

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

**Memorandum:**

*Date:* July 22, 2025

TO: Carlos Pazmino  
Montgomery County Planning Department  
2425 Reedie Drive, Floor 13  
Wheaton, MD 20902

FROM: Nick Driban

**Exhibit 20**  
**OZAH Case No. H-160**

RE: FAES Redevelopment – 9101 Old Georgetown Road: Site Access Analysis

This letter report has been prepared to evaluate site-access operations for the Foundation for Advanced Education in the Sciences (FAES) Social and Academic Center (SAC) redevelopment located at 9101 Old Georgetown Road in the Bethesda/Chevy Chase Policy Area.

Specifically, in response to the initial scoping submittal for this project, MCDOT requested an analysis to review operations at the site access driveway along W. Cedar Lane, including a gap study and queuing analysis. This document presents the results and findings of these analyses.

Based on the request from MCDOT, two traffic conditions have been analyzed for the W. Cedar Lane site access driveway. These are detailed in the exhibits below and consist of: 1) existing traffic, and 2) total traffic with the redevelopment of the site. It should be noted that the W. Cedar Lane site access is currently restricted to outbound traffic from the site, only, since there are two access points to the existing site, however the existing access point along MD 187 (Old Georgetown Road) is being eliminated as part of the proposed site plan, so the W. Cedar Lane access point will need to function as a full-movement access.

The site and study intersection are located within the Bethesda/Chevy Chase Policy Area which falls in the Orange category. Therefore, the HCM average vehicle delay standard for intersections is 80 seconds per vehicle.

The following exhibits and appendices are included with this memorandum:

- Exhibit 1 Exhibit 1 shows the site location map and study intersections. As shown, the site has two existing site access points. The study intersection that is the subject of this memorandum is W. Cedar Lane & Site Access, for which an operational analysis was requested by staff.
- Exhibit 2 Exhibit 2 details the results of the turning movement counts for the signalized intersection of MD 187 (Old Georgetown Road) & W Cedar Lane / Oakmont Avenue, W. Cedar Lane & Site Access, and MD 187 & Site Access. The turning movement count sheets are provided in Appendix A.
- Exhibit 3 Exhibit 3 details the approved Site Trip Generation for the proposed site. While there are no net, new vehicular trips generated by the Private Club/Clubhouse use of the site, it



OFFICE: (410) 216-3333  
EMAIL: mlenhart@lenharttraffic.com

# Lenhart Traffic Consulting, Inc.

## Transportation Planning & Traffic Engineering

should be noted that the existing traffic counts provided in Exhibit 2 are reflective of typical peak hour traffic for this use, based on actual turning movement counts conducted at the site driveways; traffic to/from the Private Club/Clubhouse use is accounted for in the existing turning movement counts.

- Exhibit 4      Exhibit 4 shows an aerial view of the W. Cedar Lane & site access intersection.
- Exhibit 5a     Exhibit 5a details the reassignment of all existing Private Club/Clubhouse trips to/from the site via the MD 187 access point to instead utilize the access along W. Cedar Lane, which will be the only access point with the proposed redevelopment.
- Exhibit 5b     Exhibit 5b details the Existing Peak Hour Volumes with no access along MD 187.
- Exhibit 6      Exhibit 6 details the trip assignment for the proposed site.
- Exhibit 7      Exhibit 7 details the Total Peak Hour Volumes, including the proposed residential redevelopment and existing Private Club/Clubhouse use that will remain.
- Exhibit 8      Exhibit 8 details the Level of Service (LOS) Analyses and SimTraffic queuing analyses for the site access intersection. The analysis worksheets are contained in Appendix B.

As shown, the LOS analyses and SimTraffic Queuing analyses indicate that the W Cedar Lane site access intersection will operate well within the adequacy standards for Montgomery County under all scenarios. The eastbound approach along Cedar Lane at the site access point has a lane width of 21 feet, thus providing sufficient space for vehicles to maneuver around those making left turns into the site. The Synchro and SimTraffic analyses were conducted with the assumption that vehicles turning into the site will not impede through vehicles continuing along Cedar Lane. The SimTraffic queuing analyses show that queues for left-turns into the site are minimal and vehicles will not stack back into the intersection of MD 187 & Cedar Lane. In summary, the results of the operational analyses of the access point confirm that the access point can operate safely and efficiently as proposed.

- Exhibit 9      As requested, a gap study was conducted on May 29, 2025, and is included with this report. Per the AASHTO Green Book, the minimum gap required for left turns exiting the site is 8.5 seconds. As shown on the attached Gap Study form, there are 41- and 49 gaps during the AM and PM peak hours, respectively, that are 9 seconds or greater. In addition, there are numerous gaps of significant duration that would allow multiple vehicles to exit within the same gap. The volumes at the W.Cedar Lane site access point after the site improvements are 1 vehicle turning left out of the site during the AM peak hour and a total of 2 vehicles turning left out of the site during the PM peak hour. As such, the number of gaps available at this site access point is over 20 times the number required for vehicles exiting the site during the higher-volume peak hour, and this does not even consider the fact that many of the available gaps could accommodate more than a single vehicle at a time.



# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

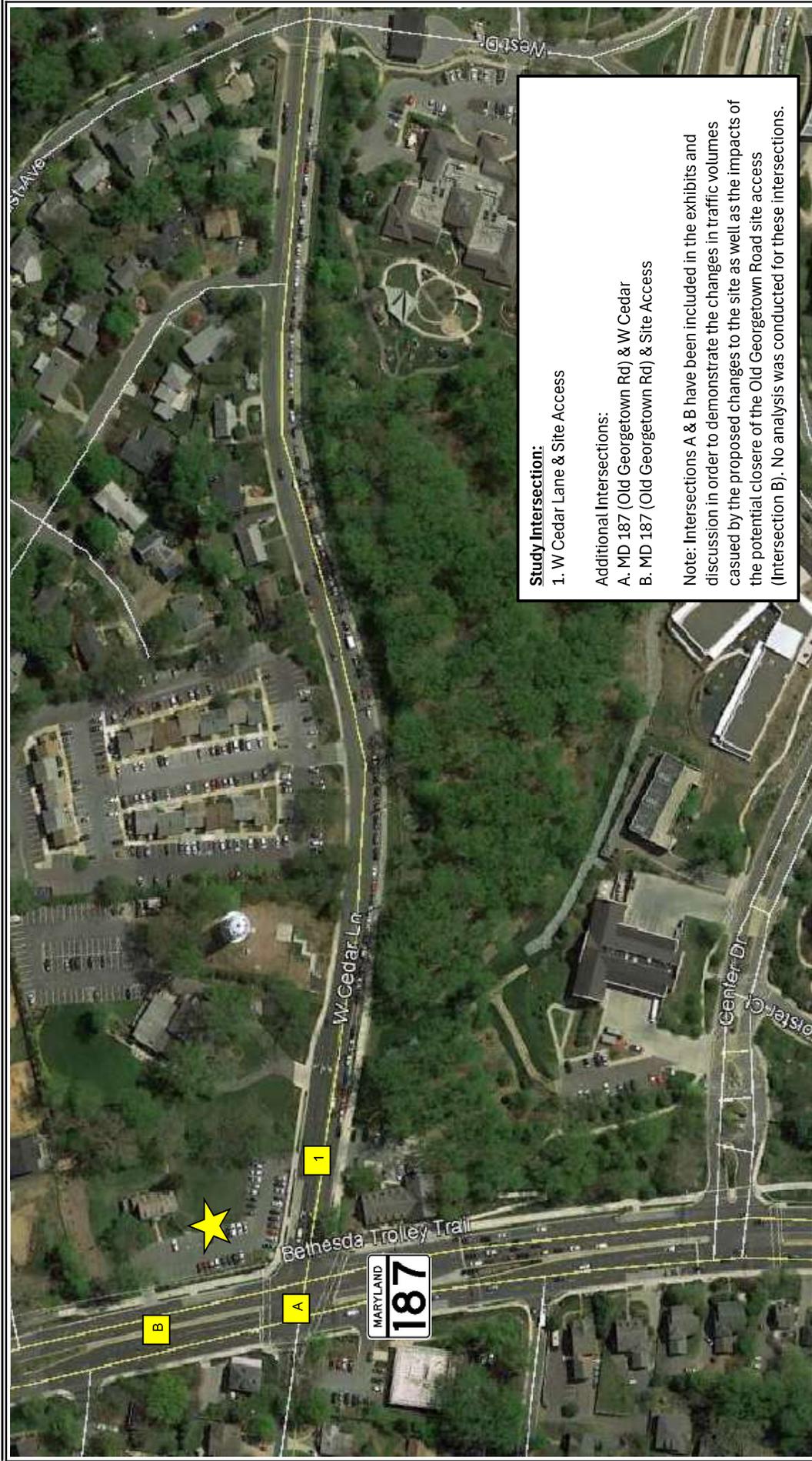
As detailed in the exhibits and discussion in this letter report:

- The W. Cedar Lane site access point will operate well within adequacy standards for Montgomery County under total traffic conditions
- The access point at W. Cedar Lane is expected to operate with minimal queuing.
- A gap analysis was performed at the site access on W. Cedar Lane, and the results show that a sufficient number of gaps exceeding AASHTO's minimum requirement of 8.5 seconds for vehicles making left turns existing during both peak hours.

Based on the above, the proposed site access configuration will operate adequately.



OFFICE: (410) 216-3333  
EMAIL: [mlenhart@lenharttraffic.com](mailto:mlenhart@lenharttraffic.com)



**Study Intersection:**  
 1. W Cedar Lane & Site Access

**Additional Intersections:**  
 A. MD 187 (Old Georgetown Rd) & W Cedar  
 B. MD 187 (Old Georgetown Rd) & Site Access

**Note:** Intersections A & B have been included in the exhibits and discussion in order to demonstrate the changes in traffic volumes caused by the proposed changes to the site as well as the impacts of the potential closure of the Old Georgetown Road site access (Intersection B). No analysis was conducted for these intersections.

# Site Location Map

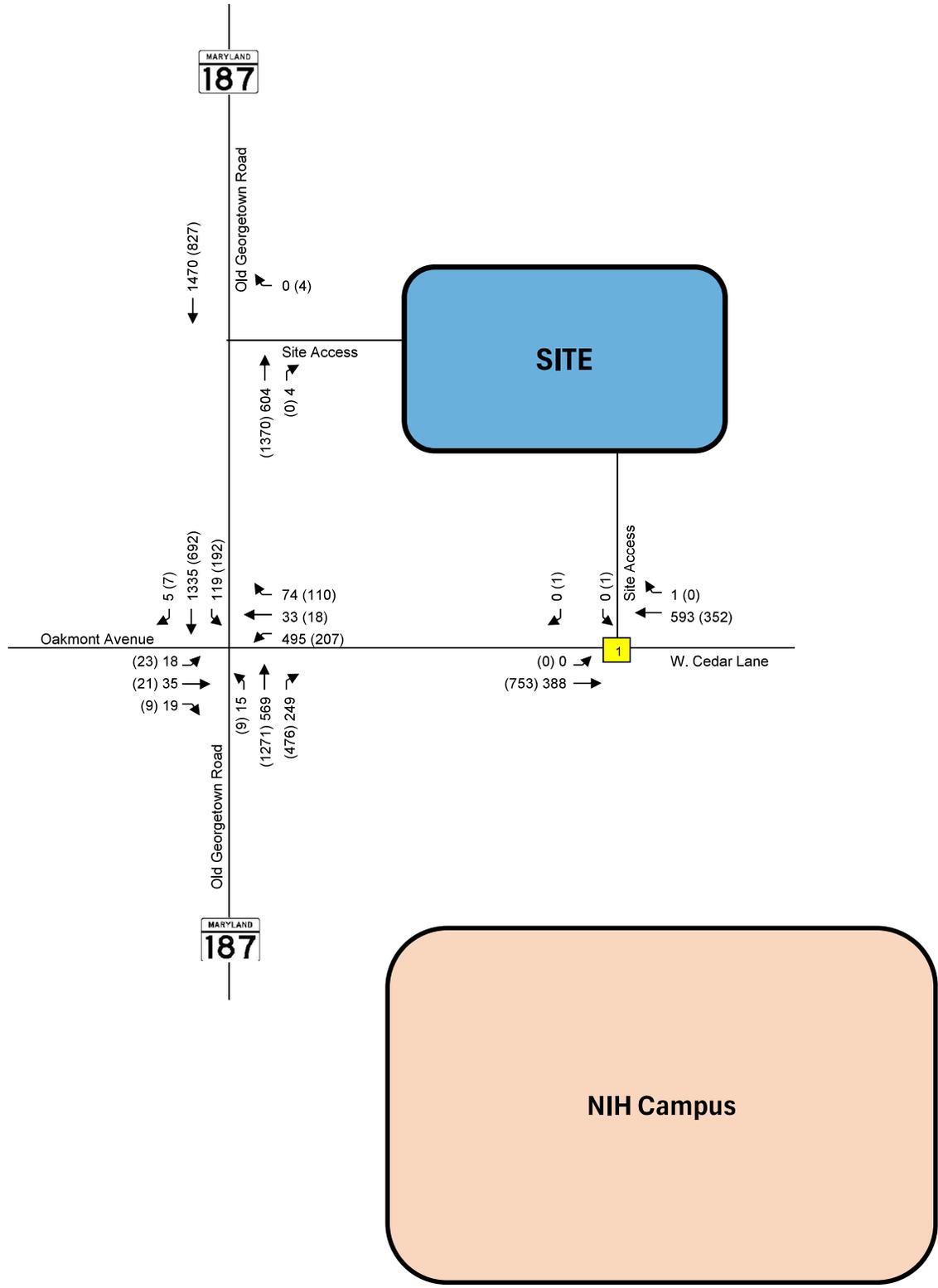
 - Site Location

Traffic Analysis



**LENHART TRAFFIC CONSULTING, INC.**  
 231 MAJULES ROAD, SUITE 250  
 MILLERSVILLE, MD. 21108  
[www.lenharttraffic.com](http://www.lenharttraffic.com)





**Trip Generation Rates**

**Trip Distribution (In/Out)**

**Single-Family Attached Housing (ITE-215, Units)**  
 Morning Trips = 0.48 x Units      31/69  
 Evening Trips = 0.57 x Units      57/43  
 Daily Trips = 7.20 x Units

**Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]**  
 Morning Trips = 0.40 x Units      24/76  
 Evening Trips = 0.51 x Units      63/37  
 Daily Trips = 6.74 x Units

**Net New Trips for Existing/Proposed-Reconstructed Clubhouse**

	AM Peak			PM Peak			Daily Trips
	In	Out	Total	In	Out	Total	
Private Club/ Clubhouse	0	0	0	0	0	0	0
See Note 1							

**Net New Trips for Proposed Residential Use**

	AM Peak			PM Peak			Daily Trips
	In	Out	Total	In	Out	Total	
Single-Family Attached Housing (ITE-215, Units)	1	3	4	3	2	5	65
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	1	3	4	3	2	5	61
Total New Vehicular Trips per ITE Trip Generation Manual, 11th Edition:      2      6      8      6      4      10      126							
LATR Vehicle Trip Generation Rate Adjustment Factor (Bethesda/Chevy Chase - Residential):      87%							
<b>Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition:      2      5      7      6      3      9      110</b>							

**Notes:**

- The existing FAES clubhouse building serves as an ancillary complement to the NIH office by providing meeting space outside of their secure campus, and includes a small amount of administrative/office space used by 1-3 FAES staff. Pursuant to a "Private Club" special exception, the building hosts a variety of educational and social events, including seminars, meetings, and networking events for the benefit of its members and their guests. The majority of these events occur during the day from 9 AM to 4 PM, with some events occurring in the evening from 5 PM to 9 PM. There are also occasional special events on weekends, but these are not a regular occurrence. As noted above, the existing clubhouse is used on occasion by anywhere from 1-3 administrative/office staff from FAES. Although the building is proposed to be reconstructed and slightly expanded in size as part of the proposed development, the manner and intensity of the use of this building are not proposed to change, with respect to trip generation characteristics.
- Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Analysis

Trip Generation for Site

Exhibit 3



LENHART TRAFFIC CONSULTING, INC.  
 231 MAJULES ROAD, SUITE 250  
 MILLERSVILLE, MD 21108  
 www.lenharttraffic.com



Aerial  
Diagram

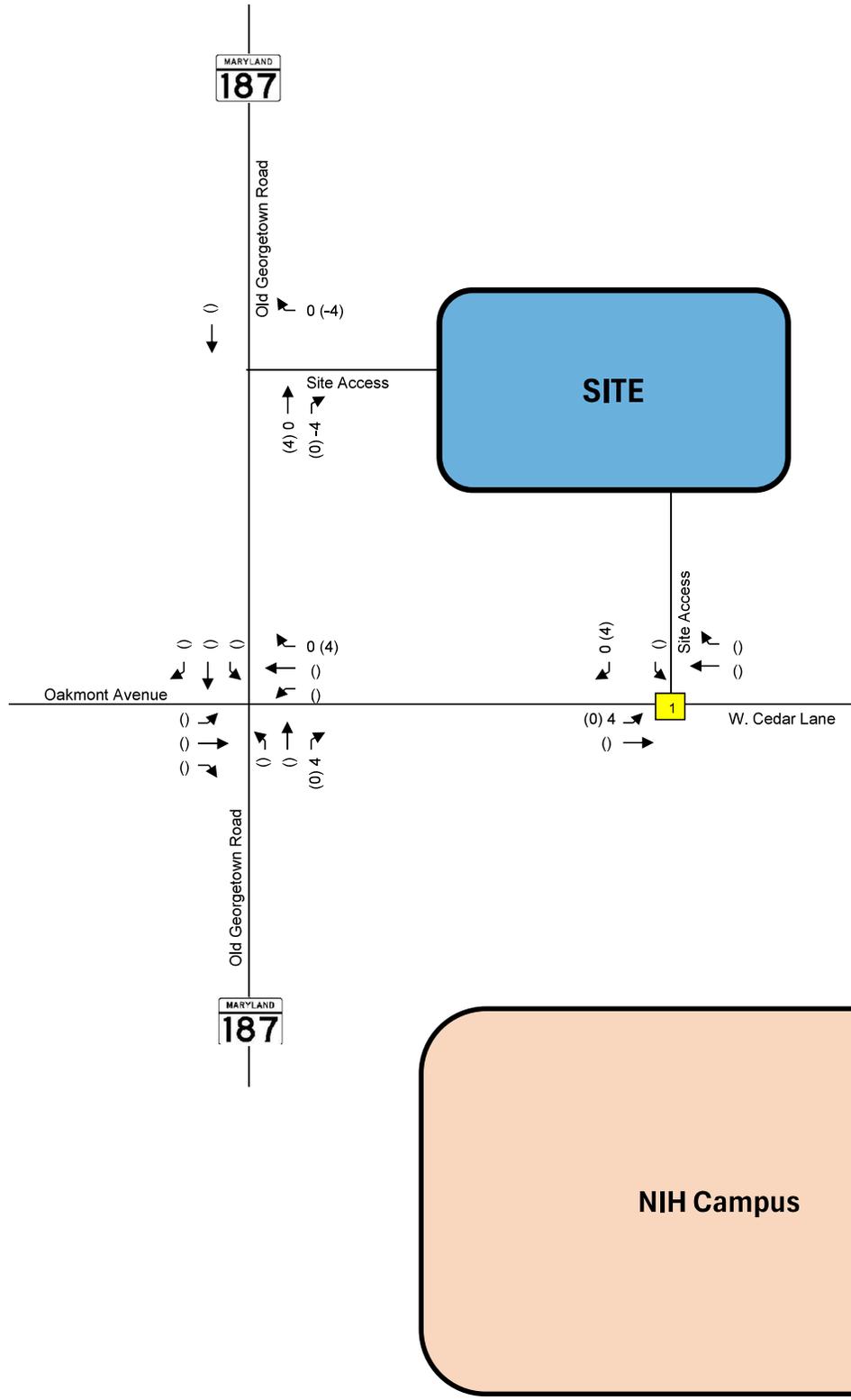
Intersection I: W. Cedar Lane & Site Access

**Exhibit**  
**4**


**LENHART TRAFFIC CONSULTING, INC.**  
 231 NAJILES ROAD, SUITE 250  
 MILLERSVILLE, MD 21108  
 www.lenharttraffic.com



County: Montgomery



Traffic Analysis

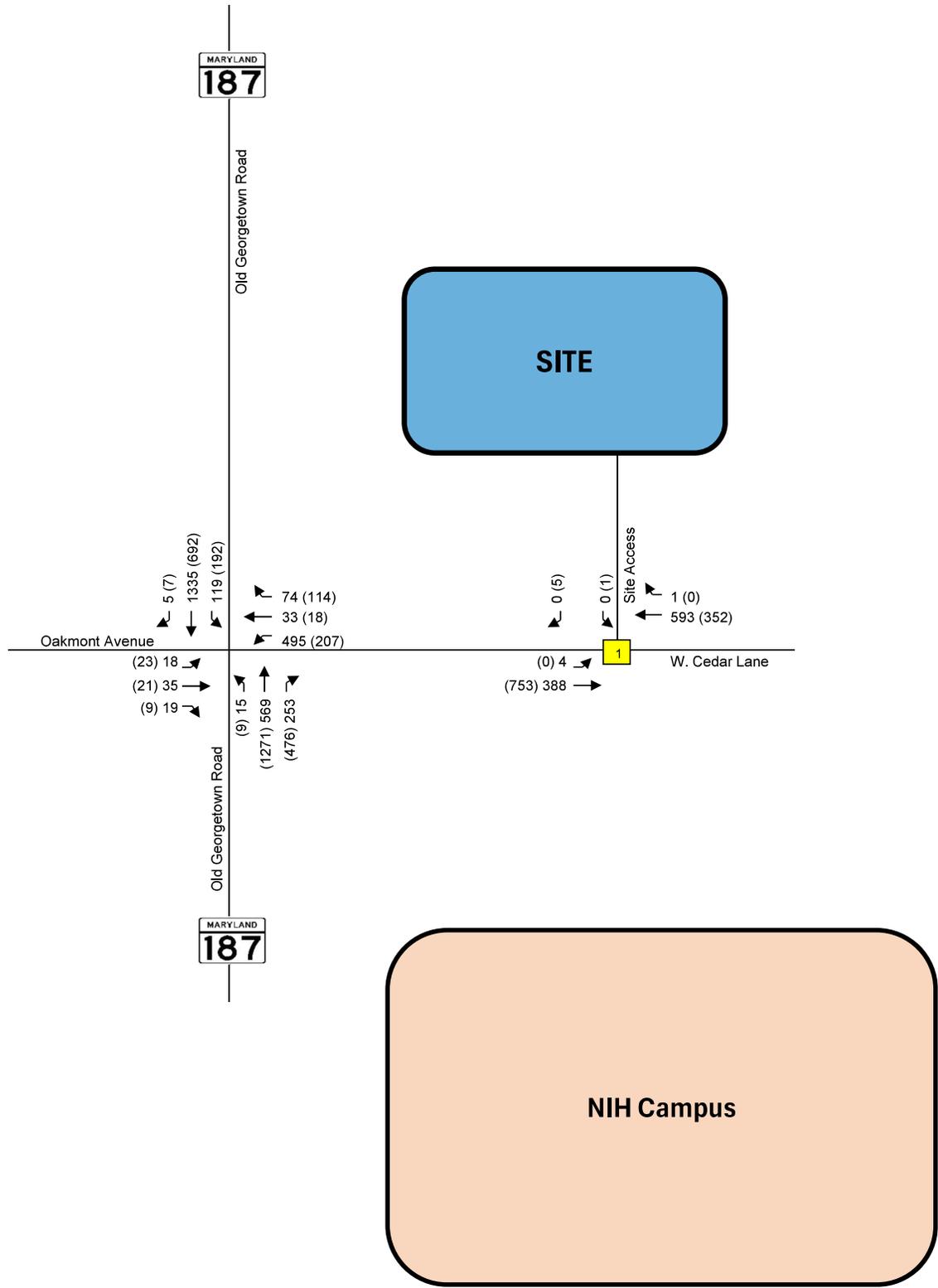
Trip Reassignment  
w/out MD 187 Access

**Exhibit  
5a**

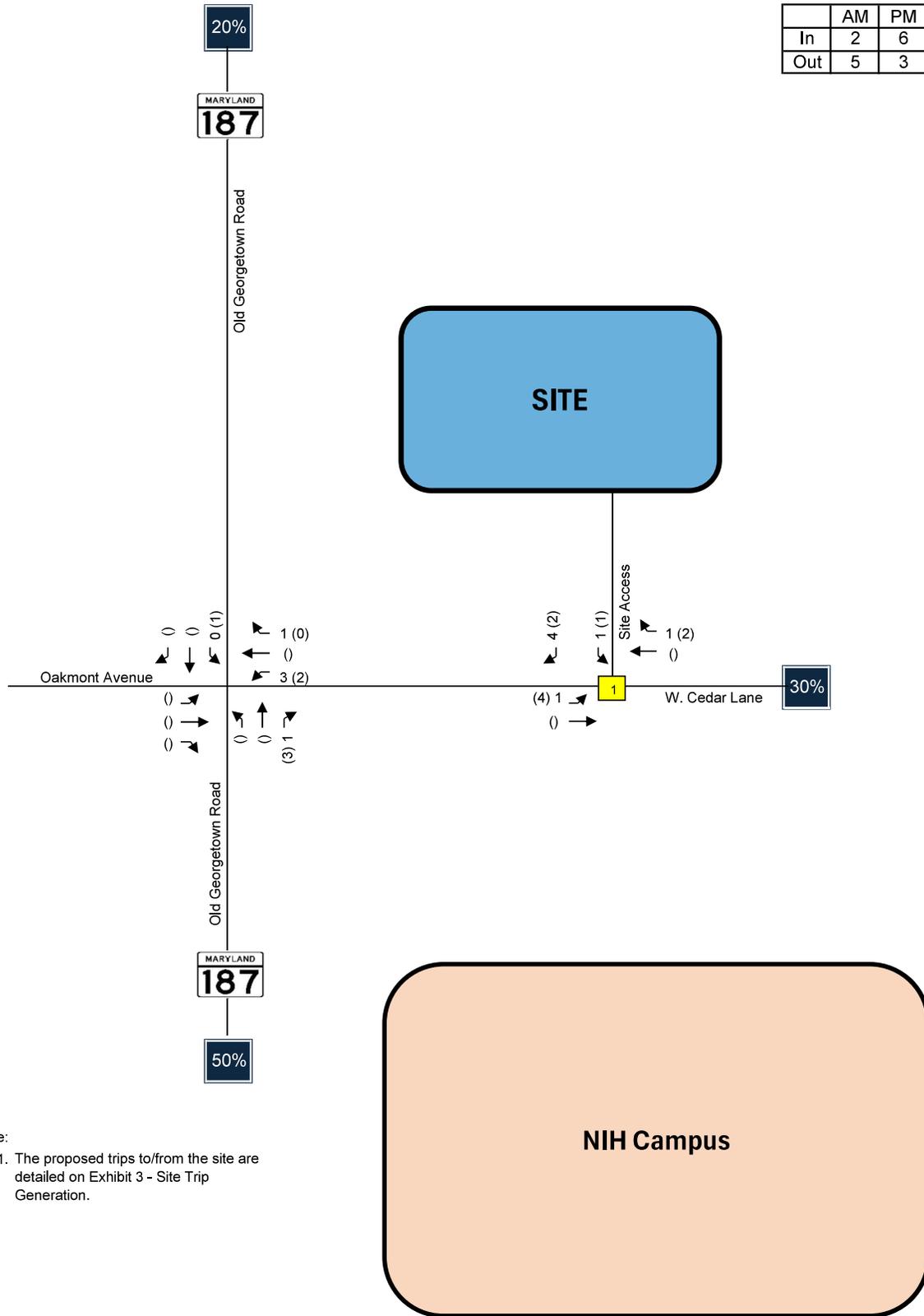
 **LENHART TRAFFIC CONSULTING, INC.**  
231 NAJOLAS ROAD, SUITE 250  
MILLERSVILLE, MD 21108  
www.lenharttraffic.com



Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

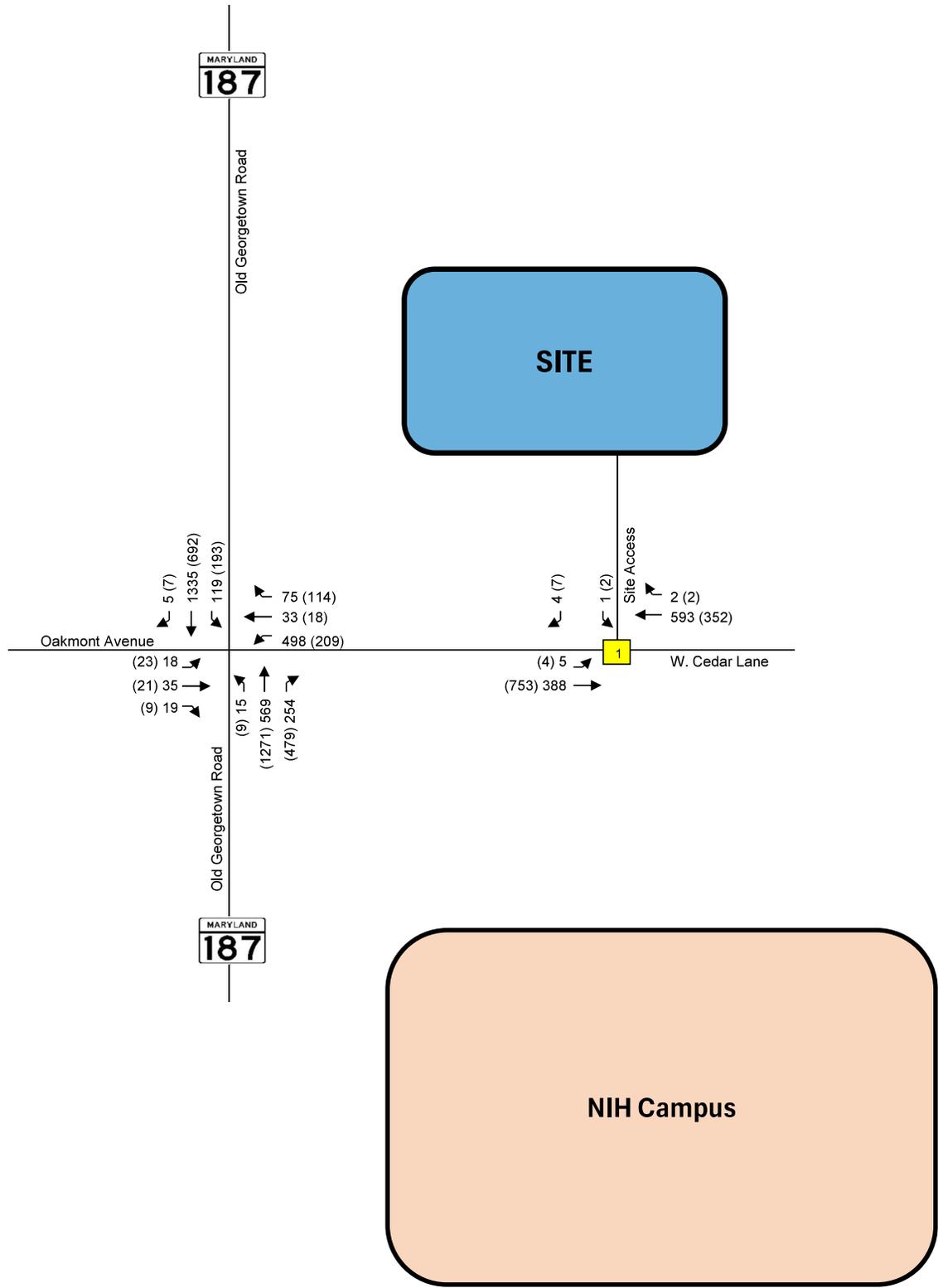


	AM	PM
In	2	6
Out	5	3



Note:

1. The proposed trips to/from the site are detailed on Exhibit 3 - Site Trip Generation.



### Level of Service Results

Morning Peak Hour	Existing LOS	Existing LOS	Total LOS
		w/out MD 187 Access	w/out MD 187 Access
1). W. Cedar Lane & Site Access Eastbound Approach Southbound Approach	A / 0.0	A / 0.1	A / 0.1
	A / 0.0	A / 0.0	A / 12.1
Evening Peak Hour	Existing LOS	Existing LOS	Total LOS
		w/out MD 187 Access	w/out MD 187 Access
1). W. Cedar Lane & Site Access Eastbound Approach Southbound Approach	A / 0.0	A / 0.0	A / 0.0
	B / 17.2	B / 11.8	B / 12.5

### SimTraffic Queuing Analyses

Morning Peak Hour	Available Storage (feet)	Existing Queuing (feet)	Existing Queuing (feet)	Total Queuing (feet)
			w/out MD 187 Access	w/out MD 187 Access
1). W. Cedar Lane & Site Access Eastbound Approach Southbound Approach	85	--	13	15
	N/A	--	-	17
Evening Peak Hour	Available Storage (feet)	Existing Queuing (feet)	Existing Queuing (feet)	Total Queuing (feet)
			w/out MD 187 Access	w/out MD 187 Access
1). W. Cedar Lane & Site Access Eastbound Approach Southbound Approach	85	--	--	12
	N/A	12	26	32

SITE INFORMATION			GENERAL INFORMATION		
Roadway ID	<input checked="" type="checkbox"/> Intersection <input type="checkbox"/> Segment	Analyst	Lenhart Traffic Consulting		
Roadway Name	W Cedar Lane	Agency/Company	MCDOT		
Cross Street	FAES Entrance	Date Performed	Thursday, May 29, 2025		
City	Bethesda	Remarks			
County	Montgomery				

ADEQUATE GAP SIZE (SEC)	NUMBER OF GAPS							
	PERIOD:		PERIOD:		PERIOD:		PERIOD:	
	FROM:	7:45 AM	FROM:	4:00 PM	FROM:		FROM:	
	TO:	8:45 AM	TO:	5:00 PM	TO:		TO:	
	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL
4								
5								
6								
7								
8								
9		4		11				
10		4		10				
11		4		5				
12		4		3				
13		2		5				
14		1		2				
15		4		2				
16		2		1				
17		2		1				
18		4		1				
19								
20		2						
21		1						
22				2				
23		2		1				
24				1				
25		3		1				
26		2		1				
27								
28								
29								
30								
31								
32								
33								
34				1				
35				1				
<b>ADEQUATE GAPS</b>		<b>41</b>		<b>49</b>				

# Appendix A

---

---

Supplemental Information  
Turning Movement Counts

## Transportation Adequacy Form

**Instructions:** Applicants must submit a *Transportation Adequacy Form* as a Word document to Montgomery Planning staff for review and approval prior to filing a development application for any project that requires an Adequate Public Facilities (APF) finding. Email the completed form to [t.ansportation.review@montgomeryplanning.org](mailto:t.ansportation.review@montgomeryplanning.org).

The *Transportation Adequacy Form* must be approved by agencies applicable to the project context, including Montgomery Planning, the Montgomery County Department of Transportation (MCDOT), and the State Highway Administration (SHA), and/or the Local Jurisdiction, prior to initiating an LATR Study or submitting a development application. It is the responsibility of the Applicant to obtain approval, which is demonstrated via the signature of the relevant agency representatives.

Upon receipt of a completed *Transportation Adequacy Form*, Planning will provide feedback within 15 business days. Large and/or complex projects may require additional time and/or may warrant a meeting.

### Transportation Adequacy Form Approval For Staff Use Only

Montgomery Planning Name: Click and type.	X <i>Carlos Pazmino</i> Montgomery Planning Signed: 6/18/2025	State Highway Administration (if applicable) Name: Click and type.	X State Highway Administration
Montgomery County Department of Transportation (if an LATR Study is required) Name: Click and type.	X MCDOT	Local Jurisdiction (if applicable) Click and type. Name: Click and type.	X Local Jurisdiction

### Applicant Information (Required for All)

<b>Project Name</b>	FAES Social & Academic Center	<b>Project Location</b> (include address if known)	9101 Old Georgetown Road
<b>Applicant / Developer Name</b>	Foundation for Advanced Education in the Sciences (FAES)	<b>Date Form Submitted to Planning Staff</b>	6/18/2025
<b>Transportation Consultant and Contact Information</b>	Lenhart Traffic Consulting OFFICE: (410) 216-3333 EMAIL: <a href="mailto:ndriiban@lenharttraffic.com">ndriiban@lenharttraffic.com</a>		

**Part A: Project Information (Required for All)**

<p><b>Transportation Policy Area(s)</b> List Name and Color See <a href="#">GIP Area Map</a></p>	<p>Bethesda/Chevy Chase - Orange</p>	<p><b>Master Plan or Sector Plan Area(s)</b> See <a href="#">MCATLAS</a></p> <p><b>Complete Street Area Type</b> See <a href="#">MCATLAS</a></p>	<p>Bethesda Chevy Chase</p> <p>Suburban</p>
<p><b>Application Type(s)</b> <i>Check all apply</i></p>	<p><input type="checkbox"/> Preliminary Plan    <input checked="" type="checkbox"/> Conditional Use    <input type="checkbox"/> Amendment  <input type="checkbox"/> Site Plan    <input type="checkbox"/> APF at Building Permit    <input type="checkbox"/> Mixed Income Housing Community (MIHC) Plan  <input type="checkbox"/> Sketch/Concept/ Pre-Preliminary    <input type="checkbox"/> Local Map Amendment  <input type="checkbox"/> Other:</p>		
<p><b>Project Description</b> Outline the project's key details, including a description of the planned development program. This should cover land use, unit count, square footage, project phasing, and applicable zoning/subdivision regulations.</p>	<p>The existing property includes a Social and Academic Center (Private Club/Clubhouse use) for the Foundation for the Advanced Education in the Sciences (FAES). The applicant is proposing to redevelop the site to include 9 townhouses and 9 multifamily units. The existing Clubhouse is proposed to be reconstructed and slightly expanded in size as part of the proposed development, however the manner and intensity of the use of this building, which includes a small amount of administrative/office space, are not proposed to change.                  (Please see attached Traffic Statement for additional information)</p>		
<p><b>Existing Use &amp; Prior Approval</b> Outline the current uses of the site, including land use categories, unit count or square footage, site activities, construction year, and any other pertinent details. Note any prior approvals or proposals.</p>	<p>The existing use is a 3,279 square foot Private Club, which includes a small amount of administrative/office space (~550 sf) used by up to four FAES staff. The entirety of the use, including the existing administrative/office functions, has been actively occupied for at least 12 years</p>		
<p><b>Site Access</b> Describe proposed site access points for all modes. Show curb cut locations (proposed and existing), access controls (e.g., right-in/out, signalized), connections between parcels, internal movement, private roads, parking/loading areas, and other site access details. Include maps or graphics as an attachment.</p>	<p>The existing site is accessed via a right-in/right-out along Old Georgetown Road and a full access movement via W Cedar Lane. The proposed access is via the full-movement driveway along Cedar Lane, only.                   A Concept Site Plan is included as part of the attached Traffic Statement.</p> <p><input checked="" type="checkbox"/> Map(s) or graphic(s) attached</p>		

## Part B: Transportation Adequacy Screening (Required for All)

### Trip Generation Estimates

Provide site-generated trip estimates, using the most recent version of the ITE *Trip Generation Manual* or another agreed upon methodology such as manual driveway counts at similar facilities. Estimates must be provided by land use and development phase during weekday AM and PM peaks, and include daily totals.

Include trip generation for existing site, current approvals, proposed uses, and net changes. Show calculations and clearly cite sources and methodology including use of ITE average trip rates, ITE land use code(s), and version of ITE TripGen. Include and identify policy area adjustment factors and trip reductions.

Include detailed calculations as an attachment.

See Section 2.B1 of the LATR Guidelines for trip generation instructions and guidance on policy area adjustment factors, acceptable trip reductions, and other methodologies.

### LATR Study Determination

Check all that apply.

See Section 2.B2 of the LATR Guidelines for more information.

- Trip generation estimates **are not required** for a proposed development with five or fewer single-family dwellings and no other uses. Check box if applicable and select LATR Study Exempt under LATR Study Determination.

#### Totals Summary:

	AM Peak-Hour Weekday	PM Peak-Hour Weekday	Daily (Weekday)
Proposed Motor Vehicle Trips	7	9	110
Existing Motor Vehicle Trips (credit)	0	0	0
<b>Net New Motor Vehicle Trips</b>	<b>7</b>	<b>9</b>	<b>110</b>

- Trip Generation description, detailed calculation, and tables attached

**Maximum Net New Peak-Hour Motor Vehicle Trips** 9  
(the greater of the AM and PM peak-hour trips)

#### LATR Study Exempt

Go to Part C: LATR Study Exempt

**Note:** If fewer than 30 maximum net new peak-hour weekday motor vehicle trips are determined, the project is exempt from the LATR Study. Other exemptions are listed in Part C: LATR Study Exempt and in the LATR Guidelines.

#### LATR Study Required

Go to Part D: LATR Study Data Collection

##### Vision Zero Statement

Required with LATR Study.

##### Non-Motor Vehicle Analysis

Required with LATR Study.

##### Motor Vehicle Analysis

Required with LATR Study, except for Red Policy Areas and Downtowns, which are exempt. Go to Part D, then Part E.

## Part C: LATR Study Exempt

Only to be completed for projects that are LATR Study Exempt.

### LATR Study Exemption Statement

Select the reason(s) for the exemption and provide a brief statement that justifies the exemption.

The statement can be attached if more room is needed.

See Section 2.C of the LATR Guidelines for more information.

### Reason(s) for exemption:

Check all that apply.

- Fewer than 30 maximum net new peak-hour weekday motor vehicle trips.
- Daycare use with fewer than 50 maximum net new peak-hour weekday motor vehicle trips.
- Bioscience use.
- Mixed Income Housing Community (MIHC) Plan or equivalent.
- North Bethesda (formerly White Flint) Metro Station Policy Area.
- White Oak Local Area Transportation Improvements Program (LATIP) Area.
- Potomac Policy Area, project not impacting select intersections.

### Statement:

See attached traffic statement.

- Statement attached (as needed)

End of Part C. If LATR Study Exempt, go to Acknowledgements (on last page).

## Part D: LATR Study Required—Vision Zero and Non-Motor Vehicle Analysis

**Only to be completed by Applicants of projects that require an LATR Study.** The purpose of this section is to determine the parameters of LATR Study and the extent of data collection and analysis. The completed LATR Study must comply with all requirements in the *LATR Guidelines*, including those not listed on this form.

### Vision Zero Statement

#### *Speed Study Locations*

All LATR studies must develop a Vision Zero Statement. The Applicant must conduct speed studies, report findings, and suggest safety countermeasures.

Indicate locations for speed studies. The maximum number of required speed studies is based on the maximum net new weekday peak-hour motor vehicle trips.

Include map(s) depicting the speed study locations as an attachment.

See *Section 3.A1, Table 1 of the LATR Guidelines for speed study requirements.*

### Locations for Speed Studies:

1. Click or tap here to enter text.
2. Click or tap here to enter text.
3. Click or tap here to enter text.
4. Click or tap here to enter text.

Map(s) attached

### Non-Motor Vehicle Analysis

#### *Study Area Extent*

All LATR studies must analyze non-motor vehicle adequacy.

Select the appropriate study area network distance based on the maximum net new weekday peak-hour motor vehicle trips.

Include maps that show the site, the network-distance study area, and a buffer from the property boundary equal to the listed network distance.

See *Section 3.B1, Table 2 and Figure 3 of the LATR Guidelines for study area and analysis requirements.*

### Study Area Network Distance for Analysis:

- Pedestrian Level of Comfort:      Select distance.
- Illuminance:                              Select distance.
- ADA Compliance:                        Select distance.
- Bicycle:                                        Select distance.
- Bus Transit:                                    Select distance.

Study area map(s) attached

**Programmed Transportation Projects**

*Background Conditions*

List all programmed roadway, transit, bicycle, and pedestrian projects within a 1/4-mile buffer of the property boundary. Programmed projects include those fully funded for construction in the County or State budget in the next 6 years and conditioned developer projects.

See [Transportation Commitments Map](#) for info.

**End of Part D. If Motor Vehicle Analysis is required, go to Part E.  
For projects in Red Policy Areas and Downtowns, go to Part F.**

**Part E: LATR Study Required—Motor Vehicle Analysis**

**Only to be completed by Applicants of projects that require an LATR Study with Motor Vehicle Analysis.** LATR Studies must include an assessment of Motor Vehicle Adequacy, except for developments in Red Policy Areas and Downtowns, which are exempt from this requirement. The purpose of this section is to determine parameters of LATR Study, including the extent of data collection and analysis. The completed LATR Study must comply with all requirements in the *LATR Guidelines*, including those not listed on this form.

**Study Scenarios**

Propose an appropriate set of scenarios to analyze. Other scenarios may be requested by reviewing agencies. Note the anticipated build-out year and project phasing.

See 3.C1 of the *LATR Guidelines* for requirements.

**Scenarios:**  Existing  Background (No Build)  Total Future  Future with Mitigation (as needed)

**Existing Year:**  Click or tap here to enter text.

**Phases / Build-out Year(s):**  Click or tap here to enter text.

**Study Periods:**  AM  PM  Mid-day  Saturday  Sunday  Other:  Click to enter text.

**Additional Scenarios:**  Click and type to enter text.

<p><b>Software Requirement</b></p> <p>Select software type and describe methodology and analysis for specific intersections.</p> <p>See 3.C1 of the LATR Guidelines for requirements.</p>	<p><b>Software Type(s):</b> <input type="checkbox"/> Synchro <input type="checkbox"/> VISSIM <input type="checkbox"/> CORSIM <input type="checkbox"/> SIDRA <input type="checkbox"/> SimTraffic <input type="checkbox"/> CLV <input type="checkbox"/> Other <small>Click to enter text.</small></p> <p><b>Provide methodology (analysis and software) for specific intersections:</b></p>
<p><b>Study Intersections</b></p> <p>Identify study intersections. Applicants must study a minimum number of significant signalized and non-signalized intersections. The number of required intersection tiers is based on weekday peak-hour motor vehicle trips.</p> <p>See 3.C2 of the LATR Guidelines for requirements.</p>	<ol style="list-style-type: none"> <li>1.</li> <li>2.</li> <li>3.</li> <li>4.</li> <li>5.</li> <li>6.</li> <li>7.</li> <li>8.</li> <li>9.</li> <li>10.</li> <li>11.</li> <li>12.</li> <li>13.</li> <li>14.</li> </ol>
<p><b>Multimodal Intersection Counts</b></p> <p>Counts must be collected no more than 12 months prior to the acceptance of the LATR Study.</p> <p>Indicate if counts will be new or existing, and list locations and dates of any existing counts.</p> <p>See 3.C2 of the LATR Guidelines for requirements.</p> <p>See Montgomery Planning's <a href="#">Intersection Analysis Database</a></p>	<p><b>Intersection count collection:</b> <i>Check all that apply.</i></p> <p><input type="checkbox"/> New intersection counts (not yet collected)</p> <p><input type="checkbox"/> Existing intersection counts (must be collected no more 12 months before LATR Study acceptance date)</p> <p><b>If using any existing counts, list location(s) and date(s) of counts:</b></p>

<p><b>Trip Distribution</b></p> <p>Determine trip distribution percentages using Appendix 2 of the LATR Guidelines. Provide sources and justification for any proposed changes to listed distributions.</p> <p>Include a map and a list or table as an attachment.</p> <p><i>See Appendix 2 of the LATR Guidelines for detailed guidance and trip distribution percentages.</i></p>	<p><input type="checkbox"/> Trip Distribution graphic(s) attached</p>
<p><b>Pipeline Developments</b> <i>Background Conditions</i></p> <p>List all approved but unbuilt developments or concurrently pending applications in the vicinity of the study area. Include project name, plan number, land uses, and densities.</p> <p><i>See Montgomery Planning's <a href="#">Development Pipeline</a> webpage for info.</i></p>	
<p><b>Additional Analysis</b></p> <p>Indicate any anticipated site-specific analysis, including analysis type, location, and software type.</p> <p>Additional analysis may be requested after LATR Study submittal.</p> <p><i>See 3.C2 of the LATR Guidelines for information.</i></p>	<p><input type="checkbox"/> Queuing Analysis    <input type="checkbox"/> Signal Warrant Analysis    <input type="checkbox"/> Weaving/Merge Analysis    <input type="checkbox"/> Crash Analysis</p> <p><b>Location(s) and software requirement(s) for each analysis. Provide explanations as needed:</b></p>
<p><b>End of Part E. Go to Part F: Mitigation.</b></p>	

## Part F: Mitigation

**Only to be completed by Applicants of projects with an LATR Study Required.** The purpose of this section is to highlight Montgomery Planning’s approach to mitigation and to identify the Proportionality Guide amount, which represents a guiding upper limit for the cost of mitigation. Any mitigation strategies discussed at this stage and included in the *Transportation Adequacy Form* are considered non-binding until formally evaluated in the LATR Study and committed to as a condition of a development approval.

### Proportionality Guide Amount

Calculate the estimated Proportionality Guide Amount. This is for informational purposes only and is subject to change.

See 4.A of the LATR Guidelines for instructions.

*To calculate the estimated Proportionality Guide Amount, multiply the Net New Daily Motor Vehicle Trips (found in Part B) by the Proportionality Guide Rate. The Guide Rate is \$765, as of January 1, 2025.*

Proportionality Guide Amount: [Click to enter text.](#)

Cost Estimation Tool Version Expected to be Used for Mitigation Cost Estimates: [Click to enter text.](#)

### Potential Mitigation Strategies

(Optional)

Describe any potential mitigations that are under consideration or master-planned within the study boundary. This is for informational purposes only and subject to change. The completed LATR Study must detail all proposed mitigations.

See 4.B of the LATR Guidelines for mitigation priorities.

**End of Part F. Go to Acknowledgements.**

## Acknowledgements and Topics for Discussion

### For All Applicants

- The Applicant must comply with all other requirements of the *LATR Guidelines* not listed on this form.
- **Before submitting a development application or initiating an LATR Study**, projects requiring an APF finding must have this form approved by Montgomery Planning and other agencies applicable to the project context.
- **If the development proposal significantly changes** after this form has been approved, the Applicant must amend the form and receive a new approval.

### For LATR Study Required projects

- **To make changes to the trip generation and/or trip distribution methodology** between the approval of this form and the LATR Study submittal, the Applicant must amend this form and receive Planning staff concurrence.
- **If physical improvements are proposed as mitigation**, the LATR Study must demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum).
- **A receipt from MCDOT** showing payment of the LATR Study review fee must be included with the LATR Study submittal.
- **Traffic model files (Synchro, VISSIM, etc.)** must be sent to MCDOT and SHA, when applicable.
- **Intersection counts and pedestrian and bike data verification data** must be uploaded to Montgomery Planning's database.
- **An electronic copy of the LATR Study** and appendices must be submitted to [ePlans](mailto:transportation.review@montgomeryplanning.org) and sent to Planning staff via [transportation.review@montgomeryplanning.org](mailto:transportation.review@montgomeryplanning.org).

The Applicant acknowledges Montgomery Planning's policies listed in this form and described in the *LATR Guidelines*.

**Describe any additional assumptions, special circumstances, or other topics for discussion not covered by this form:**

**Submit the completed form to [transportation.review@montgomeryplanning.org](mailto:transportation.review@montgomeryplanning.org)**

End of form.

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

**Memorandum:**

*Date:* June 18, 2025

---

TO: Carlos Pazmino  
MNCPPC Planning Dept. – Downcounty  
2425 Reedie Drive, 14<sup>th</sup> Floor  
Wheaton, MD 20902

FROM: Mike Lenhart

RE: Traffic Statement for FAES – 9101 Old Georgetown Road

---

The purpose of this memorandum is to provide a Traffic Statement to support the Conditional Use application for the proposed expansion of the Foundation for Advanced Education in the Sciences (FAES) property located at 9101 Old Georgetown Road in Bethesda, Maryland. A site location map is provided on **Exhibit 1a**. As shown on **Exhibit 1b**, the property is in Montgomery County’s Bethesda/Chevy Chase Transportation Policy Area. The applicant is proposing to develop the property with 9 townhomes and 9 multi-family dwelling units. The existing property consists of a Private Club/clubhouse, described in more detail below, which will be reconstructed as part of the proposed development.

It should be noted that the existing FAES clubhouse building serves as an ancillary complement to the NIH office by providing meeting space outside of their secure campus, and includes a small amount of administrative/office space (~550 sf) used by up to 4 FAES staff. Pursuant to a “Private Club” special exception, the building hosts a variety of educational and social events, including seminars, meetings, and networking events for the benefit of its members and their guests. The majority of these events occur during the day from 9 AM to 4 PM, with some events occurring in the evening from 5 PM to 9 PM. There are also occasional special events on weekends, but these are not a regular occurrence. As noted above, the existing clubhouse is used on occasion by up to 4 administrative/office staff from FAES. Although the building is proposed to be reconstructed and slightly expanded in size, from 3,279 sf to 3,500 sf, as part of the proposed development, the manner and intensity of the use of this building are not proposed to change, with respect to trip generation characteristics (including the number of staff and approximate square footage of the portion of the building that is used for administrative/office space). The entirety of the use, including the existing administrative/office functions has been actively occupied for at least 12 years, so all trips associated with this use are considered vested. As such, in accordance with LATR Guidelines, there are 0 net new trips associated with this component of the proposed site.

Montgomery County’s Growth and Infrastructure Policy establishes the “Local Area Transportation Review (LATR)” Guidelines, which are utilized for the Administration of the County’s Adequate Public Facilities Ordinance. These Guidelines establish the extent to which evaluations of traffic operations and safety and/or evaluations of other modes of transportation, such as pedestrians, bicycles, and/or transit are required for a site, based on the specific characteristics of a given site. In cases where a site generates greater than 30 peak hour vehicle trips, an evaluation of adequacy for all modes of transportation is required. In cases where a site generates fewer than 30 peak hour vehicle trips, the site’s impact is assumed to be de minimus and no adequacy evaluation is required for any mode of transportation. This Traffic Statement presents an evaluation of transportation analysis requirements for the subject site based on the LATR Guidelines.

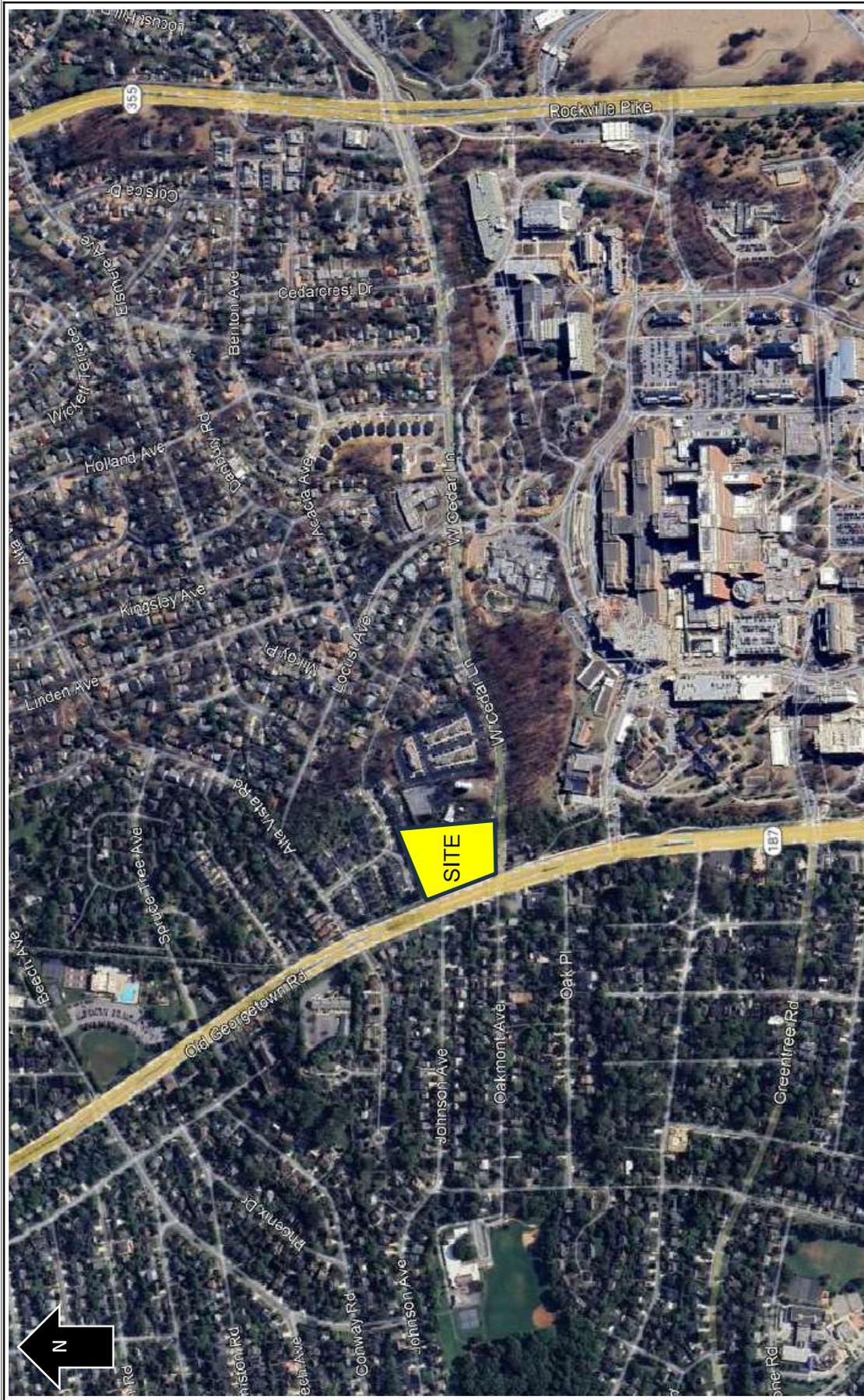
# Lenhart Traffic Consulting, Inc.

## Transportation Planning & Traffic Engineering

The attached Trip Generation tables shown on **Exhibit 2** contain trip generation totals for the existing and proposed uses based on the ITE Trip Generation Manual, 11<sup>th</sup> Edition, and adjusted using the appropriate adjustment factors for the Bethesda/Chevy Chase Policy Area. Trip Generation for the proposed residential development was conducted using ITE Land Use Code 215 (Single-Family Attached Housing) and ITE Land Use Code 220 (Multifamily Housing, Low Rise). As noted above, while the existing Private Club building is proposed to be reconstructed and slightly expanded in size as part of the proposed redevelopment, the manner and intensity of the use of this building are not proposed to change, with respect to trip generation characteristics. As the entirety of this use, including the administrative/options functions, has been actively occupied for at least 12 years, all of the trips associated with the use are considered vested; there are 0 net new trips associated with the Private Club building, according to LATR Guidelines. As shown on Exhibit 2, the proposed site plan will result in a net increase of 7 vehicle trips during the morning peak hour and 9 vehicle trips during the evening peak hour. A full transportation study (adequacy test) is not required to satisfy the LATR test because the proposed development generates fewer than 30 vehicle trips during each peak hour.

Based on the information contained in this report:

- The project is located in the Bethesda/Chevy Chase Policy Area.
- The project generates fewer than 30 peak hour vehicle trips and is therefore exempt from requiring a full LATR transportation impact study.

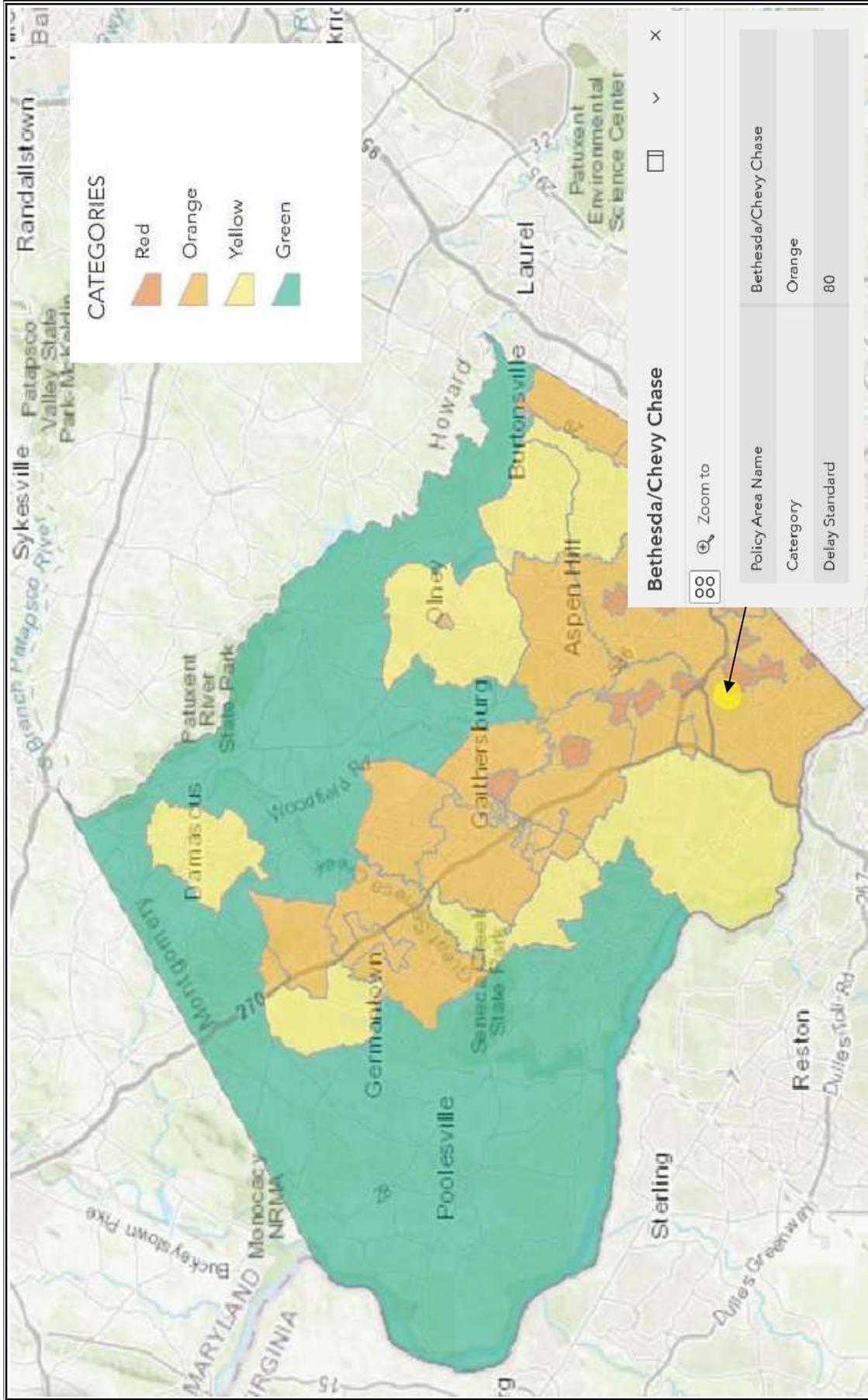


Site Location  
Map

Exhibit  
1a

Traffic Impact Analysis


**LENHART TRAFFIC CONSULTING, INC.**  
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)



<p>Traffic Impact Analysis</p> <p><b>LENHART TRAFFIC CONSULTING, INC.</b>          645 BALTIMORE ANNAPOLIS BLVD, SUITE 214          SEVERNA PARK, MD 21146  <a href="http://www.lenharttraffic.com">www.lenharttraffic.com</a></p>		<p><b>Policy Area</b> Map</p>		<p><b>Exhibit</b> 1b</p>	

## Trip Generation Rates

### Single-Family Attached Housing (ITE-215, Units)

Trip Distribution (In/Out)	
Morning Trips = 0.48 x Units	31/69
Evening Trips = 0.57 x Units	57/43
Daily Trips = 7.20 x Units	

### Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]

Morning Trips = 0.40 x Units	24/76
Evening Trips = 0.51 x Units	63/37
Daily Trips = 6.74 x Units	

## Net New Trips for Existing/Proposed-Reconstructed Clubhouse

	AM Peak			PM Peak			Daily Trips
	In	Out	Total	In	Out	Total	
Private Club/ Clubhouse	0	0	0	0	0	0	0
See Note 1							

## Net New Trips for Proposed Residential Use

	AM Peak			PM Peak			Daily Trips
	In	Out	Total	In	Out	Total	
Single-Family Attached Housing (ITE-215, Units)	1	3	4	3	2	5	65
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	1	3	4	3	2	5	61
Total New Vehicular Trips per ITE Trip Generation Manual, 11th Edition: 2 6 8 6 4 10 126							

LATR Vehicle Trip Generation Rate Adjustment Factor (Bethesda/Chevy Chase - Residential): 87%

**Total LATR Adjusted Vehicular Trips per ITE Trip Generation Manual, 11th Edition: 2 5 7 6 3 9 110**

**Notes:**

1. The existing FAES clubhouse building serves as an ancillary complement to the National Institutes of Health (NIH) by providing meeting space outside of their secure campus, and includes a small amount of administrative/office space (~550 sf) used by up to 4 FAES staff. Pursuant to a "Private Club" special exception, the building hosts a variety of educational and social events, including seminars, meetings, and networking events for the benefit of its members and their guests. The majority of these events occur during the day from 9 AM to 4 PM, with some events occurring in the evening from 5 PM to 9 PM. There are also occasional special events on weekends, but these are not a regular occurrence. As noted above, the existing clubhouse is used on occasion by up to 4 administrative/office staff from FAES. Although the building is proposed to be reconstructed and slightly expanded in size as part of the proposed development, the manner and intensity of the use of this building are not proposed to change, with respect to trip generation characteristics (including the number of staff and approximate square footage of the portion of the building that is used for administrative/office space). The entirety of the use, including the existing administrative/office functions has been actively occupied for at least 12 years, so all trips associated with this use are considered vested. As such, in accordance with LATR Guidelines, there are 0 net new trips associated with this component of the proposed site.

2. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

Traffic Impact Analysis

**LENHART TRAFFIC CONSULTING, INC.**  
 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
 SEVERNA PARK, MD 21146  
[www.lenharttraffic.com](http://www.lenharttraffic.com)

Trip Generation  
for Site

**Exhibit  
2**



9 (9) BR TH  
 9 (9) BR FLATS  
 (2 per floor)  
 18 units  
 42 beds  
 45 spaces

Site Scheme B

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	MD 187 Northbound					MD 187 Southbound					Oakmont Avenue Eastbound					W Cedar Lane Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0	0	48	10	0	0	22	312	0	0	0	1	1	0	0	0	85	2	2	0	483
6:45-7:00	0	0	74	19	0	1	25	337	1	0	0	1	2	0	0	0	115	1	5	0	581
7:00-7:15	0	2	90	23	0	1	27	298	1	0	0	1	2	1	0	0	74	1	13	0	534
7:15-7:30	2	0	107	33	0	0	28	309	0	0	0	4	4	2	0	0	93	5	7	0	594
7:30-7:45	2	1	122	80	0	3	28	318	3	0	0	4	8	1	0	0	112	6	5	0	693
7:45-8:00	1	3	167	77	0	0	33	347	1	0	0	1	10	0	0	0	130	10	14	0	794
8:00-8:15	3	3	146	59	0	1	26	337	4	0	0	3	14	4	0	0	122	15	11	0	748
8:15-8:30	2	1	138	61	0	0	33	320	0	0	0	2	4	11	0	0	116	2	21	0	711
8:30-8:45	1	1	118	52	0	1	25	331	0	0	0	12	7	4	0	0	127	6	28	0	713
8:45-9:00	0	0	125	42	0	1	26	355	1	0	0	3	8	7	0	0	146	2	18	0	734
9:00-9:15	0	2	111	29	0	0	27	355	0	0	0	2	3	2	0	0	134	3	14	0	682
9:15-9:30	1	2	109	45	0	0	16	354	3	0	0	4	1	1	0	0	105	2	10	0	653

Hourly Totals	MD 187 Northbound					MD 187 Southbound					Oakmont Avenue Eastbound					W Cedar Lane Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-7:30	2	2	319	85	0	2	102	1256	2	0	0	7	9	4	0	0	367	9	27	0	2193
6:45-7:45	4	3	393	155	0	5	108	1262	5	0	0	10	16	4	0	0	394	13	30	0	2402
7:00-8:00	5	6	486	213	0	4	116	1272	5	0	0	10	24	4	0	0	409	22	39	0	2615
7:15-8:15	8	7	542	249	0	4	115	1311	8	0	0	12	36	7	0	0	457	36	37	0	2829
7:30-8:30	8	8	573	277	0	4	120	1322	8	0	0	10	36	16	0	0	480	33	51	0	2946
7:45-8:45	7	8	569	249	0	2	117	1335	5	0	0	18	35	19	0	0	495	33	74	0	2966
8:00-9:00	6	5	527	214	0	3	110	1343	5	0	0	20	33	26	0	0	511	25	78	0	2906
8:15-9:15	3	4	492	184	0	2	111	1361	1	0	0	19	22	24	0	0	523	13	81	0	2840
8:30-9:30	2	5	463	168	0	2	94	1395	4	0	0	21	19	14	0	0	512	13	70	0	2782
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total	
7:45-8:45	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	7	8	569	249	0	2	117	1335	5	0	0	18	35	19	0	0	495	33	74	0	2966

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	MD 187 Northbound					MD 187 Southbound					Oakmont Avenue Eastbound					W Cedar Lane Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	2	326	164	0	2	35	150	4	0	0	2	6	0	0	0	50	3	31	0	775
4:15-4:30	0	3	280	120	0	1	55	129	3	0	0	6	12	3	0	0	70	6	29	0	717
4:30-4:45	0	5	324	137	0	1	53	160	2	0	0	4	4	5	0	0	37	4	23	0	759
4:45-5:00	0	4	284	111	0	1	44	145	5	0	0	2	6	1	0	0	52	2	34	0	691
5:00-5:15	0	5	312	127	0	1	49	195	0	0	0	3	5	1	0	0	40	6	32	0	776
5:15-5:30	0	2	295	126	0	1	43	139	0	0	0	7	7	1	0	0	66	4	24	0	715
5:30-5:45	0	0	357	137	0	2	55	192	3	0	0	5	2	3	0	0	38	4	23	0	821
5:45-6:00	0	2	307	86	0	0	41	166	4	0	0	8	7	4	0	0	63	4	31	0	723
6:00-6:15	0	4	257	95	0	0	50	183	4	0	0	4	4	5	0	0	50	4	17	0	677
6:15-6:30	0	5	218	98	0	1	33	173	1	0	0	6	2	6	0	0	54	4	22	0	623
6:30-6:45	0	5	186	62	0	1	28	173	4	0	0	2	4	2	0	0	51	1	14	0	533
6:45-7:00	0	1	204	82	0	0	14	164	0	0	0	4	4	0	0	0	54	1	15	0	543

Hourly Totals	MD 187 Northbound					MD 187 Southbound					Oakmont Avenue Eastbound					W Cedar Lane Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-5:00	0	14	1214	532	0	5	187	584	14	0	0	14	28	9	0	0	209	15	117	0	2942
4:15-5:15	0	17	1200	495	0	4	201	629	10	0	0	15	27	10	0	0	199	18	118	0	2943
4:30-5:30	0	16	1215	501	0	4	189	639	7	0	0	16	22	8	0	0	195	16	113	0	2941
4:45-5:45	0	11	1248	501	0	5	191	671	8	0	0	17	20	6	0	0	196	16	113	0	3003
5:00-6:00	0	9	1271	476	0	4	188	692	7	0	0	23	21	9	0	0	207	18	110	0	3035
5:15-6:15	0	8	1216	444	0	3	189	680	11	0	0	24	20	13	0	0	217	16	95	0	2936
5:30-6:30	0	11	1139	416	0	3	179	714	12	0	0	23	15	18	0	0	205	16	93	0	2844
5:45-6:45	0	16	968	341	0	2	152	695	13	0	0	20	17	17	0	0	218	13	84	0	2556
6:00-7:00	0	15	865	337	0	2	125	693	9	0	0	16	14	13	0	0	209	10	68	0	2376
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound				Total	
5:00-6:00	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
	0	9	1271	476	0	4	188	692	7	0	0	23	21	9	0	0	207	18	110	0	3035

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: MD 187 & W Cedar Lane

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Tuesday, April 8, 2025

County: Montgomery

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	N/A Northbound					Site Driveway Southbound					W Cedar Lane Eastbound					W Cedar Lane Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	0	0	3	0	0	0	0	0	0	0	43	0	0	0	0	90	0	0	133
6:45-7:00	0	0	0	0	5	0	0	0	0	1	0	0	36	0	0	0	0	92	0	0	128
7:00-7:15	0	0	0	0	3	0	0	0	0	1	0	0	40	0	0	0	0	85	0	0	125
7:15-7:30	0	0	0	0	4	0	0	0	0	1	0	0	72	0	0	1	0	113	0	0	186
7:30-7:45	0	0	0	0	4	0	0	0	0	2	0	0	94	0	0	0	0	126	0	0	220
7:45-8:00	0	0	0	0	5	0	0	0	0	2	0	0	113	0	0	0	0	160	0	0	273
8:00-8:15	0	0	0	0	8	0	0	0	0	2	0	0	98	0	0	0	0	143	1	0	242
8:15-8:30	0	0	0	0	5	0	0	0	0	0	0	0	85	0	0	0	0	149	0	0	234
8:30-8:45	0	0	0	0	7	0	0	0	0	1	0	0	92	0	0	0	0	141	0	0	233
8:45-9:00	0	0	0	0	8	0	0	0	0	1	0	0	77	0	0	0	0	135	0	0	212
9:00-9:15	0	0	0	0	2	0	0	0	0	0	0	0	71	0	0	0	0	109	1	0	181
9:15-9:30	0	0	0	0	4	0	0	0	0	2	0	0	63	0	0	0	0	117	0	0	180

Hourly Totals	Northbound					Southbound					Eastbound					Westbound					Total
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	0	0	0	0	15	0	0	0	0	13	0	0	191	0	0	1	0	380	0	0	600
6:45-7:45	0	0	0	0	16	0	0	0	0	5	0	0	242	0	0	1	0	416	0	0	680
7:00-8:00	0	0	0	0	16	0	0	0	0	6	0	0	319	0	0	1	0	484	0	0	826
7:15-8:15	0	0	0	0	21	0	0	0	0	7	0	0	377	0	0	1	0	542	1	0	949
7:30-8:30	0	0	0	0	22	0	0	0	0	6	0	0	390	0	0	0	0	578	1	0	997
7:45-8:45	0	0	0	0	25	0	0	0	0	5	0	0	388	0	0	0	0	593	1	0	1012
8:00-9:00	0	0	0	0	28	0	0	0	0	4	0	0	352	0	0	0	0	568	1	0	953
8:15-9:15	0	0	0	0	22	0	0	0	0	2	0	0	325	0	0	0	0	534	1	0	884
8:30-9:30	0	0	0	0	21	0	0	0	0	4	0	0	303	0	0	0	0	502	1	0	831
AM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
7:45-8:45	0	0	0	0	25	0	0	0	0	5	0	0	388	0	0	0	0	593	1	0	1012

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	N/A Northbound					Site Driveway Southbound					W Cedar Lane Eastbound					W Cedar Lane Westbound					Total
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	0	0	0	3	0	0	0	0	2	0	0	192	0	0	0	0	96	0	1	288
4:15-4:30	0	0	0	0	4	0	0	0	0	0	0	0	196	0	0	0	0	78	0	1	274
4:30-4:45	0	0	0	0	11	0	1	0	0	1	0	0	197	0	0	0	0	83	0	0	281
4:45-5:00	0	0	0	0	12	0	0	0	1	6	0	0	168	0	0	0	0	95	0	0	264
5:00-5:15	0	0	0	0	2	0	0	0	0	1	0	0	174	0	0	0	0	83	0	0	257
5:15-5:30	0	0	0	0	8	0	0	0	0	1	1	0	173	0	0	0	0	93	0	0	267
5:30-5:45	0	0	0	0	7	0	0	0	0	3	0	0	183	0	0	0	0	92	1	0	276
5:45-6:00	0	0	0	0	7	0	0	0	0	0	0	0	122	0	0	0	0	103	0	0	225
6:00-6:15	0	0	0	0	4	0	0	0	1	2	0	0	147	0	0	0	0	84	0	0	232
6:15-6:30	0	0	0	0	7	0	0	0	0	2	0	0	116	0	0	0	0	66	0	0	182
6:30-6:45	0	0	0	0	6	0	0	0	0	5	0	0	103	0	0	0	0	68	0	0	171
6:45-7:00	0	0	0	0	4	0	0	0	0	1	0	0	96	0	1	0	0	70	0	0	166

Hourly Totals	Northbound					Southbound					Eastbound					Westbound					Total
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	0	0	30	0	1	0	1	9	0	0	753	0	0	0	0	352	0	2	1148
4:15-5:15	0	0	0	0	29	0	1	0	1	8	0	0	735	0	0	0	0	339	0	1	1114
4:30-5:30	0	0	0	0	33	0	1	0	1	9	1	0	712	0	0	0	0	354	0	0	1111
4:45-5:45	0	0	0	0	29	0	0	0	1	11	1	0	698	0	0	0	0	363	1	0	1104
5:00-6:00	0	0	0	0	24	0	0	0	0	5	1	0	652	0	0	0	0	371	1	0	1054
5:15-6:15	0	0	0	0	26	0	0	0	1	6	1	0	625	0	0	0	0	372	1	0	1032
5:30-6:30	0	0	0	0	25	0	0	0	1	7	0	0	568	0	0	0	0	345	1	0	947
5:45-6:45	0	0	0	0	24	0	0	0	1	9	0	0	488	0	0	0	0	321	0	0	843
6:00-7:00	0	0	0	0	21	0	0	0	1	10	0	0	462	0	1	0	0	288	0	0	783
PM Peak Hour	Northbound					Southbound					Eastbound					Westbound					Total
4:00-5:00	0	0	0	0	30	0	1	0	1	9	0	0	753	0	0	0	0	352	0	2	1148

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: W Cedar Lane & Site Driveway

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, May 29, 2025

County: Montgomery

Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
Time:	MD 187 Northbound					MD 187 Southbound					N/A Eastbound					Site Driveway Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0	0	48	0	0	0	0	305	0	0	0	0	0	0	0	0	0	0	0	9	353
6:45-7:00	0	0	63	0	0	0	0	307	0	0	0	0	0	0	0	0	0	0	0	4	370
7:00-7:15	0	0	89	0	0	0	0	287	0	0	0	0	0	0	0	0	0	0	0	3	376
7:15-7:30	0	0	110	1	1	0	0	293	0	1	0	0	0	0	0	0	0	0	0	5	404
7:30-7:45	0	0	145	1	0	0	0	378	0	0	0	0	0	0	0	0	0	0	0	8	524
7:45-8:00	0	0	149	1	0	0	0	348	0	0	0	0	0	0	0	0	0	0	0	12	498
8:00-8:15	0	0	138	1	0	0	0	344	0	0	0	0	0	0	0	0	0	0	0	11	483
8:15-8:30	0	0	164	1	0	0	0	349	0	0	0	0	0	0	0	0	0	0	0	5	514
8:30-8:45	0	0	155	1	0	0	0	417	0	0	0	0	0	0	0	0	0	0	0	9	573
8:45-9:00	0	0	147	1	0	0	0	360	0	0	0	0	0	0	0	0	0	0	0	7	508
9:00-9:15	0	0	137	0	0	0	0	320	0	0	0	0	0	0	0	0	0	0	2	8	459
9:15-9:30	0	0	142	0	0	0	0	281	0	0	0	0	0	0	0	0	0	0	0	8	423

Hourly Totals	MD 187 Northbound					MD 187 Southbound					N/A Eastbound					Site Driveway Westbound				Total	
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-7:30	0	0	310	1	1	0	0	1192	0	1	0	0	0	0	0	0	0	0	0	89	1594
6:45-7:45	0	0	407	2	1	0	0	1265	0	1	0	0	0	0	0	0	0	0	0	20	1696
7:00-8:00	0	0	493	3	1	0	0	1306	0	1	0	0	0	0	0	0	0	0	0	28	1832
7:15-8:15	0	0	542	4	1	0	0	1363	0	1	0	0	0	0	0	0	0	0	0	36	1947
7:30-8:30	0	0	596	4	0	0	0	1419	0	0	0	0	0	0	0	0	0	0	0	36	2055
7:45-8:45	0	0	606	4	0	0	0	1458	0	0	0	0	0	0	0	0	0	0	0	37	2105
8:00-9:00	0	0	604	4	0	0	0	1470	0	0	0	0	0	0	0	0	0	0	0	32	2110
8:15-9:15	0	0	603	3	0	0	0	1446	0	0	0	0	0	0	0	0	0	0	2	29	2083
8:30-9:30	0	0	581	2	0	0	0	1378	0	0	0	0	0	0	0	0	0	0	2	32	1995
<b>AM Peak Hour</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>	
<b>8:00-9:00</b>	<b>0</b>	<b>0</b>	<b>604</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>2110</b>

Weekday Evening Peak Hour (4 pm - 7 pm)																					
Time:	MD 187 Northbound					MD 187 Southbound					N/A Eastbound					Site Driveway Westbound				Total	
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	0	355	0	0	0	0	213	0	0	0	0	0	0	0	0	0	0	1	7	569
4:15-4:30	0	0	316	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	3	4	523
4:30-4:45	0	0	354	0	0	0	0	227	0	0	0	0	0	0	0	0	0	0	1	12	582
4:45-5:00	0	0	327	0	0	0	0	205	0	0	0	0	0	0	0	0	0	0	2	11	534
5:00-5:15	0	0	341	0	0	0	0	203	0	0	0	0	0	0	0	0	0	0	1	13	545
5:15-5:30	0	0	326	0	0	0	0	213	0	0	0	0	0	0	0	0	0	0	0	18	539
5:30-5:45	0	0	376	0	0	0	0	206	0	0	0	0	0	0	0	0	0	0	1	12	583
5:45-6:00	0	0	286	0	0	0	0	201	0	0	0	0	0	0	0	0	0	0	0	12	487
6:00-6:15	0	0	279	0	0	0	0	212	0	0	0	0	0	0	0	0	0	0	0	14	491
6:15-6:30	0	0	247	0	0	0	0	168	0	0	0	0	0	0	0	0	0	0	0	16	415
6:30-6:45	0	0	238	0	0	0	0	169	0	0	0	0	0	0	0	0	0	0	0	14	407
6:45-7:00	0	0	226	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	14	414

Hourly Totals	MD 187 Northbound					MD 187 Southbound					N/A Eastbound					Site Driveway Westbound				Total	
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	0	1352	0	0	0	0	849	0	0	0	0	0	0	0	0	0	0	7	34	2242
4:15-5:15	0	0	1338	0	0	0	0	839	0	0	0	0	0	0	0	0	0	0	7	40	2224
4:30-5:30	0	0	1348	0	0	0	0	848	0	0	0	0	0	0	0	0	0	0	4	54	2254
4:45-5:45	0	0	1370	0	0	0	0	827	0	0	0	0	0	0	0	0	0	0	4	54	2255
5:00-6:00	0	0	1329	0	0	0	0	823	0	0	0	0	0	0	0	0	0	0	2	55	2209
5:15-6:15	0	0	1267	0	0	0	0	832	0	0	0	0	0	0	0	0	0	0	1	56	2156
5:30-6:30	0	0	1188	0	0	0	0	787	0	0	0	0	0	0	0	0	0	0	1	54	2030
5:45-6:45	0	0	1050	0	0	0	0	750	0	0	0	0	0	0	0	0	0	0	0	56	1856
6:00-7:00	0	0	990	0	0	0	0	737	0	0	0	0	0	0	0	0	0	0	0	58	1785
<b>PM Peak Hour</b>	<b>Northbound</b>					<b>Southbound</b>					<b>Eastbound</b>					<b>Westbound</b>				<b>Total</b>	
<b>4:45-5:45</b>	<b>0</b>	<b>0</b>	<b>1370</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>827</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>2255</b>

Peak Hour  
Turning Movement Count



**LENHART TRAFFIC CONSULTING, INC.**  
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214  
SEVERNA PARK, MD 21146  
www.lenharttraffic.com

Intersection: MD 187 & Site Driveway

Weather: Clear

Count by: CountCAM - ZW

Count Day/Date: Thursday, May 29, 2025

County: Montgomery

# Appendix B

---

---

Level of Service (Synchro) Worksheets  
SimTraffic Worksheets

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 AM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑↑↑		↘	
Traffic Volume (veh/h)	0	388	593	1	0	0
Future Volume (Veh/h)	0	388	593	1	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	422	645	1	0	0
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	646				1068	216
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	646				1068	216
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	935				217	789
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	0	422	258	258	130	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	1	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.25	0.15	0.15	0.08	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 AM Existing without MD 187 Access



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗↖↗		↘	
Traffic Volume (veh/h)	4	388	593	1	0	0
Future Volume (Veh/h)	4	388	593	1	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	422	645	1	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	646				1076	216
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	646				1076	216
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	935				213	789
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	4	422	258	258	130	0
Volume Left	4	0	0	0	0	0
Volume Right	0	0	0	0	1	0
cSH	935	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.25	0.15	0.15	0.08	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	A					A
Approach Delay (s)	0.1		0.0			0.0
Approach LOS						A
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			23.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 AM Total



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑↑↑		↘	
Traffic Volume (veh/h)	5	388	593	2	1	4
Future Volume (Veh/h)	5	388	593	2	1	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	422	645	2	1	4
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	647			1078	216	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	647			1078	216	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	99			100	99	
cM capacity (veh/h)	934			212	789	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	5	422	258	258	131	5
Volume Left	5	0	0	0	0	1
Volume Right	0	0	0	0	2	4
cSH	934	1700	1700	1700	1700	511
Volume to Capacity	0.01	0.25	0.15	0.15	0.08	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	8.9	0.0	0.0	0.0	0.0	12.1
Lane LOS	A					B
Approach Delay (s)	0.1	0.0				12.1
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			30.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 PM Existing



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑↑↑		↘	
Traffic Volume (veh/h)	0	753	352	0	1	1
Future Volume (Veh/h)	0	753	352	0	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	818	383	0	1	1
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	383				1201	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383				1201	128
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	100
cM capacity (veh/h)	1172				177	899
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	0	818	153	153	77	2
Volume Left	0	0	0	0	0	1
Volume Right	0	0	0	0	0	1
cSH	1700	1700	1700	1700	1700	296
Volume to Capacity	0.00	0.48	0.09	0.09	0.05	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	17.2
Lane LOS						C
Approach Delay (s)	0.0		0.0			17.2
Approach LOS						C
<b>Intersection Summary</b>						
Average Delay			0.0			
Intersection Capacity Utilization			49.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 PM Existing without MD 187 Access



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑↑↑		↘	
Traffic Volume (veh/h)	0	753	352	0	1	5
Future Volume (Veh/h)	0	753	352	0	1	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	818	383	0	1	5
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	383				1201	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	383				1201	128
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	99
cM capacity (veh/h)	1172				177	899
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	0	818	153	153	77	6
Volume Left	0	0	0	0	0	1
Volume Right	0	0	0	0	0	5
cSH	1700	1700	1700	1700	1700	536
Volume to Capacity	0.00	0.48	0.09	0.09	0.05	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	11.8
Lane LOS						B
Approach Delay (s)	0.0		0.0			11.8
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			49.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis  
 1: W Cedar Ln & Site Access

FAES - 9100 Old Georgetown  
 PM Total



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑	↑↑↑		↘	
Traffic Volume (veh/h)	4	753	352	2	2	7
Future Volume (Veh/h)	4	753	352	2	2	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	818	383	2	2	8
<b>Pedestrians</b>						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		226				
pX, platoon unblocked						
vC, conflicting volume	385			1210	129	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	385			1210	129	
tC, single (s)	4.1			6.8	6.9	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	100			99	99	
cM capacity (veh/h)	1170			174	897	
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	SB 1
Volume Total	4	818	153	153	79	10
Volume Left	4	0	0	0	0	2
Volume Right	0	0	0	0	2	8
cSH	1170	1700	1700	1700	1700	491
Volume to Capacity	0.00	0.48	0.09	0.09	0.05	0.02
Queue Length 95th (ft)	0	0	0	0	0	2
Control Delay (s)	8.1	0.0	0.0	0.0	0.0	12.5
Lane LOS	A					B
Approach Delay (s)	0.0	0.0				12.5
Approach LOS						B
<b>Intersection Summary</b>						
Average Delay			0.1			
Intersection Capacity Utilization			49.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Queuing and Blocking Report  
AM Existing

07/22/2025

Intersection: 1: W Cedar Ln & Site Access

Movement	WB	WB
Directions Served	T	T
Maximum Queue (ft)	29	12
Average Queue (ft)	2	0
95th Queue (ft)	17	9
Link Distance (ft)	135	135
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
AM Existing without MD 187 Access

07/22/2025

Intersection: 1: W Cedar Ln & Site Access

Movement	EB	WB	WB
Directions Served	L	T	T
Maximum Queue (ft)	25	17	14
Average Queue (ft)	2	1	1
95th Queue (ft)	13	9	9
Link Distance (ft)	110	135	135
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

# Queuing and Blocking Report

## AM Total

07/22/2025

### Intersection: 1: W Cedar Ln & Site Access

Movement	EB	WB	WB	SB
Directions Served	L	T	T	LR
Maximum Queue (ft)	24	26	20	29
Average Queue (ft)	2	1	1	3
95th Queue (ft)	15	11	9	17
Link Distance (ft)	110	135	135	121
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

---

Intersection: 1: W Cedar Ln & Site Access

---

Movement	SB
Directions Served	LR
Maximum Queue (ft)	18
Average Queue (ft)	2
95th Queue (ft)	12
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
PM Existing without MD 187 Access

07/22/2025

---

Intersection: 1: W Cedar Ln & Site Access

---

Movement	SB
Directions Served	LR
Maximum Queue (ft)	33
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	121
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

# Queuing and Blocking Report

## PM Total

07/22/2025

### Intersection: 1: W Cedar Ln & Site Access

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	24	29
Average Queue (ft)	1	10
95th Queue (ft)	12	32
Link Distance (ft)	110	121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		