CONCLUSIONS

The following summarizes the findings and conclusions of the four adequacy tests and Vision Zero evaluations of this Local Area Transportation Review for the redevelopment of Pike Center:

1. The redevelopment of Pike Center would replace approximately 81,000 square feet (S.F.) of retail and commercial uses with up to 290 mid-rise and 470 high-rise apartment dwelling units and up to 90,000 S.F. of retail space. The proposed development is expected to occur in two phases with phase one expected to be built in 2034 and phase two in 2039.
2. Pike Center is expected to generate 612 AM peak hour and 936 PM peak hour net new person trips, and 324 AM peak hour and 492 PM peak hour net new auto-driver (vehicle) trips under buildout conditions in Phase 2.
3. The redevelopment of Pike Center will construct the extension of Rollins Avenue between Chapman Avenue and Rockville Pike (MD 355). This new facility will complete part of master planned roads in the area, better manage traffic movements into and out of the site and provide a pedestrian and bicycle connection through the property.
4. The AM and PM peak hour average vehicle delays at the study intersections within the North Bethesda Orange Policy Area currently operate within the applicable congestion standard of 71 seconds per vehicle. The study intersections within the City of Rockville, Twinbrook Red Policy Area and White Flint Red Policy Area are not subject to the Motor Vehicle Test. However, for information purposes, an analysis was conducted at each of these intersections.
5. Under future conditions without the proposed Pike Center redevelopment, the study intersections within the North Bethesda Policy Area would continue to operate within the applicable congestion standard threshold during both the AM and PM peak hours.
6. Under future conditions with the proposed Pike Center redevelopment, the study intersections within the North Bethesda Policy Area would continue to operate within the applicable congestion standard threshold during both the AM and PM peak hours, with the exception of the Rockville Pike (MD 355)/Bou Avenue intersection that would operate above the standard during the PM peak hour under phase 2 conditions. However, while signal timing adjustments could be made, these would impact side-street operations and increase delays and queuing. In addition, based on a review of the intersection geometry, there do not appear to be feasible design or geometric alternatives due to the existing roadway limitations and need to maintain pedestrian and bicyclist safety.
7. Based on the Pedestrian System Adequacy Test, mitigation is required to improve the existing undesirable pedestrian level of comfort ratings for segments along Rockville Pike

(MD 355), and to address ADA noncompliance for crosswalk ramps within the study area. At the time of Preliminary Plan/Site Plan, the Applicant will work with Staff to determine the improvements and the fair share contribution to improve the PLOC in the study area.

8. Mitigation is required to pass the Bicycle System Adequacy Test due to an elevated level of traffic stress under existing conditions along Rockville Pike (MD 355). The Applicant will, at the time of Preliminary Plan/Site Plan, coordinate with Planning Staff to determine the fair share contribution toward the mitigation. Note that a shared use path is planned to be provided along the Chapman Avenue frontage to accommodate cyclists in the area.
9. Four (4) bus stops within the study area do not have bus shelters. Mitigation is required to pass the Bus Transit System Adequacy Test. The Applicant will, at the time of Preliminary Plan/Site Plan, coordinate with Planning Staff to determine the fair share contribution toward the mitigation.
10. A review of crash history within the 1,000 feet study area radius found that 314 crashes occurred between 2019 and 2024. Of the 314 reported crashes, 308 crashes were reported as minor/no injury crashes, and one (1) was classified as fatal. The majority of crashes involved vehicles only (81 percent). The remaining crashes were related to pedestrians (14 percent) and bicycles (five percent). It is noted that the site is located within a High Injury Network along Rockville Pike (MD 355) north of Randolph Road.
11. The results of the speed study indicate that the Rockville Pike (MD 355), Chapman Avenue, and Twinbrook Parkway road segments experience 85th percentile speeds that are within the acceptable 120 percent of the posted speed limit. Data for Bou Avenue shows that the 85th percentile speed exceeds the 120 percent posted speed standard. The Applicant proposes to provide curb parking along the Bou Avenue frontage between the site driveway and Chapman Avenue that may reduce speeds in this area. However, additional speed reduction measures and enforcement should be considered to further reduce speeds in this segment.
12. The location and design of the proposed site access roads minimizes turning movement conflicts on Chapman Avenue, Bou Avenue, and Rockville Pike (MD 355). Sidewalks and crosswalks will be provided within and along the property frontage to ensure safe pedestrian access to and from the site. The shared use paths along the site frontage provide a low level of traffic stress for bicyclists travelling to or from the site.

APPENDIX A

Scoping Materials



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

Local Area Transportation Review

TRANSPORTATION IMPACT STUDY SCOPE OF WORK AGREEMENT

December 2023

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): Richard Brockmyer Signature: _____ Date: 05/24/24

Montgomery County Department of Transportation

Name (print): Deepak Somarajan Signature: _____ Date: 5/28/2024

State Highway Administration (where relevant)

Name (print): Kwesi Woodroffe Signature: _____ Date: 5/28/2024

Applicant Contact Information

Transportation Consultant
(company, contact name, email,
and phone number)

Michael Workosky, PTP - Wells + Associates - mjworkosky@wellsandassociates.com - C: (703) 676-3603
Brant McKinney - Wells + Associates - btmckinney@wellsandassociates.com - C: (703) 917-6620

Name of Applicant /
Developer

KIMCO Realty

Project Information

Include Tables/Graphics, As Needed

Project Name
(include plan no. if known)

Pike Center

Project Location
(include address if known)

12101 Rockville Pike

Policy Area(s)
(See Growth & Infrastructure Policy
Area map T1¹)

North Bethesda

Master Plan(s) /
Sector Plan Area(s)

White Flint Phase 2

¹ <https://montgomeryplanning.org/wp-content/uploads/2020/11/20210101-Text-of-the-2020-2024-Growth-and-Infrastructure-Policy-with-Maps.pdf>

Application Type(s)	☐ Preliminary Plan	☐ Site Plan	☐ Sketch/Concept/Pre-Preliminary (Optional)	☐ Amendment
	☐ Conditional Use (formerly special exception)	☒ Local Map Amendment	☐ APF at Building Permit	☐ Other:
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)	Request for a rezoning of the property from its current CR-2.0, C-0.75, R-1.5, H-200 to the CR Zone (Commercial Residential- Floating), specifically CRF-2.5,C-0.75, R-2.25, H-200. Existing uses include a 81,007 square foot shopping plaza without a supermarket. It is intended to be replaced by an approximately 89,688 square foot shopping plaza with a supermarket, approximately 290 mid-rise multifamily units, and approximately 470 high-rise multifamily units. The project is intended to be developed in two phases, the first phase encompasses the southern half of the site with an intended build out year of 2034. The second phase for the northern half of the site has an intended build out year of 2039.			
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)	Existing access is through a signalized intersection of Rockville Pike (MD Route 355) / Federal Plaza / Pike Center. It is also provided via site driveways on Bou Avenue, two on Chapman Avenue, and via the right in/right out at the Shell Gas station. Access to the site is to be provided via the New Street and Rockville Pike (MD Route 355) signalized intersection with a right in/right out entrance to be provided from Rockville Pike (MD Route 355) onto Rollins Avenue. Another access point at Rollins Avenue and Chapman Avenue will be available to personal and commercial vehicles in addition to an internal service lane accessed via Bou Avenue. A loading truck only access point is present along Chapman Avenue and will feature security measures to ensure only commercial access.			
2. Transportation Analysis Requirement	☒ 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.		☐ Transportation Impact 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.	
	☐ No	☒ Yes (In Transportation Management District [TMD])		☐ Amend Existing Project-based TDM Plan
3. Project-based Transportation Demand Management Plan Required? (see Chapter 42, Articles I and II)	☐ No	☒ Yes		☐ Amend Existing Project-based TDM Plan
4. Established Transportation Management District (TMD)?	☐ No	☒ Yes TMD Name: <u>North Bethesda</u>		

Transportation Impact Study Assumptions			Include Tables/Graphics, As Needed		
5. Study Years / Phases	Existing Year: 2024	Phases / Build-out Year(s): 2 / 2034 and 2039			
6. Study Periods	☒ AM ☒ PM ☐ Mid-day ☐ Saturday ☐ Sunday ☐ Other: _____				
7. Study Intersections (For projects generating 50 or more weekday peak-hour 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 to current LATR Guidelines): <u>2</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) Rockville Pike (MD Route 355) / Bou Avenue		7) Chapman Avenue / Rollins Avenue		
	2) Rockville Pike (MD Route 355) / Federal Plaza and Pike Center Driveways		8) Chapman Avenue / Pike Center Driveway - South		
	3) Rockville Pike (MD Route 355) / Shell Gas Station Driveways		9) Bou Avenue / Chapman Avenue		
	4) Rockville Pike (MD Route 355) / Rollins Avenue / Twinbrook Parkway		10) Bou Avenue / Pike Center Driveway		
	5) Chapman Avenue / Twinbrook Parkway		11) **See attached page		
	6) Chapman Avenue / Pike Center Driveway - North		attach more rows if necessary		
8. Trip Generation (Clearly cite sources and methodology including use of ITE average trip rates vs. equations, ITE land use code(s), version of ITE TripGen; include trip generation for existing site, current approvals, proposed uses, and net changes. Show calculations in the cells to the right of this box.) <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. . Show all calculations for vehicle and person trips in the cells immediately to the right of this box.</i>	Vehicle Trips* (AM) (Auto Driver) ITE 11th Edition, Rate/Equation based on Figure 4.2 Existing Use: (821) Shopping Plaza-No Supermarket (40-150K): 81,007 SF == 99 Phase 1 Proposed: (221) Multifamily Housing (Mid-Rise) (close to metro): 290 DU == 77 (821) Shopping Plaza-Yes Supermarket (40-150K): 85,844 SF == 215 Phase 2 Proposed Additional Residential: (222) Multifamily Housing (High-Rise) (close to metro): 470 DU == 90 Phase 2 Total Commercial: (821) Shopping Plaza-Yes Supermarket (40-150K): 89,688 SF == 225 Full Buildout Site Trips Generated: +293 Vehicle Trips		Total Person Trips* (AM) ITE 11th Edition, Rate/Equation based on Figure 4.2 Existing Use: (821) Shopping Plaza-No Supermarket (40-150K): 81,007 SF == 192 Phase 1 Proposed: (221) Multifamily Housing (Mid-Rise) (close to metro): 290 DU == 143 (821) Shopping Plaza-Yes Supermarket (40-150K): 85,844 SF == 417 Phase 2 Proposed Additional Residential: (222) Multifamily Housing (High-Rise) (close to metro): 470 DU == 167 Phase 2 Total Commercial: (821) Shopping Plaza-Yes Supermarket (40-150K): 89,688 SF == 436 Full Buildout Site Trips Generated: +554 Person Trips		
	Vehicle Trips* (PM) (Auto Driver) ITE 11th Edition, Rate/Equation based on Figure 4.2 Existing Use: (821) Shopping Plaza-No Supermarket (40-150K): 81,007 SF == 298 Phase 1 Proposed: (221) Multifamily Housing (Mid-Rise) (close to metro): 290 DU == 70 (821) Shopping Plaza-Yes Supermarket (40-150K): 85,844 SF == 552 Phase 2 Proposed Additional Residential: (222) Multifamily Housing (High-Rise) (close to metro): 470 DU == 101 Phase 2 Total Commercial: (821) Shopping Plaza-Yes Supermarket (40-150K): 89,688 SF == 573 Full Buildout Site Trips Generated: +446 Vehicle Trips		Total Person Trips* (PM) ITE 11th Edition, Rate/Equation based on Figure 4.2 Existing Use: (821) Shopping Plaza-No Supermarket (40-150K): 81,007 SF == 578 Phase 1 Proposed: (221) Multifamily Housing (Mid-Rise) (close to metro): 290 DU == 130 (821) Shopping Plaza-Yes Supermarket (40-150K): 85,844 SF == 1,070 Phase 2 Proposed Additional Residential: (222) Multifamily Housing (High-Rise) (close to metro): 470 DU == 188 Phase 2 Total Commercial: (821) Shopping Plaza-Yes Supermarket (40-150K): 89,688 SF == 1,110 Full Buildout Site Trips Generated: +850 Person Trips		

9. Multi-modal Intersection Counts	Are new counts being collected in support of this study?* Yes Are historical counts being used in support of this study? No <i>*Refer to the LATR Guidelines for the procedures pertaining to the collection of multi-modal (i.e., motor vehicle, bicycle and pedestrian) intersection counts. Generally, counts are acceptable when they are less than one year old at the time a transportation study is submitted.</i>
10. Trip Reductions (include justification and supporting documentation for internal capture, pass-by, diverted, Transportation Demand Management)	Retail uses will have pass-by trips removed from the existing and proposed uses based on the ITE most recent released rates. Current rates are as follows: Shopping Plaza (40-150K), 821 = 40% Weekday PM
11. Trip Distribution % (include a map of the proposed project in addition to a list or table)	 A map is attached.
12. Pipeline Developments to be considered as background traffic (include name, plan #, land uses, and sizes for approved but unbuilt developments or concurrently pending applications; info can be obtained from the M-NCPPC Pipeline website: - website is updated quarterly)	List of considered pipeline developments is attached and derived from the Montgomery County mcatlas Pipeline Development tool.
13. Pipeline Transportation Projects to be considered as background condition (fully funded for construction in County Capital Improvement Program, State Consolidated Transportation Program, developer projects, etc. within the next 6 years)	No pipeline transportation or CIP projects have been identified.
14. Vision Zero Statement (Include maps depicting the scope of the various Vision Zero Statement scoping requirements.)	• 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: 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. 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 above. ☐ Maps are attached. ☐ Vision Zero Statement is attached.
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Preliminary Mitigation Analysis <i>*Refer to the LATR Guidelines for details on how to mitigate</i>	
15. Vehicular Analysis (Include a map depicting the location of the study area intersections.)	☒ Vehicular Analysis Anticipated (Vehicular mitigation to be determined after study) ☒ A map is attached - 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 net new 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.
16. Pedestrian Analysis (Include a map depicting the scope of the applicable walkshed distance requirement.)	☒ Pedestrian Mitigation Anticipated ☒ A map is attached - TEST: If the plan generates 50 or more net new weekday peak hour person trips, mitigation of surrounding pedestrian conditions is required. MITIGATION: Mitigation consists of three components: (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 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. Record walkshed distance here <u>1,000</u> feet

17. Bicycle Analysis (Include a map depicting the scope of the applicable bicycle scoping requirement.)	☒ Bicycle Mitigation Anticipated ☒ A map is attached - TEST: If the plan generates 50 or more net new 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. The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable scoping distance requirement. Record scoping distance here <u>1000</u> feet		
18. Bus Transit Analysis (Include a map depicting the scope of the bus transit scoping requirement.)	☒ Transit Mitigation Anticipated ☒ A map is attached - TEST: If the plan generates 50 or more net new 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. The applicant should refer to the <i>LATR Guidelines</i> to determine the applicable scoping distance requirement and the applicable number of bus shelters. Record scoping distance here <u>1500</u> feet Record the applicable number of bus shelters here <u>4</u>		
19. Proportionality and Cost Estimates (For information purposes only. These estimates are subject to change.)	- Version of Cost Estimation Tool <u>1.3</u> - Version of LATR Proportionality Guide Tool <u>1.3</u> - Estimated Proportionality Guide amount \$ <u>5,137,725</u>		
Additional Analysis or Software Required	☒ Queuing Analysis ☐ Signal Warrant Analysis ☐ Weaving/Merge Analysis	☒ Crash Analysis ☒ Synchro ☐ SIDRA	☐ VISSIM ☐ CORSIM ☐ Other _____
M-NCPPC Clarifications		Additional Assumptions & Special Circumstances for Discussion	
Transportation impact study will comply with all other requirements of the LATR Guidelines not listed on this form. If physical improvements are proposed as mitigation, the transportation impact study will demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). If the development proposal significantly changes after this transportation impact study scope has been agreed to, the			

Applicant will work with M-NCPPC staff to amend the scope to accurately reflect the new proposal. • A receipt from MCDOT showing that the transportation impact study review fee has been paid will be provided to M-NCPPC IRC Division at the time the development application is submitted. • An electronic copy of the transportation impact study and appendices will be provided to Planning Department and MCDOT in electronic format.* * At the time of this document's publication, the Planning Department is accepting plan applications electronically using the E-Plans platform: (https://montgomeryplanning.org/resources/eplans-applicant-user-guide/)	
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- HCM capacity and queuing analysis will be included in the LATR under the following scenarios:
 - Existing Conditions
 - Background Conditions
 - Future Conditions
- The 95th percentile queues and available storage will be included for key intersections.
- All Synchro and SimTraffic outputs will be included as appendices and submission will also include the Synchro files (.syn and .sim).

Additional Intersections:

11. East Jefferson Street / Rollins Avenue
12. Rockville Pike (MD 355) / Halpine Road
13. Twinbrook Parkway / Parklawn Drive
14. Randolph Road / Nebel Street
15. Rockville Pike (MD 355) / Hubbard Drive / Driveway

Pipeline Developments to be Considered:

12710 Twinbrook Parkway; APNO: 820220010; Mixed-use; 49 unbuilt multi-family units; 4,089 unbuilt retail GFA

12500 Ardennes Avenue, APNO: 820240060, Residential, 213 unbuilt multi-family units

Twinbrook Quarter Phase 1A; APNO: STP2020-00401; Mixed-use; 460 unbuilt multi-family units; 270,000 unbuilt office GFA; 103,569 unbuilt retail GFA

Federal Plaza West; APNO: 120220140; Mixed-use; 500 unbuilt multi-family units; 108,965 unbuilt GFA

Wilgus; APNO: 120200140; Mixed-use 93 unbuilt single family units; 638 unbuilt multi-family units; 11,880 unbuilt retail GFA

2115 East Jefferson; APNO: 120230100; Residential; 86 unbuilt single family units

5500 Edson Lane/Peace Palace; APNO: 820060060; Office; 12,694 GFA unbuilt

Washington Science Center; APNO: 81973005B; Office; 12,857 GFA unbuilt

East Village at North Bethesda Gateway; APNO: 120140240; Mixed-use; 279 unbuilt multi-family units; 30,500 unbuilt retail GFA

MHP - Nebel Street; APNO: 120220090; Residential; 163 unbuilt multi-family units

Mid Pike Plaza; APNO: 12012002B; Mixed-use; 740 unbuilt multi-family units; 210,864 unbuilt retail GFA

Grand Park Development; APNO: 12019016A; Mixed-use; 790 unbuilt multi-family units; 75,451 unbuilt retail GFA

Evolution Labs North Bethesda; APNO: 12015001B; Mixed-use; 699,286 unbuilt other GFA

North Bethesda Town Center; APNO: 120040490; Mixed-use; 697 unbuilt multi-family units; 809,338 unbuilt office GFA; 152,791 unbuilt retail GFA

Saul Centers White Flint West; APNO 120160080; Mixed-use; 655 unbuilt multi-family units; 136,950 unbuilt office GFA

North Bethesda Market II; APNO: 12012006B; Mixed-use; 470 unbuilt multi-family units

Project: Pike Center

Policy Area: North Bethesda (Orange)

Person Trip Generation: 350 or more Net New Person Trips based on PM peak hour

Pedestrian System Adequacy

1. Pedestrian Level of Comfort: From Table 12 – 1,000'
2. Street Lighting: From Table 12 = 1,000'
3. ADA Compliance: ½ of Table 12 – 500'

Table 12. 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 13 – 1,000'

Table 13. 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'

Bus Transit System Adequacy

1. Bus Shelters: From Table 14 – 4 shelters within 1,500'

Table 14. 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'

Table 1a
 Pike Center: Phase 1
 Site Development Trip Generation ⁽¹⁾

				ITE Trip Generation						Montgomery County Trip Generation			
Land Use				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				LUC	Amount	Unit	In	Out	Total	In	Out	Total	
							Auto Driver	Person Trips		Auto Driver	Person Trips		
Existing Uses													
Shopping Plaza -No Supermarket (40-150K)				821	81,007	SF	87	53	140	206	214	420	99192298578
Phase 1 Development Plan													
Existing Development (To Be Demolished)													
Shopping Plaza -No Supermarket (40-150K)					40,007	SF							
Remainder					41,000	SF							
New Development (To Be Built)													
New Shopping Plaza -Yes Supermarket (40-150K)				821	44,844	SF							
Remainder still in operation					41,000	SF							
Total Phase 1 Development													
Shopping Plaza -Yes Supermarket (40-150K)				821	85,844	SF	188	115	303	373	404	777	2154175521,070
Multifamily Housing (Mid-Rise)				221	290	DU	2789116	6944113	96178	94175			
<i>Phase 1 Total Trips</i>							215204419	442449891	311595	6461,245			
Phase 1 Net New Trips							128	151	279	236	235	471	212403348667

Notes: (1) Trip Generation based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

Table 1b
 Pike Center: Phase 2
 Site Development Trip Generation ⁽¹⁾

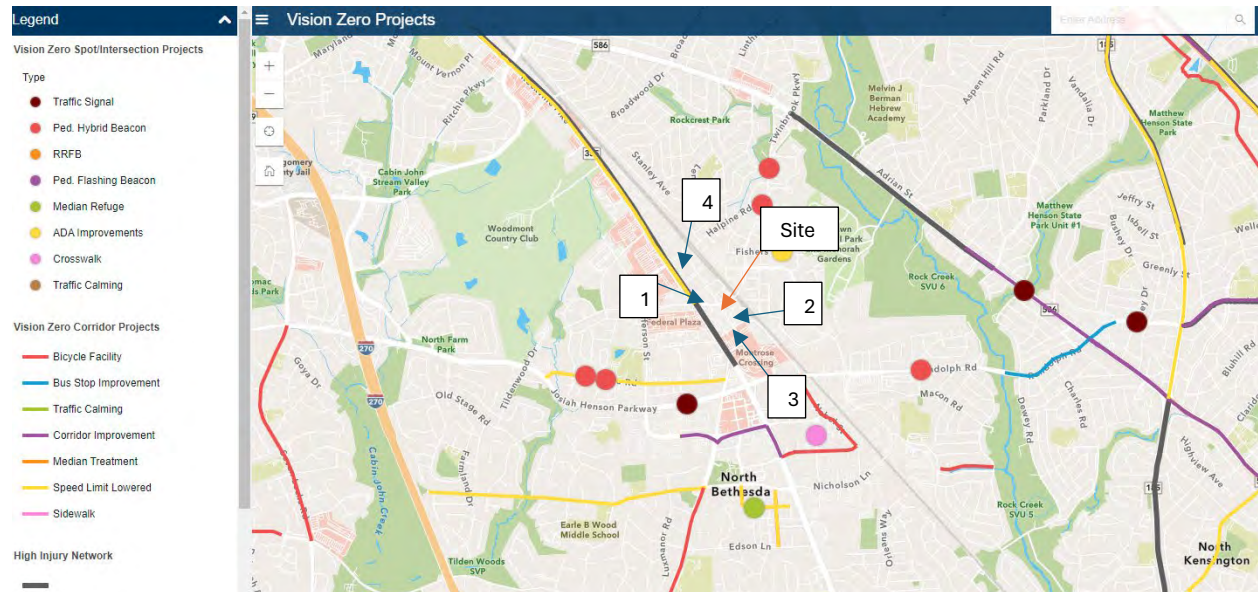
				ITE Trip Generation						Montgomery County Trip Generation			
Land Use				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				LUC	Amount	Unit	In	Out	Total	In	Out	Total	
							Auto Driver	Person Trips		Auto Driver	Person Trips		
Existing Uses													
Shopping Plaza -No Supermarket (40-150K)				821	81,007	SF	87	53	140	206	214	420	99192298578
Existing Phase 1 Development													
Total Shopping Plaza -Yes Supermarket (40-150K) - (Phase 1)				821	85,844	SF							
Remainder from Existing (To Be Demolished)					41,000	SF							
Phase 1 remainder still in operation					44,844	SF							
New Retail Development (To Be Built)													
New Shopping Plaza -No Supermarket (40-150K)				821	44,844	SF							
Total Buildout Retail													
Shopping Plaza -Yes Supermarket (40-150K)				821	89,688	SF	197	120	317	387	420	807	2254365731,110
Existing Phase 1 Development													
Multifamily Housing (Mid-Rise) - (Phase 1)				221	290	DU	27	89	116	69	44	113	9617894175
New Residential Development (To Be Built)													
Multifamily Housing (High-Rise)				222	470	DU	32	90	122	90	55	145	101188121225
Phase 2 Total Trips							256	299	555	546	520	1,066	4228027881,510
Phase 2 Net New Trips							169	246	415	340	306	646	323610490932

Notes: (1) Trip Generation based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition.

Table 2
Trip Distribution/Assignment Matrix
Hypothetical Case -Rockville/North Bethesda for Residential Component

Trip Distribution by Super District	Residential Development	Montrose Road/Parkway west	MD 355 north	Randolph Road east	MD 355 south	MD 187 south	Total
01. Bethesda / Chevy Chase	7.4%	0.0%	0.0%	0.0%	3.7%	3.7%	7.4%
02. Silver Spring / Takoma Park	2.3%	0.0%	0.0%	0.0%	2.3%	0.0%	2.3%
03. Potomac / Darnestown / Travilah	5.4%	4.3%	0.0%	0.0%	0.0%	1.1%	5.4%
04. Rockville / North Bethesda	38.2%	9.6%	28.7%	0.0%	0.0%	0.0%	38.3%
05. Kensington / Wheaton	4.1%	0.0%	0.0%	3.3%	0.8%	0.0%	4.1%
06. White Oak / Fairland / Cloverly	1.6%	0.0%	0.0%	1.3%	0.3%	0.0%	1.6%
07. Gaithersburg / Shady Grove	13.4%	10.1%	3.4%	0.0%	0.0%	0.0%	13.5%
08. Aspen Hill / Olney	2.8%	0.6%	1.4%	0.8%	0.0%	0.0%	2.8%
09. Germantown / Clarksburg	1.7%	1.5%	0.2%	0.0%	0.0%	0.0%	1.7%
10. Rural West of I-270	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
11. Rural East of I-270	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.3%
12. Washington, DC	11.0%	7.7%	0.0%	0.0%	0.0%	3.3%	11.0%
13. PG / AA / Cal / St. M / Chis Cos., MD	4.4%	0.0%	0.0%	0.0%	4.4%	0.0%	4.4%
14. VA / WV	6.5%	5.2%	0.0%	0.7%	0.0%	0.7%	6.6%
15. Frederick Co., MD	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%
16. Howard Co./Carroll Co., MD	0.5%	0.0%	0.1%	0.1%	0.4%	0.0%	0.6%
Total	100.0%	39.5%	33.9%	6.3%	11.9%	8.8%	100.4%
	Use ->	39%	34%	6%	12%	9%	100.0%

Vision Zero: Site is located within a High Injury Network along Rockville Pike north of Randolph Road. In addition, Rockville Pike from Twinbrook Parkway to R. Mont. Drive has undergone a speed limit reduction from 40 to 35 mph. Montrose Road also lowered the speed limit from 40 to 35 mph from Parkway to Towne Road in February 2022.



Up to 8 Speed Studies within 1,000' from site frontage. Speed study locations will be coordinated with County staff, if necessary.

Proposed Speed Study Locations:

1. Twinbrook Parkway, east of Rockville Pike (EB/WB direction)
2. Chapman Avenue, north of Bou Avenue (NB/SB direction)
3. Bou Avenue, east of Rockville Pike (EB/WB direction)
4. Rockville Pike (MD 355), north of Thompson Avenue, south of Halpine Road (NB/SB direction)



Figure 1
Study Intersections

 Study Intersection



NORTH

Pike Center
Montgomery County, Maryland

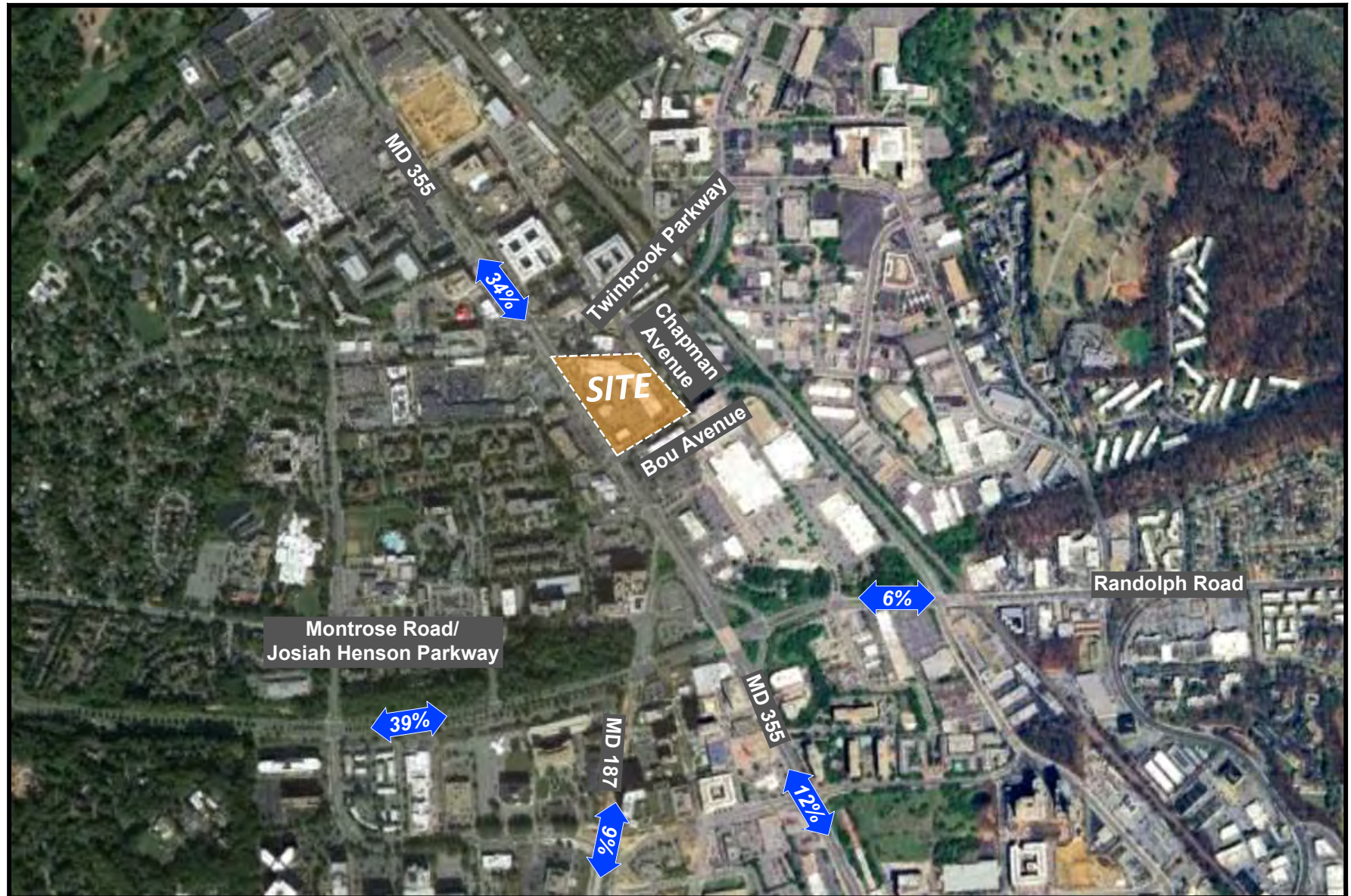


Figure 2
Site Trip Distributions

XX% Directional Trip Distribution



NORTH

Pike Center
Montgomery County, Maryland



Figure 3
Speed Study Locations

 Study Location



NORTH

Pike Center
Montgomery County, Maryland



Figure 4
Pedestrian Level of Comfort (PLOC) Study Area



Pike Center
Montgomery County, Maryland

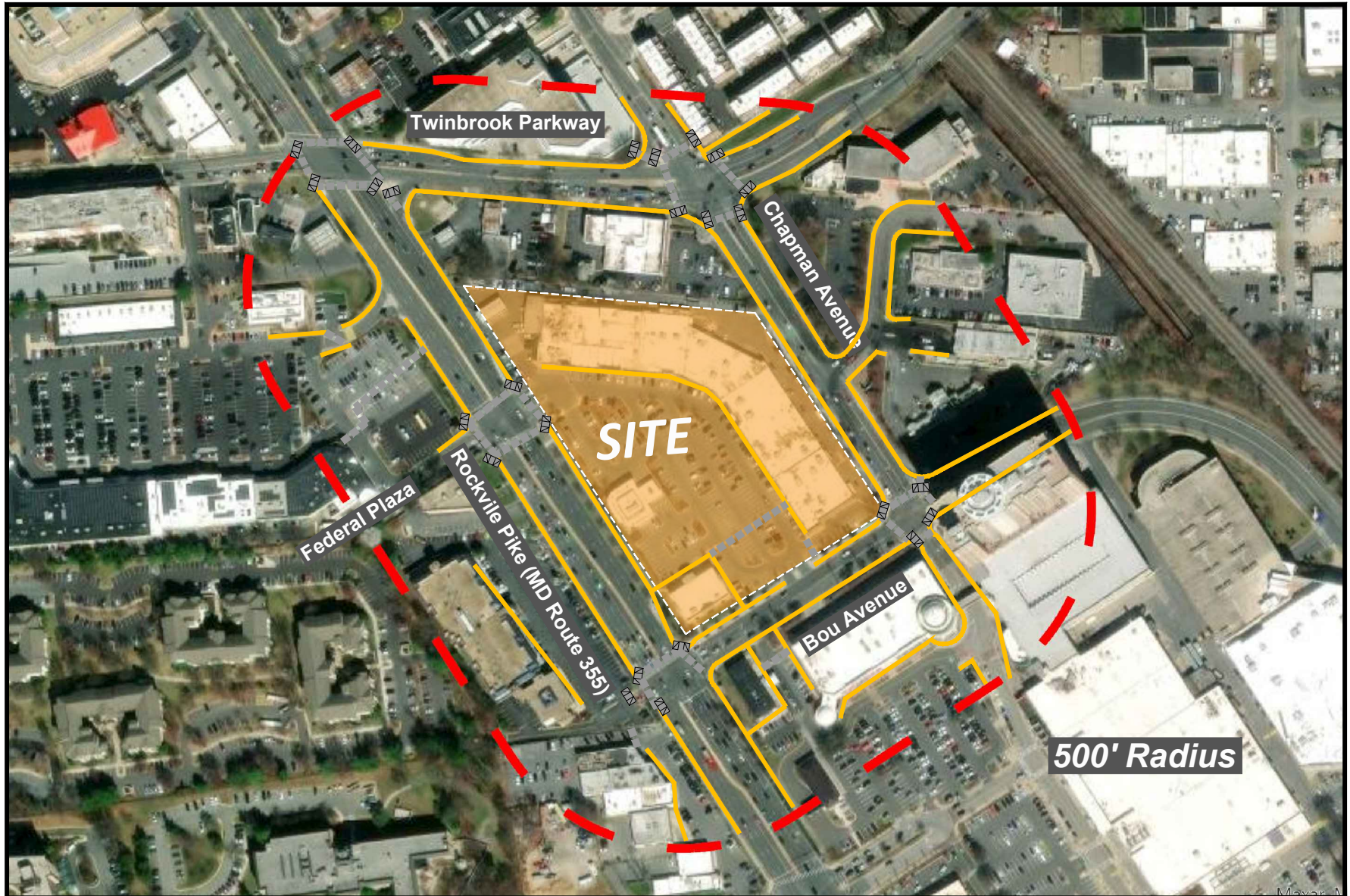


Figure 5
ADA Study Area

-  ADA Ramp
-  Pedestrian Crosswalk
-  Sidewalk



Pike Center
Montgomery County, Maryland



Figure 6
Bicycle System Study Area

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



NORTH

Pike Center
Montgomery County, Maryland

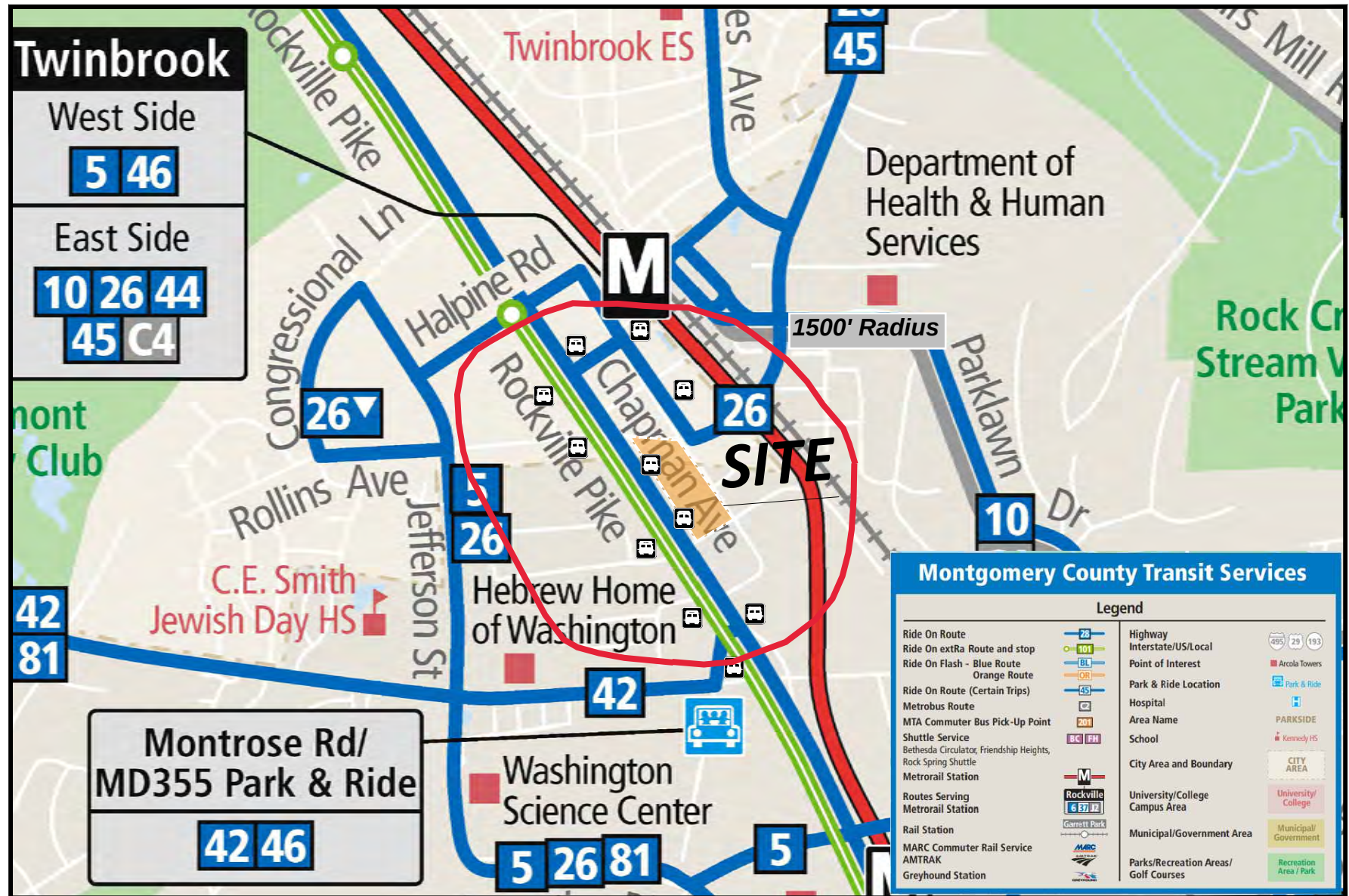
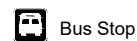


Figure 7
Bus Transit System Adequacy



Pike Center
Montgomery County, Maryland

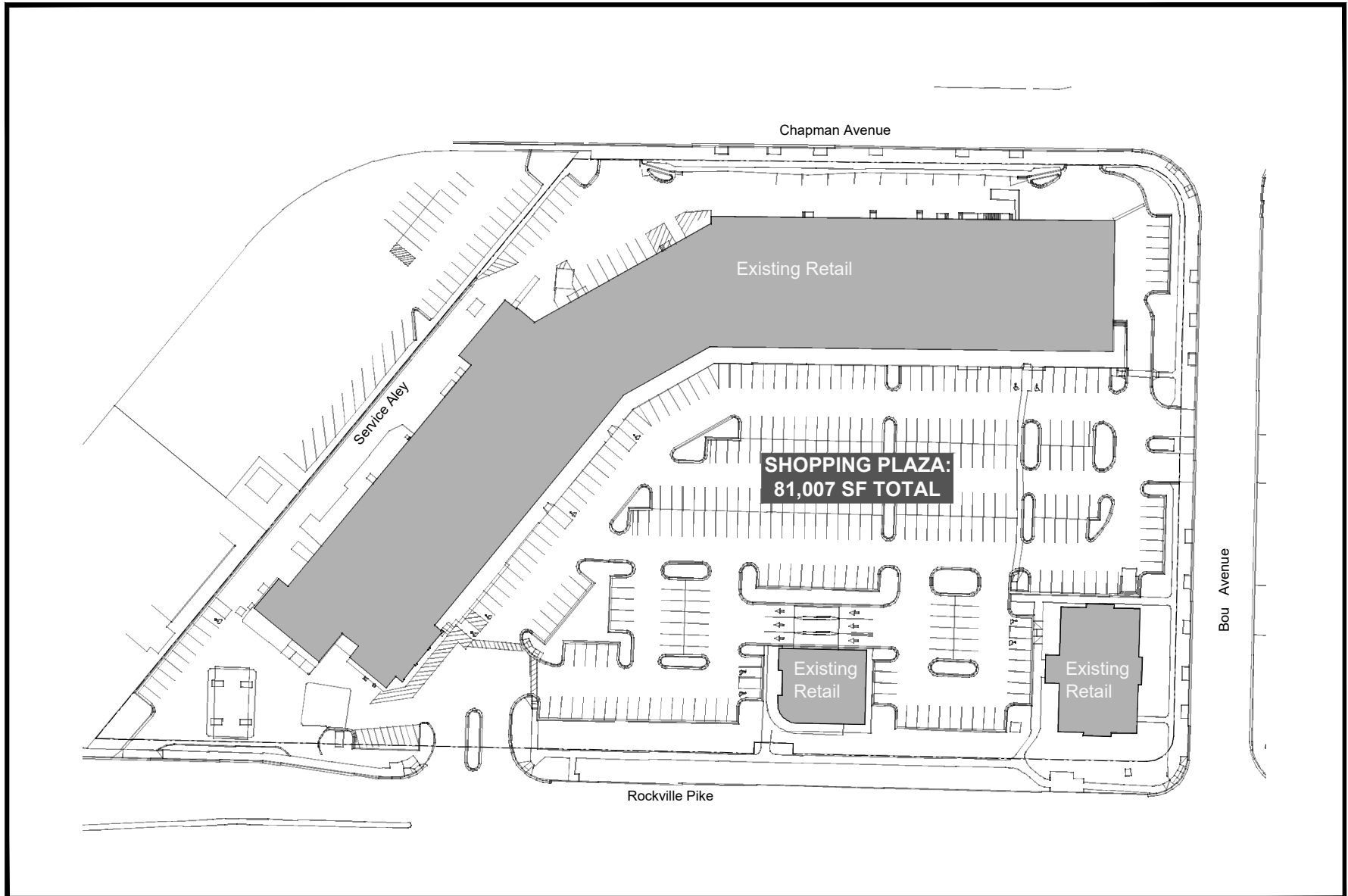


Figure 8
Existing Concept Plan



Pike Center
Montgomery County, Maryland



Figure 9
Concept Plan: Phase 1

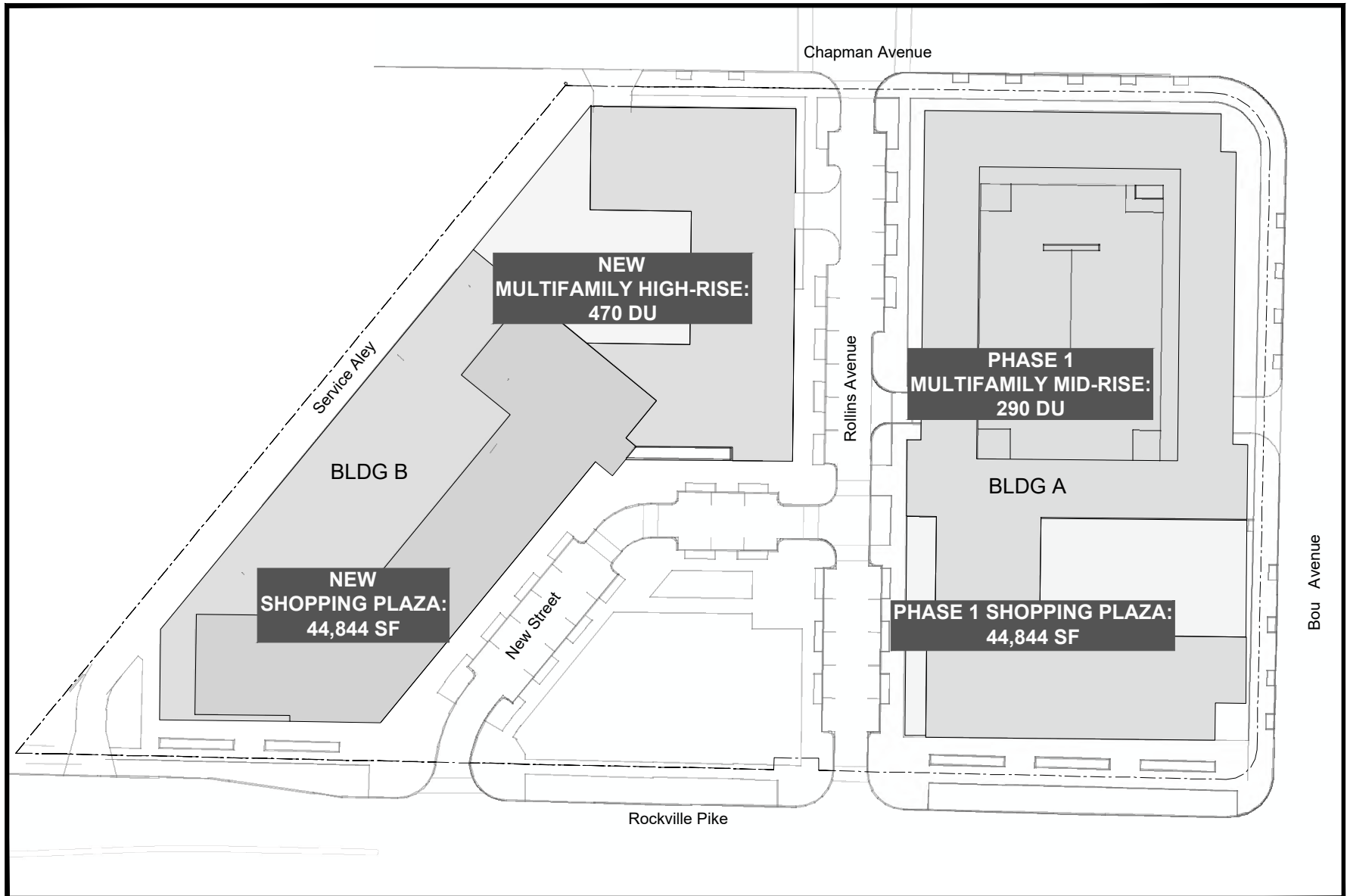


Figure 10
Concept Plan: Phase 2



Pike Center
Montgomery County, Maryland

APPENDIX B

Bus Routes

5 To Paul S. Sarbanes Transit Center
(Silver Spring M)

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

SEE TIMEPOINT LOCATION ON ROUTE MAP							
Paul S. Sarbanes TC (Silver Spring M)							
Linden Lane							
Second Ave & Leafy Aves							
Capitol View & Knowles Aves							
Rockville Pike & Strathmore Ave							
North Bethesda (White Flint M)							
Jefferson St & Montrose Rd							
Twinbrook M							
1	2	3	4	5	6	7	8
6:15	6:21	6:25	6:28	6:34	6:39	6:43	6:49
7:00	7:06	7:10	7:13	7:19	7:24	7:28	7:34
7:45	7:51	7:56	8:00	8:06	8:11	8:16	8:22
8:25	8:31	8:36	8:40	8:46	8:51	8:56	9:02
9:05	9:11	9:16	9:20	9:26	9:31	9:36	9:42
9:45	9:51	9:56	10:00	10:06	10:11	10:16	10:22
10:30	10:36	10:41	10:45	10:51	10:58	11:03	11:10
11:10	11:16	11:21	11:25	11:31	11:38	11:43	11:50
11:45	11:51	11:56	12:00	12:06	12:13	12:18	12:25
12:20	12:26	12:31	12:35	12:41	12:48	12:53	1:00
1:25	1:31	1:36	1:41	1:45	1:51	1:58	2:03
2:05	2:11	2:16	2:20	2:26	2:33	2:38	2:45
2:40	2:46	2:51	2:55	3:01	3:08	3:13	3:20
3:15	3:21	3:26	3:30	3:36	3:43	3:48	3:55
3:50	3:56	4:01	4:05	4:11	4:18	4:23	4:30
4:25	4:32	4:37	4:43	4:49	4:55	4:59	5:07
4:55	5:02	5:07	5:13	5:19	5:25	5:29	5:37
5:30	5:37	5:42	5:48	5:54	6:00	6:04	6:12
6:05	6:12	6:17	6:23	6:29	6:35	6:39	6:47
6:40	6:47	6:52	6:58	7:04	7:10	7:14	7:22
7:15	7:22	7:27	7:33	7:39	7:45	7:49	7:57
7:50	7:57	8:02	8:06	8:11	8:16	8:20	8:26
8:30	8:37	8:42	8:46	8:51	8:56	9:00	9:06
9:10	9:17	9:22	9:26	9:31	9:36	9:40	9:46
9:50	9:57	10:02	10:06	10:11	10:16	10:20	10:26
10:30	10:37	10:42	10:46	10:51	10:56	11:00	11:06
11:10	11:17	11:22	11:26	11:31	11:36	11:40	11:46
11:50	11:57	12:02	12:06	12:11	12:16	12:20	12:26
12:35	12:42	12:47	12:51	12:56	1:01	1:05	1:11

NOTES: • Trip also serves Victory Forest.

5 To Paul S. Sarbanes Transit Center
(Silver Spring M)

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

SEE TIMEPOINT LOCATION ON ROUTE MAP							
Paul S. Sarbanes TC (Silver Spring M)							
Linden Lane							
Second Ave & Leafy Aves							
Capitol View & Knowles Aves							
Rockville Pike & Strathmore Ave							
North Bethesda (White Flint M)							
Jefferson St & Montrose Rd							
Twinbrook M							
1	2	3	4	5	6	7	8
6:15	6:21	6:26	6:29	6:34	6:40	6:44	6:51
7:05	7:11	7:16	7:19	7:24	7:30	7:34	7:41
7:50	7:56	8:01	8:04	8:09	8:15	8:19	8:26
8:30	8:36	8:41	8:44	8:49	8:55	8:59	9:06
9:10	9:16	9:21	9:24	9:29	9:35	9:39	9:46
9:50	9:56	10:01	10:04	10:09	10:15	10:19	10:26
10:30	10:37	10:41	10:45	10:50	10:57	11:01	11:08
11:10	11:17	11:21	11:25	11:30	11:37	11:41	11:48
11:50	11:57	12:01	12:05	12:10	12:17	12:21	12:28
12:30	12:37	12:41	12:45	12:50	12:57	1:01	1:08
1:10	1:17	1:21	1:25	1:30	1:37	1:41	1:48
1:50	1:57	2:01	2:05	2:10	2:17	2:21	2:28
2:30	2:37	2:41	2:45	2:50	2:57	3:01	3:08
3:10	3:17	3:21	3:25	3:30	3:37	3:41	3:48
3:50	3:57	4:01	4:05	4:10	4:17	4:21	4:28
4:30	4:37	4:42	4:46	4:52	4:57	5:01	5:08
5:10	5:17	5:22	5:26	5:32	5:37	5:41	5:48
5:50	5:57	6:02	6:06	6:12	6:17	6:21	6:28
6:30	6:36	6:40	6:43	6:48	6:53	6:57	7:03
7:10	7:16	7:20	7:23	7:28	7:33	7:37	7:43
7:50	7:56	8:00	8:03	8:08	8:13	8:17	8:23
8:30	8:36	8:40	8:43	8:48	8:53	8:57	9:03
9:10	9:16	9:20	9:23	9:28	9:33	9:37	9:43
9:50	9:56	10:00	10:03	10:08	10:13	10:17	10:23
10:30	10:36	10:40	10:43	10:48	10:53	10:57	11:03
11:10	11:16	11:20	11:23	11:28	11:33	11:37	11:43
11:50	11:56	12:00	12:03	12:08	12:13	12:17	12:23
12:35	12:41	12:45	12:48	12:53	12:58	1:02	1:08

NOTES: • Trip also serves Victory Forest.

SEE REVERSE FOR MONDAY-FRIDAY SERVICE

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

HOW TO RIDE A BUS

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

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

GUARANTEED RIDE HOME

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

METROACCESS

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

5 To Twinbrook M

SATURDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

SEE TIMEPOINT LOCATION ON ROUTE MAP							
Paul S. Sarbanes TC (Silver Spring M)							
Linden Lane							
Second Ave & Leafy Aves							
Capitol View & Knowles Aves							
Rockville Pike & Strathmore Ave							
North Bethesda (White Flint M)							
Jefferson St & Montrose Rd							
Twinbrook M							
8	7	6	5	4	3	2	1
5:35	5:43	5:46	5:52	5:56	5:59	6:05	6:10
6:20	6:28	6:31	6:37	6:41	6:44	6:50	6:55
7:00	7:09	7:12	7:19	7:23	7:27	7:33	7:38
7:40	7:49	7:52	7:59	8:03	8:07	8:13	8:18
8:20	8:29	8:32	8:39	8:43	8:47	8:53	8:58
9:00	9:09	9:12	9:19	9:23	9:27	9:33	9:38
9:40	9:49	9:53	10:01	10:05	10:10	10:17	10:23
10:20	10:29	10:33	10:41	10:45	10:50	10:57	11:03
10:55	11:04	11:08	11:16	11:20	11:25	11:32	11:38
11:30	11:39	11:43	11:51	11:55	12:00	12:07	12:13
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2:25	2:34	2:38	2:46	2:50	2:55	3:02	3:08
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4:45	4:53	4:57	5:03	5:07	5:12	5:18	5:23
5:20	5:28	5:32	5:38	5:42	5:47	5:53	5:58
5:55	6:03	6:07	6:13	6:17	6:22	6:28	6:33
6:30	6:38	6:42	6:48	6:52	6:57	7:03	7:08
7:05	7:13	7:16	7:22	7:26	7:30	7:35	7:40
7:45	7:53	7:56	8:02	8:06	8:10	8:15	8:20
8:25	8:33	8:36	8:42	8:46	8:50	8:55	9:00
9:05	9:13	9:16	9:22	9:26	9:30	9:35	9:40
9:45	9:52	9:55	10:01	10:05	10:09	10:14	10:18
10:25	10:32	10:35	10:41	10:45	10:49	10:54	10:58
11:10	11:17	11:20	11:26	11:30	11:34	11:39	11:43
11:55	12:02	12:05	12:11	12:15	12:19	12:24	12:28

NOTES: • Trip also serves Victory Forest.

5 To Twinbrook M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

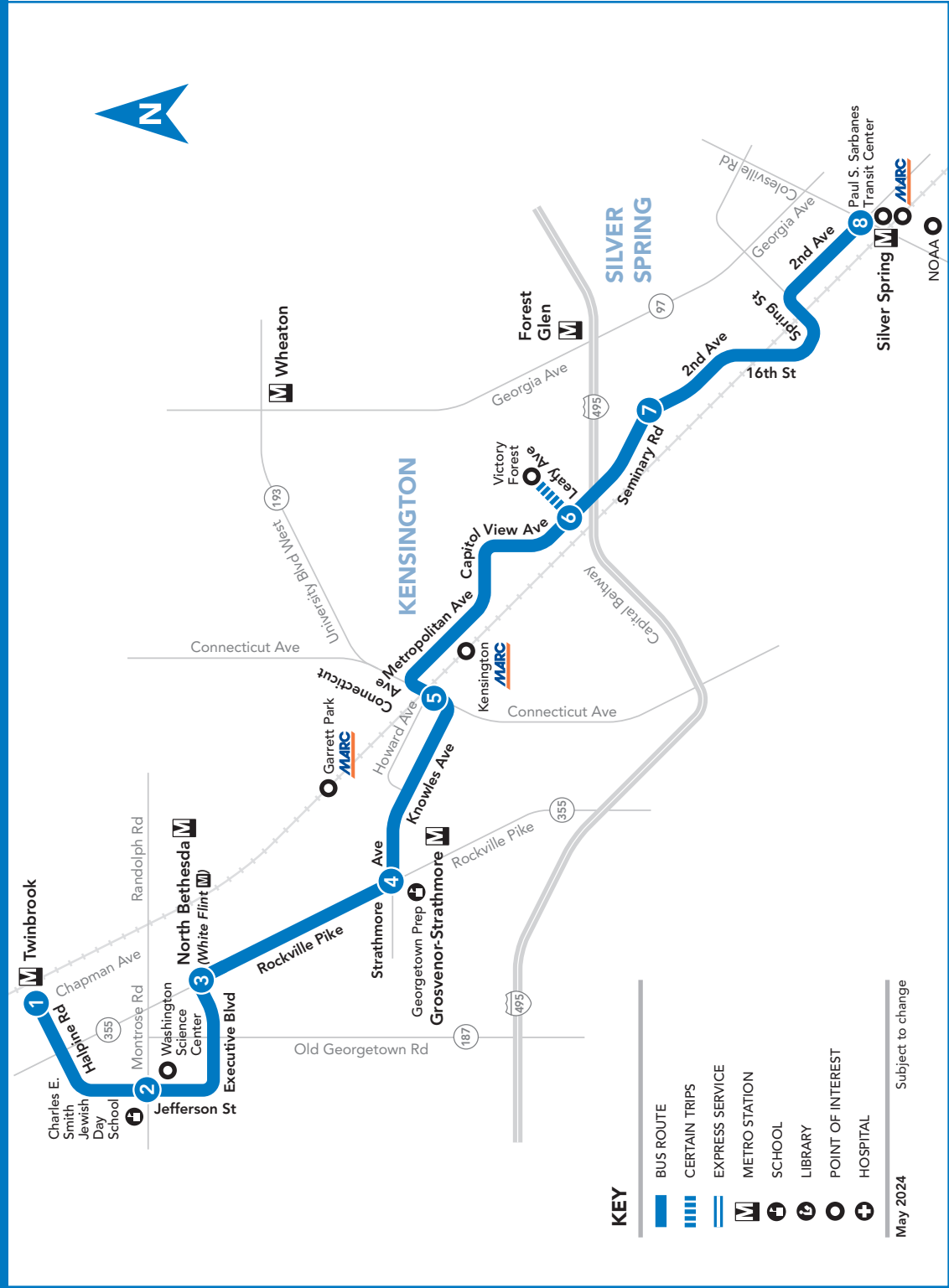
SEE TIMEPOINT LOCATION ON ROUTE MAP							
Paul S. Sarbanes TC (Silver Spring M)							
Linden Lane							
Second Ave & Leafy Aves							
Capitol View & Knowles Aves							
Rockville Pike & Strathmore Ave							
North Bethesda (White Flint M)							
Jefferson St & Montrose Rd							
Twinbrook M							
8	7	6	5	4	3	2	1
5:35	5:42	5:45	5:50	5:53	5:57	6:02	6:07
6:25	6:32	6:35	6:40	6:43	6:47	6:52	6:57
7:05	7:13	7:16	7:22	7:26	7:30	7:36	7:40
7:45	7:53	7:56	8:02	8:06	8:10	8:16	8:20
8:25	8:33	8:36	8:42	8:46	8:50	8:56	9:00
9:05	9:13	9:16	9:22	9:26	9:30	9:36	9:40
9:45	9:53	9:56	10:02	10:06	10:10	10:16	10:20
10:25	10:33	10:36	10:43	10:47	10:51	10:57	11:02
11:05	11:13	11:16	11:23	11:27	11:31	11:37	11:42
11:45	11:53	11:56	12:03	12:07	12:11	12:17	12:22
12:25	12:33	12:36	12:43	12:47	12:51	12:57	1:02
1:05	1:13	1:16	1:23	1:27	1:31	1:37	1:42

5

Twinbrook M – North Bethesda M (White Flint M) – Grosvenor-Strathmore M – Garrett Park – Kensington – Paul S. Sarbanes TC (Silver Spring M)

Ride On

Montgomery County Transit



5 To Paul S. Sarbanes Transit Center (Silver Spring M)

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1	2	3	4	5	6	7	8
5:40	5:45	5:49	5:52	5:56	6:00	6:05	6:11
6:15	6:22	6:27	6:31	6:36	6:41	6:46	6:53
6:50	6:57	7:02	7:06	7:11	7:16	7:21	7:28
7:20	7:27	7:32	7:36	7:43	7:49	7:54	8:01
7:50	7:57	8:02	8:06	8:13	8:19	8:24	8:31
8:20	8:27	8:32	8:36	8:43	8:49	8:54	9:01
8:50	8:57	9:02	9:06	9:13	9:19	9:24	9:31
9:20	9:27	9:32	9:36	9:43	9:49	9:54	10:01
9:50	9:57	10:02	10:06	10:12	10:19	10:25	10:32
10:20	10:27	10:32	10:36	10:42	10:49	10:55	11:02
10:50	10:57	11:02	11:06	11:12	11:19	11:25	11:32
11:25	11:32	11:37	11:41	11:47	11:54	12:00	12:07
12:00	12:07	12:12	12:16	12:22	12:29	12:35	12:42
12:35	12:42	12:47	12:51	12:57	1:04	1:10	1:17
1:10	1:17	1:22	1:26	1:32	1:39	1:45	1:52
1:45	1:52	1:57	2:01	2:07	2:14	2:20	2:27
2:15	2:22	2:27	2:31	2:37	2:44	2:50	2:57
2:40	2:48	2:54	2:59	3:08	3:14	3:19	3:26
3:00	3:08	3:14	3:19	3:28	3:34	3:39	3:46
3:20	3:28	3:34	3:39	3:48	3:54	3:59	4:06
3:35	3:43	3:49	3:54	4:03	4:09	4:14	4:21
3:50	3:58	4:04	4:10	4:21	4:28	4:33	4:41
4:05	4:13	4:19	4:25	4:36	4:43	4:48	4:56
4:20	4:28	4:34	4:40	4:51	4:58	5:03	5:11
4:35	4:43	4:49	4:55	5:06	5:13	5:18	5:26
4:50	4:58	5:04	5:10	5:21	5:28	5:33	5:41
5:05	5:13	5:19	5:25	5:36	5:43	5:48	5:56
5:20	5:28	5:34	5:40	5:51	5:58	6:03	6:11
5:40	5:48	5:54	6:00	6:11	6:18	6:23	6:31
6:05	6:13	6:19	6:25	6:36	6:43	6:48	6:56
6:35	6:43	6:49	6:55	7:06	7:13	7:18	7:26
7:05	7:11	7:17	7:22	7:31	7:36	7:41	7:48
7:35	7:41	7:47	7:52	8:01	8:06	8:11	8:18
8:05	8:11	8:16	8:20	8:27	8:32	8:36	8:43
8:35	8:41	8:46	8:50	8:57	9:02	9:06	9:13
9:10	9:16	9:21	9:25	9:32	9:37	9:41	9:48
9:50	9:56	10:01	10:05	10:10	10:15	10:19	10:26
10:30	10:36	10:41	10:45	10:50	10:55	10:59	11:06
11:10	11:16	11:21	11:25	11:30	11:35	11:39	11:46
11:55	12:01	12:06	12:09	12:14	12:18	12:22	12:28
12:40	12:46	12:51	12:54	12:59	1:03	1:07	1:13
1:35	1:41	1:46	1:49	1:54	1:58	2:02	2:08

NOTES: • Trip also serves Victory Forest.

5 To Twinbrook M

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1	2	3	4	5	6	7	8
5:32	5:27	5:22	5:19	5:16	5:10	5:06	5:00
6:02	5:57	5:52	5:49	5:46	5:40	5:36	5:30
6:30	6:25	6:19	6:15	6:10	6:03	5:59	5:50
6:50	6:45	6:39	6:35	6:30	6:23	6:19	6:10
7:05	7:00	6:54	6:50	6:45	6:38	6:34	6:25
7:20	7:15	7:09	7:05	7:00	6:53	6:49	6:40
7:35	7:30	7:24	7:20	7:15	7:08	7:04	6:55
7:50	7:45	7:39	7:35	7:30	7:23	7:19	7:10
8:05	8:00	7:54	7:50	7:45	7:38	7:34	7:25
8:20	8:15	8:09	8:05	8:00	7:53	7:49	7:40
8:35	8:30	8:24	8:20	8:15	8:08	8:04	7:55
8:55	8:50	8:44	8:40	8:35	8:28	8:24	8:15
9:20	9:15	9:09	9:05	9:00	8:53	8:49	8:40
9:45	9:40	9:34	9:30	9:25	9:18	9:14	9:05
10:12	10:07	10:01	9:56	9:51	9:43	9:39	9:30
10:41	10:36	10:31	10:26	10:21	10:13	10:09	10:00
11:17	11:12	11:06	11:01	10:56	10:48	10:44	10:35
11:51	11:46	11:41	11:36	11:31	11:23	11:19	11:10
12:27	12:22	12:16	12:11	12:06	11:58	11:54	11:45
12:27	12:22	12:16	12:11	12:06	11:58	11:54	11:45
1:01	12:56	12:51	12:46	12:41	12:33	12:29	12:20
1:37	1:32	1:26	1:21	1:16	1:08	1:04	12:55
2:11	2:06	2:01	1:56	1:51	1:43	1:39	1:30
2:47	2:42	2:36	2:31	2:26	2:18	2:14	2:05
3:16	3:11	3:06	3:01	2:56	2:48	2:44	2:35
3:50	3:45	3:38	3:33	3:28	3:21	3:17	3:05
4:15	4:10	4:03	3:58	3:53	3:46	3:42	3:30
4:40	4:35	4:28	4:23	4:18	4:11	4:07	3:55
5:05	5:00	4:53	4:48	4:43	4:36	4:32	4:20
5:30	5:25	5:18	5:13	5:08	5:01	4:57	4:45
5:55	5:50	5:43	5:38	5:33	5:26	5:22	5:10
6:25	6:20	6:13	6:08	6:03	5:56	5:52	5:40
6:55	6:50	6:43	6:38	6:33	6:26	6:22	6:10
7:25	7:20	7:13	7:08	7:03	6:56	6:52	6:40
7:55	7:50	7:44	7:39	7:34	7:27	7:24	7:15
8:30	8:25	8:19	8:15	8:10	8:03	8:02	7:50
9:05	9:00	8:54	8:50	8:44	8:37	8:34	8:25
9:42	9:36	9:31	9:27	9:23	9:16	9:13	9:05
10:22	10:16	10:11	10:07	10:03	9:56	9:53	9:45
11:02	10:56	10:51	10:47	10:43	10:36	10:33	10:25
11:47	11:41	11:36	11:32	11:28	11:21	11:18	11:10
12:32	12:28	12:23	12:20	12:16	12:11	12:08	12:00
1:27	1:23	1:18	1:15	1:11	1:06	1:03	12:55

NOTES: • Trip also serves Victory Forest.

WELCOME TO RIDE ON

RIDE ON is a community bus service operated by the Montgomery County Department of Transportation. **RIDE ON** operates over 75 routes that serve all 13 Montgomery County Metrorail stations and 7 MARC stations. For detailed information, or to have timetables mailed, call **311**. Outside Montgomery County **240-777-0311**

Visit our web site at: www.rideonbus.com
Real Time information is available at: www.rideonrealtime.com
Regular Mailing Address: Montgomery County DOT
101 Monroe Street, 5th Floor
Rockville, MD 20850

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

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

ለተጨማሪ መረጃ፣ ወይም ይህንን ደብዳቤ በተለዋዋጭ መልኩ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፣ አባከዎትን በ 311 ወይም ከዋናትንመሪ ካውንቲ ውጪ 240-777-0311 ይደውሉ።

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

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

HOLIDAY SCHEDULE

Weekday Schedule operates on Indigenous Peoples' Day
Saturday Schedule operates on Independence Day
Sunday Schedule operates on New Year's Day, Memorial Day, Labor Day, Thanksgiving Day, Christmas Day
Special Schedule operates on MLK, Jr. Day, Presidents' Day, Juneteenth, Veterans Day

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Instagram
instagram.com/RideOnMCT

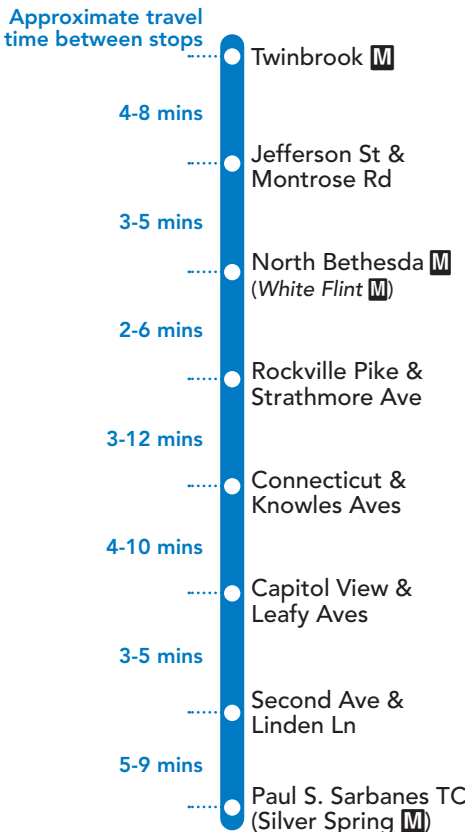
Thank You for Riding with Us!

Printed on recycled paper with soy-based ink

EFFECTIVE: MAY 5, 2024



5

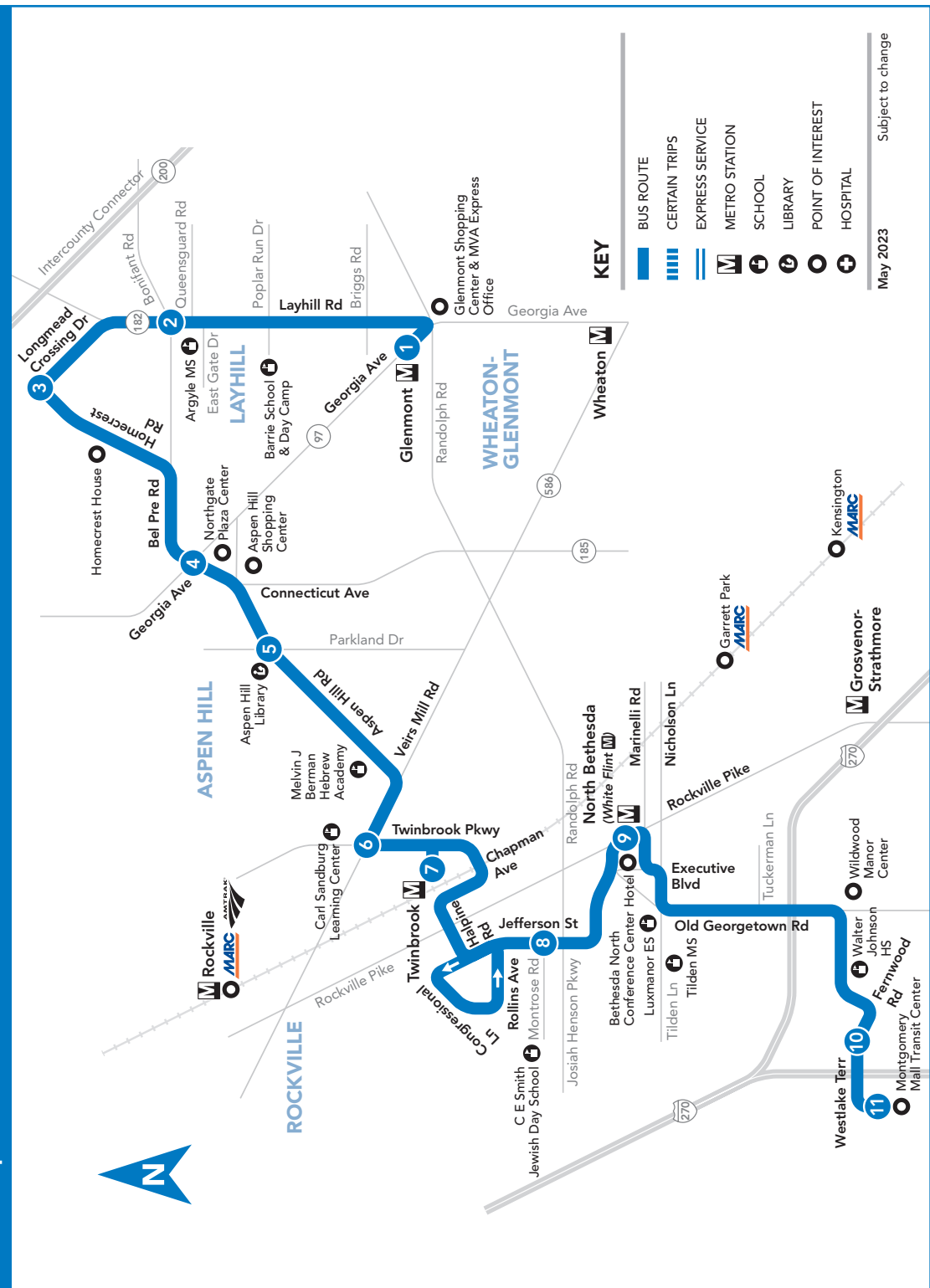


SERVICE DAYS

DAILY



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



26 To Montgomery Mall Transit Center
SUNDAY
SEE TIMEPOINT LOCATION ON ROUTE MAP

	Glenmont M	Bel Pre & Layhill Rds	Homecrest Rd & Longmead Crossing Dr	Connecticut & Georgia Aves	Parkland Dr & Aspen Hill Rd	Twinbrook Pkwy & Veirs Mill Rd	Twinbrook (East)	Jefferson St & Montrose Rd	North Bethesda M (White Flint M)	Rockledge & Rock Spring Drs	Montgomery Mall Transit Center
1	2	3	4	5	6	7	8	9	10	11	
5:25	5:31	5:35	5:43	5:46	5:52	5:56	6:05	6:09	6:17	6:20	
6:10	6:16	6:20	6:28	6:31	6:37	6:41	6:51	6:56	7:04	7:07	
6:45	6:51	6:55	7:03	7:06	7:12	7:16	7:26	7:31	7:39	7:42	
7:15	7:21	7:25	7:33	7:36	7:42	7:46	7:56	8:01	8:09	8:12	
7:45	7:51	7:55	8:03	8:06	8:12	8:16	8:26	8:31	8:39	8:42	
8:15	8:21	8:25	8:33	8:36	8:42	8:46	8:56	9:01	9:09	9:12	
8:45	8:51	8:55	9:03	9:06	9:12	9:16	9:26	9:31	9:39	9:42	
9:15	9:21	9:25	9:33	9:36	9:42	9:46	9:56	10:01	10:09	10:12	
9:45	9:51	9:55	10:03	10:06	10:12	10:16	10:26	10:31	10:39	10:42	
10:15	10:22	10:26	10:34	10:37	10:43	10:47	10:58	11:04	11:13	11:16	
10:45	10:52	10:56	11:04	11:07	11:13	11:17	11:28	11:34	11:43	11:46	
11:15	11:22	11:26	11:34	11:37	11:43	11:47	11:58	12:04	12:13	12:16	
11:45	11:52	11:56	12:04	12:07	12:13	12:17	12:28	12:34	12:43	12:46	
12:15	12:22	12:26	12:34	12:37	12:43	12:47	12:58	1:04	1:13	1:16	
12:45	12:52	12:56	1:04	1:07	1:13	1:17	1:28	1:34	1:43	1:46	
1:15	1:22	1:26	1:34	1:37	1:43	1:47	1:58	2:04	2:13	2:16	
1:45	1:52	1:56	2:04	2:07	2:13	2:17	2:28	2:34	2:43	2:46	
2:15	2:22	2:26	2:34	2:37	2:43	2:47	2:58	3:04	3:13	3:16	
2:45	2:52	2:56	3:04	3:07	3:13	3:17	3:28	3:34	3:43	3:46	
3:15	3:22	3:26	3:34	3:37	3:43	3:47	3:58	4:04	4:13	4:16	
3:45	3:52	3:56	4:04	4:07	4:13	4:17	4:28	4:34	4:43	4:46	
4:15	4:22	4:26	4:34	4:37	4:43	4:47	4:58	5:04	5:13	5:16	
4:45	4:52	4:56	5:04	5:07	5:13	5:17	5:28	5:34	5:43	5:46	
5:15	5:22	5:26	5:34	5:37	5:43	5:47	5:58	6:04	6:13	6:16	
5:45	5:52	5:56	6:03	6:06	6:12	6:16	6:26	6:31	6:39	6:42	
6:15	6:22	6:26	6:33	6:36	6:42	6:46	6:56	7:01	7:09	7:12	
6:45	6:52	6:56	7:03	7:06	7:12	7:16	7:26	7:31	7:39	7:42	
7:15	7:22	7:26	7:33	7:36	7:42	7:46	7:56	8:01	8:09	8:12	
7:50	7:56	8:00	8:07	8:10	8:16	8:20	8:29	8:34	8:41	8:44	
8:25	8:31	8:35	8:42	8:45	8:51	8:55	9:04	9:09	9:16	9:19	
9:00	9:06	9:10	9:17	9:20	9:26	9:30	9:39	9:44	9:51	9:54	
9:45	9:51	9:55	10:02	10:05	10:11	10:15	10:24	10:29	10:36	10:39	
10:30	10:36	10:40	10:47	10:50	10:56	11:00	11:09	11:14	11:21	11:24	
11:15	11:21	11:25	11:32	11:35	11:41	11:45	11:54	11:59	12:06	12:09	
12:05	12:11	12:15	12:22	12:25	12:31	12:35	12:44	12:49	12:56	12:59	
										AM	PM

NOTES:

SEE REVERSE FOR MONDAY – FRIDAY SERVICE
SEE REVERSE FOR SATURDAY SERVICE

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

26 To Glenmont M
SUNDAY
SEE TIMEPOINT LOCATION ON ROUTE MAP

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

NOTES:

SEE REVERSE FOR MONDAY – FRIDAY SERVICE
SEE REVERSE FOR SATURDAY SERVICE

WELCOME TO RIDE ON

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

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

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

Outside Montgomery County 240-777-0311

Visit our web site at:
www.rideonbus.com
Real Time information is available at:
www.rideonrealtime.com

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

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

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

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

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

ለተጨማሪ መረጃ፣ ወይም ይህንን ደብዳቤ በተለዋዋጭ መልኩ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፣ አባዛዎችን በ 311 ወይም ከዋንትንመሪ ከውጥ ውጪ 240-777-0311 ይደውሉ።

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

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

HOLIDAY SCHEDULE

Weekday Schedule operates on Indigenous Peoples' Day

Saturday Schedule operates on Independence Day

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

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

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MONTGOMERY RIDEON to 468311

YouTube
youtube.com/RideOnMCT

Instagram
instagram.com/RideOnMCT

Thank You for Riding with Us!

Printed on recycled paper with soy-based ink

EFFECTIVE: MAY 7, 2023

26

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

SERVICE DAYS

DAILY

Ride On
Montgomery County Transit

Telephone 311

Online at www.rideonbus.com

Real Time Info at www.rideonrealtime.com

26 To Montgomery Mall Transit Center										
MONDAY THROUGH FRIDAY										
SEE TIMEPOINT LOCATION ON ROUTE MAP										
Glenmont	Bel Pre & Layhill Rds	Homecrest Rd & Longmead King Dr	Connecticut & Georgia Aves	Parkland Dr & Aspen Hill Rd	Twinbrook Pkwy & Veirs Mill Rd	Twinbrook (East)	Jefferson St & Montrose Rd	North Bethesda (White Flint)	Rockledge & Rock Spring Dr's	Montgomery Mall Transit Center
1	2	3	4	5	6	7	8	9	10	11
4:55	5:01	5:06	5:14	5:17	5:23	5:28	5:37	5:42	5:49	5:52
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6:00	6:08	6:13	6:21	6:24	6:30	6:35	6:47	6:53	7:03	7:06
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NOTES:										AM PM

26 To Glenmont										
MONDAY THROUGH FRIDAY										
SEE TIMEPOINT LOCATION ON ROUTE MAP										
Montgomery Mall Transit Center	Rockledge & Rock Spring Dr's	North Bethesda (White Flint)	Jefferson St & Montrose Rd	Twinbrook (East)	Twinbrook Pkwy & Veirs Mill Rd	Parkland Dr & Aspen Hill Rd	Connecticut & Georgia Aves	Homecrest Rd & Longmead King Dr	Bel Pre & Layhill Rds	Glenmont
11	10	9	8	7	6	5	4	3	2	1
4:25	4:29	4:35	4:39	4:50	4:55	5:00	5:05	5:11	5:16	5:21
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NOTES:										AM PM

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

46 To Medical Center

MONDAY THROUGH FRIDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

SEE TIMEPOINT LOCATION ON ROUTE MAP						
SEE TIMEPOINT LOCATION ON ROUTE MAP						

1	2	3	4	5	6	7
5:00	5:10	5:15	5:20	5:27	5:32	5:40
5:40	5:50	5:55	6:00	6:07	6:12	6:20
6:20	6:30	6:35	6:40	6:47	6:52	7:00
7:00	7:10	7:17	7:23	7:31	7:38	7:40
7:45	7:58	8:10	8:21	8:34	8:47	8:50
8:55	9:08	9:20	9:31	9:44	9:57	10:00
10:05	10:17	10:29	10:41	10:54	11:06	11:10
11:15	11:27	11:39	11:51	12:04	12:16	12:20
12:25	12:37	12:49	13:01	13:14	13:26	13:30
13:35	13:47	13:59	14:11	14:24	14:36	14:40
14:45	14:57	15:09	15:21	15:34	15:46	15:50
15:55	16:07	16:19	16:31	16:44	16:56	17:00
17:05	17:17	17:29	17:41	17:54	18:06	18:10
18:15	18:27	18:39	18:51	19:04	19:16	19:20
19:25	19:37	19:49	20:01	20:14	20:26	20:30
20:35	20:47	20:59	21:11	21:24	21:36	21:40
21:45	21:57	22:09	22:21	22:34	22:46	22:50
22:55	23:07	23:19	23:31	23:44	23:56	24:00
24:05	24:17	24:29	24:41	24:54	25:06	25:10
25:15	25:27	25:39	25:51	26:04	26:16	26:20
26:25	26:37	26:49	27:01	27:14	27:26	27:30
27:35	27:47	27:59	28:11	28:24	28:36	28:40
28:45	28:57	29:09	29:21	29:34	29:46	29:50
29:55	30:07	30:19	30:31	30:44	30:56	31:00
31:05	31:17	31:29	31:41	31:54	32:06	32:10
32:15	32:27	32:39	32:51	33:04	33:16	33:20
33:25	33:37	33:49	34:01	34:14	34:26	34:30
34:35	34:47	34:59	35:11	35:24	35:36	35:40
35:45	35:57	36:09	36:21	36:34	36:46	36:50
36:55	37:07	37:19	37:31	37:44	37:56	38:00
38:05	38:17	38:29	38:41	38:54	39:06	39:10
39:15	39:27	39:39	39:51	40:04	40:16	40:20
40:25	40:37	40:49	41:01	41:14	41:26	41:30
41:35	41:47	41:59	42:11	42:24	42:36	42:40
42:45	42:57	43:09	43:21	43:34	43:46	43:50
43:55	44:07	44:19	44:31	44:44	44:56	45:00
45:05	45:17	45:29	45:41	45:54	46:06	46:10
46:15	46:27	46:39	46:51	47:04	47:16	47:20
47:25	47:37	47:49	48:01	48:14	48:26	48:30
48:35	48:47	48:59	49:11	49:24	49:36	49:40
49:45	49:57	50:09	50:21	50:34	50:46	50:50
50:55	51:07	51:19	51:31	51:44	51:56	52:00
52:05	52:17	52:29	52:41	52:54	53:06	53:10
53:15	53:27	53:39	53:51	54:04	54:16	54:20
54:25	54:37	54:49	55:01	55:14	55:26	55:30
55:35	55:47	55:59	56:11	56:24	56:36	56:40
56:45	56:57	57:09	57:21	57:34	57:46	57:50
57:55	58:07	58:19	58:31	58:44	58:56	59:00
59:05	59:17	59:29	59:41	59:54	60:06	60:10
60:15	60:27	60:39	60:51	61:04	61:16	61:20
61:25	61:37	61:49	62:01	62:14	62:26	62:30
62:35	62:47	62:59	63:11	63:24	63:36	63:40
63:45	63:57	64:09	64:21	64:34	64:46	64:50
64:55	65:07	65:19	65:31	65:44	65:56	66:00
66:05	66:17	66:29	66:41	66:54	67:06	67:10
67:15	67:27	67:39	67:51	68:04	68:16	68:20
68:25	68:37	68:49	69:01	69:14	69:26	69:30
69:35	69:47	69:59	70:11	70:24	70:36	70:40
70:45	70:57	71:09	71:21	71:34	71:46	71:50
71:55	72:07	72:19	72:31	72:44	72:56	73:00
73:05	73:17	73:29	73:41	73:54	74:06	74:10
74:15	74:27	74:39	74:51	75:04	75:16	75:20
75:25	75:37	75:49	76:01	76:14	76:26	76:30
76:35	76:47	76:59	77:11	77:24	77:36	77:40
77:45	77:57	78:09	78:21	78:34	78:46	78:50
78:55	79:07	79:19	79:31	79:44	79:56	80:00
79:05	79:17	79:29	79:41	79:54	80:06	80:10
79:15	79:27	79:39	79:51	80:04	80:16	80:20
79:25	79:37	79:49	79:61	79:74	79:86	79:90
79:35	79:47	79:59	80:11	80:24	80:36	80:40
79:45	79:57	80:09	80:21	80:34	80:46	80:50
79:55	80:07	80:19	80:31	80:44	80:56	81:00
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81:15	81:27	81:39	81:51	82:04	82:16	82:20
81:25	81:37	81:49	81:61	81:74	81:86	81:90
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91:55	92:07	92:19	92:31	92:44	92:56	93:00
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92:25	92:37	92:49	92:61	92:74	92:86	92:90
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92:55	93:07	93:19	93:31	93:44	93:56	94:00
93:05	93:17	93:29	93:41	93:54	94:06	94:10
93:15	93:27	93:39	93:51	94:04	94:16	94:20
93:25	93:37	93:49	93:61	93:74	93:86	93:90
93:35	93:47	93:59	94:11	94:24	94:36	94:40
93:45	93:57	94:09	94:21	94:34	94:46	94:50

46

Montgomery College – Rockville M – Twinbrook M – North Bethesda M (White Flint M) – Grosvenor-Strathmore M – Medical Center M

R

Ride On

Montgomery County Transit

KEY

BUS ROUTE

CERTAIN TRIPS

EXPRESS SERVICE

M

METRO STATION

S

SCHOOL

L

LIBRARY

O

POINT OF INTEREST

H

HOSPITAL

January 2024

Subject to change

46 To Medical Center M

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

1	2	3	4	5	6	7
5:00	5:10	5:14	5:19	5:25	5:29	5:36
5:35	5:45	5:49	5:54	6:00	6:04	6:11
6:10	6:20	6:24	6:29	6:35	6:39	6:46
6:45	6:55	6:59	7:04	7:10	7:14	7:21
7:15	7:25	7:29	7:34	7:40	7:44	7:51
7:45	7:55	7:59	8:04	8:10	8:14	8:21
8:15	8:25	8:29	8:34	8:40	8:44	8:51
8:50	9:00	9:04	9:09	9:15	9:19	9:26
9:20	9:31	9:36	9:42	9:49	9:54	10:01
9:50	10:01	10:06	10:12	10:19	10:24	10:31
10:10	10:21	10:26	10:32	10:39	10:44	10:51
10:35	10:46	10:51	10:57	11:04	11:09	11:16
11:00	11:11	11:17	11:24	11:32	11:38	11:46
11:25	11:36	11:42	11:49	11:57	12:03	12:11
11:55	12:06	12:12	12:19	12:27	12:33	12:41
12:20	12:31	12:37	12:44	12:52	12:58	1:06
12:45	12:56	1:02	1:09	1:17	1:23	1:31
1:10	1:21	1:27	1:34	1:42	1:48	1:56
1:35	1:46	1:52	1:59	2:07	2:13	2:21
2:00	2:11	2:17	2:24	2:32	2:38	2:46
2:25	2:36	2:42	2:49	2:57	3:03	3:11
2:50	3:01	3:07	3:14	3:22	3:28	3:36
3:15	3:26	3:32	3:39	3:47	3:53	4:01
3:40	3:51	3:57	4:04	4:12	4:18	4:26
4:05	4:16	4:22	4:29	4:37	4:43	4:51
4:30	4:41	4:47	4:54	5:02	5:08	5:16
4:55	5:06	5:12	5:19	5:27	5:33	5:41
5:20	5:31	5:37	5:44	5:52	5:58	6:06
5:45	5:56	6:02	6:09	6:17	6:23	6:31
6:10	6:21	6:27	6:34	6:42	6:47	6:54
6:35	6:46	6:52	6:59	7:07	7:12	7:19
7:00	7:11	7:17	7:24	7:32	7:37	7:44
7:40	7:51	7:56	8:02	8:08	8:13	8:20
8:25	8:34	8:39	8:44	8:50	8:55	9:02
9:15	9:24	9:29	9:34	9:40	9:45	9:52
10:05	10:14	10:19	10:24	10:30	10:35	10:42
10:55	11:04	11:09	11:14	11:20	11:25	11:32
11:50	11:59	12:04	12:09	12:15	12:20	12:27

NOTES:

AM

PM

46 To Montgomery College (Rockville)

SUNDAY

SEE TIMEPOINT LOCATION ON ROUTE MAP

7	6	5	4	3	2	1
5:45	5:51	5:55	6:00	6:04	6:09	6:18
6:20	6:26	6:30	6:35	6:39	6:44	6:53
6:55	7:01	7:06	7:12	7:17	7:22	7:32
7:30	7:36	7:41	7:47	7:52	7:57	8:07
8:05	8:11	8:16	8:22	8:27	8:32	8:42
8:35	8:41	8:46	8:52	8:57	9:02	9:12
9:05	9:11	9:16	9:22	9:27	9:32	9:42
9:35	9:41	9:46	9:52	9:57	10:02	10:12
10:05	10:11	10:16	10:22	10:27	10:32	10:42
10:35	10:42	10:47	10:54	11:01	11:06	11:17
11:05	11:12	11:17	11:24	11:31	11:36	11:47
11:30	11:37	11:42	11:49	11:56	12:01	12:12
11:55	12:02	12:07	12:14	12:21	12:26	12:37
12:20	12:27	12:32	12:39	12:46	12:51	1:02
12:45	12:52	12:57	1:04	1:11	1:16	1:27
1:10	1:17	1:22	1:29	1:36	1:41	1:52
1:35	1:42	1:47	1:54	2:01	2:06	2:17
2:00	2:07	2:12	2:19	2:26	2:31	2:42
2:25	2:32	2:37	2:44	2:51	2:56	3:07
2:50	2:57	3:02	3:09	3:16	3:21	3:32
3:15	3:22	3:27	3:34	3:41	3:46	3:57
3:40	3:47	3:52	3:59	4:06	4:11	4:22
4:05	4:12	4:17	4:24	4:31	4:36	4:47
4:30	4:37	4:42	4:49	4:56	5:01	5:12
4:55	5:02	5:07	5:14	5:21	5:26	5:37
5:20	5:27	5:32	5:39	5:46	5:51	6:02
5:45	5:52	5:57	6:04	6:11	6:16	6:27
6:10	6:17	6:22	6:29	6:36	6:41	6:52
6:35	6:42	6:47	6:54	7:01	7:06	7:17
7:00	7:07	7:12	7:19	7:26	7:31	7:42
7:25	7:31	7:36	7:42	7:48	7:53	8:03
7:55	8:01	8:06	8:12	8:18	8:23	8:33
8:30	8:36	8:41	8:47	8:53	8:58	9:08
9:15	9:21	9:26	9:32	9:38	9:43	9:53
10:05	10:11	10:16	10:22	10:28	10:33	10:43
10:55	11:01	11:04	11:09	11:14	11:18	11:27
11:45	11:51	11:54	11:59	12:04	12:08	12:17
12:35	12:41	12:44	12:49	12:54	12:58	1:07

NOTES:

AM

PM

FARES

Effective August 2022

Regular Fare, Token, or SmarTrip®	\$1.00
Transfer from MetroRail to Ride On buses	\$1.00
SmarTrip® Transfer from MetroRail to Metrobus	FREE
Ride On Bus-to-Bus Transfer with SmarTrip®	FREE
Ride On to Metrobus Transfer with SmarTrip®	\$1.00
Metrobus to Ride On Transfer with SmarTrip®	FREE
Seniors age 65 years or older with a Senior SmarTrip® card or valid Medicare Card and Photo ID	FREE
Person with disability with Metro Disabled ID Card	
Person with disability with Metro Disability ID Card – Attendant Eligible Attendant also rides free.	
MetroAccess - Certified Customer with ID MetroAccess - Companion	FREE
Children under age 5	
Children 5 to 18 with a Youth Cruiser SmarTrip® Card or student ID Anytime	

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

• Not all stops are listed on a public timetable.

• If you are unfamiliar with your stop, sit or stand behind the line near the front of the bus and ask the bus driver to notify you when your stop is approaching.

• Ask the bus driver if you are not sure if the bus goes to your stop.

• If you have internet access (at home or somewhere else, such as a public library), it may be easier for you to use an online trip planner rather than a paper timetable.

• Be mindful of changes in the schedule, for holidays or bad weather.

• Please observe the following rules for all patrons: No eating, drinking, or smoking.

• Electronic devices may be played with earphones set at low level.
- WELCOME TO RIDE ON

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

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

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

Outside Montgomery County 240-777-0311

Visit our web site at:
www.rideonbus.com

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

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

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

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

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

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

ለተጨማሪ መረጃ፣ ወይም ይህንን ዶኩመንት በተለዋዌጭ መልክ ለመጠየቅ ወይም ወደሌላ ቋንቋ ለማስተርጎም፣ አብዝኃትን በ 311 ወይም ከሞንትጎመሪ ካውንቲ ውጪ 240-777-0311 ይደውሉ።

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

HOLIDAY SCHEDULE

Weekday Schedule operates on Indigenous Peoples' Day

Saturday Schedule operates on Independence Day

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

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

f

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46

Approximate travel time between stops

.....

Montgomery College (Rockville)

6-14 mins

.....

Rockville M

3-8 mins

.....

Rockville Pike & Edmonston Dr

4-11 mins

.....

Twinbrook (West) M

5-9 mins

.....

North Bethesda M (White Flint M)

3-8 mins

.....

Grosvenor-Strathmore M

6-14 mins

.....

Medical Center M

SERVICE DAYS

DAILY
- R

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Montgomery County Transit

Telephone 311

Online at www.rideonbus.com

Real Time Info at www.rideonrealtime.com

APPENDIX C

Traffic Count Data

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Pike Center Driveway													
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD:													
INTERSECTION: Bou Ave. & Pike Center Driveway				WEATHER: clear				WESTBOUND ROAD: Bou Avenue													
LOCATION: Montgomery Co.,MD				COUNTED BY: Agan				EASTBOUND ROAD: Bou Avenue													
				INPUTED BY: agan																	
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound Pike Center Driveway				Westbound Bou Avenue				Northbound 0				Eastbound Bou Avenue							North & South	East & West
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	1	0	0	1	0	71	0	71	0	0	0	0	0	15	0	15	1	86	87		6:30-6:45
6:45-7:00	1	0	2	3	3	91	0	94	0	0	0	0	0	21	0	21	3	115	118		6:45-7:00
7:00-7:15	0	0	1	1	1	86	0	87	0	0	0	0	0	34	0	34	1	121	122		7:00-7:15
7:15-7:30	0	0	3	3	0	101	0	101	0	0	0	0	0	22	1	23	3	124	127		7:15-7:30
7:30-7:45	1	0	0	1	1	111	0	112	0	0	0	0	0	35	2	37	1	149	150		7:30-7:45
7:45-8:00	0	0	2	2	2	116	0	118	0	0	0	0	0	65	0	65	2	183	185		7:45-8:00
8:00-8:15	1	0	0	1	1	127	0	128	0	0	0	0	0	85	1	86	1	214	215		8:00-8:15
8:15-8:30	0	0	3	3	1	130	0	131	0	0	0	0	0	73	2	75	3	206	209		8:15-8:30
8:30-8:45	2	0	2	4	4	138	0	142	0	0	0	0	0	73	0	73	4	215	219		8:30-8:45
8:45-9:00	1	0	4	5	2	99	0	101	0	0	0	0	0	83	1	84	5	185	190		8:45-9:00
9:00-9:15	4	0	6	10	4	117	0	121	0	0	0	0	0	91	4	95	10	216	226		9:00-9:15
9:15-9:30	1	0	4	5	4	130	0	134	0	0	0	0	0	70	5	75	5	209	214		9:15-9:30
3 Hour Totals	12	0	27	39	23	1,317	0	1,340	0	0	0	0	0	667	16	683	39	2,023	2,062		
1 Hour Totals																					
6:30-7:30	2	0	6	8	4	349	0	353	0	0	0	0	0	92	1	93	8	446	454	0.89	6:30-7:30
6:45-7:45	2	0	6	8	5	389	0	394	0	0	0	0	0	112	3	115	8	509	517	0.86	6:45-7:45
7:00-8:00	1	0	6	7	4	414	0	418	0	0	0	0	0	156	3	159	7	577	584	0.79	7:00-8:00
7:15-8:15	2	0	5	7	4	455	0	459	0	0	0	0	0	207	4	211	7	670	677	0.79	7:15-8:15
7:30-8:30	2	0	5	7	5	484	0	489	0	0	0	0	0	258	5	263	7	752	759	0.88	7:30-8:30
7:45-8:45	3	0	7	10	8	511	0	519	0	0	0	0	0	296	3	299	10	818	828	0.95	7:45-8:45
8:00-9:00	4	0	9	13	8	494	0	502	0	0	0	0	0	314	4	318	13	820	833	0.95	8:00-9:00
8:15-9:15	7	0	15	22	11	484	0	495	0	0	0	0	0	320	7	327	22	822	844	0.93	8:15-9:15
8:30-9:30	8	0	16	24	14	484	0	498	0	0	0	0	0	317	10	327	24	825	849	0.94	8:30-9:30
AM Peak 8:30-9:30	8	0	16	24	14	484	0	498	0	0	0	0	0	317	10	327	24	825	849	0.94	AM Peak 8:30-9:30
PM																					
4:00-4:15	5	0	5	10	8	124	0	132	0	0	0	0	0	108	6	114	10	246	256		4:00-4:15
4:15-4:30	5	0	9	14	5	128	0	133	0	0	0	0	0	118	5	123	14	256	270		4:15-4:30
4:30-4:45	2	0	7	9	7	115	0	122	0	0	0	0	0	125	6	131	9	253	262		4:30-4:45
4:45-5:00	9	0	9	18	7	123	0	130	0	0	0	0	0	122	3	125	18	255	273		4:45-5:00
5:00-5:15	3	0	9	12	7	125	0	132	0	0	0	0	0	116	7	123	12	255	267		5:00-5:15
5:15-5:30	8	0	15	23	7	105	0	112	0	0	0	0	0	149	5	154	23	266	289		5:15-5:30
5:30-5:45	8	0	13	21	10	122	0	132	0	0	0	0	0	129	5	134	21	266	287		5:30-5:45
5:45-6:00	4	0	6	10	4	108	0	112	0	0	0	0	0	125	9	134	10	246	256		5:45-6:00
6:00-6:15	6	0	14	20	4	97	0	101	0	0	0	0	0	133	1	134	20	235	255		6:00-6:15
6:15-6:30	7	0	15	22	5	111	0	116	0	0	0	0	0	130	5	135	22	251	273		6:15-6:30
6:30-6:45	4	0	13	17	8	122	0	130	0	0	0	0	0	106	5	111	17	241	258		6:30-6:45
6:45-7:00	3	0	9	12	2	92	0	94	0	0	0	0	0	104	4	108	12	202	214		6:45-7:00
3 Hour Totals	64	0	124	188	74	1,372	0	1,446	0	0	0	0	0	1,465	61	1,526	188	2,972	3,160		
1 Hour Totals																					
4:00-5:00	21	0	30	51	27	490	0	517	0	0	0	0	0	473	20	493	51	1,010	1,061	0.97	4:00-5:00
4:15-5:15	19	0	34	53	26	491	0	515	0	0	0	0	0	481	21	502	53	1,019	1,072	0.98	4:15-5:15
4:30-5:30	22	0	40	62	28	468	0	496	0	0	0	0	0	512	21	533	62	1,029	1,091	0.94	4:30-5:30
4:45-5:45	28	0	46	74	31	475	0	506	0	0	0	0	0	516	20	536	74	1,042	1,116	0.97	4:45-5:45
5:00-6:00	23	0	43	66	28	460	0	488	0	0	0	0	0	519	26	545	66	1,033	1,099	0.95	5:00-6:00
5:15-6:15	26	0	48	74	25	432	0	457	0	0	0	0	0	536	20	556	74	1,013	1,087	0.94	5:15-6:15
5:30-6:30	25	0	48	73	23	438	0	461	0	0	0	0	0	517	20	537	73	998	1,071	0.93	5:30-6:30
5:45-6:45	21	0	48	69	21	438	0	459	0	0	0	0	0	494	20	514	69	973	1,042	0.95	5:45-6:45
6:00-7:00	20	0	51	71	19	422	0	441	0	0	0	0	0	473	15	488	71	929	1,000	0.92	6:00-7:00
PM Peak 4:45-5:45	28	0	46	74	31	475	0	506	0	0	0	0	0	516	20	536	74	1,042	1,116	0.97	PM Peak 4:45-5:45

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Chapman Avenue				Chapman Avenue										
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Chapman Avenue				Chapman Avenue										
INTERSECTION: Chapman Ave. & Rollins Avenue				WEATHER: clear				WESTBOUND ROAD: Rollins Avenue				Rollins Avenue										
LOCATION: Montgomery Co.,MD				COUNTED BY:				EASTBOUND ROAD:														
				INPUTED BY: agan																		
Time Period	Turning Movements																Total	PHF	Time Period			
	Southbound Chapman Avenue				Westbound Rollins Avenue				Northbound Chapman Avenue				Eastbound 0							North & South	East & West	
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	0	70	0	70	0	0	0	0	1	29	0	30	0	0	0	0	100	0	100			6:30-6:45
6:45-7:00	0	104	2	106	0	0	1	1	2	39	0	41	0	0	0	0	147	1	148			6:45-7:00
7:00-7:15	0	94	2	96	0	0	2	2	1	36	0	37	0	0	0	0	133	2	135			7:00-7:15
7:15-7:30	0	115	4	119	1	0	2	3	4	27	0	31	0	0	0	0	150	3	153			7:15-7:30
7:30-7:45	0	130	5	135	0	0	1	1	6	49	0	55	0	0	0	0	190	1	191			7:30-7:45
7:45-8:00	0	132	10	142	9	0	3	12	19	45	0	64	0	0	0	0	206	12	218			7:45-8:00
8:00-8:15	0	135	14	149	3	0	6	9	17	77	0	94	0	0	0	0	243	9	252			8:00-8:15
8:15-8:30	0	127	10	137	2	0	11	13	16	87	0	103	0	0	0	0	240	13	253			8:15-8:30
8:30-8:45	0	137	5	142	12	0	8	20	16	71	0	87	0	0	0	0	229	20	249			8:30-8:45
8:45-9:00	0	111	11	122	10	0	6	16	14	82	0	96	0	0	0	0	218	16	234			8:45-9:00
9:00-9:15	0	135	10	145	12	0	10	22	25	64	0	89	0	0	0	0	234	22	256			9:00-9:15
9:15-9:30	0	127	18	145	11	0	15	26	17	64	0	81	0	0	0	0	226	26	252			9:15-9:30
3 Hour Totals	0	1,417	91	1,508	60	0	65	125	138	670	0	808	0	0	0	0	2,316	125	2,441			
1 Hour Totals																						
6:30-7:30	0	383	8	391	1	0	5	6	8	131	0	139	0	0	0	0	530	6	536	0.88		6:30-7:30
6:45-7:45	0	443	13	456	1	0	6	7	13	151	0	164	0	0	0	0	620	7	627	0.82		6:45-7:45
7:00-8:00	0	471	21	492	10	0	8	18	30	157	0	187	0	0	0	0	679	18	697	0.80		7:00-8:00
7:15-8:15	0	512	33	545	13	0	12	25	46	198	0	244	0	0	0	0	789	25	814	0.81		7:15-8:15
7:30-8:30	0	524	39	563	14	0	21	35	58	258	0	316	0	0	0	0	879	35	914	0.90		7:30-8:30
7:45-8:45	0	531	39	570	26	0	28	54	68	280	0	348	0	0	0	0	918	54	972	0.96		7:45-8:45
8:00-9:00	0	510	40	550	27	0	31	58	63	317	0	380	0	0	0	0	930	58	988	0.98		8:00-9:00
8:15-9:15	0	510	36	546	36	0	35	71	71	304	0	375	0	0	0	0	921	71	992	0.97		8:15-9:15
8:30-9:30	0	510	44	0	45	0	39	84	72	281	0	353	0	0	0	0	907	84	991	0.97		8:30-9:30
AM Peak 8:15-9:15	0	510	36	546	36	0	35	71	71	304	0	375	0	0	0	0	921	71	992	0.97		AM Peak 8:15-9:15
PM																						
4:00-4:15	0	135	10	145	14	0	23	37	25	143	0	168	0	0	0	0	313	37	350			4:00-4:15
4:15-4:30	0	138	11	149	17	0	26	43	20	142	0	162	0	0	0	0	311	43	354			4:15-4:30
4:30-4:45	0	141	13	154	19	0	22	41	19	131	0	150	0	0	0	0	304	41	345			4:30-4:45
4:45-5:00	0	140	11	151	35	0	21	56	15	131	0	146	0	0	0	0	297	56	353			4:45-5:00
5:00-5:15	0	139	14	153	23	0	19	42	22	154	0	176	0	0	0	0	329	42	371			5:00-5:15
5:15-5:30	0	128	9	137	25	0	18	43	16	163	0	179	0	0	0	0	316	43	359			5:15-5:30
5:30-5:45	0	145	11	156	14	0	13	27	15	163	0	178	0	0	0	0	334	27	361			5:30-5:45
5:45-6:00	0	132	12	144	8	0	18	26	13	140	0	153	0	0	0	0	297	26	323			5:45-6:00
6:00-6:15	0	113	7	120	16	0	6	22	18	141	0	159	0	0	0	0	279	22	301			6:00-6:15
6:15-6:30	0	136	10	146	16	0	14	30	14	146	0	160	0	0	0	0	306	30	336			6:15-6:30
6:30-6:45	0	138	5	143	16	0	13	29	9	128	0	137	0	0	0	0	280	29	309			6:30-6:45
6:45-7:00	0	103	1	104	6	0	9	15	10	119	0	129	0	0	0	0	233	15	248			6:45-7:00
3 Hour Totals	0	1,588	114	1,702	209	0	202	411	196	1,701	0	1,897	0	0	0	0	3,599	411	4,010			
1 Hour Totals																						
4:00-5:00	0	554	45	599	85	0	92	177	79	547	0	626	0	0	0	0	1,225	177	1,402	0.99		4:00-5:00
4:15-5:15	0	558	49	607	94	0	88	182	76	558	0	634	0	0	0	0	1,241	182	1,423	0.96		4:15-5:15
4:30-5:30	0	548	47	595	102	0	80	182	72	579	0	651	0	0	0	0	1,246	182	1,428	0.96		4:30-5:30
4:45-5:45	0	552	45	597	97	0	71	168	68	611	0	679	0	0	0	0	1,276	168	1,444	0.97		4:45-5:45
5:00-6:00	0	544	46	590	70	0	68	138	66	620	0	686	0	0	0	0	1,276	138	1,414	0.95		5:00-6:00
5:15-6:15	0	518	39	557	63	0	55	118	62	607	0	669	0	0	0	0	1,226	118	1,344	0.93		5:15-6:15
5:30-6:30	0	526	40	566	54	0	51	105	60	590	0	650	0	0	0	0	1,216	105	1,321	0.91		5:30-6:30
5:45-6:45	0	519	34	553	56	0	51	107	54	555	0	609	0	0	0	0	1,162	107	1,269	0.94		5:45-6:45
6:00-7:00	0	490	23	513	54	0	42	96	51	534	0	585	0	0	0	0	1,098	96	1,194	0.89		6:00-7:00
PM Peak 4:45-5:45	0	552	45	597	97	0	71	168	68	611	0	679	0	0	0	0	1,276	168	1,444	0.97		PM Peak 4:45-5:45

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/2/2024				SOUTHBOUND ROAD: East Jefferson Street													
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: East Jefferson Street													
INTERSECTION: E. Jefferson St. & Rollins Ave.				WEATHER: clear				WESTBOUND ROAD: Rollins Avenue													
LOCATION: Montgomery Co.,MD				COUNTED BY:Agan				EASTBOUND ROAD: Rollins Avenue													
				INPUTED BY: agan																	
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound East Jefferson Street				Westbound Rollins Avenue				Northbound East Jefferson Street				Eastbound Rollins Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	17	4	21	3	3	50	56	29	33	0	62	2	0	0	2	83	58	141		6:30-6:45
6:45-7:00	0	21	3	24	4	3	51	58	30	24	1	55	3	8	1	12	79	70	149		6:45-7:00
7:00-7:15	1	15	1	17	4	4	44	52	21	31	0	52	7	3	2	12	69	64	133		7:00-7:15
7:15-7:30	3	42	3	48	4	3	60	67	40	21	0	61	7	5	0	12	109	79	188		7:15-7:30
7:30-7:45	1	42	8	51	5	0	78	83	45	32	0	77	5	9	1	15	128	98	226		7:30-7:45
7:45-8:00	0	41	6	47	6	1	76	83	50	29	0	79	11	11	2	24	126	107	233		7:45-8:00
8:00-8:15	1	55	4	60	6	3	97	106	77	61	1	139	9	7	1	17	199	123	322		8:00-8:15
8:15-8:30	0	65	12	77	10	4	64	78	59	43	0	102	11	14	1	26	179	104	283		8:15-8:30
8:30-8:45	1	53	3	57	9	2	65	76	65	68	1	134	4	15	3	22	191	98	289		8:30-8:45
8:45-9:00	2	52	9	63	7	4	71	82	62	53	1	116	8	12	4	24	179	106	285		8:45-9:00
9:00-9:15	11	52	5	68	15	12	78	105	59	68	4	131	6	9	7	22	199	127	326		9:00-9:15
9:15-9:30	4	61	3	68	7	14	58	79	73	54	3	130	9	8	3	20	198	99	297		9:15-9:30
3 Hour Totals	24	516	61	601	80	53	792	925	610	517	11	1,138	82	101	25	208	1,739	1,133	2,872		
1 Hour Totals																					
6:30-7:30	4	95	11	110	15	13	205	233	120	109	1	230	19	16	3	38	340	271	611	0.81	6:30-7:30
6:45-7:45	5	120	15	140	17	10	233	260	136	108	1	245	22	25	4	51	385	311	696	0.77	6:45-7:45
7:00-8:00	5	140	18	163	19	8	258	285	156	113	0	269	30	28	5	63	432	348	780	0.84	7:00-8:00
7:15-8:15	5	180	21	206	21	7	311	339	212	143	1	356	32	32	4	68	562	407	969	0.75	7:15-8:15
7:30-8:30	2	203	30	235	27	8	315	350	231	165	1	397	36	41	5	82	632	432	1,064	0.83	7:30-8:30
7:45-8:45	2	214	25	241	31	10	302	343	251	201	2	454	35	47	7	89	695	432	1,127	0.88	7:45-8:45
8:00-9:00	4	225	28	257	32	13	297	342	263	225	3	491	32	48	9	89	748	431	1,179	0.92	8:00-9:00
8:15-9:15	14	222	29	265	41	22	278	341	245	232	6	483	29	50	15	94	748	435	1,183	0.91	8:15-9:15
8:30-9:30	18	218	20	256	38	32	272	342	259	243	9	511	27	44	17	88	767	430	1,197	0.92	8:30-9:30
AM Peak 8:30-9:30	18	218	20	256	38	32	272	342	259	243	9	511	27	44	17	88	767	430	1,197	0.92	AM Peak 8:30-9:30
PM																					
4:00-4:15	8	73	7	88	22	14	89	125	98	107	3	208	4	8	9	21	296	146	442		4:00-4:15
4:15-4:30	2	68	8	78	18	9	52	79	92	103	4	199	2	7	11	20	277	99	376		4:15-4:30
4:30-4:45	4	65	2	71	5	12	95	112	97	109	0	206	5	6	3	14	277	126	403		4:30-4:45
4:45-5:00	6	74	10	90	19	18	87	124	66	121	1	188	7	10	3	20	278	144	422		4:45-5:00
5:00-5:15	3	58	4	65	25	16	77	118	100	122	3	225	4	12	0	16	290	134	424		5:00-5:15
5:15-5:30	4	71	6	81	18	17	92	127	94	115	2	211	9	11	6	26	292	153	445		5:15-5:30
5:30-5:45	4	67	4	75	16	14	87	117	90	119	0	209	3	10	2	15	284	132	416		5:30-5:45
5:45-6:00	7	67	4	78	19	18	75	112	89	121	2	212	10	11	2	23	290	135	425		5:45-6:00
6:00-6:15	3	70	7	80	18	19	65	102	91	97	3	191	2	5	1	8	271	110	381		6:00-6:15
6:15-6:30	3	75	11	89	13	15	83	111	70	82	10	162	5	14	2	21	251	132	383		6:15-6:30
6:30-6:45	1	69	8	78	14	15	62	91	61	82	4	147	7	10	3	20	225	111	336		6:30-6:45
6:45-7:00	5	52	5	62	9	11	55	75	73	89	6	168	4	5	2	11	230	86	316		6:45-7:00
3 Hour Totals	50	809	76	935	196	178	919	1,293	1,021	1,267	38	2,326	62	109	44	215	3,261	1,508	4,769		
1 Hour Totals																					
4:00-5:00	20	280	27	327	64	53	323	440	353	440	8	801	18	31	26	75	1,128	515	1,643	0.93	4:00-5:00
4:15-5:15	15	265	24	304	67	55	311	433	355	455	8	818	18	35	17	70	1,122	503	1,625	0.96	4:15-5:15
4:30-5:30	17	268	22	307	67	63	351	481	357	467	6	830	25	39	12	76	1,137	557	1,694	0.95	4:30-5:30
4:45-5:45	17	270	24	311	78	65	343	486	350	477	6	833	23	43	11	77	1,144	563	1,707	0.96	4:45-5:45
5:00-6:00	18	263	18	299	78	65	331	474	373	477	7	857	26	44	10	80	1,156	554	1,710	0.96	5:00-6:00
5:15-6:15	18	275	21	314	71	68	319	458	364	452	7	823	24	37	11	72	1,137	530	1,667	0.94	5:15-6:15
5:30-6:30	17	279	26	322	66	66	310	442	340	419	15	774	20	40	7	67	1,096	509	1,605	0.94	5:30-6:30
5:45-6:45	14	281	30	325	64	67	285	416	311	382	19	712	24	40	8	72	1,037	488	1,525	0.90	5:45-6:45
6:00-7:00	12	266	31	309	54	60	265	379	295	350	23	668	18	34	8	60	977	439	1,416	0.92	6:00-7:00
PM Peak 5:00-6:00	18	263	18	299	78	65	331	474	373	477	7	857	26	44	10	80	1,156	554	1,710	0.96	PM Peak 5:00-6:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022					DATE: 5/2/2024					SOUTHBOUND ROAD: Nebel Street												
W & A JOB NO.: 8923					DAY: Tuesday					NORTHBOUND ROAD: Nebel Street												
INTERSECTION: Randolph Rd. & Nebel St.					WEATHER: clear					WESTBOUND ROAD: Randolph Road												
LOCATION: Montgomery Co.,MD					COUNTED BY: Majda & Vic					EASTBOUND ROAD: Randolph Road												
					INPUTED BY: agan																	
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound Nebel Street				Westbound Randolph Road				Northbound Nebel Street				Eastbound Randolph Road				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	0	4	6	10	16	142	22	180	6	8	11	25	12	64	0	76	35	256	291		6:30-6:45	
6:45-7:00	0	17	7	24	22	172	33	227	8	8	12	28	16	93	0	109	52	336	388		6:45-7:00	
7:00-7:15	3	15	8	26	12	182	45	239	15	8	14	37	12	93	2	107	63	346	409		7:00-7:15	
7:15-7:30	2	15	17	34	8	218	41	267	9	5	10	24	17	103	4	124	58	391	449		7:15-7:30	
7:30-7:45	0	16	21	37	15	229	37	281	14	9	19	42	14	126	2	142	79	423	502		7:30-7:45	
7:45-8:00	0	21	31	52	28	249	32	309	18	9	20	47	11	165	3	179	99	488	587		7:45-8:00	
8:00-8:15	4	24	26	54	18	229	47	294	20	15	15	50	14	132	5	151	104	445	549		8:00-8:15	
8:15-8:30	4	6	29	39	19	250	42	311	8	17	28	53	23	129	7	159	92	470	562		8:15-8:30	
8:30-8:45	6	19	19	44	27	205	56	288	22	13	17	52	8	138	1	147	96	435	531		8:30-8:45	
8:45-9:00	5	20	30	55	24	232	28	284	16	8	11	35	12	112	7	131	90	415	505		8:45-9:00	
9:00-9:15	3	29	35	67	22	127	38	187	18	8	25	51	11	117	3	131	118	318	436		9:00-9:15	
9:15-9:30	7	45	43	95	18	146	15	179	16	12	11	39	25	123	10	158	134	337	471		9:15-9:30	
3 Hour Totals	34	231	272	537	229	2,381	436	3,046	170	120	193	483	175	1,395	44	1,614	1,020	4,660	5,680			
1 Hour Totals																						
6:30-7:30	5	51	38	94	58	714	141	913	38	29	47	114	57	353	6	416	208	1,329	1,537	0.86	6:30-7:30	
6:45-7:45	5	63	53	121	57	801	156	1,014	46	30	55	131	59	415	8	482	252	1,496	1,748	0.87	6:45-7:45	
7:00-8:00	5	67	77	149	63	878	155	1,096	56	31	63	150	54	487	11	552	299	1,648	1,947	0.83	7:00-8:00	
7:15-8:15	6	76	95	177	69	925	157	1,151	61	38	64	163	56	526	14	596	340	1,747	2,087	0.89	7:15-8:15	
7:30-8:30	8	67	107	182	80	957	158	1,195	60	50	82	192	62	552	17	631	374	1,826	2,200	0.94	7:30-8:30	
7:45-8:45	14	70	105	189	92	933	177	1,202	68	54	80	202	56	564	16	636	391	1,838	2,229	0.95	7:45-8:45	
8:00-9:00	19	69	104	192	88	916	173	1,177	66	53	71	190	57	511	20	588	382	1,765	2,147	0.96	8:00-9:00	
8:15-9:15	18	74	113	205	92	814	164	1,070	64	46	81	191	54	496	18	568	396	1,638	2,034	0.90	8:15-9:15	
8:30-9:30	21	113	127	261	91	710	137	938	72	41	64	177	56	490	21	567	438	1,505	1,943	0.91	8:30-9:30	
AM Peak 7:45-8:45	14	70	105	189	92	933	177	1,202	68	54	80	202	56	564	16	636	391	1,838	2,229	0.95	AM Peak 7:45-8:45	
PM																						
4:00-4:15	8	35	30	73	29	176	25	230	46	26	26	98	17	172	3	192	171	422	593		4:00-4:15	
4:15-4:30	4	26	58	88	24	183	30	237	49	34	30	113	21	214	3	238	201	475	676		4:15-4:30	
4:30-4:45	2	28	80	110	35	172	33	240	47	22	29	98	24	217	2	243	208	483	691		4:30-4:45	
4:45-5:00	8	32	63	103	38	170	31	239	62	30	19	111	12	253	6	271	214	510	724		4:45-5:00	
5:00-5:15	6	31	66	103	34	218	34	286	59	32	37	128	19	238	1	258	231	544	775		5:00-5:15	
5:15-5:30	6	31	74	111	34	195	30	259	54	21	28	103	19	235	3	257	214	516	730		5:15-5:30	
5:30-5:45	2	40	62	104	40	194	43	277	63	27	24	114	22	243	6	271	218	548	766		5:30-5:45	
5:45-6:00	3	36	54	93	37	176	37	250	74	43	26	143	15	221	6	242	236	492	728		5:45-6:00	
6:00-6:15	12	45	63	120	45	173	34	252	50	35	45	130	15	214	6	235	250	487	737		6:00-6:15	
6:15-6:30	7	39	74	120	34	193	35	262	60	33	30	123	22	265	3	290	243	552	795		6:15-6:30	
6:30-6:45	7	29	74	110	44	184	44	272	56	34	40	130	15	207	7	229	240	501	741		6:30-6:45	
6:45-7:00	3	31	65	99	38	172	36	246	57	34	24	115	19	205	8	232	214	478	692		6:45-7:00	
3 Hour Totals	68	403	763	1,234	432	2,206	412	3,050	677	371	358	1,406	220	2,684	54	2,958	2,640	6,008	8,648			
1 Hour Totals																						
4:00-5:00	22	121	231	374	126	701	119	946	204	112	104	420	74	856	14	944	794	1,890	2,684	0.93	4:00-5:00	
4:15-5:15	20	117	267	404	131	743	128	1,002	217	118	115	450	76	922	12	1,010	854	2,012	2,866	0.92	4:15-5:15	
4:30-5:30	22	122	283	427	141	755	128	1,024	222	105	113	440	74	943	12	1,029	867	2,053	2,920	0.94	4:30-5:30	
4:45-5:45	22	134	265	421	146	777	138	1,061	238	110	108	456	72	969	16	1,057	877	2,118	2,995	0.97	4:45-5:45	
5:00-6:00	17	138	256	411	145	783	144	1,072	250	123	115	488	75	937	16	1,028	899	2,100	2,999	0.97	5:00-6:00	
5:15-6:15	23	152	253	428	156	738	144	1,038	241	126	123	490	71	913	21	1,005	918	2,043	2,961	0.97	5:15-6:15	
5:30-6:30	24	160	253	437	156	736	149	1,041	247	138	125	510	74	943	21	1,038	947	2,079	3,026	0.95	5:30-6:30	
5:45-6:45	29	149	265	443	160	726	150	1,036	240	145	141	526	67	907	22	996	969	2,032	3,001	0.94	5:45-6:45	
6:00-7:00	29	144	276	449	161	722	149	1,032	223	136	139	498	71	891	24	986	947	2,018	2,965	0.93	6:00-7:00	
PM Peak 5:30-6:30	24	160	253	437	156	736	149	1,041	247	138	125	510	74	943	21	1,038	947	2,079	3,026	0.95	PM Peak 5:30-6:30	

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/22/2024				SOUTHBOUND ROAD: Chapman Road				NORTHBOUND ROAD: Chapman Road				WESTBOUND ROAD: Randolph Road				EASTBOUND ROAD: Josiah Henson Parkway			
W & A JOB NO.: 8923				DAY: Wednesday				WEATHER: clear				COUNTED BY Michael & Tia				INPUTED BY: agan							
INTERSECTION: Randolph Rd. & Chapman Rd.																							
LOCATION: Montgomery Co.,MD																							
Time Period	Turning Movements																		Total	PHF	Time Period		
	Southbound Chapman Road				Westbound Randolph Road				Northbound Chapman Road				Eastbound Josiah Henson Parkway				North & South	East & West					
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total							
AM																							
6:30-6:45	1	0	5	6	11	162	2	175	1	0	1	2	4	73	12	89	8	264	272		6:30-6:45		
6:45-7:00	2	1	7	10	8	152	1	161	0	3	0	3	19	129	21	169	13	330	343		6:45-7:00		
7:00-7:15	2	2	2	6	8	170	1	179	0	0	0	0	8	91	10	109	6	288	294		7:00-7:15		
7:15-7:30	1	1	1	3	4	146	0	150	0	1	1	2	16	92	5	113	5	263	268		7:15-7:30		
7:30-7:45	2	3	6	11	10	271	2	283	2	2	1	5	12	115	14	141	16	424	440		7:30-7:45		
7:45-8:00	6	0	8	14	19	304	1	324	0	0	5	5	22	165	19	206	19	530	549		7:45-8:00		
8:00-8:15	10	2	6	18	17	278	2	297	0	2	0	2	17	126	26	169	20	466	486		8:00-8:15		
8:15-8:30	4	2	4	10	15	226	2	243	2	1	2	5	16	141	12	169	15	412	427		8:15-8:30		
8:30-8:45	4	3	9	16	15	206	4	225	2	3	4	9	25	161	20	206	25	431	456		8:30-8:45		
8:45-9:00	7	4	8	19	19	243	0	262	0	3	4	7	26	164	10	200	26	462	488		8:45-9:00		
9:00-9:15	4	1	14	19	13	93	4	110	0	4	3	7	25	99	22	146	26	256	282		9:00-9:15		
9:15-9:30	6	4	7	17	6	144	1	151	0	2	7	9	29	127	31	187	26	338	364		9:15-9:30		
3 Hour Totals	49	23	77	149	145	2,395	20	2,560	7	21	28	56	219	1,483	202	1,904	205	4,464	4,669				
1 Hour Totals																							
6:30-7:30	6	4	15	25	31	630	4	665	1	4	2	7	47	385	48	480	32	1,145	1,177	0.86	6:30-7:30		
6:45-7:45	7	7	16	30	30	739	4	773	2	6	2	10	55	427	50	532	40	1,305	1,345	0.76	6:45-7:45		
7:00-8:00	11	6	17	34	41	891	4	936	2	3	7	12	58	463	48	569	46	1,505	1,551	0.71	7:00-8:00		
7:15-8:15	19	6	21	46	50	999	5	1,054	2	5	7	14	67	498	64	629	60	1,683	1,743	0.79	7:15-8:15		
7:30-8:30	22	7	24	53	61	1,079	7	1,147	4	5	8	17	67	547	71	685	70	1,832	1,902	0.87	7:30-8:30		
7:45-8:45	24	7	27	58	66	1,014	9	1,089	4	6	11	21	80	593	77	750	79	1,839	1,918	0.87	7:45-8:45		
8:00-9:00	25	11	27	63	66	953	8	1,027	4	9	10	23	84	592	68	744	86	1,771	1,857	0.95	8:00-9:00		
8:15-9:15	19	10	35	64	62	768	10	840	4	11	13	28	92	565	64	721	92	1,561	1,653	0.85	8:15-9:15		
8:30-9:30	21	12	38	71	53	686	9	748	2	12	18	32	105	551	83	739	103	1,487	1,590	0.81	8:30-9:30		
AM Peak 7:45-8:45	24	7	27	58	66	1,014	9	1,089	4	6	11	21	80	593	77	750	79	1,839	1,918	0.87	AM Peak 7:45-8:45		
PM																							
4:00-4:15	17	15	36	68	35	153	3	191	3	9	9	21	19	229	50	298	89	489	578		4:00-4:15		
4:15-4:30	17	18	37	72	42	151	0	193	4	7	9	20	11	221	47	279	92	472	564		4:15-4:30		
4:30-4:45	19	11	35	65	26	163	5	194	5	6	6	17	16	232	58	306	82	500	582		4:30-4:45		
4:45-5:00	18	10	32	60	19	122	5	146	2	4	9	15	13	124	16	153	75	299	374		4:45-5:00		
5:00-5:15	20	13	41	74	26	166	3	195	7	5	12	24	24	219	33	276	98	471	569		5:00-5:15		
5:15-5:30	33	14	44	91	28	166	4	198	7	7	11	25	25	222	39	286	116	484	600		5:15-5:30		
5:30-5:45	20	11	36	67	41	199	6	246	3	8	16	27	12	214	37	263	94	509	603		5:30-5:45		
5:45-6:00	23	13	31	67	32	169	1	202	3	4	11	18	11	206	35	252	85	454	539		5:45-6:00		
6:00-6:15	22	9	37	68	29	159	4	192	4	5	15	24	22	194	42	258	92	450	542		6:00-6:15		
6:15-6:30	23	9	36	68	26	194	1	221	8	9	10	27	13	212	27	252	95	473	568		6:15-6:30		
6:30-6:45	22	6	33	61	29	169	4	202	7	4	21	32	17	211	27	255	93	457	550		6:30-6:45		
6:45-7:00	16	7	38	61	29	160	2	191	4	6	4	14	15	186	29	230	75	421	496		6:45-7:00		
3 Hour Totals	250	136	436	822	362	1,971	38	2,371	57	74	133	264	198	2,470	440	3,108	1,086	5,479	6,565				
1 Hour Totals																							
4:00-5:00	71	54	140	265	122	589	13	724	14	26	33	73	59	806	171	1,036	338	1,760	2,098	0.90	4:00-5:00		
4:15-5:15	74	52	145	271	113	602	13	728	18	22	36	76	64	796	154	1,014	347	1,742	2,089	0.90	4:15-5:15		
4:30-5:30	90	48	152	290	99	617	17	733	21	22	38	81	78	797	146	1,021	371	1,754	2,125	0.89	4:30-5:30		
4:45-5:45	91	48	153	292	114	653	18	785	19	24	48	91	74	779	125	978	383	1,763	2,146	0.89	4:45-5:45		
5:00-6:00	96	51	152	299	127	700	14	841	20	24	50	94	72	861	144	1,077	393	1,918	2,311	0.96	5:00-6:00		
5:15-6:15	98	47	148	293	130	693	15	838	17	24	53	94	70	836	153	1,059	387	1,897	2,284	0.95	5:15-6:15		
5:30-6:30	88	42	140	270	128	721	12	861	18	26	52	96	58	826	141	1,025	366	1,886	2,252	0.93	5:30-6:30		
5:45-6:45	90	37	137	264	116	691	10	817	22	22	57	101	63	823	131	1,017	365	1,834	2,199	0.97	5:45-6:45		
6:00-7:00	83	31	144	258	113	682	11	806	23	24	50	97	67	803	125	995	355	1,801	2,156	0.95	6:00-7:00		
PM Peak 5:00-6:00	96	51	152	299	127	700	14	841	20	24	50	94	72	861	144	1,077	393	1,918	2,311	0.96	PM Peak 5:00-6:00		

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/22/2024				SOUTHBOUND ROAD: Rockville Pike - 355													
W & A JOB NO.: 8923				DAY: Wednesday				NORTHBOUND ROAD: Rockville Pike - 355													
INTERSECTION: Rockville Pike & Bouic Ave.				WEATHER: clear				WESTBOUND ROAD: Bouic Avenue													
LOCATION: Montgomery Co.,MD				COUNTED BY: Victor & Bianca				EASTBOUND ROAD: Driveway													
				INPUTED BY: agan																	
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Rockville Pike - 355				Westbound Bouic Avenue				Northbound Rockville Pike - 355				Eastbound Driveway				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	1	212	1	214	4	0	1	5	3	74	1	78	6	0	0	6	292	11	303		6:30-6:45
6:45-7:00	0	245	3	248	3	0	2	5	9	101	5	115	5	0	0	5	363	10	373		6:45-7:00
7:00-7:15	0	318	10	328	7	0	1	8	9	127	4	140	9	0	0	9	468	17	485		7:00-7:15
7:15-7:30	2	356	9	367	2	0	1	3	6	119	10	135	9	0	1	10	502	13	515		7:15-7:30
7:30-7:45	0	387	7	394	7	0	0	7	11	124	9	144	19	0	0	19	538	26	564		7:30-7:45
7:45-8:00	0	390	11	401	9	0	0	9	7	152	6	165	13	0	0	13	566	22	588		7:45-8:00
8:00-8:15	1	402	19	422	10	0	0	10	7	190	5	202	11	0	0	11	624	21	645		8:00-8:15
8:15-8:30	3	440	9	452	5	0	0	5	2	187	3	192	9	0	0	9	644	14	658		8:15-8:30
8:30-8:45	1	366	18	385	8	0	0	8	9	208	9	226	14	0	0	14	611	22	633		8:30-8:45
8:45-9:00	3	354	13	370	4	0	0	4	8	224	8	240	20	0	0	20	610	24	634		8:45-9:00
9:00-9:15	0	318	15	333	12	0	0	12	7	172	11	190	8	0	0	8	523	20	543		9:00-9:15
9:15-9:30	5	265	17	287	2	0	0	2	9	204	19	232	14	0	0	14	519	16	535		9:15-9:30
3 Hour Totals	16	4,053	132	4,201	73	0	5	78	87	1,882	90	2,059	137	0	1	138	6,260	216	6,476		
1 Hour Totals																					
6:30-7:30	3	1,131	23	1,157	16	0	5	21	27	421	20	468	29	0	1	30	1,625	51	1,676	0.81	6:30-7:30
6:45-7:45	2	1,306	29	1,337	19	0	4	23	35	471	28	534	42	0	1	43	1,871	66	1,937	0.86	6:45-7:45
7:00-8:00	2	1,451	37	1,490	25	0	2	27	33	522	29	584	50	0	1	51	2,074	78	2,152	0.91	7:00-8:00
7:15-8:15	3	1,535	46	1,584	28	0	1	29	31	585	30	646	52	0	1	53	2,230	82	2,312	0.90	7:15-8:15
7:30-8:30	4	1,619	46	1,669	31	0	0	31	27	653	23	703	52	0	0	52	2,372	83	2,455	0.93	7:30-8:30
7:45-8:45	5	1,598	57	1,660	32	0	0	32	25	737	23	785	47	0	0	47	2,445	79	2,524	0.96	7:45-8:45
8:00-9:00	8	1,562	59	1,629	27	0	0	27	26	809	25	860	54	0	0	54	2,489	81	2,570	0.98	8:00-9:00
8:15-9:15	7	1,478	55	1,540	29	0	0	29	26	791	31	848	51	0	0	51	2,388	80	2,468	0.94	8:15-9:15
8:30-9:30	9	1,303	63	1,375	26	0	0	26	33	808	47	888	56	0	0	56	2,263	82	2,345	0.92	8:30-9:30
AM Peak 8:00-9:00	8	1,562	59	1,629	27	0	0	27	26	809	25	860	54	0	0	54	2,489	81	2,570	0.98	AM Peak 8:00-9:00
PM																					
4:00-4:15	3	320	10	333	13	1	0	14	20	280	11	311	3	0	0	3	644	17	661		4:00-4:15
4:15-4:30	1	334	11	346	9	0	0	9	15	297	14	326	12	0	0	12	672	21	693		4:15-4:30
4:30-4:45	1	352	16	369	19	0	0	19	42	330	18	390	13	0	0	13	759	32	791		4:30-4:45
4:45-5:00	0	390	18	408	9	0	0	9	24	317	14	355	9	0	0	9	763	18	781		4:45-5:00
5:00-5:15	4	392	9	405	15	0	0	15	21	347	9	377	16	0	0	16	782	31	813		5:00-5:15
5:15-5:30	0	347	63	410	14	0	0	14	19	362	15	396	8	0	0	8	806	22	828		5:15-5:30
5:30-5:45	2	389	24	415	13	0	0	13	15	417	8	440	14	0	0	14	855	27	882		5:30-5:45
5:45-6:00	1	391	15	407	7	0	0	7	24	366	6	396	13	0	0	13	803	20	823		5:45-6:00
6:00-6:15	2	375	16	393	8	0	0	8	13	323	10	346	13	0	0	13	739	21	760		6:00-6:15
6:15-6:30	3	377	16	396	5	0	0	5	10	389	16	415	12	0	0	12	811	17	828		6:15-6:30
6:30-6:45	2	341	12	355	11	0	0	11	17	403	12	432	4	0	0	4	787	15	802		6:30-6:45
6:45-7:00	1	323	17	341	4	0	0	4	8	325	20	353	5	0	0	5	694	9	703		6:45-7:00
3 Hour Totals	20	4,331	227	4,578	127	1	0	128	228	4,156	153	4,537	122	0	0	122	9,115	250	9,365		
1 Hour Totals																					
4:00-5:00	5	1,396	55	1,456	50	1	0	51	101	1,224	57	1,382	37	0	0	37	2,838	88	2,926	0.92	4:00-5:00
4:15-5:15	6	1,468	54	1,528	52	0	0	52	102	1,291	55	1,448	50	0	0	50	2,976	102	3,078	0.95	4:15-5:15
4:30-5:30	5	1,481	106	1,592	57	0	0	57	106	1,356	56	1,518	46	0	0	46	3,110	103	3,213	0.97	4:30-5:30
4:45-5:45	6	1,518	114	1,638	51	0	0	51	79	1,443	46	1,568	47	0	0	47	3,206	98	3,304	0.94	4:45-5:45
5:00-6:00	7	1,519	111	1,637	49	0	0	49	79	1,492	38	1,609	51	0	0	51	3,246	100	3,346	0.95	5:00-6:00
5:15-6:15	5	1,502	118	1,625	42	0	0	42	71	1,468	39	1,578	48	0	0	48	3,203	90	3,293	0.93	5:15-6:15
5:30-6:30	8	1,532	71	1,611	33	0	0	33	62	1,495	40	1,597	52	0	0	52	3,208	85	3,293	0.93	5:30-6:30
5:45-6:45	8	1,484	59	1,551	31	0	0	31	64	1,481	44	1,589	42	0	0	42	3,140	73	3,213	0.97	5:45-6:45
6:00-7:00	8	1,416	61	1,485	28	0	0	28	48	1,440	58	1,546	34	0	0	34	3,031	62	3,093	0.93	6:00-7:00
PM Peak 5:00-6:00	7	1,519	111	1,637	49	0	0	49	79	1,492	38	1,609	51	0	0	51	3,246	100	3,346	0.95	PM Peak 5:00-6:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/2/2024				SOUTHBOUND ROAD: Rockville Pike - 355				Rockville Pike - 355									
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Rockville Pike - 355				Rockville Pike - 355									
INTERSECTION: Rockville Pike & Hubbard Dr. & Plaza Driveway				WEATHER: clear				WESTBOUND ROAD: Plaza Driveway				Plaza Driveway									
LOCATION: Montgomery Co.,MD				COUNTED BY: Agan				EASTBOUND ROAD: Hubbard Drive				Hubbard Drive									
				INPUTED BY: agan																	
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Rockville Pike - 355				Westbound Plaza Driveway				Northbound Rockville Pike - 355				Eastbound Hubbard Drive				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	3	243	1	247	3	1	9	13	10	119	6	135	2	0	1	3	382	16	398		6:30-6:45
6:45-7:00	2	271	5	278	4	1	13	18	11	119	0	130	1	0	4	5	408	23	431		6:45-7:00
7:00-7:15	0	343	6	349	11	0	6	17	8	112	4	124	1	1	0	2	473	19	492		7:00-7:15
7:15-7:30	3	414	5	422	3	0	20	23	13	124	2	139	5	1	2	8	561	31	592		7:15-7:30
7:30-7:45	3	469	16	488	15	2	19	36	16	163	3	182	3	0	2	5	670	41	711		7:30-7:45
7:45-8:00	7	465	7	479	13	3	22	38	24	212	3	239	5	1	2	8	718	46	764		7:45-8:00
8:00-8:15	5	414	5	424	3	2	19	24	19	252	6	277	3	0	1	4	701	28	729		8:00-8:15
8:15-8:30	8	470	10	488	11	3	16	30	30	274	10	314	2	1	5	8	802	38	840		8:15-8:30
8:30-8:45	8	445	11	464	8	5	13	26	27	255	5	287	6	1	4	11	751	37	788		8:30-8:45
8:45-9:00	15	424	9	448	15	5	24	44	29	290	6	325	1	1	7	9	773	53	826		8:45-9:00
9:00-9:15	17	431	18	466	16	3	24	43	30	280	4	314	4	4	4	12	780	55	835		9:00-9:15
9:15-9:30	7	373	16	396	4	3	27	34	52	294	7	353	3	1	4	8	749	42	791		9:15-9:30
3 Hour Totals	78	4,762	109	4,949	106	28	212	346	269	2,494	56	2,819	36	11	36	83	7,768	429	8,197		
1 Hour Totals																					
6:30-7:30	8	1,271	17	1,296	21	2	48	71	42	474	12	528	9	2	7	18	1,824	89	1,913	0.81	6:30-7:30
6:45-7:45	8	1,497	32	1,537	33	3	58	94	48	518	9	575	10	2	8	20	2,112	114	2,226	0.78	6:45-7:45
7:00-8:00	13	1,691	34	1,738	42	5	67	114	61	611	12	684	14	3	6	23	2,422	137	2,559	0.84	7:00-8:00
7:15-8:15	18	1,762	33	1,813	34	7	80	121	72	751	14	837	16	2	7	25	2,650	146	2,796	0.91	7:15-8:15
7:30-8:30	23	1,818	38	1,879	42	10	76	128	89	901	22	1,012	13	2	10	25	2,891	153	3,044	0.91	7:30-8:30
7:45-8:45	28	1,794	33	1,855	35	13	70	118	100	993	24	1,117	16	3	12	31	2,972	149	3,121	0.93	7:45-8:45
8:00-9:00	36	1,753	35	1,824	37	15	72	124	105	1,071	27	1,203	12	3	17	32	3,027	156	3,183	0.95	8:00-9:00
8:15-9:15	48	1,770	48	1,866	50	16	77	143	116	1,099	25	1,240	13	7	20	40	3,106	183	3,289	0.98	8:15-9:15
8:30-9:30	47	1,673	54	1,774	43	16	88	147	138	1,119	22	1,279	14	7	19	40	3,053	187	3,240	0.97	8:30-9:30
AM Peak 8:15-9:15																					
48	1,770	48	1,866	50	16	77	143	116	1,099	25	1,240	13	7	20	40	3,106	183	3,289	0.98	AM Peak 8:15-9:15	
PM																					
4:00-4:15	12	327	30	369	40	2	43	85	81	447	5	533	10	4	11	25	902	110	1,012		4:00-4:15
4:15-4:30	9	338	28	375	38	1	43	82	65	461	6	532	6	4	8	18	907	100	1,007		4:15-4:30
4:30-4:45	4	367	24	395	33	4	50	87	77	466	8	551	16	4	18	38	946	125	1,071		4:30-4:45
4:45-5:00	3	396	21	420	37	4	42	83	71	462	6	539	13	4	11	28	959	111	1,070		4:45-5:00
5:00-5:15	6	344	27	377	35	1	37	73	51	467	4	522	11	2	12	25	899	98	997		5:00-5:15
5:15-5:30	7	392	44	443	36	3	43	82	53	506	3	562	7	4	18	29	1,005	111	1,116		5:15-5:30
5:30-5:45	5	343	33	381	32	2	52	86	66	465	5	536	8	4	7	19	917	105	1,022		5:30-5:45
5:45-6:00	7	338	44	389	34	3	46	83	73	467	6	546	7	1	12	20	935	103	1,038		5:45-6:00
6:00-6:15	7	385	40	432	36	5	45	86	58	503	4	565	10	3	3	16	997	102	1,099		6:00-6:15
6:15-6:30	10	379	37	426	21	3	52	76	61	451	12	524	3	3	4	10	950	86	1,036		6:15-6:30
6:30-6:45	1	386	29	416	40	3	54	97	71	435	8	514	5	3	9	17	930	114	1,044		6:30-6:45
6:45-7:00	8	353	39	400	45	3	47	95	75	371	6	452	7	4	10	21	852	116	968		6:45-7:00
3 Hour Totals	79	4,348	396	4,823	427	34	554	1,015	802	5,501	73	6,376	103	40	123	266	11,199	1,281	12,480		
1 Hour Totals																					
4:00-5:00	28	1,428	103	1,559	148	11	178	337	294	1,836	25	2,155	45	16	48	109	3,714	446	4,160	0.97	4:00-5:00
4:15-5:15	22	1,445	100	1,567	143	10	172	325	264	1,856	24	2,144	46	14	49	109	3,711	434	4,145	0.97	4:15-5:15
4:30-5:30	20	1,499	116	1,635	141	12	172	325	252	1,901	21	2,174	47	14	59	120	3,809	445	4,254	0.95	4:30-5:30
4:45-5:45	21	1,475	125	1,621	140	10	174	324	241	1,900	18	2,159	39	14	48	101	3,780	425	4,205	0.94	4:45-5:45
5:00-6:00	25	1,417	148	1,590	137	9	178	324	243	1,905	18	2,166	33	11	49	93	3,756	417	4,173	0.93	5:00-6:00
5:15-6:15	26	1,458	161	1,645	138	13	186	337	250	1,941	18	2,209	32	12	40	84	3,854	421	4,275	0.96	5:15-6:15
5:30-6:30	29	1,445	154	1,628	123	13	195	331	258	1,886	27	2,171	28	11	26	65	3,799	396	4,195	0.95	5:30-6:30
5:45-6:45	25	1,488	150	1,663	131	14	197	342	263	1,856	30	2,149	25	10	28	63	3,812	405	4,217	0.96	5:45-6:45
6:00-7:00	26	1,503	145	1,674	142	14	198	354	265	1,760	30	2,055	25	13	26	64	3,729	418	4,147	0.94	6:00-7:00
PM Peak 5:15-6:15																					
26	1,458	161	1,645	138	13	186	337	250	1,941	18	2,209	32	12	40	84	3,854	421	4,275	0.96	PM Peak 5:15-6:15	

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT:		Pike Center 2022							DATE:		5/2/2024		SOUTHBOUND ROAD:				Rockville Pike - 355				
W & A JOB NO.:		8923							DAY:		Tuesday		NORTHBOUND ROAD:				Rockville Pike - 355				
INTERSECTION:		Rockville Pike & Federal Plaza Driveway & Pike Pl							WEATHER:		clear		WESTBOUND ROAD:				Halpine Road				
LOCATION:		Montgomery Co.,MD							COUNTED BY:		Katy & Kim		EASTBOUND ROAD:				Halpine Road				
									INPUTED BY:		agan										
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Rockville Pike - 355				Westbound Halpine Road				Northbound Rockville Pike - 355				Eastbound Halpine Road				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	1	209	5	215	0	1	4	5	17	70	9	96	8	22	8	38	311	43	354		6:30-6:45
6:45-7:00	1	250	11	262	6	4	4	14	8	97	8	113	4	11	6	21	375	35	410		6:45-7:00
7:00-7:15	2	266	20	288	3	4	2	9	5	103	10	118	12	11	8	31	406	40	446		7:00-7:15
7:15-7:30	1	316	10	327	9	3	3	15	3	102	8	113	6	8	5	19	440	34	474		7:15-7:30
7:30-7:45	3	364	18	385	13	7	5	25	3	148	6	157	6	5	10	21	542	46	588		7:30-7:45
7:45-8:00	6	387	22	415	9	4	3	16	3	167	16	186	14	11	7	32	601	48	649		7:45-8:00
8:00-8:15	3	330	17	350	14	6	5	25	4	172	16	192	12	12	7	31	542	56	598		8:00-8:15
8:15-8:30	1	330	20	351	9	6	5	20	6	202	17	225	14	11	7	32	576	52	628		8:15-8:30
8:30-8:45	2	311	20	333	14	4	2	20	4	196	14	214	14	19	9	42	547	62	609		8:30-8:45
8:45-9:00	8	359	14	381	13	5	0	18	3	198	25	226	12	18	11	41	607	59	666		8:45-9:00
9:00-9:15	8	348	18	374	19	8	1	28	2	199	21	222	18	6	13	37	596	65	661		9:00-9:15
9:15-9:30	2	326	11	339	21	11	4	36	8	201	19	228	12	9	9	30	567	66	633		9:15-9:30
3 Hour Totals	38	3,796	186	4,020	130	63	38	231	66	1,855	169	2,090	132	143	100	375	6,110	606	6,716		
1 Hour Totals																					
6:30-7:30	5	1,041	46	1,092	18	12	13	43	33	372	35	440	30	52	27	109	1,532	152	1,684	0.89	6:30-7:30
6:45-7:45	7	1,196	59	1,262	31	18	14	63	19	450	32	501	28	35	29	92	1,763	155	1,918	0.82	6:45-7:45
7:00-8:00	12	1,333	70	1,415	34	18	13	65	14	520	40	574	38	35	30	103	1,989	168	2,157	0.83	7:00-8:00
7:15-8:15	13	1,397	67	1,477	45	20	16	81	13	589	46	648	38	36	29	103	2,125	184	2,309	0.89	7:15-8:15
7:30-8:30	13	1,411	77	1,501	45	23	18	86	16	689	55	760	46	39	31	116	2,261	202	2,463	0.95	7:30-8:30
7:45-8:45	12	1,358	79	1,449	46	20	15	81	17	737	63	817	54	53	30	137	2,266	218	2,484	0.96	7:45-8:45
8:00-9:00	14	1,330	71	1,415	50	21	12	83	17	768	72	857	52	60	34	146	2,272	229	2,501	0.94	8:00-9:00
8:15-9:15	19	1,348	72	1,439	55	23	8	86	15	795	77	887	58	54	40	152	2,326	238	2,564	0.96	8:15-9:15
8:30-9:30	20	1,344	63	1,427	67	28	7	102	17	794	79	890	56	52	42	150	2,317	252	2,569	0.96	8:30-9:30
AM Peak 8:30-9:30	20	1,344	63	1,427	67	28	7	102	17	794	79	890	56	52	42	150	2,317	252	2,569	0.96	AM Peak 8:30-9:30
PM																					
4:00-4:15	6	335	14	355	19	14	3	36	6	387	42	435	28	9	31	68	790	104	894		4:00-4:15
4:15-4:30	6	297	28	331	24	13	1	38	2	345	63	410	20	12	16	48	741	86	827		4:15-4:30
4:30-4:45	8	300	26	334	30	19	2	51	4	350	51	405	30	12	15	57	739	108	847		4:30-4:45
4:45-5:00	5	322	14	341	30	23	4	57	1	368	26	395	30	16	30	76	736	133	869		4:45-5:00
5:00-5:15	9	305	27	341	38	17	4	59	2	393	48	443	17	19	25	61	784	120	904		5:00-5:15
5:15-5:30	6	355	21	382	34	17	6	57	2	429	56	487	23	20	23	66	869	123	992		5:15-5:30
5:30-5:45	10	339	30	379	20	17	4	41	2	401	56	459	32	10	34	76	838	117	955		5:30-5:45
5:45-6:00	5	358	21	384	35	19	4	58	1	386	37	424	15	17	16	48	808	106	914		5:45-6:00
6:00-6:15	7	293	18	318	32	16	5	53	1	372	39	412	29	18	26	73	730	126	856		6:00-6:15
6:15-6:30	6	278	24	308	30	7	4	41	3	392	38	433	22	12	25	59	741	100	841		6:15-6:30
6:30-6:45	7	343	25	375	29	9	2	40	0	327	39	366	31	14	34	79	741	119	860		6:30-6:45
6:45-7:00	7	303	20	330	32	18	3	53	2	318	26	346	14	16	27	57	676	110	786		6:45-7:00
3 Hour Totals	82	3,828	268	4,178	353	189	42	584	26	4,468	521	5,015	291	175	302	768	9,193	1,352	10,545		
1 Hour Totals																					
4:00-5:00	25	1,254	82	1,361	103	69	10	182	13	1,450	182	1,645	108	49	92	249	3,006	431	3,437	0.96	4:00-5:00
4:15-5:15	28	1,224	95	1,347	122	72	11	205	9	1,456	188	1,653	97	59	86	242	3,000	447	3,447	0.95	4:15-5:15
4:30-5:30	28	1,282	88	1,398	132	76	16	224	9	1,540	181	1,730	100	67	93	260	3,128	484	3,612	0.91	4:30-5:30
4:45-5:45	30	1,321	92	1,443	122	74	18	214	7	1,591	186	1,784	102	65	112	279	3,227	493	3,720	0.94	4:45-5:45
5:00-6:00	30	1,357	99	1,486	127	70	18	215	7	1,609	197	1,813	87	66	98	251	3,299	466	3,765	0.95	5:00-6:00
5:15-6:15	28	1,345	90	1,463	121	69	19	209	6	1,588	188	1,782	99	65	99	263	3,245	472	3,717	0.94	5:15-6:15
5:30-6:30	28	1,268	93	1,389	117	59	17	193	7	1,551	170	1,728	98	57	101	256	3,117	449	3,566	0.93	5:30-6:30
5:45-6:45	25	1,272	88	1,385	126	51	15	192	5	1,477	153	1,635	97	61	101	259	3,020	451	3,471	0.95	5:45-6:45
6:00-7:00	27	1,217	87	1,331	123	50	14	187	6	1,409	142	1,557	96	60	112	268	2,888	455	3,343	0.97	6:00-7:00
PM Peak 5:00-6:00	30	1,357	99	1,486	127	70	18	215	7	1,609	197	1,813	87	66	98	251	3,299	466	3,765	0.95	PM Peak 5:00-6:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/2/2024				SOUTHBOUND ROAD: Twinbrook Parkway				Twinbrook Parkway										
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Twinbrook Parkway				Twinbrook Parkway										
INTERSECTION: Twinbrook Pkwy. & Parklawn Dr.				WEATHER: clear				WESTBOUND ROAD: Parklawn Drive				Parklawn Drive										
LOCATION: Montgomery Co.,MD				COUNTED BY: Michael & Tia				EASTBOUND ROAD: Parklawn Drive				Parklawn Drive										
				INPUTED BY: agan																		
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound Twinbrook Parkway				Westbound Parklawn Drive				Northbound Twinbrook Parkway				Eastbound Parklawn Drive				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	6	100	23	129	16	8	17	41	28	59	5	92	7	5	4	16	221	57	278		6:30-6:45	
6:45-7:00	11	137	33	181	16	4	19	39	40	62	7	109	7	5	6	18	290	57	347		6:45-7:00	
7:00-7:15	9	163	27	199	15	5	30	50	41	70	9	120	8	2	7	17	319	67	386		7:00-7:15	
7:15-7:30	12	153	36	201	25	10	23	58	52	80	9	141	10	5	5	20	342	78	420		7:15-7:30	
7:30-7:45	13	226	33	272	39	4	29	72	43	88	6	137	11	2	4	17	409	89	498		7:30-7:45	
7:45-8:00	20	212	39	271	25	5	63	93	71	105	7	183	9	6	8	23	454	116	570		7:45-8:00	
8:00-8:15	15	185	33	233	30	8	40	78	55	144	14	213	15	5	9	29	446	107	553		8:00-8:15	
8:15-8:30	15	205	52	272	33	3	38	74	70	140	20	230	12	6	10	28	502	102	604		8:15-8:30	
8:30-8:45	13	163	55	231	36	3	22	61	81	130	9	220	15	7	9	31	451	92	543		8:30-8:45	
8:45-9:00	5	114	71	190	39	6	31	76	83	141	6	230	10	5	5	20	420	96	516		8:45-9:00	
9:00-9:15	6	107	91	204	60	9	36	105	92	140	9	241	6	7	7	20	445	125	570		9:00-9:15	
9:15-9:30	6	101	82	189	45	4	38	87	70	152	3	225	11	7	6	24	414	111	525		9:15-9:30	
3 Hour Totals	131	1,866	575	2,572	379	69	386	834	726	1,311	104	2,141	121	62	80	263	4,713	1,097	5,810			
1 Hour Totals																						
6:30-7:30	38	553	119	710	72	27	89	188	161	271	30	462	32	17	22	71	1,172	259	1,431	0.85	6:30-7:30	
6:45-7:45	45	679	129	853	95	23	101	219	176	300	31	507	36	14	22	72	1,360	291	1,651	0.83	6:45-7:45	
7:00-8:00	54	754	135	943	104	24	145	273	207	343	31	581	38	15	24	77	1,524	350	1,874	0.82	7:00-8:00	
7:15-8:15	60	776	141	977	119	27	155	301	221	417	36	674	45	18	26	89	1,651	390	2,041	0.90	7:15-8:15	
7:30-8:30	63	828	157	1,048	127	20	170	317	239	477	47	763	47	19	31	97	1,811	414	2,225	0.92	7:30-8:30	
7:45-8:45	63	765	179	1,007	124	19	163	306	277	519	50	846	51	24	36	111	1,853	417	2,270	0.94	7:45-8:45	
8:00-9:00	48	667	211	926	138	20	131	289	289	555	49	893	52	23	33	108	1,819	397	2,216	0.92	8:00-9:00	
8:15-9:15	39	589	269	897	168	21	127	316	326	551	44	921	43	25	31	99	1,818	415	2,233	0.92	8:15-9:15	
8:30-9:30	30	485	299	814	180	22	127	329	326	563	27	916	42	26	27	95	1,730	424	2,154	0.94	8:30-9:30	
AM Peak 7:45-8:45	63	765	179	1,007	124	19	163	306	277	519	50	846	51	24	36	111	1,853	417	2,270	0.94	AM Peak 7:45-8:45	
PM																						
4:00-4:15	6	182	47	235	61	7	56	124	49	230	5	284	20	10	4	34	519	158	677		4:00-4:15	
4:15-4:30	8	174	48	230	53	6	60	119	60	258	5	323	15	8	8	31	553	150	703		4:15-4:30	
4:30-4:45	6	194	33	233	63	3	61	127	52	247	9	308	10	4	8	22	541	149	690		4:30-4:45	
4:45-5:00	7	166	32	205	53	7	69	129	75	259	5	339	35	5	9	49	544	178	722		4:45-5:00	
5:00-5:15	7	182	38	227	70	14	79	163	71	280	3	354	20	11	13	44	581	207	788		5:00-5:15	
5:15-5:30	11	186	33	230	76	8	87	171	62	319	6	387	23	9	12	44	617	215	832		5:15-5:30	
5:30-5:45	8	200	35	243	67	6	61	134	56	288	10	354	12	5	10	27	597	161	758		5:30-5:45	
5:45-6:00	6	166	27	199	59	11	77	147	82	270	12	364	13	7	9	29	563	176	739		5:45-6:00	
6:00-6:15	11	163	36	210	56	5	53	114	52	260	6	318	22	4	9	35	528	149	677		6:00-6:15	
6:15-6:30	6	153	25	184	61	2	43	106	41	220	4	265	5	7	4	16	449	122	571		6:15-6:30	
6:30-6:45	8	168	24	200	51	0	44	95	42	257	4	303	11	4	6	21	503	116	619		6:30-6:45	
6:45-7:00	5	150	22	177	38	7	32	77	53	213	12	278	6	6	5	17	455	94	549		6:45-7:00	
3 Hour Totals	89	2,084	400	2,573	708	76	722	1,506	695	3,101	81	3,877	192	80	97	369	6,450	1,875	8,325			
1 Hour Totals																						
4:00-5:00	27	716	160	903	230	23	246	499	236	994	24	1,254	80	27	29	136	2,157	635	2,792	0.97	4:00-5:00	
4:15-5:15	28	716	151	895	239	30	269	538	258	1,044	22	1,324	80	28	38	146	2,219	684	2,903	0.92	4:15-5:15	
4:30-5:30	31	728	136	895	262	32	296	590	260	1,105	23	1,388	88	29	42	159	2,283	749	3,032	0.91	4:30-5:30	
4:45-5:45	33	734	138	905	266	35	296	597	264	1,146	24	1,434	90	30	44	164	2,339	761	3,100	0.93	4:45-5:45	
5:00-6:00	32	734	133	899	272	39	304	615	271	1,157	31	1,459	68	32	44	144	2,358	759	3,117	0.94	5:00-6:00	
5:15-6:15	36	715	131	882	258	30	278	566	252	1,137	34	1,423	70	25	40	135	2,305	701	3,006	0.90	5:15-6:15	
5:30-6:30	31	682	123	836	243	24	234	501	231	1,038	32	1,301	52	23	32	107	2,137	608	2,745	0.91	5:30-6:30	
5:45-6:45	31	650	112	793	227	18	217	462	217	1,007	26	1,250	51	22	28	101	2,043	563	2,606	0.88	5:45-6:45	
6:00-7:00	30	634	107	771	206	14	172	392	188	950	26	1,164	44	21	24	89	1,935	481	2,416	0.89	6:00-7:00	
PM Peak 5:00-6:00	32	734	133	899	272	39	304	615	271	1,157	31	1,459	68	32	44	144	2,358	759	3,117	0.94	PM Peak 5:00-6:00	

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 5/22/2024				SOUTHBOUND ROAD: Chapman Road				NORTHBOUND ROAD: Chapman Road									
W & A JOB NO.: 8923				DAY: Wednesday				WESTBOUND ROAD: Thompson Avenue				EASTBOUND ROAD: Thompson Avenue									
INTERSECTION: Thompson Ave. & Chapman Rd.				WEATHER: clear				COUNTED BY: Majda				INPUTED BY: agan									
LOCATION: Montgomery Co.,MD																					
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound Chapman Road				Westbound Thompson Avenue				Northbound Chapman Road				Eastbound Thompson Avenue							North & South	East & West
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	2	10	0	12	0	5	4	9	0	16	4	20	0	1	2	3	32	12	44		6:30-6:45
6:45-7:00	6	16	0	22	0	5	3	8	2	11	9	22	5	0	0	5	44	13	57		6:45-7:00
7:00-7:15	2	18	3	23	1	4	6	11	2	19	12	33	8	1	1	10	56	21	77		7:00-7:15
7:15-7:30	6	26	4	36	0	3	7	10	2	26	7	35	10	2	0	12	71	22	93		7:15-7:30
7:30-7:45	3	19	2	24	1	6	9	16	3	23	13	39	16	1	1	18	63	34	97		7:30-7:45
7:45-8:00	2	26	1	29	3	2	7	12	2	28	9	39	15	3	1	19	68	31	99		7:45-8:00
8:00-8:15	8	34	4	46	1	2	7	10	5	29	9	43	6	0	1	7	89	17	106		8:00-8:15
8:15-8:30	4	21	2	27	0	1	7	8	1	23	6	30	8	0	3	11	57	19	76		8:15-8:30
8:30-8:45	2	36	1	39	0	3	8	11	2	43	7	52	4	1	0	5	91	16	107		8:30-8:45
8:45-9:00	2	30	3	35	1	1	6	8	1	33	9	43	11	1	1	13	78	21	99		8:45-9:00
9:00-9:15	2	45	0	47	0	4	10	14	2	38	13	53	10	1	0	11	100	25	125		9:00-9:15
9:15-9:30	3	33	3	39	1	7	6	14	2	28	8	38	12	0	1	13	77	27	104		9:15-9:30
3 Hour Totals	42	314	23	379	8	43	80	131	24	317	106	447	105	11	11	127	826	258	1,084		
1 Hour Totals																					
6:30-7:30	16	70	7	93	1	17	20	38	6	72	32	110	23	4	3	30	203	68	271	0.73	6:30-7:30
6:45-7:45	17	79	9	105	2	18	25	45	9	79	41	129	39	4	2	45	234	90	324	0.84	6:45-7:45
7:00-8:00	13	89	10	112	5	15	29	49	9	96	41	146	49	7	3	59	258	108	366	0.92	7:00-8:00
7:15-8:15	19	105	11	135	5	13	30	48	12	106	38	156	47	6	3	56	291	104	395	0.93	7:15-8:15
7:30-8:30	17	100	9	126	5	11	30	46	11	103	37	151	45	4	6	55	277	101	378	0.89	7:30-8:30
7:45-8:45	16	117	8	141	4	8	29	41	10	123	31	164	33	4	5	42	305	83	388	0.91	7:45-8:45
8:00-9:00	16	121	10	147	2	7	28	37	9	128	31	168	29	2	5	36	315	73	388	0.91	8:00-9:00
8:15-9:15	10	132	6	148	1	9	31	41	6	137	35	178	33	3	4	40	326	81	407	0.81	8:15-9:15
8:30-9:30	9	144	7	160	2	15	30	47	7	142	37	186	37	3	2	42	346	89	435	0.87	8:30-9:30
AM Peak 8:30-9:30	9	144	7	160	2	15	30	47	7	142	37	186	37	3	2	42	346	89	435	0.87	AM Peak 8:30-9:30
PM																					
4:00-4:15	4	48	6	58	1	5	1	7	4	46	16	66	22	1	5	28	124	35	159		4:00-4:15
4:15-4:30	1	49	1	51	3	1	7	11	4	48	5	57	33	3	2	38	108	49	157		4:15-4:30
4:30-4:45	8	76	4	88	2	2	4	8	4	64	6	74	34	2	6	42	162	50	212		4:30-4:45
4:45-5:00	4	78	1	83	1	3	1	5	5	69	8	82	20	2	8	30	165	35	200		4:45-5:00
5:00-5:15	5	61	0	66	0	1	3	4	10	79	5	94	46	7	6	59	160	63	223		5:00-5:15
5:15-5:30	10	66	2	78	2	6	1	9	4	67	9	80	22	6	6	34	158	43	201		5:15-5:30
5:30-5:45	10	74	4	88	1	4	9	14	3	70	11	84	12	3	6	21	172	35	207		5:30-5:45
5:45-6:00	7	60	2	69	1	6	1	8	5	43	11	59	20	4	6	30	128	38	166		5:45-6:00
6:00-6:15	5	62	1	68	0	2	3	5	5	78	5	88	15	1	8	24	156	29	185		6:00-6:15
6:15-6:30	2	61	4	67	0	1	3	4	5	59	8	72	12	2	2	16	139	20	159		6:15-6:30
6:30-6:45	2	60	6	68	1	2	2	5	5	67	9	81	14	2	4	20	149	25	174		6:30-6:45
6:45-7:00	7	43	2	52	1	1	4	6	4	46	6	56	15	3	9	27	108	33	141		6:45-7:00
3 Hour Totals	65	738	33	836	13	34	39	86	58	736	99	893	265	36	68	369	1,729	455	2,184		
1 Hour Totals																					
4:00-5:00	17	251	12	280	7	11	13	31	17	227	35	279	109	8	21	138	559	169	728	0.86	4:00-5:00
4:15-5:15	18	264	6	288	6	7	15	28	23	260	24	307	133	14	22	169	595	197	792	0.89	4:15-5:15
4:30-5:30	27	281	7	315	5	12	9	26	23	279	28	330	122	17	26	165	645	191	836	0.94	4:30-5:30
4:45-5:45	29	279	7	315	4	14	14	32	22	285	33	340	100	18	26	144	655	176	831	0.93	4:45-5:45
5:00-6:00	32	261	8	301	4	17	14	35	22	259	36	317	100	20	24	144	618	179	797	0.89	5:00-6:00
5:15-6:15	32	262	9	303	4	18	14	36	17	258	36	311	69	14	26	109	614	145	759	0.92	5:15-6:15
5:30-6:30	24	257	11	292	2	13	16	31	18	250	35	303	59	10	22	91	595	122	717	0.87	5:30-6:30
5:45-6:45	16	243	13	272	2	11	9	22	20	247	33	300	61	9	20	90	572	112	684	0.92	5:45-6:45
6:00-7:00	16	226	13	255	2	6	12	20	19	250	28	297	56	8	23	87	552	107	659	0.89	6:00-7:00
PM Peak 4:30-5:30	27	281	7	315	5	12	9	26	23	279	28	330	122	17	26	165	645	191	836	0.94	PM Peak 4:30-5:30

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Rockville Pike - 355				Rockville Pike - 355										
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Rockville Pike - 355				Rockville Pike - 355										
INTERSECTION: Rockville Pike & Bou Avenue				WEATHER: clear				WESTBOUND ROAD: Bou Avenue				Bou Avenue										
LOCATION: Montgomery Co.,MD				COUNTED BY: Agan				EASTBOUND ROAD: Bou Avenue				Bou Avenue										
				INPUTED BY: agan																		
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound Rockville Pike - 355				Westbound Bou Avenue				Northbound Rockville Pike - 355				Eastbound Bou Avenue				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	0	188	7	195	8	3	69	80	5	77	2	84	5	0	1	6	279	86	365			6:30-6:45
6:45-7:00	0	218	9	227	10	2	80	92	13	109	2	124	3	2	2	7	351	99	450			6:45-7:00
7:00-7:15	0	232	17	249	8	0	87	95	18	99	5	122	5	2	3	10	371	105	476			7:00-7:15
7:15-7:30	5	331	11	347	2	4	105	111	10	119	1	130	6	1	1	8	477	119	596			7:15-7:30
7:30-7:45	1	361	21	383	7	1	123	131	18	113	5	136	12	3	0	15	519	146	665			7:30-7:45
7:45-8:00	2	370	32	404	10	3	107	120	36	164	4	204	8	2	0	10	608	130	738			7:45-8:00
8:00-8:15	1	358	26	385	12	0	123	135	62	198	8	268	17	6	3	26	653	161	814			8:00-8:15
8:15-8:30	0	336	23	359	12	1	119	132	56	216	8	280	9	4	1	14	639	146	785			8:15-8:30
8:30-8:45	1	365	29	395	17	4	114	135	44	203	7	254	3	3	6	12	649	147	796			8:30-8:45
8:45-9:00	1	328	31	360	12	4	92	108	50	237	7	294	6	5	5	16	654	124	778			8:45-9:00
9:00-9:15	1	321	29	351	9	1	128	138	59	248	12	319	10	7	1	18	670	156	826			9:00-9:15
9:15-9:30	3	301	32	336	27	2	108	137	41	269	3	313	6	6	2	14	649	151	800			9:15-9:30
3 Hour Totals	15	3,709	267	3,991	134	25	1,255	1,414	412	2,052	64	2,528	90	41	25	156	6,519	1,570	8,089			
1 Hour Totals																						
6:30-7:30	5	969	44	1,018	28	9	341	378	46	404	10	460	19	5	7	31	1,478	409	1,887	0.79		6:30-7:30
6:45-7:45	6	1,142	58	1,206	27	7	395	429	59	440	13	512	26	8	6	40	1,718	469	2,187	0.82		6:45-7:45
7:00-8:00	8	1,294	81	1,383	27	8	422	457	82	495	15	592	31	8	4	43	1,975	500	2,475	0.84		7:00-8:00
7:15-8:15	9	1,420	90	1,519	31	8	458	497	126	594	18	738	43	12	4	59	2,257	556	2,813	0.86		7:15-8:15
7:30-8:30	4	1,425	102	1,531	41	5	472	518	172	691	25	888	46	15	4	65	2,419	583	3,002	0.92		7:30-8:30
7:45-8:45	4	1,429	110	1,543	51	8	463	522	198	781	27	1,006	37	15	10	62	2,549	584	3,133	0.96		7:45-8:45
8:00-9:00	3	1,387	109	1,499	53	9	448	510	212	854	30	1,096	35	18	15	68	2,595	578	3,173	0.97		8:00-9:00
8:15-9:15	3	1,350	112	1,465	50	10	453	513	209	904	34	1,147	28	19	13	60	2,612	573	3,185	0.96		8:15-9:15
8:30-9:30	6	1,315	121	0	65	11	442	518	194	957	29	1,180	25	21	14	60	2,622	578	3,200	0.97		8:30-9:30
AM Peak 8:30-9:30	6	1,315	121	0	65	11	442	518	194	957	29	1,180	25	21	14	60	2,622	578	3,200	0.97		AM Peak 8:30-9:30
PM																						
4:00-4:15	2	306	36	344	20	9	100	129	91	420	11	522	16	7	3	26	866	155	1,021			4:00-4:15
4:15-4:30	10	263	58	331	28	13	96	137	90	427	6	523	9	3	5	17	854	154	1,008			4:15-4:30
4:30-4:45	2	276	45	323	23	8	108	139	80	431	12	523	7	6	8	21	846	160	1,006			4:30-4:45
4:45-5:00	7	288	64	359	28	8	74	110	68	440	12	520	8	6	2	16	879	126	1,005			4:45-5:00
5:00-5:15	0	306	40	346	42	12	106	160	80	423	6	509	3	4	4	11	855	171	1,026			5:00-5:15
5:15-5:30	6	274	52	332	35	4	80	119	114	460	8	582	6	2	3	11	914	130	1,044			5:15-5:30
5:30-5:45	2	286	46	334	39	6	90	135	96	449	11	556	11	14	5	30	890	165	1,055			5:30-5:45
5:45-6:00	5	296	49	350	46	6	82	134	82	460	6	548	8	7	5	20	898	154	1,052			5:45-6:00
6:00-6:15	5	314	53	372	55	5	72	132	73	478	19	570	11	8	4	23	942	155	1,097			6:00-6:15
6:15-6:30	5	284	61	350	28	11	83	122	80	402	11	493	6	5	12	23	843	145	988			6:15-6:30
6:30-6:45	3	294	50	347	36	4	100	140	63	372	11	446	5	5	3	13	793	153	946			6:30-6:45
6:45-7:00	0	263	59	322	24	5	55	84	47	298	8	353	6	4	3	13	675	97	772			6:45-7:00
3 Hour Totals	47	3,450	613	4,110	404	91	1,046	1,541	964	5,060	121	6,145	96	71	57	224	10,255	1,765	12,020			
1 Hour Totals																						
4:00-5:00	21	1,133	203	1,357	99	38	378	515	329	1,718	41	2,088	40	22	18	80	3,445	595	4,040	0.99		4:00-5:00
4:15-5:15	19	1,133	207	1,359	121	41	384	546	318	1,721	36	2,075	27	19	19	65	3,434	611	4,045	0.99		4:15-5:15
4:30-5:30	15	1,144	201	1,360	128	32	368	528	342	1,754	38	2,134	24	18	17	59	3,494	587	4,081	0.98		4:30-5:30
4:45-5:45	15	1,154	202	1,371	144	30	350	524	358	1,772	37	2,167	28	26	14	68	3,538	592	4,130	0.98		4:45-5:45
5:00-6:00	13	1,162	187	1,362	162	28	358	548	372	1,792	31	2,195	28	27	17	72	3,557	620	4,177	0.99		5:00-6:00
5:15-6:15	18	1,170	200	1,388	175	21	324	520	365	1,847	44	2,256	36	31	17	84	3,644	604	4,248	0.97		5:15-6:15
5:30-6:30	17	1,180	209	1,406	168	28	327	523	331	1,789	47	2,167	36	34	26	96	3,573	619	4,192	0.96		5:30-6:30
5:45-6:45	18	1,188	213	1,419	165	26	337	528	298	1,712	47	2,057	30	25	24	79	3,476	607	4,083	0.93		5:45-6:45
6:00-7:00	13	1,155	223	1,391	143	25	310	478	263	1,550	49	1,862	28	22	22	72	3,253	550	3,803	0.87		6:00-7:00
PM Peak 5:15-6:15	18	1,170	200	1,388	175	21	324	520	365	1,847	44	2,256	36	31	17	84	3,644	604	4,248	0.97		PM Peak 5:15-6:15

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Rockville Pike - 355				NORTHBOUND ROAD: Rockville Pike - 355									
W & A JOB NO.: 8923				DAY: Tuesday				WESTBOUND ROAD: Pike Center Driveway				EASTBOUND ROAD: Federal Plaza Driveway									
INTERSECTION: Rockville Pike & Federal Plaza Driveway & Pike Pl				WEATHER: clear				COUNTED BY: Michael & Zilko													
LOCATION: Montgomery Co.,MD				INPUTED BY: agan																	
Time Period	Turning Movements																Total	PHF	Time Period		
	Southbound Rockville Pike - 355				Westbound Pike Center Driveway				Northbound Rockville Pike - 355				Eastbound Federal Plaza Driveway							North & South	East & West
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	196	1	197	2	0	0	2	0	79	7	86	1	0	0	1	283	3	286		6:30-6:45
6:45-7:00	1	222	1	224	0	0	0	0	0	116	8	124	0	0	1	1	348	1	349		6:45-7:00
7:00-7:15	1	252	2	255	0	0	0	0	0	107	4	111	1	0	0	1	366	1	367		7:00-7:15
7:15-7:30	0	356	2	358	0	0	0	0	2	119	1	122	3	0	1	4	480	4	484		7:15-7:30
7:30-7:45	0	378	0	378	3	0	3	6	0	122	4	126	4	0	1	5	504	11	515		7:30-7:45
7:45-8:00	0	407	4	411	0	0	1	1	0	159	10	169	4	0	5	9	580	10	590		7:45-8:00
8:00-8:15	1	366	2	369	2	2	2	6	2	185	18	205	6	1	6	13	574	19	593		8:00-8:15
8:15-8:30	1	351	4	356	1	0	1	2	3	195	22	220	13	1	3	17	576	19	595		8:15-8:30
8:30-8:45	0	378	4	382	4	0	1	5	5	203	13	221	9	1	3	13	603	18	621		8:30-8:45
8:45-9:00	0	338	8	346	1	0	4	5	2	207	18	227	15	0	8	23	573	28	601		8:45-9:00
9:00-9:15	1	303	11	315	1	0	2	3	2	204	25	231	12	1	2	15	546	18	564		9:00-9:15
9:15-9:30	1	324	7	332	2	2	0	4	2	241	28	271	18	0	3	21	603	25	628		9:15-9:30
3 Hour Totals	6	3,871	46	3,923	16	4	14	34	18	1,937	158	2,113	86	4	33	123	6,036	157	6,193		
1 Hour Totals																					
6:30-7:30	2	1,026	6	1,034	2	0	0	2	2	421	20	443	5	0	2	7	1,477	9	1,486	0.77	6:30-7:30
6:45-7:45	2	1,208	5	1,215	3	0	3	6	2	464	17	483	8	0	3	11	1,698	17	1,715	0.83	6:45-7:45
7:00-8:00	1	1,393	8	1,402	3	0	4	7	2	507	19	528	12	0	7	19	1,930	26	1,956	0.83	7:00-8:00
7:15-8:15	1	1,507	8	1,516	5	2	6	13	4	585	33	622	17	1	13	31	2,138	44	2,182	0.92	7:15-8:15
7:30-8:30	2	1,502	10	1,514	6	2	7	15	5	661	54	720	27	2	15	44	2,234	59	2,293	0.96	7:30-8:30
7:45-8:45	2	1,502	14	1,518	7	2	5	14	10	742	63	815	32	3	17	52	2,333	66	2,399	0.97	7:45-8:45
8:00-9:00	2	1,433	18	1,453	8	2	8	18	12	790	71	873	43	3	20	66	2,326	84	2,410	0.97	8:00-9:00
8:15-9:15	2	1,370	27	1,399	7	0	8	15	12	809	78	899	49	3	16	68	2,298	83	2,381	0.96	8:15-9:15
8:30-9:30	2	1,343	30	1,375	8	2	7	17	11	855	84	950	54	2	16	72	2,325	89	2,414	0.96	8:30-9:30
AM Peak 8:30-9:30	2	1,343	30	1,375	8	2	7	17	11	855	84	950	54	2	16	72	2,325	89	2,414	0.96	AM Peak 8:30-9:30
PM																					
4:00-4:15	2	304	6	312	7	2	7	16	6	379	31	416	40	1	26	67	728	83	811		4:00-4:15
4:15-4:30	1	246	10	257	5	2	5	12	3	361	34	398	39	2	17	58	655	70	725		4:15-4:30
4:30-4:45	4	272	6	282	14	1	3	18	6	414	45	465	41	1	18	60	747	78	825		4:30-4:45
4:45-5:00	5	302	11	318	10	1	5	16	9	392	45	446	39	4	16	59	764	75	839		4:45-5:00
5:00-5:15	3	292	8	303	12	2	6	20	8	402	42	452	38	3	37	78	755	98	853		5:00-5:15
5:15-5:30	2	320	7	329	6	1	1	8	5	429	57	491	23	3	36	62	820	70	890		5:15-5:30
5:30-5:45	6	299	7	312	8	4	5	17	6	426	36	468	35	0	23	58	780	75	855		5:30-5:45
5:45-6:00	2	310	4	316	12	2	6	20	4	443	62	509	37	2	31	70	825	90	915		5:45-6:00
6:00-6:15	2	290	14	306	7	0	2	9	6	379	62	447	44	5	19	68	753	77	830		6:00-6:15
6:15-6:30	6	291	9	306	10	2	5	17	12	365	53	430	41	5	21	67	736	84	820		6:15-6:30
6:30-6:45	3	303	7	313	9	5	1	15	3	347	39	389	41	4	26	71	702	86	788		6:30-6:45
6:45-7:00	7	270	9	286	7	1	5	13	6	297	43	346	45	1	38	84	632	97	729		6:45-7:00
3 Hour Totals	43	3,499	98	3,640	107	23	51	181	74	4,634	549	5,257	463	31	308	802	8,897	983	9,880		
1 Hour Totals																					
4:00-5:00	12	1,124	33	1,169	36	6	20	62	24	1,546	155	1,725	159	8	77	244	2,894	306	3,200	0.95	4:00-5:00
4:15-5:15	13	1,112	35	1,160	41	6	19	66	26	1,569	166	1,761	157	10	88	255	2,921	321	3,242	0.95	4:15-5:15
4:30-5:30	14	1,186	32	1,232	42	5	15	62	28	1,637	189	1,854	141	11	107	259	3,086	321	3,407	0.96	4:30-5:30
4:45-5:45	16	1,213	33	1,262	36	8	17	61	28	1,649	180	1,857	135	10	112	257	3,119	318	3,437	0.97	4:45-5:45
5:00-6:00	13	1,221	26	1,260	38	9	18	65	23	1,700	197	1,920	133	8	127	268	3,180	333	3,513	0.96	5:00-6:00
5:15-6:15	12	1,219	32	1,263	33	7	14	54	21	1,677	217	1,915	139	10	109	258	3,178	312	3,490	0.95	5:15-6:15
5:30-6:30	16	1,190	34	1,240	37	8	18	63	28	1,613	213	1,854	157	12	94	263	3,094	326	3,420	0.93	5:30-6:30
5:45-6:45	13	1,194	34	1,241	38	9	14	61	25	1,534	216	1,775	163	16	97	276	3,016	337	3,353	0.92	5:45-6:45
6:00-7:00	18	1,154	39	1,211	33	8	13	54	27	1,388	197	1,612	171	15	104	290	2,823	344	3,167	0.95	6:00-7:00
PM Peak 5:00-6:00	13	1,221	26	1,260	38	9	18	65	23	1,700	197	1,920	133	8	127	268	3,180	333	3,513	0.96	PM Peak 5:00-6:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Rockville Pike - 355														
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Rockville Pike - 355														
INTERSECTION: Rockville Pike & Shell Gas Station Driveways				WEATHER: clear				WESTBOUND ROAD: Shell Gas Statioin Driveways														
LOCATION: Montgomery Co.,MD				COUNTED BY: Agan				EASTBOUND ROAD:														
				INPUTED BY: agan																		
Time Period	Turning Movements																Total	PHF	Time Period			
	Southbound Rockville Pike - 355				Westbound Shell Gas Statioin Driveways				Northbound Rockville Pike - 355				Eastbound 0							North & South	East & West	
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	1	1	2		6:30-6:45	
6:45-7:00	0	0	0	0	2	0	0	2	3	0	0	3	0	0	0	0	0	3	2	5	6:45-7:00	
7:00-7:15	0	0	0	0	6	0	0	6	6	0	0	6	0	0	0	0	0	6	6	12	7:00-7:15	
7:15-7:30	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3	0	3	7:15-7:30	
7:30-7:45	0	0	0	0	6	0	0	6	4	0	0	4	0	0	0	0	0	4	6	10	7:30-7:45	
7:45-8:00	0	0	0	0	5	0	0	5	7	0	0	7	0	0	0	0	0	7	5	12	7:45-8:00	
8:00-8:15	0	0	0	0	3	0	0	3	7	0	0	7	0	0	0	0	0	7	3	10	8:00-8:15	
8:15-8:30	0	0	0	0	5	0	0	5	3	0	0	3	0	0	0	0	0	3	5	8	8:15-8:30	
8:30-8:45	0	0	0	0	6	0	0	6	8	0	0	8	0	0	0	0	0	8	6	14	8:30-8:45	
8:45-9:00	0	0	0	0	3	0	0	3	3	0	0	3	0	0	0	0	0	3	3	6	8:45-9:00	
9:00-9:15	0	0	0	0	3	0	0	3	3	0	0	3	0	0	0	0	0	3	3	6	9:00-9:15	
9:15-9:30	0	0	0	0	4	0	0	4	8	0	0	8	0	0	0	0	0	8	4	12	9:15-9:30	
3 Hour Totals	0	0	0	0	44	0	0	44	56	0	0	56	0	0	0	0	0	56	44	100		
1 Hour Totals																						
6:30-7:30	0	0	0	0	9	0	0	9	13	0	0	13	0	0	0	0	0	13	9	22	0.46	6:30-7:30
6:45-7:45	0	0	0	0	14	0	0	14	16	0	0	16	0	0	0	0	0	16	14	30	0.63	6:45-7:45
7:00-8:00	0	0	0	0	17	0	0	17	20	0	0	20	0	0	0	0	0	20	17	37	0.77	7:00-8:00
7:15-8:15	0	0	0	0	14	0	0	14	21	0	0	21	0	0	0	0	0	21	14	35	0.73	7:15-8:15
7:30-8:30	0	0	0	0	19	0	0	19	21	0	0	21	0	0	0	0	0	21	19	40	0.83	7:30-8:30
7:45-8:45	0	0	0	0	19	0	0	19	25	0	0	25	0	0	0	0	0	25	19	44	0.79	7:45-8:45
8:00-9:00	0	0	0	0	17	0	0	17	21	0	0	21	0	0	0	0	0	21	17	38	0.68	8:00-9:00
8:15-9:15	0	0	0	0	17	0	0	17	17	0	0	17	0	0	0	0	0	17	17	34	0.61	8:15-9:15
8:30-9:30	0	0	0	0	16	0	0	16	22	0	0	22	0	0	0	0	0	22	16	38	0.68	8:30-9:30
AM Peak 7:45-8:45	0	0	0	0	19	0	0	19	25	0	0	25	0	0	0	0	0	25	19	44	0.79	AM Peak 7:45-8:45
PM																						
4:00-4:15	0	0	0	0	9	0	0	9	10	0	0	10	0	0	0	0	0	10	9	19		4:00-4:15
4:15-4:30	0	0	0	0	7	0	0	7	11	0	0	11	0	0	0	0	0	11	7	18		4:15-4:30
4:30-4:45	0	0	0	0	12	0	0	12	9	0	0	9	0	0	0	0	0	9	12	21		4:30-4:45
4:45-5:00	0	0	0	0	15	0	0	15	12	0	0	12	0	0	0	0	0	12	15	27		4:45-5:00
5:00-5:15	0	0	0	0	14	0	0	14	15	0	0	15	0	0	0	0	0	15	14	29		5:00-5:15
5:15-5:30	0	0	0	0	17	0	0	17	8	0	0	8	0	0	0	0	0	8	17	25		5:15-5:30
5:30-5:45	0	0	0	0	6	0	0	6	7	0	0	7	0	0	0	0	0	7	6	13		5:30-5:45
5:45-6:00	0	0	0	0	9	0	0	9	9	0	0	9	0	0	0	0	0	9	9	18		5:45-6:00
6:00-6:15	0	0	0	0	12	0	0	12	11	0	0	11	0	0	0	0	0	11	12	23		6:00-6:15
6:15-6:30	0	0	0	0	11	0	0	11	9	0	0	9	0	0	0	0	0	9	11	20		6:15-6:30
6:30-6:45	0	0	0	0	11	0	0	11	14	0	0	14	0	0	0	0	0	14	11	25		6:30-6:45
6:45-7:00	0	0	0	0	13	0	0	13	10	0	0	10	0	0	0	0	0	10	13	23		6:45-7:00
3 Hour Totals	0	0	0	0	136	0	0	136	125	0	0	125	0	0	0	0	0	125	136	261		
1 Hour Totals																						
4:00-5:00	0	0	0	0	43	0	0	43	42	0	0	42	0	0	0	0	0	42	43	85	0.79	4:00-5:00
4:15-5:15	0	0	0	0	48	0	0	48	47	0	0	47	0	0	0	0	0	47	48	95	0.82	4:15-5:15
4:30-5:30	0	0	0	0	58	0	0	58	44	0	0	44	0	0	0	0	0	44	58	102	0.88	4:30-5:30
4:45-5:45	0	0	0	0	52	0	0	52	42	0	0	42	0	0	0	0	0	42	52	94	0.81	4:45-5:45
5:00-6:00	0	0	0	0	46	0	0	46	39	0	0	39	0	0	0	0	0	39	46	85	0.73	5:00-6:00
5:15-6:15	0	0	0	0	44	0	0	44	35	0	0	35	0	0	0	0	0	35	44	79	0.79	5:15-6:15
5:30-6:30	0	0	0	0	38	0	0	38	36	0	0	36	0	0	0	0	0	36	38	74	0.80	5:30-6:30
5:45-6:45	0	0	0	0	43	0	0	43	43	0	0	43	0	0	0	0	0	43	43	86	0.86	5:45-6:45
6:00-7:00	0	0	0	0	47	0	0	47	44	0	0	44	0	0	0	0	0	44	47	91	0.91	6:00-7:00
PM Peak 4:30-5:30	0	0	0	0	58	0	0	58	44	0	0	44	0	0	0	0	0	44	58	102	0.88	PM Peak 4:30-5:30

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022		DATE: 3/19/2024		SOUTHBOUND ROAD: Rockville Pike - 355																	
W & A JOB NO.: 8923		DAY: Tuesday		NORTHBOUND ROAD: Rockville Pike - 355																	
INTERSECTION: Rockville Pike & Rollins Ave. & Twinbrook Pkwy.		WEATHER: clear		WESTBOUND ROAD: Twinbrook Parkway																	
LOCATION: Montgomery Co.,MD		COUNTED BY: Vic,Katy & Lorena		EASTBOUND ROAD: Rollins Avenue																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Rockville Pike - 355				Westbound Twinbrook Parkway				Northbound Rockville Pike - 355				Eastbound Rollins Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	6	199	24	229	11	33	0	44	10	73	1	84	4	20	0	24	313	68	381		6:30-6:45
6:45-7:00	6	235	27	268	13	52	0	65	16	105	3	124	7	40	0	47	392	112	504		6:45-7:00
7:00-7:15	3	248	31	282	18	44	1	63	14	111	5	130	7	21	0	28	412	91	503		7:00-7:15
7:15-7:30	8	362	39	409	24	55	0	79	13	120	1	134	8	28	0	36	543	115	658		7:15-7:30
7:30-7:45	6	388	39	433	21	73	0	94	12	104	5	121	3	41	0	44	554	138	692		7:30-7:45
7:45-8:00	3	411	49	463	19	91	0	110	20	137	7	164	12	47	0	59	627	169	796		7:45-8:00
8:00-8:15	6	371	30	407	21	87	0	108	23	153	7	183	12	77	1	90	590	198	788		8:00-8:15
8:15-8:30	1	351	39	391	22	68	0	90	26	167	2	195	4	64	0	68	586	158	744		8:15-8:30
8:30-8:45	11	361	54	426	34	67	0	101	22	163	9	194	13	63	0	76	620	177	797		8:30-8:45
8:45-9:00	10	339	44	393	41	97	0	138	21	197	10	228	15	49	0	64	621	202	823		8:45-9:00
9:00-9:15	8	305	55	368	21	81	0	102	32	192	16	240	21	74	0	95	608	197	805		9:00-9:15
9:15-9:30	14	323	31	368	38	66	0	104	31	196	13	240	17	59	0	76	608	180	788		9:15-9:30
3 Hour Totals	82	3,893	462	4,437	283	814	1	1,098	240	1,718	79	2,037	123	583	1	707	6,474	1,805	8,279		
1 Hour Totals																					
6:30-7:30	23	1,044	121	1,188	66	184	1	251	53	409	10	472	26	109	0	135	1,660	386	2,046	0.78	6:30-7:30
6:45-7:45	23	1,233	136	1,392	76	224	1	301	55	440	14	509	25	130	0	155	1,901	456	2,357	0.85	6:45-7:45
7:00-8:00	20	1,409	158	1,587	82	263	1	346	59	472	18	549	30	137	0	167	2,136	513	2,649	0.83	7:00-8:00
7:15-8:15	23	1,532	157	1,712	85	306	0	391	68	514	20	602	35	193	1	229	2,314	620	2,934	0.92	7:15-8:15
7:30-8:30	16	1,521	157	1,694	83	319	0	402	81	561	21	663	31	229	1	261	2,357	663	3,020	0.95	7:30-8:30
7:45-8:45	21	1,494	172	1,687	96	313	0	409	91	620	25	736	41	251	1	293	2,423	702	3,125	0.98	7:45-8:45
8:00-9:00	28	1,422	167	1,617	118	319	0	437	92	680	28	800	44	253	1	298	2,417	735	3,152	0.96	8:00-9:00
8:15-9:15	30	1,356	192	1,578	118	313	0	431	101	719	37	857	53	250	0	303	2,435	734	3,169	0.96	8:15-9:15
8:30-9:30	43	1,328	184	0	134	311	0	445	106	748	48	902	66	245	0	311	2,457	756	3,213	0.98	8:30-9:30
AM Peak 8:30-9:30																					
PM																					
4:00-4:15	18	308	44	370	52	102	0	154	30	356	13	399	6	126	0	132	769	286	1,055		4:00-4:15
4:15-4:30	15	251	36	302	36	76	0	112	30	363	24	417	11	98	0	109	719	221	940		4:15-4:30
4:30-4:45	9	281	52	342	39	81	0	120	40	341	34	415	15	98	0	113	757	233	990		4:30-4:45
4:45-5:00	11	307	29	347	40	83	0	123	42	364	15	421	5	109	0	114	768	237	1,005		4:45-5:00
5:00-5:15	10	294	34	338	38	84	0	122	27	379	18	424	11	99	1	111	762	233	995		5:00-5:15
5:15-5:30	11	312	30	353	40	83	0	123	41	369	24	434	11	104	1	116	787	239	1,026		5:15-5:30
5:30-5:45	12	301	49	362	39	85	0	124	19	391	19	429	2	105	0	107	791	231	1,022		5:30-5:45
5:45-6:00	16	298	37	351	34	71	0	105	29	406	27	462	7	98	1	106	813	211	1,024		5:45-6:00
6:00-6:15	5	300	38	343	35	69	0	104	32	357	24	413	17	116	1	134	756	238	994		6:00-6:15
6:15-6:30	9	297	33	339	34	60	0	94	35	351	21	407	15	82	1	98	746	192	938		6:15-6:30
6:30-6:45	16	305	28	349	26	68	0	94	45	320	21	386	17	65	2	84	735	178	913		6:30-6:45
6:45-7:00	7	279	22	308	31	56	0	87	31	269	17	317	8	82	3	93	625	180	805		6:45-7:00
3 Hour Totals	139	3,533	432	4,104	444	918	0	1,362	401	4,266	257	4,924	125	1,182	10	1,317	9,028	2,679	11,707		
1 Hour Totals																					
4:00-5:00	53	1,147	161	1,361	167	342	0	509	142	1,424	86	1,652	37	431	0	468	3,013	977	3,990	0.95	4:00-5:00
4:15-5:15	45	1,133	151	1,329	153	324	0	477	139	1,447	91	1,677	42	404	1	447	3,006	924	3,930	0.98	4:15-5:15
4:30-5:30	41	1,194	145	1,380	157	331	0	488	150	1,453	91	1,694	42	410	2	454	3,074	942	4,016	0.98	4:30-5:30
4:45-5:45	44	1,214	142	1,400	157	335	0	492	129	1,503	76	1,708	29	417	2	448	3,108	940	4,048	0.99	4:45-5:45
5:00-6:00	49	1,205	150	1,404	151	323	0	474	116	1,545	88	1,749	31	406	3	440	3,153	914	4,067	0.99	5:00-6:00
5:15-6:15	44	1,211	154	1,409	148	308	0	456	121	1,523	94	1,738	37	423	3	463	3,147	919	4,066	0.99	5:15-6:15
5:30-6:30	42	1,196	157	1,395	142	285	0	427	115	1,505	91	1,711	41	401	3	445	3,106	872	3,978	0.97	5:30-6:30
5:45-6:45	46	1,200	136	1,382	129	268	0	397	141	1,434	93	1,668	56	361	5	422	3,050	819	3,869	0.94	5:45-6:45
6:00-7:00	37	1,181	121	1,339	126	253	0	379	143	1,297	83	1,523	57	345	7	409	2,862	788	3,650	0.92	6:00-7:00
PM Peak 5:00-6:00																					
5:00-6:00	49	1,205	150	1,404	151	323	0	474	116	1,545	88	1,749	31	406	3	440	3,153	914	4,067	0.99	5:00-6:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Chapman Avenue				Chapman Avenue										
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Chapman Avenue				Chapman Avenue										
INTERSECTION: Chapman Ave. & Twinbrook Pkwy.				WEATHER: clear				WESTBOUND ROAD: Twinbrook Parkway				Twinbrook Parkway										
LOCATION: Montgomery Co.,MD				COUNTED BY: Tia				EASTBOUND ROAD: Twinbrook Parkway				Twinbrook Parkway										
				INPUTED BY: agan																		
Time Period	Turning Movements																		Total	PHF	Time Period	
	Southbound Chapman Avenue				Westbound Twinbrook Parkway				Northbound Chapman Avenue				Eastbound Twinbrook Parkway				North & South	East & West				
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total						
AM																						
6:30-6:45	4	6	8	18	14	45	59	118	18	8	2	28	4	51	2	57	46	175	221		6:30-6:45	
6:45-7:00	8	9	9	26	17	57	97	171	27	2	2	31	3	72	4	79	57	250	307		6:45-7:00	
7:00-7:15	3	18	10	31	14	65	81	160	29	4	0	33	6	64	1	71	64	231	295		7:00-7:15	
7:15-7:30	7	12	13	32	22	57	93	172	25	3	0	28	5	74	1	80	60	252	312		7:15-7:30	
7:30-7:45	3	15	7	25	24	97	127	248	37	7	3	47	5	92	8	105	72	353	425		7:30-7:45	
7:45-8:00	10	21	12	43	19	96	131	246	43	6	3	52	8	114	13	135	95	381	476		7:45-8:00	
8:00-8:15	2	14	18	34	22	111	121	254	55	8	2	65	13	129	14	156	99	410	509		8:00-8:15	
8:15-8:30	6	14	27	47	21	93	122	236	50	19	7	76	8	140	7	155	123	391	514		8:15-8:30	
8:30-8:45	8	11	19	38	35	95	139	269	50	14	11	75	5	140	16	161	113	430	543		8:30-8:45	
8:45-9:00	8	11	20	39	45	127	124	296	61	7	8	76	10	110	3	123	115	419	534		8:45-9:00	
9:00-9:15	7	15	25	47	26	92	119	237	53	12	9	74	14	117	13	144	121	381	502		9:00-9:15	
9:15-9:30	5	10	26	41	34	107	127	268	48	13	11	72	13	108	9	130	113	398	511		9:15-9:30	
3 Hour Totals	71	156	194	421	293	1,042	1,340	2,675	496	103	58	657	94	1,211	91	1,396	1,078	4,071	5,149			
1 Hour Totals																						
6:30-7:30	22	45	40	107	67	224	330	621	99	17	4	120	18	261	8	287	227	908	1,135	0.91	6:30-7:30	
6:45-7:45	21	54	39	114	77	276	398	751	118	16	5	139	19	302	14	335	253	1,086	1,339	0.79	6:45-7:45	
7:00-8:00	23	66	42	131	79	315	432	826	134	20	6	160	24	344	23	391	291	1,217	1,508	0.79	7:00-8:00	
7:15-8:15	22	62	50	134	87	361	472	920	160	24	8	192	31	409	36	476	326	1,396	1,722	0.85	7:15-8:15	
7:30-8:30	21	64	64	149	86	397	501	984	185	40	15	240	34	475	42	551	389	1,535	1,924	0.94	7:30-8:30	
7:45-8:45	26	60	76	162	97	395	513	1,005	198	47	23	268	34	523	50	607	430	1,612	2,042	0.94	7:45-8:45	
8:00-9:00	24	50	84	158	123	426	506	1,055	216	48	28	292	36	519	40	595	450	1,650	2,100	0.97	8:00-9:00	
8:15-9:15	29	51	91	171	127	407	504	1,038	214	52	35	301	37	507	39	583	472	1,621	2,093	0.96	8:15-9:15	
8:30-9:30	28	47	90	0	140	421	509	1,070	212	46	39	297	42	475	41	558	462	1,628	2,090	0.96	8:30-9:30	
AM Peak 8:00-9:00	24	50	84	158	123	426	506	1,055	216	48	28	292	36	519	40	595	450	1,650	2,100	0.97	AM Peak 8:00-9:00	
PM																						
4:00-4:15	12	14	48	74	31	117	106	254	131	14	11	156	25	179	10	214	230	468	698		4:00-4:15	
4:15-4:30	7	23	42	72	44	126	114	284	101	21	17	139	18	175	8	201	211	485	696		4:15-4:30	
4:30-4:45	6	29	41	76	37	130	121	288	108	32	13	153	27	167	19	213	229	501	730		4:30-4:45	
4:45-5:00	6	29	56	91	37	167	117	321	149	24	10	183	21	166	13	200	274	521	795		4:45-5:00	
5:00-5:15	13	25	48	86	32	155	114	301	115	37	15	167	22	174	16	212	253	513	766		5:00-5:15	
5:15-5:30	13	30	57	100	35	121	104	260	156	21	16	193	25	197	22	244	293	504	797		5:15-5:30	
5:30-5:45	5	35	54	94	37	140	128	305	144	27	14	185	27	188	17	232	279	537	816		5:30-5:45	
5:45-6:00	13	42	59	114	28	128	116	272	138	27	8	173	19	200	17	236	287	508	795		5:45-6:00	
6:00-6:15	4	18	45	67	34	109	93	236	97	28	18	143	26	171	13	210	210	446	656		6:00-6:15	
6:15-6:30	13	27	42	82	23	97	91	211	123	20	18	161	20	136	15	171	243	382	625		6:15-6:30	
6:30-6:45	8	33	38	79	21	87	93	201	104	23	19	146	21	144	12	177	225	378	603		6:30-6:45	
6:45-7:00	6	19	38	63	20	96	84	200	104	22	16	142	15	136	10	161	205	361	566		6:45-7:00	
3 Hour Totals	106	324	568	998	379	1,473	1,281	3,133	1,470	296	175	1,941	266	2,033	172	2,471	2,939	5,604	8,543			
1 Hour Totals																						
4:00-5:00	31	95	187	313	149	540	458	1,147	489	91	51	631	91	687	50	828	944	1,975	2,919	0.92	4:00-5:00	
4:15-5:15	32	106	187	325	150	578	466	1,194	473	114	55	642	88	682	56	826	967	2,020	2,987	0.94	4:15-5:15	
4:30-5:30	38	113	202	353	141	573	456	1,170	528	114	54	696	95	704	70	869	1,049	2,039	3,088	0.97	4:30-5:30	
4:45-5:45	37	119	215	371	141	583	463	1,187	564	109	55	728	95	725	68	888	1,099	2,075	3,174	0.97	4:45-5:45	
5:00-6:00	44	132	218	394	132	544	462	1,138	553	112	53	718	93	759	72	924	1,112	2,062	3,174	0.97	5:00-6:00	
5:15-6:15	35	125	215	375	134	498	441	1,073	535	103	56	694	97	756	69	922	1,069	1,995	3,064	0.94	5:15-6:15	
5:30-6:30	35	122	200	357	122	474	428	1,024	502	102	58	662	92	695	62	849	1,019	1,873	2,892	0.89	5:30-6:30	
5:45-6:45	38	120	184	342	106	421	393	920	462	98	63	623	86	651	57	794	965	1,714	2,679	0.84	5:45-6:45	
6:00-7:00	31	97	163	291	98	389	361	848	428	93	71	592	82	587	50	719	883	1,567	2,450	0.93	6:00-7:00	
PM Peak 4:45-5:45	37	119	215	371	141	583	463	1,187	564	109	55	728	95	725	68	888	1,099	2,075	3,174	0.97	PM Peak 4:45-5:45	

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT:		Pike Center 2022							DATE:		3/19/2024		SOUTHBOUND ROAD:				Chapman Avenue				
W & A JOB NO.:		8923							DAY:		Tuesday		NORTHBOUND ROAD:				Chapman Avenue				
INTERSECTION:		Chapman Ave. & Pike Center Driveway - North							WEATHER:		clear		WESTBOUND ROAD:								
LOCATION:		Montgomery Co.,MD							COUNTED BY:		Agan		EASTBOUND ROAD:				Pike Center Driveway - South				
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Chapman Avenue				Westbound 0				Northbound Chapman Avenue				Eastbound Pike Center Driveway - South				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:30-6:45
6:45-7:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:45-7:00
7:00-7:15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		7:15-7:30
7:30-7:45	2	0	0	2	2	0	0	2	0	0	0	0	0	0	0	0	2	2	4		7:30-7:45
7:45-8:00	0	0	4	4	1	0	0	1	1	0	0	1	0	0	0	0	5	1	6		7:45-8:00
8:00-8:15	2	0	1	3	0	0	1	1	1	0	1	2	0	0	0	0	5	1	6		8:00-8:15
8:15-8:30	1	0	0	1	1	0	0	1	0	0	1	1	0	0	0	0	2	1	3		8:15-8:30
8:30-8:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		8:30-8:45
8:45-9:00	3	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	3	1	4		8:45-9:00
9:00-9:15	3	0	1	4	0	0	0	0	1	0	0	1	0	0	1	1	5	1	6		9:00-9:15
9:15-9:30	0	0	1	1	2	0	0	2	0	0	0	0	0	0	0	0	1	2	3		9:15-9:30
3 Hour Totals	12	0	10	22	7	0	1	8	3	0	2	5	0	0	1	1	27	9	36		
1 Hour Totals																					
6:30-7:30	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0.75	6:30-7:30
6:45-7:45	2	0	2	4	2	0	0	2	0	0	0	0	0	0	0	0	4	2	6	0.38	6:45-7:45
7:00-8:00	2	0	5	7	3	0	0	3	1	0	0	1	0	0	0	0	8	3	11	0.46	7:00-8:00
7:15-8:15	4	0	5	9	3	0	1	4	2	0	1	3	0	0	0	0	12	4	16	0.67	7:15-8:15
7:30-8:30	5	0	5	10	4	0	1	5	2	0	2	4	0	0	0	0	14	5	19	0.79	7:30-8:30
7:45-8:45	4	0	5	9	2	0	1	3	2	0	2	4	0	0	0	0	13	3	16	0.67	7:45-8:45
8:00-9:00	7	0	1	8	2	0	1	3	1	0	2	3	0	0	0	0	11	3	14	0.58	8:00-9:00
8:15-9:15	8	0	1	9	2	0	0	2	1	0	1	2	0	0	1	1	11	3	14	0.58	8:15-9:15
8:30-9:30	7	0	2	9	3	0	0	3	1	0	0	1	0	0	1	1	10	4	14	0.58	8:30-9:30
AM Peak 7:30-8:30																					
5	0	5	10	4	0	1	5	2	0	2	4	0	0	0	0	14	5	19	0.79	AM Peak 7:30-8:30	
PM																					
4:00-4:15	1	0	0	1	2	0	1	3	0	0	2	2	0	0	1	1	3	4	7		4:00-4:15
4:15-4:30	0	0	1	1	0	0	0	0	0	0	1	1	1	0	0	1	2	1	3		4:15-4:30
4:30-4:45	2	0	1	3	1	0	0	1	1	0	0	1	0	0	0	0	4	1	5		4:30-4:45
4:45-5:00	1	0	1	2	1	0	1	2	3	0	1	4	0	0	0	0	6	2	8		4:45-5:00
5:00-5:15	2	0	0	2	0	0	2	2	2	0	0	2	2	0	4	6	4	8	12		5:00-5:15
5:15-5:30	1	0	2	3	4	0	0	4	2	0	1	3	1	1	0	2	6	6	12		5:15-5:30
5:30-5:45	0	0	2	2	2	1	1	4	1	0	1	2	1	0	2	3	4	7	11		5:30-5:45
5:45-6:00	1	0	1	2	1	0	1	2	2	0	0	2	0	0	0	0	4	2	6		5:45-6:00
6:00-6:15	3	0	0	3	0	0	0	0	1	0	1	2	0	0	0	0	5	0	5		6:00-6:15
6:15-6:30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	2	1	3		6:15-6:30
6:30-6:45	1	0	1	2	0	0	1	1	0	0	0	0	0	0	1	1	2	2	4		6:30-6:45
6:45-7:00	0	0	1	1	1	0	0	1	1	0	0	1	1	0	0	1	2	2	4		6:45-7:00
3 Hour Totals	14	0	10	24	12	1	7	20	13	0	7	20	6	1	9	16	44	36	80		
1 Hour Totals																					
4:00-5:00	4	0	3	7	4	0	2	6	4	0	4	8	1	0	1	2	15	8	23	0.72	4:00-5:00
4:15-5:15	5	0	3	8	2	0	3	5	6	0	2	8	3	0	4	7	16	12	28	0.58	4:15-5:15
4:30-5:30	6	0	4	10	6	0	3	9	8	0	2	10	3	1	4	8	20	17	37	0.77	4:30-5:30
4:45-5:45	4	0	5	9	7	1	4	12	8	0	3	11	4	1	6	11	20	23	43	0.90	4:45-5:45
5:00-6:00	4	0	5	9	7	1	4	12	7	0	2	9	4	1	6	11	18	23	41	0.85	5:00-6:00
5:15-6:15	5	0	5	10	7	1	2	10	6	0	3	9	2	1	2	5	19	15	34	0.71	5:15-6:15
5:30-6:30	6	0	3	9	3	1	2	6	4	0	2	6	1	0	3	4	15	10	25	0.57	5:30-6:30
5:45-6:45	7	0	2	9	1	0	2	3	3	0	1	4	0	0	2	2	13	5	18	0.75	5:45-6:45
6:00-7:00	6	0	2	8	1	0	1	2	2	0	1	3	1	0	2	3	11	5	16	0.80	6:00-7:00
PM Peak 4:45-5:45																					
4	0	5	9	7	1	4	12	8	0	3	11	4	1	6	11	20	23	43	0.90	PM Peak 4:45-5:45	

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022		DATE: 3/19/2024		SOUTHBOUND ROAD: Chapman Avenue																	
W & A JOB NO.: 8923		DAY: Tuesday		NORTHBOUND ROAD: Chapman Avenue																	
INTERSECTION: Chapman Ave. & Pike Center Driveway - South		WEATHER: clear		WESTBOUND ROAD: Driveway																	
LOCATION: Montgomery Co.,MD		COUNTED BY: Agan		EASTBOUND ROAD: Pike Center Driveway - South																	
		INPUTED BY: agan																			
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Chapman Avenue				Westbound Driveway				Northbound Chapman Avenue				Eastbound Pike Center Driveway - South				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:30-6:45
6:45-7:00	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	6:45-7:00
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:00-7:15
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:15-7:30
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:30-7:45
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:45-8:00
8:00-8:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	8:00-8:15
8:15-8:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8:15-8:30
8:30-8:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	8:30-8:45
8:45-9:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	8:45-9:00
9:00-9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9:00-9:15
9:15-9:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2	9:15-9:30
3 Hour Totals	6	0	0	6	0	0	0	0	0	0	1	1	1	0	2	3	7	3	10		
1 Hour Totals																					
6:30-7:30	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	1	3	0.38	6:30-7:30
6:45-7:45	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	1	2	0.25	6:45-7:45
7:00-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00	7:00-8:00
7:15-8:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	1	0.25	7:15-8:15
7:30-8:30	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2	0	2	0.50	7:30-8:30
7:45-8:45	2	0	0	2	0	0	0	0	0	0	1	1	0	0	1	1	3	1	4	0.50	7:45-8:45
8:00-9:00	3	0	0	3	0	0	0	0	0	0	1	1	0	0	1	1	4	1	5	0.63	8:00-9:00
8:15-9:15	3	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	3	1	4	0.50	8:15-9:15
8:30-9:30	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	2	5	0.63	8:30-9:30
AM Peak 8:00-9:00	3	0	0	3	0	0	0	0	0	0	1	1	0	0	1	1	4	1	5	0.63	AM Peak 8:00-9:00
PM																					
4:00-4:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2		4:00-4:15
4:15-4:30	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	1	2	3		4:15-4:30
4:30-4:45	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	1	3		4:30-4:45
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4:45-5:00
5:00-5:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		5:00-5:15
5:15-5:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		5:15-5:30
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		5:30-5:45
5:45-6:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2		5:45-6:00
6:00-6:15	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	3	1	3	4		6:00-6:15
6:15-6:30	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		6:15-6:30
6:30-6:45	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4		6:30-6:45
6:45-7:00	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	2	1	3		6:45-7:00
3 Hour Totals	16	0	0	16	0	0	0	0	0	0	0	0	6	0	2	8	16	8	24		
1 Hour Totals																					
4:00-5:00	4	0	0	4	0	0	0	0	0	0	0	0	3	0	1	4	4	4	8	0.67	4:00-5:00
4:15-5:15	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	4	3	7	0.58	4:15-5:15
4:30-5:30	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	4	1	5	0.42	4:30-5:30
4:45-5:45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0.50	4:45-5:45
5:00-6:00	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0.50	5:00-6:00
5:15-6:15	4	0	0	4	0	0	0	0	0	0	0	0	2	0	1	3	4	3	7	0.44	5:15-6:15
5:30-6:30	4	0	0	4	0	0	0	0	0	0	0	0	2	0	1	3	4	3	7	0.44	5:30-6:30
5:45-6:45	8	0	0	8	0	0	0	0	0	0	0	0	2	0	1	3	8	3	11	0.69	5:45-6:45
6:00-7:00	8	0	0	8	0	0	0	0	0	0	0	0	3	0	1	4	8	4	12	0.75	6:00-7:00
PM Peak 6:00-7:00	8	0	0	8	0	0	0	0	0	0	0	0	3	0	1	4	8	4	12	0.75	PM Peak 6:00-7:00

Wells & Associates, Inc

McLean, Virginia

Existing Traffic Count

PROJECT: Pike Center 2022				DATE: 3/19/2024				SOUTHBOUND ROAD: Chapman Avenue				Chapman Avenue									
W & A JOB NO.: 8923				DAY: Tuesday				NORTHBOUND ROAD: Chapman Avenue				Chapman Avenue									
INTERSECTION: Chapman Ave. & Bou Avenue				WEATHER: clear				WESTBOUND ROAD: Bou Avenue				Bou Avenue									
LOCATION: Montgomery Co.,MD				COUNTED BY: Majda & Di				EASTBOUND ROAD: Bou Avenue				Bou Avenue									
				INPUTED BY: agan																	
Time Period	Turning Movements																		Total	PHF	Time Period
	Southbound Chapman Avenue				Westbound Bou Avenue				Northbound Chapman Avenue				Eastbound Bou Avenue				North & South	East & West			
	1 Right	2 Thru	3 Left	Total	4 Right	5 Thru	6 Left	Total	7 Right	8 Thru	9 Left	Total	10 Right	11 Thru	12 Left	Total					
AM																					
6:30-6:45	62	4	5	71	17	10	2	29	0	6	0	6	2	3	6	11	77	40	117		6:30-6:45
6:45-7:00	80	7	22	109	16	14	0	30	1	7	1	9	2	9	15	26	118	56	174		6:45-7:00
7:00-7:15	66	16	11	93	15	12	3	30	0	4	0	4	3	12	16	31	97	61	158		7:00-7:15
7:15-7:30	87	12	13	112	13	12	1	26	0	6	1	7	1	15	14	30	119	56	175		7:15-7:30
7:30-7:45	101	13	18	132	24	10	2	36	1	10	0	11	7	19	19	45	143	81	224		7:30-7:45
7:45-8:00	91	22	20	133	18	10	2	30	1	11	2	14	5	24	34	63	147	93	240		7:45-8:00
8:00-8:15	100	19	26	145	24	12	1	37	2	6	1	9	7	25	61	93	154	130	284		8:00-8:15
8:15-8:30	104	17	21	142	37	13	2	52	1	9	3	13	1	28	58	87	155	139	294		8:15-8:30
8:30-8:45	117	18	17	152	34	29	1	64	0	8	0	8	4	24	44	72	160	136	296		8:30-8:45
8:45-9:00	75	17	26	118	24	22	2	48	3	12	2	17	7	25	51	83	135	131	266		8:45-9:00
9:00-9:15	90	22	23	135	24	13	2	39	1	10	1	12	12	32	55	99	147	138	285		9:00-9:15
9:15-9:30	86	22	34	142	34	27	1	62	0	11	1	12	14	35	36	85	154	147	301		9:15-9:30
3 Hour Totals	1,059	189	236	1,484	280	184	19	483	10	100	12	122	65	251	409	725	1,606	1,208	2,814		
1 Hour Totals																					
6:30-7:30	295	39	51	385	61	48	6	115	1	23	2	26	8	39	51	98	411	213	624	0.89	6:30-7:30
6:45-7:45	334	48	64	446	68	48	6	122	2	27	2	31	13	55	64	132	477	254	731	0.82	6:45-7:45
7:00-8:00	345	63	62	470	70	44	8	122	2	31	3	36	16	70	83	169	506	291	797	0.83	7:00-8:00
7:15-8:15	379	66	77	522	79	44	6	129	4	33	4	41	20	83	128	231	563	360	923	0.81	7:15-8:15
7:30-8:30	396	71	85	552	103	45	7	155	5	36	6	47	20	96	172	288	599	443	1,042	0.89	7:30-8:30
7:45-8:45	412	76	84	572	113	64	6	183	4	34	6	44	17	101	197	315	616	498	1,114	0.94	7:45-8:45
8:00-9:00	396	71	90	557	119	76	6	201	6	35	6	47	19	102	214	335	604	536	1,140	0.96	8:00-9:00
8:15-9:15	386	74	87	547	119	77	7	203	5	39	6	50	24	109	208	341	597	544	1,141	0.96	8:15-9:15
8:30-9:30	368	79	100	0	116	91	6	213	4	41	4	49	37	116	186	339	596	552	1,148	0.95	8:30-9:30
AM Peak 8:30-9:30	368	79	100	0	116	91	6	213	4	41	4	49	37	116	186	339	596	552	1,148	0.95	AM Peak 8:30-9:30
PM																					
4:00-4:15	82	34	36	152	51	38	2	91	5	20	3	28	9	51	75	135	180	226	406		4:00-4:15
4:15-4:30	85	38	47	170	51	33	2	86	7	20	4	31	11	44	78	133	201	219	420		4:15-4:30
4:30-4:45	95	27	54	176	52	32	6	90	7	29	4	40	16	63	70	149	216	239	455		4:30-4:45
4:45-5:00	88	36	46	170	57	38	2	97	5	26	4	35	13	65	64	142	205	239	444		4:45-5:00
5:00-5:15	81	29	58	168	62	48	1	111	6	34	3	43	13	53	74	140	211	251	462		5:00-5:15
5:15-5:30	77	26	48	151	59	40	4	103	15	34	4	53	20	62	92	174	204	277	481		5:15-5:30
5:30-5:45	83	36	54	173	52	41	8	101	16	33	6	55	10	59	87	156	228	257	485		5:30-5:45
5:45-6:00	66	40	42	148	60	46	1	107	7	18	2	27	18	62	71	151	175	258	433		5:45-6:00
6:00-6:15	57	28	40	125	53	35	2	90	7	29	9	45	14	58	74	146	170	236	406		6:00-6:15
6:15-6:30	71	32	45	148	64	38	3	105	10	29	8	47	19	70	71	160	195	265	460		6:15-6:30
6:30-6:45	78	32	39	149	51	53	4	108	10	30	6	46	17	59	46	122	195	230	425		6:30-6:45
6:45-7:00	49	29	40	118	49	44	4	97	2	39	7	48	22	60	38	120	166	217	383		6:45-7:00
3 Hour Totals	912	387	549	1,848	661	486	39	1,186	97	341	60	498	182	706	840	1,728	2,346	2,914	5,260		
1 Hour Totals																					
4:00-5:00	350	135	183	668	211	141	12	364	24	95	15	134	49	223	287	559	802	923	1,725	0.95	4:00-5:00
4:15-5:15	349	130	205	684	222	151	11	384	25	109	15	149	53	225	286	564	833	948	1,781	0.96	4:15-5:15
4:30-5:30	341	118	206	665	230	158	13	401	33	123	15	171	62	243	300	605	836	1,006	1,842	0.96	4:30-5:30
4:45-5:45	329	127	206	662	230	167	15	412	42	127	17	186	56	239	317	612	848	1,024	1,872	0.96	4:45-5:45
5:00-6:00	307	131	202	640	233	175	14	422	44	119	15	178	61	236	324	621	818	1,043	1,861	0.96	5:00-6:00
5:15-6:15	283	130	184	597	224	162	15	401	45	114	21	180	62	241	324	627	777	1,028	1,805	0.93	5:15-6:15
5:30-6:30	277	136	181	594	229	160	14	403	40	109	25	174	61	249	303	613	768	1,016	1,784	0.92	5:30-6:30
5:45-6:45	272	132	166	570	228	172	10	410	34	106	25	165	68	249	262	579	735	989	1,724	0.94	5:45-6:45
6:00-7:00	255	121	164	540	217	170	13	400	29	127	30	186	72	247	229	548	726	948	1,674	0.91	6:00-7:00
PM Peak 4:45-5:45	329	127	206	662	230	167	15	412	42	127	17	186	56	239	317	612	848	1,024	1,872	0.96	PM Peak 4:45-5:45

APPENDIX D

Signal Timings

SIG#0101 Hub-DD

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PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	7	0	5	5	7	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	18	0	23	0	18	0	23	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	60	0	30	10	60	0	30	0	0	0	0	0	0	0	0
MAX2	50	60	0	60	15	60	0	60	0	0	0	0	0	0	0	0
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	0.0	3.5	3.5	4.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED CLR	2.0	1.0	0.0	3.0	2.0	1.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	98	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	44	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	18	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	100	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	98	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

SEQUENCE	1	VEH PERM 2	0
ACTION PLAN	0	VEH PERM 2 - DISP	0
FORCE OFF	NONE	XART PTRN.	0
VEH PERM 1	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	78	0	42	30	78	0	42
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	33	75	0	42	33	75	0	42
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16	PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0	COORD								

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Split 2

PHASE	9	10	11	12	13	14	15	16
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	78	0	42	23	85	0	42
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	33	75	0	42	33	75	0	42
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	29	49	0	42	29	49	0	42
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH		DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 5

PATTERN	5	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7																									
EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TWINBROOK PKWY
RUNS IN A
NORTH-SOUTH
DIRECTION

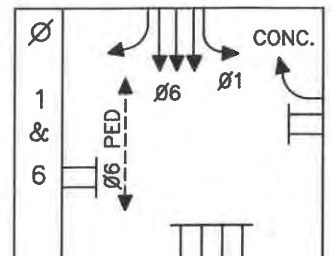
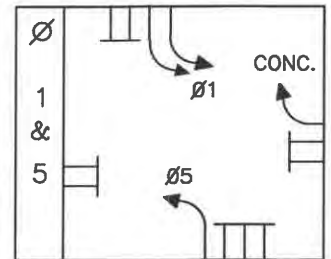
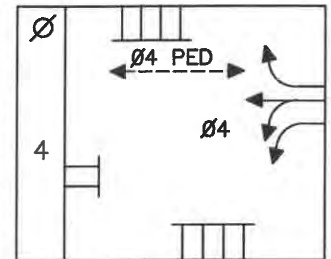
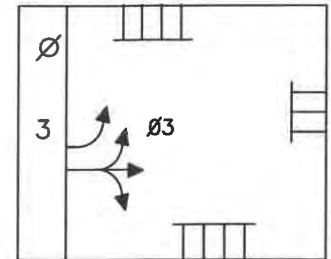
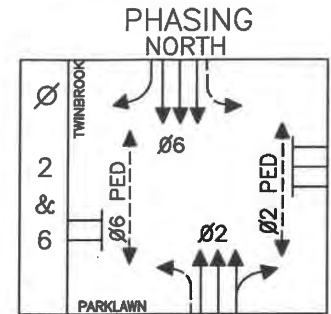
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 46 - H
SHT. 1 OF 2

INTERSECTION: TWINBROOK PARKWAY & PARKLAWN DRIVE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	2,2A,4,4A	8		6,7	1,1A,1B, 3,3A	9-14
TOTAL:	4	1		2	5	6
LEGEND	(R) (Y) (G) 12"	(R) (Y) (Y) (G) (G) 12"	(R) (Y) (Y) (G) (G) 12"	(R) (Y) (G) (G) 12"	(R) (Y) (G) (G) 12"	 12" 16"
OPTICALLY LIMITED						
R RED						
Y YELLOW						
G GREEN						
ARROW						
F FLASHING						



	SEQUENCE OF OPERATION																	FLASH	
SIGNAL NO.	INTERVAL																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16			
1	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R			←R
1A	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R			←R
1B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R			←R
2	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			Y
2A	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			Y
3	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R			←R
3A	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R			←R
4	G	G	G	Y	R	R	R	R	R	R	R	R	R			R	R		Y
4A	G	G	G	Y	R	R	R	R	R	R	R	R	R			R	R		Y
5	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R			R
6	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R			R
7	R	R	R	R	R	G	R	R	G	G	G	Y	R	R	R	R			R
8	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	Y	R			R
9	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W			DARK
10	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W			DARK
11	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
12	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
13	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW			DARK
14	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW			DARK
PHASE	2 & 6				ALL RED	3		ALL RED	4				ALL RED	1 & 5		ALL RED		ALL RED	

NOTES: H = GEOMETRIC CHANGES. ADD 2ND LEFT TURN LANE ON SB TWINBROOK PKWY.
CHANGES PHASE 1 & PHASE 5 TO EXCLUSIVE

SUBMITTED: TSET. 5/8/15

CHECKED: *KHammad* 5/11/15

APPROVED: *KHammad* 5/11/15

IN SERVICE BY: 787/778/761

DATE: 5/13/15

TIME: 1:00pm

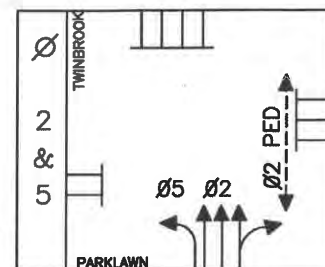
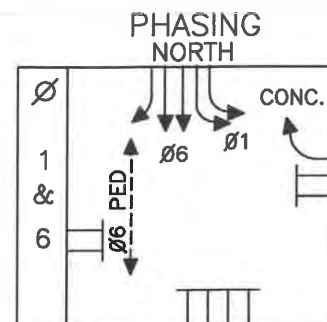
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 46 - H
SHT. 2 OF 2

INTERSECTION: TWINBROOK PARKWAY & PARKLAWN DRIVE

	SIGNAL HEAD INDICATIONS					
SIGNAL NO.	2,2A,4,4A	8		6,7	1,1A,1B, 3,3A	9-14
TOTAL:	4	1		2	5	6
LEGEND						
 OPTICALLY LIMITED						
R RED						
Y YELLOW						
G GREEN						
 ARROW						
F FLASHING						
	   12"	   12"	   12"	   12"	   	

[illegible]

NOTES: H = GEOMETRIC CHANGES. ADDS 2ND LEFT TURN LANE ON SB TWINBROOK PKWY.
CHANGES PHASE 1 & PHASE 5 TO EXCLUSIVE

SUBMITTED: TSET. 5/8/15

CHECKED: *K/Hend 8/11/15*

APPROVED:

IN SERVICE BY: 787/778/761

DATE: 5/13/15

TIME: 1:00 PM

SIG#0046 Hub-DD

Page 1
May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X										
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	10	3	3	3	10	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	15	0	24	0	15	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	30	20	20	20	30	0	0	0	0	0	0	0	0	0	0
MAX2	60	60	30	40	30	60	0	0	0	0	0	0	0	0	0	0
MAX3	0	0	0	60	15	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	4.0	2.0	2.5	3.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	99	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	120	ACT WALK REST	
OFFSET VAL	60	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	45	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	120	SEQUENCE	1
OFFSET VAL	58	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	39	49	24	38	18	70	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	22	38	22	38	22	38	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	66	27	38	19	66	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	34	29	38	19	34	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	FLASH		SYS OVERRIDE		RED REST	
TIMING PLAN	1	VEH DET DIAG PLN	0	SEQUENCE	1	PED DET DIAG PLN	0
VEH DET PLAN	0	DIMMING ENABLE		DET LOG	0	PRIORITY RETURN	

NextEdit

ACTION PLAN 1

PED PR RETURN		QUEUE DELAY		PMT COND DELAY	
---------------	--	-------------	--	----------------	--

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 99

PATTERN	FREE	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	2	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	2	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

RANDOLPH ROAD
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

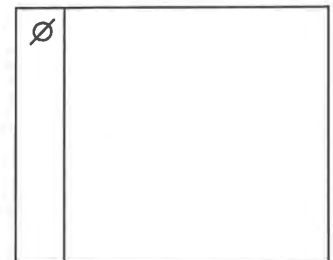
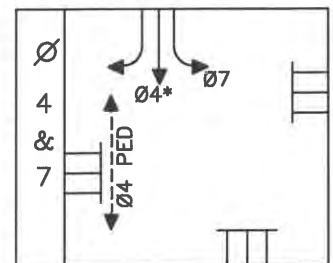
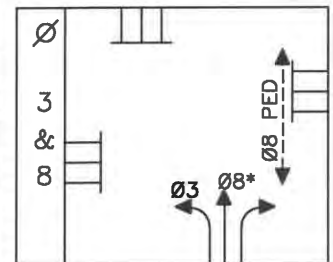
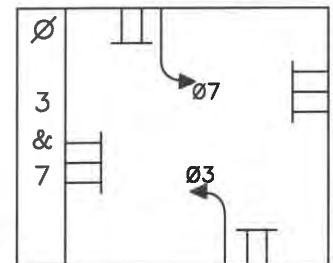
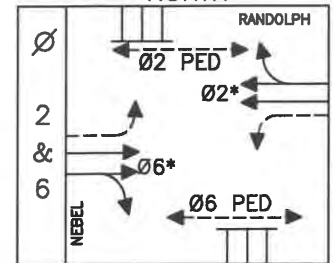
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 26 I
SHT. 1 OF 3

PHASING
NORTH

INTERSECTION: RANDOLPH ROAD & NEBEL STREET

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	3,6,9,10 13,14	1,2,4,5	7,8,11,12			15-22
TOTAL:	6	4	4			8
LEGEND	(R) (Y) (G) 12"	(R) (Y) (G) 12"	(R) (Y) (G) 12"			12" 16" 12" 16"
○ OPTICALLY LIMITED R RED Y YELLOW G GREEN ← ARROW F FLASHING						



*5 SEC LPI DELAY

	SEQUENCE OF OPERATION																	FLASH				
SIGNAL NO.	INTERVAL																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16						
1	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
2	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
3	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
4	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
5	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
6	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R			R			
7	R	R	R	R	R	G	Y	R	R	G	Y	R	R	R	R	R			R			
8	R	R	R	R	R	G	Y	R	R	G	Y	R	R	R	R	R			R			
9	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	R			R			
10	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	R			R			
11	R	R	R	R	R	G	Y	R	R	R	R	R	R	G	Y	R			R			
12	R	R	R	R	R	G	Y	R	R	R	R	R	R	G	Y	R			R			
13	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G			R			
14	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G			R			
15	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK			
16	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK			
17	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK			
18	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK			
19	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W			DARK			
20	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	DW	DW	DW	DW			DARK			
21	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	DW	DW	DW	DW			DARK			
22	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W			DARK			
PHASE	2&6 LPI	2 & 6		ALL RED		3 & 7		ALL RED		3&8 LPI	3 & 8		ALL RED		4&7 LPI	4 & 7		ALL RED				

NOTES: 1 - ADD LPI FOR ALL PED PHASES

SUBMITTED: VP 03/23/2022	CHECKED: KHamud 3/23/2022	APPROVED: KHamud 3/23/2022
IN SERVICE BY: 764	DATE: 3/25/22	TIME: 1102

RANDOLPH ROAD
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

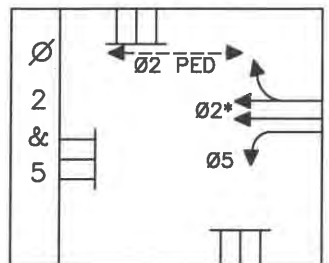
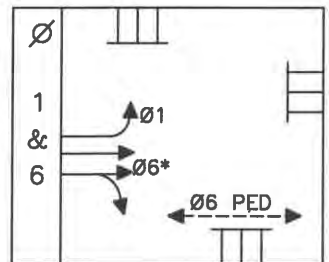
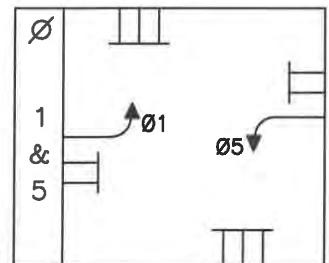
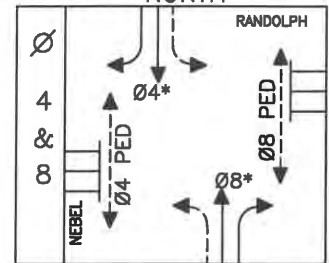
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 26 I
SHT. 2 OF 3

PHASING
NORTH

INTERSECTION: RANDOLPH ROAD & NEBEL STREET

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	3,6,9,10 13,14	1,2,4,5	7,8,11,12			15-22
TOTAL:	6	4	4			8
LEGEND	OPTICALLY LIMITED R RED Y YELLOW G GREEN ARROW FLASHING 12" 12" 12" 12" 16"					



	SEQUENCE OF OPERATION																		FLASH
SIGNAL NO.	INTERVAL																		
	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33		
1	R	R	R	R	R	R	G _R	Y _R	R	R	G _G	Y _G	G	R	R	R	R		R
2	R	R	R	R	R	R	G _R	Y _R	R	R	G _G	Y _G	G	R	R	R	R		R
3	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	R		R
4	R	R	R	R	R	R	G _R	Y _R	R	R	R	R	R	R	G _G	Y _G	G		R
5	R	R	R	R	R	R	G _R	Y _R	R	R	R	R	R	R	G _G	Y _G	G		R
6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G		R
7	R	FL/R	FL/R	FL/R	R	R	R	R	R	R	R	R	R	R	R	R	R		R
8	R	FL/R	FL/R	FL/R	R	R	R	R	R	R	R	R	R	R	R	R	R		R
9	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R		R
10	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R		R
11	R	FL/R	FL/R	FL/R	R	R	R	R	R	R	R	R	R	R	R	R	R		R
12	R	FL/R	FL/R	FL/R	R	R	R	R	R	R	R	R	R	R	R	R	R		R
13	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R		R
14	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R		R
15	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W		DARK
16	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	DW	DW	DW	DW		DARK
17	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	DW	DW	DW	DW		DARK
18	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W		DARK
19	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW		DARK
20	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW		DARK
21	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW		DARK
22	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW		DARK
PHASE	4 & 8 LPI	4 & 8				ALL RED	1 & 5	ALL RED	1 & 6 LPI	1 & 6	ALL RED	2 & 5 LPI	2 & 5	ALL RED					

*5 SEC LPI DELAY

NOTES: I - ADD LPI FOR ALL PED PHASES

SUBMITTED: VP 03/23/2022	CHECKED: KHamud 3/23/2022	APPROVED: KHamud 3/23/2022
IN SERVICE BY: 766	DATE: 3/25/22	TIME: 1102

RANDOLPH ROAD
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

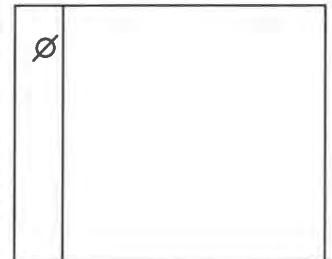
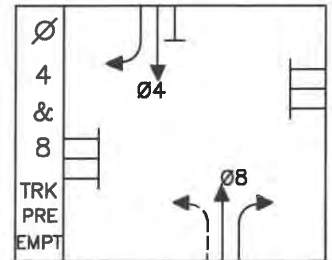
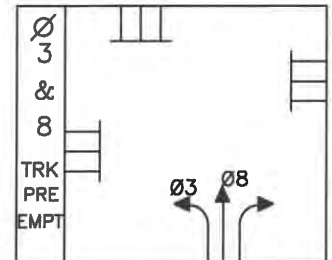
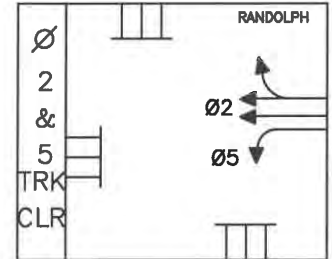
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 261
SHT. 3 OF 3

PHASING
NORTH

INTERSECTION: RANDOLPH ROAD & NEBEL STREET

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	3,6,9,10 13,14	1,2,4,5	7,8,11,12		15-22
TOTAL:	6	4	4		8
LEGEND	(R) (Y) (G) 12"	(R) (Y) (G) 12"	(R) (Y) (G) 12"		 12" 16"



SEQUENCE OF OPERATION														FLASH				
SIGNAL NO.	INTERVAL																	
	34	35	36	37	38	39	40	41	42									
1	R	R	R	R	R	R	R	R	R									R
2	R	R	R	R	R	R	R	R	R									R
3	R	R	R	R	R	R	R	R	R									R
4	G	Y	R	R	R	R	R	R	R									R
5	G	Y	R	R	R	R	R	R	R									R
6	G	Y	R	R	R	R	R	R	R									R
7	R	R	R	G	Y	R	FL/R	R	R									R
8	R	R	R	G	Y	R	FL/R	R	R									R
9	R	R	R	G	G	G	G	Y	R									R
10	R	R	R	G	G	G	G	Y	R									R
11	R	R	R	R	R	R	R	R	R									R
12	R	R	R	R	R	R	R	R	R									R
13	R	R	R	R	R	R	G	Y	R									R
14	R	R	R	R	R	R	G	Y	R									R
15	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
16	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
17	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
18	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
19	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
20	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
21	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
22	DW	DW	DW	DW	DW	DW	DW	DW	DW									DARK
PHASE	2 & 5		ALL RED	3 & 8		ALL RED	4 & 8		ALL RED									
	TRK CLR			PREFEMPTION			PREFEMPTION											

NOTES: 1 - ADD LPI FOR ALL PED PHASES

SUBMITTED: VP 03/23/2022	CHECKED: KHamud 3/23/2022	APPROVED: KHamud 3/23/2022
IN SERVICE BY: 766	DATE: 3/25/22	TIME: 1102

SIG#0026 Hub-DD

Page 1
May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X	X	X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	10	5	4	3	10	5	4	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	17	0	17	0	17	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	5.0	4.0	4.0	3.0	5.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	25	50	25	25	25	50	25	25	0	0	0	0	0	0	0	0
MAX2	25	60	40	50	50	60	40	50	0	0	0	0	0	0	0	0
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	80	0	0	0	80	40	0	0	0	0	0	0	0	0	0
DYM STP	0.0	15.0	0.0	0.0	0.0	15.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.0	3.5	4.0	3.5	4.0	3.5	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.5	2.5	3.0	2.5	2.5	2.5	3.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.5	5.0	5.0	5.0	2.5	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL	X	X			X											
PD RCALL	X				X											
MX RCALL																
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	69	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	120	ACT WALK REST	
OFFSET VAL	64	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	46	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	25	64	30	31	25	64	30	31
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	22	45	22	31	22	45	22	31
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	22	64	30	34	22	64	30	34
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT PLAN 1

VEH/PED (OVERLAP)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
TRKCLR V	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
TRKCLR O	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ENA TRL																
DWEL VEH	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
DWEL PED																
DWEL OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC PED																
CYC OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT PH		X			X											
EXIT CAL				X												
SP FUNC																

OPTIONS

ENABLE	S1
DET LOCK	X
OVERIDE FL	X
TERM OLP	X
PED DARK	
X TMG PLN	0
PMT OVRIDE	X
DELAY	0
DURATION	0
PC>YEL	
TC RESERV	
X FLCOLR	GRN
RE-SERV	0

OPTIONS

INTERLOCK		TERM PH		FLT TYPE	HARD	PMT ACT DWELL	
INHIBIT	0	DWELL FL	OFF	PMT ACTIVE OUT	ON	NON-PRI PMT	OFF
CLR>GRN		EXIT OPT	OFF	OTHER - PRI PMT	OFF	INH EXT TIME	0.0

FREE DUR PMT

Ring	1	2	3	4
FREE DUR PMT				

Times

ENTRANCE TM - WALK	5	TRACK CLEAR - MIN GR	10	DWL/CYC-EXIT - MIN DL	5
ENTRANCE TM - PED CL	5	TRACK CLEAR - EXT GR	0	DWL/CYC-EXIT - PMT EXT	0.0
ENTRANCE TM - MN GR	5	TRACK CLEAR - MX GR	15	DWL/CYC-EXIT - MX TM	0
ENTRANCE TM - YEL	4.0	TRACK CLEAR - YEL	4.0	DWL/CYC-EXIT - YEL	4.0
ENTRANCE TM - RED	2.5	TRACK CLEAR - RED	2.5	DWL/CYC-EXIT - RED	2.5

PREEMPT PLAN 2

VEH/PED (OVERLAP)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
TRKCLR V	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TRKCLR O	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ENA TRL																
DWEL VEH	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
DWEL PED																
DWEL OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC PED																
CYC OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT PH		X			X											
EXIT CAL																
SP FUNC																

OPTIONS

ENABLE	S1
DET LOCK	X
OVERIDE FL	X
TERM OLP	
PED DARK	
LINK PMT	0
X TMG PLN	0
PMT OVRIDE	X
DELAY	0
DURATION	0
PC>YEL	
TC RESERV	
X FLCOLR	GRN

OPTIONS

RE-SERV	0	TERM PH		PMT ACTIVE OUT	ON	INH EXT TIME	0.0
INTERLOCK		DWELL FL	OFF	OTHER - PRI PMT	OFF		
INHIBIT	0	EXIT OPT	OFF	PMT ACT DWELL			
CLR>GRN		FLT TYPE	HARD	NON-PRI PMT	OFF		

FREE DUR PMT

Ring	1	2	3	4
FREE DUR PMT				

NextEdit

Times

ENTRANCE TM - WALK	5	TRACK CLEAR - MIN GR	0	DWL/CYC-EXIT - MIN DL	0
ENTRANCE TM - PED CL	5	TRACK CLEAR - EXT GR	0	DWL/CYC-EXIT - PMT EXT	0.0
ENTRANCE TM - MN GR	5	TRACK CLEAR - MX GR	0	DWL/CYC-EXIT - MX TM	0
ENTRANCE TM - YEL	4.0	TRACK CLEAR - YEL	0.0	DWL/CYC-EXIT - YEL	0.0
ENTRANCE TM - RED	2.5	TRACK CLEAR - RED	0.0	DWL/CYC-EXIT - RED	0.0

PREEMPT PLAN 3

VEH/PED (OVERLAP)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
TRKCLR V	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TRKCLR O	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ENA TRL																
DWEL VEH	.	X	.	.	X	.	.	.	.	.	.	.	.	.	.	.
DWEL PED																
DWEL OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC PED																
CYC OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT PH		X			X											
EXIT CAL																
SP FUNC																

OPTIONS

ENABLE	S1
DET LOCK	X
OVERIDE FL	X
TERM OLP	
PED DARK	
LINK PMT	0
X TMG PLN	0
PMT OVRIDE	X
DELAY	0
DURATION	0
PC>YEL	
TC RESERV	
X FLCOLR	GRN

OPTIONS

RE-SERV	0	TERM PH		PMT ACTIVE OUT	ON	INH EXT TIME	0.0
INTERLOCK		DWELL FL	OFF	OTHER - PRI PMT	OFF		
INHIBIT	0	EXIT OPT	OFF	PMT ACT DWELL			
CLR>GRN		FLT TYPE	HARD	NON-PRI PMT	OFF		

FREE DUR PMT

Ring	1	2	3	4
FREE DUR PMT				

Times

ENTRANCE TM - WALK	5	TRACK CLEAR - MIN GR	10	DWL/CYC-EXIT - MIN DL	0
ENTRANCE TM - PED CL	5	TRACK CLEAR - EXT GR	0	DWL/CYC-EXIT - PMT EXT	0.0
ENTRANCE TM - MN GR	5	TRACK CLEAR - MX GR	0	DWL/CYC-EXIT - MX TM	0
ENTRANCE TM - YEL	4.0	TRACK CLEAR - YEL	4.0	DWL/CYC-EXIT - YEL	0.0
ENTRANCE TM - RED	2.5	TRACK CLEAR - RED	2.5	DWL/CYC-EXIT - RED	0.0

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 99

PATTERN	FREE	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH		DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

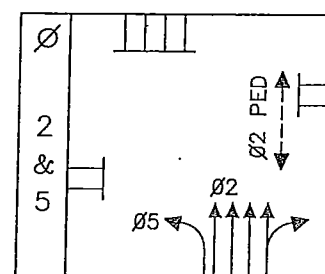
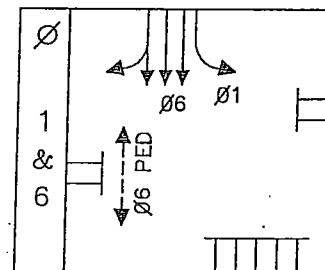
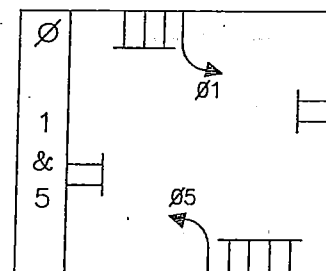
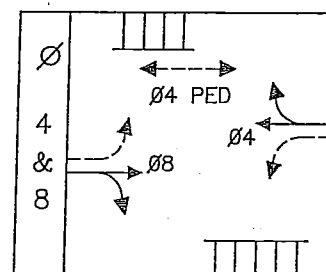
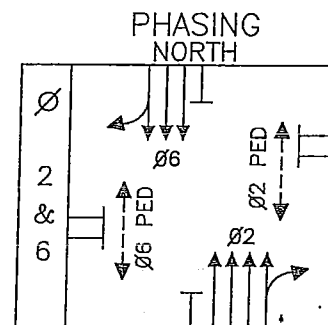
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 105-E.0
SHT. 1 OF 1

INTERSECTION: HUBBARD DRIVE & ROCKVILLE PIKE (MD 355)

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	1,2,5,6	3,4,7,8,9,10, 11,12,13,14			15-20
TOTAL:	4	10			6
LEGEND					
 OPTICALLY LIMITED					
R RED					
Y YELLOW					
G GREEN					
← ARROW					
F FLASHING					
	12"	12"			12" 16"



	SEQUENCE OF OPERATION																		FLASH
SIGNAL NO.	INTERVAL																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←G	←Y	←R	←R	←R	←R	←R
2	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←G	←Y	←R	←R	←R	←R	←R
3	G	G	Y	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	Y
4	G	G	Y	R	R	R	R	R	R	R	R	R	G	G	G	R	R	R	Y
5	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←G	←Y	←R	←R
6	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←G	←Y	←R	←R
7	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y
8	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y
9	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
10	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
11	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
12	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
13	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
14	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R
15	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DARK
16	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW	DARK
17	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW	DARK
18	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DARK
19	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
20	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
21																			
22																			
23																			
PHASE	2 & 6		ALL RED	4 & 8				ALL RED	1 & 5		ALL RED	1 & 6		ALL RED	2 & 5		ALL RED		

NOTES: E.O. = FINAL STAGE OF CONSTRUCTION.

SUBMITTED: MCG 6/3/10 CHECKED: APPROVED: Ray Carter 6/12/10
IN SERVICE BY: 781 DATE: JUNE 17, 2010 TIME: 1145AM

SIG#0105 Hub-DD

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May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	7	0	5	5	7	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	5	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	19	0	25	0	19	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	5.0	0.0	0.0	5.0	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	10	75	0	25	10	75	0	25	0	0	0	0	0	0	0	0
MAX2	25	75	0	40	25	75	0	40	0	0	0	0	0	0	0	0
MAX3	60	75	0	60	60	75	0	60	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	0.0	3.5	3.5	4.5	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED CLR	2.5	1.0	0.0	3.5	2.5	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET	X			X	X			X								
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	108	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	101	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	119	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	7	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	11	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

SEQUENCE	1	VEH PERM 2	0
ACTION PLAN	0	VEH PERM 2 - DISP	0
FORCE OFF	NONE	XART PTRN.	0
VEH PERM 1	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	94	0	39	17	94	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	87	0	39	24	87	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16	PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0	COORD								

NextEdit

Split 2

PHASE	9	10	11	12	13	14	15	16
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	23	88	0	39	23	88	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	87	0	39	24	87	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	64	0	39	17	64	0	39
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH		DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 5

PATTERN	5	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 100

PATTERN	FLSH	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH	X	DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SEQUENCE OF OPERATION SHEET

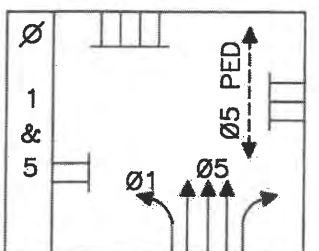
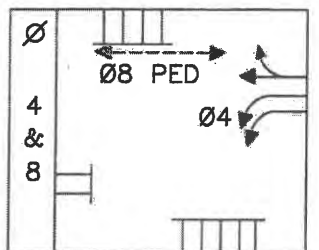
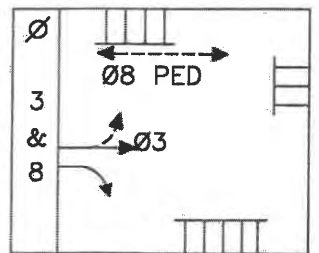
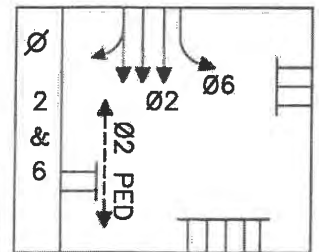
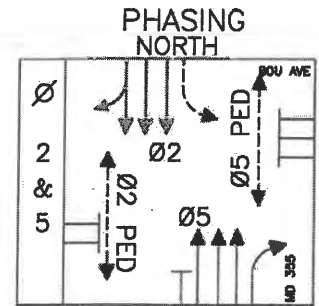
MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 104 - C**
1 OF 1

INTERSECTION: ROCKVILLE PIKE (MD 355) & BOU AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	2,5,6 7,8,10	3,4	9	1	11-16
TOTAL:	6	2	1	1	6
LEGEND	(R) (Y) (G) 12"	(R) (Y) (G) 12"	(R) (Y) (G) 12"	(R) (Y) (G) 12"	 12" 16"
OPTICALLY LIMITED					
R RED					
Y YELLOW					
G GREEN					
ARROW					
FLASHING					



		SEQUENCE OF OPERATION																			FLASH
SIGNAL NO.	INTERVAL																				
1	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	
2	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	Y	
3	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	
4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	
5	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	
6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	
7	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	
8	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	
9	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	
10	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	
11	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DARK	
12	W	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	
13	W	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK	
14	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DARK	
15	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DARK	
16	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DARK	
17																					

NOTES: C** = AS EXISTING 04/19/2006

PED OPERATION IS 3&8, 4&8

7/25/2018 - 03 LANE USE CHANGED TO SHARED LEFT/THRU & RIGHT TURN ONLY. SEE PICTURE. KH.

SUBMITTED: VP 07/24/2018	CHECKED: <u>KHAMUD 7/26/18</u>	APPROVED: <u>KHAMUD 7/26/18</u>
IN SERVICE BY: <u>GW</u>	DATE: <u>4/12/84</u>	TIME: <u>0600</u>

SIG#0104 Hub-DD

Page 1
May 29, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	10	5	5	10	5	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	0	7	0	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	11	0	0	13	0	0	28	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	3.0	6.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	15	60	15	30	60	15	0	29	0	0	0	0	0	0	0	0
MAX2	20	60	20	40	60	20	0	29	0	0	0	0	0	0	0	0
MAX3	60	60	30	50	60	35	0	29	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	3.5	4.0	4.5	4.5	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED CLR	1.5	1.5	2.5	3.0	1.0	1.5	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET	X		X	X												
VE RCALL																
PD RCALL		X			X											
MX RCALL		X			X											
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	114	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	121	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	137	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	27	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	30	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

SEQUENCE	1	VEH PERM 2	0
ACTION PLAN	0	VEH PERM 2 - DISP	0
FORCE OFF	NONE	XART PTRN.	0
VEH PERM 1	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	79	16	36	74	24	0	52
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	70	20	36	70	24	0	56
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16	PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0	COORD								

NextEdit

Split 2

PHASE	9	10	11	12	13	14	15	16
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	22	76	16	36	75	23	0	52
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	77	16	36	74	24	0	52
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	15	53	16	36	52	16	0	52
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH		DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 5

PATTERN	5	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 100

PATTERN	FLSH	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH	X	DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

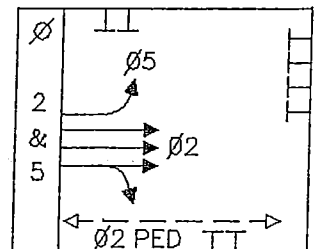
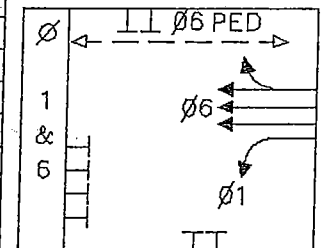
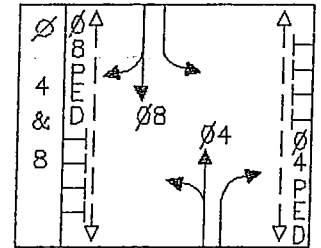
EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NO. 103C

INTERSECTION: FEDERAL PLAZA DRWY – ROCKVILLE PK (MD 355)



* UPDATED AS EXISTING (5-13-97)

SUBMITTED: RSC

CHECKED:

APPROVED: BG 8.19.97

IN SERVICE BY: JOE/781

DATE: SEPT 17, 1997

TIME: 1300 HRS

SIG#0103 Hub-DD

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May 29, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	20	0	5	5	20	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	17	0	20	0	17	0	20	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	65	0	25	20	65	0	25	0	0	0	0	0	0	0	0
MAX2	20	65	0	25	20	65	0	25	0	0	0	0	0	0	0	0
MAX3	50	65	0	50	50	65	0	50	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	0.0	4.0	3.5	4.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	1.5	1.0	0.0	2.5	1.5	1.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET	X															
VE RCALL																
PD RCALL	X				X											
MX RCALL	X				X											
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	108	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	110	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	122	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	16	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	34	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

SEQUENCE	1	VEH PERM 2	0
ACTION PLAN	0	VEH PERM 2 - DISP	0
FORCE OFF	NONE	XART PTRN.	0
VEH PERM 1	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	93	0	38	19	93	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	31	81	0	38	31	81	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16	PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0	COORD								

NextEdit

Split 2

PHASE	9	10	11	12	13	14	15	16
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	93	0	38	19	93	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	31	81	0	38	31	81	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	25	57	0	38	25	57	0	38
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH		DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	VEH DET DIAG PLN	0	DET LOG	0	PED PR RETURN	
TIMING PLAN	1	DIMMING ENABLE		RED REST		QUEUE DELAY	
VEH DET PLAN	0	SYS OVERRIDE		PED DET DIAG PLN	0	PMT COND DELAY	
FLASH		SEQUENCE	1	PRIORITY RETURN			

NextEdit

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 5

PATTERN	5	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 100

PATTERN	FLSH	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH	X	DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
START TIME - MM	0	30	30	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	5	100	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

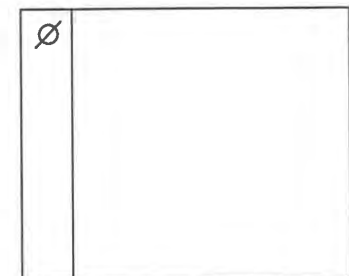
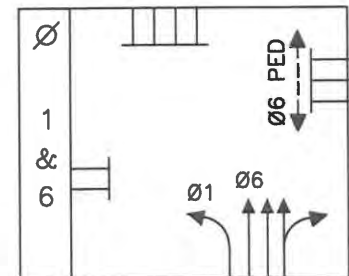
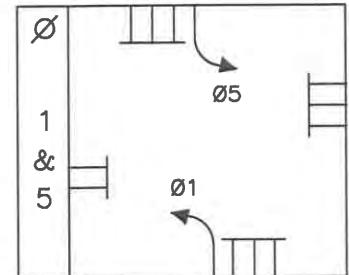
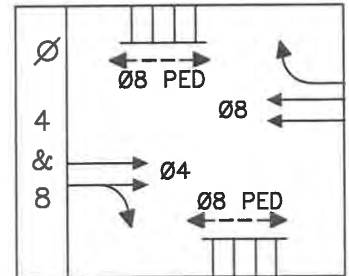
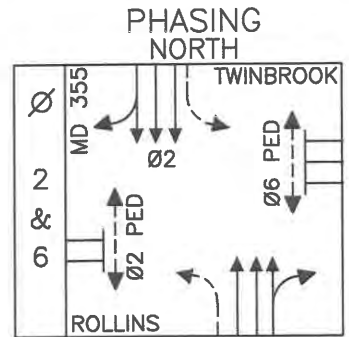
NO. 102-C
SHT. 1 OF 2

INTERSECTION: ROCKVILLE PIKE (MD 355) & TWINBROOK PKWY/ ROLLINS AVE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	1,2,4,5	3,6-12				13-20
TOTAL:	4	8				8
LEGEND						
	12"		12"			

	SEQUENCE OF OPERATION																		FLASH
SIGNAL NO.	INTERVAL																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
1	G	G	Y	R	R	R	R	R	R	G R *	R Y *	R	G G *	R Y *	G				Y
2	G	G	Y	R	R	R	R	R	R	G R *	R Y *	R	G G *	R Y *	G				Y
3	G	G	Y	R	R	R	R	R	R	R	R	R	G	G	G				Y
4	G	G	Y	R	R	R	R	R	R	G R *	R Y *	R	R	R	R				Y
5	G	G	Y	R	R	R	R	R	R	G R *	R Y *	R	R	R	R				Y
6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R				Y
7	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
8	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
9	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
10	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
11	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
12	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
13	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
14	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W				DARK
15	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W				DARK
16	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
17	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
18	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
19	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
20	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
21																			
22																			
23																			
PHASE	2 & 6			ALL RED		4 & 8			ALL RED		1 & 5		ALL RED		1 & 6		ALL RED		

NOTES: C.O = LANE CONFIGURATION MODIFICATION ADDS: WB PHASE Ø8 RT TURN LANE



SUBMITTED: TF 9/16/19

CHECKED: K Hamud 10/22/19

APPROVED: K Hamud 10/22/19

IN SERVICE BY: 766/769/778

DATE: 10/25/19

TIME: 1220 PM

MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

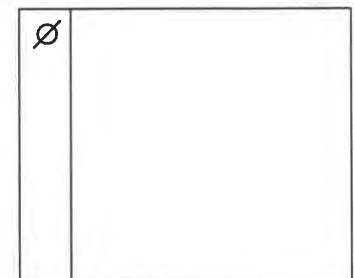
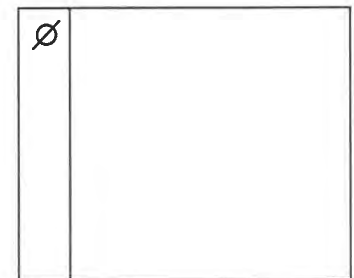
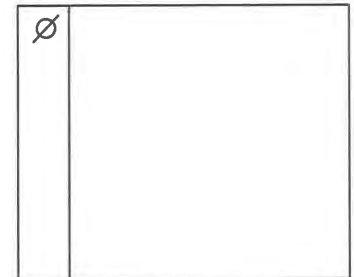
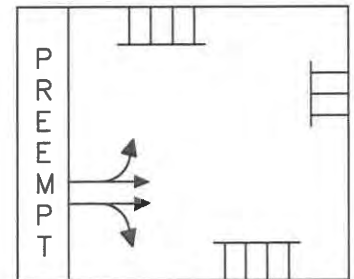
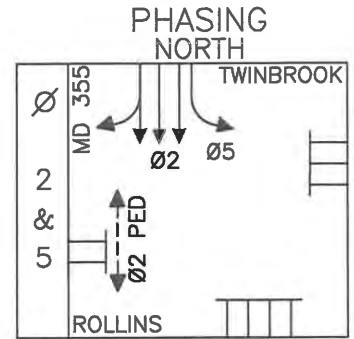
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 102-C
SHT. 2 OF 2

INTERSECTION: ROCKVILLE PIKE (MD 355) & TWINBROOK PKWY/ ROLLINS AVE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	1,2,4,5	3,6-12				13-20
TOTAL:	4	8				8
LEGEND						
	12"	12"				12" 16"



	SEQUENCE OF OPERATION																FLASH
SIGNAL NO.	INTERVAL																
	16	17	18	19	20	21											
1	R	R	R	R	R	R											Y
2	R	R	R	R	R	R											Y
3	R	R	R	R	R	R											Y
4	G	G	G	G	R	R	R										Y
5	G	G	G	G	R	R	R										Y
6	G	G	G	R	R	R											Y
7	R	R	R	G	Y	R											R
8	R	R	R	G	Y	R											R
9	R	R	R	G	Y	R											R
10	R	R	R	R	R	R											R
11	R	R	R	R	R	R											R
12	R	R	R	R	R	R											R
13	W	W	W	DW	DW	DW											DARK
14	DW	DW	DW	DW	DW	DW											DARK
15	DW	DW	DW	DW	DW	DW											DARK
16	W	W	W	DW	DW	DW											DARK
17	DW	DW	DW	DW	DW	DW											DARK
18	DW	DW	DW	DW	DW	DW											DARK
19	DW	DW	DW	DW	DW	DW											DARK
20	DW	DW	DW	DW	DW	DW											DARK
21																	
22																	
23																	
PHASE	2 & 6	ALL RED		P.E.	ALL RED												

NOTES: C.O = LANE CONFIGURATION MODIFICATION ADDS: WB PHASE Ø8 RT TURN LANE

SUBMITTED: TF 9/16/19

CHECKED: Khamud 10/22/19

APPROVED: Khamud 10/22/19

IN SERVICE BY:

DATE:

TIME:

SIG#0102 Hub-DD

Page 1
May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X	X	X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	7	0	5	5	7	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	16	0	29	0	16	0	29	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	4.0	0.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	18	80	0	50	20	80	0	50	0	0	0	0	0	0	0	0
MAX2	18	60	0	50	30	60	0	50	0	0	0	0	0	0	0	0
MAX3	40	60	0	20	40	60	0	60	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	4.0	4.5	0.0	4.0	4.0	4.5	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED CLR	3.0	1.0	0.0	3.5	3.0	1.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	110	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	104	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	128	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	10	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	30	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

SEQUENCE	1	VEH PERM 2	0
ACTION PLAN	0	VEH PERM 2 - DISP	0
FORCE OFF	NONE	XART PTRN.	0
VEH PERM 1	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	27	79	0	44	27	79	0	44
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	25	81	0	44	25	81	0	44
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16	PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0	COORD								

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Split 2

PHASE	9	10	11	12	13	14	15	16
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	30	76	0	44	30	76	0	44
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	25	81	0	44	25	81	0	44
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	19	57	0	44	19	57	0	44
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PREEMPT PLAN 1

VEH/PED (OVERLAP)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
TRKCLR V	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TRKCLR O	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
ENA TRL																
DWEL VEH	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.	.

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PREEMPT PLAN 1

VEH/PED (OVERLAP)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
DWEL PED																
DWEL OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC VEH	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
CYC PED																
CYC OLP	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
EXIT PH		X				X										
EXIT CAL	X			X	X			X								
SP FUNC																

OPTIONS

ENABLE	S1
DET LOCK	X
OVERIDE FL	X
TERM OLP	
PED DARK	
X TMG PLN	0
PMT OVRIDE	X
DELAY	45
DURATION	35

OPTIONS

PC>YEL		INTERLOCK		DWELL FL	OFF	OTHER - PRI PMT	OFF
TC RESERV		INHIBIT	0	EXIT OPT	OFF	PMT ACT DWELL	
X FLCOLR	GRN	CLR>GRN		FLT TYPE	HARD	NON-PRI PMT	OFF
RE-SERV	0	TERM PH		PMT ACTIVE OUT	ON	INH EXT TIME	0.0

FREE DUR PMT

Ring	1	2	3	4
FREE DUR PMT				

Times

ENTRANCE TM - WALK	0	ENTRANCE TM - MN GR	10
ENTRANCE TM - PED CL	18	ENTRANCE TM - YEL	3.5

Times

ENTRANCE TM - RED	4.0	TRACK CLEAR - RED	0.0	DWL/CYC-EXIT - RED	4.0
TRACK CLEAR - MIN GR	0	DWL/CYC-EXIT - MIN DL	12		
TRACK CLEAR - EXT GR	0	DWL/CYC-EXIT - PMT EXT	0.0		
TRACK CLEAR - MX GR	0	DWL/CYC-EXIT - MX TM	50		
TRACK CLEAR - YEL	0.0	DWL/CYC-EXIT - YEL	3.5		

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3				X												
CS INH																
OMIT																

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PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3				X												
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 2																
MAX 3				X												
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 5

PATTERN	5	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3				X												
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	1	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	11	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TWINBROOK PKWY
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

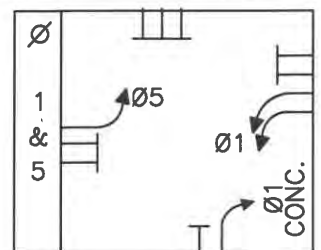
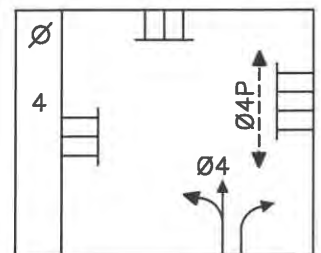
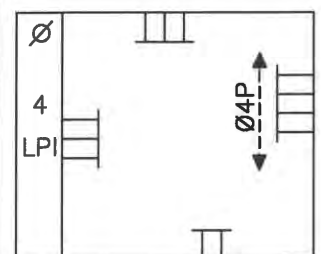
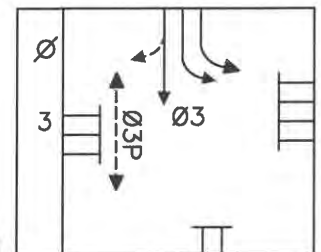
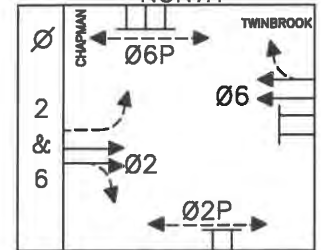
NO. 47-F
SHEET 1 OF 2
PHASING
NORTH

INTERSECTION: TWINBROOK PARKWAY & CHAPMAN AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	3,4,9,10	2,5,6,11,12	1	7	8	13-20
TOTAL:	4	5	1	1	1	8
LEGEND						
OPTICALLY LIMITED						
R RED						
Y YELLOW						
G GREEN						
ARROW						
F FLASHING						
	12"	12"	12"	12"	12"	12" 16"

	SEQUENCE OF OPERATION																		FLASH			
SIGNAL NO.	INTERVAL																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18				
1	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R			R			Y
2	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			Y
3																	G	Y				
4																	G	Y				
5	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			Y
6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			Y
7	R	R	R	R	R	R	R	R	R	R				Y	R	R	R	R	R			R
8	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R			R			R	
9					G	G	G	Y														
10					G	G	G	Y														
11	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R			R
12	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R			R
13	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
14	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
15	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
16	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
17	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
18	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW			DARK
19	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW			DARK
20	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW			DARK
PHASE	2 & 6	ALL RED	3				ALL RED	4	4				ALL RED	1 & 5	ALL RED							

NOTES: F = ADD Ø4 LPI



SUBMITTED: VP 01/10/2023

CHECKED: K Hamud 01/10/23

APPROVED: K Hamud 01/10/2023

IN SERVICE BY: 7661785

DATE: 11/2/23

TIME: 1050

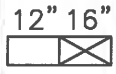
TWINBROOK PKWY
RUNS IN A
EAST-WEST
DIRECTION

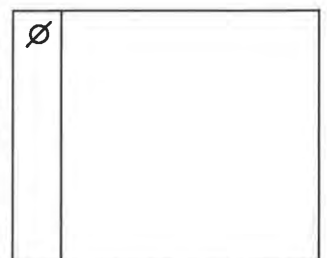
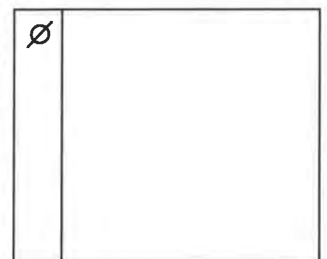
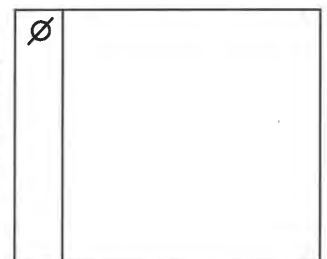
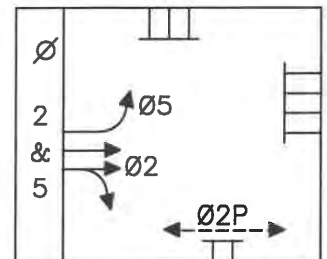
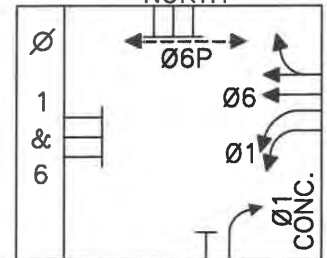
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 47-F
SHEET 2 OF 2
PHASING
NORTH

INTERSECTION: TWINBROOK PARKWAY & CHAPMAN AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	3,4,9,10	2,5,6,11,12	1	7	8	13-20
TOTAL:	4	5	1	1	1	8
LEGEND						
 OPTICALLY LIMITED						
R RED			 		 	
Y YELLOW						
G GREEN			 		 	
← ARROW						
F FLASHING						



	SEQUENCE OF OPERATION																		FLASH
SIGNAL NO.	INTERVAL																		
	19	20	21	22	23	24													
1	R	R	R	G G	G Y	G												Y	
2	R	R	R	G	G	G												Y	
3	G Y	Y R	R R	R R	R R	R R												R R	
4	G Y	Y R	R R	R R	R R	R R												R R	
5	G	G	G	R	R	R												Y	
6	G	G	G	R	R	R												Y	
7	R	R	R	R	R	R												R	
8	R G	R Y	R	R	R	R												R	
9	R R	R R	R R	R R	R R	R R												R R	
10	R R	R R	R R	R R	R R	R R												R R	
11	R	R	R	R	R	R												R	
12	R	R	R	R	R	R												R	
13	W	W	W	DW	DW	DW												DARK	
14	DW	DW	DW	W	W	W												DARK	
15	W	W	W	DW	DW	DW												DARK	
16	DW	DW	DW	W	W	W												DARK	
17	DW	DW	DW	DW	DW	DW												DARK	
18	DW	DW	DW	DW	DW	DW												DARK	
19	DW	DW	DW	DW	DW	DW												DARK	
20	DW	DW	DW	DW	DW	DW												DARK	
PHASE	1 & 6	ALL RED	2 & 5	ALL RED															

NOTES:

SUBMITTED: VP 01/10/2023
IN SERVICE BY: _____

CHECKED: KHamud 01/10/2023 APPROVED: KHamud 01/10/2023
DATE: _____ TIME: _____

SIG#0047 Hub-DD

Page 1
May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X										
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	8	5	5	5	8	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	18	20	21	0	18	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	5.0	0.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	30	20	20	20	30	0	0	0	0	0	0	0	0	0	0
MAX2	50	75	20	20	30	75	0	0	0	0	0	0	0	0	0	0
MAX3	60	0	40	40	60	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.0	4.0	4.0	3.5	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	2.5	2.5	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP B

PHASE	1	2	3	4	5	6	7	8
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								X
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

NextEdit

OVERLAP B

PHASE	9	10	11	12	13	14	15	16
INCLUDED								
PROTECT								
MODIFIER								
PED PRTC								
NOT OVLP								
FLSH GRN	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
LAG X PH								
LAG 2 PH								

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL	X				X											
MX RCALL	X				X											
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	60	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

NextEdit

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	TIMING PLAN	1
CYCLE	135	SEQUENCE	1
OFFSET VAL	40	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	121	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	30	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	135	SEQUENCE	1
OFFSET VAL	40	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	50	31	34	35	50	31	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	28	38	34	35	28	38	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	32	49	34	35	32	49	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	28	38	34	35	28	38	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

NextEdit

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3			X													
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3			X													
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 99

PATTERN	FREE	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	1	2	3	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	99	4	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BOU AVE
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

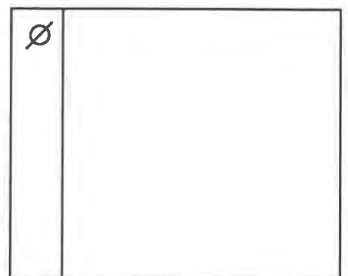
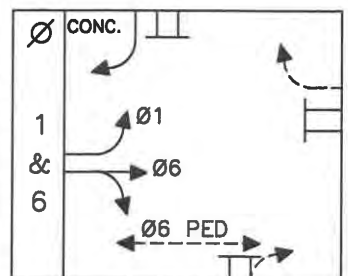
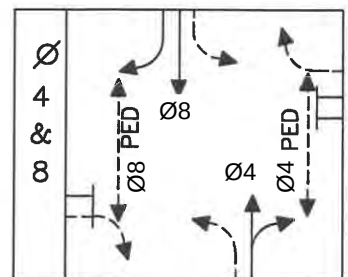
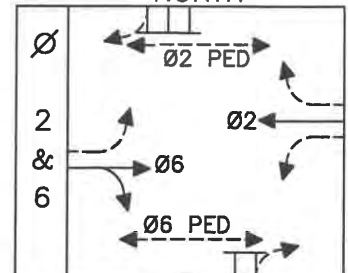
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 116-C
SHT. 1 OF 1

PHASING
NORTH

INTERSECTION: BOU AVENUE & CHAPMAN AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	3-8	1,2	9			10-17
TOTAL:	6	2	1			8
LEGEND						
OPTICALLY LIMITED R RED Y YELLOW G GREEN ARROW F FLASHING	R Y G 12"	R Y G 12"	R Y G 12"			



	SEQUENCE OF OPERATION																	FLASH	
SIGNAL NO.	INTERVAL																		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		
1	G	G	Y	R	R	R	R	R	R	G G	Y G	G							Y
2	G	G	Y	R	R	R	R	R	R	G G	Y G	G							Y
3	G	G	Y	R	R	R	R	R	R	G	G	G							Y
4	G	G	Y	R	R	R	R	R	R	R	R	R							Y
5	G	G	Y	R	R	R	R	R	R	R	R	R							Y
6	R	R	R	R	G	G	G	Y	R	R	R	R							R
7	R	R	R	R	G	G	G	Y	R	R	R	R							R
8	R	R	R	R	G	G	G	Y	R	R	R	R							R
9	R	R	R	R	G	G	G	Y	R	R G	R Y	R							R
10	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW							DARK
11	W	FDW	DW	DW	DW	DW	DW	DW	DW	W	W	W							DARK
12	W	FDW	DW	DW	DW	DW	DW	DW	DW	W	W	W							DARK
13	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW							DARK
14	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW							DARK
15	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW							DARK
16	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW							DARK
17	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW							DARK
PHASE	2 & 6		ALL RED		4 & 8			ALL RED		1 & 6		ALL RED							

NOTES: C - ADD APS/CPS

SUBMITTED: VP 09/30/2020

CHECKED: KHamud 9/30/2020

APPROVED: KHamud 9/30/20

IN SERVICE BY: 7601770

DATE: 10/28/2020

TIME: 1400

SIG#0116 Hub-DD

Page 1
May 28, 2024

PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X		X		X		X								
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	6	7	0	5	0	7	0	5	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	12	0	14	0	12	0	14	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	6.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	30	0	30	0	30	0	30	0	0	0	0	0	0	0	0
MAX2	80	60	0	40	0	60	0	40	0	0	0	0	0	0	0	0
MAX3	85	60	0	70	0	60	0	70	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	3.5	3.0	4.0	3.0	3.5	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	2.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL		X				X										
MX RCALL		X				X										
SF RCALL																
NO REST																
AI CALC																

ACTION PLAN 99

PATTERN	FREE	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 100

PATTERN	FLSH	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH	X	DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

May 28, 2024

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
START TIME - MM	0	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	9	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	99	100	99	99	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

INTERSECTION: ROCKVILLE PIKE (MD 355) & HALPINE ROAD

Technical drawing of a 4 & 8 LPI plate. The drawing shows a rectangular plate with a vertical dimension of 4 & 8 LPI. The horizontal dimension is labeled Ø8 PED. The vertical dimension is labeled Ø4 PED. The drawing includes a scale bar and a title block.

Technical drawing of a 4x8 inch plate. The drawing shows a rectangular plate with dimensions 4 and 8. There are two sets of holes: a set of three Ø8 holes and a set of three Ø4 holes. The Ø8 holes are labeled with a dimension of 8. The Ø4 holes are labeled with a dimension of 4. There are also two PED markings: one for the Ø8 holes and one for the Ø4 holes. The drawing is a top view of the plate.

Technical drawing of a mechanical part. The drawing shows a cross-section of a part with a central hole. The hole has a diameter of $\varnothing 1$. The part has a total width of $\varnothing 5$. The part is divided into two sections, labeled 1 and 5. The drawing includes a section line and a section symbol.

Technical drawing of a mechanical part showing dimensions and tolerances. The drawing includes a section line with the label $\varnothing$ and a dimension of 1 & 6. A vertical dimension of $\varnothing 6$ PED is indicated. A horizontal dimension of $\varnothing 1$ is shown. A vertical dimension of $\varnothing 6$ is also indicated.

		SEQUENCE OF OPERATION																FLASH		
SIGNAL NO.	INTERVAL																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
1	G	G	Y	R	R	R	R	R	R	R			R			G				
2	G	G	Y	R	R	R	R	R	R	R			R			G				
3	G	G	Y	R	R	R	R	R	R	R	R	R	R	G	G	G				
4	G	G	Y	R	R	R	R	R	R	R			R	R	R	R				
5	G	G	Y	R	R	R	R	R	R	R			R	R	R	R				
6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R				
7	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
8	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
9	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
10	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
11	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
12	R	R	R	R	R	G	G	G	Y	R	R	R	R	R	R	R				R
13	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
14	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W				DARK
15	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W				DARK
16	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
17	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
18	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
19	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
20	DW	DW	DW	DW	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW				DARK
PHASE	2 & 6		ALL RED	LPI	4 & 8				ALL RED	1 & 5		ALL RED	1 & 6		ALL RED					

NOTES: C = ADDS SIDE STREET LPI

SUBMITTED: VP 03/07/2019

IN SERVICE BY: 766

CHECKED: *K. Hamed* 3/11/9 APPROVED:

DATE: 3/11/2019 TIME: 1147

APPROVED: *KHamud 3/11/19*

TIME: 1147

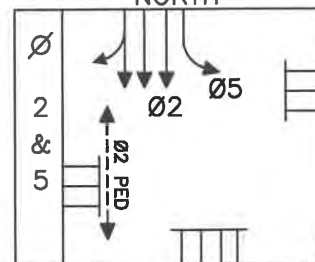
MD 355
RUNS IN A
NORTH-SOUTH
DIRECTION

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 101 - C
2 OF 2

PHASING NORTH

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	3,6-12	1,2,4,5			13-20
TOTAL:	8	4			8
LEGEND  OPTICALLY LIMITED R RED Y YELLOW G GREEN  ARROW F FLASHING	   12"	     12"			 12" 16" 

[illegible]

NOTES: C = ADDS SIDE STREET LPI

SUBMITTED: VP 03/07/2019 CHECKED: _____ APPROVED: _____
IN SERVICE BY: _____ DATE: _____ TIME: _____

SIG#0025 Hub-DD

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PHASE IN USE/PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
IN USE	X	X	X	X	X	X										
EXCLUSIVE PED																

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	10	5	5	5	10	0	0	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	15	15	13	0	15	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	60	15	20	15	60	0	0	0	0	0	0	0	0	0	0
MAX2	25	60	10	30	15	60	0	0	0	0	0	0	0	0	0	0
MAX3	40	60	25	50	20	60	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	3.5	3.5	3.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	1.5	1.5	2.5	2.5	1.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	2.0	5.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCK DET																
VE RCALL																
PD RCALL	X				X											
MX RCALL	X				X											
SF RCALL																
NO REST																
AI CALC																

COORDINATOR OPTIONS

MANUAL PATTERN	AUTO	ECPI COORD	X
SYSTEM SOURCE	SYS	SYSTEM FORMAT	STD
SPLITS IN	SECONDS	OFFSET IN	SECONDS
TRANSITION	SMOOTH	MAX SELECT	MAX2
DWELL/ADD TIME	255	FORCE OFF	FIXED
DLY COORD WK-LZ		CAL USE PED TM	X
OFFSET REF	LAG	PED RESERVE	
PED RECALL	X	FO ADD INI GRN	
LOCAL ZERO OVRD		MULTISYNC	
RE-SYNC COUNT	1		

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	87	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	1
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	120	ACT WALK REST	
OFFSET VAL	80	PHASE RESERVICE	

COORDINATOR PATTERN 2

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	121	VEH PERM 1	1
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	67	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	1
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	120	SEQUENCE	1
OFFSET VAL	100	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	1
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

RING	1	2	3	4	RING	1	2	3	4	RING	1	2	3	4
SPLT EXT	0	0	0	0	SPLIT DEMAND PTRN.	0	0			RING DISP		0	0	0

SPLIT PREF PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PREF 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREF 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHASE MODES

Phase	1	2	3	4	5	6	7	8
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

PHASE MODES

Phase	9	10	11	12	13	14	15	16
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	78	28	26	16	80	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

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Split 1

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	46	28	26	17	49	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	62	28	36	20	66	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	20	46	28	26	17	49	0	0
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

PHASE	9	10	11	12	13	14	15	16
SPLIT	0	0	0	0	0	0	0	0
COORD								
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

ACTION PLAN 1

PATTERN	1	FLASH		SYS OVERRIDE		RED REST	
TIMING PLAN	1	VEH DET DIAG PLN	0	SEQUENCE	1	PED DET DIAG PLN	0
VEH DET PLAN	0	DIMMING ENABLE		DET LOG	0	PRIORITY RETURN	

NextEdit

ACTION PLAN 1

PED PR RETURN		QUEUE DELAY		PMT COND DELAY	
---------------	--	-------------	--	----------------	--

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 2

PATTERN	2	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 3

PATTERN	3	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 4

PATTERN	4	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

ACTION PLAN 100

PATTERN	FLSH	DIMMING ENABLE		PED DET DIAG PLN	0
TIMING PLAN	1	SYS OVERRIDE		PRIORITY RETURN	
VEH DET PLAN	0	SEQUENCE	1	PED PR RETURN	
FLASH	X	DET LOG	0	QUEUE DELAY	
VEH DET DIAG PLN	0	RED REST		PMT COND DELAY	

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PED RCL																
WALK 2																
VEX 2																
VEH RCL																
MAX RCL																
MAX 2																

PHASE TABLE

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MAX 3																
CS INH																
OMIT																
SPC FCT																
AUX FCT																

LP TABLE

LP Statement	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 1

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	6	10	15	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7																							
EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
ACTION PLAN	4	100	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	30	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

EVENT	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
ACTION PLAN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Randolph Rd
RUNS IN A
EAST-WEST
DIRECTION

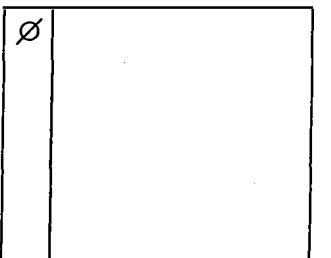
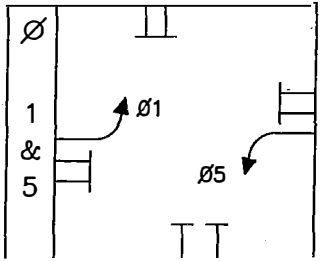
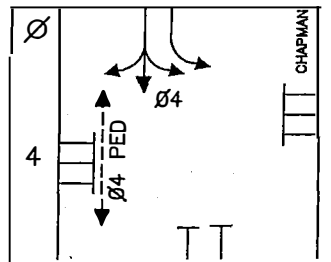
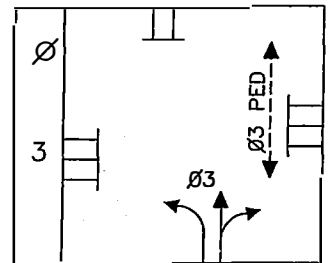
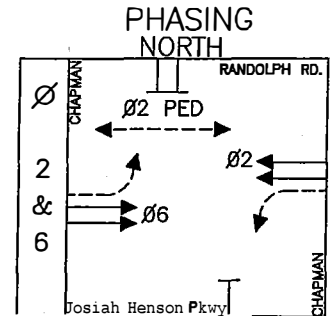
SEQUENCE OF OPERATION SHEET

TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 25-E
SHT. 1 OF 2

INTERSECTION: Josiah Henson PKWY/RANDOLPH RD & CHAPMAN AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	1,2,4,5	3,6,9,12	7,8,10,11		13-20
TOTAL:	4	8	4		8
LEGEND					
OPTICALLY LIMITED					
R RED					
Y YELLOW					
G GREEN					
← ARROW					
F FLASHING					
	12"	12"	12"		9" 12"



	SEQUENCE OF OPERATION																	FLASH
SIGNAL NO.	INTERVAL																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G _R	Y _R	R	Y
2	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G _R	Y _R	R	Y
3	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
4	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G _R	Y _R	R	Y
5	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G _R	Y _R	R	Y
6	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y
7	R	R	R	R	G _R	G _R	G _R	Y	R	R	R	R	R	R	R	R	R	R
8	R	R	R	R	G _R	G _R	G _R	Y	R	R	R	R	R	R	R	R	R	R
9	R	R	R	R	G _R	G _R	G _R	Y	R	R	R	R	R	R	R	R	R	R
10	R	R	R	R	R	R	R	R	R	G _R	G _R	G _R	Y	R	R	R	R	R
11	R	R	R	R	R	R	R	R	R	G _R	G _R	G _R	Y	R	R	R	R	R
12	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	R
13	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DARK
14	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DARK
15	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
16	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
17	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
18	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
19	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
20	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DARK
PHASE	2 & 6		ALL RED		3			ALL RED		4			ALL RED		1 & 5		ALL RED	

NOTES: E= GEOMETRIC CHANGES . CHAPMAN AVE. EXTENDED.
"Josiah Henson Pkwy" Street Name Changed 03/03/2022

SUBMITTED: TSET 05/12/2016

CHECKED: KHammad 5/12/16

APPROVED: KHammad 5/12/16

IN SERVICE BY: 785

DATE: 5/13/16

TIME: 9:50 AM

Randolph RD
RUNS IN A
EAST-WEST
DIRECTION

SEQUENCE OF OPERATION SHEET

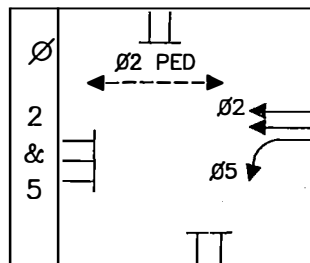
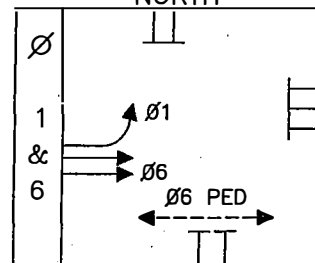
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

NO. 25-E
SHT. 2 OF 2

PHASING
NORTH

INTERSECTION: Josiah Henson PKWY/RANDOLPH RD & CHAPMAN AVENUE

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	1,2,4,5	3,6,9,12	7,8,10,11		13-20
TOTAL:	4	8	4		8
LEGEND					
OPTICALLY LIMITED					
R RED					
Y YELLOW					
G GREEN					
← ARROW					
F FLASHING					
	12"	12"	12"		9" 12"



		SEQUENCE OF OPERATION														FLASH
SIGNAL NO.	INTERVAL															
	18	19	20	21	22	23										
1			G	R	R	R										
2			G	R	R	R										
3	G	G	G	R	R	R										
4	R	R	R			G										
5	R	R	R			G										
6	R	R	R	G	G	G										
7	R	R	R	R	R	R										
8	R	R	R	R	R	R										
9	R	R	R	R	R	R										
10	R	R	R	R	R	R										
11	R	R	R	R	R	R										
12	R	R	R	R	R	R										
13	DW	DW	DW	DW	DW	DW										
14	DW	DW	DW	DW	DW	DW										
15	W	W	W	DW	DW	DW										
16	W	W	W	DW	DW	DW										
17	DW	DW	DW	DW	DW	DW										
18	DW	DW	DW	DW	DW	DW										
19	DW	DW	DW	W	W	W										
20	DW	DW	DW	W	W	W										
PHASE	1 & 6	ALL RED	2 & 5	ALL RED												

NOTES: E= GEOMETRIC CHANGES. CHAPMAN AVE EXTENDED.
"Josiah Henson Pkwy" Street Name Changed 03/03/2022

SUBMITTED: TSET 05/12/2016

CHECKED: K Hamid S/11/16

APPROVED: K Hamid 5/12/16

IN SERVICE BY: _____

DATE: _____

TIME: _____



TRAFFIC SIGNAL TIMING CHART

SIGNAL NO: 8

INTERSECTION: E.Jefferson/Rollins Ave

PHONE #: 301-231-5888

INITIAL DATE: 11/02/05

ROAD AND DIRECTION →			NB E. Jefferson	WB Rollins + NB RT	EB Rollins		SB E.Jefferson		
				Split phase	Split phase				
INTERVAL	PHASE	1	2	3	4	5	6	7	8
RECALL/MEMORY			Ped/Max	NL	NL		Ped/Max		
MINIMUM GREEN			26	7	5		26		
WALK			12	10	7		12		
PED CLEARANCE			14	12	16		14		
VEH EXTENSION			(5.0)	1.0	2.0		(5.0)		
MAXIMUM I			35	30	20		35		
MAXIMUM II			50	30	15		50		
YELLOW			3.5	3.5	3.5		3.5		
ALL RED			1.5	1.0	1.0		1.5		
RED REVERT			8.0	8.0	8.0		8.0		
AMPLIFIER DELAY/STRETCH					Right Turn 5.0				

This information should be used for a data analysis purpose only

TRAFFIC SIGNAL TIMING CHART

SIGNAL NO: 8

INTERSECTION: E.Jefferson/ Rollins Ave

PHONE #: 301-231-5888

INITIAL DATE: 11/02/05

PHASE	1	2	3	4	5	6	7	8
INITIALIZATION		GREEN				GREEN		
CNA I		X				X		
CNA II								
LAST CAR PASSAGE								
DUAL ENTRY		X				X		
OVERLAP A								
OVERLAP B								
OVERLAP C								
OVERLAP D								

POWER-UP FLASH 8.0 seconds

PROGRAM HIGHLIGHTS/COMMENTS (including description of overlap functions)

OPTIONS/SPECIAL FEATURES	YES	NO
PED CLEARANCE PROTECTION		X
RED REST		X

NB Jefferson right turn arrow operates concurrently on Phase 3 (WB Rollins Ave)
 NB No Left Turn sign defined as Special Function
 Active 7-9 and 4-6 PM, Monday thru Friday

REVISIONS (use for minor changes only)	PHASE(S)	FROM	TO

This information should be used for a data analysis purpose only

TRAFFIC SIGNAL COORDINATION/TOD PROGRAM

LOCATION: E.Jefferson/ Rollins	SIGNAL NO.: 8	DATE: 5-19-09
---------------------------------------	----------------------	----------------------

COORDINATION PATTERNS

PATTERN	USAGE NOTE:	COORD PHASE(S)	CYCLE (seconds)	OFFSET (percent)	PHASE SPLITS (percent)							
					1	2	3	4	5	6	7	8
1	111	2/6	80	2		39	40	21		39		
2	222	2/6	90	93		50	30	20		50		
3	233	2/6	90	1		42	38	20		42		
4	144	2/6	80	0		40	39	21		40		
5												
6												
7												
8												

NIC/TOD PROGRAM STEPS

STEP	DAY PGM NO.	START TIME (24 HR)	COORD PATTERN	FLASH	MAX 2	PHASE OMIT	SPECIAL FUNCTN	OTHER//REMARKS
								e.g.: Recall On/Off, MAX 3, Red Rest, etc.
1	1	0600						
2	1	0700	1					
3	1	0900						
4	1	1130	2		X			
5	1	1330						
6	1	1530	3					
7	1	1600	3		X			
8	1	1800	3					
9	1	1930						
10	1	2300		X				
11	2	0600						
12	2	1000	4					
13	2	1100	4		X			
14	2	1700						
15	2	2300		X				
16	3	0600						
17	3	2300		X				
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								

DAY OF WEEK

DAY	DAY PGM NO.
SUN	3
MON	1
TUE	1
WED	1
THU	1
FRI	1
SAT	2
Alternate Week:	
SUN	
MON	
TUE	
WED	
THU	
FRI	
SAT	

HOLIDAYS

HOLIDAY NUMBER	TYPE:	MONTH	DAY OF:		DAY PGM NO.
	FLOAT		WEEK	WOM	
	FIXED		MONTH	0 or YR	
1	FIXED	01	01		3
2	FIXED	07	04		2
3	FIXED	12	25		3
4	FIXED	11	11		2
5	FLOAT	02	02	03	25
6	FLOAT	09	02	01	3
7	FLOAT	11	05	04	3
8					
9					
10					
11					
12					
13					
14					
15					

MONTH/DAY

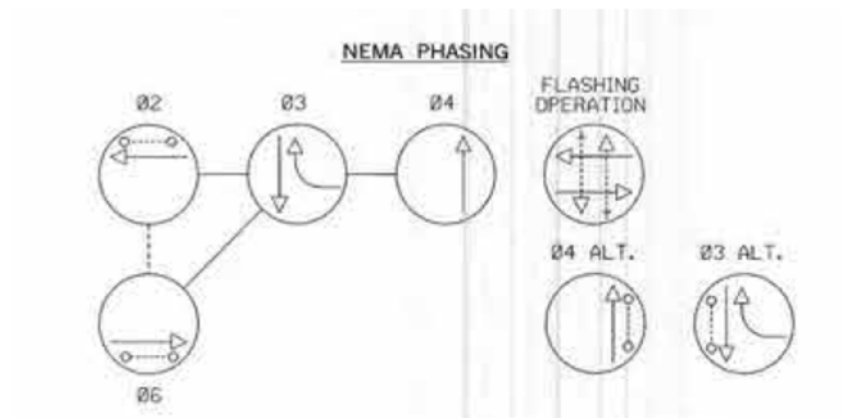
ALT WEEK ON
ALT WEEK OFF

MANUAL CONTROL

TOD STEP:
COORD PATTERN:

This information should be used for a data analysis purpose only

NEMA Phasing at E. Jefferson St/Rollins Ave
Mainline (E. Jefferson St): Phases 2 and 6



APPENDIX E

Existing Conditions Capacity Analysis

Critical Lane Volume and Level of Service Calculations

Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



The diagram illustrates two proposed intersection configurations for Bou Avenue and Rockville Pike.

Left Scenario:

- Bou Ave Approach:** A rectangular box labeled "No OVR" indicates a no-passing zone. Below it, lane markings show 1 through lane, LT (left turn), 1 through lane, and R (right turn).
- Intersection:** A T-junction where Bou Ave meets Rockville Pike from the south. Lane markings at the intersection include L (left), T (through), and R (right) for Rockville Pike traffic, and 1 through lane for Bou Ave traffic.
- Rockville Pike Approach:** A rectangular box labeled "OVR" indicates an overtaking zone. Above it, lane markings show 1 through lane, 3 through lanes, and 1 through lane.

Right Scenario:

- Bou Ave Approach:** A rectangular box labeled "Signal?" and "Split?" indicates a controlled intersection. Below it, lane markings show 1 through lane, L (left turn), and 2 through lanes.
- Intersection:** A T-junction where Bou Ave meets Rockville Pike from the south. Lane markings at the intersection include L (left), T (through), and R (right) for Rockville Pike traffic, and 1 through lane for Bou Ave traffic.
- Rockville Pike Approach:** A rectangular box labeled "OVR" indicates an overtaking zone. Above it, lane markings show 1 through lane, 3 through lanes, and 1 through lane.

	<table border="1"> <thead> <tr> <th>Direction</th> <th>Lane Group</th> <th>Lane Group Volume</th> <th>Right Turn Overlap</th> <th>Lane Use Factor (LUF)</th> <th>Volume</th> <th>Opposing Lefts</th> <th>Lane Use Factor (LUF)</th> <th>Opposing Volume</th> <th>Critical Lane Volume (CLV)</th> <th>Included in CLV</th> </tr> </thead> <tbody> <tr> <td rowspan="2">EB</td> <td>LT</td> <td>35</td> <td rowspan="2">0</td> <td>1.00</td> <td>35</td> <td rowspan="2"></td> <td rowspan="2"></td> <td rowspan="2"></td> <td>35</td> <td rowspan="2">*</td> </tr> <tr> <td>R</td> <td>25</td> <td>1.00</td> <td>25</td> <td>25</td> </tr> <tr> <td rowspan="2">WB</td> <td>2L</td> <td>442</td> <td rowspan="2">0</td> <td>0.60</td> <td>265</td> <td rowspan="2"></td> <td rowspan="2"></td> <td rowspan="2"></td> <td>265</td> <td rowspan="2">*</td> </tr> <tr> <td>TR</td> <td>76</td> <td>1.00</td> <td>76</td> <td>76</td> </tr> <tr> <td rowspan="2">NB</td> <td>3T</td> <td>957</td> <td rowspan="2">194</td> <td>0.37</td> <td>354</td> <td rowspan="2">124</td> <td rowspan="2">1.10</td> <td rowspan="2">136</td> <td>490</td> <td rowspan="2"></td> </tr> <tr> <td>R</td> <td>194</td> <td>1.00</td> <td>0</td> <td>136</td> </tr> <tr> <td>SB</td> <td>2T+TR</td> <td>1321</td> <td>0</td> <td>0.37</td> <td>489</td> <td rowspan="2">36</td> <td rowspan="2">1.10</td> <td rowspan="2">40</td> <td>529</td> <td rowspan="2">*</td> </tr> <tr> <td colspan="9"> Note: </td> <td>CLV</td> <td>829</td> </tr> <tr> <td colspan="6"></td> <td colspan="3">Congestion Equiv.</td> <td>v/c</td> <td>0.535</td> </tr> <tr> <td colspan="6"></td> <td colspan="3">1550</td> <td>LOS</td> <td>A</td> </tr> </tbody> </table>										Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV	EB	LT	35	0	1.00	35				35	*	R	25	1.00	25	25	WB	2L	442	0	0.60	265				265	*	TR	76	1.00	76	76	NB	3T	957	194	0.37	354	124	1.10	136	490		R	194	1.00	0	136	SB	2T+TR	1321	0	0.37	489	36	1.10	40	529	*	Note:									CLV	829							Congestion Equiv.			v/c	0.535							1550			LOS	A
	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV																																																																																																						
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		R	25		1.00	25				25																																																																																																							
	WB	2L	442	0	0.60	265				265	*																																																																																																						
TR		76	1.00		76	76																																																																																																											
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						1550			LOS	A																																																																																																							

[illegible]

Approach	Excl. Right	Right Vol.			Adjacent Overlap Vol.			Overlap		
		AM	PM	LUF	AM	PM	LUF	AM	PM	LUF
Eastbound	Yes	25	36		1.00	36	57	0.00	0	0
Westbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0
Northbound	Yes	194	365		0.00	442	324	0.60	194	365
Southbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0

	Bou Ave	Rockville Pike	Bou Ave	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
				EB	LT	48		1.00	48				48	*
					R	36	0	1.00	36				36	
				WB	2L	324		0.60	194				194	
					TR	196	0	1.00	196				196	*
	NB	3T	1847		0.37	683			206	1.10	227	910	*	
		R	365	365	1.00	0						227		
	SB	2T+TR	1188	0	0.37	440			57	1.10	63	503		
Note:													CLV	1154
				Congestion Equiv.								v/c	0.745	
				1550								LOS	C	

		Lane Use Factors				LOS		
		Number of Lanes	Left Turn LUF	Through LUF			GRADE	VALUE
	1	1.1	1.00		A	1000.00		
	2	0.6	0.53		B	1150.00		
	3	0.4	0.37		C	1300.00		
	4		0.30		D	1450.00		
	5		0.25		E	1600.00		
					F	1800.00		

2

Critical Lane Volume and Level of Service Calculations

Intersection: 02. Rockville Pike / Pike Center / Federal Plaza

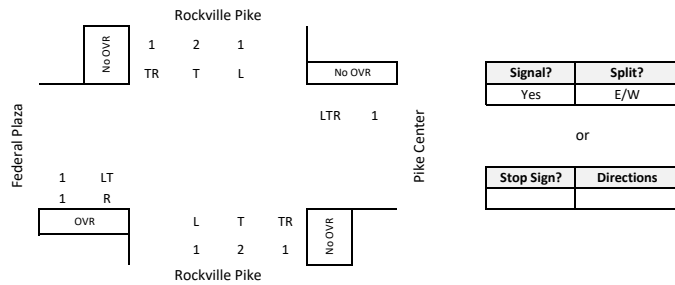
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT R	18 54	54	1.00 1.00	18 0				18	*
WB	LTR	17		1.00	17				17	*
NB	2T+TR	866	0	0.37	320	30	1.10	33	353	
SB	2T+TR	1345	0	0.37	498	84	1.10	92	590	*
Note:									CLV	625
									v/c	0.403
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT R	135 133	133	1.00 1.00	135 0				135	*
WB	LTR	65		1.00	65				65	*
NB	2T+TR	1723	0	0.37	638	26	1.10	29	667	
SB	2T+TR	1234	0	0.37	457	197	1.10	217	674	*
Note:									CLV	874
									v/c	0.564
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.			Adjacent Overlap Vol.			Overlap		
		AM	PM	LUF	AM	PM	LUF	AM	PM	
Eastbound	Yes	54	133	1.00	84	197	1.10	54	133	
Westbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Southbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

3

Critical Lane Volume and Level of Service Calculations

Intersection: 03. Rockville Pike / Gas Station

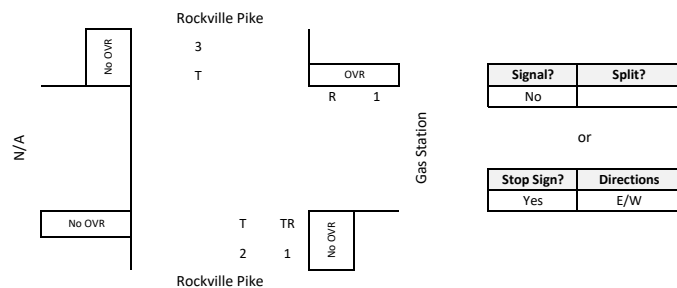
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R	19	0	1.00	19				19	*
NB	2T+TR	879	0	0.37	325				325	
SB	3T	1394	0	0.37	516				516	*
Note:									CLV	535
									v/c	0.345
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R	58	0	1.00	58				58	*
NB	2T+TR	1865	0	0.37	690				690	*
SB	3T	1248	0	0.37	462				462	
Note:									CLV	748
									v/c	0.483
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	19	58		1.00	0	0		0.00	0	0
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

4

Critical Lane Volume and Level of Service Calculations

Intersection: 04. Rockville Pike / Twinbrook Park / Rollins Ave

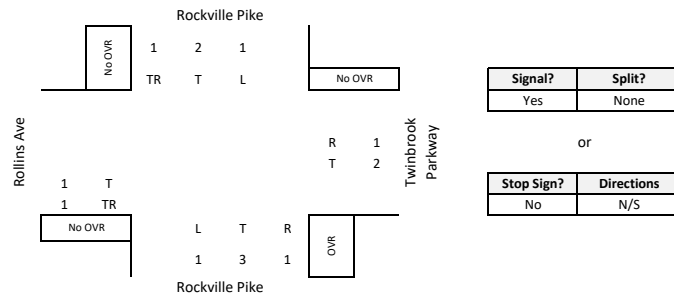
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	311	0	0.53	165				165	
WB	2T R	311 134	0	0.53 1.00	165 134				165 134	*
NB	3T R	748 106	0	0.37 1.00	277 106	184	1.10	202	479 308	
SB	2T+TR	1371	0	0.37	507	96	1.10	106	613	*
Note:									CLV	778
									v/c	0.502
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	460	0	0.53	244				244	*
WB	2T R	308 148	0	0.53 1.00	163 148				163 148	
NB	3T R	1523 121	0	0.37 1.00	564 121	154	1.10	169	733 290	*
SB	2T+TR	1255	0	0.37	464	100	1.10	110	574	
Note:									CLV	977
									v/c	0.630
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap		
		AM	PM		LUF	AM	PM		LUF	AM	PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	Yes	106	121		1.00	0	0		0.00	0	0	
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

5

Critical Lane Volume and Level of Service Calculations

Intersection: 05. Twinbrook Park / Chapman Ave

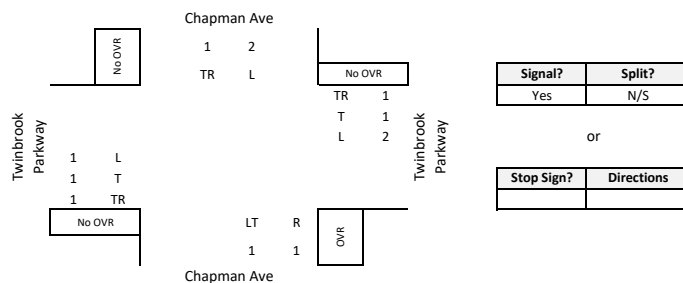
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	555	0	0.53	294	506	0.60	304	598	*
WB	T+TR	549	0	0.53	291	40	1.10	44	335	
NB	LT R	76	216	1.00	76				76	*
SB	TR L	50	0	1.00	50				50	*
Note:									CLV	724
									v/c	0.467
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	820	0	0.53	435	463	0.60	278	713	*
WB	T+TR	724	0	0.53	384	68	1.10	75	459	
NB	LT R	164	278	1.00	164				286	*
SB	TR L	119	0	1.00	119				129	*
Note:									CLV	1128
									v/c	0.728
									LOS	B

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.			Overlap		
		AM	PM		LUF	AM	PM	LUF	AM	PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0	
Westbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0	
Northbound	Yes	216	564		1.00	506	463	0.60	216	278	
Southbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

The diagram illustrates four alternative intersection configurations for Chapman Ave and Site Drive North. Each configuration includes a 'No OVR' sign and a table for signal and split options.

Configuration 1 (Top Left):

- Sign: No OVR
- Table:

Signal?	Split?
No	None

Configuration 2 (Top Right):

- Sign: No OVR
- Table:

Signal?	Split?
No	None

Configuration 3 (Bottom Left):

- Sign: No OVR
- Table:

Signal?	Split?
No	None

Configuration 4 (Bottom Right):

- Sign: No OVR
- Table:

Signal?	Split?
No	None

[illegible][illegible]

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

PM Peak Hour Critical Lane Volume Analysis												
	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV	
	EB	LTR	5	0	1.00	5	4	1.10	4	94		
	WB	LTR	12	0	1.00	12	6	1.10	7	197	*	
	NB	T+R	7053	0	0.531.10	3743	5	1.10	6	3809	*	
	SB	T+R	593	0	0.53	314				317		
		L	5		1.10	6	3	1.10	3	9		
	Note:									CLV v/c LOS	399 0.257 A	
			Congestion Equiv.									
			1550									

Montgomery County LATR						
		Lane Use Factors				
		Number of Lanes	Left Turn LUF	Through LUF		
		1	1.1	1.00		
		2	0.6	0.53		
		3	0.4	0.37		
		4		0.30		
		5		0.25		



Diagram of a T-intersection with Chapman Ave on the left and Rollins Ave on the right. Chapman Ave has a "No OVR" sign. Rollins Ave has a "No OVR" sign. The intersection is marked with "N/A" and "1". A table shows "Signal?" and "Split?" both as "No". Another table shows "Stop Sign?" as "Yes" and "Directions" as "E/W".

	Chapman Ave 546 510 36 71 36 0 35 Chapman Ave 375 304 71	Rollins Ave	<table border="1"> <thead> <tr> <th>Direction</th> <th>Lane Group</th> <th>Lane Group Volume</th> <th>Right Turn Overlap</th> <th>Lane Use Factor (LUF)</th> <th>Volume</th> <th>Opposing Lefts</th> <th>Lane Use Factor (LUF)</th> <th>Opposing Volume</th> <th>Critical Lane Volume (CLV)</th> </tr> </thead> <tbody> <tr> <td>EB</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td rowspan="2">WB</td> <td>L</td> <td>35</td> <td></td> <td>1.10</td> <td>39</td> <td></td> <td></td> <td></td> <td>39</td> </tr> <tr> <td>R</td> <td>36</td> <td>0</td> <td>1.00</td> <td>36</td> <td></td> <td></td> <td></td> <td>36</td> </tr> <tr> <td>NB</td> <td>TR</td> <td>375</td> <td>0</td> <td>1.00</td> <td>375</td> <td>36</td> <td>1.10</td> <td>40</td> <td>415</td> </tr> <tr> <td rowspan="2">SB</td> <td>LT+T</td> <td>546</td> <td>0</td> <td>0.53</td> <td>289</td> <td>0</td> <td>1.10</td> <td>0</td> <td>289</td> </tr> </tbody> </table>	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	EB										WB	L	35		1.10	39				39	R	36	0	1.00	36				36	NB	TR	375	0	1.00	375	36	1.10	40	415	SB	LT+T	546	0	0.53	289	0	1.10	0	289
	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)																																																				
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	WB	L	35		1.10	39				39																																																				
		R	36	0	1.00	36				36																																																				
NB	TR	375	0	1.00	375	36	1.10	40	415																																																					
SB	LT+T	546	0	0.53	289	0	1.10	0	289																																																					
	Note:								CLV	454																																																				
	Congestion Equiv.							v/c	0.293																																																					
	1550							LOS	A																																																					

[illegible]

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

	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)
	EB									0
	WB	L R	71 97	0	1.10 1.00	78 97				78 97
	NB	TR	679	0	1.00	679	45	1.10	50	729 50
	SB	LT+T	597	0	0.53	316	0	1.10	0	316 0
	Note:								CLV	826
		Congestion Equiv.						v/c	0.533	
	1550						LOS	A		

Montgomery County LATR							
		Lane Use Factors				LOS	
		Number of Lanes	Left Turn LUF	Through LUF		GRADE	VALUE
A		1	1.1	1.00		A	1000.00
		2	0.6	0.53		B	1150.00
C		3	0.4	0.37		C	1300.00
		4		0.30		D	1450.00
E		5		0.25		E	1600.00
F						F	1800.00

Critical Lane Volume and Level of Service Calculations

Intersection: 08. Chapman Ave / Site Drive South

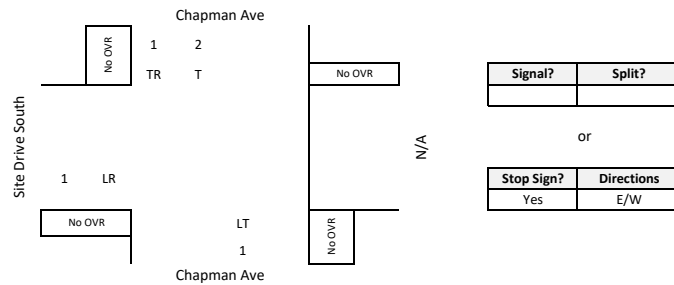
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LR	1	0	1.10	1				1	*
WB										
NB	LT	342	0	1.00	342				342	*
SB	T+TR	550	0	0.37	204	1	1.10	1	205	
Note:									CLV	343
									v/c	0.221
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LR	1	0	1.10	1				1	*
WB									0	
NB	LT	674	0	1.00	674				674	*
SB	T+TR	623	0	0.37	231	0		0	231	
Note:									CLV	675
									v/c	0.435
									LOS	A

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

Critical Lane Volume and Level of Service Calculations

Intersection: 09. Chapman Ave / Bou Ave

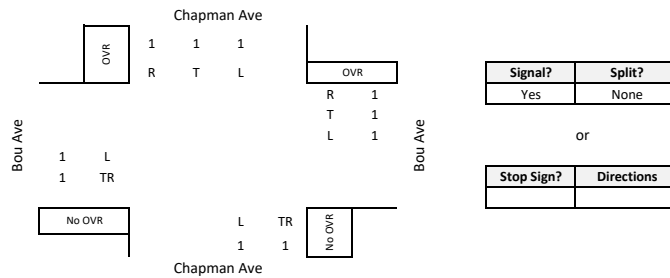
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	153	0	1.00	153	6	1.10	7	160	
WB	T	91		1.00	91	186	1.10	205	296	*
	R	116	110	1.00	6				211	
NB	TR	45	0	1.00	45	100	1.10	110	155	
SB	T	79		1.00	79	4	1.10	4	83	*
	R	368	205	1.10	179				183	
Note:									CLV	479
									v/c	0.309
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	295	0	1.00	295	15	1.10	17	312	
WB	T	167		1.00	167	317	1.10	349	516	*
	R	230	227	1.00	3				352	
NB	TR	169	0	1.00	169	206	1.10	227	396	*
									227	
SB	T	127		1.00	127	17	1.10	19	146	
	R	329	329	1.10	0				19	
Note:									CLV	912
									v/c	0.588
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap		
		AM	PM		LUF	AM	PM		LUF	AM	PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	Yes	116	230		1.00	100	206		1.10	110	227	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	Yes	368	329		1.00	186	317		1.10	205	329	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 10. Bou Ave / Site Drive

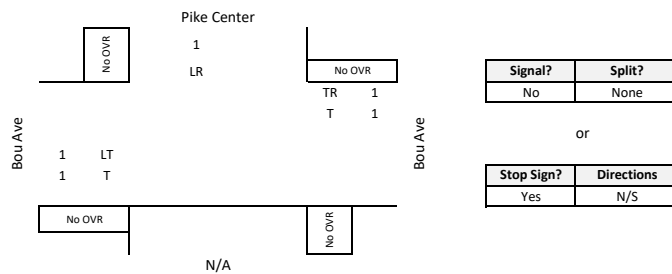
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	2T	317	0	1.00	317	0	1.10	0	317	*
WB	T+TR	498	0	0.53	264	10	1.10	11	275	
NB										
SB	LR	24	0	1.10	26				26	*
Note:									CLV	343
									v/c	0.221
									LOS	A
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	2T	516	0	1.00	516	0	1.10	0	516	*
WB	T+TR	506	0	0.53	268	20	1.10	22	290	
NB										
SB	LR	74	0	1.10	81				81	*
Note:									CLV	597
									v/c	0.385
									LOS	A
					1550					

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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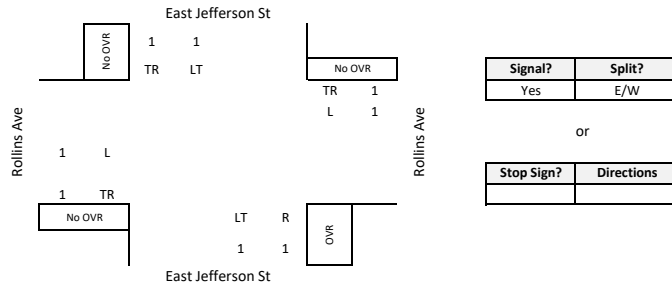
Critical Lane Volume and Level of Service Calculations

Intersection: 11. Rollins Ave / East Jefferson St

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Existing Conditions
 Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	88	0	1.00	88				88	*
WB	LTR	342	0	1.00	342				342	*
NB	LT R	252 259	0	1.10 1.00	277 259	20	1.10	22	299 281	*
SB	LTR	256	0	0.53	136	9	1.10	10	146	
Note:									CLV	729
									v/c	0.470
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	80	0	1.00	80				80	*
WB	LTR	474	0	1.00	474				474	*
NB	LT R	484 373	0	1.10 1.00	532 373	18	1.10	20	552 393	*
SB	LTR	299	0	0.53	158	7	1.10	8	166	
Note:									CLV	1106
									v/c	0.714
									LOS	B

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Northbound	Yes	259	373		1.00	272	331		0.00	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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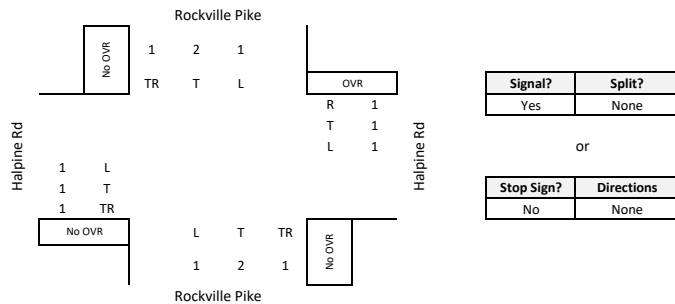
**Critical Lane Volume
and
Level of Service Calculations**

Intersection: 12. Rockville Pike / Halpine Rd

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Existing Conditions
 Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	108	0	0.53	57	7	1.10	8	65	*
WB	LTR	102	67	0.37	13	42	1.10	46	46	
NB	2T+TR	811	0	0.37	300	63	1.10	69	369	
SB	2T+TR	1364	0	0.37	505	79	1.10	87	592	*
Note:									CLV	657
									v/c	0.424
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	153	0	0.53	81	18	1.10	20	101	
WB	LTR	215	109	0.37	39	98	1.10	108	147	*
NB	2T+TR	1616	0	0.37	598	99	1.10	109	707	
SB	2T+TR	1387	0	0.37	513	197	1.10	217	730	*
Note:									CLV	877
									v/c	0.566
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	67	127		1.00	63	99		1.10	67	109
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 13. Twinbrook Park / Parklawn Dr

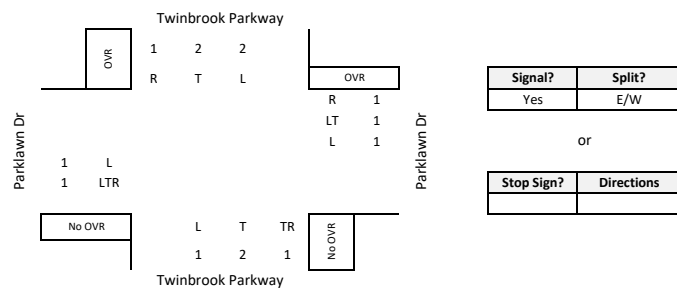
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	111	0	0.60	67				67	*
WB	LT R	182		0.60	109				109	*
NB	2T+TR	796	0	0.37	295	179	0.60	107	402	
SB	T R	765		0.53	405	50	1.10	55	460	*
		63	40	1.00	23				23	
Note:									CLV	636
									v/c	0.410
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	144	0	0.60	86				86	*
WB	LT R	343		0.60	206				206	*
NB	2T+TR	1428	0	0.37	528	133	0.60	80	608	*
SB	T R	734		0.53	389	31	1.10	34	423	
		32	32	1.00	0				34	
Note:									CLV	900
									v/c	0.581
									LOS	A
					Congestion Equiv.					
					1550					

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.			Overlap		
		AM	PM		LUF	AM	PM	LUF	AM	PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0	
Westbound	Yes	124	272		1.00	179	133		0.60	107	80
Northbound	No	n/a	n/a		n/a	n/a	n/a	n/a	0	0	
Southbound	Yes	63	32		1.00	36	44		1.10	40	32

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 14. Nebel St / Randolph Rd

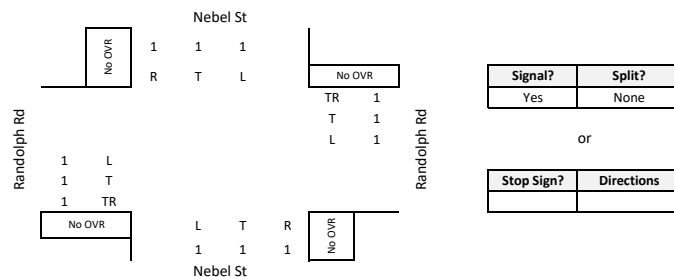
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	620	0	0.53	329	177	1.10	195	524	
WB	T+TR	1025	0	0.53	543	16	1.10	18	561	*
NB	T	54	0	1.00	54	105	1.10	116	170	
SB	T	68	0	1.00	68	80	1.10	88	184	*
	R	14	0	1.00	14				158	
Note:									CLV	745
									v/c	0.481
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	1017	0	0.53	539	149	1.10	164	703	*
WB	T+TR	892	0	0.53	473	21	1.10	23	496	
NB	T	138	0	1.00	138	253	1.10	278	416	
SB	T	247	0	1.00	247	125	1.10	138	525	*
	R	160	0	1.00	160				298	
	R	24	0	1.00	24				162	
Note:									CLV	1228
									v/c	0.792
									LOS	C
					Congestion Equiv.					
					1550					

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
	1		1.1	1.00			
	2		0.6	0.53			
	3		0.4	0.37			
	4			0.30			
	5			0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 17. Chapman Ave / Thompson Ave

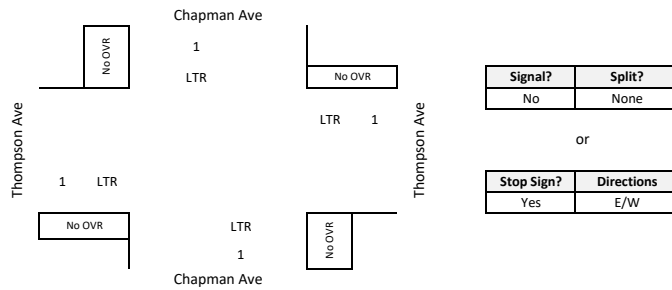
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	42	0	1.00	42				42	
WB	LTR	47	0	1.00	47				47	*
NB	LTR	186	0	1.00	186				186	*
SB	LTR	160	0	1.00	160				160	
Note:									CLV	233
									v/c	0.150
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	165	0	1.00	165				165	*
WB	LTR	26	0	1.00	26				26	
NB	LTR	330	0	1.00	330				330	*
SB	LTR	315	0	1.00	315				315	
Note:									CLV	495
									v/c	0.319
									LOS	A

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

Chapman Ave

1 1

1 2

1 TR

1 1

Chapman Ave

Randolph Rd

Randolph Rd

No OVR

LTR L

OVR

R 1

T 2

L 1

Signal? Split?

Yes N/S

or

Stop Sign? Directions

	Chapman Ave 58 24 7 27 1089 66 1014 9 77 593 80 750 11 6 4 21 Chapman Ave										Chapman Ave	77 593 80 750 11 6 4 21	Chapman Ave
	Direction Lane Group Lane Group Volume Right Turn Overlap Lane Use Factor (LUF) Volume Opposing Left Lane Use Factor (LUF) Opposing Volume Critical Lane Volume (CLV) Included in CLV												
	EB T+TR 673 0 0.53 357 9 1.10 10 367												
	WB T 1014 66 30 0.53 1.00 537 36 77 1.10 85 622 121												
	NB LTR 21 0 1.00 21 21 *												
SB LTR 58 0 0.60 35 35 *													
Note:										CLV 678			
										v/c 0.437			
										LOS A			

[illegible]

	Excl. Right	Right Vol.			Adjacent Overlap Vol.			Overlap	
Approach		AM	PM	LUF	AM	PM	LUF	AM	PM
Eastbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Westbound	Yes	66	127	1.00	27	152	1.10	30	127
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0
Southbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0

	<table border="1"> <thead> <tr> <th>Direction</th> <th>Lane Group</th> <th>Lane Group Volume</th> <th>Right Turn Overlap</th> <th>Lane Use Factor (LUF)</th> <th>Volume</th> <th>Opposing Lefts</th> <th>Lane Use Factor (LUF)</th> <th>Opposing Volume</th> <th>Critical Lane Volume (CLV)</th> <th>Included in CLV</th> </tr> </thead> <tbody> <tr> <td>EB</td> <td>T+TR</td> <td>933</td> <td>0</td> <td>0.53</td> <td>494</td> <td>14</td> <td>1.10</td> <td>15</td> <td>509 15</td> <td></td> </tr> <tr> <td>WB</td> <td>T R</td> <td>700 127</td> <td>127</td> <td>0.53 1.00</td> <td>371 0</td> <td>144</td> <td>1.10</td> <td>158</td> <td>529 158</td> <td>*</td> </tr> <tr> <td>NB</td> <td>LTR</td> <td>94</td> <td>0</td> <td>1.00</td> <td>94</td> <td></td> <td></td> <td></td> <td>94 0</td> <td>*</td> </tr> <tr> <td>SB</td> <td>LTR</td> <td>299</td> <td>0</td> <td>0.60</td> <td>179</td> <td></td> <td></td> <td></td> <td>179 0</td> <td>*</td> </tr> <tr> <td colspan="9">Note:</td> <td>CLV</td> <td>802</td> <td></td> </tr> <tr> <td colspan="5"></td> <td colspan="3">Congestion Equiv.</td> <td></td> <td>v/c</td> <td>0.517</td> <td></td> </tr> <tr> <td colspan="5"></td> <td colspan="3">1550</td> <td></td> <td>LOS</td> <td>A</td> <td></td> </tr> </tbody> </table>										Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV	EB	T+TR	933	0	0.53	494	14	1.10	15	509 15		WB	T R	700 127	127	0.53 1.00	371 0	144	1.10	158	529 158	*	NB	LTR	94	0	1.00	94				94 0	*	SB	LTR	299	0	0.60	179				179 0	*	Note:									CLV	802							Congestion Equiv.				v/c	0.517							1550				LOS	A	
	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV																																																																																										
	EB	T+TR	933	0	0.53	494	14	1.10	15	509 15																																																																																											
	WB	T R	700 127	127	0.53 1.00	371 0	144	1.10	158	529 158	*																																																																																										
	NB	LTR	94	0	1.00	94				94 0	*																																																																																										
SB	LTR	299	0	0.60	179				179 0	*																																																																																											
Note:									CLV	802																																																																																											
					Congestion Equiv.				v/c	0.517																																																																																											
					1550				LOS	A																																																																																											

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

15

Critical Lane Volume and Level of Service Calculations

Intersection: 15. Rockville Pike / Hubbard Dr

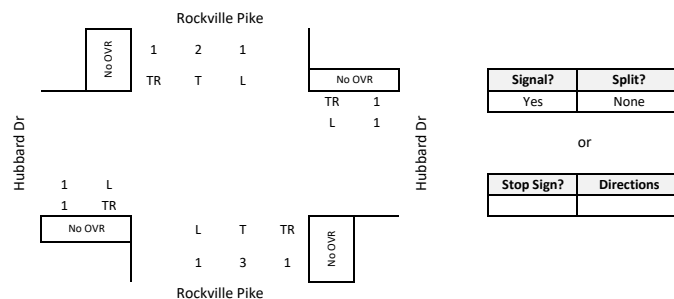
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	20	0	1.00	20	77	1.10	85	105	*
WB	TR	66	0	1.00	66	20	1.10	22	88	
NB	3T+TR	1215	0	0.30	365	48	1.10	53	418	
SB	2T+TR	1818	0	0.37	673	25	1.10	28	701	*
Note:									CLV	806
									v/c	0.520
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	44	0	1.00	44	186	1.10	205	249	
WB	TR	151	0	1.00	151	40	1.10	44	195	*
NB	3T+TR	2191	0	0.30	657	161	1.10	177	834	*
SB	2T+TR	1484	0	0.37	549	18	1.10	20	569	
Note:									CLV	1083
									v/c	0.699
									LOS	B

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

Pike Center
Total Future Conditions Levels of Service Summary¹

Approach/ Lane Group	Existing Conditions				2034 Future Conditions without Development				2034 Phase 1 Future Conditions with Development				2039 Phase 2 Future Conditions with Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. Rockville Pike / Bou Avenue -- Orange Policy Area																
EBLT	E	73.5	E	79.3	E	73.5	E	79.3	E	73.5	E	79.3	E	73.5	E	79.3
EBR	E	68.1	E	67.8	E	68.1	E	67.8	E	68.1	E	67.8	E	68.1	E	67.8
WBL	E	60.3	E	59.4	E	60.7	E	59.5	E	62.9	E	58.7	E	63.9	E	60.4
WBTR	D	48.5	D	53.7	D	48.0	D	53.7	D	46.3	D	49.8	D	45.8	D	49.0
NBL	E	72.7	E	74.5	E	72.7	E	74.5	E	72.7	E	74.5	E	72.7	E	74.5
NBT	C	29.1	D	37.3	D	38.1	F	89.7	D	40.8	F	116.3	D	43.7	F	153.3
NBR	C	24.5	C	26.6	C	24.9	C	28.1	C	27.0	D	36.3	C	25.7	C	34.4
SBL	B	14.4	D	41.2	C	31.3	D	43.4	D	37.5	F	90.0	C	34.9	D	51.9
SBTR	B	13.3	B	11.9	B	18.6	B	13.6	C	20.1	B	17.9	B	19.6	B	17.5
Overall	C	27.8	C	33.2	C	31.8	E	55.9	C	34.6	E	70.0	D	35.7	F	86.0
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area																
EBLT	E	72.0	F	95.3	E	72.0	F	95.3	E	72.0	F	125.7	E	72.0	F	98.5
EBR	E	69.3	E	61.5	E	69.3	E	61.5	E	69.3	E	61.5	E	69.3	E	60.0
WBLTR	E	72.8	E	72.8	E	72.8	E	72.8	E	71.6	F	82.0	E	72.1	E	72.2
NBL	B	11.0	C	25.7	D	50.8	E	62.9	D	51.6	E	77.4	D	49.5	E	68.9
NBTR	A	1.1	B	10.1	A	1.0	B	14.8	A	0.8	B	17.5	A	1.0	A	9.2
SBL	A	2.0	A	5.5	A	2.7	C	29.2	A	2.8	D	37.7	A	2.2	A	2.5
SBTR	A	3.3	A	5.8	A	3.8	A	6.7	A	3.7	A	8.0	A	2.9	A	5.5
Overall	A	5.2	B	15.8	A	5.2	B	18.3	A	5.2	C	22.4	A	5.3	B	15.2

3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized - Orange Policy Area																
WBR	A	9.5	A	9.4	A	9.7	B	10.4	B	10.1	B	10.9	NONE			
Overall	0.1	A	A	0.2	A	0.0	0.1	B	0.1	A	0.1	B				
4. Rockville Pike / Twinbrook Pkwy / Rollins Ave -- Red Policy Area																
EBT	E	66.1	E	63.4	E	63.5	E	63.7	E	63.0	E	63.7	E	60.5	E	63.7
WBT	E	63.2	D	54.9	E	56.8	D	54.1	E	56.6	D	54.1	E	55.1	D	54.0
WBR	E	65.5	E	56.4	E	65.0	E	57.4	E	67.0	E	57.0	E	69.5	E	61.9
NBL	B	11.8	A	3.5	D	48.9	C	33.9	D	52.1	D	44.6	D	51.6	D	36.9
NBT	A	2.9	A	4.1	A	4.7	B	12.5	A	5.0	B	16.6	A	2.8	C	20.9
NBR	A	0.2	A	0.3	A	0.4	A	3.9	A	0.4	A	6.5	A	0.3	A	4.9
SBL	A	6.6	B	15.9	B	18.2	E	62.2	B	19.6	E	62.6	C	34.4	E	74.1
SBT	B	12.3	B	15.4	C	20.9	C	22.3	C	21.3	C	23.6	C	22.2	C	22.8
Overall	C	21.6	C	20.3	C	23.7	C	26.6	C	24.0	C	28.5	C	24.4	C	31.4
5. Chapman Ave / Twinbrook Pkwy -- Red Policy Area																
EBL	B	17.3	C	28.7	B	19.9	C	30.2	C	20.4	C	30.2	C	21.9	C	30.2
EBTR	C	23.8	D	44.9	C	27.5	D	48.9	C	28.2	D	48.9	C	31.0	D	52.5
WBL	F	83.5	E	65.6	F	83.1	E	63.1	F	82.7	E	63.1	F	82.7	E	63.1
WBTR	A	10.0	B	18.4	B	11.7	B	18.4	B	12.1	B	18.4	B	13.4	B	18.4
NBLT	F	93.9	F	107.7	F	97.8	F	140.5	F	97.8	F	123.0	F	96.8	F	185.2
NBR	D	49.2	E	75.8	D	45.0	E	78.8	D	44.2	E	78.8	D	42.1	E	78.8
SBL	F	88.0	F	93.2	F	88.0	F	93.2	F	88.0	F	93.2	F	88.0	F	93.2
SBT	F	90.5	F	102.1	F	90.5	F	102.1	F	90.5	F	102.1	F	90.5	F	102.1
SBR	F	84.0	E	78.2	F	84.0	E	78.1	F	84.0	E	78.2	F	84.0	E	78.2
Overall	D	44.5	E	56.1	D	46.5	E	59.6	D	46.9	E	58.4	D	47.8	E	63.9

6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area																
EBLTR	A	0.0	C	22.4	A	0.0	C	25.0	A	0.0	C	20.2	C	22.2	E	46.5
WBLTR	B	11.1	C	18.6	B	11.4	C	20.4	B	11.1	C	20.2	B	11.6	D	27.0
NBLT	A	0.2	A	0.1	A	0.2	A	0.1	A	0.2	A	0.1	A	0.6	A	2.1
SBLT	A	0.2	A	0.3	A	0.2	A	0.3	A	0.2	A	0.2	A	0.2	A	0.2
Overall	A	0.1	A	0.4	A	0.1	A	0.4	A	0.1	A	0.3	A	1.4	B	3.5
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area																
EBLTR	-	-	-	-	-	-	-	-	C	23.2	E	48.9	C	18.2	F	740.4
WBL	C	16.0	D	33.6	C	17.1	E	40.8	C	21.1	F	65.6	C	24.1	F	132.4
WBR/WBTR	B	10.3	C	17.1	B	11.2	C	18.6	B	13.1	D	30.0	B	13.4	E	39.3
NBTR/NBLTR	-	-	-	-	-	-	-	-	A	0.0	-	-	-	-	A	1.2
SBLT	A	1.7	A	2.3	A	1.6	A	2.3	A	1.2	A	1.9	A	1.2	A	1.8
Overall	A	1.3	B	3.2	A	1.3	B	3.4	B	2.0	C	5.7	B	2.3	D	38.2
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area																
EBLR	E	35.7	C	21.2	E	43.0	D	27.7	NONE							
NBLT	A	0.1	-	-	A	0.1	-	0.0								
Overall	A	0.1	A	0.1	A	0.1	A	0.1								

9. Chapman Ave / Bou Ave -- Orange Policy Area																
EBL	C	23.3	C	26.0	C	23.1	C	26.9	C	22.8	C	26.3	C	22.8	C	26.6
EBTR	C	21.7	C	22.8	C	21.9	C	22.5	C	22.1	C	22.9	C	22.1	C	22.3
WBL	D	35.3	D	40.4	C	34.8	D	42.5	C	34.1	D	40.8	C	34.3	D	42.5
WBT	D	37.6	D	45.2	D	37.1	D	47.8	D	36.5	D	45.9	D	36.6	D	47.5
WBR	D	36.5	D	42.7	D	36.5	D	45.4	D	36.0	D	43.5	D	36.2	D	45.5
NBL	C	29.1	C	33.7	C	28.6	D	35.7	C	27.9	C	34.0	C	28.1	D	35.7
NBTR	C	29.8	D	37.2	C	29.3	D	39.6	C	28.6	D	37.5	C	28.8	D	39.3
SBL	C	32.6	D	47.7	C	33.6	E	59.6	C	32.9	D	53.3	C	33.6	E	59.0
SBT	C	30.7	D	36.5	C	30.2	D	38.8	C	29.5	D	36.8	C	29.7	D	38.6
SBR	B	18.1	B	16.8	B	18.4	B	16.6	B	18.6	B	16.7	B	19.1	B	16.8
Overall	C	25.5	C	32.0	C	26.1	C	34.8	C	26.1	C	33.4	C	26.1	C	34.5
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area																
EBLT	A	0.9	A	1.1	A	0.9	A	1.0	A	5.5	A	5.8	A	0.9	A	1.1
SBLR	B	13.9	C	16.4	B	14.1	C	16.8	B	14.1	D	32.9	B	13.2	C	18.4
Overall	A	0.5	A	1.3	A	0.5	A	1.3	A	2.6	B	7.2	A	1	A	3.9
11. E Jefferson St / Rollins Ave -- City of Rockville																
EBL	D	48.3	D	48.1	D	48.3	D	48.1	D	48.3	D	48.1	D	48.3	D	48.1
EBTR	D	50.5	D	50.6	D	50.4	D	50.6	D	50.5	D	50.6	D	50.5	D	50.6
WBL	E	56.7	E	57.6	D	54.5	E	65.2	E	56.7	E	65.2	E	56.7	E	65.2
WBTR	D	35.3	C	34.6	D	37.3	C	32.5	C	34.8	C	32.5	C	34.8	C	32.5
NBLT	B	10.9	B	15.3	A	9.8	B	17.1	B	11.3	B	17.1	B	11.3	B	17.1
NBR	A	2.5	A	2.6	A	2.6	A	2.6	A	2.6	A	2.7	A	2.7	A	2.6
SBLTR	A	9.8	B	11.1	A	8.7	B	12.4	B	10.1	B	12.4	B	10.1	B	12.4
Overall	C	23.5	C	23.3	C	20.3	C	26.3	C	22.4	C	26.2	C	22.3	C	26.3

12. Rockville Pike / Halpine Rd -- Red Policy Area																
EBL	F	90.4	F	95.1	E	63.7	E	61.3	E	63.7	E	61.3	E	63.7	C	61.3
EBTR	F	83.6	E	74.7	E	62.5	E	56.7	E	62.5	E	56.7	E	62.5	E	56.7
WBL	F	82.2	E	74.6	F	90.1	F	87.2	F	90.1	F	87.2	F	90.1	F	87.2
WBT	F	83.8	E	77.0	E	62.2	E	57.6	E	62.2	E	57.6	E	62.2	E	57.6
WBR	F	81.4	E	73.4	E	61.7	E	56.2	E	61.7	E	56.2	E	61.7	E	56.2
NBL	A	3.8	B	12.6	B	18.0	E	66.2	B	19.0	E	74.2	B	19.3	E	76.8
NBTR	A	5.2	B	10.8	B	16.7	C	30.0	B	17.1	C	32.6	B	17.2	C	32.9
SBL	A	3.3	B	11.4	B	12.0	E	63.8	B	12.6	E	65.5	B	12.9	E	65.6
SBTR	A	6.8	B	16.2	B	19.3	C	33.1	B	19.5	C	34.5	B	19.6	C	34.9
Overall	B	13.7	C	21.3	C	23.9	D	38.2	C	24.1	D	39.9	C	24.1	D	40.2
13. Twinbrook Pkwy / Parklawn Dr -- Red Policy Area																
EBL	F	101.0	F	97.3	F	101.0	F	97.3	F	101.0	F	97.3	F	101.0	F	97.3
EBLTR	F	108.6	F	112.7	F	108.6	F	112.7	F	108.6	F	112.7	F	108.6	F	112.7
WBL	F	111.8	F	106.3	F	111.8	F	106.3	F	111.8	F	106.3	F	111.8	F	106.3
WBLT	F	110.5	F	106.0	F	110.5	F	106.0	F	110.5	F	106.0	F	110.5	F	106.0
WBR	E	78.3	E	71.8	E	78.3	E	71.8	E	78.3	E	71.8	E	78.3	E	71.8
NBL	A	9.1	B	14.9	A	9.2	B	15.0	A	9.2	B	15.0	A	9.2	B	15.0
NBTR	B	13.0	C	25.1	B	12.9	C	25.5	B	12.9	C	25.5	B	12.9	C	25.5
SBL	A	8.3	B	16.5	A	8.3	B	17.0	A	8.3	B	17.0	A	8.3	B	17.0
SBT	B	13.6	B	19.9	B	13.9	B	20.0	B	13.9	C	20.0	B	13.9	C	20.0
SBR	B	10.4	B	15.1	B	10.4	B	15.1	B	10.4	B	15.1	B	10.4	B	15.1
Overall	C	28.7	D	40.1	C	28.7	D	40.1	C	28.6	D	40.1	C	28.6	D	40.1

14. Nebel St / Randolph Rd -- Red Policy Area																
EBL	B	11.7	C	32.1	C	21.8	D	41.8	C	21.3	D	41.3	B	16.4	D	41.7
EBTR	B	15.8	D	53.4	C	29.8	F	91.7	C	30.2	F	94.1	C	22.0	F	95.4
WBL	A	8.9	D	38.6	B	15.3	F	108.5	B	15.0	F	107.3	B	11.8	F	107.3
WBTR	B	14.5	D	39.0	C	22.0	D	48.1	C	20.3	D	49.4	B	19.4	D	49.9
NBL	F	83.4	E	61.9	E	76.4	E	57.4	E	79.8	E	57.2	F	82.8	E	57.3
NBT	F	97.5	E	77.0	F	88.4	E	71.4	F	93.7	E	71.4	F	99.5	E	71.3
NBR	F	106.9	F	107.2	F	109.0	F	117.1	F	108.6	F	117.1	F	107.0	F	117.1
SBL	F	80.1	D	49.9	E	67.8	D	44.7	E	71.0	D	44.9	E	76.0	D	44.9
SBT	F	95.8	E	62.7	F	82.5	E	55.5	F	85.6	E	55.9	F	92.2	D	54.8
SBR	F	90.7	E	57.5	E	79.2	D	50.7	F	82.0	D	51.0	F	87.7	D	50.0
Overall	C	27.8	D	54.3	C	34.9	E	73.9	C	34.2	E	74.7	C	31.8	E	75.2
15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area																
EBL	E	66.1	E	55.8	E	66.1	E	55.8	E	66.1	E	55.8	E	66.1	E	55.8
EBTR	E	64.4	D	52.7	E	64.4	D	52.7	E	64.4	D	52.7	E	64.4	D	52.7
WBL	E	75.5	E	74.3	E	75.5	E	74.3	E	75.5	E	74.3	E	75.5	E	74.3
WBTR	E	65.4	D	53.8	E	65.4	D	53.8	E	65.4	D	53.8	E	65.4	D	53.8
NBL	A	6.1	B	12.8	B	14.0	B	15.4	B	14.3	B	17.2	B	14.9	B	17.7
NBTR	A	7.0	C	23.7	A	8.5	C	30.3	A	8.6	C	32.7	A	8.6	C	33.8
SBL	A	4.1	E	56.2	A	6.1	E	59.2	A	6.4	E	60.0	A	6.5	E	60.4
SBTR	A	8.6	B	13.9	B	12.2	B	17.1	B	12.4	B	18.6	B	12.7	B	18.9
Overall	B	11.3	C	25.4	B	12.9	C	28.7	B	13.0	C	30.2	B	13.2	C	30.9

16. Chapman Ave / Randolph Rd / Josiah Henson Pkwy -- Red Policy Area																
EBL	A	6.4	B	10.4	A	7.7	B	10.9	A	7.6	B	11.2	A	9.2	B	11.1
EBTR	A	7.4	B	16.0	A	7.6	B	17.0	A	7.8	B	17.4	A	7.9	B	17.4
WBL	A	6.4	B	13.2	A	6.6	B	13.6	A	6.6	B	13.7	A	6.7	B	13.7
WBT	B	12.0	B	18.7	B	13.2	B	19.4	B	13.2	B	19.7	B	14.3	B	19.6
WBR	A	7.6	B	15.1	A	7.8	B	15.1	A	7.8	B	15.1	A	7.8	B	15.1
NBL	E	72.2	E	78.8	E	72.2	E	78.8	E	72.2	E	78.8	E	72.2	E	78.8
NBTR	E	70.6	E	70.1	E	70.6	E	70.1	E	70.6	E	70.1	E	70.6	E	70.1
SBL	E	68.7	E	61.7	E	68.7	E	61.7	E	68.7	E	61.7	E	68.7	E	61.7
SBLTR	E	71.5	E	70.2	E	71.5	E	70.2	E	71.4	E	70.2	E	71.4	E	70.2
Overall	B	12.4	C	25.3	B	13.1	C	25.3	B	13.0	C	25.4	B	13.6	C	25.4
17. Chapman Ave / Thompson Ave - Unsignalized -- Red Policy Area																
EBLTR	B	11.3	C	19.3	B	11.3	C	19.4	B	11.3	C	19.4	B	11.3	C	19.4
WBLTR	C	16.3	C	24.0	C	16.3	C	23.9	C	16.3	C	24.0	C	16.3	C	23.9
NBLTR	A	1.9	A	1.0	A	1.9	A	1.0	A	1.9	A	1.0	A	1.9	A	1.0
SBLTR	A	0.4	A	0.2	A	0.4	A	0.2	A	0.4	A	0.2	A	0.4	A	0.2
Overall	A	3.8	A	5.0	A	3.8	A	5.1	A	3.8	A	5.1	A	3.8	A	5.1

18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized -- Orange Policy Area										
WBR	FUTURE	FUTURE	B	10.1	B	12.8	B	10.4	B	12.7
Overall			A	0.1	C	0.4	A	0.1	C	0.4

- Notes:
- Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11 unless otherwise noted.
 - Bold** roadways indicate N/S direction.

Pike Center
Total Future Conditions Queuing Summary

Approach/ Lane Group	Storage Length (ft)	Existing Conditions				2034 Future Conditions without Development				2034 Phase 1 Future Conditions with Development				2039 Phase 2 Future Conditions with Development			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile	50th %tile	95th %tile
1. Rockville Pike / Bou Avenue -- Orange Policy Area																	
EBLT	69	50	110	127	139	37	88	131	149	99	165	129	143	56	111	102	117
EBR	90	29	73	16	59	36	74	16	56	46	88	29	76	40	88	12	60
WBL	192	154	252	149	236	172	235	142	231	184	240	173	237	195	203	137	264
WBL	192	163	255	173	249	175	237	167	250	188	233	188	240	195	202	173	250
WBTR	200	51	122	119	230	43	127	134	224	49	163	130	232	38	128	139	217
NBL	175	62	168	77	150	54	121	77	171	47	118	95	203	75	168	52	161
NBT	394	160	330	284	540	252	495	317	560	283	525	387	476	306	532	361	431
NBT	394	172	338	292	542	280	522	330	566	308	528	392	482	355	509	390	448
NBT	394	162	317	285	532	278	502	333	558	298	510	398	477	347	511	399	458
NBR	394	79	155	384	506	75	186	292	537	85	191	262	457	96	269	184	388
SBL	245	91	213	265	271	154	303	260	271	131	214	165	185	111	209	158	187
SBT	511	163	389	513	520	378	655	507	544	190	256	210	238	186	236	195	227
SBT	511	182	401	118	389	386	668	211	567	181	230	87	223	178	237	81	225
SBTR	511	176	400	124	390	398	660	209	541	163	256	87	226	175	227	86	233
2. Rockville Pike / Pike Center Driveway / Federal Plaza Driveway -- Orange Policy Area																	
EBLT	79	56	121	142	154	41	83	140	178	11	44	30	116	23	59	32	103
EBR	150	53	86	61	73	41	69	58	76	60	131	146	158	75	128	115	128
WBLTR	42	16	42	88	128	19	55	88	124	21	45	97	101	34	89	21	43
NBL	245	74	147	117	259	55	118	113	259	78	184	109	259	64	130	46	155
NBT	511	4	22	120	372	86	323	167	456	63	240	146	343	57	213	125	350
NBT	511	20	75	239	544	171	492	297	651	110	313	178	379	139	356	156	367
NBTR	511	26	94	268	550	188	518	301	634	121	326	177	379	151	369	265	432
SBL	175	25	67	7	36	24	78	11	62	12	61	7	54	17	67	1	10
SBT	160	9	31	160	162	98	214	162	169	135	222	162	168	179	308	224	294
SBT	160	21	56	81	210	114	220	78	207	147	233	79	204	187	297	80	241
SBTR	160	30	68	68	194	113	211	72	182	148	213	77	201	187	300	81	245

3. Rockville Pike/ Shell Gas Station Driveway - Unsignalized -- Orange Policy Area																	
WBR	50	12	36	25	46	16	41	33	62	12	33	35	66	NONE			
NBT	160							2	17			3	30				
NBT	160	4	39	13	69	30	127	26	113	60	180	31	122				
NBTR	160	4	38	9	65	42	150	21	102	62	184	25	117				
SBT	238	1	15	251	339	55	194	268	288	157	361	274	294				
SBT	238	2	18	51	204	65	212	77	260	167	364	107	308				
SBT	238			39	169	61	206	63	240	167	359	96	303				
4. Rockville Pike / Twinbrook Pkwy / Rollins Ave -- Red Policy Area																	
EBT	1299	78	152	853	1693	149	318	715	1091	424	790	937	1462	160	333	1127	1490
EBTR	1299	115	192	870	1692	230	396	754	1123	538	883	972	1467	226	387	1178	1545
WBT	549	61	147	77	187	101	297	97	226	125	239	117	295	90	240	223	535
WBT	549	62	158	61	184	100	310	122	313	139	311	107	350	113	339	493	796
WBR	150	56	145	43	129	84	190	112	215	101	192	63	165	102	201	156	242
NBL	238	38	105	22	82	47	107	24	70	48	111	55	132	55	142	35	87
NBT	238	82	190	96	255	110	259	134	278	124	281	134	282	136	326	130	336
NBT	238	67	185	88	207	106	263	135	272	124	288	132	276	128	297	129	338
NBT	238	54	164	83	187	113	259	134	261	120	284	122	261	113	255	97	258
NBR	300	8	79	-	-	16	114	-	-	-	-	-	-	8	75	-	-
SBL	400	67	138	120	423	161	354	178	482	234	508	134	414	131	285	94	336
SBT	1180	152	309	953	1561	245	546	987	1602	510	1089	1112	1489	217	457	906	1636
SBT	1180	136	292	448	864	244	527	923	1549	509	1057	758	1221	207	442	592	1162
SBTR	1180	110	264	176	545	246	527	893	1522	493	996	490	1146	198	414	339	849
5. Chapman Ave / Twinbrook Pkwy -- Red Policy Area																	
EBL	175	14	74	14	75	20	100	28	124	14	43	22	106	8	31	26	123
EBT	549	90	238	79	266	99	281	117	339	75	215	125	367	90	276	187	538
EBTR	549	124	304	90	298	123	311	145	401	122	312	232	612	158	387	204	567
WBL	300	183	362	232	401	190	370	252	367	208	382	254	346	175	366	206	375
WBL	300	318	328	318	328	317	329	320	327	319	328	318	326	318	328	311	351
WBT	1298	1310	1322	1242	1663	1274	1510	1187	1454	1259	1467	1268	1528	1263	1489	1182	1702
WBTR	1298	1164	1729	1112	1837	1039	1846	956	1614	883	1738	1066	1818	1121	1787	883	1752
NBLT	167	118	202	149	197	156	214	160	208	164	196	165	183	171	180	132	238
NBR	167	156	231	174	185	152	217	173	184	149	217	173	185	128	206	113	228
SBL	300	51	139	193	305	41	110	200	294	58	115	207	312	58	114	187	342
SBL	300	88	156	249	359	76	150	265	366	58	117	241	402	61	126	190	362
SBT	530	77	138	342	614	90	171	402	668	69	152	384	610	65	145	337	540
SBR	300	-	-	32	193	-	-	54	254	-	-	-	-	-	-	43	176

6. Chapman Ave / Pike Center Driveway North - Unsignalized -- Orange Policy Area																	
EBLTR	50	-	-	79	87	-	-	10	34	-	-	8	23	44	75	56	71
WBLTR	50	4	18	41	94	2	13	7	25	3	17	28	65	10	32	15	43
NBLT	97	13	58	22	78	58	125	23	70	66	139	24	66	103	115	64	143
NBTR	97	64	132	99	107	57	132	98	107	49	133	107	118	6	36	30	102
SBLT	167	6	38	42	158	24	92	75	206	2	14	50	163	8	53	2	16
SBTR	167	6	30	42	163	33	137	32	140	47	169	38	149	87	221	53	182
7. Chapman Ave / Rollins Ave - Unsignalized -- Orange Policy Area																	
EBLTR	75	-	-	-	-	-	-	-	-	23	69	8	31	39	63	27	65
WBL	56	15	35	49	129	19	41	39	98	22	48	32	107	43	100	10	39
WBR	56	32	71	125	134	33	80	125	133	25	54	109	125	33	74	93	117
NBTR	112	62	146	114	123	70	154	115	121	71	166	122	134	166	231	170	185
SBLT	97	10	47	53	133	35	111	65	147	18	64	59	138	15	64	16	68
SBT	97	15	61	30	112	32	113	33	117	39	122	34	115	76	149	44	124
8. Chapman Ave / Pike Center Driveway South - Unsignalized -- Orange Policy Area																	
EBLR	35	-	-	12	36	-	-	3	18	51	139	118	135	NONE			
NBLT	46	41	129	116	141	56	149	116	134	38	114	95	162				
SBT	122	11	44	79	153	40	107	100	149	11	50	29	102				
SBT	122	4	28	29	86	15	67	31	95	60	146	70	149				
SBTR	122	52	123	47	128	54	132	56	136	-	-	-	-				

9. Chapman Ave / Bou Ave -- Orange Policy Area																	
EBL	201	110	192	201	208	121	250	200	212	88	178	197	249	108	213	196	225
EBTR	201	49	137	42	143	51	139	54	168	53	117	59	163	48	126	25	102
WBL	817	5	21	244	800	7	25	165	679	5	25	72	406	5	26	4	18
WBT	817	100	183	880	933	70	133	811	1132	190	473	841	1070	146	297	801	1182
WBR	250	28	94	260	298	43	122	269	282	99	287	271	281	123	299	258	321
NBL	70	2	14	10	57	3	16	24	80	1	9	28	83	8	40	8	47
NBTR	130	34	70	196	217	61	174	199	221	39	94	195	209	65	151	189	204
SBL	46	23	55	46	69	36	64	45	57	42	78	55	76	74	134	80	152
SBT	46	18	48	32	63	23	56	33	63	23	56	31	69	30	90	40	116
SBR	46	29	67	32	70	32	66	32	68	39	70	38	85	107	136	55	139
10. Bou Ave / Pike Center Driveway - Unsignalized -- Orange Policy Area																	
EBLT	100	8	34	113	142	7	41	101	146	20	70	95	156	10	43	98	152
EBT	192	-	-	189	264	-	-	163	283	-	-	133	279	-	-	162	282
WBT	201	70	186	46	172	26	103	51	162	131	271	81	206	179	257	57	173
WBTR	201	78	193	98	242	44	130	99	254	140	275	127	275	199	276	105	257
SBLR	300	14	41	299	338	19	46	246	381	59	85	70	83	61	74	64	78
11. E Jefferson St / Rollins Ave -- City of Rockville																	
EBL	477	15	45	9	30	22	64	9	33	19	48	8	28	15	44	9	35
EBTR	477	58	115	154	426	53	108	60	114	70	143	105	217	68	142	110	225
WBL	1299	220	409	292	472	137	284	525	945	253	488	548	973	142	259	313	640
WBTR	1299	28	71	105	257	27	83	260	644	60	220	280	707	26	63	143	433
NBLT	295	57	126	70	218	57	127	171	340	62	129	244	496	59	113	136	355
NBR	295	23	58	158	373	36	77	46	144	34	78	177	486	39	79	186	393
SBLT	317	68	122	152	326	66	154	86	170	64	139	103	201	58	115	189	363
SBTR	317	9	32	93	273	19	79	38	119	31	103	57	144	16	56	133	332

12. Rockville Pike / Halpine Rd -- Red Policy Area																	
EBL	250	36	83	73	139	42	106	115	201	46	98	87	183	41	89	43	122
EBT	832	46	89	84	313	29	66	44	115	45	105	122	377	48	96	26	83
EBTR	832	36	79	328	813	44	96	157	405	43	96	253	568	28	53	223	448
WBL	497	4	24	63	158	185	286	376	646	197	307	407	568	170	261	257	376
WBT	497	28	67	60	113	20	57	228	598	23	59	144	458	18	53	18	60
WBR	450	74	141	107	172	62	124	103	313	73	139	74	248	67	121	46	139
NBL	165	49	100	120	226	79	172	103	202	96	173	108	187	48	110	69	188
NBT	1180	70	214	166	377	167	460	261	535	158	405	226	442	112	287	139	356
NBT	1180	77	228	157	373	196	484	272	551	172	420	237	464	145	350	144	387
NBTR	1180	65	201	175	394	215	532	302	568	199	480	231	479	159	366	134	383
SBL	175	40	131	36	145	60	182	76	220	50	151	54	178	48	127	41	152
SBT	449	202	355	402	574	387	556	444	526	361	595	690	775	282	438	306	401
SBT	449	137	279	320	501	299	509	387	536	296	555	649	802	208	385	241	364
SBTR	449	51	142	250	496	202	417	327	522	194	380	577	822	136	275	114	315
13. Twinbrook Pkwy / Parklawn Dr -- Red Policy Area																	
EBL	445	38	88	56	106	43	91	43	88	45	90	46	90	25	75	39	113
EBLTR	445	140	285	210	397	109	227	128	271	72	173	127	242	97	231	160	352
WBL	200	183	255	198	245	130	234	190	255	123	220	187	248	150	252	169	251
WBLTR	893	588	1080	691	1206	185	386	357	793	206	507	652	1159	203	411	377	646
WBR	893	316	827	646	1136	95	158	269	577	123	317	573	1118	115	201	235	497
NBL	190	39	115	16	49	32	96	21	89	29	71	8	29	31	93	8	29
NBT	1298	98	197	141	300	81	195	176	342	72	189	148	299	71	181	122	303
NBT	1298	121	220	156	335	108	239	193	367	93	224	175	336	104	230	142	330
NBTR	1298	161	321	178	383	152	306	213	402	130	287	197	379	131	301	148	355
SBL	240	32	138	30	140	28	125	3	16	21	120	11	68	38	165	6	47
SBL	411	70	186	76	207	80	198	66	142	73	170	57	145	85	227	44	115
SBT	411	416	482	394	478	415	479	305	514	332	558	386	541	366	542	380	523
SBT	411	391	518	379	523	390	482	264	527	308	531	376	564	345	538	361	543
SBR	250	77	273	57	235	66	256	12	93	65	221	41	182	83	260	48	201
14. Nebel St / Randolph Rd -- Red Policy Area																	
EBL	140	12	63	23	90	10	33	34	123	8	30	34	120	10	31	9	30
EBT	598	99	203	199	496	117	220	480	749	136	283	449	682	148	279	339	711
EBTR	598	98	204	204	502	113	230	485	725	129	273	448	671	131	253	331	700
WBL	125	74	140	80	181	108	180	135	196	92	158	128	197	76	156	105	204
WBT	1100	124	277	223	423	234	426	538	939	194	395	385	725	192	370	243	346
WBTR	1100	116	255	233	439	226	420	516	914	191	377	382	729	177	361	238	360
NBL	100	60	124	66	140	44	99	73	149	72	144	76	143	73	137	47	130
NBT	557	58	144	150	305	55	114	163	375	104	220	165	371	76	142	100	178
NBR	557	69	143	299	471	133	227	330	497	98	172	337	500	81	136	110	212
SBL	250	68	121	124	260	120	223	125	251	132	246	151	296	145	282	107	260
SBT	1623	64	123	112	294	63	133	106	220	84	150	113	268	60	119	54	165
SBR	1623	14	47	14	46	19	54	9	35	12	40	20	58	10	31	5	20

15. Rockville Pike / Hubbard Dr / Plaza Driveway -- Orange Policy Area																	
EBL	148	16	39	42	93	15	46	50	106	19	54	55	121	20	55	86	181
EBTR	148	10	29	19	52	11	29	19	54	9	29	22	53	7	25	11	30
WBL	134	73	126	150	230	64	123	145	215	72	132	142	260	61	115	76	198
WBTR	134	35	69	128	226	48	94	131	227	41	83	261	423	51	111	156	210
NBL	1538	16	47	568	1650	13	37	1237	2123	19	45	1265	1794	15	43	4	20
NBT	1538	68	158	1188	1914	151	280	1505	1663	153	280	1473	1703	152	271	143	293
NBT	1538	88	181	1223	1949	187	307	1528	1679	183	305	1509	1732	198	273	184	254
NBT	1538	47	135	1288	1995	144	268	1525	1705	133	278	1499	1771	198	293	209	241
NBTR	1538	51	106	1310	2023	58	128	1506	1765	61	131	1493	1815	104	233	177	324
SBL	180	26	86	59	150	51	151	67	165	49	145	40	125	29	98	27	102
SBT	394	100	276	76	248	177	386	114	309	221	452	94	227	210	404	83	180
SBT	394	97	282	86	270	187	406	117	325	241	463	74	214	217	420	65	202
SBTR	394	105	287	98	293	215	424	127	342	245	463	81	240	229	433	69	213
16. Chapman Ave / Randolph Rd / Josiah Henson Pkwy -- Red Policy Area																	
EBL	350	34	61	242	481	32	59	162	394	42	86	111	227	41	80	187	438
EBT	528	60	149	353	699	61	150	280	540	68	149	165	281	49	128	143	352
EBTR	528	51	121	141	429	44	126	215	422	56	127	141	276	45	103	134	329
WBL	165	4	18	5	19	5	23	13	39	9	62	12	33	15	93	13	69
WBT	598	75	179	236	555	72	198	224	520	119	285	161	328	117	289	111	307
WBT	598	74	181	264	602	78	212	302	678	126	294	164	347	113	293	113	322
WBR	215	7	19	144	310	10	79	116	297	14	84	45	159	20	117	97	232
NBL	250	13	44	82	214	7	25	46	95	18	46	67	140	11	33	33	71
NBTR	376	17	57	157	381	9	30	52	114	17	43	39	95	8	30	156	404
SBL	226	12	39	79	155	12	35	71	138	11	32	61	121	7	29	67	126
SBLTR	226	24	60	119	212	33	69	108	190	27	69	109	167	33	85	88	172

17. Chapman Ave / Thompson Ave - Unsignalized -- Red Policy Area																	
EBLTR	403	23	44	63	134	19	41	210	471	18	42	39	82	20	52	54	113
WBLTR	327	23	52	15	41	26	53	21	56	28	51	24	47	27	50	20	52
NBLTR	530	8	36	21	65	15	47	17	56	13	48	15	46	8	39	12	45
SBLTR	412	4	23	23	97	3	21	157	431	4	28	32	111	9	37	31	121
18. Rockville Pike (MD 355) / Rollins Ave Extension - Unsignalized																	
WBR	80	FUTURE				FUTURE				18	57	77	181	24	60	71	112
NBT	178									9	58	103	261	27	123	63	199
NBT	178									37	143	110	247	61	181	158	263
NBTR	178									39	149	105	248	64	197	155	259
SBT	276									233	382	281	292	231	387	278	292
SBT	276									243	389	63	243	239	387	87	289
SBT	276									251	389	65	248	242	384	83	282

Notes:

1. Capacity analysis based on Highway Capacity Manual 2000 Edition methodology, using Synchro 11.

2. **Bold** movements indicate storage lanes

1

Critical Lane Volume and Level of Service Calculations

Intersection: 01. Rockville Pike / Bou Ave

Jurisdiction: Montgomery County, MD

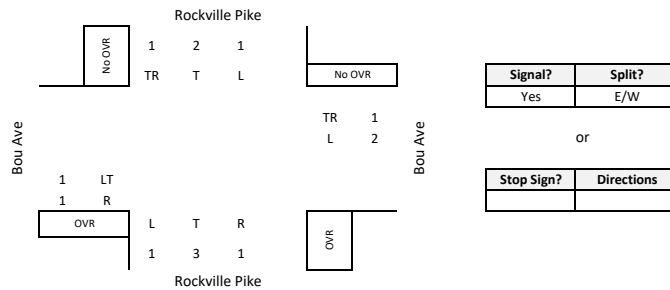
Scenario/Design Year: Existing Conditions

Computed by: W+A



WELLS + ASSOCIATES

Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT	35		1.00	35				35	*
	R	25	0	1.00	25				25	
WB	2L	442		0.60	265				265	*
	TR	76	0	1.00	76				76	
NB	3T	957		0.37	354	124	1.10	136	490	
	R	194	194	1.00	0				136	
SB	2T+TR	1321		0.37	489	36	1.10	40	529	*
Note:									CLV	829
									v/c	0.535
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT	48		1.00	48				48	*
	R	36	0	1.00	36				36	
WB	2L	324		0.60	194				194	*
	TR	196	0	1.00	196				196	
NB	3T	1847		0.37	683	206	1.10	227	910	*
	R	365	365	1.00	0				227	
SB	2T+TR	1188		0.37	440	57	1.10	63	503	
Note:									CLV	1154
									v/c	0.745
									LOS	C
					Congestion Equiv.					
					1550					

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	Yes	25	36		1.00	36	57		0.00	0	0
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Northbound	Yes	194	365		0.00	442	324		0.60	194	365
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors				LOS	
		Number of Lanes	Left Turn LUF	Through LUF		GRADE	VALUE
		1	1.1	1.00		A	1000.00
		2	0.6	0.53		B	1150.00
		3	0.4	0.37		C	1300.00
		4		0.30		D	1450.00
		5		0.25		E	1600.00
						F	1800.00

2

Critical Lane Volume and Level of Service Calculations

Intersection: 02. Rockville Pike / Pike Center / Federal Plaza

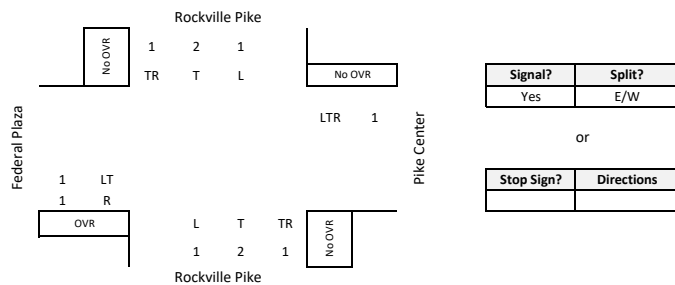
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT R	18 54	54	1.00 1.00	18 0				18	*
WB	LTR	17		1.00	17				17	*
NB	2T+TR	866	0	0.37	320	30	1.10	33	353	
SB	2T+TR	1345	0	0.37	498	84	1.10	92	590	*
Note:									CLV	625
									v/c	0.403
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LT R	135 133	133	1.00 1.00	135 0				135	*
WB	LTR	65		1.00	65				65	*
NB	2T+TR	1723	0	0.37	638	26	1.10	29	667	
SB	2T+TR	1234	0	0.37	457	197	1.10	217	674	*
Note:									CLV	874
									v/c	0.564
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.			Adjacent Overlap Vol.			Overlap		
		AM	PM	LUF	AM	PM	LUF	AM	PM	
Eastbound	Yes	54	133	1.00	84	197	1.10	54	133	
Westbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Southbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

3

Critical Lane Volume and Level of Service Calculations

Intersection: 03. Rockville Pike / Gas Station

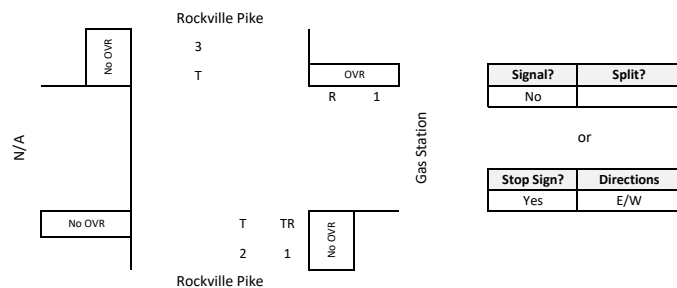
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R	19	0	1.00	19				19	*
NB	2T+TR	879	0	0.37	325				325	
SB	3T	1394	0	0.37	516				516	*
Note:									CLV	535
									v/c	0.345
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	R	58	0	1.00	58				58	*
NB	2T+TR	1865	0	0.37	690				690	*
SB	3T	1248	0	0.37	462				462	
Note:									CLV	748
									v/c	0.483
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	19	58		1.00	0	0		0.00	0	0
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

4

Critical Lane Volume and Level of Service Calculations

Intersection: 04. Rockville Pike / Twinbrook Park / Rollins Ave

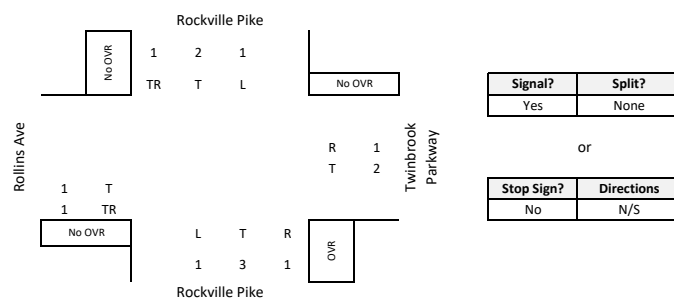
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	311	0	0.53	165				165	
WB	2T R	311 134	0	0.53 1.00	165 134				165 134	*
NB	3T R	748 106	0	0.37 1.00	277 106	184	1.10	202	479 308	
SB	2T+TR	1371	0	0.37	507	96	1.10	106	613	*
Note:									CLV	778
									v/c	0.502
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	460	0	0.53	244				244	*
WB	2T R	308 148	0	0.53 1.00	163 148				163 148	
NB	3T R	1523 121	0	0.37 1.00	564 121	154	1.10	169	733 290	*
SB	2T+TR	1255	0	0.37	464	100	1.10	110	574	
Note:									CLV	977
									v/c	0.630
									LOS	A
					Congestion Equiv.					
					1550					

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Northbound	Yes	106	121		1.00	0	0		0.00	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

5

Critical Lane Volume and Level of Service Calculations

Intersection: **05. Twinbrook Park / Chapman Ave**

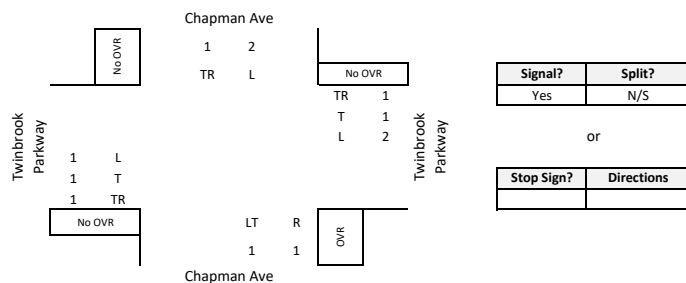
Jurisdiction: **Montgomery County, MD**

Scenario/Design Year: **Existing Conditions**

Computed by: **W+A**



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	555	0	0.53	294	506	0.60	304	598	*
WB	T+TR	549	0	0.53	291	40	1.10	44	335	
NB	LT R	76	216	1.00	76				76	*
SB	TR L	216	0	1.00	0					
		50		1.00	50				50	*
		84	0	0.60	50					
Note:									CLV	724
									v/c	0.467
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	820	0	0.53	435	463	0.60	278	713	*
WB	T+TR	724	0	0.53	384	68	1.10	75	459	
NB	LT R	164	278	1.00	164				286	*
SB	TR L	564	0	1.00	286					
		119		1.00	119				129	*
		215	0	0.60	129					
Note:									CLV	1128
									v/c	0.728
									LOS	B

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap			
		AM	PM		LUF	AM	PM		LUF	AM	PM		
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		
Northbound	Yes	216	564		1.00	506	463		0.60	216	278		
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

Critical Lane Volume and Level of Service Calculations

Intersection: 06. Chapman Ave / Site Drive North

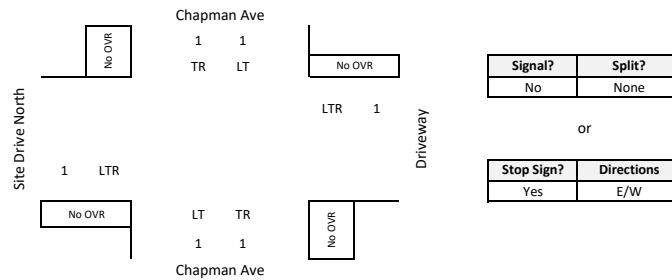
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	0	0	1.00	0	1	1.10	1	1	
WB	LTR	5	0	1.00	5	0	1.10	0	5	*
NB	T+TR	338	0	0.53	179	5	1.10	6	185	
SB	T+TR	587	0	0.53	311	2	1.10	2	313	*
Note:								CLV	318	
		Congestion Equiv.						v/c	0.205	
		1550						LOS	A	

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	5	0	1.00	5	4	1.10	4	9	
WB	LTR	12	0	1.00	12	6	1.10	7	19	*
NB	T+TR	705	0	0.53	374	5	1.10	6	380	*
SB	T+TR	593	0	0.53	314	3	1.10	3	317	
Note:								CLV	399	
		Congestion Equiv.						v/c	0.257	
		1550						LOS	A	

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

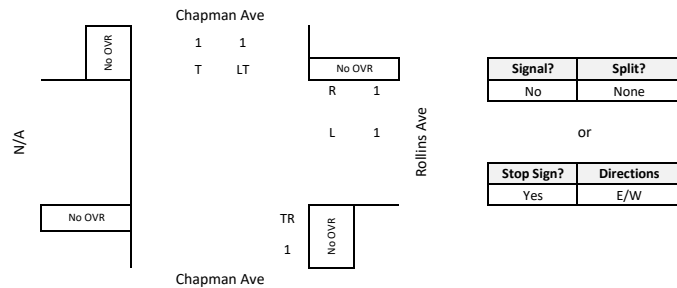
Critical Lane Volume and Level of Service Calculations

Intersection: 07. Chapman Ave / Rollins Ave

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Existing Conditions
 Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB										
WB	L R	35 36	0	1.10 1.00	39 36				39 36	*
NB	TR	375	0	1.00	375	36	1.10	40	415	*
SB	LT+T	546	0	0.53	289	0	1.10	0	289	
Note:									CLV	454
									v/c	0.293
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB									0 0	
WB	L R	71 97	0	1.10 1.00	78 97				78 97	*
NB	TR	679	0	1.00	679	45	1.10	50	729	*
SB	LT+T	597	0	0.53	316	0	1.10	0	316	
Note:									CLV	826
									v/c	0.533
									LOS	A

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors				LOS	
		Number of Lanes	Left Turn LUF	Through LUF		GRADE	VALUE
		1	1.1	1.00		A	1000.00
		2	0.6	0.53		B	1150.00
		3	0.4	0.37		C	1300.00
		4		0.30		D	1450.00
		5		0.25		E	1600.00
						F	1800.00

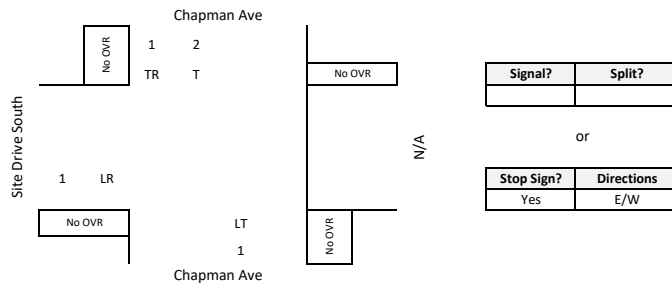
**Critical Lane Volume
and
Level of Service Calculations**

Intersection: **08. Chapman Ave / Site Drive South**

Jurisdiction: **Montgomery County, MD**
 Scenario/Design Year: **Existing Conditions**
 Computed by: **W+A**



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LR	1	0	1.10	1				1	*
WB										
NB	LT	342	0	1.00	342				342	*
SB	T+TR	550	0	0.37	204	1	1.10	1	205	
Note:									CLV	343
									v/c	0.221
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LR	1	0	1.10	1				1	*
WB									0	
NB	LT	674	0	1.00	674				674	*
SB	T+TR	623	0	0.37	231	0		0	231	
Note:									CLV	675
									v/c	0.435
									LOS	A

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 09. Chapman Ave / Bou Ave

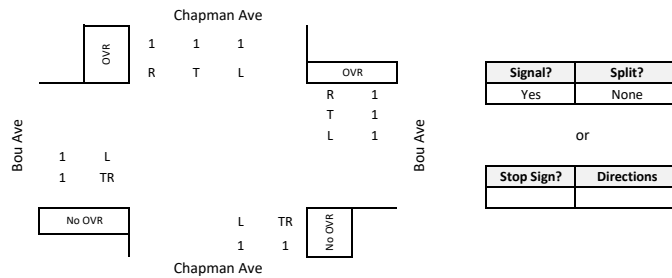
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	153	0	1.00	153	6	1.10	7	160	
WB	T	91		1.00	91	186	1.10	205	296	*
	R	116	110	1.00	6				211	
NB	TR	45	0	1.00	45	100	1.10	110	155	
SB	T	79		1.00	79	4	1.10	4	83	*
	R	368	205	1.10	179				183	
Note:									CLV	479
									v/c	0.309
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	295	0	1.00	295	15	1.10	17	312	
WB	T	167		1.00	167	317	1.10	349	516	*
	R	230	227	1.00	3				352	
NB	TR	169	0	1.00	169	206	1.10	227	396	*
									227	
SB	T	127		1.00	127	17	1.10	19	146	
	R	329	329	1.10	0				19	
Note:									CLV	912
									v/c	0.588
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap		
		AM	PM		LUF	AM	PM		LUF	AM	PM	
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Westbound	Yes	116	230		1.00	100	206		1.10	110	227	
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Southbound	Yes	368	329		1.00	186	317		1.10	205	329	

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 10. Bou Ave / Site Drive

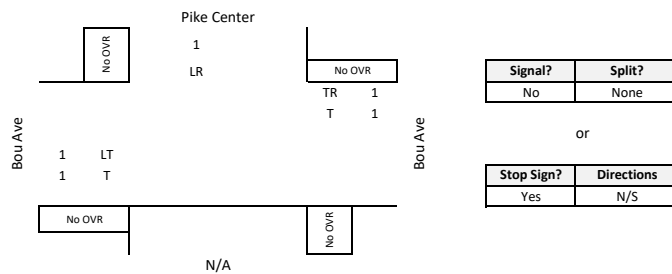
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	2T	317	0	1.00	317	0	1.10	0	317	*
WB	T+TR	498	0	0.53	264	10	1.10	11	275	
NB										
SB	LR	24	0	1.10	26				26	*
Note:									CLV	343
									v/c	0.221
									LOS	A
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	2T	516	0	1.00	516	0	1.10	0	516	*
WB	T+TR	506	0	0.53	268	20	1.10	22	290	
NB										
SB	LR	74	0	1.10	81				81	*
Note:									CLV	597
									v/c	0.385
									LOS	A
					1550					

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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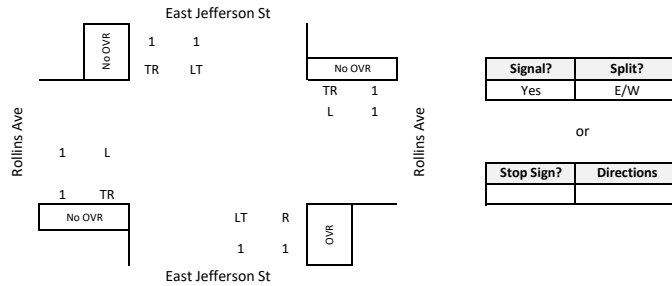
Critical Lane Volume and Level of Service Calculations

Intersection: 11. Rollins Ave / East Jefferson St

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Existing Conditions
 Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	88	0	1.00	88				88	*
WB	LTR	342	0	1.00	342				342	*
NB	LT R	252 259	0	1.10 1.00	277 259	20	1.10	22	299 281	*
SB	LTR	256	0	0.53	136	9	1.10	10	146	
Note:									CLV	729
									v/c	0.470
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	80	0	1.00	80				80	*
WB	LTR	474	0	1.00	474				474	*
NB	LT R	484 373	0	1.10 1.00	532 373	18	1.10	20	552 393	*
SB	LTR	299	0	0.53	158	7	1.10	8	166	
Note:									CLV	1106
									v/c	0.714
									LOS	B

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap			
		AM	PM		LUF	AM	PM		LUF	AM	PM		
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		
Westbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		
Northbound	Yes	259	373		1.00	272	331		0.00	0	0		
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0		

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

12

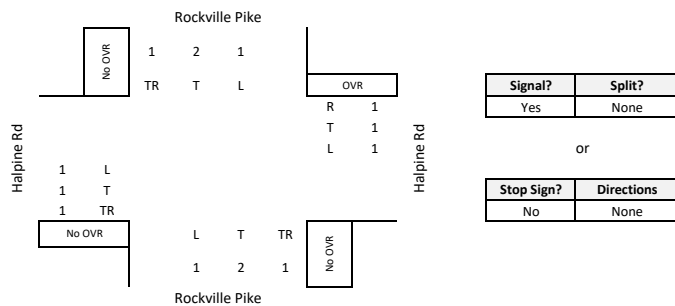
Critical Lane Volume and Level of Service Calculations

Intersection: 12. Rockville Pike / Halpine Rd

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Existing Conditions
 Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	108	0	0.53	57	7	1.10	8	65	*
WB	LTR	102	67	0.37	13	42	1.10	46	46	
NB	2T+TR	811	0	0.37	300	63	1.10	69	369	
SB	2T+TR	1364	0	0.37	505	79	1.10	87	592	*
Note:									CLV	657
									v/c	0.424
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	153	0	0.53	81	18	1.10	20	101	
WB	LTR	215	109	0.37	39	98	1.10	108	147	*
NB	2T+TR	1616	0	0.37	598	99	1.10	109	707	
SB	2T+TR	1387	0	0.37	513	197	1.10	217	730	*
Note:									CLV	877
									v/c	0.566
									LOS	A
					Congestion Equiv.					
					1550					

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	67	127		1.00	63	99		1.10	67	109
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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**Critical Lane Volume
and
Level of Service Calculations**

Intersection: **13. Twinbrook Park / Parklawn Dr**

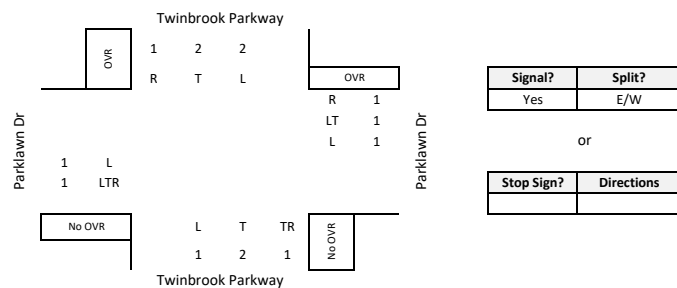
Jurisdiction: **Montgomery County, MD**

Scenario/Design Year: **Existing Conditions**

Computed by: **W+A**



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	111	0	0.60	67				67	*
WB	LT	182		0.60	109				109	*
NB	2T+TR	796	0	0.37	295	179	0.60	107	402	
SB	T	765		0.53	405				460	*
	R	63	40	1.00	23	50	1.10	55	23	
Note:									CLV	636
									v/c	0.410
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	144	0	0.60	86				86	*
WB	LT	343		0.60	206				206	*
NB	2T+TR	1428	0	0.37	528	133	0.60	80	608	*
SB	T	734		0.53	389				423	
	R	32	32	1.00	0	31	1.10	34	34	
Note:									CLV	900
									v/c	0.581
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	124	272		1.00	179	133		0.60	107	80
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	Yes	63	32		1.00	36	44		1.10	40	32

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

14

Critical Lane Volume and Level of Service Calculations

Intersection: 14. Nebel St / Randolph Rd

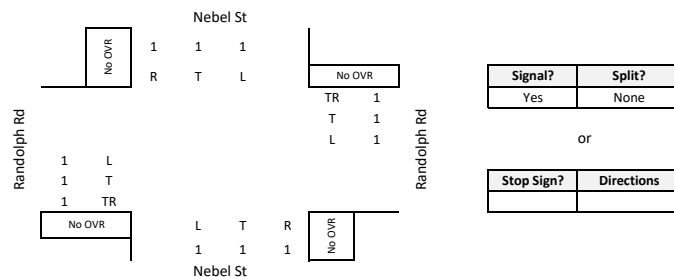
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	620	0	0.53	329	177	1.10	195	524	
WB	T+TR	1025	0	0.53	543	16	1.10	18	561	*
NB	T	54	0	1.00	54	105	1.10	116	170	
SB	T	68	0	1.00	68	80	1.10	88	184	*
	R	14	0	1.00	14				158	
Note:									CLV	745
									v/c	0.481
									LOS	A
					Congestion Equiv.					
					1550					

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	T+TR	1017	0	0.53	539	149	1.10	164	703	*
WB	T+TR	892	0	0.53	473	21	1.10	23	496	
NB	T	138	0	1.00	138	253	1.10	278	416	
SB	T	247	0	1.00	247	125	1.10	138	525	*
	R	160	0	1.00	160				298	
	R	24	0	1.00	24				162	
Note:									CLV	1228
									v/c	0.792
									LOS	C
					Congestion Equiv.					
					1550					

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

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Critical Lane Volume and Level of Service Calculations

Intersection: 17. Chapman Ave / Thompson Ave

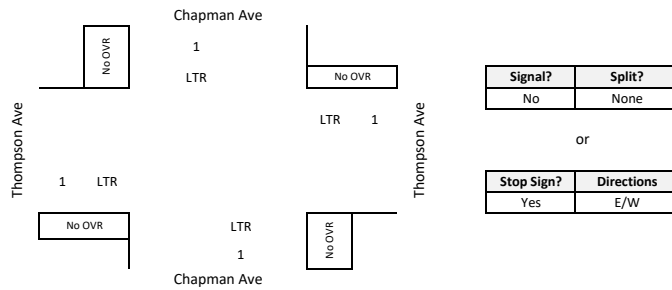
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	42	0	1.00	42				42	
WB	LTR	47	0	1.00	47				47	*
NB	LTR	186	0	1.00	186				186	*
SB	LTR	160	0	1.00	160				160	
Note:									CLV	233
									v/c	0.150
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	LTR	165	0	1.00	165				165	*
WB	LTR	26	0	1.00	26				26	
NB	LTR	330	0	1.00	330				330	*
SB	LTR	315	0	1.00	315				315	
Note:									CLV	495
									v/c	0.319
									LOS	A

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

Chapman Ave

1 1

LTR L

OVR

R 1

T 2

L 1

Randolph Rd

1 L

1 T

1 TR

No OVR

L TR

1 1

No OVR

Chapman Ave

Signal?	Split?
Yes	N/S

or

Stop Sign?	Directions

	Chapman Ave 58 24 7 27 1089 66 1014 9 77 593 80 750 11 6 4 21 Chapman Ave	Randolph Rd
	Direction Lane Group Lane Group Volume Right Turn Overlap Lane Use Factor (LUF) Volume Opposing Left Turn Lane Use Factor (LUF) Opposing Volume Critical Lane Volume (CLV) Included in CLV	
	EB T+TR 673 0 0.53 357 9 1.10 10 367	
	WB T 1014 66 30 0.53 1.00 537 36 77 1.10 85 622 121 *	
	NB LTR 21 0 1.00 21 21 *	
SB LTR 58 0 0.60 35 35 *		
Note:		CLV 678
Congestion Equiv.		v/c 0.437
1550		LOS A

[illegible]

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM		LUF	AM	PM		LUF	AM	PM
Eastbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Westbound	Yes	66	127		1.00	27	152		1.10	30	127
Northbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0
Southbound	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0

	<table border="1"> <thead> <tr> <th>Direction</th> <th>Lane Group</th> <th>Lane Group Volume</th> <th>Right Turn Overlap</th> <th>Lane Use Factor (LUF)</th> <th>Volume</th> <th>Opposing Lefts</th> <th>Lane Use Factor (LUF)</th> <th>Opposing Volume</th> <th>Critical Lane Volume (CLV)</th> <th>Included in CLV</th> </tr> </thead> <tbody> <tr> <td>EB</td> <td>T+TR</td> <td>933</td> <td>0</td> <td>0.53</td> <td>494</td> <td>14</td> <td>1.10</td> <td>15</td> <td>509</td> <td></td> </tr> <tr> <td>WB</td> <td>T R</td> <td>700 127</td> <td>127</td> <td>0.53 1.00</td> <td>371 0</td> <td>144</td> <td>1.10</td> <td>158</td> <td>529 158</td> <td>*</td> </tr> <tr> <td>NB</td> <td>LTR</td> <td>94</td> <td>0</td> <td>1.00</td> <td>94</td> <td></td> <td></td> <td></td> <td>94 0</td> <td>*</td> </tr> <tr> <td>SB</td> <td>LTR</td> <td>299</td> <td>0</td> <td>0.60</td> <td>179</td> <td></td> <td></td> <td></td> <td>179 0</td> <td>*</td> </tr> <tr> <td colspan="9">Note:</td> <td>CLV</td> <td>802</td> <td></td> </tr> <tr> <td colspan="4"></td> <td colspan="4">Congestion Equiv.</td> <td>v/c</td> <td>0.517</td> <td></td> </tr> <tr> <td colspan="4"></td> <td colspan="4">1550</td> <td>LOS</td> <td>A</td> <td></td> </tr> </tbody> </table>											Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV	EB	T+TR	933	0	0.53	494	14	1.10	15	509		WB	T R	700 127	127	0.53 1.00	371 0	144	1.10	158	529 158	*	NB	LTR	94	0	1.00	94				94 0	*	SB	LTR	299	0	0.60	179				179 0	*	Note:									CLV	802						Congestion Equiv.				v/c	0.517						1550				LOS	A	
	Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV																																																																																									
	EB	T+TR	933	0	0.53	494	14	1.10	15	509																																																																																										
	WB	T R	700 127	127	0.53 1.00	371 0	144	1.10	158	529 158	*																																																																																									
	NB	LTR	94	0	1.00	94				94 0	*																																																																																									
SB	LTR	299	0	0.60	179				179 0	*																																																																																										
Note:									CLV	802																																																																																										
				Congestion Equiv.				v/c	0.517																																																																																											
				1550				LOS	A																																																																																											

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

15

Critical Lane Volume and Level of Service Calculations

Intersection: 15. Rockville Pike / Hubbard Dr

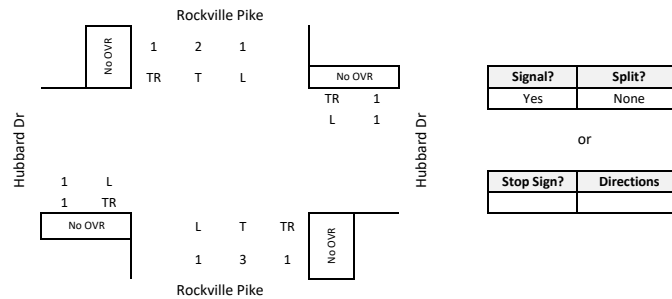
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Existing Conditions

Computed by: W+A



Intersection Lane Use & Traffic Control



AM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	20	0	1.00	20	77	1.10	85	105	*
WB	TR	66	0	1.00	66	20	1.10	22	88	
NB	3T+TR	1215	0	0.30	365	48	1.10	53	418	
SB	2T+TR	1818	0	0.37	673	25	1.10	28	701	*
Note:									CLV	806
									v/c	0.520
									LOS	A

PM Peak Hour Critical Lane Volume Analysis

Direction	Lane Group	Lane Group Volume	Right Turn Overlap	Lane Use Factor (LUF)	Volume	Opposing Lefts	Lane Use Factor (LUF)	Opposing Volume	Critical Lane Volume (CLV)	Included in CLV
EB	TR	44	0	1.00	44	186	1.10	205	249	
WB	TR	151	0	1.00	151	40	1.10	44	195	*
NB	3T+TR	2191	0	0.30	657	161	1.10	177	834	*
SB	2T+TR	1484	0	0.37	549	18	1.10	20	569	
Note:									CLV	1083
									v/c	0.699
									LOS	B

Right Turn Overlap

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

Montgomery County LATR

		Lane Use Factors					
		Number of Lanes	Left Turn LUF	Through LUF			
		1	1.1	1.00			
		2	0.6	0.53			
		3	0.4	0.37			
		4		0.30			
		5		0.25			

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

1: Rockville Pike - 355 & Bou Ave

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	21	25	442	11	65	36	957	194	124	1315	6
Future Volume (vph)	14	21	25	442	11	65	36	957	194	124	1315	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	11	11	11	12	12	12
Total Lost time (s)		6.0	6.0	7.0	7.0		5.0	5.5	5.5	6.0	6.0	
Lane Util. Factor		1.00	1.00	0.97	1.00		1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes		1.00	1.00	1.00	0.98		1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85	1.00	0.87		1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1704	1478	3204	1491		1711	4916	1531	1767	5081	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.26	1.00	
Satd. Flow (perm)		1704	1478	3204	1491		1711	4916	1531	487	5081	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	15	22	26	460	11	68	38	997	202	129	1370	6
RTOR Reduction (vph)	0	0	25	0	54	0	0	0	111	0	0	0
Lane Group Flow (vph)	0	37	1	460	25	0	38	997	91	129	1376	0
Confl. Peds. (#/hr)	4					4	5		9	9		5
Confl. Bikes (#/hr)			1									
Turn Type	Split	NA	Prot	Split	NA		Prot	NA	Prot	pm+pt	NA	
Protected Phases	3	3	3	4	4		1	5	5	6	2	
Permitted Phases										2		
Actuated Green, G (s)		7.2	7.2	30.8	30.8		7.6	67.5	67.5	80.4	80.4	
Effective Green, g (s)		7.2	7.2	30.8	30.8		7.6	67.5	67.5	80.4	80.4	
Actuated g/C Ratio		0.05	0.05	0.21	0.21		0.05	0.45	0.45	0.54	0.54	
Clearance Time (s)		6.0	6.0	7.0	7.0		5.0	5.5	5.5	6.0	6.0	
Vehicle Extension (s)		3.0	3.0	6.0	6.0		3.0	0.2	0.2	3.0	0.2	
Lane Grp Cap (vph)		81	70	657	306		86	2212	688	431	2723	
v/s Ratio Prot		c0.02	0.00	c0.14	0.02		0.02	c0.20	0.06	0.04	c0.27	
v/s Ratio Perm										0.12		
v/c Ratio		0.46	0.02	0.70	0.08		0.44	0.45	0.13	0.30	0.51	
Uniform Delay, d1		69.5	68.0	55.3	48.2		69.1	28.5	24.1	23.4	22.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.60	0.57	
Incremental Delay, d2		4.0	0.1	4.9	0.3		3.6	0.7	0.4	0.4	0.6	
Delay (s)		73.5	68.1	60.3	48.5		72.7	29.1	24.5	14.4	13.3	
Level of Service		E	E	E	D		E	C	C	B	B	
Approach Delay (s)		71.3			58.5			29.7			13.4	
Approach LOS		E			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			27.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			31.0			
Intersection Capacity Utilization			64.0%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis 2: Rockville Pike - 355 & Federal Plaza/Pike Center

Existing AM

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	16	2	54	7	2	8	84	855	11	30	1343	2
Future Volume (vph)	16	2	54	7	2	8	84	855	11	30	1343	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	16	16	16	11	11	11	10	10	10
Total Lost time (s)		6.5	6.5		6.5		5.0	5.5		5.0	5.5	
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.94		1.00	1.00		1.00	1.00	
Flt Protected		0.96	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1664	1478		1917		1710	4904		1649	4745	
Flt Permitted		0.96	1.00		0.98		0.16	1.00		0.30	1.00	
Satd. Flow (perm)		1664	1478		1917		284	4904		527	4745	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	17	2	56	7	2	8	88	891	11	31	1399	2
RTOR Reduction (vph)	0	0	54	0	8	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	19	2	0	9	0	88	901	0	31	1401	0
Confl. Peds. (#/hr)	1						1	3		7	7	
Confl. Bikes (#/hr)			1			1						
Turn Type	Split	NA	Prot	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8	8	4	4		5	2		1	6	
Permitted Phases							2			6		
Actuated Green, G (s)		6.2	6.2		4.2		119.3	112.2		112.9	109.0	
Effective Green, g (s)		6.2	6.2		4.2		119.3	112.2		112.9	109.0	
Actuated g/C Ratio		0.04	0.04		0.03		0.80	0.75		0.75	0.73	
Clearance Time (s)		6.5	6.5		6.5		5.0	5.5		5.0	5.5	
Vehicle Extension (s)		3.0	3.0		3.0		3.0	0.2		3.0	0.2	
Lane Grp Cap (vph)		68	61		53		293	3668		425	3448	
v/s Ratio Prot		c0.01	0.00		c0.00		c0.01	0.18		0.00	c0.30	
v/s Ratio Perm							0.22			0.05		
v/c Ratio		0.28	0.04		0.17		0.30	0.25		0.07	0.41	
Uniform Delay, d1		69.7	69.0		71.2		4.2	5.8		4.7	8.0	
Progression Factor		1.00	1.00		1.00		2.49	0.16		0.42	0.37	
Incremental Delay, d2		2.2	0.3		1.6		0.5	0.1		0.1	0.3	
Delay (s)		72.0	69.3		72.8		11.0	1.1		2.0	3.3	
Level of Service		E	E		E		B	A		A	A	
Approach Delay (s)		70.0			72.8			2.0			3.2	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			5.2				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.39									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			23.5		
Intersection Capacity Utilization			52.6%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												