

HCM Unsignalized Intersection Capacity Analysis

Existing AM

3: Rockville Pike - 355 & Gas Station

10/09/2024

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	0	19	854	25	0	1394	
Future Volume (Veh/h)	0	19	854	25	0	1394	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	
Hourly flow rate (vph)	0	24	1081	32	0	1765	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage veh							
Upstream signal (ft)			225			340	
pX, platoon unblocked	0.90	0.95			0.95		
vC, conflicting volume	1685	376			1113		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	955	143			921		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	97			100		
cM capacity (veh/h)	230	832			697		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	24	432	432	248	588	588	588
Volume Left	0	0	0	0	0	0	0
Volume Right	24	0	0	32	0	0	0
cSH	832	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.03	0.25	0.25	0.15	0.35	0.35	0.35
Queue Length 95th (ft)	2	0	0	0	0	0	0
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.5	0.0			0.0		
Approach LOS	A						
Intersection Summary							
Average Delay			0.1				
Intersection Capacity Utilization			30.3%		ICU Level of Service		A
Analysis Period (min)			15				

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑	↑	↑	↑↑↑	
Traffic Volume (vph)	0	245	66	0	311	134	96	748	106	184	1328	43
Future Volume (vph)	0	245	66	0	311	134	96	748	106	184	1328	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	11	11	11
Total Lost time (s)		7.5			7.5	7.5	7.0	5.5	5.5	7.0	5.5	
Lane Util. Factor		0.95			0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes		1.00			1.00	1.00	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	
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3183			3539	1583	1652	4746	1478	1709	4893	
Flt Permitted		1.00			1.00	1.00	0.16	1.00	1.00	0.33	1.00	
Satd. Flow (perm)		3183			3539	1583	274	4746	1478	590	4893	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	250	67	0	317	137	98	763	108	188	1355	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	38	0	2	0
Lane Group Flow (vph)	0	317	0	0	317	137	98	763	70	188	1397	0
Confl. Peds. (#/hr)	13		9	9		13			4	4		
Confl. Bikes (#/hr)									1			
Turn Type		NA			NA	Prot	pm+pt	NA	Prot	pm+pt	NA	
Protected Phases		4			8	8	1	6	6	5	2	
Permitted Phases							6			2		
Actuated Green, G (s)		21.5			21.5	21.5	106.3	97.4	97.4	110.7	99.6	
Effective Green, g (s)		21.5			21.5	21.5	106.3	97.4	97.4	110.7	99.6	
Actuated g/C Ratio		0.14			0.14	0.14	0.71	0.65	0.65	0.74	0.66	
Clearance Time (s)		7.5			7.5	7.5	7.0	5.5	5.5	7.0	5.5	
Vehicle Extension (s)		4.0			4.0	4.0	4.0	0.2	0.2	4.0	0.2	
Lane Grp Cap (vph)		456			507	226	275	3081	959	518	3248	
v/s Ratio Prot		c0.10			0.09	0.09	0.02	0.16	0.05	c0.03	c0.29	
v/s Ratio Perm							0.23			0.24		
v/c Ratio		0.70			0.63	0.61	0.36	0.25	0.07	0.36	0.43	
Uniform Delay, d1		61.1			60.5	60.3	7.5	11.0	9.7	6.0	11.9	
Progression Factor		1.00			1.00	1.00	1.43	0.25	0.00	1.00	1.00	
Incremental Delay, d2		4.9			2.7	5.2	1.1	0.2	0.1	0.6	0.4	
Delay (s)		66.1			63.2	65.5	11.8	2.9	0.2	6.6	12.3	
Level of Service		E			E	E	B	A	A	A	B	
Approach Delay (s)		66.1			63.9			3.5			11.6	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay		21.6										
HCM 2000 Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		150.0										
Intersection Capacity Utilization		64.7%										
Analysis Period (min)		15										
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

5: Chapman Ave & Twinbrook Parkway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	519	36	506	426	123	28	48	216	84	50	24
Future Volume (vph)	40	519	36	506	426	123	28	48	216	84	50	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	11	11	10	10	10	10	10	10
Total Lost time (s)	5.5	6.0		5.5	6.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		0.97	0.95			1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.97			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1647	3268		3319	3280			1707	1478	3204	1739	1439
Flt Permitted	0.44	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	762	3268		3319	3280			1707	1478	3204	1739	1439
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	535	37	522	439	127	29	49	223	87	52	25
RTOR Reduction (vph)	0	2	0	0	8	0	0	0	157	0	0	24
Lane Group Flow (vph)	41	570	0	522	558	0	0	78	66	87	52	1
Confl. Peds. (#/hr)	4		1	1		4	5		14	14		5
Confl. Bikes (#/hr)			4			1						1
Turn Type	pm+pt	NA		Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	5	2		1	6		4	4	4 1	3	3	
Permitted Phases	2											3
Actuated Green, G (s)	109.7	104.1		35.7	134.2			14.0	56.2	11.2	11.2	11.2
Effective Green, g (s)	109.7	104.1		35.7	134.2			14.0	56.2	11.2	11.2	11.2
Actuated g/C Ratio	0.58	0.55		0.19	0.71			0.07	0.30	0.06	0.06	0.06
Clearance Time (s)	5.5	6.0		5.5	6.0			6.5		6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	467	1795		625	2322			126	438	189	102	85
v/s Ratio Prot	0.00	c0.17		c0.16	0.17			c0.05	0.04	0.03	c0.03	
v/s Ratio Perm	0.05											0.00
v/c Ratio	0.09	0.32		0.84	0.24			0.62	0.15	0.46	0.51	0.02
Uniform Delay, d1	17.2	23.3		74.1	9.7			85.2	49.1	86.2	86.5	84.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.5		9.4	0.2			8.7	0.2	1.8	4.0	0.1
Delay (s)	17.3	23.8		83.5	10.0			93.9	49.2	88.0	90.5	84.0
Level of Service	B	C		F	A			F	D	F	F	F
Approach Delay (s)		23.3			45.2			60.8			88.2	
Approach LOS		C			D			E			F	
Intersection Summary												
HCM 2000 Control Delay			44.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			189.5			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			65.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis

Existing AM

6: Chapman Ave & Pike Center North/Driveway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	1	0	4	2	336	2	5	582	5
Future Volume (Veh/h)	0	0	0	1	0	4	2	336	2	5	582	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	0	0	0	1	0	5	3	425	3	6	737	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)	471								256			
pX, platoon unblocked												
vC, conflicting volume	976	1186	372	813	1188	214	743	428				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	976	1186	372	813	1188	214	743	428				
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	100	100	100	100	100	99	100	99				
cM capacity (veh/h)	203	186	626	268	185	791	860	1128				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	0	6	216	216	374	374						
Volume Left	0	1	3	0	6	0						
Volume Right	0	5	0	3	0	6						
cSH	1700	597	860	1700	1128	1700						
Volume to Capacity	0.00	0.01	0.00	0.13	0.01	0.22						
Queue Length 95th (ft)	0	1	0	0	0	0						
Control Delay (s)	0.0	11.1	0.2	0.0	0.2	0.0						
Lane LOS	A	B	A		A							
Approach Delay (s)	0.0	11.1	0.1		0.1							
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.1									
Intersection Capacity Utilization			29.8%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

Existing AM

10/09/2024

7: Chapman Ave & Rollins Ave

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						 
Traffic Volume (veh/h)	35	36	304	71	36	510
Future Volume (Veh/h)	35	36	304	71	36	510
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	36	37	313	73	37	526
Pedestrians	11					3
Lane Width (ft)	12.0					10.0
Walking Speed (ft/s)	3.5					3.5
Percent Blockage	1					0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			287			440
pX, platoon unblocked	0.96	0.96			0.96	
vC, conflicting volume	698	364			397	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	662	313			348	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	94			97	
cM capacity (veh/h)	362	645			1144	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	36	37	386	212	351	
Volume Left	36	0	0	37	0	
Volume Right	0	37	73	0	0	
cSH	362	645	1700	1144	1700	
Volume to Capacity	0.10	0.06	0.23	0.03	0.21	
Queue Length 95th (ft)	8	5	0	3	0	
Control Delay (s)	16.0	10.9	0.0	1.7	0.0	
Lane LOS	C	B		A		
Approach Delay (s)	13.4		0.0	0.6		
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			50.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Existing AM

8: Chapman Ave & Pike Center South

10/09/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	342	547	3
Future Volume (Veh/h)	1	0	1	342	547	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.63	0.63	0.63	0.63	0.63	0.63
Hourly flow rate (vph)	2	0	2	543	868	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				111	616	
pX, platoon unblocked	0.92					
vC, conflicting volume	1418	292	873			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1411	292	873			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	119	705	768			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2	SB 3	
Volume Total	2	545	347	347	179	
Volume Left	2	2	0	0	0	
Volume Right	0	0	0	0	5	
cSH	119	768	1700	1700	1700	
Volume to Capacity	0.02	0.00	0.20	0.20	0.11	
Queue Length 95th (ft)	1	0	0	0	0	
Control Delay (s)	35.7	0.1	0.0	0.0	0.0	
Lane LOS	E	A				
Approach Delay (s)	35.7	0.1	0.0			
Approach LOS	E					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		28.8%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis

Existing AM

9: Chapman Ave & Bou Ave

10/09/2024

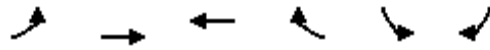
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	116	37	6	91	116	4	41	4	100	79	368
Future Volume (vph)	186	116	37	6	91	116	4	41	4	100	79	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.96	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	0.99	1.00		0.97	1.00	1.00	1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1635	1653		1605	1739	1416	1645	1711		1611	1739	1478
Flt Permitted	0.63	1.00		0.66	1.00	1.00	0.70	1.00		0.73	1.00	1.00
Satd. Flow (perm)	1084	1653		1106	1739	1416	1217	1711		1231	1739	1478
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	196	122	39	6	96	122	4	43	4	105	83	387
RTOR Reduction (vph)	0	7	0	0	0	79	0	1	0	0	0	163
Lane Group Flow (vph)	196	154	0	6	96	43	4	46	0	105	83	224
Confl. Peds. (#/hr)	5		8	8		5	2		11	11		2
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pt+ov
Protected Phases	1	6			2			4			8	8 1
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)	87.4	87.4		60.1	60.1	60.1	70.0	70.0		70.0	70.0	97.8
Effective Green, g (s)	87.4	87.4		60.1	60.1	60.1	70.0	70.0		70.0	70.0	97.8
Actuated g/C Ratio	0.52	0.52		0.36	0.36	0.36	0.41	0.41		0.41	0.41	0.58
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	0.2		0.2	0.2	0.2	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	632	855		393	618	503	504	709		510	720	855
v/s Ratio Prot	c0.04	0.09			0.06			0.03			0.05	c0.15
v/s Ratio Perm	c0.12			0.01		0.03	0.00			0.09		
v/c Ratio	0.31	0.18		0.02	0.16	0.09	0.01	0.06		0.21	0.12	0.26
Uniform Delay, d1	22.5	21.7		35.2	37.1	36.2	29.1	29.8		31.7	30.4	17.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.0		0.1	0.5	0.3	0.0	0.0		0.9	0.3	0.5
Delay (s)	23.3	21.7		35.3	37.6	36.5	29.1	29.8		32.6	30.7	18.1
Level of Service	C	C		D	D	D	C	C		C	C	B
Approach Delay (s)		22.6			36.9			29.7			22.6	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		25.5										C
HCM 2000 Volume to Capacity ratio		0.30										
Actuated Cycle Length (s)		168.9								17.0		
Intersection Capacity Utilization		57.6%										B
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

Existing AM

10: Bou Ave & Pike Center

10/09/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	10	317	484	14	16	8
Future Volume (Veh/h)	10	317	484	14	16	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	11	337	515	15	17	9
Pedestrians		4			7	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		278	280			
pX, platoon unblocked						
vC, conflicting volume	537				720	276
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	537				720	276
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				95	99
cM capacity (veh/h)	1020				356	714
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	123	225	343	187	26	
Volume Left	11	0	0	0	17	
Volume Right	0	0	0	15	9	
cSH	1020	1700	1700	1700	431	
Volume to Capacity	0.01	0.13	0.20	0.11	0.06	
Queue Length 95th (ft)	1	0	0	0	5	
Control Delay (s)	0.9	0.0	0.0	0.0	13.9	
Lane LOS	A				B	
Approach Delay (s)	0.3		0.0		13.9	
Approach LOS					B	
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			27.2%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

11: East Jefferson Street & Rollins Avenue

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											 	
Traffic Volume (vph)	17	44	27	272	32	38	9	243	259	20	218	18
Future Volume (vph)	17	44	27	272	32	38	9	243	259	20	218	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5		4.5	4.5			5.0	4.5		5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98			1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.94		1.00	0.92			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1711	1680		1711	1620			1797	1507		3361	
Flt Permitted	0.95	1.00		0.95	1.00			0.99	1.00		0.92	
Satd. Flow (perm)	1711	1680		1711	1620			1777	1507		3102	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	48	29	296	35	41	10	264	282	22	237	20
RTOR Reduction (vph)	0	21	0	0	33	0	0	0	55	0	4	0
Lane Group Flow (vph)	18	56	0	296	43	0	0	274	227	0	275	0
Confl. Peds. (#/hr)	7		10	10		7	7		6	6		7
Confl. Bikes (#/hr)			1			1			1			1
Turn Type	Split	NA		Split	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	4	4		3	3			2	3		6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	7.2	7.2		22.5	22.5			65.3	87.8		65.3	
Effective Green, g (s)	7.2	7.2		22.5	22.5			65.3	87.8		65.3	
Actuated g/C Ratio	0.07	0.07		0.21	0.21			0.60	0.81		0.60	
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0	4.5		5.0	
Vehicle Extension (s)	2.0	2.0		1.0	1.0			5.0	1.0		5.0	
Lane Grp Cap (vph)	113	110		353	334			1064	1213		1858	
v/s Ratio Prot	0.01	c0.03		c0.17	0.03				0.04			
v/s Ratio Perm								c0.15	0.11		0.09	
v/c Ratio	0.16	0.50		0.84	0.13			0.26	0.19		0.15	
Uniform Delay, d1	48.0	49.2		41.5	35.3			10.4	2.4		9.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.2	1.3		15.2	0.1			0.6	0.0		0.2	
Delay (s)	48.3	50.5		56.7	35.3			10.9	2.5		9.8	
Level of Service	D	D		E	D			B	A		A	
Approach Delay (s)		50.1			52.3			6.6			9.8	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			23.5	HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			109.0	Sum of lost time (s)					14.0			
Intersection Capacity Utilization			60.2%	ICU Level of Service					B			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	52	56	7	28	67	79	794	17	63	1344	20
Future Volume (vph)	42	52	56	7	28	67	79	794	17	63	1344	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		0.96	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1763	3157		1690	1863	1583	1711	4897		1708	4903	
Flt Permitted	0.74	1.00		0.68	1.00	1.00	0.16	1.00		0.32	1.00	
Satd. Flow (perm)	1370	3157		1212	1863	1583	288	4897		578	4903	
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)	44	54	58	7	29	70	82	827	18	66	1400	21
RTOR Reduction (vph)	0	54	0	0	0	65	0	0	0	0	0	0
Lane Group Flow (vph)	44	58	0	7	29	5	82	845	0	66	1421	0
Confl. Peds. (#/hr)	2		28	28		2	1		7	7		1
Confl. Bikes (#/hr)						1						
Turn Type	Perm	NA		Perm	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	8	1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	13.4	13.4		13.4	13.4	13.4	158.9	148.0		154.3	145.7	
Effective Green, g (s)	13.4	13.4		13.4	13.4	13.4	158.9	148.0		154.3	145.7	
Actuated g/C Ratio	0.07	0.07		0.07	0.07	0.07	0.85	0.79		0.82	0.78	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	0.2		5.0	0.2	
Lane Grp Cap (vph)	97	225		86	133	113	326	3865		527	3809	
v/s Ratio Prot		0.02			0.02	0.00	c0.01	0.17		0.01	c0.29	
v/s Ratio Perm	c0.03			0.01			0.20			0.10		
v/c Ratio	0.45	0.26		0.08	0.22	0.04	0.25	0.22		0.13	0.37	
Uniform Delay, d1	83.5	82.3		81.3	82.1	81.1	3.0	5.0		3.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.9	1.3		0.9	1.7	0.3	0.9	0.1		0.2	0.3	
Delay (s)	90.4	83.6		82.2	83.8	81.4	3.8	5.2		3.3	6.8	
Level of Service	F	F		F	F	F	A	A		A	A	
Approach Delay (s)		85.5			82.1			5.0			6.7	
Approach LOS		F			F			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.7									
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			187.5									
Intersection Capacity Utilization			64.1%									
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

13: Twinbrook Parkway & Parklawn Drive

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	24	51	163	19	124	50	519	277	179	765	63
Future Volume (vph)	36	24	51	163	19	124	50	519	277	179	765	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	10	10	10	10	10	10
Total Lost time (s)	6.5	6.5		7.0	7.0	7.0	8.0	6.0		8.0	6.0	6.0
Lane Util. Factor	0.95	0.95		0.95	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1572		1625	1645	1531	1651	4475		3203	3303	1433
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.31	1.00		0.30	1.00	1.00
Satd. Flow (perm)	1681	1572		1625	1645	1531	547	4475		1016	3303	1433
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	26	54	173	20	132	53	552	295	190	814	67
RTOR Reduction (vph)	0	33	0	0	0	111	0	19	0	0	0	20
Lane Group Flow (vph)	34	51	0	97	96	21	53	828	0	190	814	47
Confl. Peds. (#/hr)	10		2	2		10	2		1	1		2
Confl. Bikes (#/hr)												1
Turn Type	Split	NA		Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4	4 1	5	2		1	6	
Permitted Phases							2			6		6
Actuated Green, G (s)	12.4	12.4		18.5	18.5	34.4	157.6	150.2		160.6	151.7	151.7
Effective Green, g (s)	12.4	12.4		18.5	18.5	34.4	157.6	150.2		160.6	151.7	151.7
Actuated g/C Ratio	0.06	0.06		0.09	0.09	0.16	0.72	0.69		0.74	0.70	0.70
Clearance Time (s)	6.5	6.5		7.0	7.0		8.0	6.0		8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	0.2
Lane Grp Cap (vph)	95	89		138	139	242	433	3090		839	2303	999
v/s Ratio Prot	0.02	c0.03		c0.06	0.06	0.01	0.00	0.19		c0.01	c0.25	
v/s Ratio Perm							0.08			0.16		0.03
v/c Ratio	0.36	0.57		0.70	0.69	0.09	0.12	0.27		0.23	0.35	0.05
Uniform Delay, d1	98.7	100.0		96.8	96.7	78.1	9.0	12.8		8.2	13.2	10.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.3	8.6		15.0	13.8	0.2	0.1	0.2		0.1	0.4	0.1
Delay (s)	101.0	108.6		111.8	110.5	78.3	9.1	13.0		8.3	13.6	10.4
Level of Service	F	F		F	F	E	A	B		A	B	B
Approach Delay (s)		106.4			97.8			12.8			12.5	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			28.7			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			217.5			Sum of lost time (s)				27.5		
Intersection Capacity Utilization			57.7%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

14: Nebel Street & Randolph Road

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	564	56	177	933	92	80	54	68	105	70	14
Future Volume (vph)	16	564	56	177	933	92	80	54	68	105	70	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	11	11	11	12	12	12
Total Lost time (s)	6.0	6.5		6.0	6.5		6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1651	3247		1767	3487		1711	1801	1531	1765	1863	1583
Flt Permitted	0.24	1.00		0.36	1.00		0.71	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	414	3247		666	3487		1276	1801	1531	1156	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	594	59	186	982	97	84	57	72	111	74	15
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	17	653	0	186	1079	0	84	57	72	111	74	15
Confl. Peds. (#/hr)	1		4	4		1			2	2		
Confl. Bikes (#/hr)									1			
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Prot	pm+pt	NA	Prot
Protected Phases	1	6		5	2		3	8	8	7	4	4
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	146.5	142.6		161.1	151.2		32.3	16.6	16.6	37.5	19.2	19.2
Effective Green, g (s)	146.5	142.6		161.1	151.2		32.3	16.6	16.6	37.5	19.2	19.2
Actuated g/C Ratio	0.68	0.66		0.75	0.70		0.15	0.08	0.08	0.17	0.09	0.09
Clearance Time (s)	6.0	6.5		6.0	6.5		6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	303	2148		561	2446		222	138	117	252	165	141
v/s Ratio Prot	0.00	0.20		c0.02	c0.31		0.03	0.03	c0.05	c0.04	c0.04	0.01
v/s Ratio Perm	0.04			0.23			0.03			0.04		
v/c Ratio	0.06	0.30		0.33	0.44		0.38	0.41	0.62	0.44	0.45	0.11
Uniform Delay, d1	11.7	15.4		8.5	13.9		81.9	94.8	96.4	78.5	93.1	90.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.4		0.3	0.6		1.5	2.7	10.5	1.7	2.6	0.5
Delay (s)	11.7	15.8		8.9	14.5		83.4	97.5	106.9	80.1	95.8	90.7
Level of Service	B	B		A	B		F	F	F	F	F	F
Approach Delay (s)		15.7			13.7			95.1			86.7	
Approach LOS		B			B			F			F	
Intersection Summary												
HCM 2000 Control Delay			27.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			215.5				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			60.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Existing AM

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	7	13	77	16	50	25	1099	116	48	1770	48
Future Volume (vph)	20	7	13	77	16	50	25	1099	116	48	1770	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	11	11	11	11
Total Lost time (s)	7.0	7.0		7.0	7.0		6.0	5.5		6.0	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.86		1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.96		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.96	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.90		1.00	0.89		1.00	0.99		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1649	1603		1770	1579		1710	6066		1709	4883	
Flt Permitted	0.71	1.00		0.74	1.00		0.09	1.00		0.19	1.00	
Satd. Flow (perm)	1238	1603		1386	1579		171	6066		336	4883	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	20	7	13	79	16	51	26	1121	118	49	1806	49
RTOR Reduction (vph)	0	12	0	0	46	0	0	6	0	0	1	0
Lane Group Flow (vph)	20	8	0	79	21	0	26	1233	0	49	1854	0
Confl. Peds. (#/hr)	25					25	29		16	16		29
Confl. Bikes (#/hr)			4			3						
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	16.3	16.3		16.3	16.3		121.8	116.8		125.6	118.7	
Effective Green, g (s)	16.3	16.3		16.3	16.3		121.8	116.8		125.6	118.7	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.77	0.74		0.79	0.75	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	5.5		6.0	5.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	0.2		5.0	0.2	
Lane Grp Cap (vph)	127	164		142	162		179	4470		326	3656	
v/s Ratio Prot		0.01			0.01		0.00	0.20		c0.01	c0.38	
v/s Ratio Perm	0.02			c0.06			0.11			0.11		
v/c Ratio	0.16	0.05		0.56	0.13		0.15	0.28		0.15	0.51	
Uniform Delay, d1	64.8	64.1		67.7	64.7		5.3	6.9		3.7	8.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.2	0.3		7.8	0.8		0.8	0.2		0.4	0.5	
Delay (s)	66.1	64.4		75.5	65.4		6.1	7.0		4.1	8.6	
Level of Service	E	E		E	E		A	A		A	A	
Approach Delay (s)		65.2			70.9			7.0			8.4	
Approach LOS		E			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			11.3				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			158.5				Sum of lost time (s)			18.5		
Intersection Capacity Utilization			69.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing AM

16: Chapman Ave & Josiah Henson Parkway/Randolph Road

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	593	80	9	1014	66	11	6	4	27	7	24
Future Volume (vph)	77	593	80	9	1014	66	11	6	4	27	7	24
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)	5.0	6.0		5.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1652	3223		1645	3303	1429	1711	1675		1681	1545	
Flt Permitted	0.19	1.00		0.36	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	332	3223		621	3303	1429	1711	1675		1681	1545	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	89	682	92	10	1166	76	13	7	5	31	8	28
RTOR Reduction (vph)	0	3	0	0	0	24	0	5	0	0	0	0
Lane Group Flow (vph)	89	771	0	10	1166	52	13	7	0	28	39	0
Confl. Peds. (#/hr)	4		11	11		4	4		3	3		4
Confl. Bikes (#/hr)												1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	116.1	108.3		104.6	101.8	101.8	5.1	5.1		8.8	8.8	
Effective Green, g (s)	116.1	108.3		104.6	101.8	101.8	5.1	5.1		8.8	8.8	
Actuated g/C Ratio	0.78	0.73		0.71	0.69	0.69	0.03	0.03		0.06	0.06	
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	4.0	0.2		4.0	0.2	0.2	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	343	2358		458	2271	982	58	57		99	91	
v/s Ratio Prot	c0.02	c0.24		0.00	c0.35		c0.01	0.00		0.02	c0.03	
v/s Ratio Perm	0.19			0.02		0.04						
v/c Ratio	0.26	0.33		0.02	0.51	0.05	0.22	0.13		0.28	0.43	
Uniform Delay, d1	5.9	7.0		6.4	11.1	7.5	69.5	69.3		66.6	67.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.4		0.0	0.8	0.1	2.7	1.4		2.1	4.4	
Delay (s)	6.4	7.4		6.4	12.0	7.6	72.2	70.6		68.7	71.5	
Level of Service	A	A		A	B	A	E	E		E	E	
Approach Delay (s)		7.3			11.7			71.5			70.4	
Approach LOS		A			B			E			E	
Intersection Summary												
HCM 2000 Control Delay		12.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.48										
Actuated Cycle Length (s)		148.0			Sum of lost time (s)			23.0				
Intersection Capacity Utilization		56.0%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis 17: Chapman Ave/Chapman Road & Thompson Ave

Existing AM
10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	37	30	15	2	37	142	7	7	144	9
Future Volume (Veh/h)	2	3	37	30	15	2	37	142	7	7	144	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	2	3	43	34	17	2	43	163	8	8	166	10
Pedestrians		71			19			50			2	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		7			2			5			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								638				
pX, platoon unblocked												
vC, conflicting volume	524	534	292	554	535	188	247			190		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	524	534	292	554	535	188	247			190		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	99	94	90	96	100	97			99		
cM capacity (veh/h)	378	397	664	350	397	837	1230			1359		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	48	53	214	184								
Volume Left	2	34	43	8								
Volume Right	43	2	8	10								
cSH	618	372	1230	1359								
Volume to Capacity	0.08	0.14	0.03	0.01								
Queue Length 95th (ft)	6	12	3	0								
Control Delay (s)	11.3	16.3	1.9	0.4								
Lane LOS	B	C	A	A								
Approach Delay (s)	11.3	16.3	1.9	0.4								
Approach LOS	B	C										
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			41.9%		ICU Level of Service				A			
Analysis Period (min)			15									

SimTraffic Simulation Summary
Pike Center Exsiting AM

Existing AM
10/09/2024

Summary of All Intervals

Start Time	6:45
End Time	8:00
Total Time (min)	75
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	8507
Vehs Exited	8389
Starting Vehs	391
Ending Vehs	509
Travel Distance (mi)	5084
Travel Time (hr)	629.4
Total Delay (hr)	464.7
Total Stops	10849
Fuel Used (gal)	281.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	8507
Vehs Exited	8389
Starting Vehs	391
Ending Vehs	509
Travel Distance (mi)	5084
Travel Time (hr)	629.4
Total Delay (hr)	464.7
Total Stops	10849
Fuel Used (gal)	281.2

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 1: Rockville Pike - 355 & Bou Ave

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	L	TR	L	T	T	T	R	L	T
Maximum Queue (ft)	137	69	199	216	192	200	352	373	336	154	270	511
Average Queue (ft)	50	29	154	163	51	62	160	172	162	79	91	163
95th Queue (ft)	110	73	252	255	122	168	330	338	317	155	213	389
Link Distance (ft)	69		192	192			394	394	394	394		511
Upstream Blk Time (%)	9	0	29	34	0							0
Queuing Penalty (veh)	0	0	72	84	0							1
Storage Bay Dist (ft)		90			200	175					245	
Storage Blk Time (%)	9	0		34	0		11					5
Queuing Penalty (veh)	2	0		26	0		4					7

Intersection: 1: Rockville Pike - 355 & Bou Ave

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	509	508
Average Queue (ft)	182	176
95th Queue (ft)	401	400
Link Distance (ft)	511	511
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Rockville Pike - 355 & Federal Plaza/Pike Center

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	113	79	51	184	49	135	153	96	30	74	72
Average Queue (ft)	56	53	16	74	4	20	26	25	9	21	30
95th Queue (ft)	121	86	42	147	22	75	94	67	31	56	68
Link Distance (ft)	79		42		511	511	511		160	160	160
Upstream Blk Time (%)	10	3	5								
Queuing Penalty (veh)	0	0	0								
Storage Bay Dist (ft)		150		245				175			
Storage Blk Time (%)	10	3									
Queuing Penalty (veh)	6	1									

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 3: Rockville Pike - 355 & Gas Station

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	TR	T	T
Maximum Queue (ft)	29	118	116	44	53
Average Queue (ft)	12	4	4	1	2
95th Queue (ft)	36	39	38	15	18
Link Distance (ft)	50	160	160	238	238
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	TR	T	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	182	234	157	222	165	173	252	251	245	238	142	355
Average Queue (ft)	78	115	61	62	56	38	82	67	54	8	67	152
95th Queue (ft)	152	192	147	158	145	105	190	185	164	79	138	309
Link Distance (ft)	1299	1299	549	549		238	238	238	238			1180
Upstream Blk Time (%)							1	0	0	0		
Queuing Penalty (veh)							2	1	0	0		
Storage Bay Dist (ft)					150					300	400	
Storage Blk Time (%)				0	3				0	0		
Queuing Penalty (veh)				0	5				0	0		

Intersection: 4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	334	311
Average Queue (ft)	136	110
95th Queue (ft)	292	264
Link Distance (ft)	1180	1180
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 5: Chapman Ave & Twinbrook Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	L	T	TR	LT	R	L	L	T
Maximum Queue (ft)	200	307	342	312	325	1322	1326	175	190	159	171	152
Average Queue (ft)	14	90	124	183	318	1310	1164	118	156	51	88	77
95th Queue (ft)	74	238	304	362	328	1322	1729	202	231	139	156	138
Link Distance (ft)		549	549			1298	1298	167	167			530
Upstream Blk Time (%)						66	37	20	44			
Queuing Penalty (veh)						325	183	34	75			
Storage Bay Dist (ft)	175			300	300					300	300	
Storage Blk Time (%)		6		0	82							
Queuing Penalty (veh)		2		0	175							

Intersection: 6: Chapman Ave & Pike Center North/Driveway

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	LT	TR	LT	TR
Maximum Queue (ft)	22	111	99	71	56
Average Queue (ft)	4	13	64	6	6
95th Queue (ft)	18	58	132	38	30
Link Distance (ft)	28	97	97	167	167
Upstream Blk Time (%)	6	4	25		
Queuing Penalty (veh)	0	6	43		
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Chapman Ave & Rollins Ave

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	TR	LT	T
Maximum Queue (ft)	43	94	122	95	79
Average Queue (ft)	15	32	62	10	15
95th Queue (ft)	35	71	146	47	61
Link Distance (ft)	56	56	112	97	97
Upstream Blk Time (%)	0	17	18	0	0
Queuing Penalty (veh)	0	0	63	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 8: Chapman Ave & Pike Center South

Movement	NB	SB	SB	SB
Directions Served	LT	T	T	TR
Maximum Queue (ft)	119	74	70	119
Average Queue (ft)	41	11	4	52
95th Queue (ft)	129	44	28	123
Link Distance (ft)	46	112	112	112
Upstream Blk Time (%)	18			2
Queuing Penalty (veh)	61			4
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 9: Chapman Ave & Bou Ave

Movement	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	TR	L	T	R
Maximum Queue (ft)	201	201	28	236	120	24	72	62	48	54
Average Queue (ft)	110	49	5	100	28	2	34	23	18	29
95th Queue (ft)	192	137	21	183	94	14	70	55	48	67
Link Distance (ft)	201	201	817	817			130	46	46	46
Upstream Blk Time (%)	4	0						12	10	12
Queuing Penalty (veh)	7	0						22	18	22
Storage Bay Dist (ft)					250	70				
Storage Blk Time (%)				0			2			
Queuing Penalty (veh)				0			0			

Intersection: 10: Bou Ave & Pike Center

Movement	EB	WB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	52	200	208	51
Average Queue (ft)	8	70	78	14
95th Queue (ft)	34	186	193	41
Link Distance (ft)		201	201	300
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	1	
Storage Bay Dist (ft)	100			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 11: East Jefferson Street & Rollins Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	TR
Maximum Queue (ft)	72	138	479	90	156	73	158	52
Average Queue (ft)	15	58	220	28	57	23	68	9
95th Queue (ft)	45	115	409	71	126	58	122	32
Link Distance (ft)	477	477	1299	1299	295	295	317	317
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	96	117	117	49	119	226	119	304	357	319	200	378
Average Queue (ft)	36	46	36	4	28	74	49	70	77	65	40	202
95th Queue (ft)	83	89	79	24	67	141	100	214	228	201	131	355
Link Distance (ft)		832	832	497	497			1180	1180	1180		449
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250					450	165				175	
Storage Blk Time (%)								3			0	9
Queuing Penalty (veh)								2			0	6

Intersection: 12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	306	197
Average Queue (ft)	137	51
95th Queue (ft)	279	142
Link Distance (ft)	449	449
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 13: Twinbrook Parkway & Parklawn Dirve

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	LT	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	130	351	225	908	908	214	274	250	462	224	235	463
Average Queue (ft)	38	140	183	588	316	39	98	121	161	32	70	416
95th Queue (ft)	88	285	255	1080	827	115	197	220	321	138	186	482
Link Distance (ft)	445	445		893	893		1298	1298	1298		411	411
Upstream Blk Time (%)				16	5							79
Queuing Penalty (veh)				0	0							0
Storage Bay Dist (ft)			200			190				240		
Storage Blk Time (%)			46	68			1			0	0	
Queuing Penalty (veh)			46	55			0			0	0	

Intersection: 13: Twinbrook Parkway & Parklawn Dirve

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	463	275
Average Queue (ft)	391	77
95th Queue (ft)	518	273
Link Distance (ft)	411	
Upstream Blk Time (%)	52	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		250
Storage Blk Time (%)	76	0
Queuing Penalty (veh)	48	0

Intersection: 14: Nebel Street & Randolph Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	159	216	217	150	315	268	125	175	198	155	154	53
Average Queue (ft)	12	99	98	74	124	116	60	58	69	68	64	14
95th Queue (ft)	63	203	204	140	277	255	124	144	143	121	123	47
Link Distance (ft)		598	598		1100	1100		557	557		1623	1623
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140			125			100			250		
Storage Blk Time (%)		5		0	8		8	7				
Queuing Penalty (veh)		1		1	15		4	6				

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	TR	L	T	T
Maximum Queue (ft)	43	42	139	93	65	178	200	188	130	204	374	352
Average Queue (ft)	16	10	73	35	16	68	88	47	51	26	100	97
95th Queue (ft)	39	29	126	69	47	158	181	135	106	86	276	282
Link Distance (ft)	148	148	134	134	1538	1538	1538	1538	1538		394	394
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)										180		
Storage Blk Time (%)											3	
Queuing Penalty (veh)											1	

Intersection: 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	342
Average Queue (ft)	105
95th Queue (ft)	287
Link Distance (ft)	394
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Chapman Ave & Josiah Henson Parkway/Randolph Road

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	T	R	L	TR	L	LTR
Maximum Queue (ft)	67	182	176	25	215	237	17	70	96	50	74
Average Queue (ft)	34	60	51	4	75	74	7	13	17	12	24
95th Queue (ft)	61	149	124	18	179	181	19	44	57	39	60
Link Distance (ft)		528	528		598	598			376	226	226
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	350			165			215	250			
Storage Blk Time (%)					2	1					
Queuing Penalty (veh)					0	1					

Queuing and Blocking Report
Pike Center Exsiting AM

Existing AM
10/09/2024

Intersection: 17: Chapman Ave/Chapman Road & Thompson Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	51	54	52	52
Average Queue (ft)	23	23	8	4
95th Queue (ft)	44	52	36	23
Link Distance (ft)	403	327	530	412
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 1442

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

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)	17	31	36	324	21	175	57	1847	365	206	1170	18
Future Volume (vph)	17	31	36	324	21	175	57	1847	365	206	1170	18
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	0.95		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)		1708	1478	3204	1433		1711	4916	1531	1770	5063	
Flt Permitted		0.98	1.00	0.95	1.00		0.95	1.00	1.00	0.06	1.00	
Satd. Flow (perm)		1708	1478	3204	1433		1711	4916	1531	120	5063	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.92
Adj. Flow (vph)	18	32	37	334	22	180	59	1904	376	212	1206	20
RTOR Reduction (vph)	0	0	35	0	148	0	0	0	112	0	1	0
Lane Group Flow (vph)	0	50	2	334	54	0	59	1904	264	212	1225	0
Confl. Peds. (#/hr)	25					25	25		25	25		25
Confl. Bikes (#/hr)			1			1			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)		7.6	7.6	26.8	26.8		9.3	71.0	71.0	82.3	82.3	
Effective Green, g (s)		7.6	7.6	26.8	26.8		9.3	71.0	71.0	82.3	82.3	
Actuated g/C Ratio		0.05	0.05	0.18	0.18		0.06	0.47	0.47	0.55	0.55	
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)		86	74	572	256		106	2326	724	286	2777	
v/s Ratio Prot		c0.03	0.00	c0.10	0.04		0.03	c0.39	0.17	c0.10	0.24	
v/s Ratio Perm										0.31		
v/c Ratio		0.58	0.03	0.58	0.21		0.56	0.82	0.37	0.74	0.44	
Uniform Delay, d1		69.6	67.7	56.5	52.6		68.3	34.0	25.1	46.6	20.2	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.69	0.57	
Incremental Delay, d2		9.6	0.1	2.9	1.2		6.2	3.4	1.4	9.1	0.5	
Delay (s)		79.3	67.8	59.4	53.7		74.5	37.3	26.6	41.2	11.9	
Level of Service		E	E	E	D		E	D	C	D	B	
Approach Delay (s)		74.4			57.3			36.5			16.2	
Approach LOS		E			E			D			B	
Intersection Summary												
HCM 2000 Control Delay			33.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			31.0			
Intersection Capacity Utilization			78.4%			ICU Level of Service			D			
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 PM

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	127	8	133	18	9	38	197	1700	23	26	1221	13
Future Volume (vph)	127	8	133	18	9	38	197	1700	23	26	1221	13
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		0.92		1.00	1.00		1.00	1.00	
Flt Protected		0.95	1.00		0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1660	1478		1892		1709	4901		1651	4734	
Flt Permitted		0.95	1.00		0.99		0.16	1.00		0.10	1.00	
Satd. Flow (perm)		1660	1478		1892		293	4901		172	4734	
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)	132	8	139	19	9	40	205	1771	24	27	1272	14
RTOR Reduction (vph)	0	0	125	0	35	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	140	14	0	33	0	205	1794	0	27	1285	0
Confl. Peds. (#/hr)	3		5	5		3	23		16	16		23
Confl. Bikes (#/hr)						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)		15.1	15.1		6.6		109.8	100.9		97.4	93.5	
Effective Green, g (s)		15.1	15.1		6.6		109.8	100.9		97.4	93.5	
Actuated g/C Ratio		0.10	0.10		0.04		0.73	0.67		0.65	0.62	
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)		167	148		83		321	3296		150	2950	
v/s Ratio Prot		c0.08	0.01		c0.02		c0.05	0.37		0.00	0.27	
v/s Ratio Perm							c0.42			0.11		
v/c Ratio		0.84	0.09		0.39		0.64	0.54		0.18	0.44	
Uniform Delay, d1		66.3	61.2		69.8		9.0	12.7		10.3	14.6	
Progression Factor		1.00	1.00		1.00		2.56	0.77		0.48	0.37	
Incremental Delay, d2		29.1	0.3		3.1		2.7	0.4		0.5	0.4	
Delay (s)		95.3	61.5		72.8		25.7	10.1		5.5	5.8	
Level of Service		F	E		E		C	B		A	A	
Approach Delay (s)		78.5			72.8			11.7			5.8	
Approach LOS		E			E			B			A	
Intersection Summary												
HCM 2000 Control Delay		15.8					HCM 2000 Level of Service		B			
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		150.0					Sum of lost time (s)		23.5			
Intersection Capacity Utilization		67.1%					ICU Level of Service		C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

Existing PM

3: Rockville Pike - 355 & Gas Station

10/09/2024

							
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations			  			  	
Traffic Volume (veh/h)	0	58	1821	44	0	1248	
Future Volume (Veh/h)	0	58	1821	44	0	1248	
Sign Control	Stop		Free			Free	
Grade	0%		0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.92	
Hourly flow rate (vph)	0	66	2069	50	0	1357	
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None			None	
Median storage (veh)							
Upstream signal (ft)			225			340	
pX, platoon unblocked	0.88	0.81			0.81		
vC, conflicting volume	2546	715			2119		
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1268	0			1565		
tC, single (s)	6.8	6.9			4.1		
tC, 2 stage (s)							
tF (s)	3.5	3.3			2.2		
p0 queue free %	100	92			100		
cM capacity (veh/h)	141	880			339		
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	66	828	828	464	452	452	452
Volume Left	0	0	0	0	0	0	0
Volume Right	66	0	0	50	0	0	0
cSH	880	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.49	0.49	0.27	0.27	0.27	0.27
Queue Length 95th (ft)	6	0	0	0	0	0	0
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	9.4	0.0			0.0		
Approach LOS	A						
Intersection Summary							
Average Delay			0.2				
Intersection Capacity Utilization			46.4%		ICU Level of Service		A
Analysis Period (min)			15				

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑	↑↑↑	↑	↑	↑↑↑	
Traffic Volume (vph)	0	423	37	0	308	148	100	1523	121	154	1211	44
Future Volume (vph)	0	423	37	0	308	148	100	1523	121	154	1211	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	10	10	10	11	11	11
Total Lost time (s)		7.5			7.5	7.5	7.0	5.5	5.5	7.0	5.5	
Lane Util. Factor		0.95			0.95	1.00	1.00	0.91	1.00	1.00	0.91	
Frpb, ped/bikes		1.00			1.00	1.00	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	
Frt		0.99			1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		3255			3539	1583	1650	4746	1478	1711	4880	
Flt Permitted		1.00			1.00	1.00	0.18	1.00	1.00	0.11	1.00	
Satd. Flow (perm)		3255			3539	1583	316	4746	1478	202	4880	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	427	37	0	311	149	101	1538	122	156	1223	44
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	50	0	2	0
Lane Group Flow (vph)	0	464	0	0	311	149	101	1538	72	156	1265	0
Confl. Peds. (#/hr)	24		18	18		24	26		36	36		26
Confl. Bikes (#/hr)			1			1			2			
Turn Type		NA			NA	Prot	pm+pt	NA	Prot	pm+pt	NA	
Protected Phases		4			8	8	1	6	6	5	2	
Permitted Phases							6			2		
Actuated Green, G (s)		28.2			28.2	28.2	98.3	88.9	88.9	105.3	92.4	
Effective Green, g (s)		28.2			28.2	28.2	98.3	88.9	88.9	105.3	92.4	
Actuated g/C Ratio		0.19			0.19	0.19	0.66	0.59	0.59	0.70	0.62	
Clearance Time (s)		7.5			7.5	7.5	7.0	5.5	5.5	7.0	5.5	
Vehicle Extension (s)		4.0			4.0	4.0	4.0	0.2	0.2	4.0	0.2	
Lane Grp Cap (vph)		611			665	297	290	2812	875	271	3006	
v/s Ratio Prot		c0.14			0.09	0.09	0.02	0.32	0.05	c0.05	0.26	
v/s Ratio Perm							0.21			c0.35		
v/c Ratio		0.76			0.47	0.50	0.35	0.55	0.08	0.58	0.42	
Uniform Delay, d1		57.7			54.2	54.6	10.1	18.4	13.1	12.3	14.9	
Progression Factor		1.00			1.00	1.00	0.26	0.19	0.01	1.00	1.00	
Incremental Delay, d2		5.7			0.7	1.8	0.9	0.7	0.2	3.5	0.4	
Delay (s)		63.4			54.9	56.4	3.5	4.1	0.3	15.9	15.4	
Level of Service		E			D	E	A	A	A	B	B	
Approach Delay (s)		63.4			55.4			3.8			15.4	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			20.3		HCM 2000 Level of Service					C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			150.0		Sum of lost time (s)					20.0		
Intersection Capacity Utilization			75.3%		ICU Level of Service					D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing PM

5: Chapman Ave & Twinbrook Parkway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	725	95	463	583	141	55	109	564	215	119	37
Future Volume (vph)	68	725	95	463	583	141	55	109	564	215	119	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	11	11	11	10	10	10	10	10	10
Total Lost time (s)	5.5	6.0		5.5	6.0			6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		0.97	0.95			1.00	1.00	0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99			1.00	1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.97			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1650	3234		3319	3304			1710	1478	3204	1739	1411
Flt Permitted	0.37	1.00		0.95	1.00			0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	640	3234		3319	3304			1710	1478	3204	1739	1411
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	70	747	98	477	601	145	57	112	581	222	123	38
RTOR Reduction (vph)	0	5	0	0	8	0	0	0	49	0	0	34
Lane Group Flow (vph)	70	840	0	477	738	0	0	169	532	222	123	4
Confl. Peds. (#/hr)	2		9	9		2	15		14	14		15
Confl. Bikes (#/hr)									1			1
Turn Type	pm+pt	NA		Prot	NA		Split	NA	pt+ov	Split	NA	Perm
Protected Phases	5	2		1	6		4	4	4 1	3	3	
Permitted Phases	2											3
Actuated Green, G (s)	88.0	79.9		45.1	116.9			22.3	73.9	17.7	17.7	17.7
Effective Green, g (s)	88.0	79.9		45.1	116.9			22.3	73.9	17.7	17.7	17.7
Actuated g/C Ratio	0.46	0.42		0.24	0.62			0.12	0.39	0.09	0.09	0.09
Clearance Time (s)	5.5	6.0		5.5	6.0			6.5		6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	340	1363		789	2038			201	576	299	162	131
v/s Ratio Prot	0.01	c0.26		0.14	0.22			0.10	c0.36	0.07	c0.07	
v/s Ratio Perm	0.09											0.00
v/c Ratio	0.21	0.62		0.60	0.36			0.84	0.92	0.74	0.76	0.03
Uniform Delay, d1	28.4	42.8		64.3	17.9			81.9	55.1	83.7	83.8	78.1
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	2.1		1.3	0.5			25.9	20.6	9.6	18.3	0.1
Delay (s)	28.7	44.9		65.6	18.4			107.7	75.8	93.2	102.1	78.2
Level of Service	C	D		E	B			F	E	F	F	E
Approach Delay (s)		43.7			36.8			83.0			94.6	
Approach LOS		D			D			F			F	
Intersection Summary												
HCM 2000 Control Delay			56.1			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			189.5			Sum of lost time (s)			24.5			
Intersection Capacity Utilization			88.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

Existing PM

6: Chapman Ave & Pike Center North/Driveway

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	4	4	1	7	3	697	8	5	589	4
Future Volume (Veh/h)	6	1	4	4	1	7	3	697	8	5	589	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	1	4	4	1	8	3	774	9	6	654	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage (veh)												
Upstream signal (ft)	471								256			
pX, platoon unblocked												
vC, conflicting volume	1070	1457	329	1128	1454	392	658			783		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1070	1457	329	1128	1454	392	658			783		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	99	99	97	99	99	100			99		
cM capacity (veh/h)	171	127	667	156	128	607	926			831		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	12	13	390	396	333	331						
Volume Left	7	4	3	0	6	0						
Volume Right	4	8	0	9	0	4						
cSH	219	279	926	1700	831	1700						
Volume to Capacity	0.05	0.05	0.00	0.23	0.01	0.19						
Queue Length 95th (ft)	4	4	0	0	1	0						
Control Delay (s)	22.4	18.6	0.1	0.0	0.3	0.0						
Lane LOS	C	C	A		A							
Approach Delay (s)	22.4	18.6	0.1		0.1							
Approach LOS	C	C										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			31.6%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

Existing PM

10/09/2024

7: Chapman Ave & Rollins Ave

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	97	611	68	45	552
Future Volume (Veh/h)	71	97	611	68	45	552
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	73	100	630	70	46	569
Pedestrians	18					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	3.5					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			287			440
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1060	683			718	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1011	593			631	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	63	75			95	
cM capacity (veh/h)	197	397			838	
Direction, Lane #	WB 1	WB 2	NB 1	SB 1	SB 2	
Volume Total	73	100	700	236	379	
Volume Left	73	0	0	46	0	
Volume Right	0	100	70	0	0	
cSH	197	397	1700	838	1700	
Volume to Capacity	0.37	0.25	0.41	0.05	0.22	
Queue Length 95th (ft)	40	25	0	4	0	
Control Delay (s)	33.6	17.1	0.0	2.3	0.0	
Lane LOS	D	C		A		
Approach Delay (s)	24.0		0.0	0.9		
Approach LOS	C					
Intersection Summary						
Average Delay			3.2			
Intersection Capacity Utilization			60.3%	ICU Level of Service		B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

Existing PM

8: Chapman Ave & Pike Center South

10/09/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	3	0	674	615	8
Future Volume (Veh/h)	1	3	0	674	615	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	1	4	0	899	820	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)				111	616	
pX, platoon unblocked	0.82					
vC, conflicting volume	1724	279	831			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1773	279	831			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	61	718	797			
Direction, Lane #	EB 1	NB 1	SB 1	SB 2	SB 3	
Volume Total	5	899	328	328	175	
Volume Left	1	0	0	0	0	
Volume Right	4	0	0	0	11	
cSH	228	797	1700	1700	1700	
Volume to Capacity	0.02	0.00	0.19	0.19	0.10	
Queue Length 95th (ft)	2	0	0	0	0	
Control Delay (s)	21.2	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	21.2	0.0	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

Existing PM

9: Chapman Ave & Bou Ave

10/09/2024

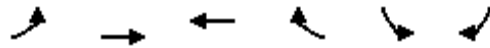
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	239	56	15	167	230	17	127	42	206	127	329
Future Volume (vph)	317	239	56	15	167	230	17	127	42	206	127	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	10	10	10	10	10	10
Total Lost time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.94	1.00	0.99		1.00	1.00	1.00
Flpb, ped/bikes	0.99	1.00		0.98	1.00	1.00	0.98	1.00		0.97	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1635	1675		1626	1739	1392	1619	1651		1603	1739	1478
Flt Permitted	0.52	1.00		0.57	1.00	1.00	0.65	1.00		0.59	1.00	1.00
Satd. Flow (perm)	898	1675		981	1739	1392	1103	1651		1000	1739	1478
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)	330	249	58	16	174	240	18	132	44	215	132	343
RTOR Reduction (vph)	0	5	0	0	0	159	0	4	0	0	0	136
Lane Group Flow (vph)	330	302	0	16	174	81	18	172	0	215	132	207
Confl. Peds. (#/hr)	8		5	5		8	10		17	17		10
Confl. Bikes (#/hr)			2			1						
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	pt+ov
Protected Phases	1	6			2			4			8	8 1
Permitted Phases	6			2		2	4			8		
Actuated Green, G (s)	97.4	97.4		60.1	60.1	60.1	70.1	70.1		70.1	70.1	107.9
Effective Green, g (s)	97.4	97.4		60.1	60.1	60.1	70.1	70.1		70.1	70.1	107.9
Actuated g/C Ratio	0.54	0.54		0.34	0.34	0.34	0.39	0.39		0.39	0.39	0.60
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	6.0	0.2		0.2	0.2	0.2	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	619	911		329	583	467	431	646		391	681	890
v/s Ratio Prot	c0.09	0.18			0.10			0.10			0.08	0.14
v/s Ratio Perm	c0.20			0.02		0.06	0.02			c0.21		
v/c Ratio	0.53	0.33		0.05	0.30	0.17	0.04	0.27		0.55	0.19	0.23
Uniform Delay, d1	23.9	22.7		40.1	43.9	41.9	33.7	37.0		42.2	35.8	16.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.1	0.1		0.3	1.3	0.8	0.0	0.2		5.5	0.6	0.4
Delay (s)	26.0	22.8		40.4	45.2	42.7	33.7	37.2		47.7	36.5	16.8
Level of Service	C	C		D	D	D	C	D		D	D	B
Approach Delay (s)		24.5			43.6			36.9			30.2	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			32.0									HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			179.0							17.0		
Intersection Capacity Utilization			77.0%									ICU Level of Service D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

Existing PM

10: Bou Ave & Pike Center

10/09/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Volume (veh/h)	20	516	475	31	46	28
Future Volume (Veh/h)	20	516	475	31	46	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	21	532	490	32	47	29
Pedestrians		1			7	
Lane Width (ft)		12.0			12.0	
Walking Speed (ft/s)		3.5			3.5	
Percent Blockage		0			1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)		278	280			
pX, platoon unblocked						
vC, conflicting volume	529				821	269
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529				821	269
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				85	96
cM capacity (veh/h)	1027				304	723
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	
Volume Total	198	355	327	195	76	
Volume Left	21	0	0	0	47	
Volume Right	0	0	0	32	29	
cSH	1027	1700	1700	1700	391	
Volume to Capacity	0.02	0.21	0.19	0.11	0.19	
Queue Length 95th (ft)	2	0	0	0	18	
Control Delay (s)	1.1	0.0	0.0	0.0	16.4	
Lane LOS	A				C	
Approach Delay (s)	0.4		0.0		16.4	
Approach LOS					C	
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			40.1%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

11: East Jefferson Street & Rollins Avenue

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	44	26	331	65	78	7	477	373	18	263	18
Future Volume (vph)	10	44	26	331	65	78	7	477	373	18	263	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11	11	11	11	11	11	11
Total Lost time (s)	4.5	4.5		4.5	4.5			5.0	4.5		5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	1.00		0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.96			1.00	0.98		1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Frt	1.00	0.94		1.00	0.92			1.00	0.85		0.99	
Flt Protected	0.95	1.00		0.95	1.00			1.00	1.00		1.00	
Satd. Flow (prot)	1711	1674		1711	1590			1799	1493		3366	
Flt Permitted	0.95	1.00		0.95	1.00			1.00	1.00		0.91	
Satd. Flow (perm)	1711	1674		1711	1590			1792	1493		3087	
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)	10	46	27	345	68	81	7	497	389	19	274	19
RTOR Reduction (vph)	0	21	0	0	41	0	0	0	75	0	3	0
Lane Group Flow (vph)	10	52	0	345	108	0	0	504	314	0	309	0
Confl. Peds. (#/hr)	19		20	20		19	18		15	15		18
Confl. Bikes (#/hr)			1			3			2			3
Turn Type	Split	NA		Split	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases	4	4		3	3			2	3		6	
Permitted Phases							2		2	6		
Actuated Green, G (s)	7.0	7.0		25.3	25.3			62.7	88.0		62.7	
Effective Green, g (s)	7.0	7.0		25.3	25.3			62.7	88.0		62.7	
Actuated g/C Ratio	0.06	0.06		0.23	0.23			0.58	0.81		0.58	
Clearance Time (s)	4.5	4.5		4.5	4.5			5.0	4.5		5.0	
Vehicle Extension (s)	2.0	2.0		1.0	1.0			5.0	1.0		5.0	
Lane Grp Cap (vph)	109	107		397	369			1030	1205		1775	
v/s Ratio Prot	0.01	c0.03		c0.20	0.07				0.06			
v/s Ratio Perm								c0.28	0.15		0.10	
v/c Ratio	0.09	0.49		0.87	0.29			0.49	0.26		0.17	
Uniform Delay, d1	48.0	49.3		40.3	34.5			13.7	2.6		10.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	1.3		17.4	0.2			1.7	0.0		0.2	
Delay (s)	48.1	50.6		57.6	34.6			15.3	2.6		11.1	
Level of Service	D	D		E	C			B	A		B	
Approach Delay (s)		50.3			50.7			9.8			11.1	
Approach LOS		D			D			A			B	
Intersection Summary												
HCM 2000 Control Delay			23.3	HCM 2000 Level of Service					C			
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			109.0	Sum of lost time (s)					14.0			
Intersection Capacity Utilization			69.6%	ICU Level of Service					C			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	66	87	18	70	127	197	1609	7	99	1357	30
Future Volume (vph)	98	66	87	18	70	127	197	1609	7	99	1357	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	11	11	11	11	11	11
Total Lost time (s)	6.5	6.5		6.5	6.5	6.5	5.5	5.5		5.5	5.5	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.95	1.00		0.96	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1681	3132		1708	1863	1583	1711	4912		1710	4893	
Flt Permitted	0.69	1.00		0.60	1.00	1.00	0.13	1.00		0.12	1.00	
Satd. Flow (perm)	1223	3132		1085	1863	1583	240	4912		222	4893	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	103	69	92	19	74	134	207	1694	7	104	1428	32
RTOR Reduction (vph)	0	81	0	0	0	118	0	0	0	0	1	0
Lane Group Flow (vph)	103	80	0	19	74	16	207	1701	0	104	1459	0
Confl. Peds. (#/hr)	30		24	24		30	12		16	16		12
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA		Perm	NA	Prot	pm+pt	NA		pm+pt	NA	
Protected Phases		4			8	8	1	6		5	2	
Permitted Phases	4			8			6			2		
Actuated Green, G (s)	22.9	22.9		22.9	22.9	22.9	152.6	137.2		133.1	123.2	
Effective Green, g (s)	22.9	22.9		22.9	22.9	22.9	152.6	137.2		133.1	123.2	
Actuated g/C Ratio	0.12	0.12		0.12	0.12	0.12	0.81	0.73		0.71	0.66	
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	5.5	5.5		5.5	5.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0	5.0	5.0	0.2		5.0	0.2	
Lane Grp Cap (vph)	149	382		132	227	193	382	3594		236	3215	
v/s Ratio Prot		0.03			0.04	0.01	c0.07	0.35		0.02	0.30	
v/s Ratio Perm	c0.08			0.02			c0.37			0.29		
v/c Ratio	0.69	0.21		0.14	0.33	0.08	0.54	0.47		0.44	0.45	
Uniform Delay, d1	78.9	74.2		73.5	75.2	73.0	9.8	10.3		8.6	15.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	16.2	0.6		1.1	1.8	0.4	2.8	0.4		2.7	0.5	
Delay (s)	95.1	74.7		74.6	77.0	73.4	12.6	10.8		11.4	16.2	
Level of Service	F	E		E	E	E	B	B		B	B	
Approach Delay (s)		82.7			74.7			11.0			15.9	
Approach LOS		F			E			B			B	
Intersection Summary												
HCM 2000 Control Delay		21.3										
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		187.5								17.5		
Intersection Capacity Utilization		73.7%										
Analysis Period (min)		15										
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

13: Twinbrook Parkway & Parklawn Drive

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	32	68	304	39	272	31	1157	271	133	734	32
Future Volume (vph)	44	32	68	304	39	272	31	1157	271	133	734	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	11	11	11	10	10	10	10	10	10
Total Lost time (s)	6.5	6.5		7.0	7.0	7.0	8.0	6.0		8.0	6.0	6.0
Lane Util. Factor	0.95	0.95		0.95	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1573		1625	1647	1531	1649	4558		3204	3303	1420
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.32	1.00		0.12	1.00	1.00
Satd. Flow (perm)	1681	1573		1625	1647	1531	554	4558		397	3303	1420
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	47	34	72	323	41	289	33	1231	288	141	781	34
RTOR Reduction (vph)	0	32	0	0	0	184	0	10	0	0	0	13
Lane Group Flow (vph)	42	79	0	181	183	105	33	1509	0	141	781	21
Confl. Peds. (#/hr)	12		2	2		12	4		17	17		4
Turn Type	Split	NA		Split	NA	pt+ov	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	3		4	4	4 1	5	2		1	6	
Permitted Phases							2			6		6
Actuated Green, G (s)	16.1	16.1		30.8	30.8	47.6	139.2	133.3		147.0	137.2	137.2
Effective Green, g (s)	16.1	16.1		30.8	30.8	47.6	139.2	133.3		147.0	137.2	137.2
Actuated g/C Ratio	0.07	0.07		0.14	0.14	0.22	0.64	0.61		0.68	0.63	0.63
Clearance Time (s)	6.5	6.5		7.0	7.0		8.0	6.0		8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	0.2		3.0	0.2	0.2
Lane Grp Cap (vph)	124	116		230	233	335	384	2793		394	2083	895
v/s Ratio Prot	0.02	c0.05		c0.11	0.11	c0.07	0.00	c0.33		0.02	c0.24	
v/s Ratio Perm							0.05			0.23		0.02
v/c Ratio	0.34	0.68		0.79	0.79	0.31	0.09	0.54		0.36	0.37	0.02
Uniform Delay, d1	95.6	98.2		90.2	90.2	71.2	14.8	24.4		15.9	19.4	15.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	14.6		16.1	15.8	0.5	0.1	0.8		0.6	0.5	0.0
Delay (s)	97.3	112.7		106.3	106.0	71.8	14.9	25.1		16.5	19.9	15.1
Level of Service	F	F		F	F	E	B	C		B	B	B
Approach Delay (s)		108.5			90.9			24.9			19.2	
Approach LOS		F			F			C			B	
Intersection Summary												
HCM 2000 Control Delay			40.1									D
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			217.5							27.5		
Intersection Capacity Utilization			69.8%									C
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

14: Nebel Street & Randolph Road

10/09/2024

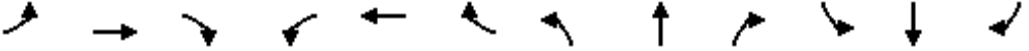
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	943	74	149	736	156	125	138	247	253	160	24
Future Volume (vph)	21	943	74	149	736	156	125	138	247	253	160	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	12	12	12	11	11	11	12	12	12
Total Lost time (s)	6.0	6.5		6.0	6.5		6.5	6.5	6.5	6.5	6.5	6.5
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		0.98	1.00	1.00	0.99	1.00	1.00
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1650	3243		1770	3419		1671	1801	1531	1760	1863	1583
Flt Permitted	0.23	1.00		0.12	1.00		0.65	1.00	1.00	0.46	1.00	1.00
Satd. Flow (perm)	401	3243		232	3419		1145	1801	1531	847	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	22	993	78	157	775	164	132	145	260	266	168	25
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	22	1071	0	157	939	0	132	145	260	266	168	25
Confl. Peds. (#/hr)	12		18	18		12	17		8	8		17
Confl. Bikes (#/hr)			4			3			3			3
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Prot	pm+pt	NA	Prot
Protected Phases	1	6		5	2		3	8	8	7	4	4
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	101.4	95.6		118.8	107.0		59.9	42.1	42.1	83.7	59.4	59.4
Effective Green, g (s)	101.4	95.6		118.8	107.0		59.9	42.1	42.1	83.7	59.4	59.4
Actuated g/C Ratio	0.47	0.44		0.55	0.50		0.28	0.20	0.20	0.39	0.28	0.28
Clearance Time (s)	6.0	6.5		6.0	6.5		6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	5.0		3.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Grp Cap (vph)	222	1438		250	1697		361	351	299	477	513	436
v/s Ratio Prot	0.00	c0.33		c0.05	0.27		0.03	0.08	c0.17	c0.09	0.09	0.02
v/s Ratio Perm	0.04			0.30			0.07			0.13		
v/c Ratio	0.10	0.74		0.63	0.55		0.37	0.41	0.87	0.56	0.33	0.06
Uniform Delay, d1	31.9	49.8		33.8	37.7		61.0	75.9	84.0	48.2	62.1	57.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	3.5		4.9	1.3		0.9	1.1	23.1	1.7	0.5	0.1
Delay (s)	32.1	53.4		38.6	39.0		61.9	77.0	107.2	49.9	62.7	57.5
Level of Service	C	D		D	D		E	E	F	D	E	E
Approach Delay (s)		52.9			38.9			87.9			55.0	
Approach LOS		D			D			F			D	
Intersection Summary												
HCM 2000 Control Delay			54.3			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			215.5			Sum of lost time (s)			25.5			
Intersection Capacity Utilization			82.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Existing PM

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	12	32	186	13	138	18	1941	250	161	1458	26
Future Volume (vph)	40	12	32	186	13	138	18	1941	250	161	1458	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	12	12	12	11	11	11	11	11	11
Total Lost time (s)	7.0	7.0		7.0	7.0		6.0	5.5		6.0	5.5	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.86		1.00	0.91	
Frpb, ped/bikes	1.00	0.99		1.00	0.93		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	0.95	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.89		1.00	0.86		1.00	0.98		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1623	1589		1770	1490		1709	6033		1711	4895	
Flt Permitted	0.54	1.00		0.73	1.00		0.14	1.00		0.04	1.00	
Satd. Flow (perm)	925	1589		1354	1490		260	6033		74	4895	
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)	42	12	33	194	14	144	19	2022	260	168	1519	27
RTOR Reduction (vph)	0	27	0	0	116	0	0	12	0	0	1	0
Lane Group Flow (vph)	42	19	0	194	42	0	19	2270	0	168	1545	0
Confl. Peds. (#/hr)	44					44	25		20	20		25
Confl. Bikes (#/hr)			3						1			3
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Actuated Green, G (s)	30.3	30.3		30.3	30.3		96.4	91.4		115.7	104.7	
Effective Green, g (s)	30.3	30.3		30.3	30.3		96.4	91.4		115.7	104.7	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.61	0.58		0.73	0.66	
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	5.5		6.0	5.5	
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	0.2		5.0	0.2	
Lane Grp Cap (vph)	176	303		258	284		203	3478		243	3233	
v/s Ratio Prot		0.01			0.03		0.00	0.38		c0.08	0.32	
v/s Ratio Perm	0.05			c0.14			0.05			c0.43		
v/c Ratio	0.24	0.06		0.75	0.15		0.09	0.65		0.69	0.48	
Uniform Delay, d1	54.3	52.5		60.5	53.3		12.4	22.8		45.9	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.2		13.7	0.5		0.4	1.0		10.3	0.5	
Delay (s)	55.8	52.7		74.3	53.8		12.8	23.7		56.2	13.9	
Level of Service	E	D		E	D		B	C		E	B	
Approach Delay (s)		54.2			65.1			23.7			18.0	
Approach LOS		D			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.4			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			158.5			Sum of lost time (s)			18.5			
Intersection Capacity Utilization			89.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Signalized Intersection Capacity Analysis

Existing PM

16: Chapman Ave & Josiah Henson Parkway/Randolph Road

10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	861	72	14	700	127	50	24	20	152	51	96
Future Volume (vph)	144	861	72	14	700	127	50	24	20	152	51	96
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)	5.0	6.0		5.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00		0.95	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.97	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.93		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1651	3252		1649	3303	1433	1711	1665		1681	1574	
Flt Permitted	0.30	1.00		0.27	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	529	3252		464	3303	1433	1711	1665		1681	1574	
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)	150	897	75	15	729	132	52	25	21	158	53	100
RTOR Reduction (vph)	0	3	0	0	0	58	0	20	0	0	0	0
Lane Group Flow (vph)	150	969	0	15	729	74	52	26	0	142	169	0
Confl. Peds. (#/hr)	3		10	10		3	9		2	2		9
Confl. Bikes (#/hr)						1						1
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases	6			2		2						
Actuated Green, G (s)	99.9	91.9		86.4	83.4	83.4	7.8	7.8		22.3	22.3	
Effective Green, g (s)	99.9	91.9		86.4	83.4	83.4	7.8	7.8		22.3	22.3	
Actuated g/C Ratio	0.68	0.62		0.58	0.56	0.56	0.05	0.05		0.15	0.15	
Clearance Time (s)	5.0	6.0		5.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	4.0	0.2		4.0	0.2	0.2	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	444	2019		294	1861	807	90	87		253	237	
v/s Ratio Prot	c0.03	c0.30		0.00	0.22		c0.03	0.02		0.08	c0.11	
v/s Ratio Perm	0.20			0.03		0.05						
v/c Ratio	0.34	0.48		0.05	0.39	0.09	0.58	0.30		0.56	0.71	
Uniform Delay, d1	9.8	15.1		13.1	18.1	14.9	68.5	67.5		58.3	59.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.8		0.1	0.6	0.2	10.3	2.6		3.4	10.4	
Delay (s)	10.4	16.0		13.2	18.7	15.1	78.8	70.1		61.7	70.2	
Level of Service	B	B		B	B	B	E	E		E	E	
Approach Delay (s)		15.2			18.1			74.7			66.3	
Approach LOS		B			B			E			E	
Intersection Summary												
HCM 2000 Control Delay		25.3										
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		148.0								23.0		
Intersection Capacity Utilization		65.4%										
Analysis Period (min)		15										
c Critical Lane Group												

APPENDIX E Existing Conditions Capacity Analysis

HCM Unsignalized Intersection Capacity Analysis 17: Chapman Ave/Chapman Road & Thompson Ave

Existing PM
10/09/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	17	122	9	12	5	28	279	23	7	281	27
Future Volume (Veh/h)	26	17	122	9	12	5	28	279	23	7	281	27
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	28	18	130	10	13	5	30	297	24	7	299	29
Pedestrians		66			56			51			1	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			5			5			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								638				
pX, platoon unblocked	0.95	0.95		0.95	0.95	0.95				0.95		
vC, conflicting volume	775	830	430	942	833	366	394			377		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	735	794	430	912	796	304	394			315		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	93	77	93	95	99	97			99		
cM capacity (veh/h)	253	261	557	141	260	660	1091			1117		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	176	28	351	335								
Volume Left	28	10	30	7								
Volume Right	130	5	24	29								
cSH	426	218	1091	1117								
Volume to Capacity	0.41	0.13	0.03	0.01								
Queue Length 95th (ft)	50	11	2	0								
Control Delay (s)	19.3	24.0	1.0	0.2								
Lane LOS	C	C	A	A								
Approach Delay (s)	19.3	24.0	1.0	0.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay			5.0									
Intersection Capacity Utilization			51.4%		ICU Level of Service					A		
Analysis Period (min)			15									

SimTraffic Simulation Summary

Baseline

Existing PM

10/09/2024

Summary of All Intervals

Start Time	6:45
End Time	8:00
Total Time (min)	75
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	9934
Vehs Exited	9117
Starting Vehs	726
Ending Vehs	1543
Travel Distance (mi)	5168
Travel Time (hr)	2095.1
Total Delay (hr)	1925.1
Total Stops	18752
Fuel Used (gal)	625.1

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	
Vehs Entered	9934
Vehs Exited	9117
Starting Vehs	726
Ending Vehs	1543
Travel Distance (mi)	5168
Travel Time (hr)	2095.1
Total Delay (hr)	1925.1
Total Stops	18752
Fuel Used (gal)	625.1

Queuing and Blocking Report
Baseline

Existing PM
10/09/2024

Intersection: 1: Rockville Pike - 355 & Bou Ave

Movement	EB	EB	B28	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	LT	R	T	L	L	TR	L	T	T	T	R	L
Maximum Queue (ft)	142	69	295	198	220	192	199	419	451	434	459	270
Average Queue (ft)	127	16	207	149	173	119	77	284	292	285	384	265
95th Queue (ft)	139	59	326	236	249	230	150	540	542	532	506	271
Link Distance (ft)	69		243	192	192			394	394	394	394	
Upstream Blk Time (%)	99	16	70	12	36	16		16	17	14	45	
Queuing Penalty (veh)	0	0	0	30	90	0		84	89	77	240	
Storage Bay Dist (ft)		90				200	175					245
Storage Blk Time (%)	99	16			36	16		32				96
Queuing Penalty (veh)	36	8			70	25		18				375

Intersection: 1: Rockville Pike - 355 & Bou Ave

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	529	518	516
Average Queue (ft)	513	118	124
95th Queue (ft)	520	389	390
Link Distance (ft)	511	511	511
Upstream Blk Time (%)	87	0	0
Queuing Penalty (veh)	396	2	1
Storage Bay Dist (ft)			
Storage Blk Time (%)	0		
Queuing Penalty (veh)	1		

Queuing and Blocking Report
Baseline

Existing PM
10/09/2024

Intersection: 2: Rockville Pike - 355 & Federal Plaza/Pike Center

Movement	EB	EB	B25	WB	B24	NB	NB	NB	NB	SB	SB	SB
Directions Served	LT	R	T	LTR	T	L	T	T	TR	L	T	T
Maximum Queue (ft)	150	79	228	104	180	267	471	534	526	74	165	199
Average Queue (ft)	142	61	220	88	101	117	120	239	265	7	160	81
95th Queue (ft)	154	73	233	128	229	259	372	544	550	36	162	210
Link Distance (ft)	79		213	42	171		511	511	511		160	160
Upstream Blk Time (%)	94	12	96	76	55			6	7		89	13
Queuing Penalty (veh)	0	0	0	0	0			40	46		370	53
Storage Bay Dist (ft)		150				245				175		
Storage Blk Time (%)	94	12				7	7				89	
Queuing Penalty (veh)	125	16				38	13				23	

Intersection: 2: Rockville Pike - 355 & Federal Plaza/Pike Center

Movement	SB
Directions Served	TR
Maximum Queue (ft)	208
Average Queue (ft)	68
95th Queue (ft)	194
Link Distance (ft)	160
Upstream Blk Time (%)	5
Queuing Penalty (veh)	19
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: Rockville Pike - 355 & Gas Station

Movement	WB	NB	NB	SB	SB	SB
Directions Served	R	T	TR	T	T	T
Maximum Queue (ft)	53	157	183	288	293	292
Average Queue (ft)	25	13	9	251	51	39
95th Queue (ft)	46	69	65	339	204	169
Link Distance (ft)	50	160	160	238	238	238
Upstream Blk Time (%)	1	0	0	82	3	1
Queuing Penalty (veh)	0	0	2	340	13	5
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Baseline

Existing PM
10/09/2024

Intersection: 4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	TR	T	T	R	L	T	T	T	L	T	T
Maximum Queue (ft)	1316	1304	227	237	175	136	260	252	246	424	1185	1165
Average Queue (ft)	853	870	77	61	43	22	96	88	83	120	953	448
95th Queue (ft)	1693	1692	187	184	129	82	225	207	187	423	1561	864
Link Distance (ft)	1299	1299	549	549		238	238	238	238		1180	1180
Upstream Blk Time (%)	40	47					1	1	0		58	0
Queuing Penalty (veh)	88	102					2	4	1		282	0
Storage Bay Dist (ft)					150					400		
Storage Blk Time (%)				4	1				0	0	79	
Queuing Penalty (veh)				6	1				0	0	122	

Intersection: 4: Rockville Pike - 355 & Rollins Avenue /Twinbrook Parkway

Movement	SB
Directions Served	TR
Maximum Queue (ft)	699
Average Queue (ft)	176
95th Queue (ft)	545
Link Distance (ft)	1180
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Baseline

Existing PM

10/09/2024

Intersection: 5: Chapman Ave & Twinbrook Parkway

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	L	T	TR	LT	R	L	L	T
Maximum Queue (ft)	200	398	415	312	325	1325	1356	177	187	311	325	547
Average Queue (ft)	14	79	90	232	318	1242	1112	149	174	193	249	342
95th Queue (ft)	75	266	298	401	328	1663	1837	197	185	305	359	614
Link Distance (ft)		549	549			1298	1298	167	167			530
Upstream Blk Time (%)						54	36	42	77			8
Queuing Penalty (veh)						297	200	149	274			33
Storage Bay Dist (ft)	175			300	300					300	300	
Storage Blk Time (%)		6		8	81	0				0	8	21
Queuing Penalty (veh)		4		23	237	0				0	13	53

Intersection: 5: Chapman Ave & Twinbrook Parkway

Movement	SB
Directions Served	R
Maximum Queue (ft)	325
Average Queue (ft)	32
95th Queue (ft)	193
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	300
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 6: Chapman Ave & Pike Center North/Driveway

Movement	EB	B39	WB	B40	NB	NB	SB	SB
Directions Served	LTR	T	LTR	T	LT	TR	LT	TR
Maximum Queue (ft)	92	127	78	111	110	115	186	204
Average Queue (ft)	79	89	41	26	22	99	42	42
95th Queue (ft)	87	152	94	85	78	107	158	163
Link Distance (ft)	22	120	28	126	97	97	167	167
Upstream Blk Time (%)	100	56	69	0	7	74	5	6
Queuing Penalty (veh)	0	0	0	0	25	260	16	21
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report

Baseline

Existing PM

10/09/2024

Intersection: 7: Chapman Ave & Rollins Ave

Movement	WB	WB	B50	B50	B51	B51	NB	SB	SB
Directions Served	L	R	T	T	T	T	TR	LT	T
Maximum Queue (ft)	127	150	58	246	354	330	124	121	123
Average Queue (ft)	49	125	3	213	216	233	114	53	30
95th Queue (ft)	129	134	21	283	443	443	123	133	112
Link Distance (ft)	56	56	146	146	315	315	112	97	97
Upstream Blk Time (%)	22	100		92	52	55	71	13	14
Queuing Penalty (veh)	0	0		0	0	0	481	38	42
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 8: Chapman Ave & Pike Center South

Movement	EB	NB	SB	SB	SB
Directions Served	LR	LT	T	T	TR
Maximum Queue (ft)	50	156	119	115	120
Average Queue (ft)	12	116	79	29	47
95th Queue (ft)	36	141	153	86	128
Link Distance (ft)	35	46	112	112	112
Upstream Blk Time (%)	34	73	26	2	13
Queuing Penalty (veh)	0	490	54	3	26
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report

Baseline

Existing PM

10/09/2024

Intersection: 9: Chapman Ave & Bou Ave

Movement	EB	EB	WB	WB	WB	B36	B36	NB	NB	B35	B48	B49
Directions Served	L	TR	L	T	R	T	T	L	TR	T	T	T
Maximum Queue (ft)	220	201	780	926	275	1434	1445	95	228	378	602	561
Average Queue (ft)	201	42	244	880	260	507	677	10	196	340	504	401
95th Queue (ft)	208	143	800	933	298	1276	1397	57	217	429	761	764
Link Distance (ft)	201	201	817	817		1623	1623		130	285	528	472
Upstream Blk Time (%)	77	1		86					91	89	76	61
Queuing Penalty (veh)	217	4		135					268	263	223	179
Storage Bay Dist (ft)					250			70				
Storage Blk Time (%)				20	86				92			
Queuing Penalty (veh)				46	144				16			

Intersection: 9: Chapman Ave & Bou Ave

Movement	B45	SB	SB	SB
Directions Served	T	L	T	R
Maximum Queue (ft)	244	66	48	56
Average Queue (ft)	145	46	32	32
95th Queue (ft)	328	69	63	70
Link Distance (ft)	226	46	46	46
Upstream Blk Time (%)	50	56	27	25
Queuing Penalty (veh)	147	115	56	52
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 10: Bou Ave & Pike Center

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	125	239	200	229	315
Average Queue (ft)	113	189	46	98	299
95th Queue (ft)	142	264	172	242	338
Link Distance (ft)		192	201	201	300
Upstream Blk Time (%)		63	0	16	87
Queuing Penalty (veh)		379	0	40	0
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	68	17			
Queuing Penalty (veh)	174	47			

Queuing and Blocking Report
Baseline

Existing PM
10/09/2024

Intersection: 11: East Jefferson Street & Rollins Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R	LT	TR
Maximum Queue (ft)	31	492	499	356	310	307	332	292
Average Queue (ft)	9	154	292	105	70	158	152	93
95th Queue (ft)	30	426	472	257	218	373	326	273
Link Distance (ft)	477	477	1299	1299	295	295	317	317
Upstream Blk Time (%)		11			1	43	3	
Queuing Penalty (veh)		0			0	0	0	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	T	TR	L	T
Maximum Queue (ft)	180	778	847	198	132	181	190	455	460	450	200	464
Average Queue (ft)	73	84	328	63	60	107	120	166	157	175	36	402
95th Queue (ft)	139	313	813	158	113	172	226	377	373	394	145	574
Link Distance (ft)		832	832	497	497			1180	1180	1180		449
Upstream Blk Time (%)			11									61
Queuing Penalty (veh)			0									0
Storage Bay Dist (ft)	250					450	165				175	
Storage Blk Time (%)		0					5	6			0	71
Queuing Penalty (veh)		0					26	12			0	70

Intersection: 12: Rockville Pike - 355/Rockville Pike- 355 & Halpine Road

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	464	464
Average Queue (ft)	320	250
95th Queue (ft)	501	496
Link Distance (ft)	449	449
Upstream Blk Time (%)	17	15
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Baseline

Existing PM
10/09/2024

Intersection: 13: Twinbrook Parkway & Parklawn Drive

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	L	LT	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	132	460	225	908	927	65	353	385	407	252	316	445
Average Queue (ft)	56	210	198	691	646	16	141	156	178	30	76	394
95th Queue (ft)	106	397	245	1206	1136	49	300	335	383	140	207	478
Link Distance (ft)	445	445		893	893		1298	1298	1298		411	411
Upstream Blk Time (%)		2		50	33							68
Queuing Penalty (veh)		0		0	0							0
Storage Bay Dist (ft)			200			190				240		
Storage Blk Time (%)			47	69			5			0	2	
Queuing Penalty (veh)			89	105			2			0	1	

Intersection: 13: Twinbrook Parkway & Parklawn Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	450	275
Average Queue (ft)	379	57
95th Queue (ft)	523	235
Link Distance (ft)	411	
Upstream Blk Time (%)	50	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		250
Storage Blk Time (%)	67	0
Queuing Penalty (veh)	21	0

Intersection: 14: Nebel Street & Randolph Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	R	L	T	R
Maximum Queue (ft)	165	606	610	150	472	481	124	359	528	274	466	73
Average Queue (ft)	23	199	204	80	223	233	66	150	299	124	112	14
95th Queue (ft)	90	496	502	181	423	439	140	305	471	260	294	46
Link Distance (ft)		598	598		1100	1100		557	557		1623	1623
Upstream Blk Time (%)		1	1									
Queuing Penalty (veh)		4	4									
Storage Bay Dist (ft)	140			125			100			250		
Storage Blk Time (%)		15		2	22		7	20		6		
Queuing Penalty (veh)		3		8	33		10	26		9		

Queuing and Blocking Report
BaselineExisting PM
10/09/2024

Intersection: 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Movement	EB	EB	WB	WB	B31	B31	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	TR	T	T	L	T	T	T	TR	L
Maximum Queue (ft)	107	98	206	243	164	183	1572	1553	1577	1601	1590	204
Average Queue (ft)	42	19	150	128	15	15	568	1188	1223	1288	1310	59
95th Queue (ft)	93	52	230	226	79	88	1650	1914	1949	1995	2023	150
Link Distance (ft)	148	148	134	134	149	149	1538	1538	1538	1538	1538	
Upstream Blk Time (%)			20	29	1	3	11	13	34	56	52	
Queuing Penalty (veh)			0	0	0	0	0	0	0	0	0	
Storage Bay Dist (ft)												180
Storage Blk Time (%)												1
Queuing Penalty (veh)												3

Intersection: 15: Rockville Pike - 355 & Hubbard Drive/Plaza Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	399	394	394
Average Queue (ft)	76	86	98
95th Queue (ft)	248	270	293
Link Distance (ft)	394	394	394
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	2	1	2
Storage Bay Dist (ft)			
Storage Blk Time (%)	2		
Queuing Penalty (veh)	3		

Intersection: 16: Chapman Ave & Josiah Henson Parkway/Randolph Road

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB	B45
Directions Served	L	T	TR	L	T	T	R	L	TR	L	LTR	T
Maximum Queue (ft)	375	543	562	24	612	598	240	274	391	200	296	45
Average Queue (ft)	242	353	141	5	236	264	144	82	157	79	119	2
95th Queue (ft)	481	699	429	19	555	602	310	214	381	155	212	15
Link Distance (ft)		528	528		598	598			376	226	226	472
Upstream Blk Time (%)		47	3		0	1			17		1	
Queuing Penalty (veh)		0	0		1	2			0		1	
Storage Bay Dist (ft)	350			165			215	250				
Storage Blk Time (%)	47	3			13	6	38	2	22			
Queuing Penalty (veh)	201	4			2	7	134	1	11			

Queuing and Blocking Report

Baseline

Existing PM

10/09/2024

Intersection: 17: Chapman Ave/Chapman Road & Thompson Ave

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	218	52	93	179
Average Queue (ft)	63	15	21	23
95th Queue (ft)	134	41	65	97
Link Distance (ft)	403	327	530	412
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 9300

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

4. Rockville Pike / Twinbrook Pkwy / Rollins Ave -- Red Policy Area

EBT	E	66.1	E	63.4
WBT	E	63.2	D	54.9
WBR	E	65.5	E	56.4
NBL	B	11.8	A	3.5
NBT	A	2.9	A	4.1
NBR	A	0.2	A	0.3
SBL	A	6.6	B	15.9
SBT	B	12.3	B	15.4
Overall	C	21.6	C	20.3

5. Chapman Ave / Twinbrook Pkwy -- Red Policy Area

EBL	B	17.3	C	28.7
EBTR	C	23.8	D	44.9
WBL	F	83.5	E	65.6
WBTR	A	10.0	B	18.4
NBLT	F	93.9	F	107.7
NBR	D	49.2	E	75.8
SBL	F	88.0	F	93.2
SBT	F	90.5	F	102.1
SBR	F	84.0	E	78.2
Overall	D	44.5	E	56.1

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
11. E Jefferson St / Rollins Ave -- City of Rockville				
EBL	D	48.3	D	48.1
EBTR	D	50.5	D	50.6
WBL	E	56.7	E	57.6
WBTR	D	35.3	C	34.6
NBLT	B	10.9	B	15.3
NBR	A	2.5	A	2.6
SBLTR	A	9.8	B	11.1
Overall	C	23.5	C	23.3

12. Rockville Pike / Halpine Rd -- Red Policy Area				
EBL	F	90.4	F	95.1
EBTR	F	83.6	E	74.7
WBL	F	82.2	E	74.6
WBT	F	83.8	E	77.0
WBR	F	81.4	E	73.4
NBL	A	3.8	B	12.6
NBTR	A	5.2	B	10.8
SBL	A	3.3	B	11.4
SBTR	A	6.8	B	16.2
Overall	B	13.7	C	21.3
13. Twinbrook Pkwy / Parklawn Dr -- Red Policy Area				
EBL	F	101.0	F	97.3
EBLTR	F	108.6	F	112.7
WBL	F	111.8	F	106.3
WBLT	F	110.5	F	106.0
WBR	E	78.3	E	71.8
NBL	A	9.1	B	14.9
NBTR	B	13.0	C	25.1
SBL	A	8.3	B	16.5
SBT	B	13.6	B	19.9
SBR	B	10.4	B	15.1
Overall	C	28.7	D	40.1

14. Nebel St / Randolph Rd -- Red Policy Area				
EBL	B	11.7	C	32.1
EBTR	B	15.8	D	53.4
WBL	A	8.9	D	38.6
WBTR	B	14.5	D	39.0
NBL	F	83.4	E	61.9
NBT	F	97.5	E	77.0
NBR	F	106.9	F	107.2
SBL	F	80.1	D	49.9
SBT	F	95.8	E	62.7
SBR	F	90.7	E	57.5
Overall	C	27.8	D	54.3
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

**16. Chapman Ave / Randolph Rd / Josiah Henson Pkwy --
Red Policy Area**

EBL	A	6.4	B	10.4
EBTR	A	7.4	B	16.0
WBL	A	6.4	B	13.2
WBT	B	12.0	B	18.7
WBR	A	7.6	B	15.1
NBL	E	72.2	E	78.8
NBTR	E	70.6	E	70.1
SBL	E	68.7	E	61.7
SBLTR	E	71.5	E	70.2
Overall	B	12.4	C	25.3

**17. Chapman Ave / Thompson Ave - Unsignalized -- Red
Policy Area**

EBLTR	B	11.3	C	19.3
WBLTR	C	16.3	C	24.0
NBLTR	A	1.9	A	1.0
SBLTR	A	0.4	A	0.2
Overall	A	3.8	A	5.0

**18. Rockville Pike (MD 355) / Rollins Ave Extension -
Unsignalized -- Orange Policy Area**

WBR

Overall

FUTURE

Notes:

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

Pike Center
Existing 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
4. Rockville Pike / Twinbrook Pkwy / Rollins Ave -- Red Policy Area					
EBT	1299	78	152	853	1693
EBTR	1299	115	192	870	1692
WBT	549	61	147	77	187
WBT	549	62	158	61	184
WBR	150	56	145	43	129
NBL	238	38	105	22	82
NBT	238	82	190	96	255
NBT	238	67	185	88	207
NBT	238	54	164	83	187
NBR	300	8	79	-	-
SBL	400	67	138	120	423
SBT	1180	152	309	953	1561
SBT	1180	136	292	448	864
SBTR	1180	110	264	176	545
5. Chapman Ave / Twinbrook Pkwy -- Red Policy Area					
EBL	175	14	74	14	75
EBT	549	90	238	79	266
EBTR	549	124	304	90	298
WBL	300	183	362	232	401
WBL	300	318	328	318	328
WBT	1298	1310	1322	1242	1663
WBTR	1298	1164	1729	1112	1837
NBLT	167	118	202	149	197
NBR	167	156	231	174	185
SBL	300	51	139	193	305
SBL	300	88	156	249	359
SBT	530	77	138	342	614
SBR	300	-	-	32	193

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
11. E Jefferson St / Rollins Ave -- City of Rockville					
EBL	477	15	45	9	30
EBTR	477	58	115	154	426
WBL	1299	220	409	292	472
WBTR	1299	28	71	105	257
NBLT	295	57	126	70	218
NBR	295	23	58	158	373
SBLT	317	68	122	152	326
SBTR	317	9	32	93	273

12. Rockville Pike / Halpine Rd -- Red Policy Area					
EBL	250	36	83	73	139
EBT	832	46	89	84	313
EBTR	832	36	79	328	813
WBL	497	4	24	63	158
WBT	497	28	67	60	113
WBR	450	74	141	107	172
NBL	165	49	100	120	226
NBT	1180	70	214	166	377
NBT	1180	77	228	157	373
NBTR	1180	65	201	175	394
SBL	175	40	131	36	145
SBT	449	202	355	402	574
SBT	449	137	279	320	501
SBTR	449	51	142	250	496
13. Twinbrook Pkwy / Parklawn Dr -- Red Policy Area					
EBL	445	38	88	56	106
EBLTR	445	140	285	210	397
WBL	200	183	255	198	245
WBLTR	893	588	1080	691	1206
WBR	893	316	827	646	1136
NBL	190	39	115	16	49
NBT	1298	98	197	141	300
NBT	1298	121	220	156	335
NBTR	1298	161	321	178	383
SBL	240	32	138	30	140
SBL	411	70	186	76	207
SBT	411	416	482	394	478
SBT	411	391	518	379	523
SBR	250	77	273	57	235
14. Nebel St / Randolph Rd -- Red Policy Area					
EBL	140	12	63	23	90
EBT	598	99	203	199	496
EBTR	598	98	204	204	502
WBL	125	74	140	80	181
WBT	1100	124	277	223	423
WBTR	1100	116	255	233	439
NBL	100	60	124	66	140
NBT	557	58	144	150	305
NBR	557	69	143	299	471
SBL	250	68	121	124	260
SBT	1623	64	123	112	294

SBR	1623	14	47	14	46
-----	------	----	----	----	----

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
16. Chapman Ave / Randolph Rd / Josiah Henson Pkwy -- Red Policy Area					
EBL	350	34	61	242	481
EBT	528	60	149	353	699
EBTR	528	51	121	141	429
WBL	165	4	18	5	19
WBT	598	75	179	236	555
WBT	598	74	181	264	602
WBR	215	7	19	144	310
NBL	250	13	44	82	214
NBTR	376	17	57	157	381
SBL	226	12	39	79	155
SBLTR	226	24	60	119	212

17. Chapman Ave / Thompson Ave - Unsignalized -- Red Policy Area					
EBLTR	403	23	44	63	134
WBLTR	327	23	52	15	41
NBLTR	530	8	36	21	65
SBLTR	412	4	23	23	97
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

APPENDIX F

Forecasting Sheets

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\BG AM.pdf

Scenario 2 2034 Background AM
10/15/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	36	1646	177	124	2077	6	14	21	25	467	11	65	4669

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	84	1544	11	30	2105	2	16	2	54	7	2	8	3865

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	1543	25	2156	19			3743

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	103	1430	106	200	2020	0	256	136	312	186	4749

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	67	48	197	84	50	24	40	509	73	531	440	123	2186

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	2	356	2	5	644	5	0	0	0	1	0	4	1019

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
7	Chapman Ave / Rollins Ave	324	71	36	572	35	36	1074

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
8	Chaopman Ave / Site Drive South	1	362	609	3	1	0	976

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	4	41	4	137	79	393	169	116	37	6	91	153	1230

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	16	8	10	300	509	14	857

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	9	243	340	20	218	18	17	44	27	230	32	38	1236

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	79	1234	311	63	1833	20	42	52	56	176	28	67	3961

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	50	490	277	179	804	63	36	24	51	163	19	124	2280

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	80	54	123	138	74	14	16	622	56	258	1041	129	2605

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	25	1771	116	48	2557	48	20	7	13	77	16	50	4748

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	11	6	4	27	7	24	77	651	80	9	1122	66	2084

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	37	142	7	7	144	9	2	3	37	30	15	2	435

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 2 2034 Background AM

Report File: S:\...\IBG AM.pdf

10/15/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	36	957	194	124	1315	6	14	21	25	442	11	65	3210
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	689	-17	0	762	0	0	0	0	25	0	0	1459
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	36	1646	177	124	2077	6	14	21	25	467	11	65	4669

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	84	855	11	30	1343	2	16	2	54	7	2	8	2414
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	689	0	0	762	0	0	0	0	0	0	0	1451
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	84	1544	11	30	2105	2	16	2	54	7	2	8	3865

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	Final Base	854	25	1394		19		2292
		Growth Factor	1.00	1.00	1.00		1.00		-
		In Process	0	0	0		0		0
		Net New Trips	689	0	762		0		1451
		Other	0	0	0		0		0
		Future Total	1543	25	2156		19		3743

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	96	748	106	184	1328	43	245	66	311	134	3261
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	7	682	0	16	692	-50	11	70	1	52	1481
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	103	1430	106	200	2020	0	256	136	312	186	4749

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	28	48	216	84	50	24	40	519	36	506	426	123	2100
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	39	0	-19	0	0	0	0	-10	37	25	14	0	86
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	67	48	197	84	50	24	40	509	73	531	440	123	2186

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	2	336	2	5	582	5	0	0	0	1	0	4	937
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	20	0	0	62	0	0	0	0	0	0	0	82
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	356	2	5	644	5	0	0	0	1	0	4	1019

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
7	Chapman Ave / Rollins Ave	Final Base	304	71	36	510	35	36	992
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	20	0	0	62	0	0	82
		Other	0	0	0	0	0	0	0
		Future Total	324	71	36	572	35	36	1074

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
8	Chaopman Ave / Site Drive South	Final Base	1	342	547	3	1	0	894
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	20	62	0	0	0	82
		Other	0	0	0	0	0	0	0
		Future Total	1	362	609	3	1	0	976

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	4	41	4	100	79	368	186	116	37	6	91	116	1148
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	37	0	25	-17	0	0	0	0	37	82
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	41	4	137	79	393	169	116	37	6	91	153	1230

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	16	8	10	317	484	14	849
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	-17	25	0	8
		Other	0	0	0	0	0	0	0
		Future Total	16	8	10	300	509	14	857

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	9	243	259	20	218	18	17	44	27	272	32	38	1197
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	81	0	0	0	0	0	0	-42	0	0	39
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	243	340	20	218	18	17	44	27	230	32	38	1236

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	79	794	17	63	1344	20	42	52	56	7	28	67	2569
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	440	294	0	489	0	0	0	0	169	0	0	1392
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	79	1234	311	63	1833	20	42	52	56	176	28	67	3961

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	50	519	277	179	765	63	36	24	51	163	19	124	2270
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-29	0	0	39	0	0	0	0	0	0	0	10
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	490	277	179	804	63	36	24	51	163	19	124	2280

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	80	54	68	105	70	14	16	564	56	177	933	92	2229
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	55	33	4	0	0	58	0	81	108	37	376
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	80	54	123	138	74	14	16	622	56	258	1041	129	2605

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	25	1099	116	48	1770	48	20	7	13	77	16	50	3289
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	672	0	0	787	0	0	0	0	0	0	0	1459
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	25	1771	116	48	2557	48	20	7	13	77	16	50	4748

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	11	6	4	27	7	24	77	593	80	9	1014	66	1918
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	58	0	0	108	0	166
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	6	4	27	7	24	77	651	80	9	1122	66	2084

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	37	142	7	7	144	9	2	3	37	30	15	2	435
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	37	142	7	7	144	9	2	3	37	30	15	2	435

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 2 2034 Background AM

Report File: S:\...\BG AM.pdf

10/15/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
11: 12500 Ardennes					0.000	50.00	50.00	0.00	0	47	47	1.05
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	420	242	662	14.75
13: Fed Plz W					0.000	50.00	50.00	0.00	12	117	129	2.87
14: Wilgus					0.000	50.00	50.00	0.00	63	148	211	4.70
16: Wash Sci Cent					0.000	50.00	50.00	0.00	13	3	16	0.36
17: E VII N Beth					0.000	50.00	50.00	0.00	0	60	60	1.34
18: MHP Nebel					0.000	50.00	50.00	0.00	11	36	47	1.05
19: Pike and Rose					0.000	50.00	50.00	0.00	569	338	907	20.21
20: Grand Park					0.000	50.00	50.00	0.00	81	237	318	7.09
21: Evolution Labs					0.000	50.00	50.00	0.00	441	97	538	11.99
22: N Beth Town Cen					0.000	50.00	50.00	0.00	719	319	1038	23.13
23: Saul WF W					0.000	50.00	50.00	0.00	215	286	501	11.17
29: 5500 Edson					0.000	50.00	50.00	0.00	12	1	13	0.29
Added Trips Total									2556	1931	4487	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Existing					0.000	50.00	50.00	0.00	0	0	0	0.00
10: 12710 Twin Park					0.000	50.00	50.00	0.00	28	5	33	14.16
15: 2115 E JEf					0.000	50.00	50.00	0.00	153	0	153	65.67
24: N Beth Market 2					0.000	50.00	50.00	0.00	47	0	47	20.17
Removed Trips Total									228	5	233	100.00

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\BG AM.pdf

Scenario 2 2034 Background AM
10/15/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Existing			
	To Pike Center Existing:		From Pike Center Existing:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(0)	34.00	(0)
5: Gate	6.00	(0)	6.00	(0)
6: Gate	60.00	(0)	60.00	(0)
Total	100.00	(0)	100.00	(0)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(10)	34.00	(2)
5: Gate	6.00	(2)	6.00	(0)
6: Gate	60.00	(17)	60.00	(3)
Total	100.00	(29)	100.00	(5)

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	16
5: Gate	6.00	0	6.00	3
6: Gate	60.00	0	60.00	28
Total	100.00	0	100.00	47

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	126	30.00	73
5: Gate	9.00	38	9.00	22
6: Gate	61.00	256	61.00	147
Total	100.00	420	100.00	242

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	2	19.00	22
5: Gate	9.00	1	9.00	11
6: Gate	60.00	7	60.00	70

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	13	20.00	30
5: Gate	14.00	9	14.00	21
6: Gate	36.00	23	36.00	53

Version 2024 (SP 0-1)

Total	88.00	10	88.00	103
--------------	--------------	-----------	--------------	------------

Total	70.00	45	70.00	104
--------------	--------------	-----------	--------------	------------

Zone / Gate	Zone 15: 2115 E JEf			
	To 2115 E JEf:		From 2115 E JEf:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(52)	34.00	(0)
5: Gate	6.00	(9)	6.00	(0)
6: Gate	60.00	(92)	60.00	(0)
Total	100.00	(153)	100.00	(0)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	3	23.00	1
5: Gate	10.00	1	10.00	0
6: Gate	27.00	4	27.00	1
Total	60.00	8	60.00	2

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	20
5: Gate	6.00	0	6.00	4
6: Gate	60.00	0	60.00	36
Total	100.00	0	100.00	60

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	4	34.00	12
5: Gate	6.00	1	6.00	2
6: Gate	60.00	7	60.00	22
Total	100.00	12	100.00	36

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	131	23.00	78

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	28	34.00	81

Version 2024 (SP 0-1)

5: Gate	10.00	57	10.00	34
6: Gate	27.00	154	27.00	91
Total	60.00	342	60.00	203

5: Gate	6.00	5	6.00	14
6: Gate	60.00	49	60.00	142
Total	100.00	82	100.00	237

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	101	23.00	22
5: Gate	10.00	44	10.00	10
6: Gate	27.00	119	27.00	26
Total	60.00	264	60.00	58

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	216	30.00	96
5: Gate	9.00	65	9.00	29
6: Gate	61.00	439	61.00	194
Total	100.00	720	100.00	319

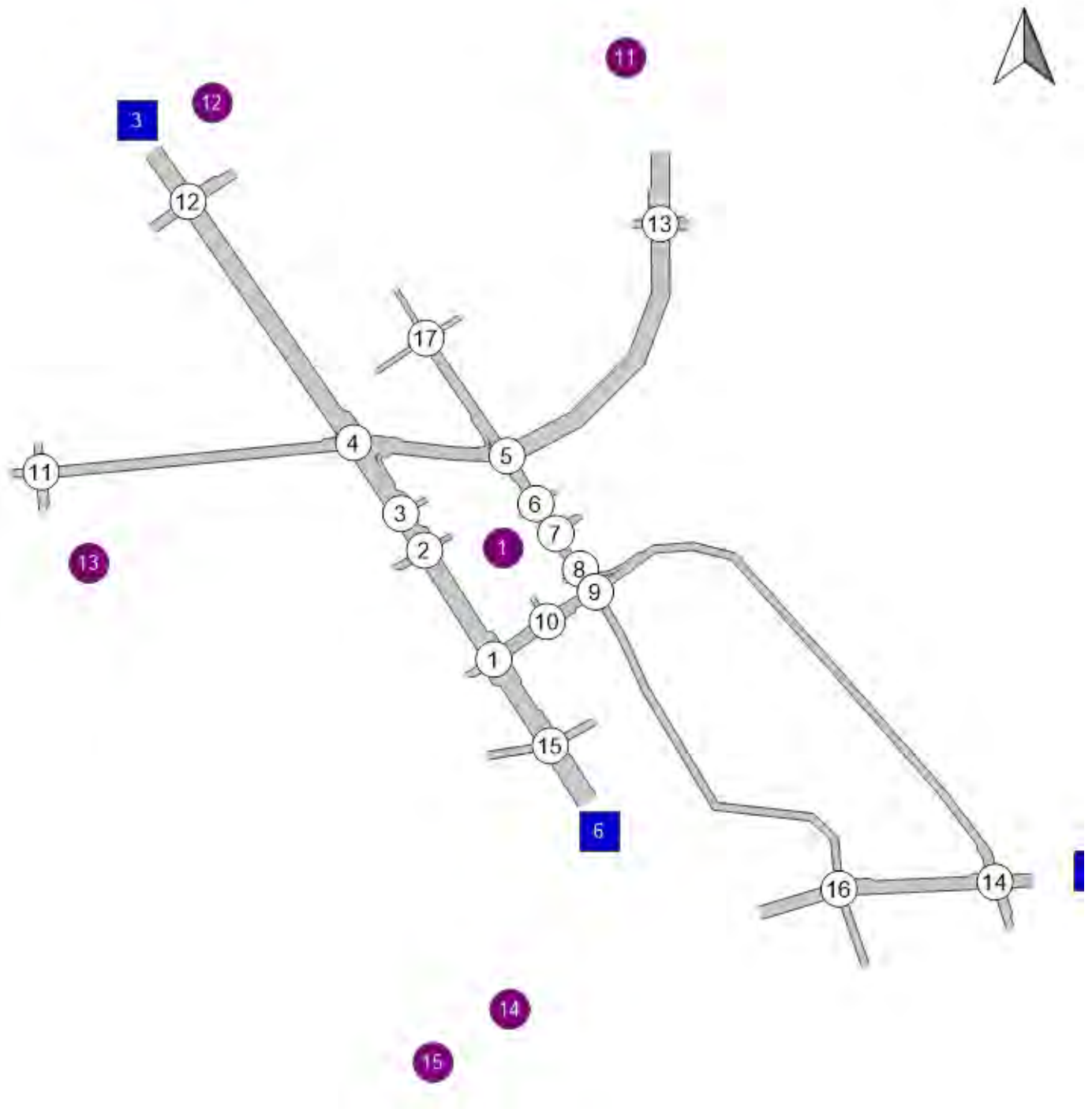
Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
29: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	65	30.00	86
5: Gate	9.00	19	9.00	26
6: Gate	61.00	131	61.00	174
Total	100.00	215	100.00	286

Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEl	0.00	(0)	0.00	(0)
3: Gate	34.00	(16)	34.00	(0)
5: Gate	6.00	(3)	6.00	(0)
6: Gate	60.00	(28)	60.00	(0)
Total	100.00	(47)	100.00	(0)

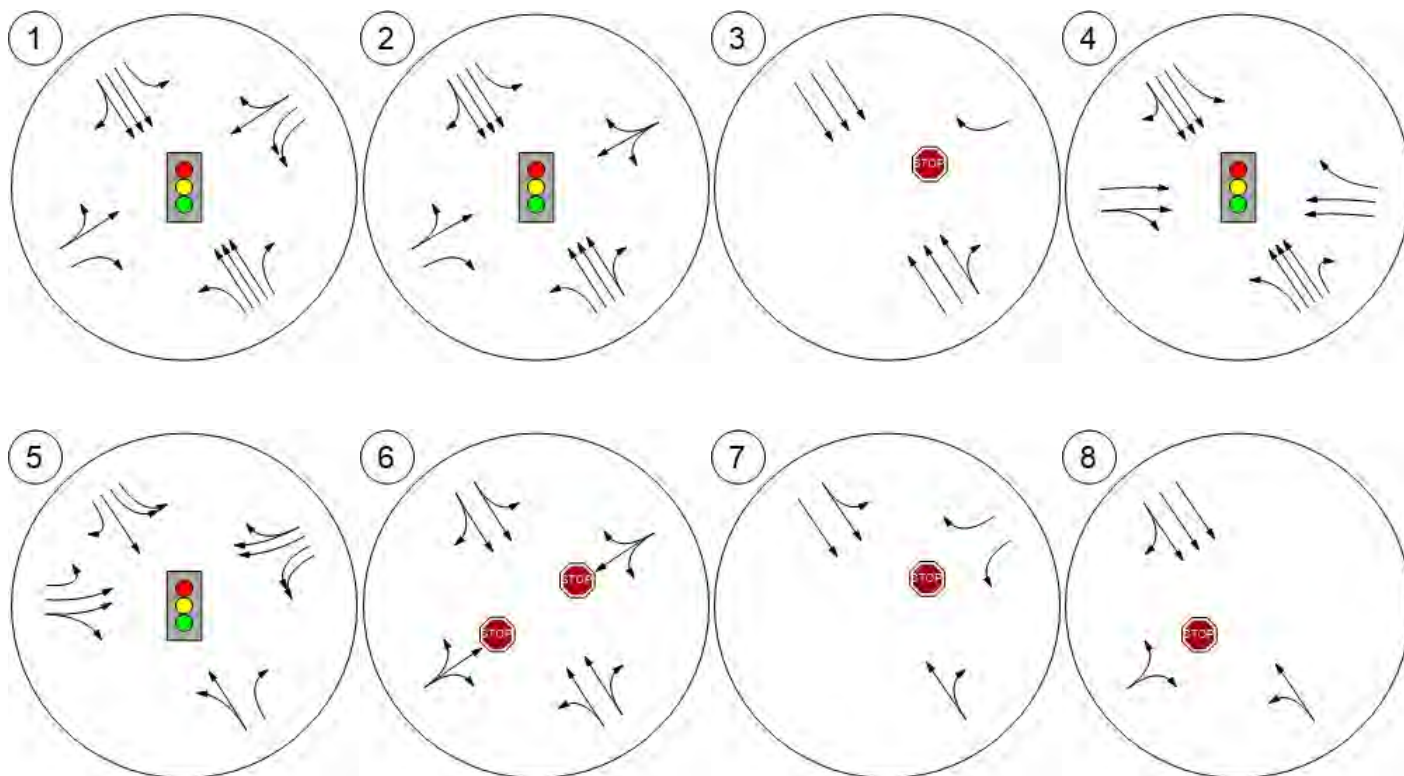
Zone / Gate	Zone 29: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0

Version 2024 (SP 0-1)

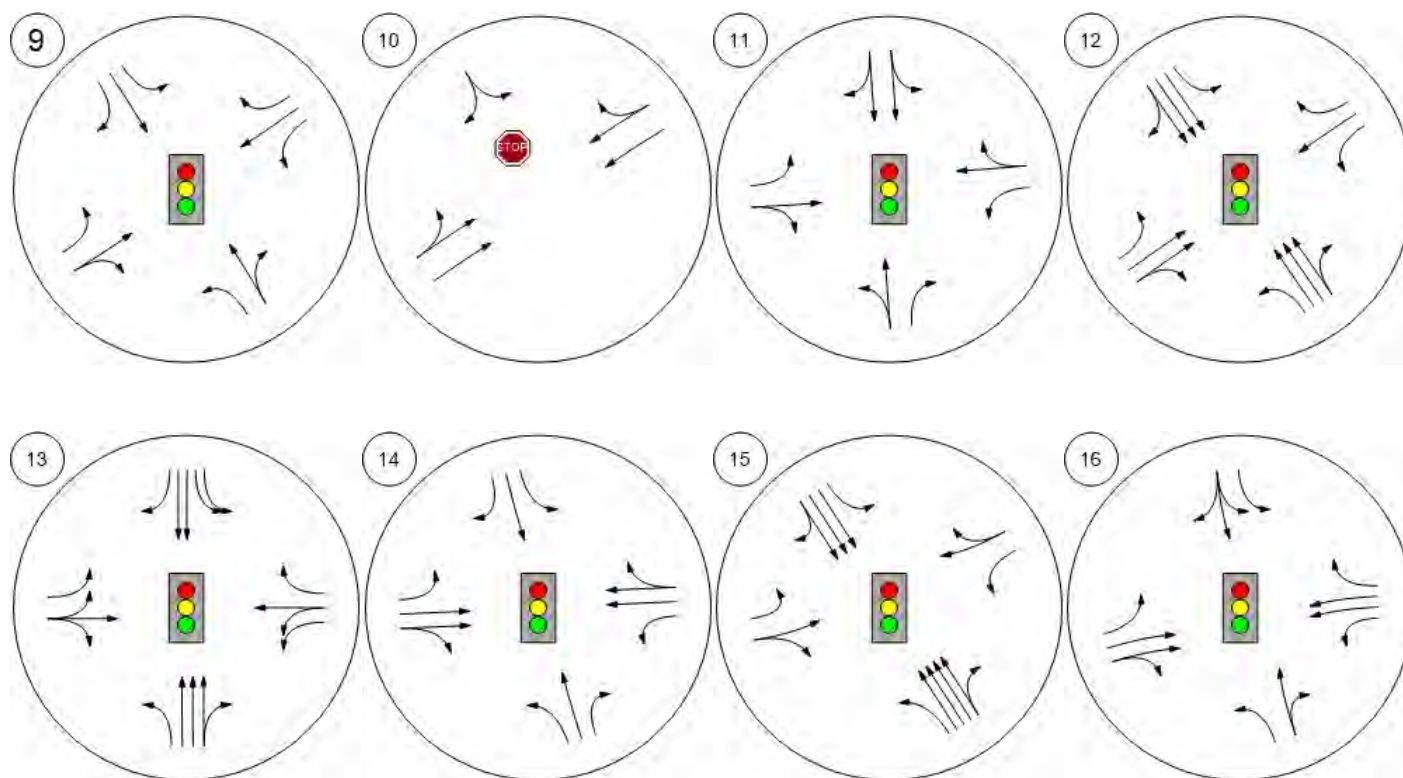
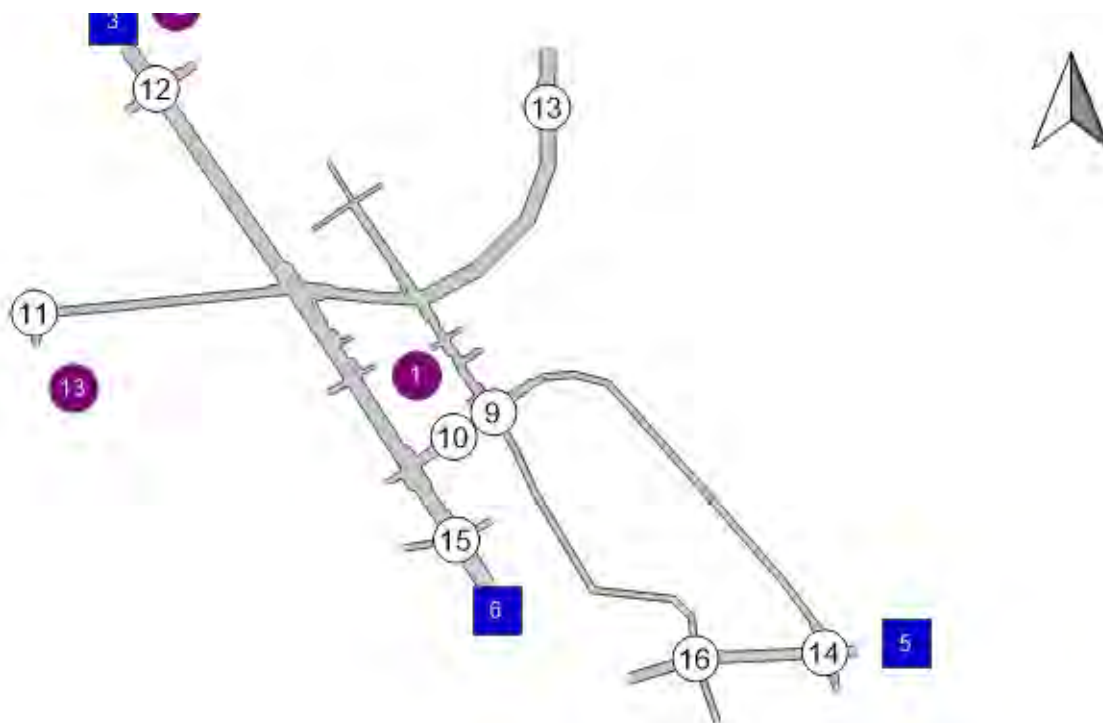
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
3: Gate	34.00	4	34.00	0
5: Gate	6.00	1	6.00	0
6: Gate	60.00	7	60.00	1
Total	100.00	12	100.00	1



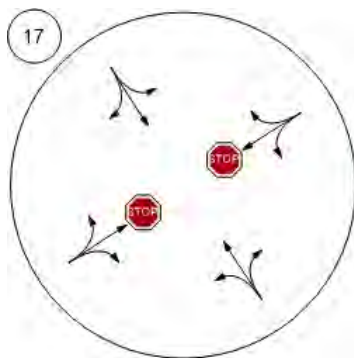
Lane Configuration and Traffic Control



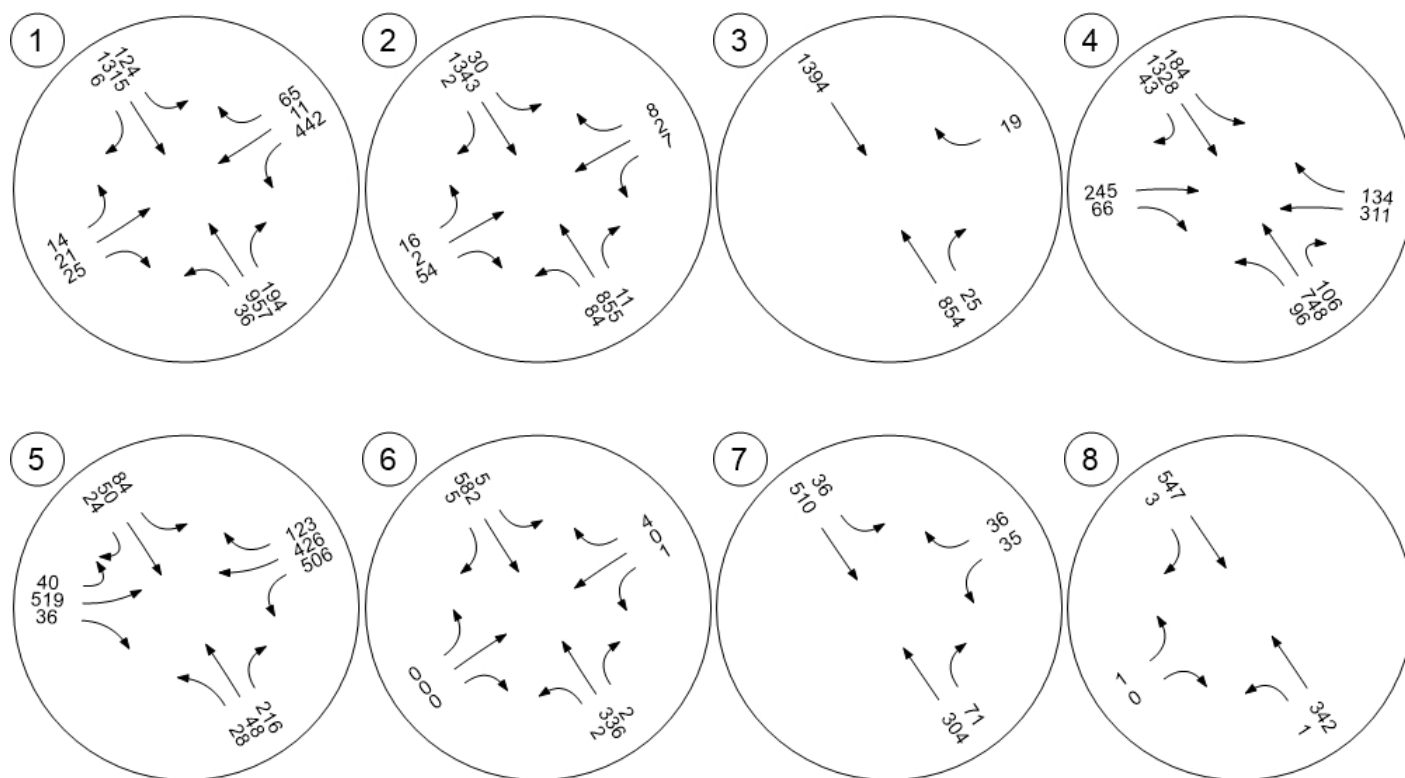
Lane Configuration and Traffic Control



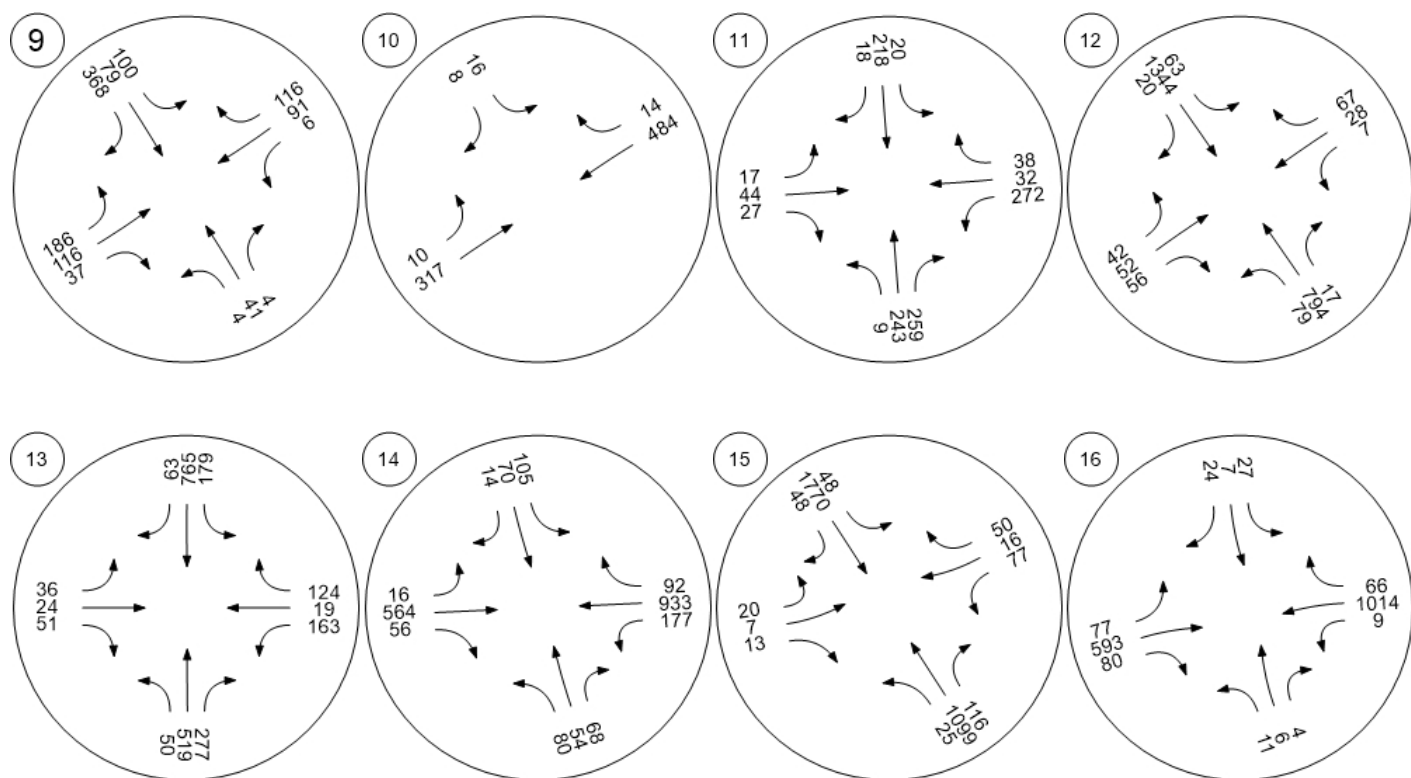
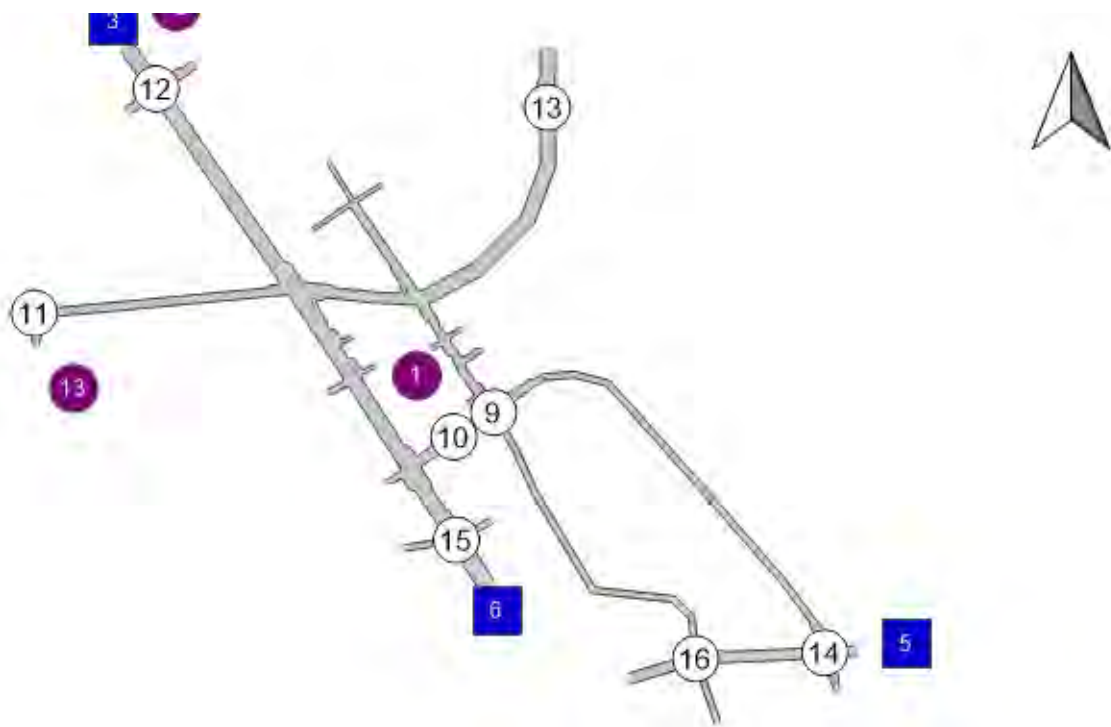
Lane Configuration and Traffic Control



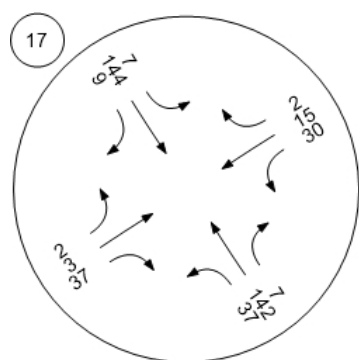
Traffic Volume - Base Volume



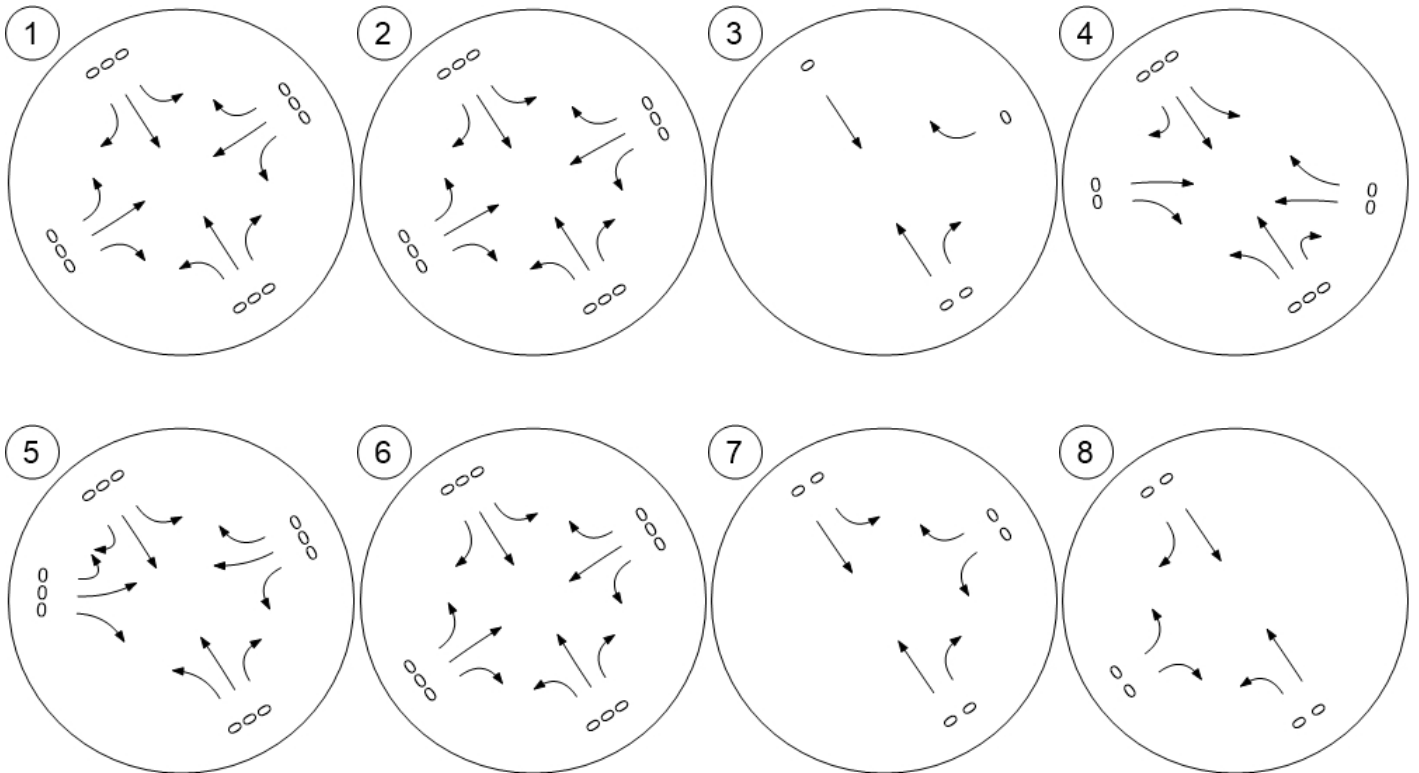
Traffic Volume - Base Volume



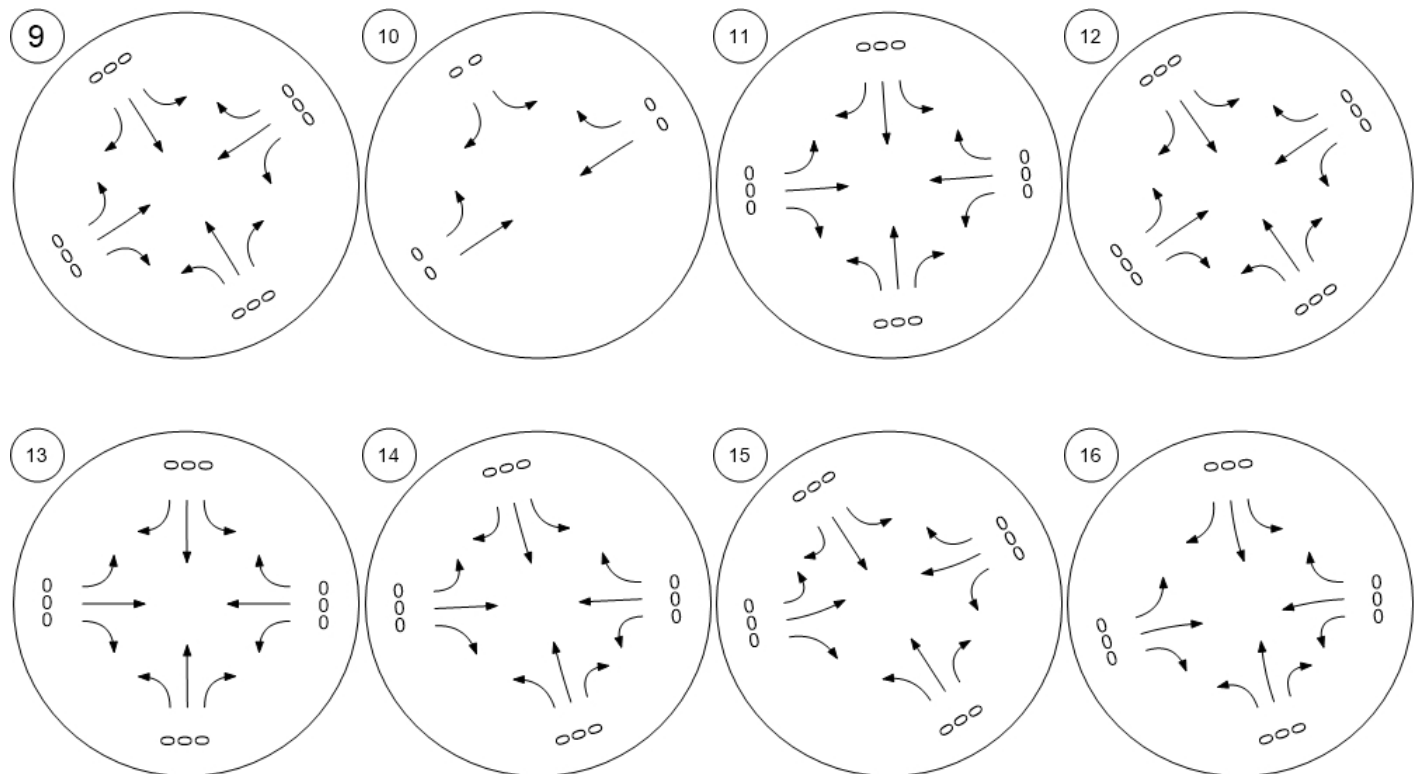
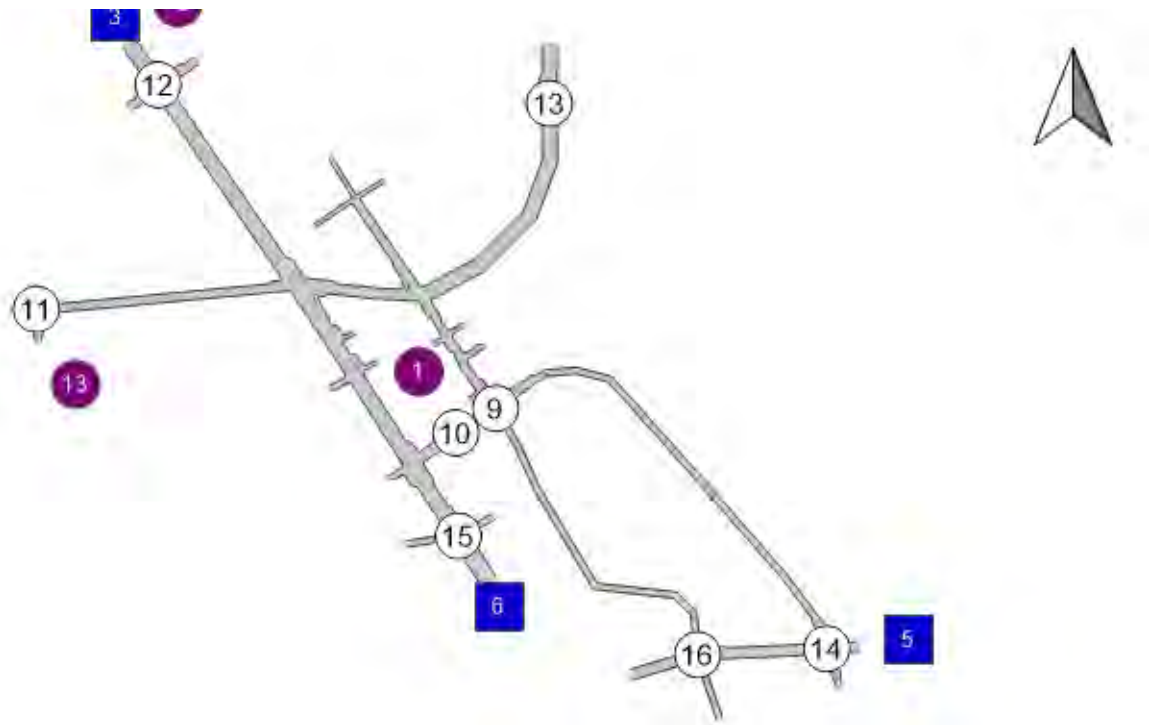
Traffic Volume - Base Volume



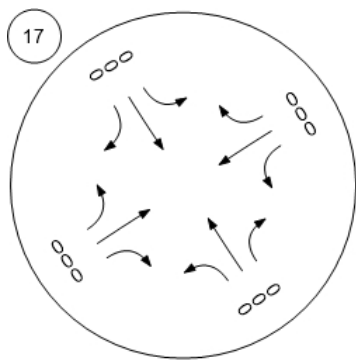
Traffic Volume - In-Process Volume



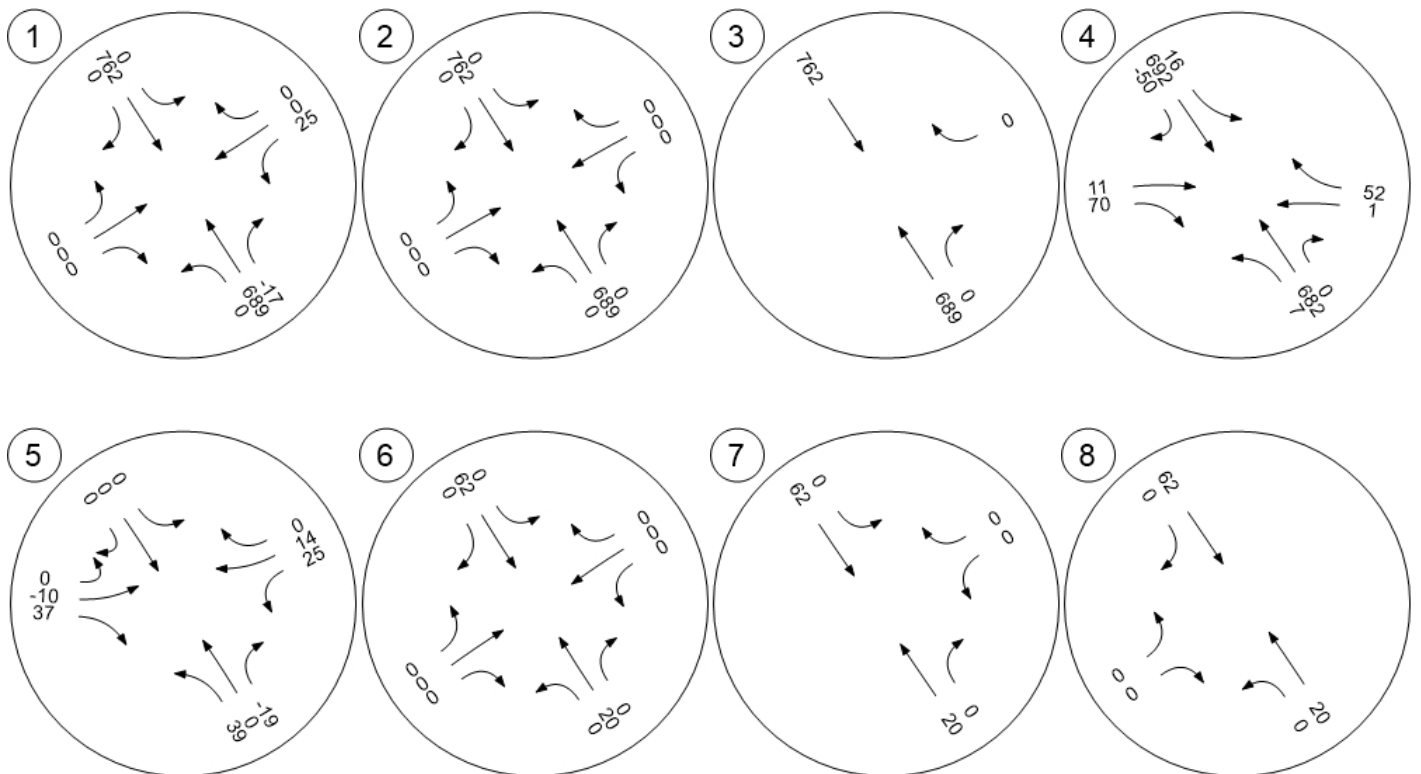
Traffic Volume - In-Process Volume



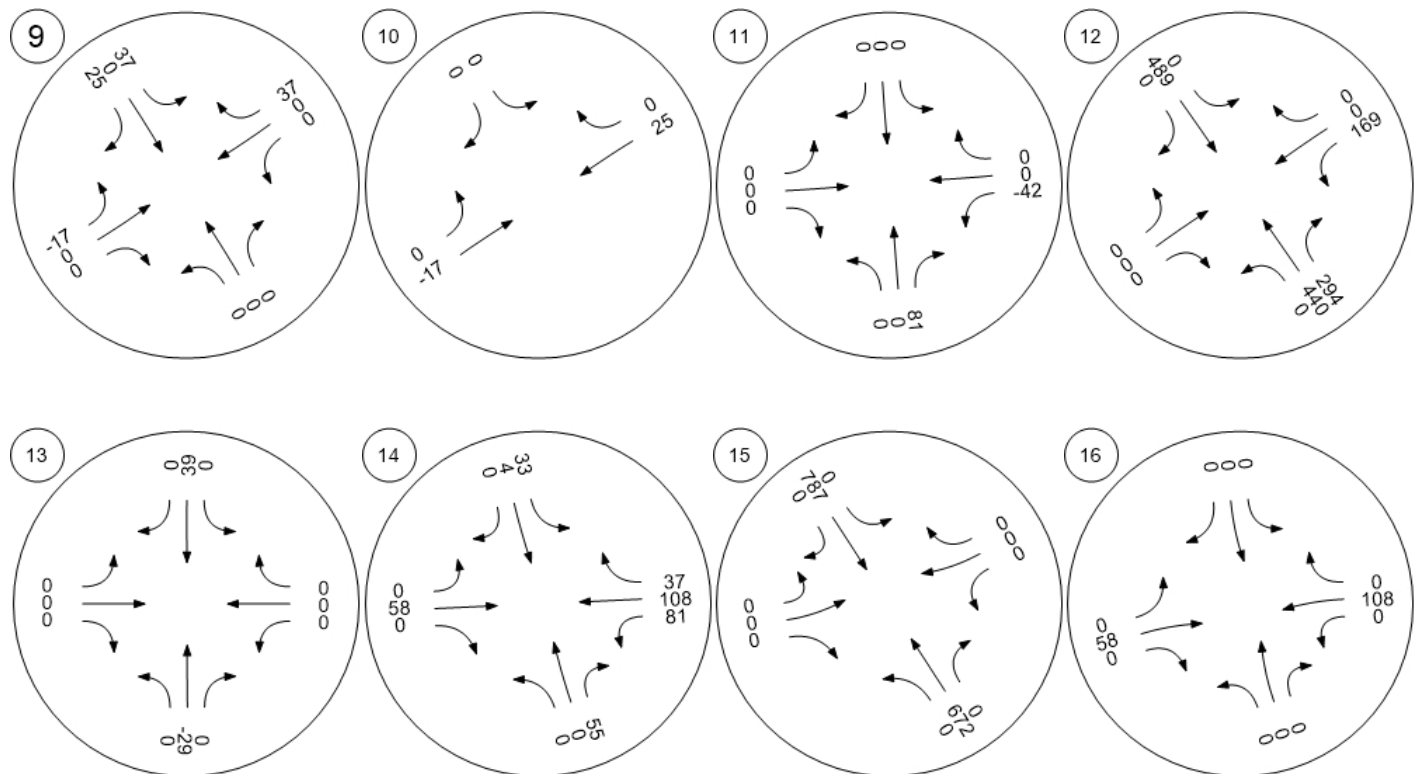
Traffic Volume - In-Process Volume



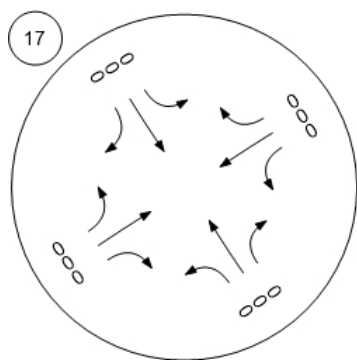
Traffic Volume - Net New Site Trips

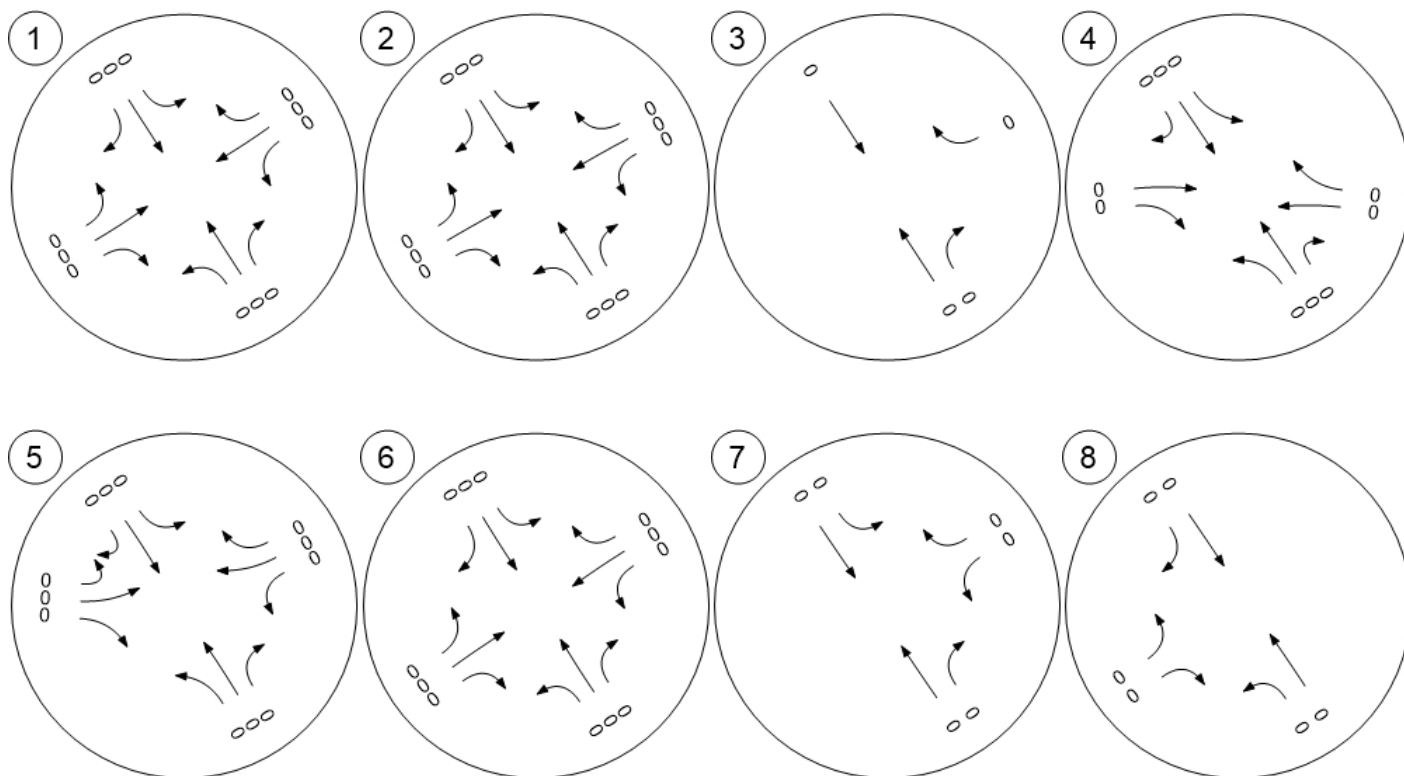


Traffic Volume - Net New Site Trips

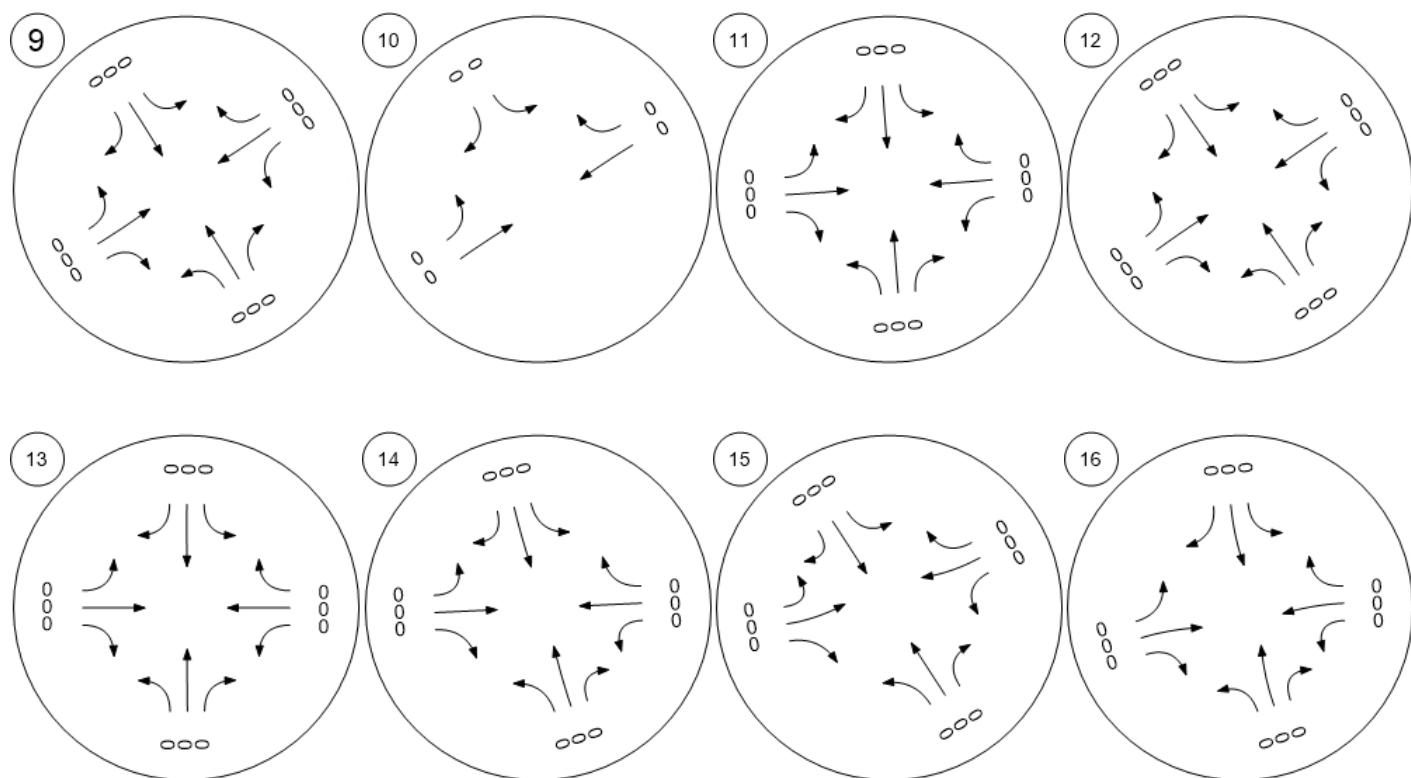
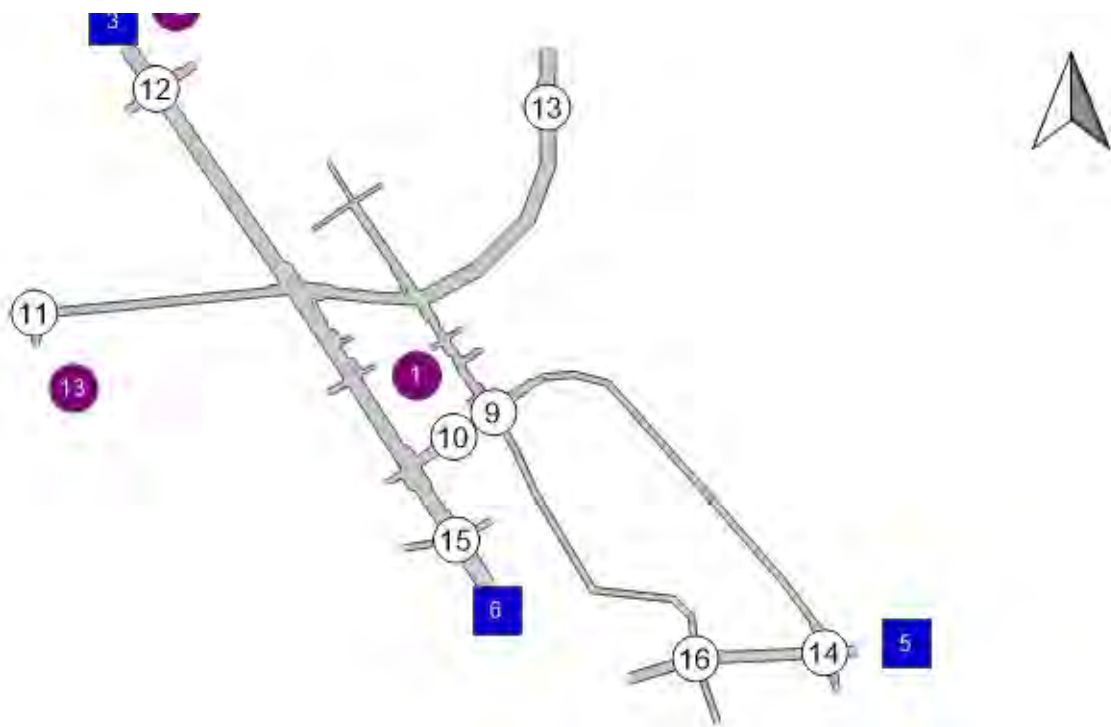


Traffic Volume - Net New Site Trips

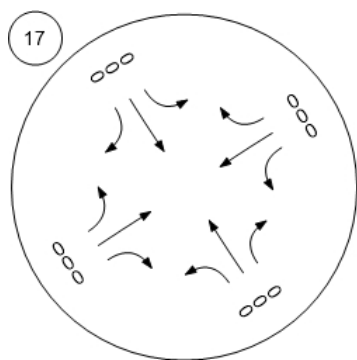




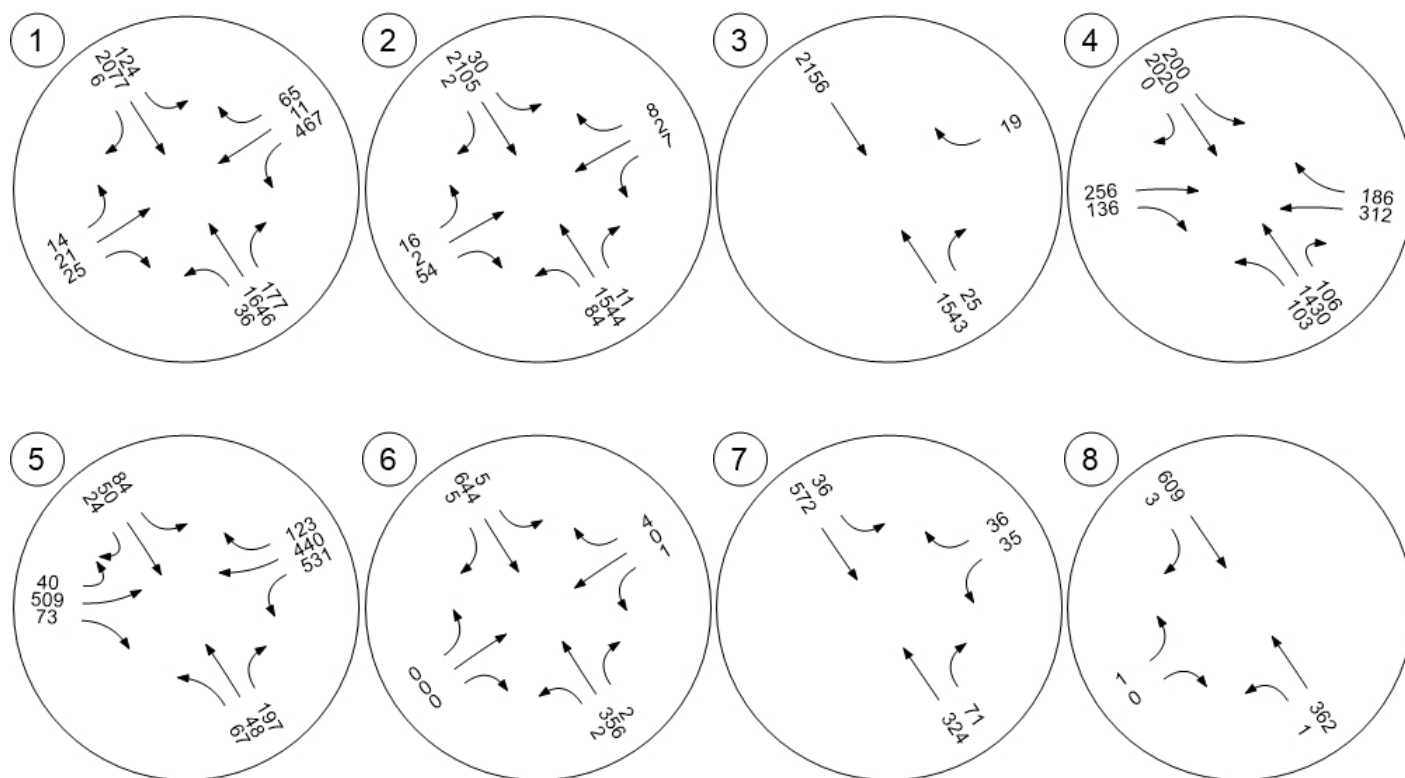
Traffic Volume - Other Volume



Traffic Volume - Other Volume

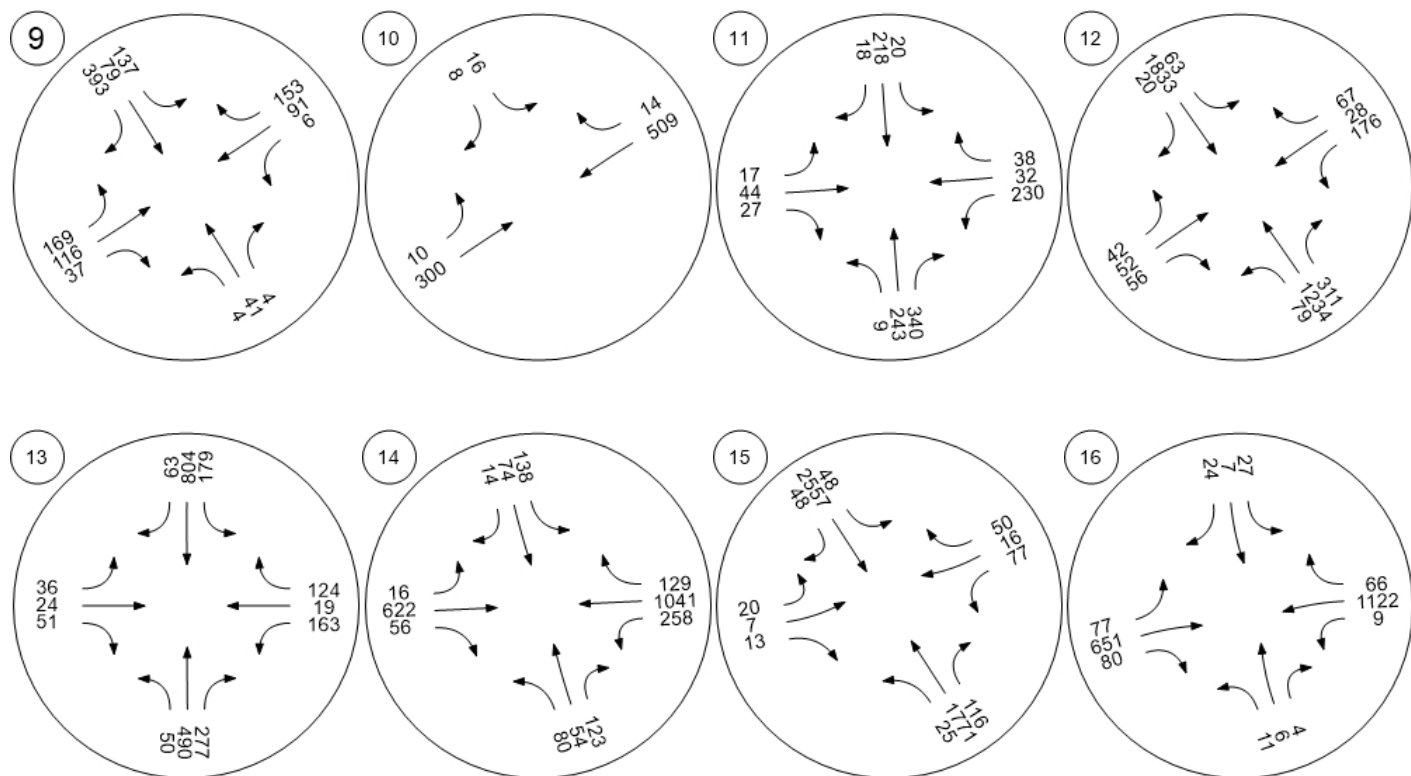
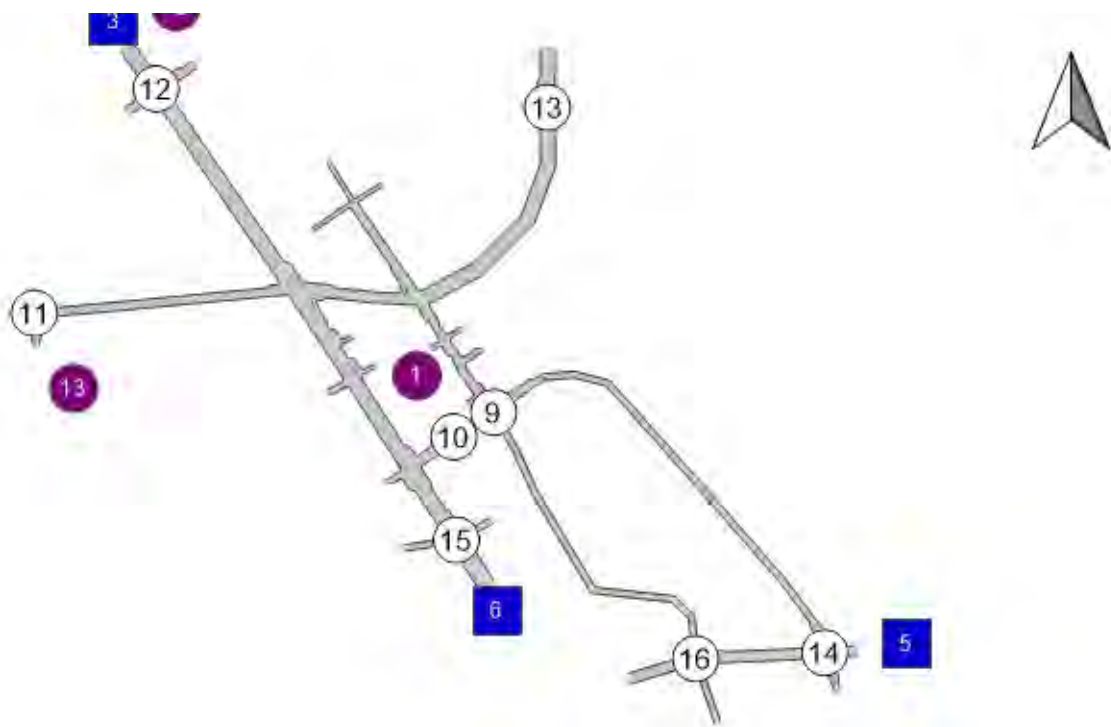


Traffic Volume - Future Total Volume

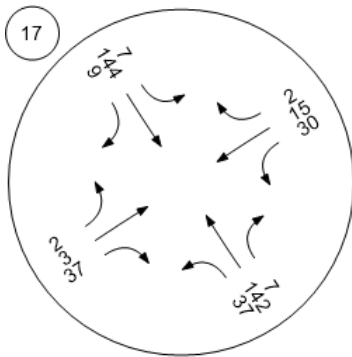


Version 2024 (SP 0-1)

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\BG PM.pdf

Scenario 3 2034 Background PM
10/15/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	57	2470	391	206	1715	18	17	31	36	329	21	175	5466

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	197	2323	23	26	1766	13	127	8	133	18	9	38	4681

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	2444	44	1793	58			4339

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	140	2106	121	204	1736	57	426	57	314	171	5332

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	81	109	592	215	119	37	68	739	134	469	586	141	3290

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	3	751	8	5	634	4	6	1	4	4	1	7	1428

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Left	Thru	Left	Right	
7	Chapman Ave / Rollins Ave	665	68	45	597	71	97	1543

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound		Southbound		Eastbound		Total Volume
		Left	Thru	Thru	Right	Left	Right	
8	Chaopman Ave / Site Drive South	0	728	704	8	1	3	1444

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	17	127	42	246	127	334	343	239	56	15	167	258	1971

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	46	28	20	542	480	31	1147

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	7	477	396	18	263	18	10	44	26	390	65	78	1792

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	197	2117	105	99	1753	30	98	66	87	210	70	127	4959

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	125	145	311	282	171	24	21	1056	74	202	808	177	3396

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	18	2590	250	161	2008	26	40	12	32	186	13	138	5474

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	50	24	20	152	51	96	144	974	72	14	772	127	2496

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	28	279	23	7	281	27	26	17	122	9	12	5	836

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 3 2034 Background PM

Report File: S:\...\IBG PM.pdf

10/15/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	57	1847	365	206	1170	18	17	31	36	324	21	175	4267
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	623	26	0	545	0	0	0	0	5	0	0	1199
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	57	2470	391	206	1715	18	17	31	36	329	21	175	5466

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	197	1700	23	26	1221	13	127	8	133	18	9	38	3513
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	623	0	0	545	0	0	0	0	0	0	0	1168
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2323	23	26	1766	13	127	8	133	18	9	38	4681

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	Final Base	1821	44	1248		58		3171
		Growth Factor	1.00	1.00	1.00		1.00		-
		In Process	0	0	0		0		0
		Net New Trips	623	0	545		0		1168
		Other	0	0	0		0		0
		Future Total	2444	44	1793		58		4339

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	100	1523	121	154	1211	44	423	37	308	148	4069
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	40	583	0	50	525	13	3	20	6	23	1263
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	140	2106	121	204	1736	57	426	57	314	171	5332

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	55	109	564	215	119	37	68	725	95	463	583	141	3174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	26	0	28	0	0	0	0	14	39	6	3	0	116
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	81	109	592	215	119	37	68	739	134	469	586	141	3290

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	3	697	8	5	589	4	6	1	4	4	1	7	1329
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	54	0	0	45	0	0	0	0	0	0	0	99
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	751	8	5	634	4	6	1	4	4	1	7	1428

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Left	Thru	Left	Right	
7	Chapman Ave / Rollins Ave	Final Base	611	68	45	552	71	97	1444
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	54	0	0	45	0	0	99
		Other	0	0	0	0	0	0	0
		Future Total	665	68	45	597	71	97	1543

ID	Intersection Name	Volume Type	Northbound		Southbound		Eastbound		Total Volume
			Left	Thru	Thru	Right	Left	Right	
8	Chaopman Ave / Site Drive South	Final Base	0	674	659	8	1	3	1345
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	54	45	0	0	0	99
		Other	0	0	0	0	0	0	0
		Future Total	0	728	704	8	1	3	1444

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	17	127	42	206	127	329	317	239	56	15	167	230	1872
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	40	0	5	26	0	0	0	0	28	99
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	17	127	42	246	127	334	343	239	56	15	167	258	1971

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	46	28	20	516	475	31	1116
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	0	0	0	26	5	0	31
		Other	0	0	0	0	0	0	0
		Future Total	46	28	20	542	480	31	1147

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	7	477	373	18	263	18	10	44	26	331	65	78	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	23	0	0	0	0	0	0	59	0	0	82
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	477	396	18	263	18	10	44	26	390	65	78	1792

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	197	1609	7	99	1357	30	98	66	87	18	70	127	3765
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	508	98	0	396	0	0	0	0	192	0	0	1194
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2117	105	99	1753	30	98	66	87	210	70	127	4959

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	31	1157	271	133	734	32	44	32	68	304	39	272	3117
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	42	0	0	9	0	0	0	0	0	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	125	138	247	253	160	24	21	943	74	149	736	156	3026
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	64	29	11	0	0	113	0	53	72	21	370
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	125	145	311	282	171	24	21	1056	74	202	808	177	3396

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	18	1941	250	161	1458	26	40	12	32	186	13	138	4275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	649	0	0	550	0	0	0	0	0	0	0	1199
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	18	2590	250	161	2008	26	40	12	32	186	13	138	5474

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	50	24	20	152	51	96	144	861	72	14	700	127	2311
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	113	0	0	72	0	185
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	24	20	152	51	96	144	974	72	14	772	127	2496

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	28	279	23	7	281	27	26	17	122	9	12	5	836
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	279	23	7	281	27	26	17	122	9	12	5	836

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\BG PM.pdf

Scenario 3 2034 Background PM
10/15/2024

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
10: 12710 Twin Park					0.000	50.00	50.00	0.00	7	9	16	0.39
11: 12500 Ardennes					0.000	50.00	50.00	0.00	36	0	36	0.88
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	139	274	413	10.13
13: Fed Plz W					0.000	50.00	50.00	0.00	66	33	99	2.43
14: Wilgus					0.000	50.00	50.00	0.00	175	126	301	7.38
16: Wash Sci Cent					0.000	50.00	50.00	0.00	3	12	15	0.37
17: E Vil N Beth					0.000	50.00	50.00	0.00	74	0	74	1.81
18: MHP Nebel					0.000	50.00	50.00	0.00	31	20	51	1.25
19: Pike and Rose					0.000	50.00	50.00	0.00	359	579	938	23.00
20: Grand Park					0.000	50.00	50.00	0.00	0	15	15	0.37
21: Evolution Labs					0.000	50.00	50.00	0.00	105	428	533	13.07
22: N Beth Town Cen					0.000	50.00	50.00	0.00	373	716	1089	26.70
23: Saul WF W					0.000	50.00	50.00	0.00	133	238	371	9.10
24: N Beth Market 2					0.000	50.00	50.00	0.00	114	0	114	2.80
32: 5500 Edson					0.000	50.00	50.00	0.00	2	11	13	0.32
Added Trips Total									1617	2461	4078	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Existing					0.000	50.00	50.00	0.00	0	0	0	0.00
15: 2115 E JEf					0.000	50.00	50.00	0.00	6	166	172	100.00
Removed Trips Total									6	166	172	100.00

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\BG PM.pdf

Scenario 3 2034 Background PM
10/15/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Existing			
	To Pike Center Existing:		From Pike Center Existing:	
	Share %	Trips	Share %	Trips
15: 2115 E JEf	0.00	(0)	0.00	(0)
3: Gate	34.00	(0)	34.00	(0)
5: Gate	6.00	(0)	6.00	(0)
6: Gate	60.00	(0)	60.00	(0)
Total	100.00	(0)	100.00	(0)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	2	34.00	3
5: Gate	6.00	0	6.00	1
6: Gate	60.00	4	60.00	5
Total	100.00	6	100.00	9

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	12	34.00	0
5: Gate	6.00	2	6.00	0
6: Gate	60.00	22	60.00	0
Total	100.00	36	100.00	0

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	42	30.00	82
5: Gate	9.00	13	9.00	25
6: Gate	61.00	85	61.00	167
Total	100.00	140	100.00	274

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0

Version 2024 (SP 0-1)

12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	13	19.00	6
5: Gate	9.00	6	9.00	3
6: Gate	60.00	40	60.00	20
Total	88.00	59	88.00	29

12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	35	20.00	25
5: Gate	14.00	25	14.00	18
6: Gate	36.00	63	36.00	45
Total	70.00	123	70.00	88

Zone / Gate	Zone 15: 2115 E JEf			
	To 2115 E JEf:		From 2115 E JEf:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
3: Gate	34.00	(2)	34.00	(56)
5: Gate	6.00	(0)	6.00	(10)
6: Gate	60.00	(4)	60.00	(100)
Total	100.00	(6)	100.00	(166)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	1	23.00	3
5: Gate	10.00	0	10.00	1
6: Gate	27.00	1	27.00	3
Total	60.00	2	60.00	7

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	25	34.00	0
5: Gate	6.00	4	6.00	0

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	11	34.00	7
5: Gate	6.00	2	6.00	1

Version 2024 (SP 0-1)

6: Gate	60.00	44	60.00	0
Total	100.00	73	100.00	0

6: Gate	60.00	19	60.00	12
Total	100.00	32	100.00	20

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	83	23.00	133
5: Gate	10.00	36	10.00	58
6: Gate	27.00	97	27.00	156
Total	60.00	216	60.00	347

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	5
5: Gate	6.00	0	6.00	1
6: Gate	60.00	0	60.00	9
Total	100.00	0	100.00	15

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	24	23.00	98
5: Gate	10.00	11	10.00	43
6: Gate	27.00	28	27.00	116
Total	60.00	63	60.00	257

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	112	30.00	215
5: Gate	9.00	34	9.00	64
6: Gate	61.00	228	61.00	437
Total	100.00	374	100.00	716

Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0

Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0

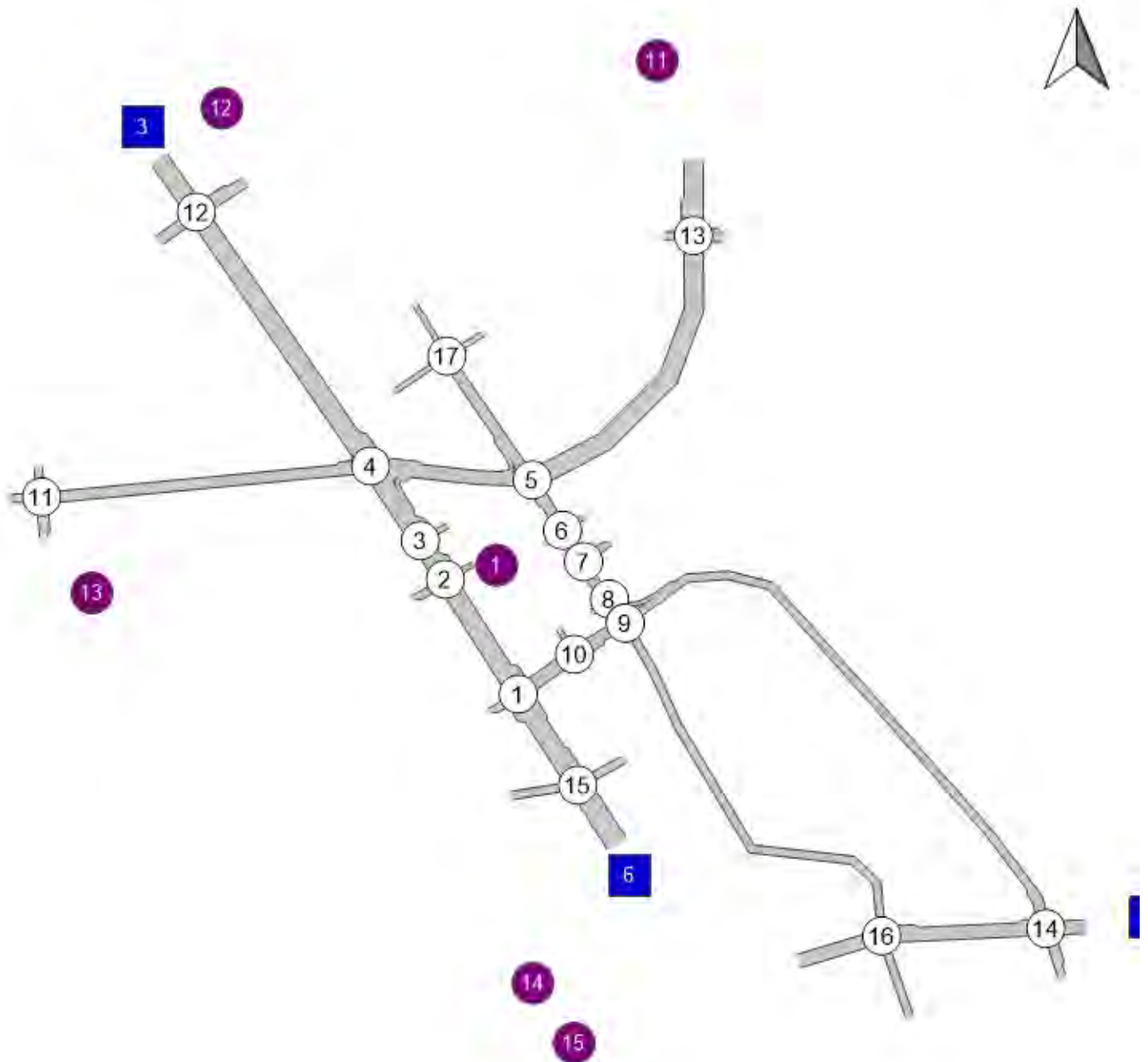
Version 2024 (SP 0-1)

18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	40	30.00	71
5: Gate	9.00	12	9.00	21
6: Gate	61.00	81	61.00	146
Total	100.00	133	100.00	238

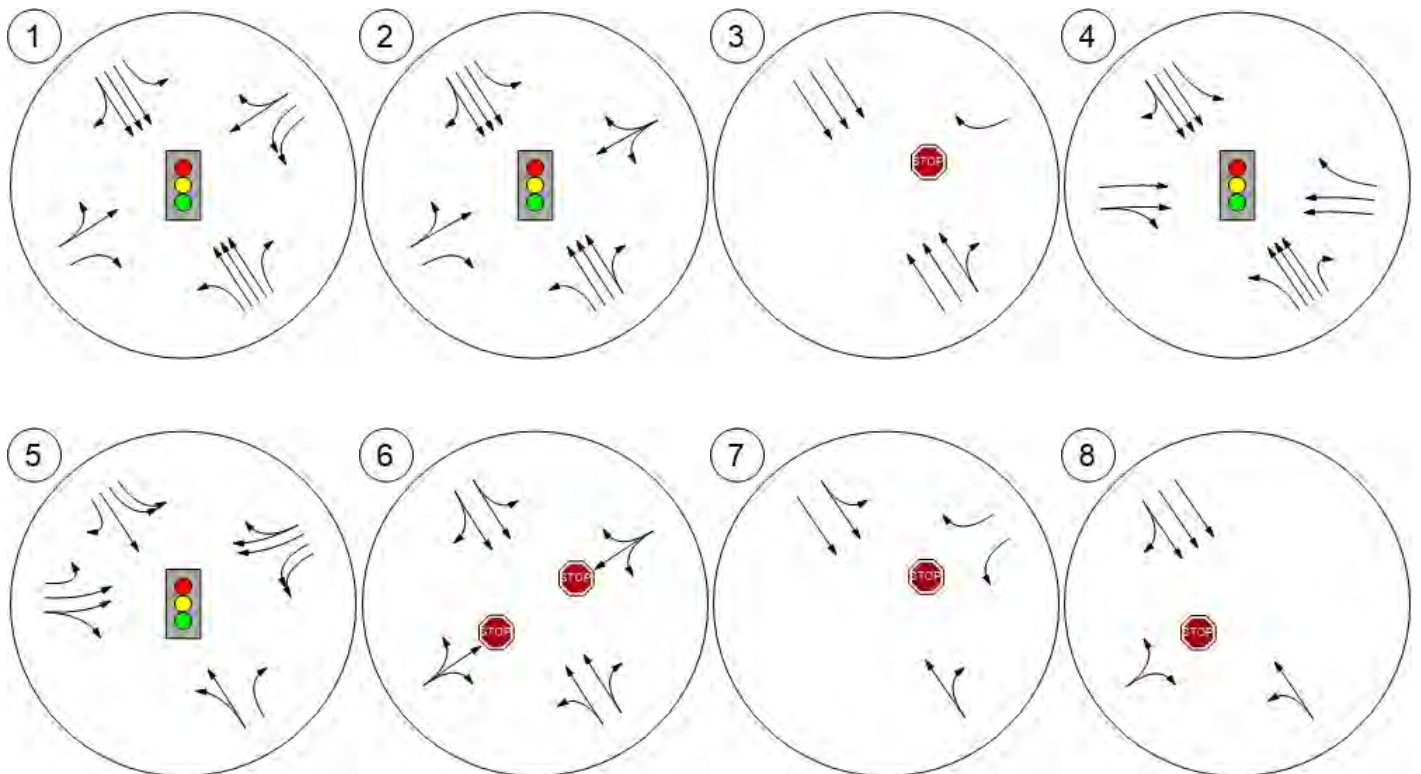
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
32: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	39	34.00	0
5: Gate	6.00	7	6.00	0
6: Gate	60.00	68	60.00	0
Total	100.00	114	100.00	0

Zone / Gate	Zone 32: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
3: Gate	34.00	1	34.00	4
5: Gate	6.00	0	6.00	1
6: Gate	60.00	1	60.00	6
Total	100.00	2	100.00	11

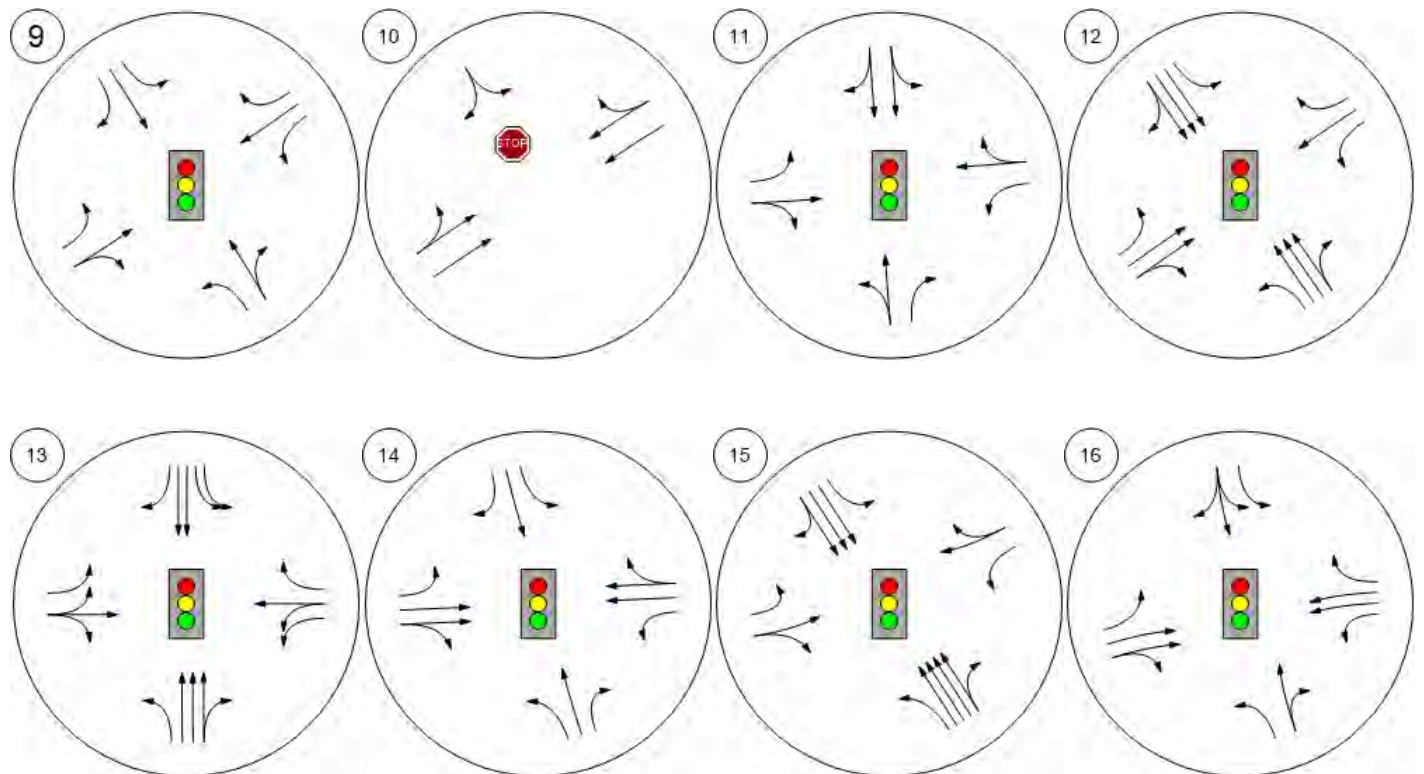
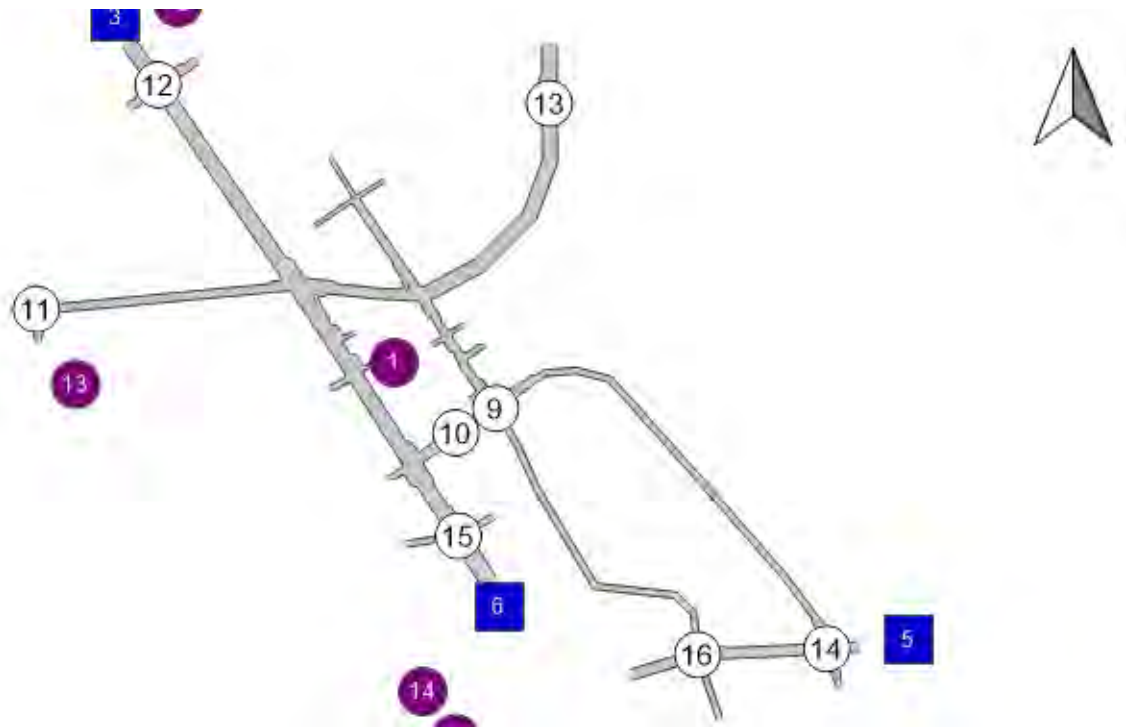
Study Intersections



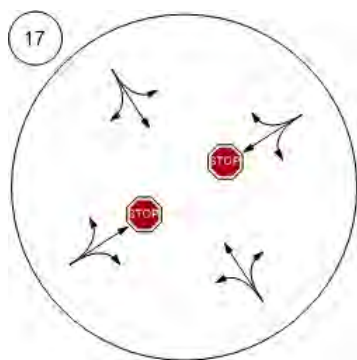
Lane Configuration and Traffic Control



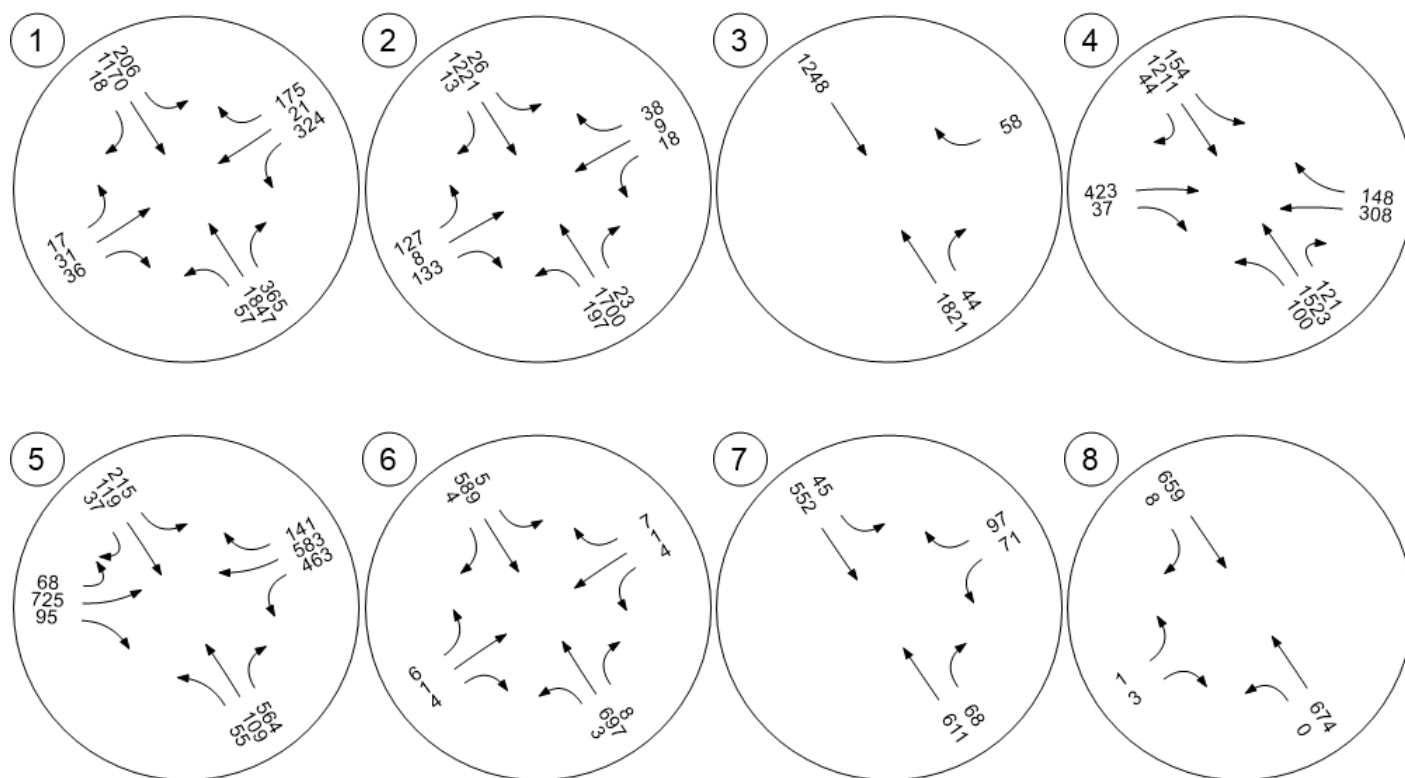
Lane Configuration and Traffic Control



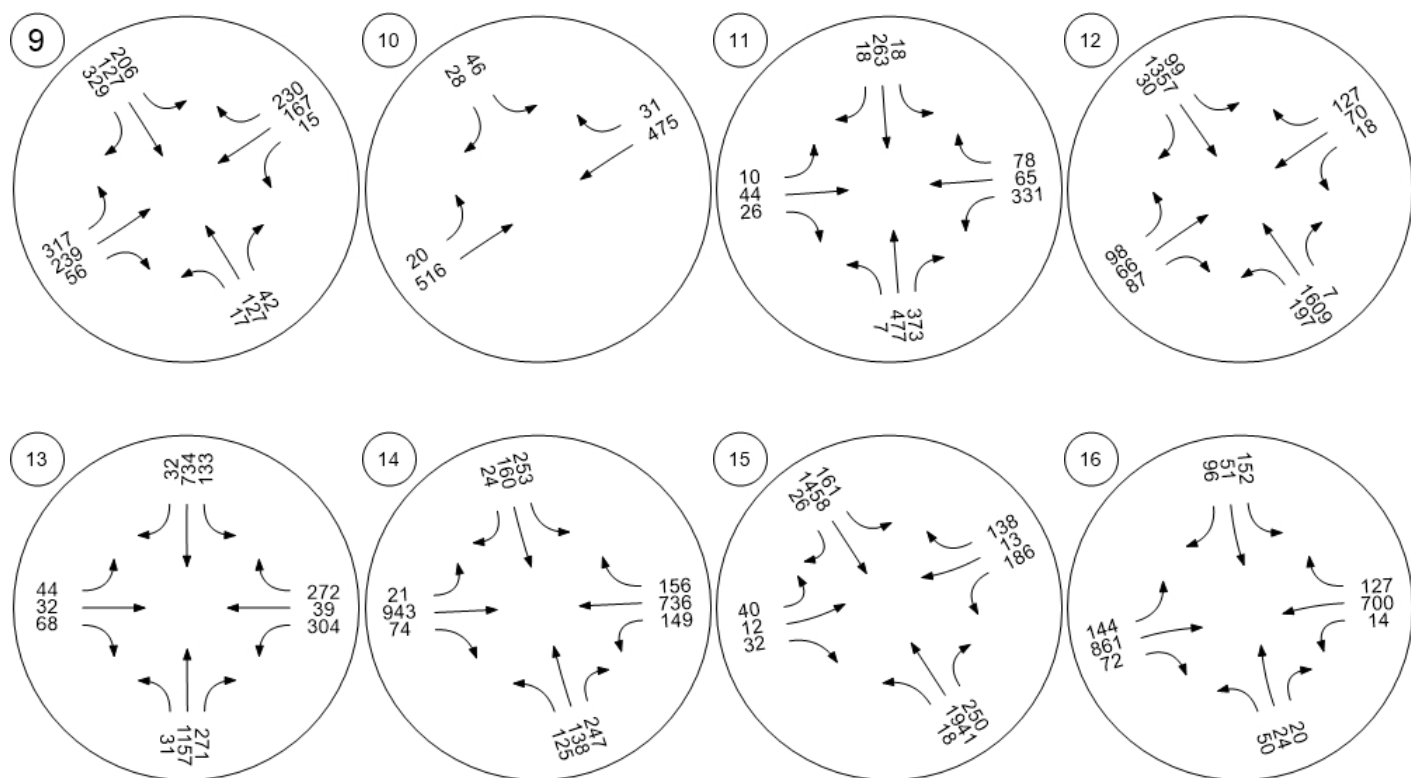
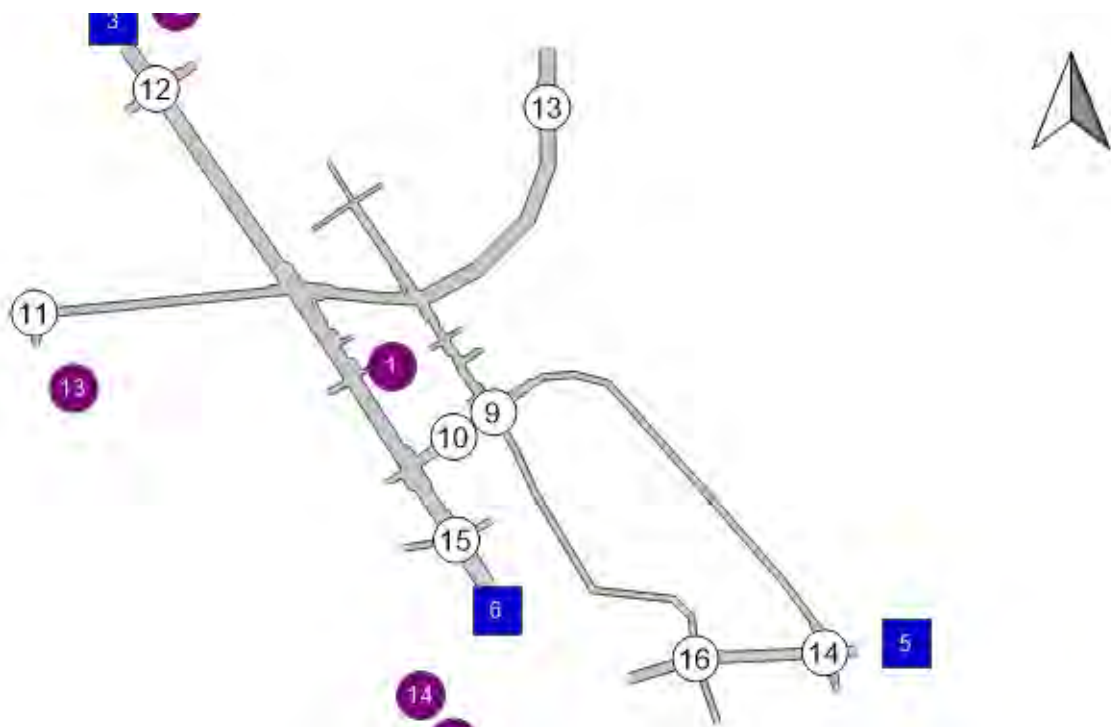
Lane Configuration and Traffic Control



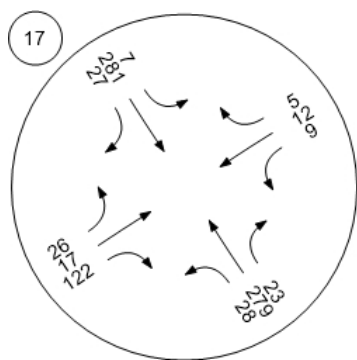
Traffic Volume - Base Volume



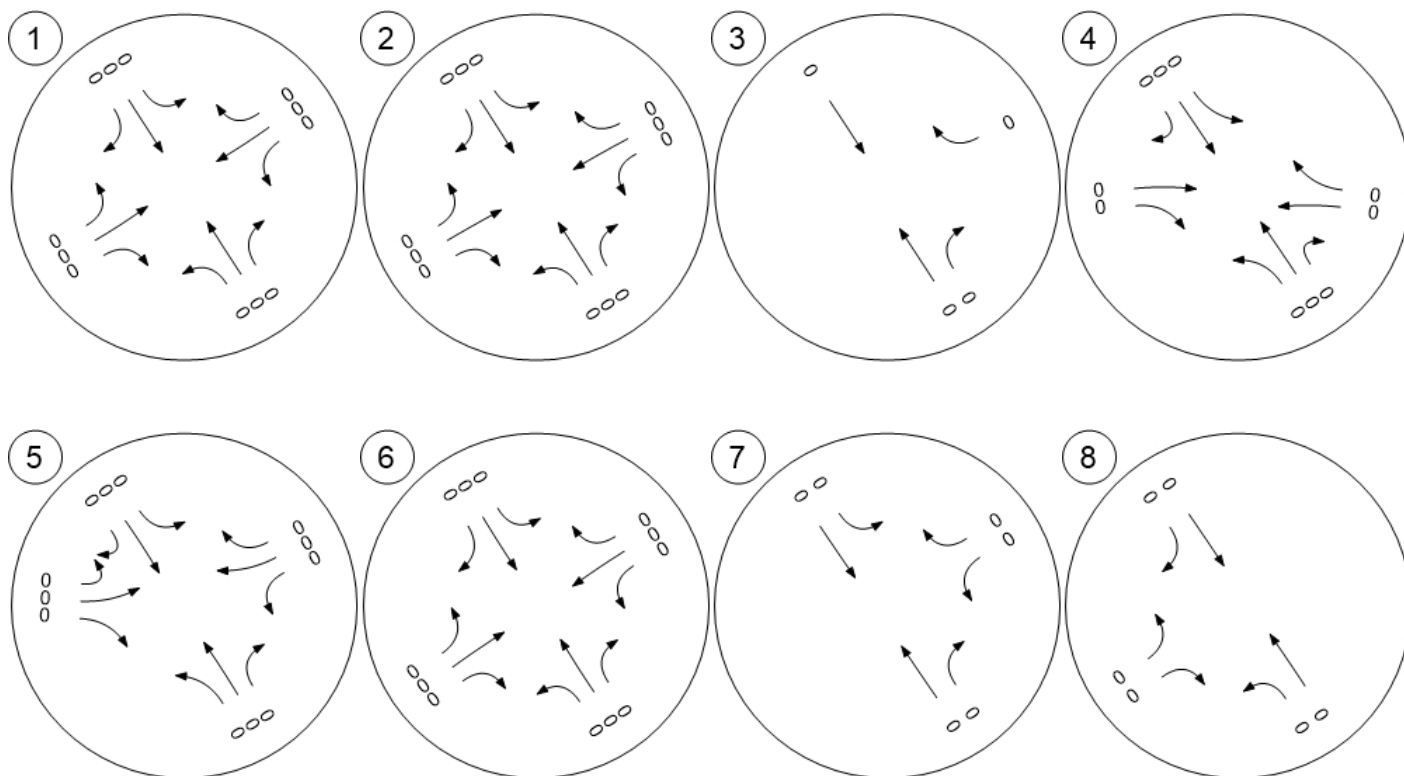
Traffic Volume - Base Volume



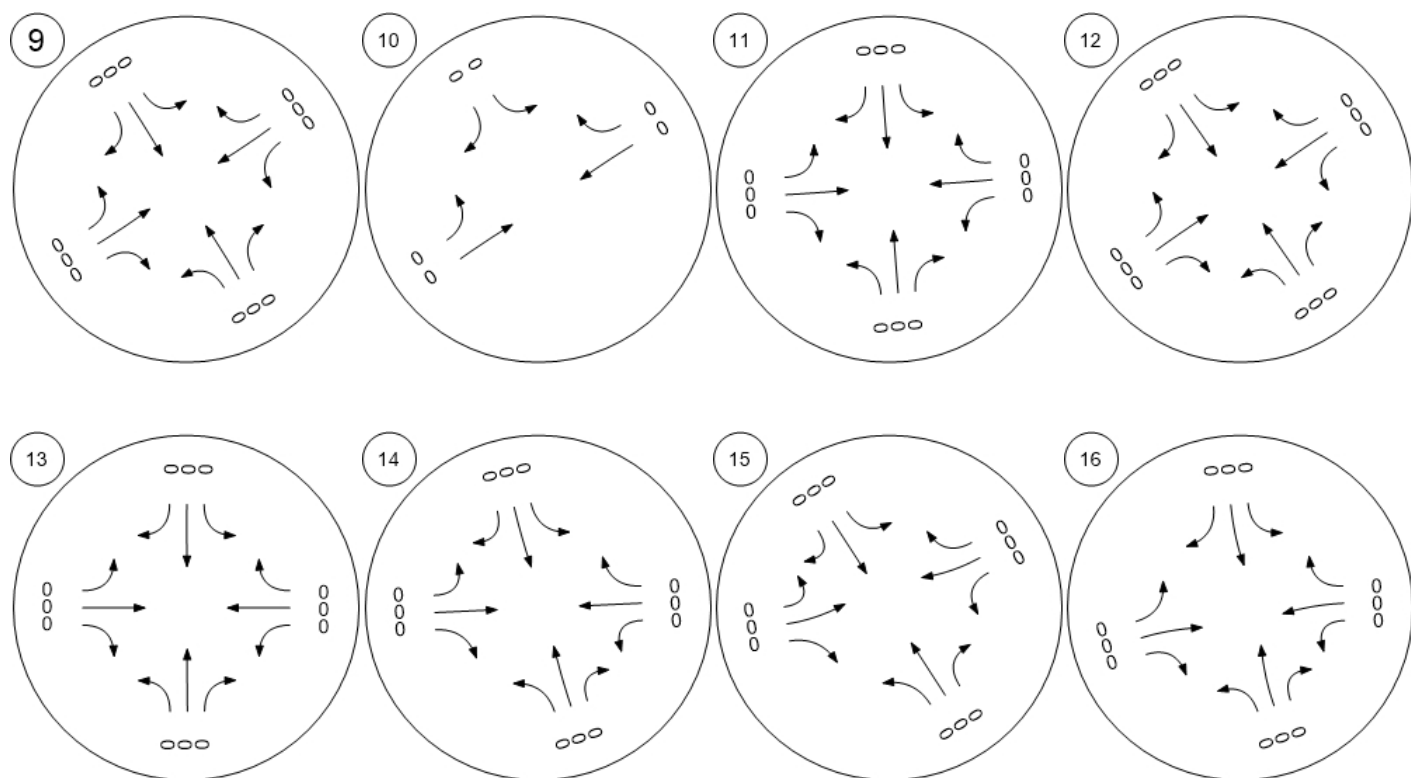
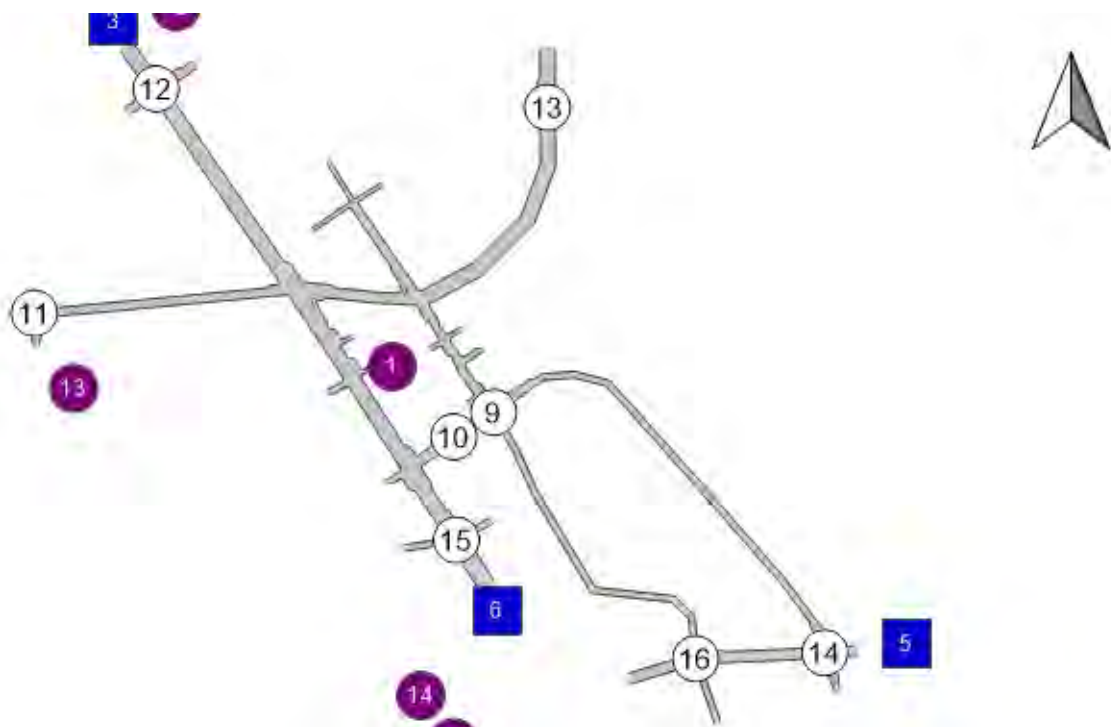
Traffic Volume - Base Volume



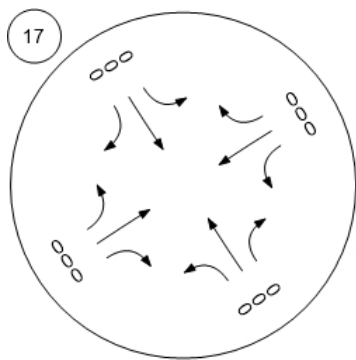
Traffic Volume - In-Process Volume



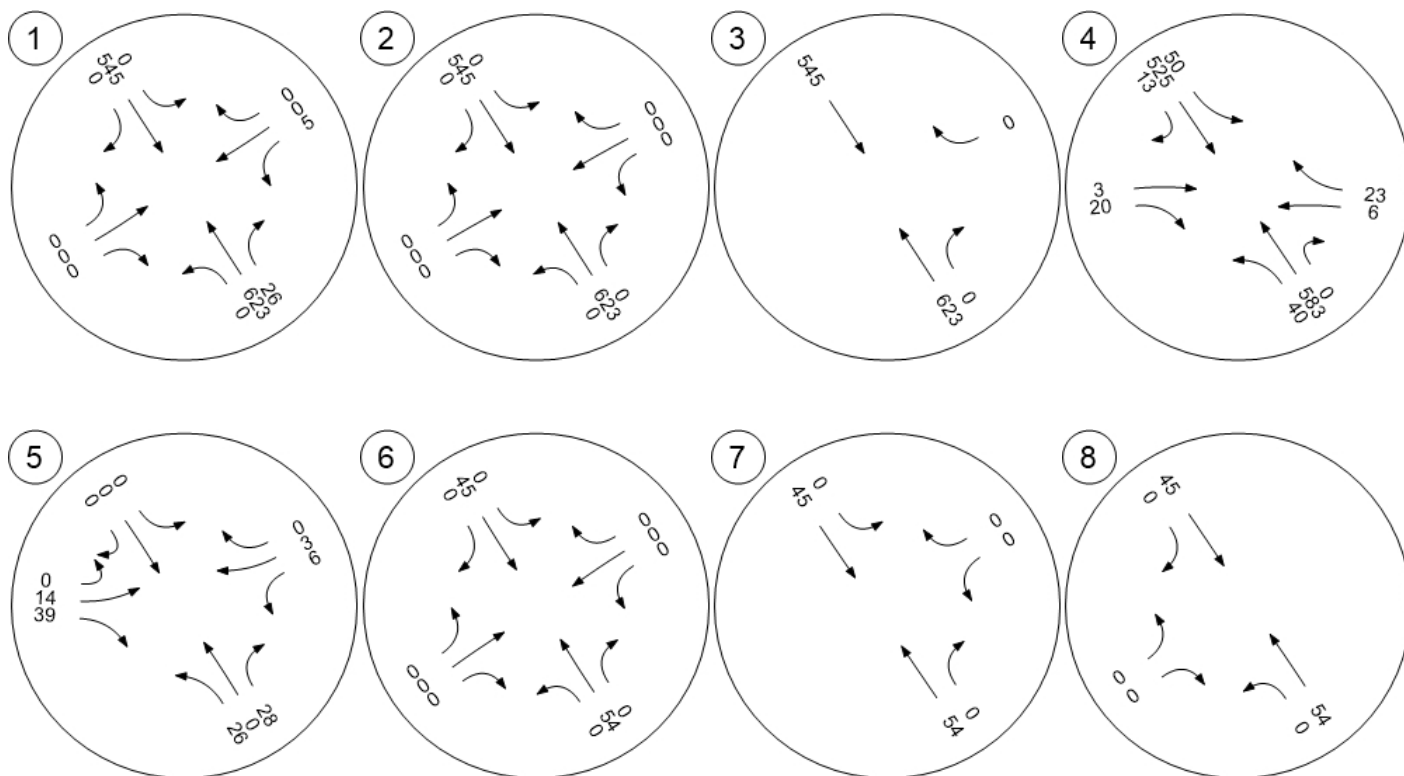
Traffic Volume - In-Process Volume



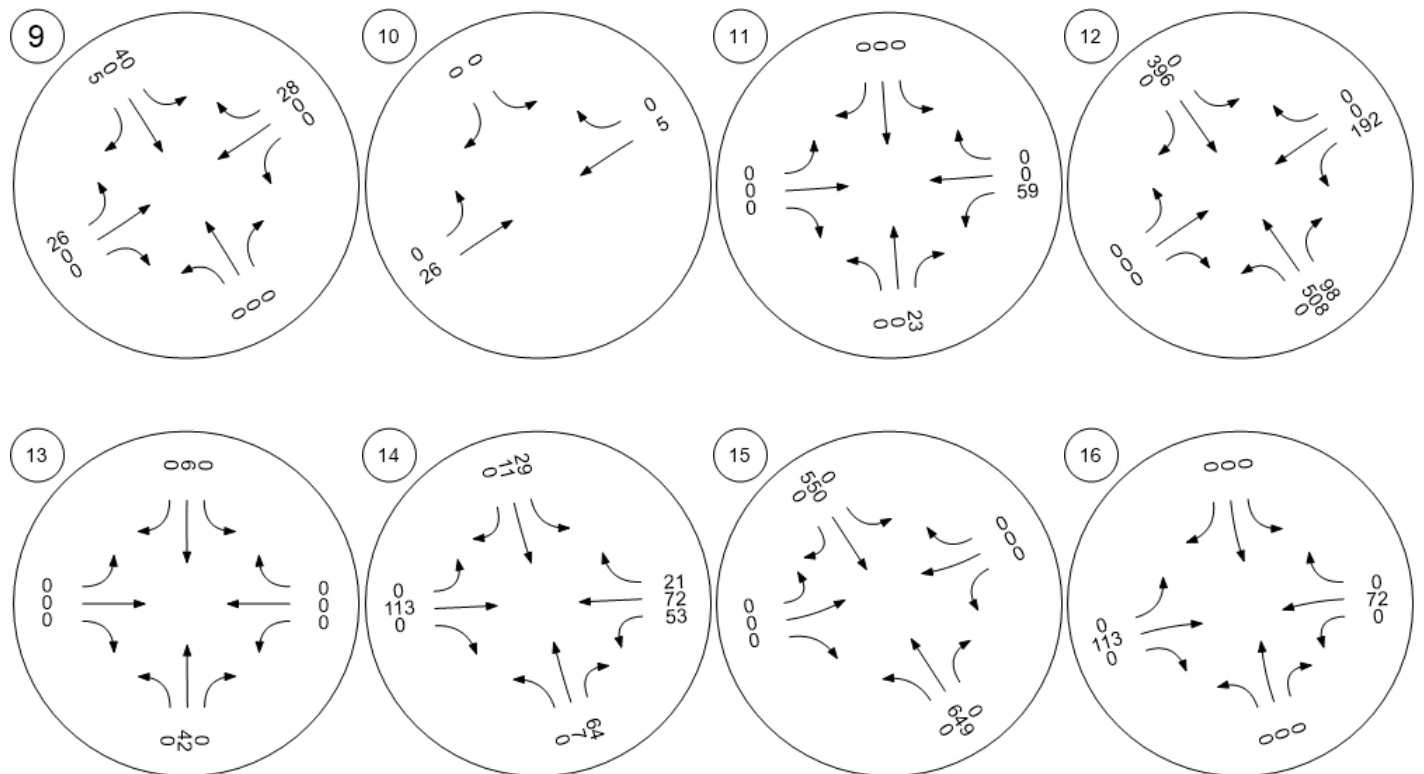
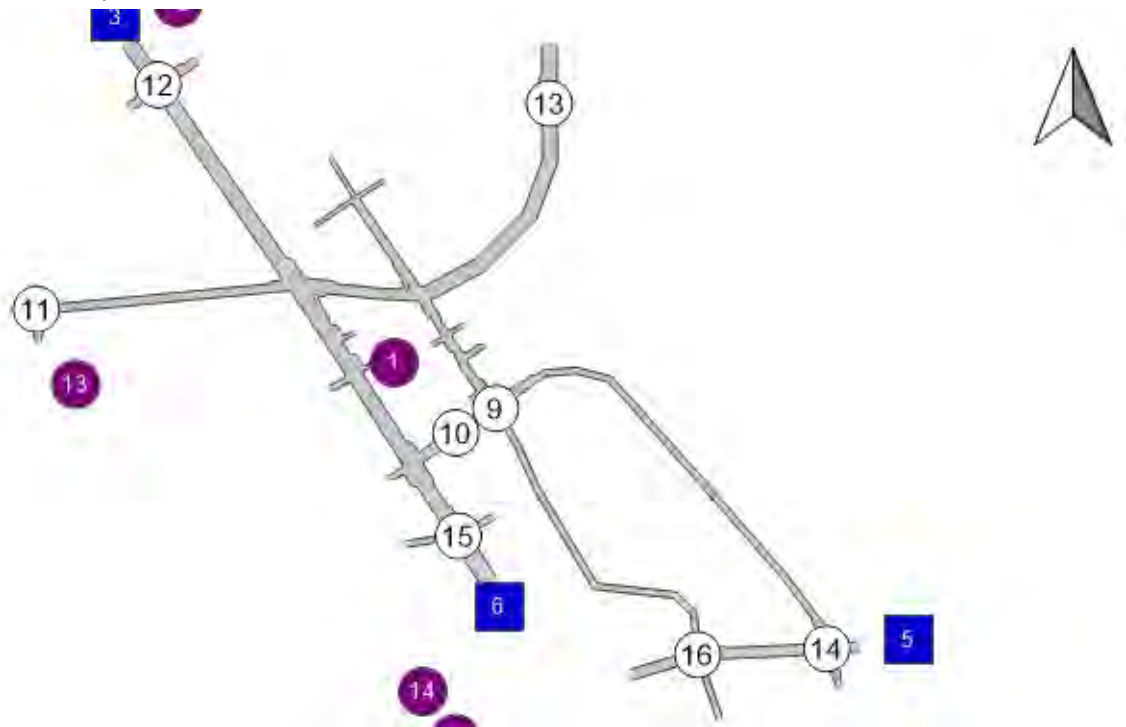
Traffic Volume - In-Process Volume



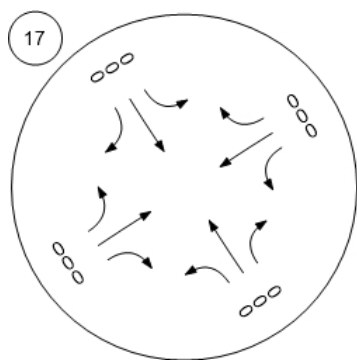
Traffic Volume - Net New Site Trips

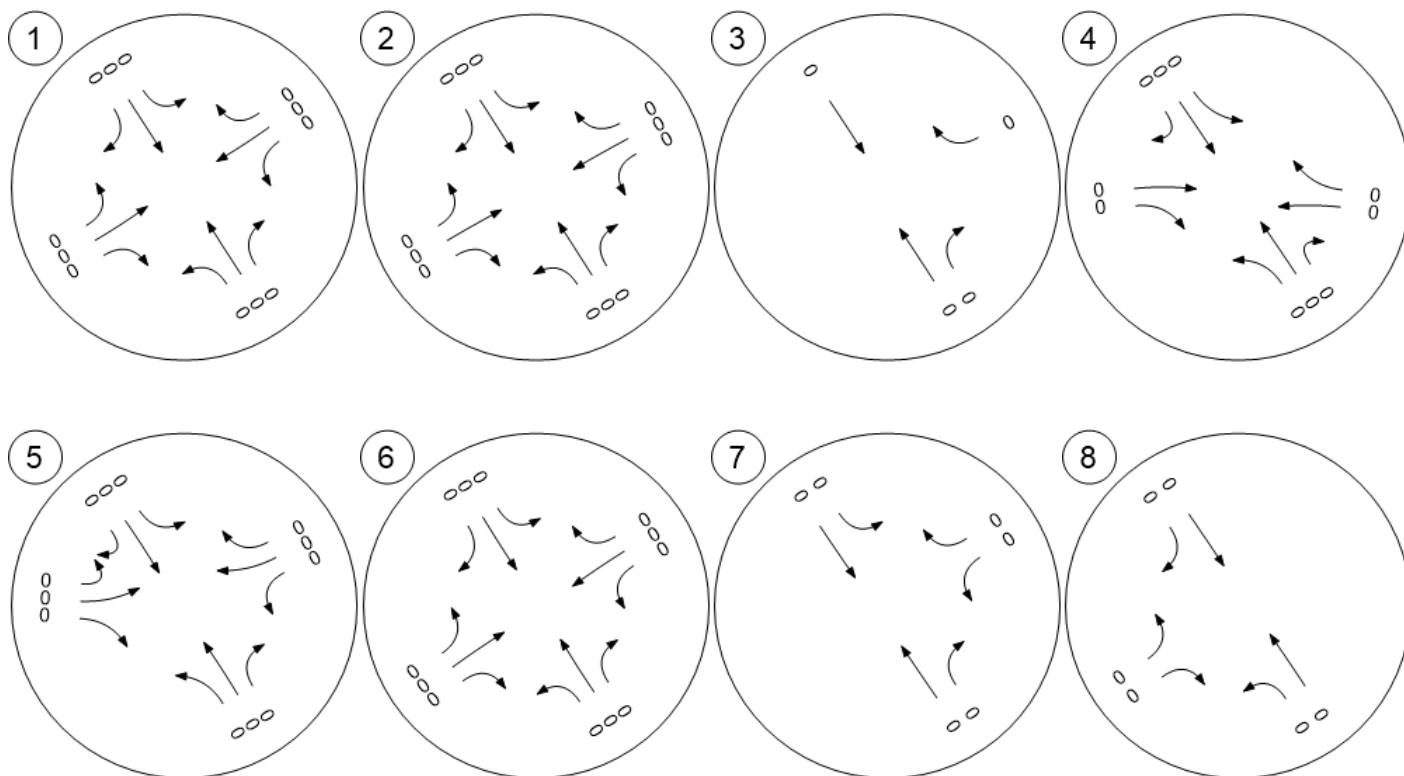


Traffic Volume - Net New Site Trips

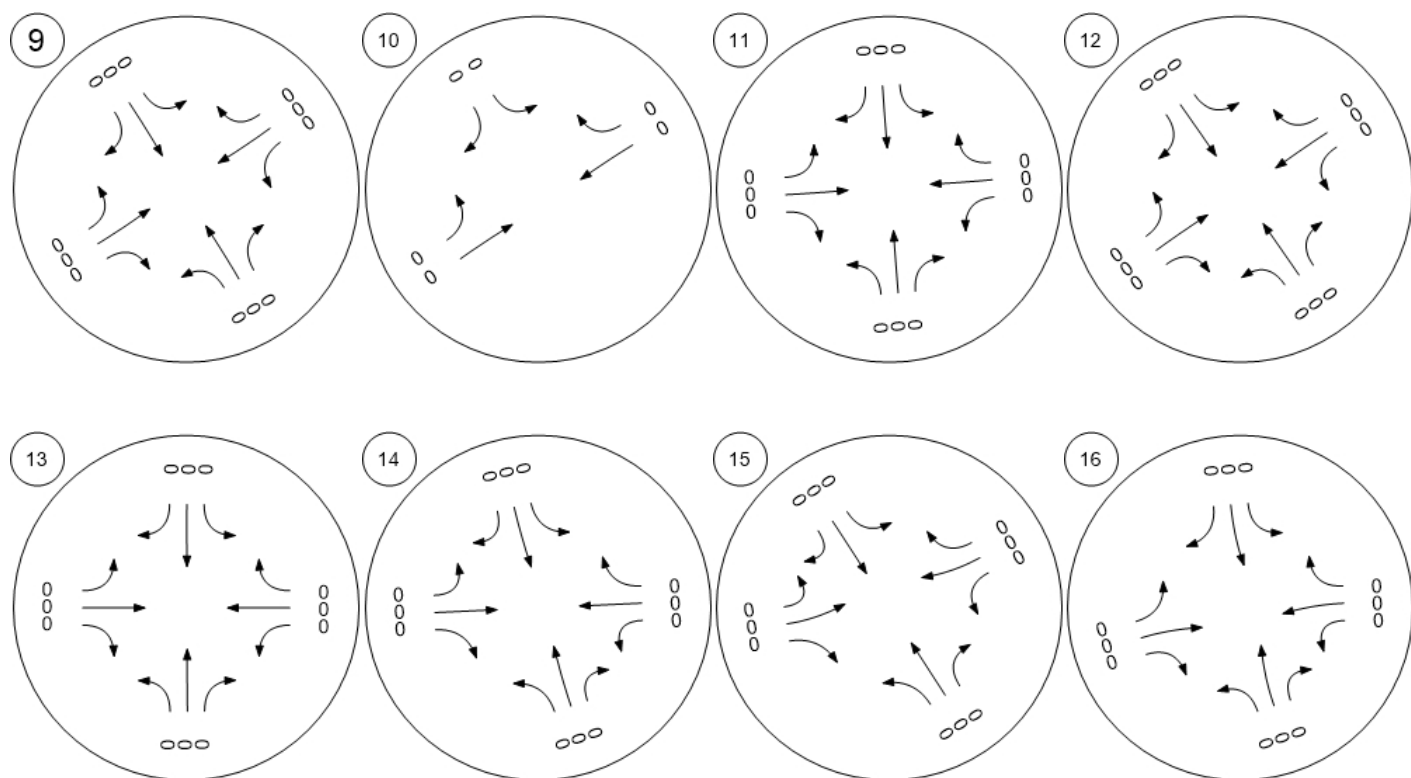
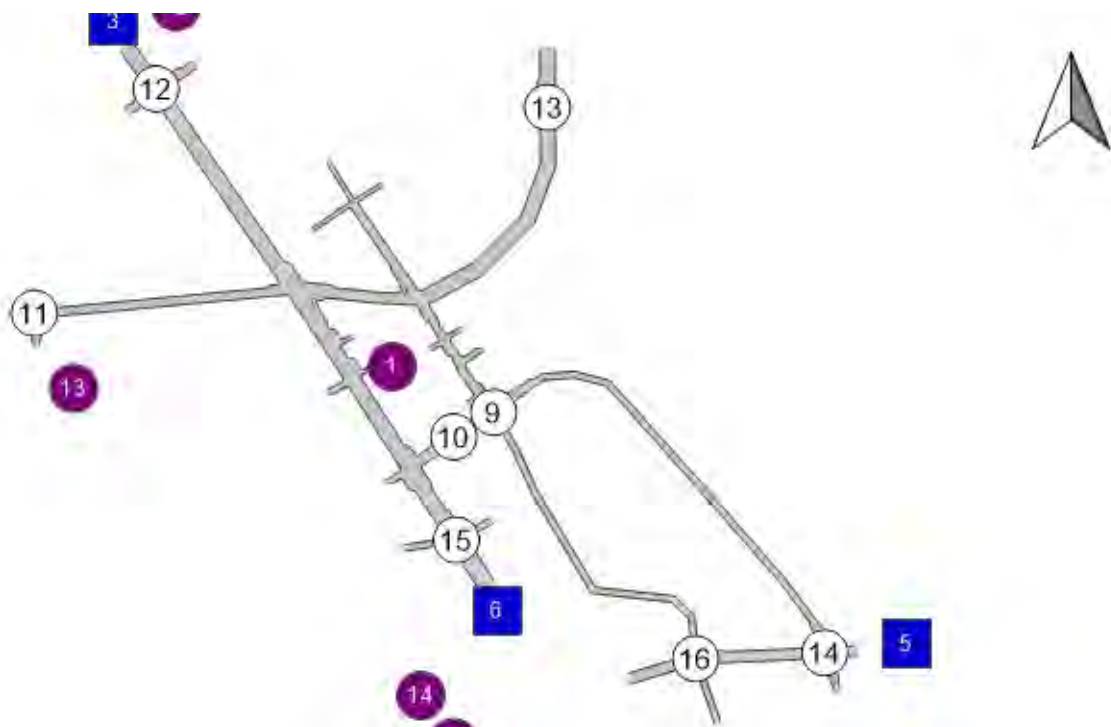


Traffic Volume - Net New Site Trips

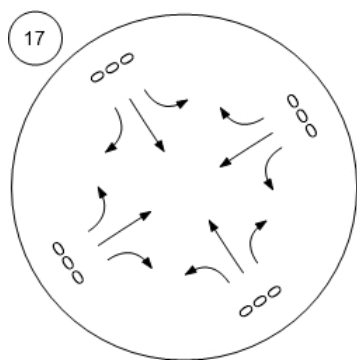




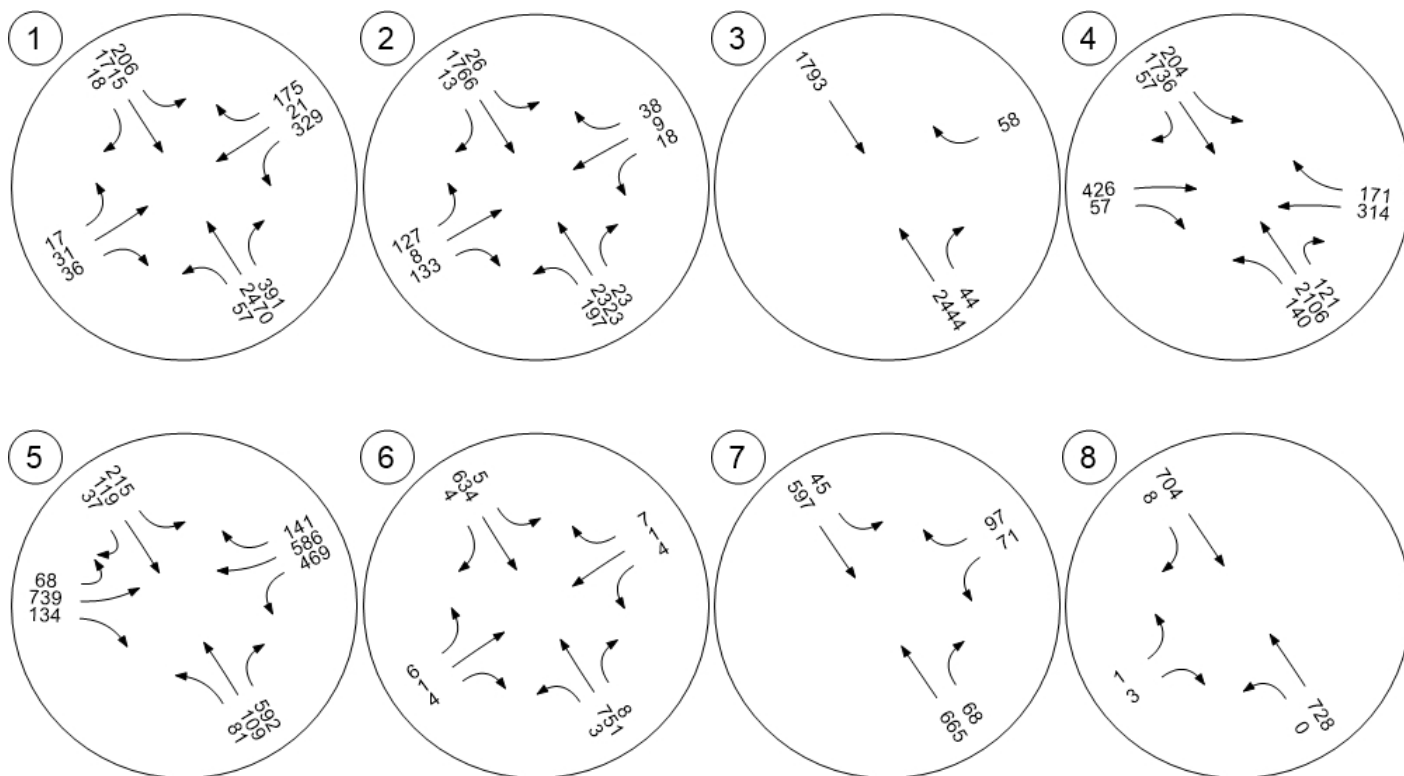
Traffic Volume - Other Volume



Traffic Volume - Other Volume

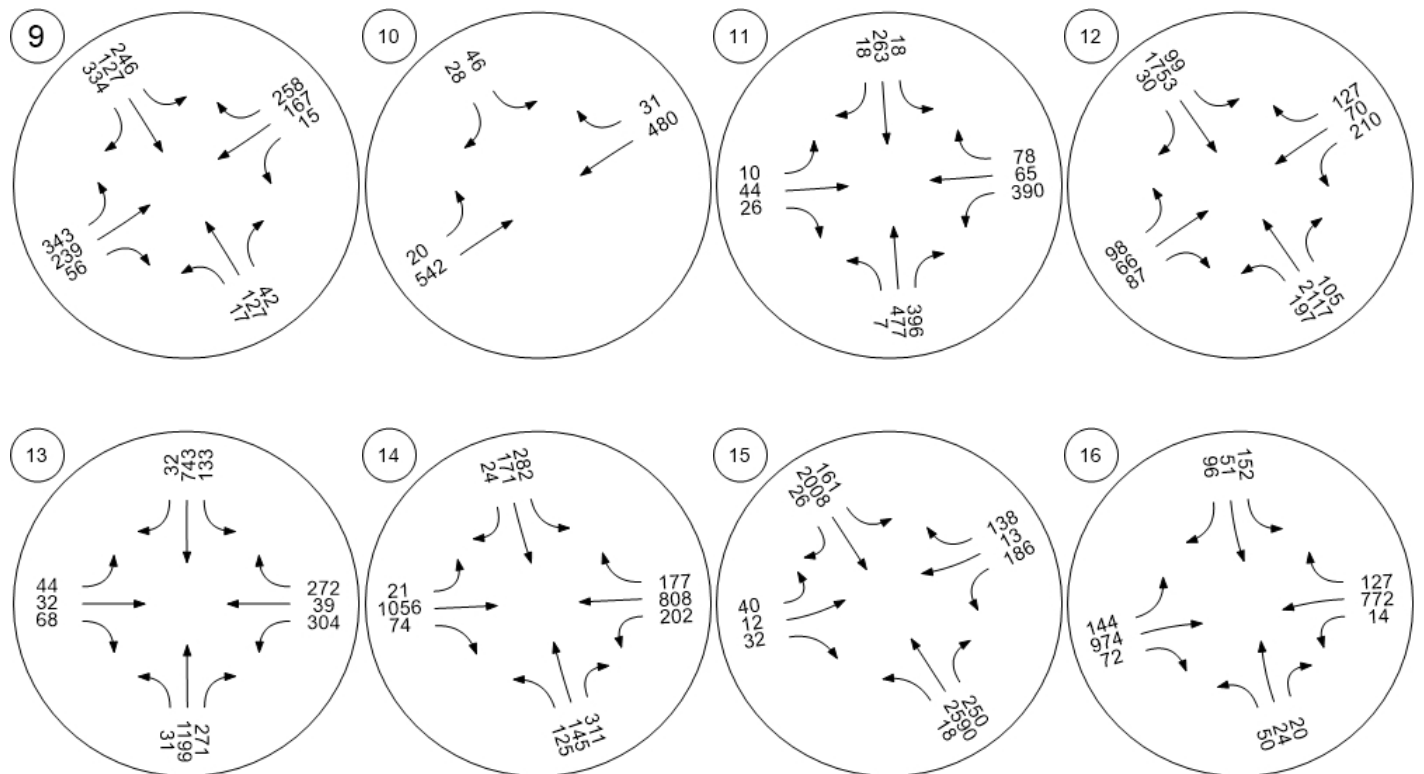
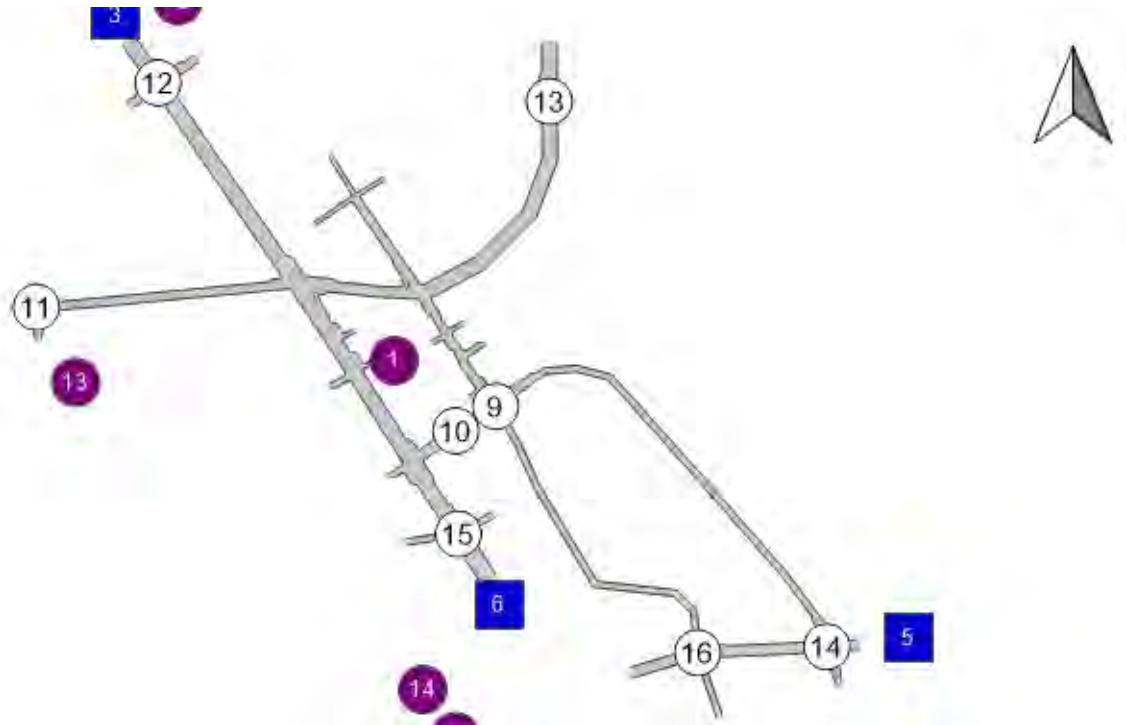


Traffic Volume - Future Total Volume

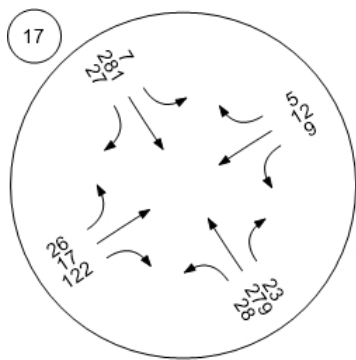


Version 2024 (SP 0-1)

Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 5 2034 Phase 1 AM

Report File: S:\...\P1 AM.pdf

10/15/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	36	1656	211	169	2011	6	14	21	25	552	11	56	4768

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	84	1572	0	9	2106	2	16	2	56	0	2	16	3865

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	1578	25	2136		19		3758

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	105	1463	106	200	2000	45	252	136	310	196	4813

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	75	48	197	84	50	24	40	509	69	534	440	123	2193

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	2	317	2	5	643	5	0	0	0	1	0	4	979

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	1	336	49	36	571	0	0	22	3	32	6	33	1089

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
8	Chaopman Ave / Site Drive South	353	609	962

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	4	41	4	139	79	390	147	120	37	6	95	166	1228

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	20	87	111	278	506	18	1020

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	9	243	358	20	218	18	17	44	27	282	32	38	1306

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	79	1296	311	63	1865	20	42	52	56	176	28	67	4055

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	50	490	277	179	807	63	36	24	51	163	19	124	2283

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	80	66	97	144	74	14	16	669	63	261	1038	134	2656

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	25	1815	116	48	2576	48	20	7	13	77	16	50	4811

Version 2024 (SP 0-1)

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	11	6	4	27	7	24	77	705	80	9	1119	66	2135

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	37	142	7	7	144	9	2	3	37	30	15	2	435

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
18	Rockville Pike / Rollins Ave	1614	61	2138	46	3859		

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	New Intersection	40	0	3	0	0	0	0	22	36	1	6	0	108

ID	Intersection Name	Northbound		Southbound			Eastbound		Westbound			Total Volume
		Thru	Right	Left	Thru	Right	Left	Right	Left	Thru	Right	
34	New Intersection	0	118	37	0	0	0	0	100	0	42	297

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 5 2034 Phase 1 AM

Report File: S:\...IP1 AM.pdf

10/15/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	36	957	194	124	1315	6	14	21	25	442	11	65	3210
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	699	17	45	696	0	0	0	0	110	0	-9	1558
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	36	1656	211	169	2011	6	14	21	25	552	11	56	4768

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	84	855	11	30	1343	2	16	2	54	7	2	8	2414
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	2	0	0	0	2
		Net New Trips	0	717	-28	-21	763	0	0	0	0	-14	0	8	1425
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	84	1572	0	9	2106	2	16	2	56	0	2	16	3865

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	Final Base	854	25	1394		19		2292
		Growth Factor	1.00	1.00	1.00		1.00		-
		In Process	0	0	0		0		0
		Net New Trips	724	0	742		0		1466
		Other	0	0	0		0		0
		Future Total	1578	25	2136		19		3758

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	96	748	106	184	1328	43	245	66	311	134	3261
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	9	715	0	16	672	2	7	70	-1	62	1552
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	105	1463	106	200	2000	45	252	136	310	196	4813

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	28	48	216	84	50	24	40	519	36	506	426	123	2100
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	47	0	-19	0	0	0	0	-10	33	28	14	0	93
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	75	48	197	84	50	24	40	509	69	534	440	123	2193

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	2	288	2	5	582	5	0	0	0	1	0	4	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	29	0	0	61	0	-1	0	0	0	0	0	89
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	2	317	2	5	643	5	0	0	0	1	0	4	979

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	Final Base	0	304	71	36	510	0	0	0	0	35	0	36	992
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	32	-22	0	61	0	0	22	3	-3	6	-3	97
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	336	49	36	571	0	0	22	3	32	6	33	1089

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
8	Chaopman Ave / Site Drive South	Final Base	342	545	887
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	11	64	75
		Other	0	0	0
		Future Total	353	609	962

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	4	41	4	100	79	368	186	116	37	6	91	116	1148
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	39	0	22	-39	4	0	0	4	50	80
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	41	4	139	79	390	147	120	37	6	95	166	1228

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	16	8	10	317	484	14	849
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	79	101	-39	22	4	171
		Other	0	0	0	0	0	0	0
		Future Total	20	87	111	278	506	18	1020

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	9	243	259	20	218	18	17	44	27	272	32	38	1197
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	99	0	0	0	0	0	0	10	0	0	109
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	243	358	20	218	18	17	44	27	282	32	38	1306

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	79	794	17	63	1344	20	42	52	56	7	28	67	2569
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	502	294	0	521	0	0	0	0	169	0	0	1486
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	79	1296	311	63	1865	20	42	52	56	176	28	67	4055

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	50	519	277	179	765	63	36	24	51	163	19	124	2270
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-29	0	0	42	0	0	0	0	0	0	0	13
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	490	277	179	807	63	36	24	51	163	19	124	2283

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	80	54	68	105	70	14	16	564	56	177	933	92	2229
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	12	29	39	4	0	0	105	7	84	105	42	427
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	80	66	97	144	74	14	16	669	63	261	1038	134	2656

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	25	1099	116	48	1770	48	20	7	13	77	16	50	3289
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	716	0	0	806	0	0	0	0	0	0	0	1522
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	25	1815	116	48	2576	48	20	7	13	77	16	50	4811

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	11	6	4	27	7	24	77	593	80	9	1014	66	1918
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	112	0	0	105	0	217
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	6	4	27	7	24	77	705	80	9	1119	66	2135

Version 2024 (SP 0-1)

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	37	142	7	7	144	9	2	3	37	30	15	2	435
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	37	142	7	7	144	9	2	3	37	30	15	2	435

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Right	Right	
18	Rockville Pike / Rollins Ave	Final Base	971	0	1397	0	0	0	2368
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	11	0	0	0	0	11
		Net New Trips	643	50	741	46	0	0	1480
		Other	0	0	0	0	0	0	0
		Future Total	1614	61	2138	46	0	0	3859

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
20	New Intersection	Final Base	0	0	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	40	-13	3	0	-17	0	0	22	36	1	6	0	78
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	40	0	3	0	0	0	0	22	36	1	6	0	108

ID	Intersection Name	Volume Type	Northbound		Southbound			Eastbound		Westbound			Total Volume
			Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Right	
34	New Intersection	Final Base	0	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	-13	118	37	-17	0	0	0	100	0	42	267
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	118	37	0	0	0	0	100	0	42	297

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\P1 AM.pdf

Scenario 5 2034 Phase 1 AM
10/15/2024

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
11: 12500 Ardennes					0.000	50.00	50.00	0.00	0	47	47	0.98
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	420	242	662	13.80
13: Fed Plz W					0.000	50.00	50.00	0.00	12	117	129	2.69
14: Wilgus					0.000	50.00	50.00	0.00	63	148	211	4.40
16: Wash Sci Cent					0.000	50.00	50.00	0.00	13	3	16	0.33
17: E VII N Beth					0.000	50.00	50.00	0.00	0	60	60	1.25
18: MHP Nebel					0.000	50.00	50.00	0.00	11	36	47	0.98
19: Pike and Rose					0.000	50.00	50.00	0.00	569	338	907	18.90
20: Grand Park					0.000	50.00	50.00	0.00	81	237	318	6.63
21: Evolution Labs					0.000	50.00	50.00	0.00	441	97	538	11.21
22: N Beth Town Cen					0.000	50.00	50.00	0.00	719	319	1038	21.63
23: Saul WF W					0.000	50.00	50.00	0.00	215	286	501	10.44
26: Pike Center Phase 1 New					0.000	50.00	50.00	0.00	155	156	311	6.48
30: 5500 Edson					0.000	50.00	50.00	0.00	12	1	13	0.27
Added Trips Total									2711	2087	4798	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Exist					0.000	50.00	50.00	0.00	61	38	99	29.82
10: 12710 Twin Park					0.000	50.00	50.00	0.00	28	5	33	9.94
15: 2115 E JEf					0.000	50.00	50.00	0.00	153	0	153	46.08
24: N Beth Market 2					0.000	50.00	50.00	0.00	47	0	47	14.16
Removed Trips Total									289	43	332	100.00

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro
Report File: S:\...\IP1 AM.pdf

Scenario 5 2034 Phase 1 AM
10/15/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Exist			
	To Pike Center Exist:		From Pike Center Exist:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(21)	34.00	(13)
5: Gate	6.00	(4)	6.00	(2)
6: Gate	60.00	(37)	60.00	(23)
Total	100.00	(62)	100.00	(38)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(10)	34.00	(2)
5: Gate	6.00	(2)	6.00	(0)
6: Gate	60.00	(17)	60.00	(3)
Total	100.00	(29)	100.00	(5)

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	16
5: Gate	6.00	0	6.00	3
6: Gate	60.00	0	60.00	28
Total	100.00	0	100.00	47

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	126	30.00	73
5: Gate	9.00	38	9.00	22
6: Gate	61.00	256	61.00	147
Total	100.00	420	100.00	242

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0

Version 2024 (SP 0-1)

25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	2	19.00	22
5: Gate	9.00	1	6.00	7
6: Gate	60.00	7	60.00	70
Total	88.00	10	85.00	99

25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	13	20.00	30
5: Gate	14.00	9	14.00	21
6: Gate	36.00	23	36.00	53
Total	70.00	45	70.00	104

Zone / Gate	Zone 15: 2115 E Jef			
	To 2115 E Jef:		From 2115 E Jef:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(52)	34.00	(0)
5: Gate	6.00	(9)	6.00	(0)
6: Gate	60.00	(92)	60.00	(0)
Total	100.00	(153)	100.00	(0)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	3	23.00	1
5: Gate	10.00	1	10.00	0
6: Gate	27.00	4	27.00	1
Total	60.00	8	60.00	2

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	20
5: Gate	6.00	0	6.00	4
6: Gate	60.00	0	60.00	36
Total	100.00	0	100.00	60

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	4	34.00	12
5: Gate	6.00	1	6.00	2
6: Gate	60.00	7	60.00	22
Total	100.00	12	100.00	36

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips

Version 2024 (SP 0-1)

11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	131	23.00	78
5: Gate	10.00	57	10.00	34
6: Gate	27.00	154	27.00	91
Total	60.00	342	60.00	203

11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	28	34.00	81
5: Gate	6.00	5	6.00	14
6: Gate	60.00	49	60.00	142
Total	100.00	82	100.00	237

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	101	23.00	22
5: Gate	10.00	44	10.00	10
6: Gate	27.00	119	27.00	26
Total	60.00	264	60.00	58

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	216	30.00	96
5: Gate	9.00	65	9.00	29
6: Gate	61.00	439	61.00	194
Total	100.00	720	100.00	319

Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0

Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEF	0.00	(0)	0.00	(0)
3: Gate	34.00	(16)	34.00	(0)
5: Gate	6.00	(3)	6.00	(0)
6: Gate	60.00	(28)	60.00	(0)
Total	100.00	(47)	100.00	(0)

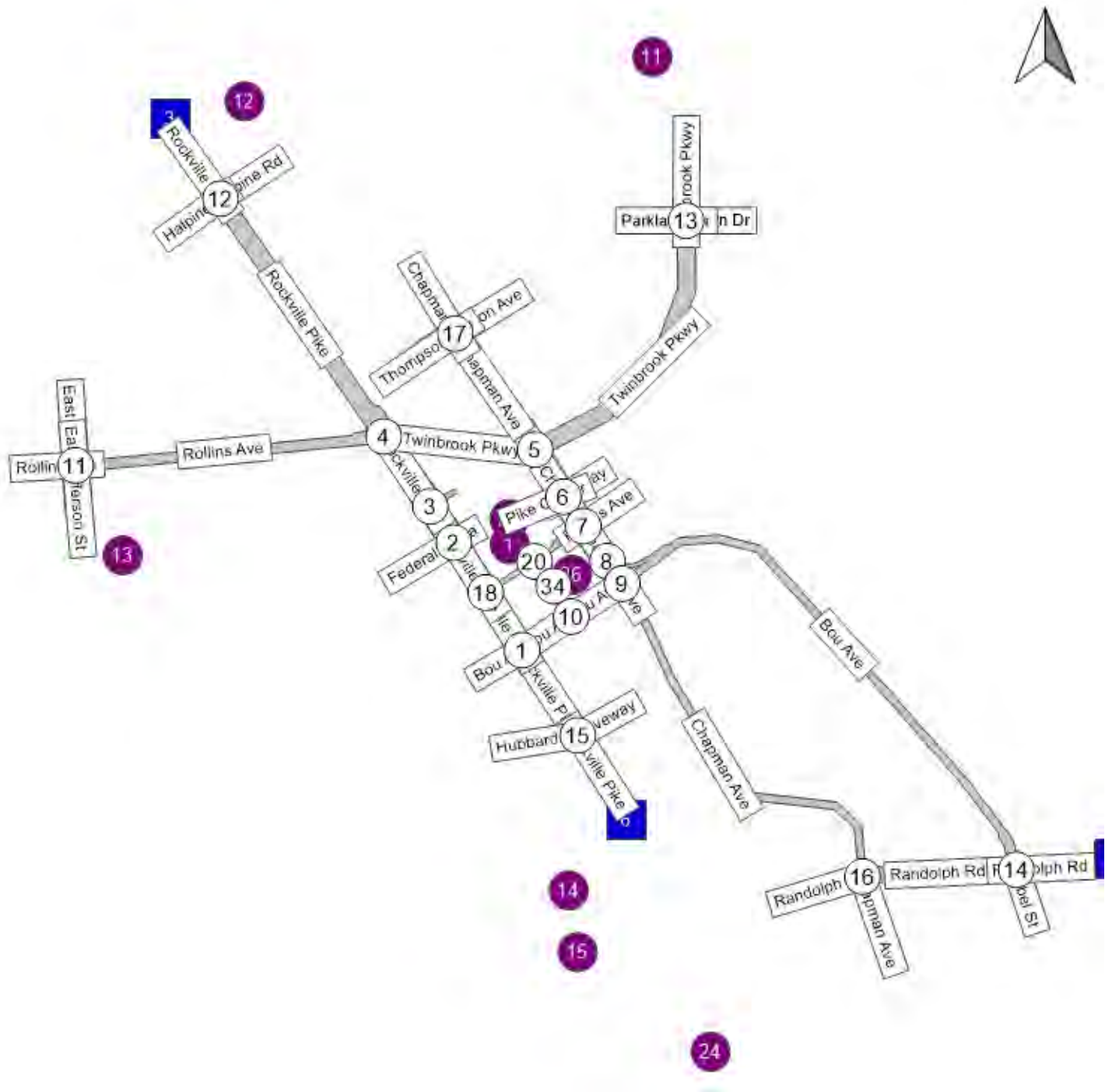
Version 2024 (SP 0-1)

25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	65	30.00	86
5: Gate	9.00	19	9.00	26
6: Gate	61.00	131	61.00	174
Total	100.00	215	100.00	286

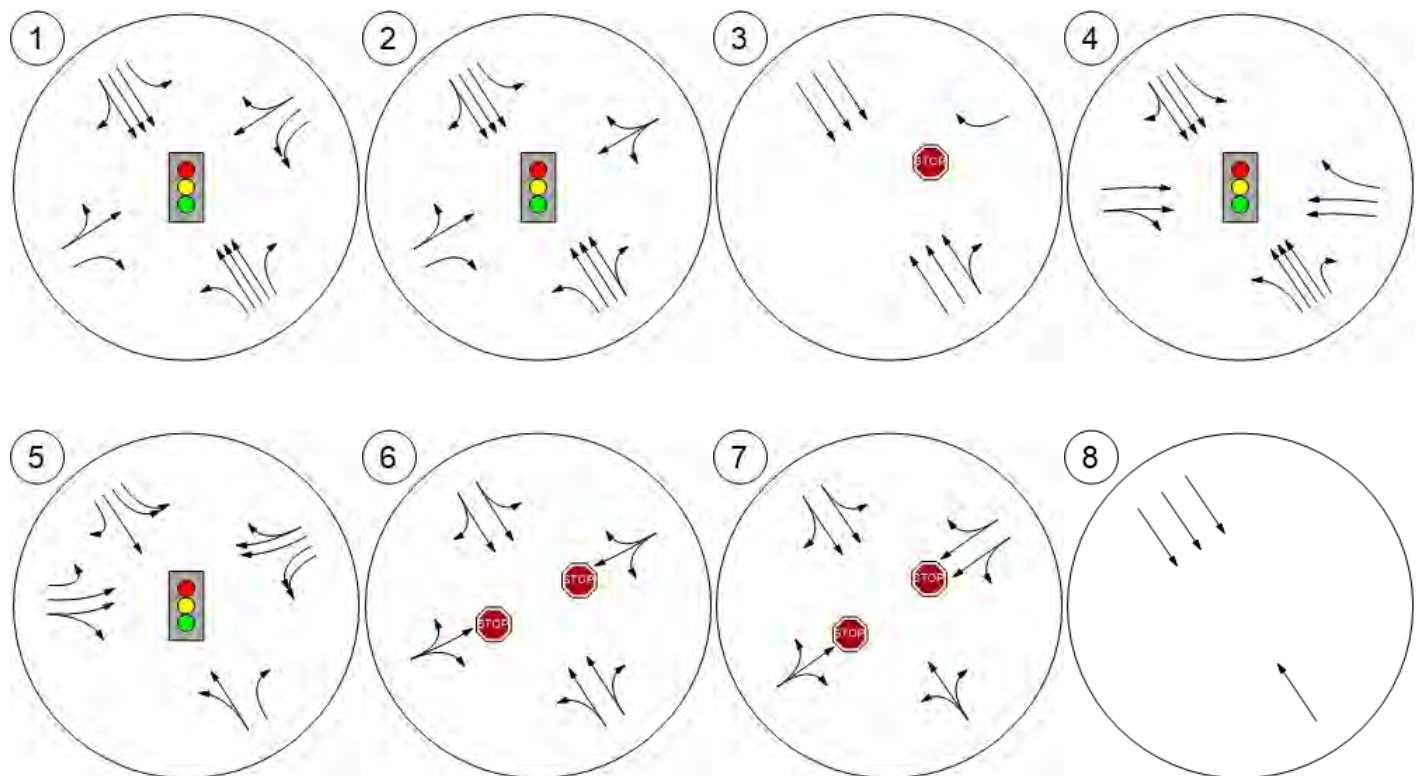
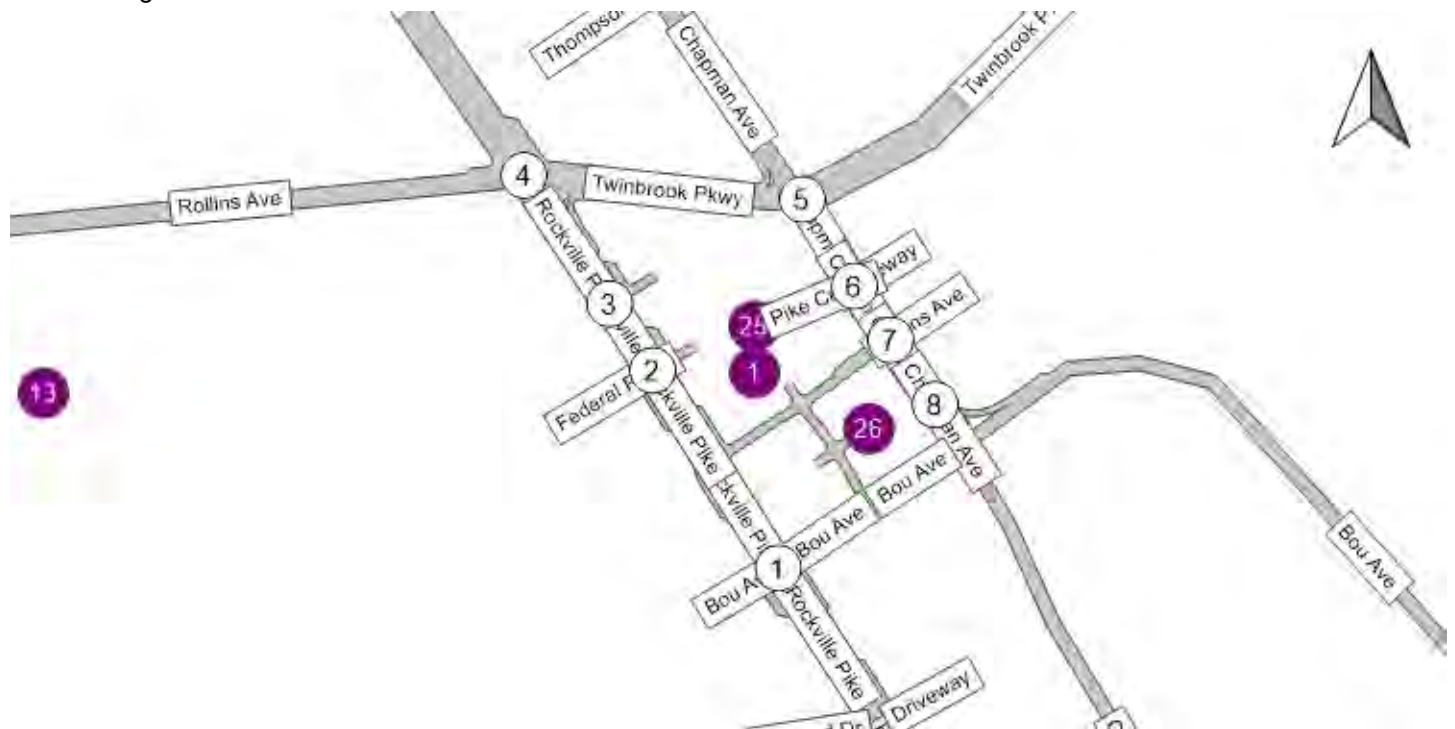
Zone / Gate	Zone 26: Pike Center Phase 1 New			
	To Pike Center Phase 1 New:		From Pike Center Phase 1 New:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
30: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	53	34.00	53
5: Gate	6.00	9	6.00	9
6: Gate	60.00	93	60.00	94
Total	100.00	155	100.00	156

Zone / Gate	Zone 30: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Phase 1 Remain	0.00	0	0.00	0
26: Pike Center Phase 1 New	0.00	0	0.00	0
3: Gate	34.00	4	34.00	0
5: Gate	6.00	1	6.00	0
6: Gate	60.00	7	60.00	1
Total	100.00	12	100.00	1

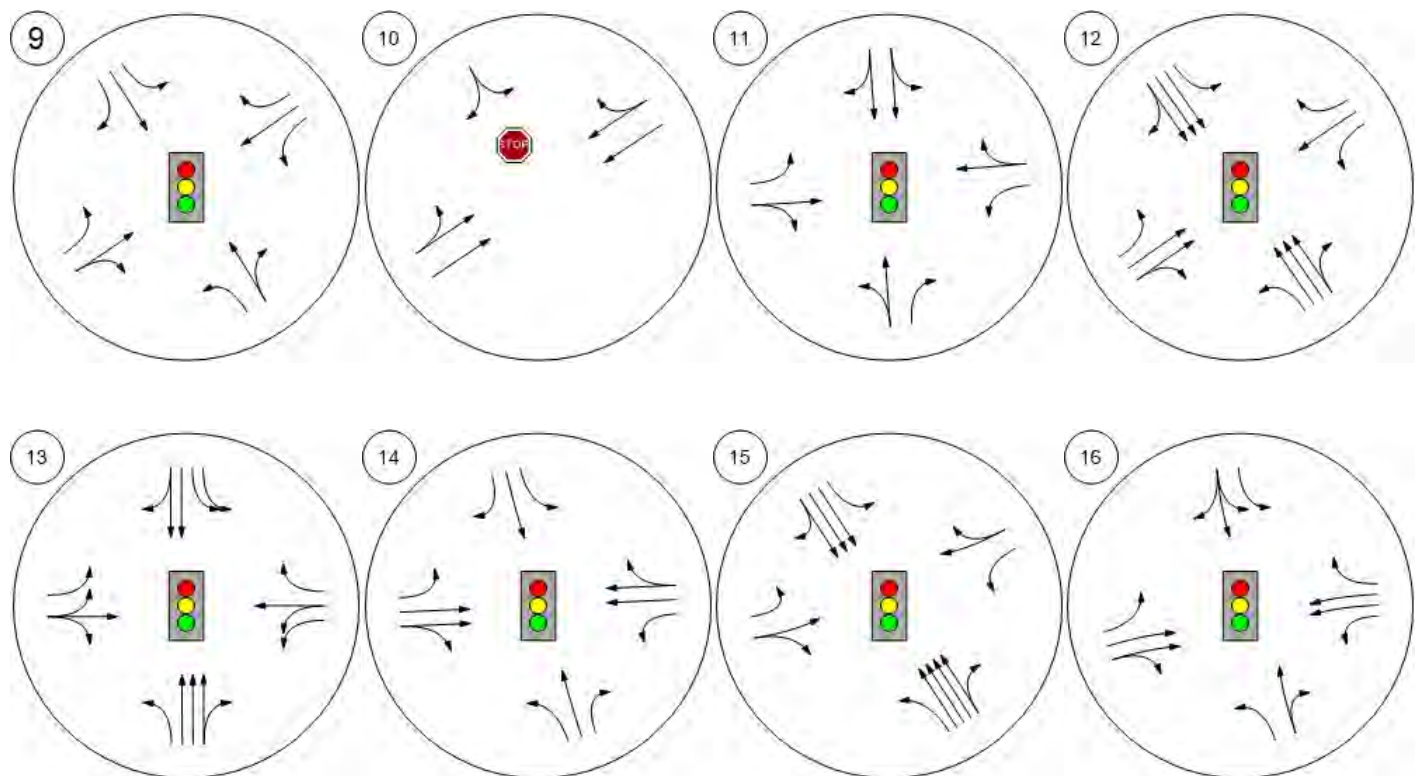
Study Intersections



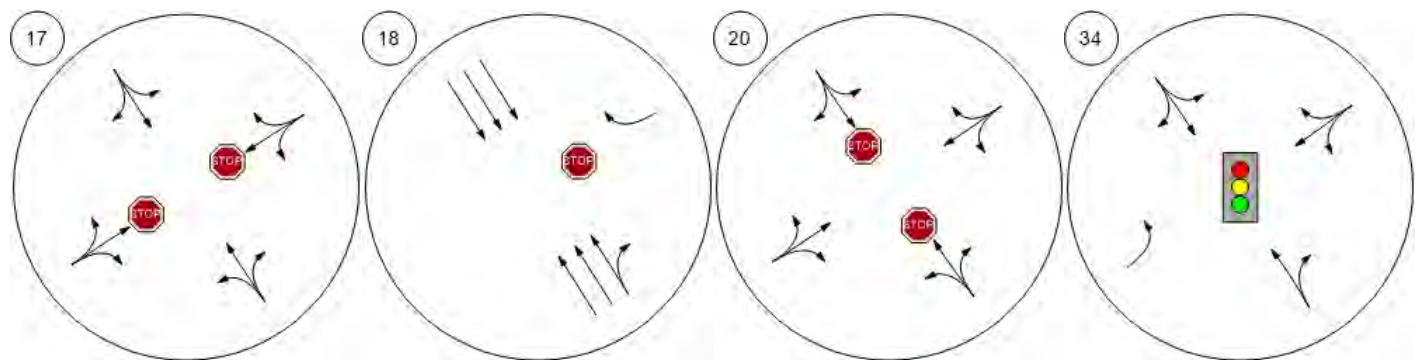
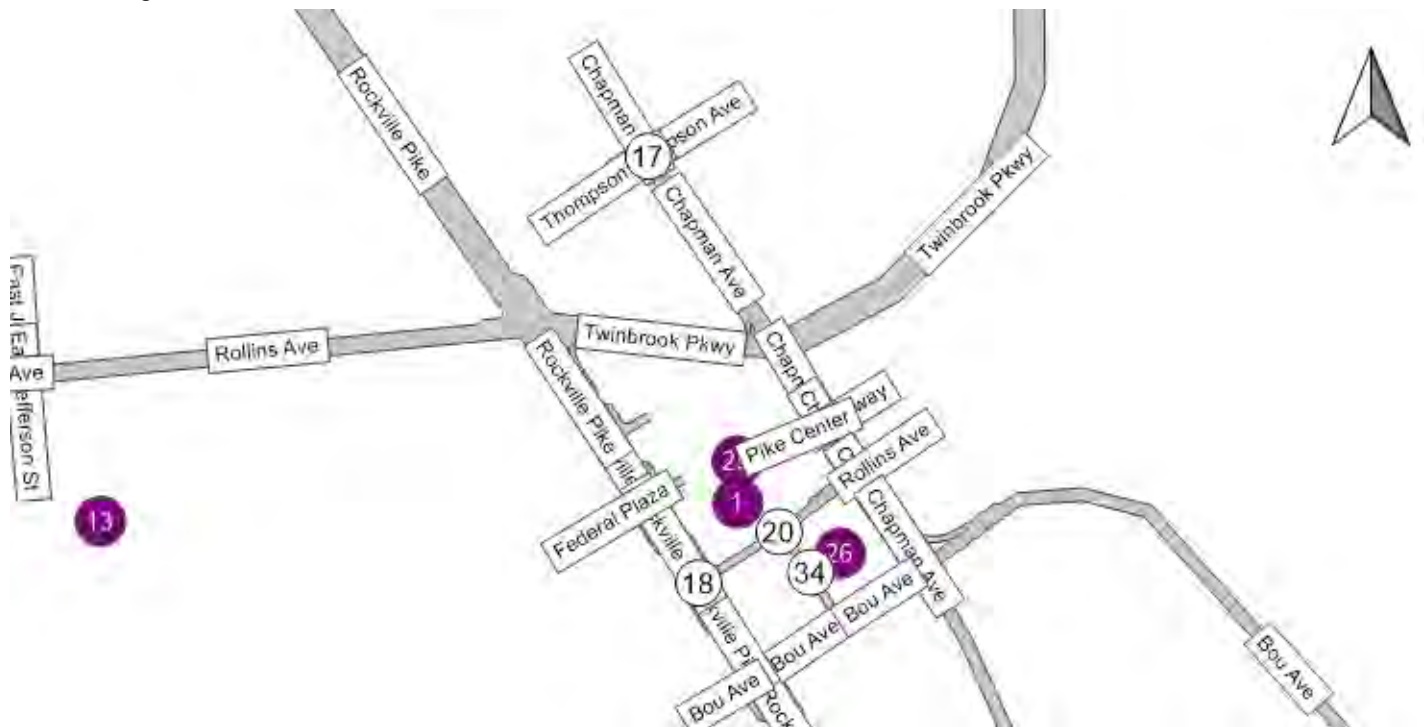
Lane Configuration and Traffic Control



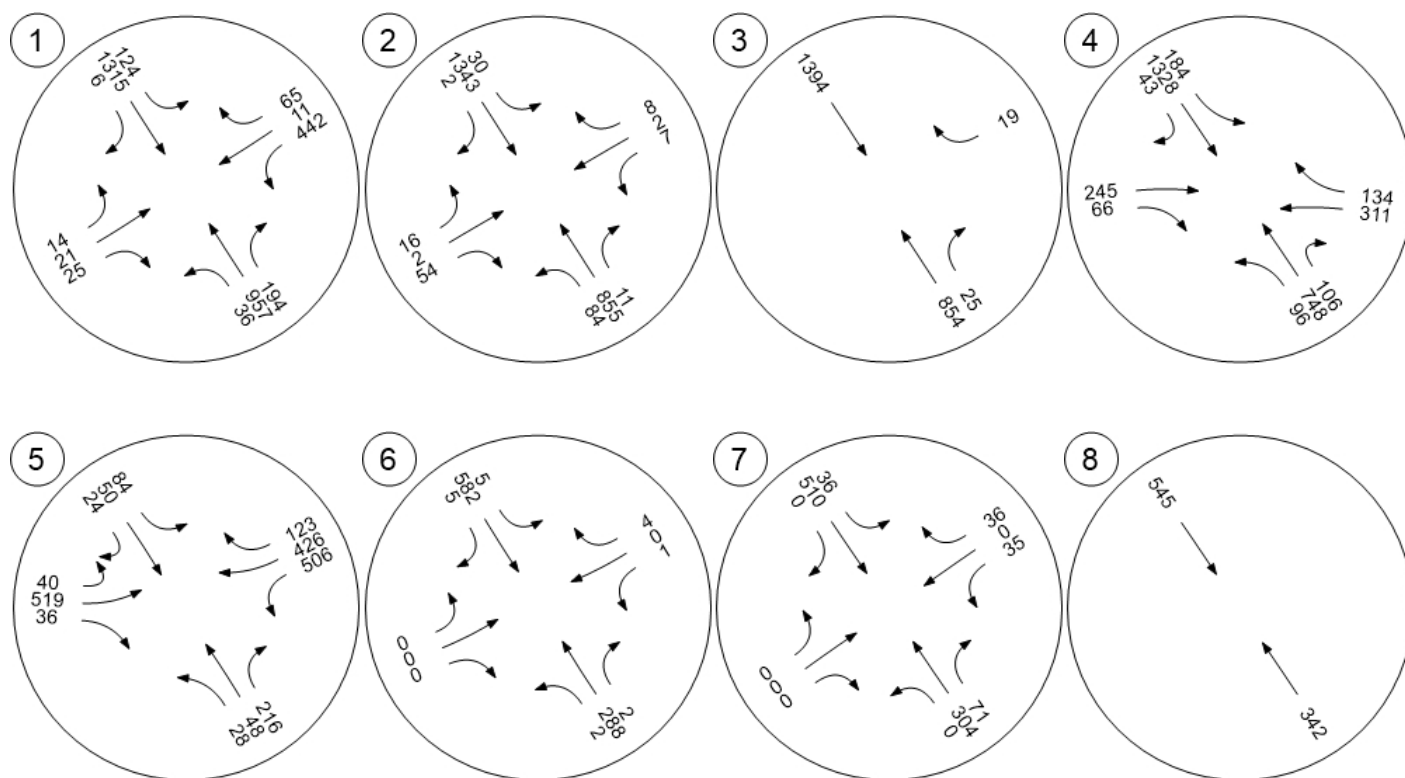
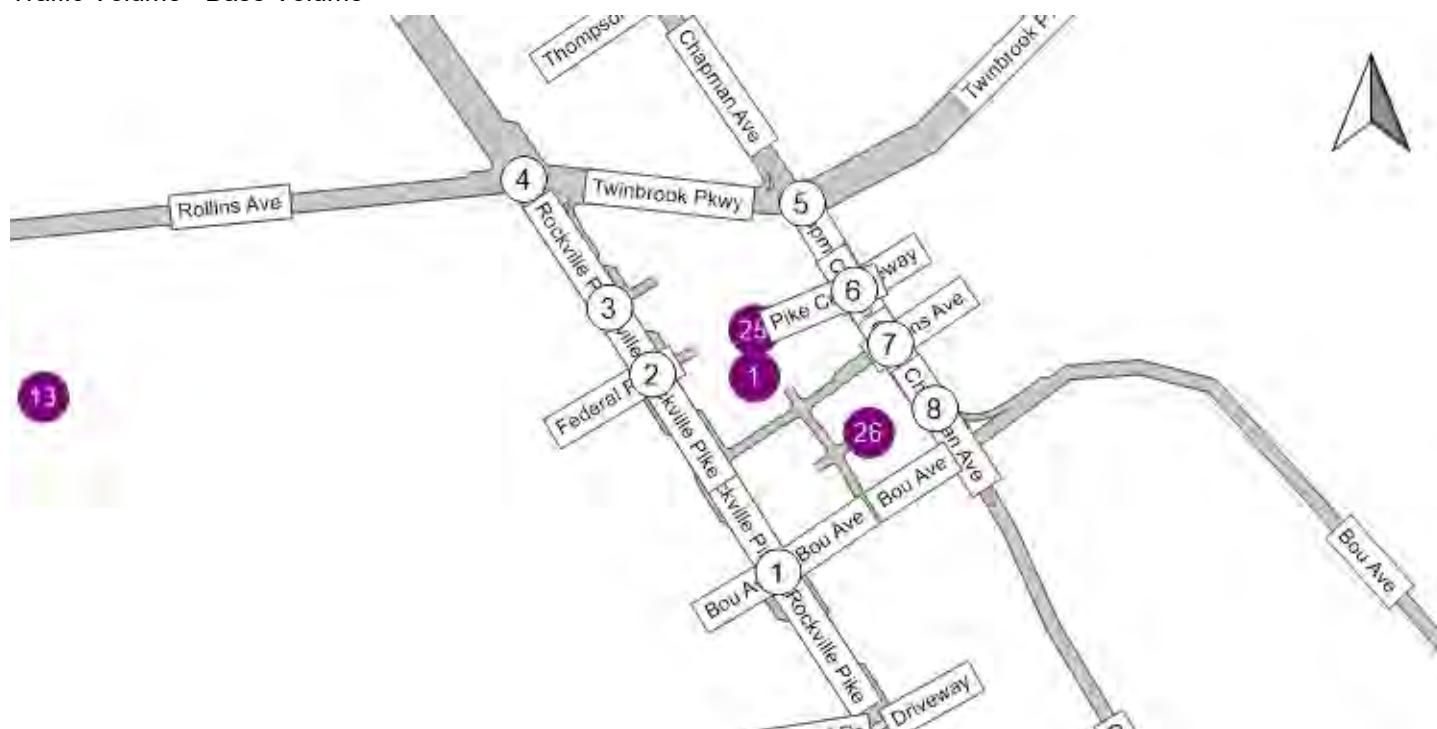
Lane Configuration and Traffic Control



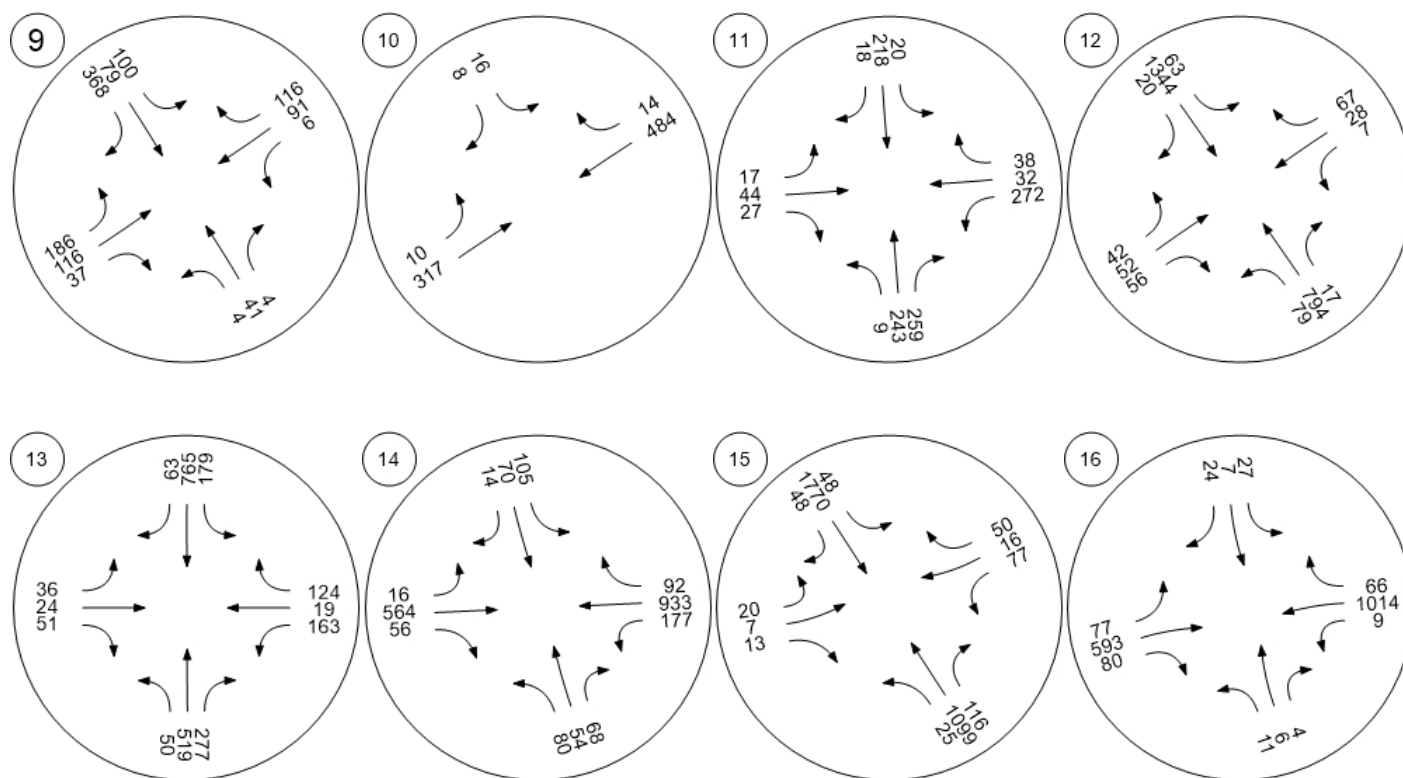
Lane Configuration and Traffic Control



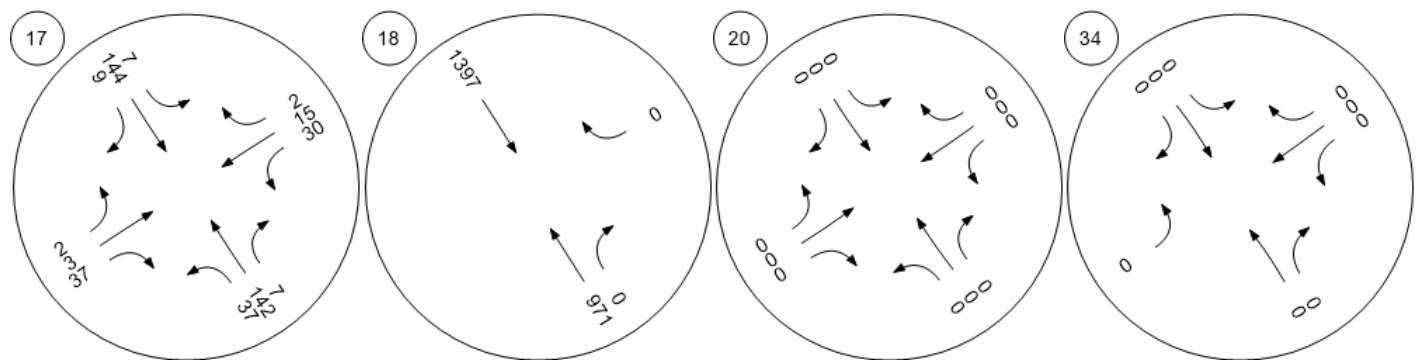
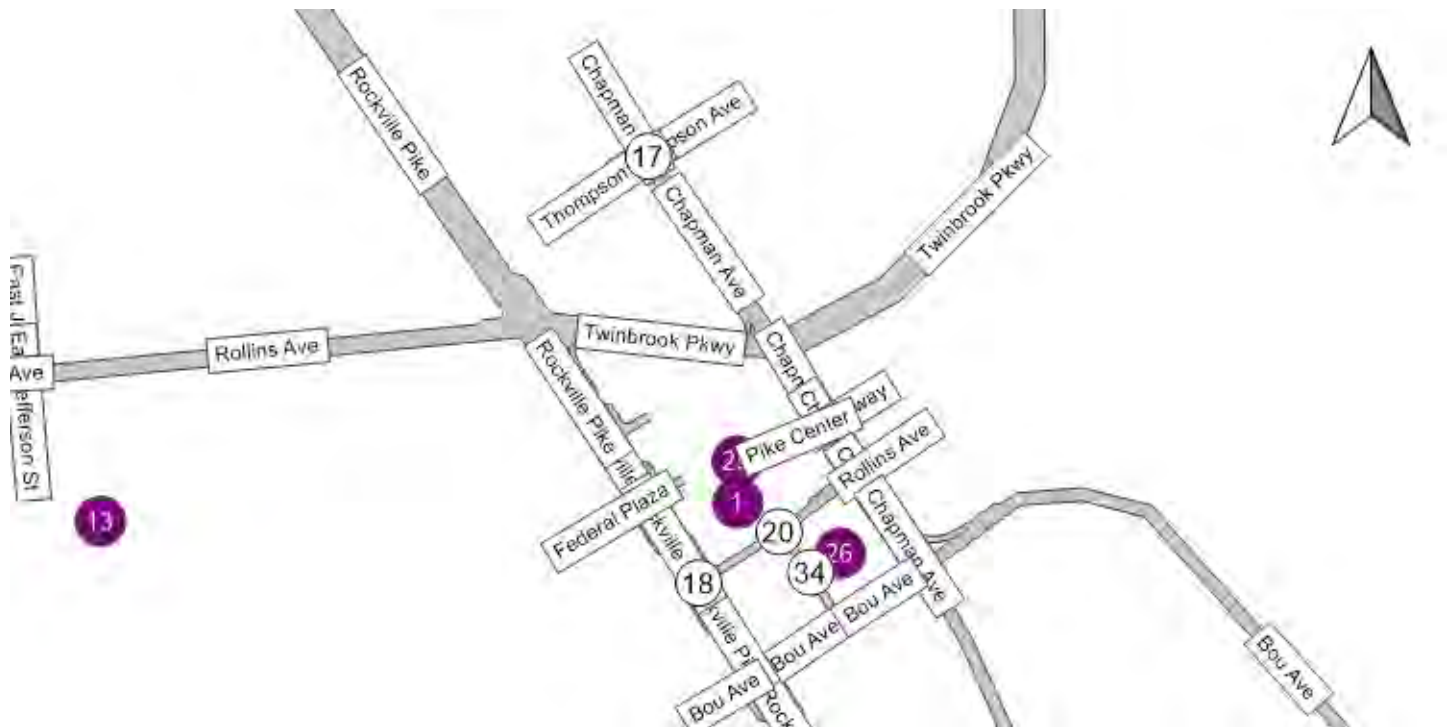
Traffic Volume - Base Volume



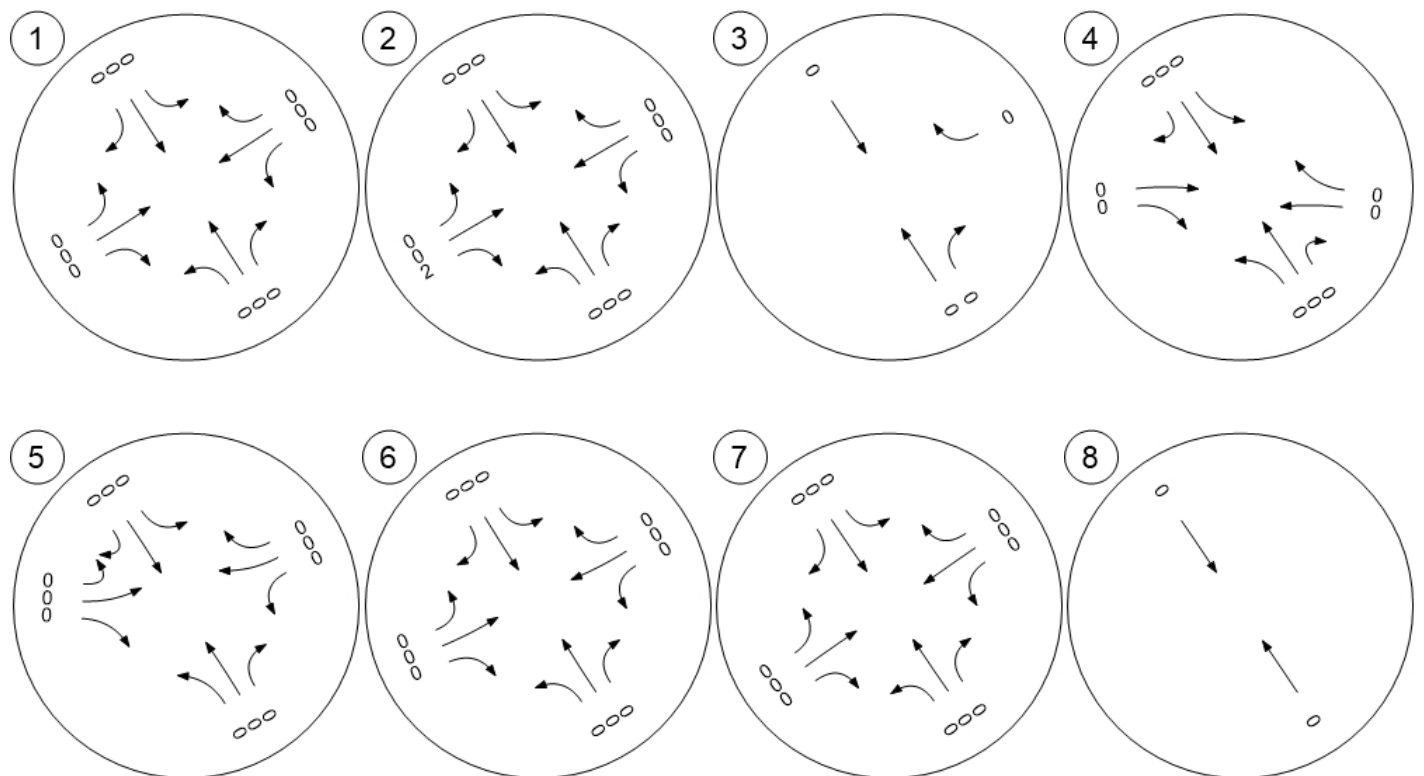
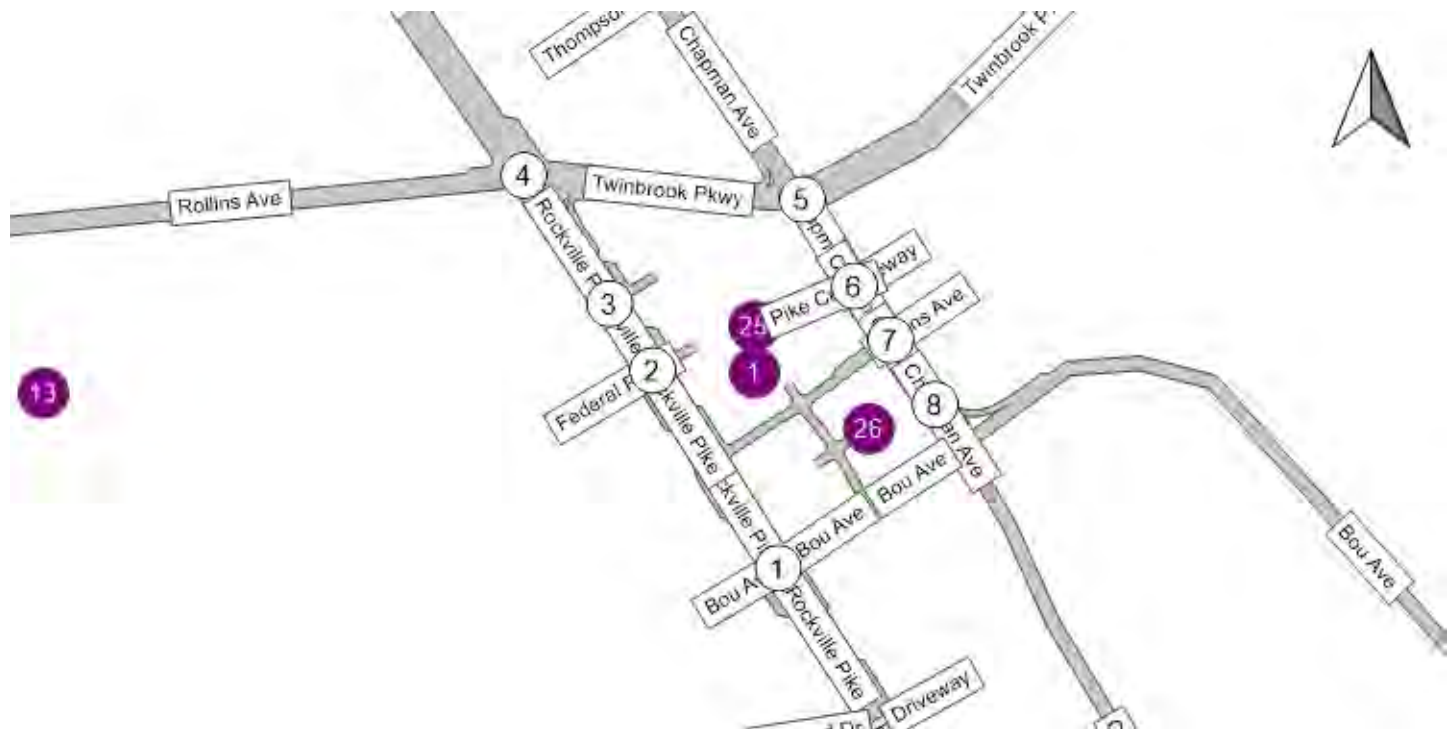
Traffic Volume - Base Volume



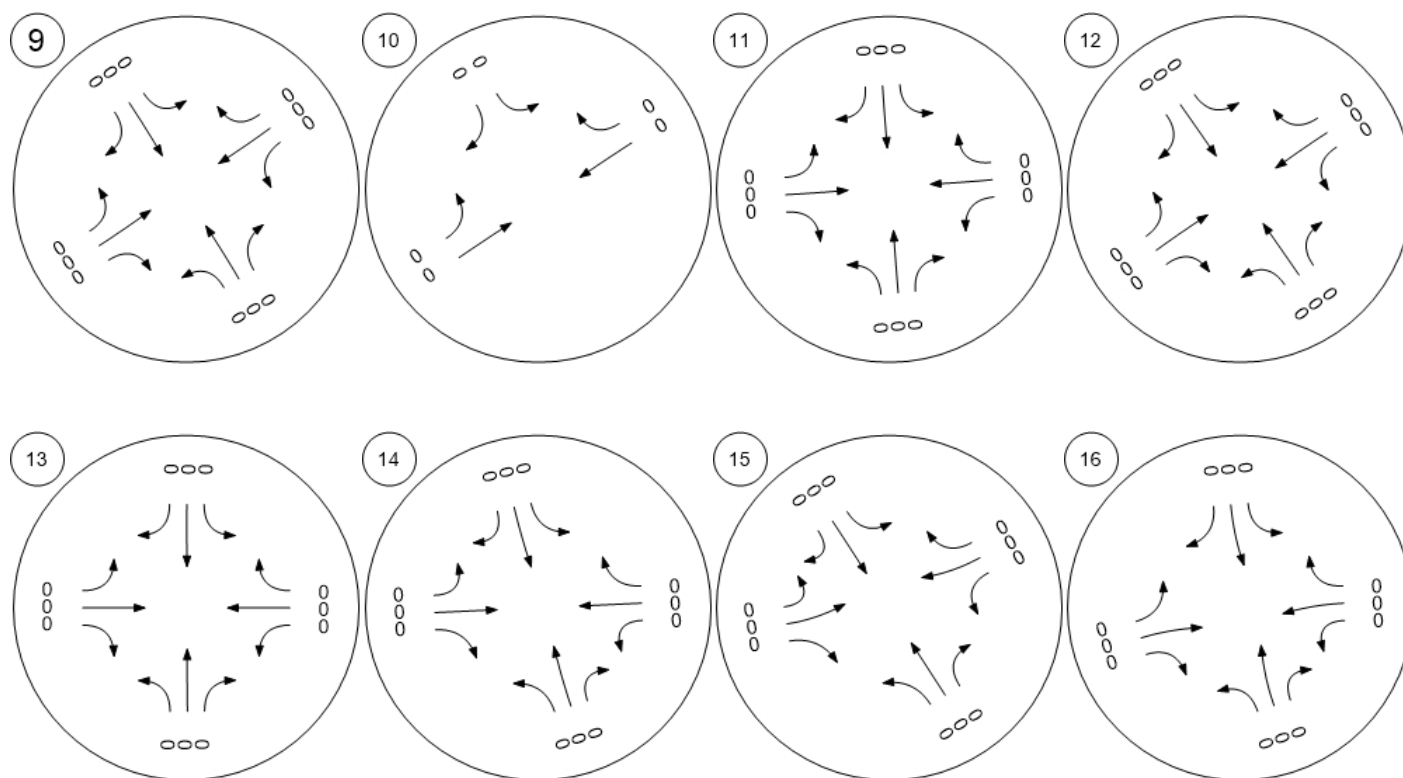
Traffic Volume - Base Volume



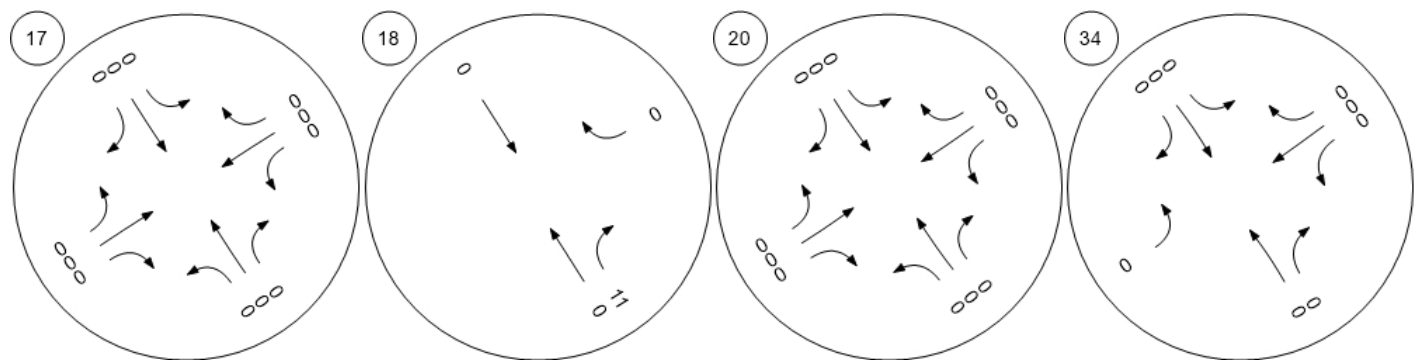
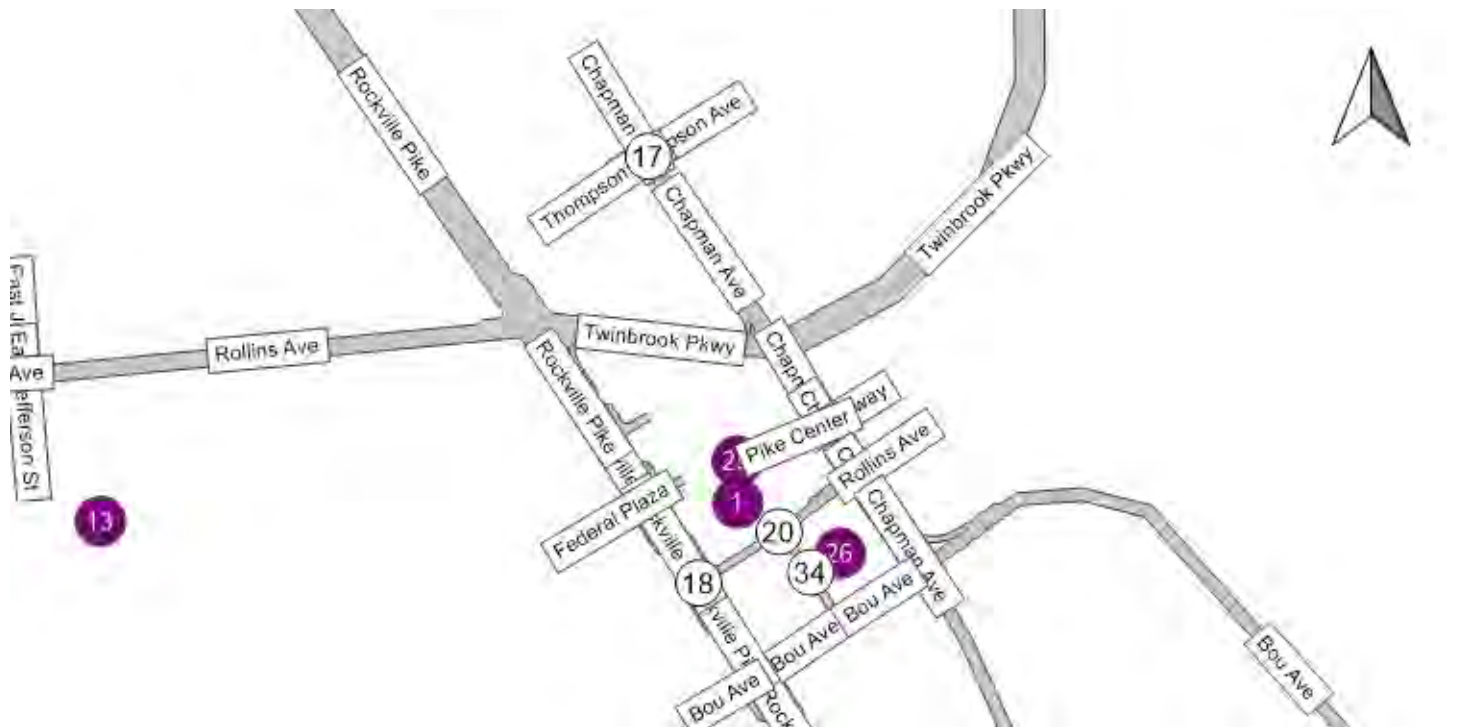
Traffic Volume - In-Process Volume



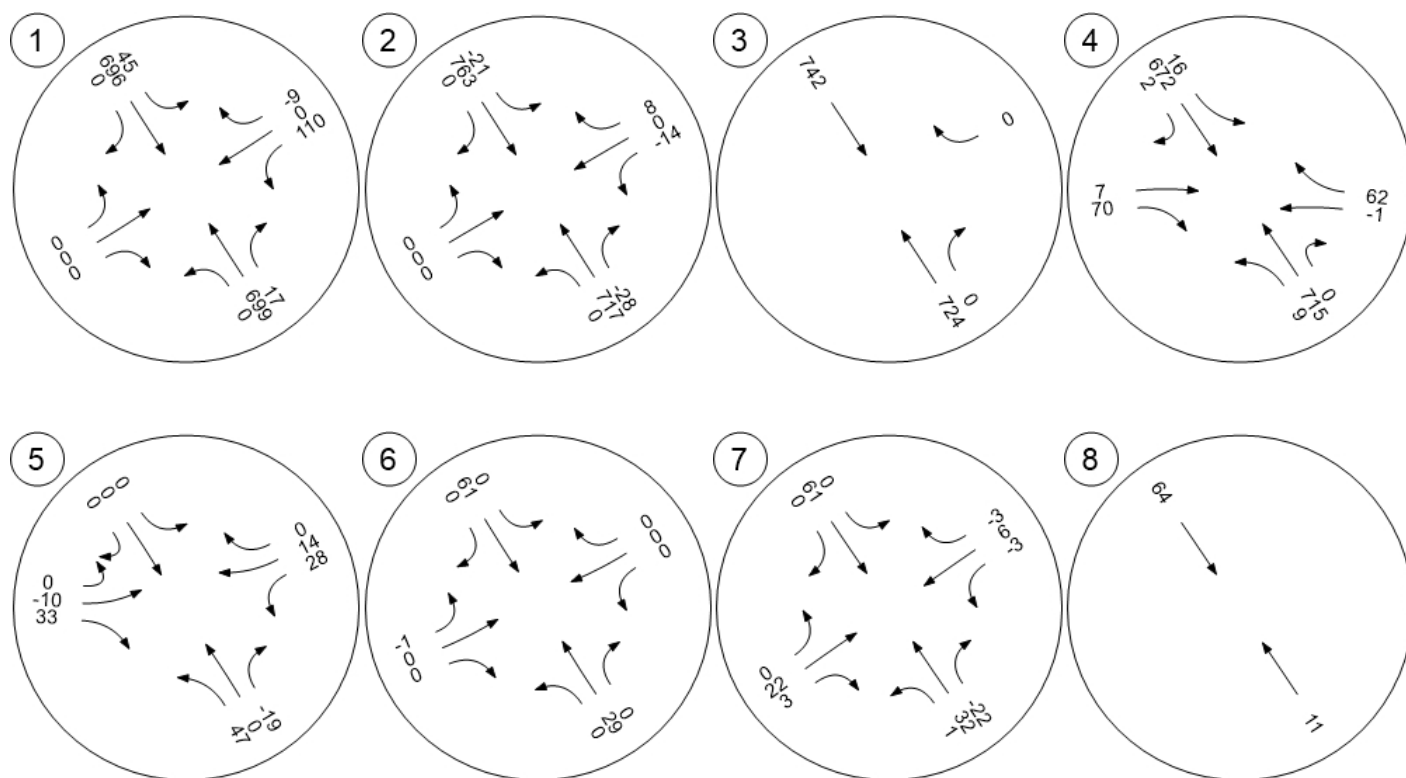
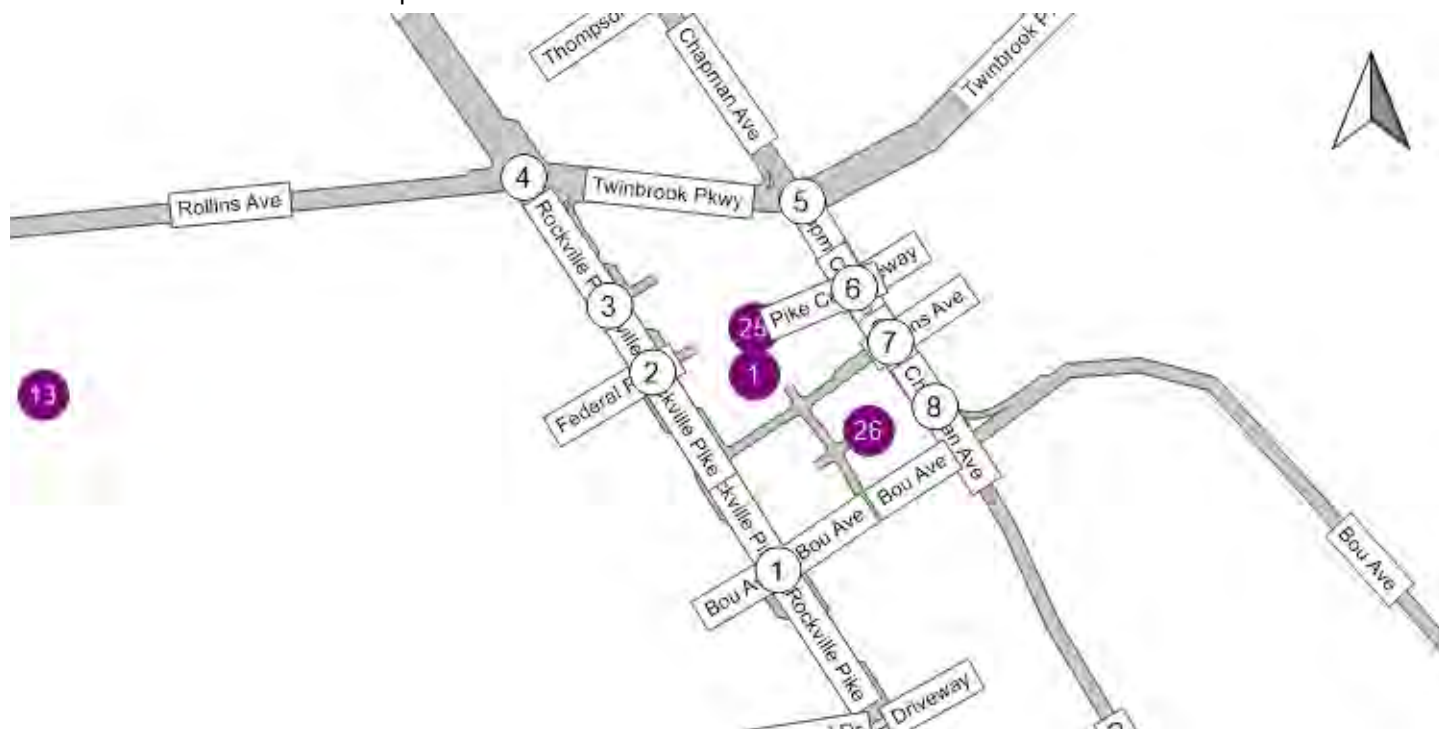
Traffic Volume - In-Process Volume



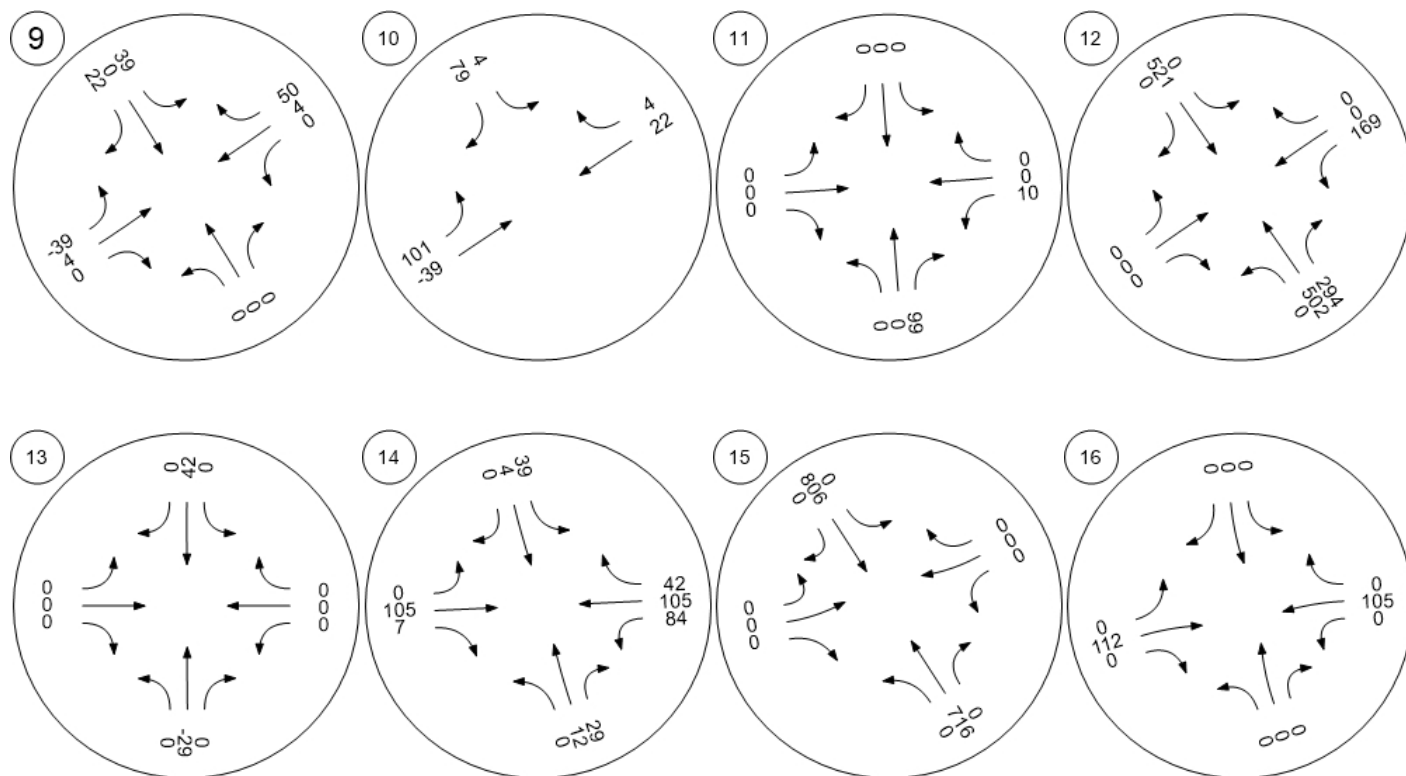
Traffic Volume - In-Process Volume



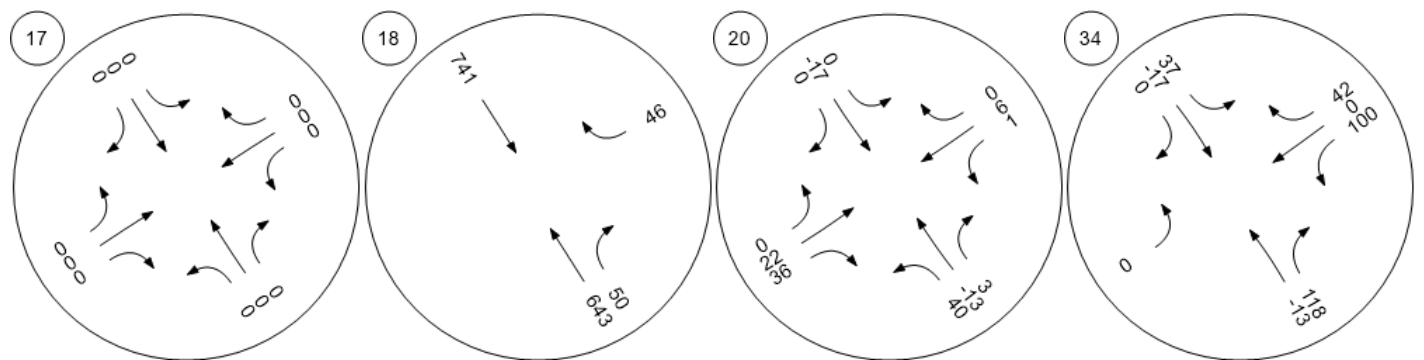
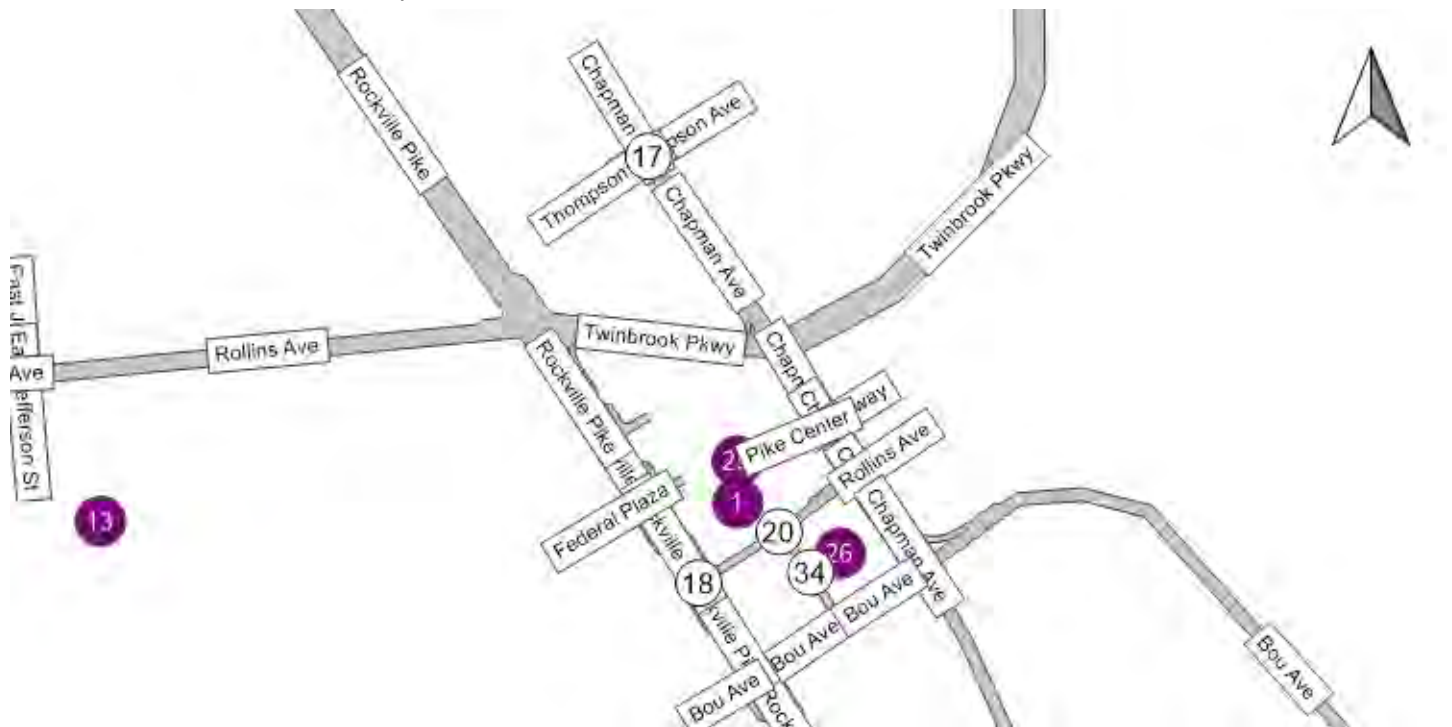
Traffic Volume - Net New Site Trips



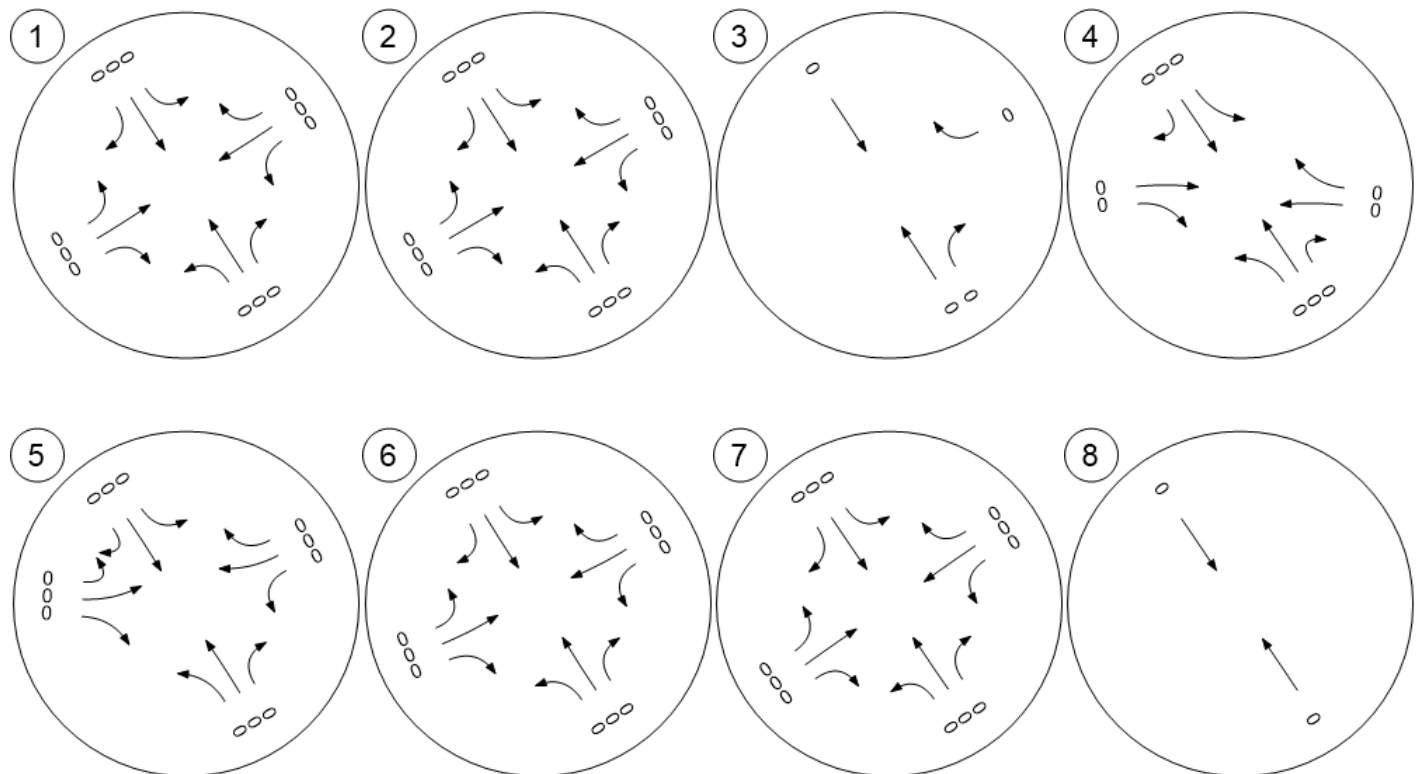
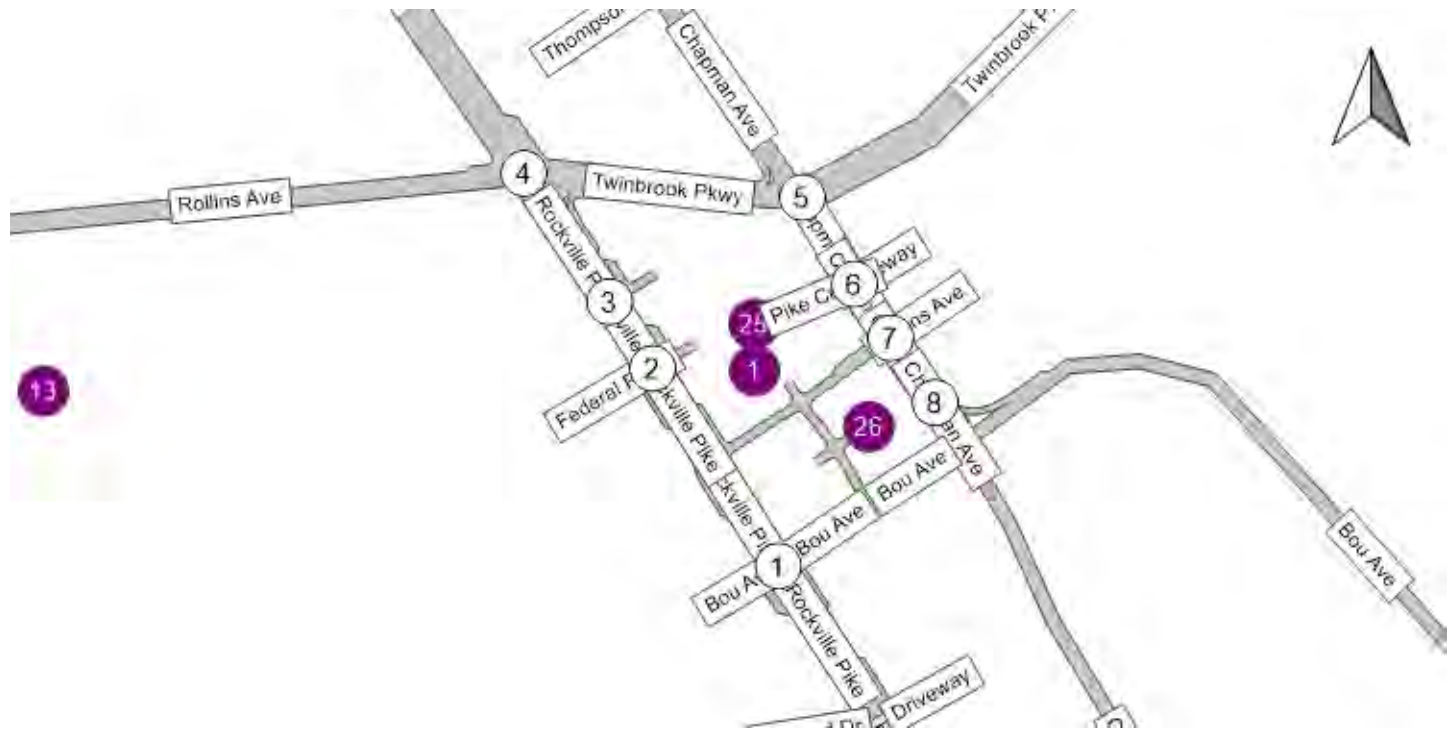
Traffic Volume - Net New Site Trips



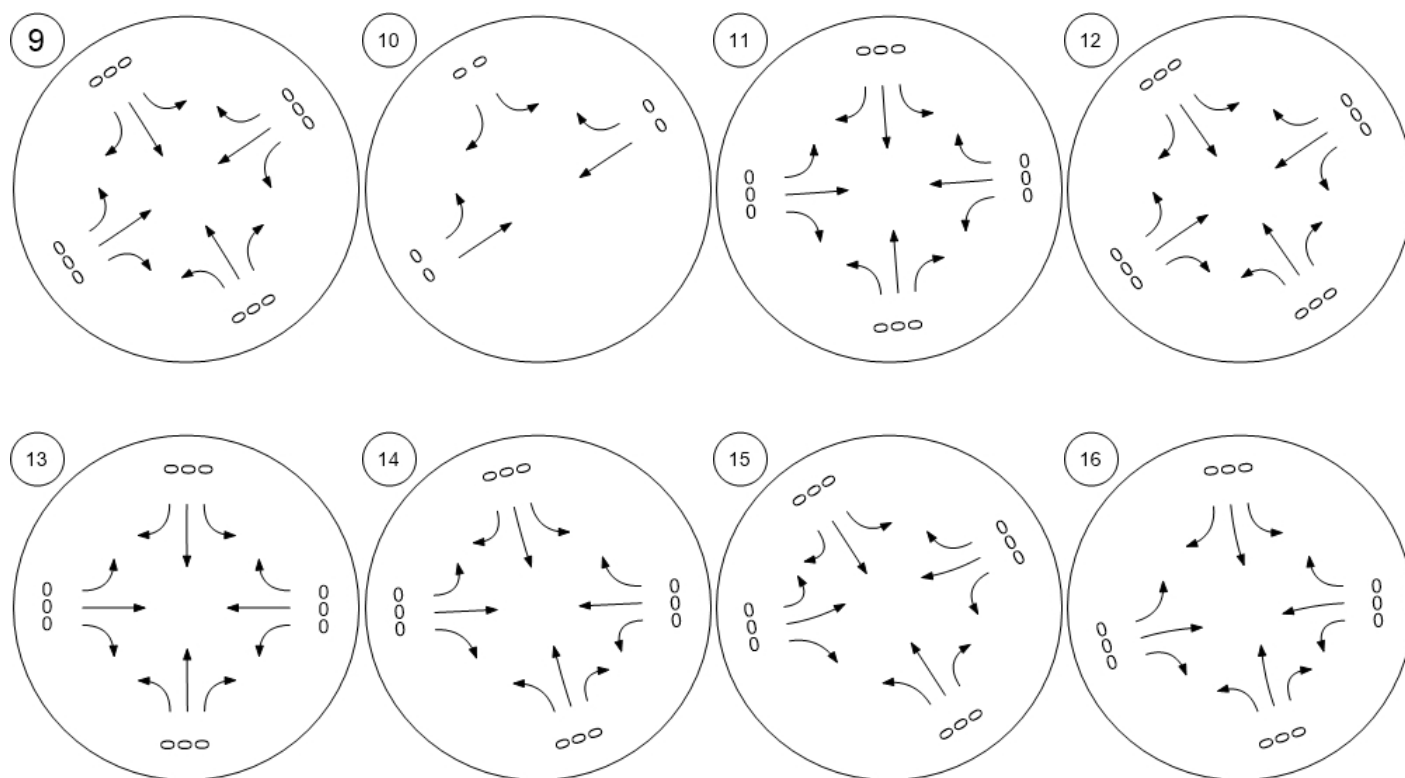
Traffic Volume - Net New Site Trips



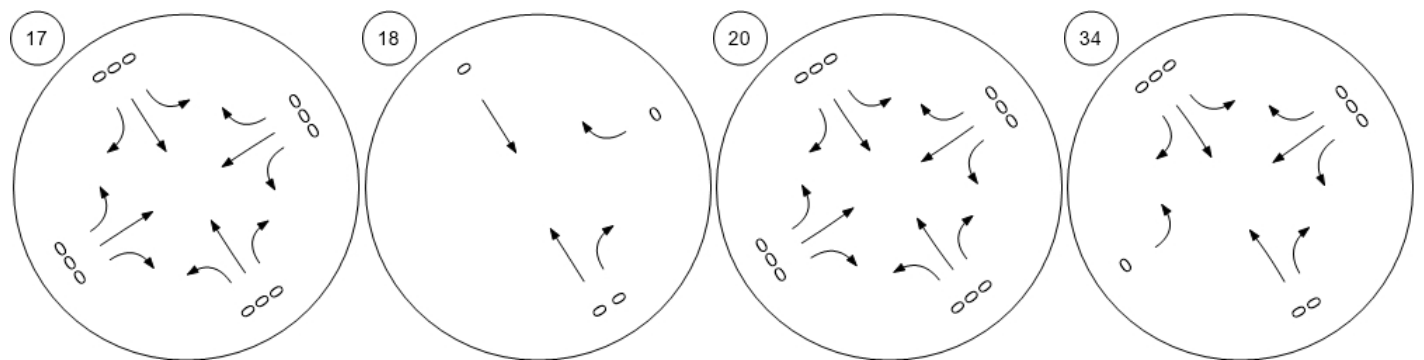
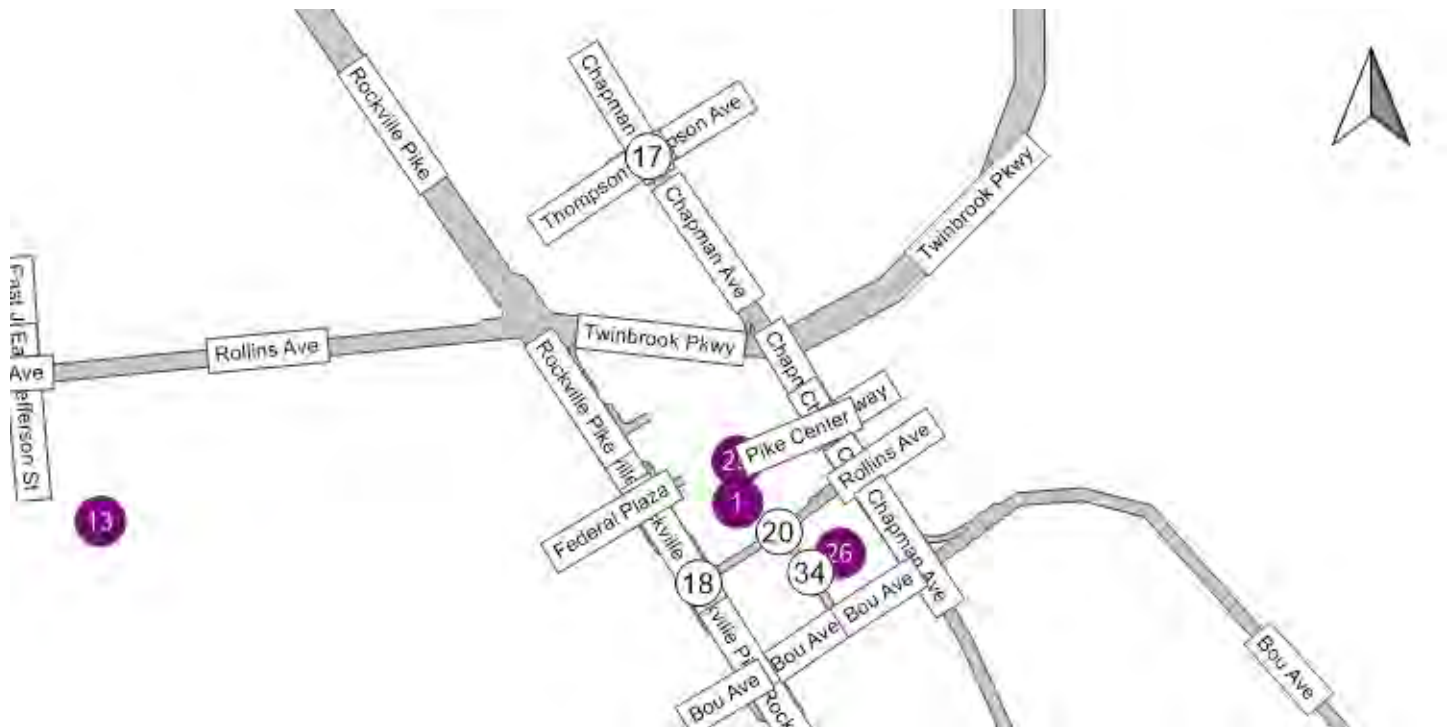
Traffic Volume - Other Volume



Traffic Volume - Other Volume

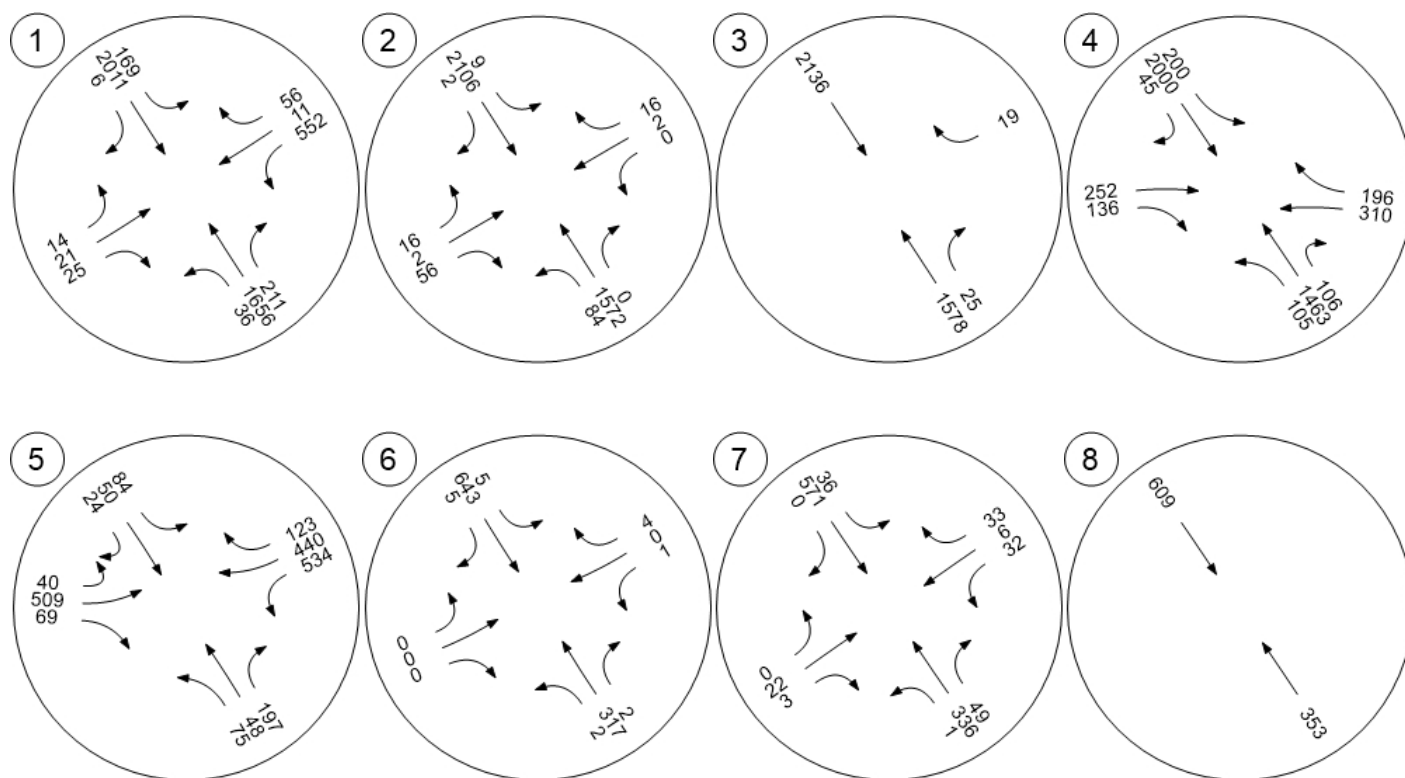
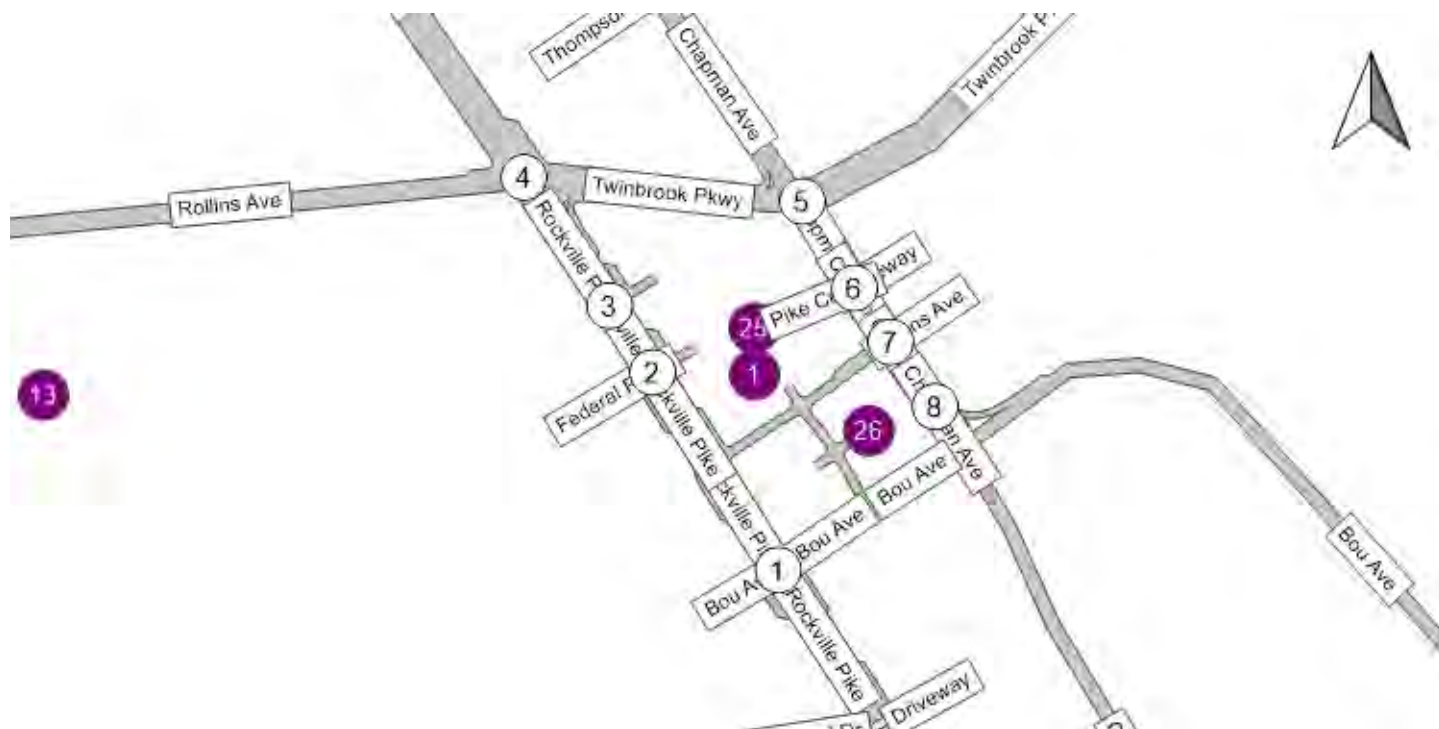


Traffic Volume - Other Volume

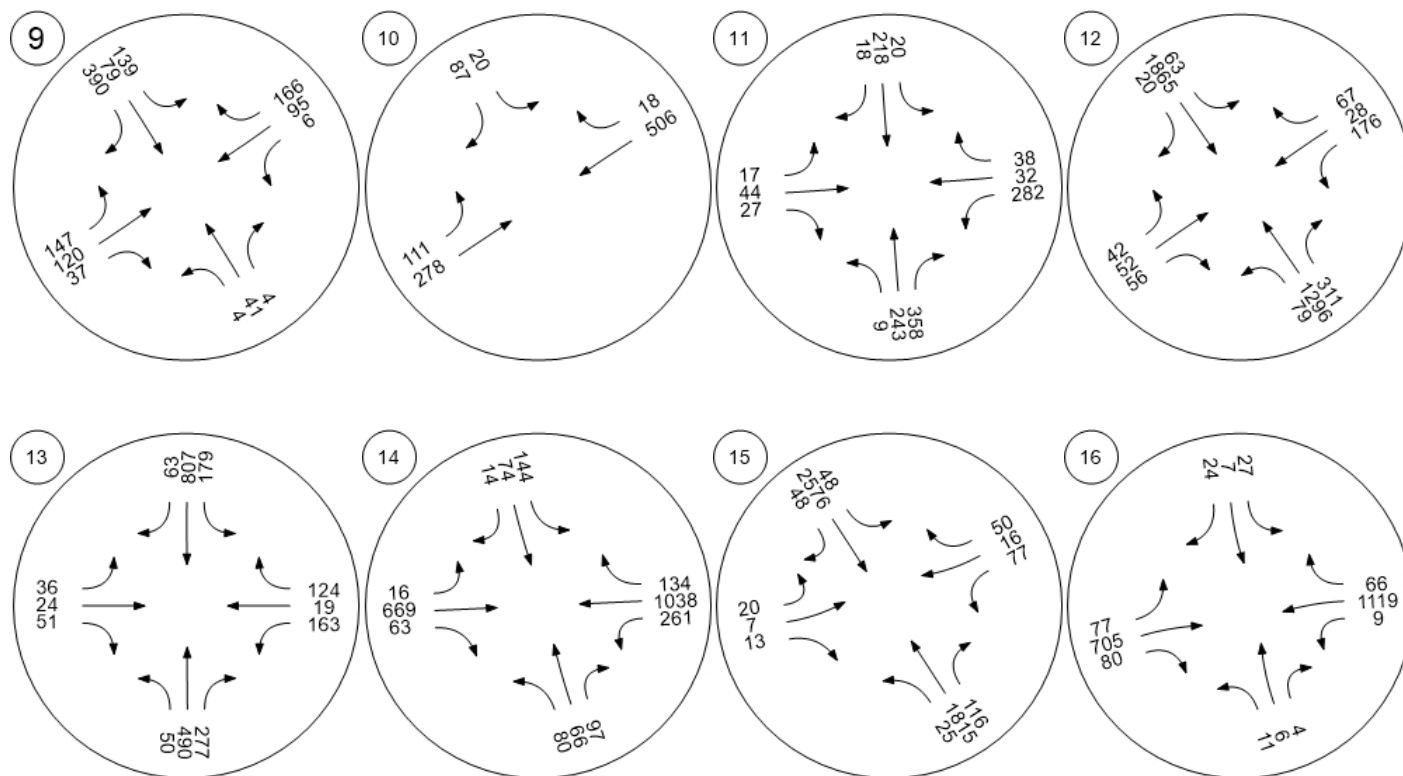


Version 2024 (SP 0-1)

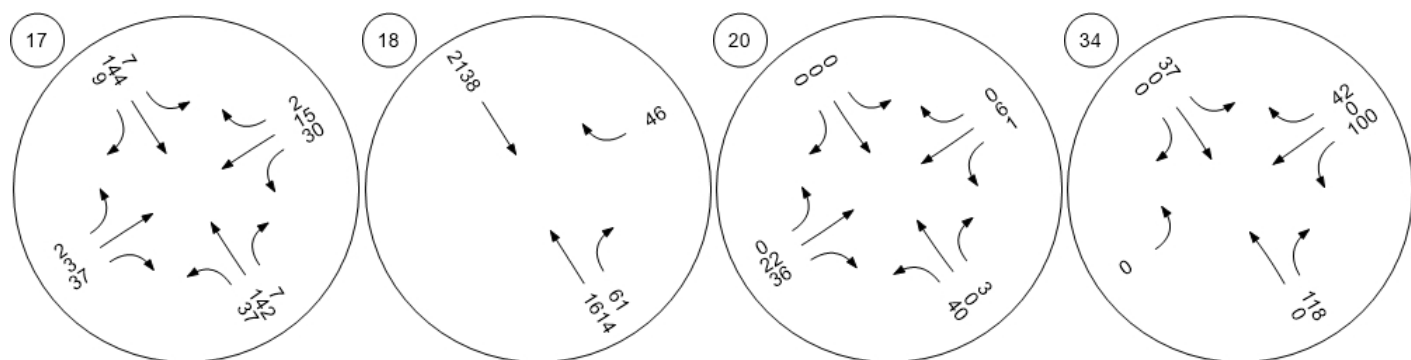
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 6 2034 Phase 1 PM

Report File: S:\...\P1 PM.pdf

10/17/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	57	2417	526	279	1721	18	17	31	36	452	21	208	5783

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	197	2418	0	36	1803	13	147	8	133	42	9	39	4845

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	2606	44	1885		58		4593

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	145	2263	121	204	1828	57	426	57	314	167	5582

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	69	109	592	215	119	37	68	739	134	469	586	141	3278

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	3	743	8	5	634	4	2	1	4	4	1	7	1416

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	0	665	49	45	597	0	0	19	0	59	20	89	1543

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
8	Chaopman Ave / Site Drive South	728	703	1431

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	17	127	42	245	127	322	324	252	56	15	175	258	1960

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	59	202	190	523	462	45	1481

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	7	477	402	18	263	18	10	44	26	390	65	78	1798

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	197	2261	105	99	1845	30	98	66	87	210	70	127	5195

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	137	145	311	294	171	24	21	1076	93	183	827	185	3467

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	18	2732	250	161	2184	26	40	12	32	186	13	138	5792

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	50	24	20	152	51	96	144	1013	72	14	803	127	2566

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	28	279	23	7	281	27	26	17	122	9	12	5	836

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru		Right		
18	New Intersection	2588	87	1996		143		4814

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 6 2034 Phase 1 PM

Report File: S:\...\P1 PM.pdf

10/17/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	57	1847	365	206	1170	18	17	31	36	324	21	175	4267
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	570	161	73	551	0	0	0	0	128	0	33	1516
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	57	2417	526	279	1721	18	17	31	36	452	21	208	5783

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	197	1700	23	26	1221	13	127	8	133	18	9	38	3513
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	718	-52	10	582	0	20	0	0	24	0	1	1303
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2418	0	36	1803	13	147	8	133	42	9	39	4845

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Thru	Right	
3	Rockville Pike / Gas Station	Final Base	1821	44	1248		58		3171
		Growth Factor	1.00	1.00	1.00		1.00		-
		In Process	0	0	0		0		0
		Net New Trips	785	0	637		0		1422
		Other	0	0	0		0		0
		Future Total	2606	44	1885		58		4593

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	100	1523	121	154	1211	44	423	37	308	148	4069
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	45	740	0	50	617	13	3	20	6	19	1513
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	145	2263	121	204	1828	57	426	57	314	167	5582

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	55	109	564	215	119	37	68	725	95	463	583	141	3174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	14	0	28	0	0	0	0	14	39	6	3	0	104
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	69	109	592	215	119	37	68	739	134	469	586	141	3278

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	3	697	8	5	589	4	6	1	4	4	1	7	1329
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	46	0	0	45	0	-4	0	0	0	0	0	87
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	3	743	8	5	634	4	2	1	4	4	1	7	1416

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	Final Base	0	611	68	45	552	0	0	0	0	71	0	97	1444
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	54	-19	0	45	0	0	19	-1	-12	20	-8	98
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	0	665	49	45	597	0	0	19	0	59	20	89	1543

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
8	Chaopman Ave / Site Drive South	Final Base	674	659	1333
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	54	44	98
		Other	0	0	0
		Future Total	728	703	1431

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	17	127	42	206	127	329	317	239	56	15	167	230	1872
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	39	0	-7	7	13	0	0	8	28	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	17	127	42	245	127	322	324	252	56	15	175	258	1960

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	46	28	20	516	475	31	1116
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	13	174	170	7	-13	14	365
		Other	0	0	0	0	0	0	0
		Future Total	59	202	190	523	462	45	1481

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	7	477	373	18	263	18	10	44	26	331	65	78	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	29	0	0	0	0	0	0	59	0	0	88
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	477	402	18	263	18	10	44	26	390	65	78	1798

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	197	1609	7	99	1357	30	98	66	87	18	70	127	3765
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	652	98	0	488	0	0	0	0	192	0	0	1430
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2261	105	99	1845	30	98	66	87	210	70	127	5195

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	31	1157	271	133	734	32	44	32	68	304	39	272	3117
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	42	0	0	9	0	0	0	0	0	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	125	138	247	253	160	24	21	943	74	149	736	156	3026
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	12	7	64	41	11	0	0	133	19	34	91	29	441
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	137	145	311	294	171	24	21	1076	93	183	827	185	3467

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	18	1941	250	161	1458	26	40	12	32	186	13	138	4275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	791	0	0	726	0	0	0	0	0	0	0	1517
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	18	2732	250	161	2184	26	40	12	32	186	13	138	5792

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	50	24	20	152	51	96	144	861	72	14	700	127	2311
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	152	0	0	103	0	255
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	24	20	152	51	96	144	1013	72	14	803	127	2566

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	28	279	23	7	281	27	26	17	122	9	12	5	836
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	279	23	7	281	27	26	17	122	9	12	5	836

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
18	New Intersection	Final Base	2039	0	1372	0	3411
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	24	0	23	47
		Net New Trips	549	63	624	120	1356
		Other	0	0	0	0	0
		Future Total	2588	87	1996	143	4814

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 6 2034 Phase 1 PM

Report File: S:\...\P1 PM.pdf

10/17/2024

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
10: 12710 Twin Park					0.000	50.00	50.00	0.00	7	9	16	0.34
11: 12500 Ardennes					0.000	50.00	50.00	0.00	36	0	36	0.76
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	139	274	413	8.74
13: Fed Plz W					0.000	50.00	50.00	0.00	66	33	99	2.10
14: Wilgus					0.000	50.00	50.00	0.00	175	126	301	6.37
16: Wash Sci Cent					0.000	50.00	50.00	0.00	3	12	15	0.32
17: E Vil N Beth					0.000	50.00	50.00	0.00	74	0	74	1.57
18: MHP Nebel					0.000	50.00	50.00	0.00	31	20	51	1.08
19: Pike and Rose					0.000	50.00	50.00	0.00	359	579	938	19.86
20: Grand Park					0.000	50.00	50.00	0.00	0	15	15	0.32
21: Evolution Labs					0.000	50.00	50.00	0.00	105	428	533	11.28
22: N Beth Town Cen					0.000	50.00	50.00	0.00	373	716	1089	23.05
23: Saul WF W					0.000	50.00	50.00	0.00	133	238	371	7.85
24: N Beth Market 2					0.000	50.00	50.00	0.00	114	0	114	2.41
28: Pike Center P1 New					0.000	50.00	50.00	0.00	322	324	646	13.67
33: 5500 Edson					0.000	50.00	50.00	0.00	2	11	13	0.28
Added Trips Total									1939	2785	4724	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Existing					0.000	50.00	50.00	0.00	185	113	298	63.40
15: 2115 E JEf					0.000	50.00	50.00	0.00	6	166	172	36.60
Removed Trips Total									191	279	470	100.00

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 6 2034 Phase 1 PM

Report File: S:\...\P1 PM.pdf

10/17/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Existing			
	To Pike Center Existing:		From Pike Center Existing:	
	Share %	Trips	Share %	Trips
15: 2115 E JEf	0.00	(0)	0.00	(0)
3: Gate	34.00	(63)	34.00	(38)
5: Gate	6.00	(11)	6.00	(7)
6: Gate	60.00	(111)	60.00	(68)
Total	100.00	(185)	100.00	(113)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	2	34.00	3
5: Gate	6.00	0	6.00	1
6: Gate	60.00	4	60.00	5
Total	100.00	6	100.00	9

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	12	34.00	0
5: Gate	6.00	2	6.00	0
6: Gate	60.00	22	60.00	0
Total	100.00	36	100.00	0

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	42	30.00	82
5: Gate	9.00	13	9.00	25
6: Gate	61.00	85	61.00	167
Total	100.00	140	100.00	274

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	13	19.00	6
5: Gate	9.00	6	9.00	3
6: Gate	60.00	40	60.00	20
Total	88.00	59	88.00	29

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	35	20.00	25
5: Gate	14.00	25	14.00	18
6: Gate	36.00	63	36.00	45
Total	70.00	123	70.00	88

Zone / Gate	Zone 15: 2115 E Jef			
	To 2115 E Jef:		From 2115 E Jef:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
3: Gate	34.00	(2)	34.00	(56)
5: Gate	6.00	(0)	6.00	(10)
6: Gate	60.00	(4)	60.00	(100)
Total	100.00	(6)	100.00	(166)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	1	23.00	3
5: Gate	10.00	0	10.00	1
6: Gate	27.00	1	27.00	3
Total	60.00	2	60.00	7

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0

14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	25	34.00	0
5: Gate	6.00	4	6.00	0
6: Gate	60.00	44	60.00	0
Total	100.00	73	100.00	0

14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	11	34.00	7
5: Gate	6.00	2	6.00	1
6: Gate	60.00	19	60.00	12
Total	100.00	32	100.00	20

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	83	23.00	133
5: Gate	10.00	36	10.00	58
6: Gate	27.00	97	27.00	156
Total	60.00	216	60.00	347

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	5
5: Gate	6.00	0	6.00	1
6: Gate	60.00	0	60.00	9
Total	100.00	0	100.00	15

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0

24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	24	23.00	98
5: Gate	10.00	11	10.00	43
6: Gate	27.00	28	27.00	116
Total	60.00	63	60.00	257

24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	112	30.00	215
5: Gate	9.00	34	9.00	64
6: Gate	61.00	228	61.00	437
Total	100.00	374	100.00	716

Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	40	30.00	71
5: Gate	9.00	12	9.00	21
6: Gate	61.00	81	61.00	146
Total	100.00	133	100.00	238

Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	39	34.00	0
5: Gate	6.00	7	6.00	0
6: Gate	60.00	68	60.00	0
Total	100.00	114	100.00	0

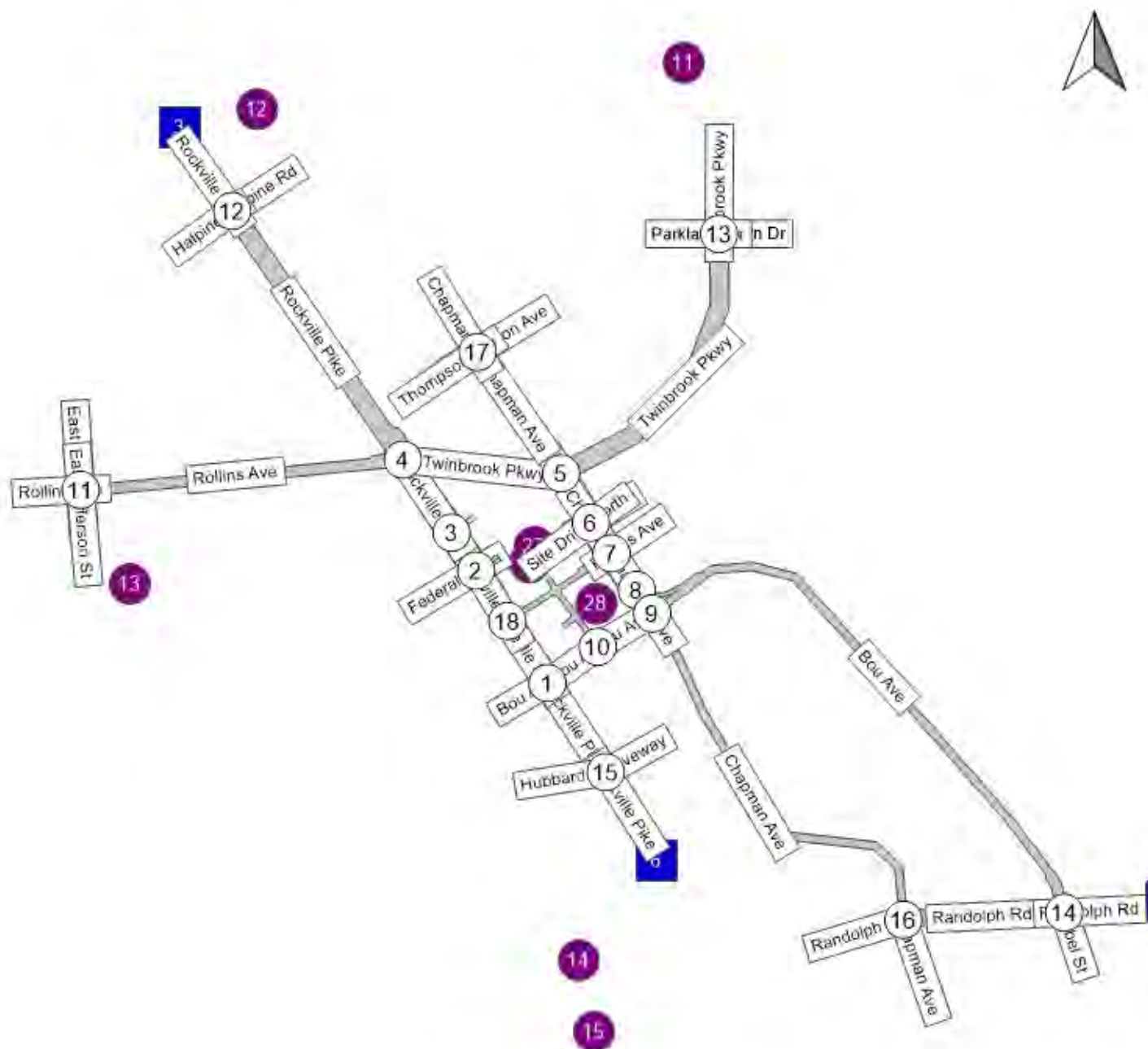
Zone / Gate	Zone 28: Pike Center P1 New			
	To Pike Center P1 New:		From Pike Center P1 New:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
33: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	109	34.00	110
5: Gate	6.00	19	6.00	19

Zone / Gate	Zone 33: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Existing Remain	0.00	0	0.00	0
28: Pike Center P1 New	0.00	0	0.00	0
3: Gate	34.00	1	34.00	4
5: Gate	6.00	0	6.00	1
6: Gate	60.00	1	60.00	6

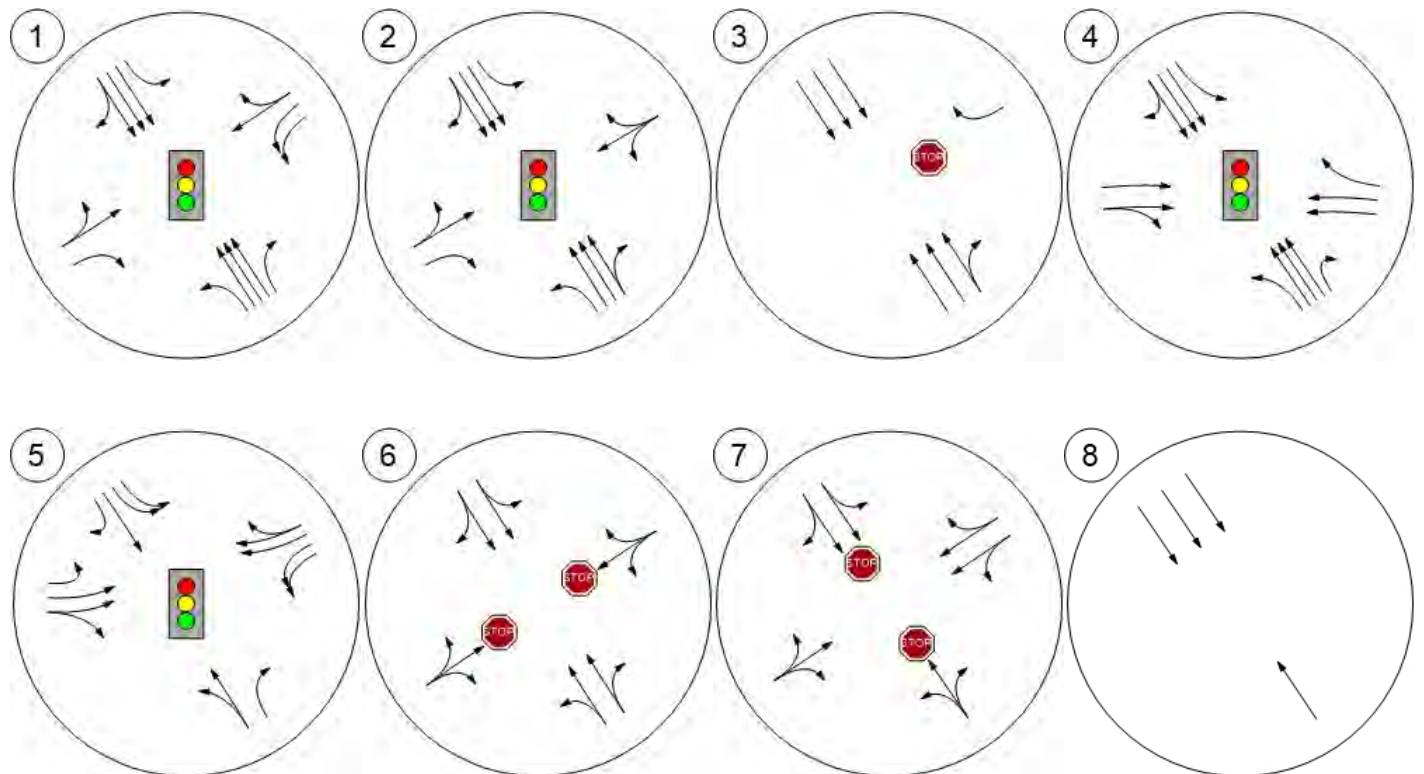
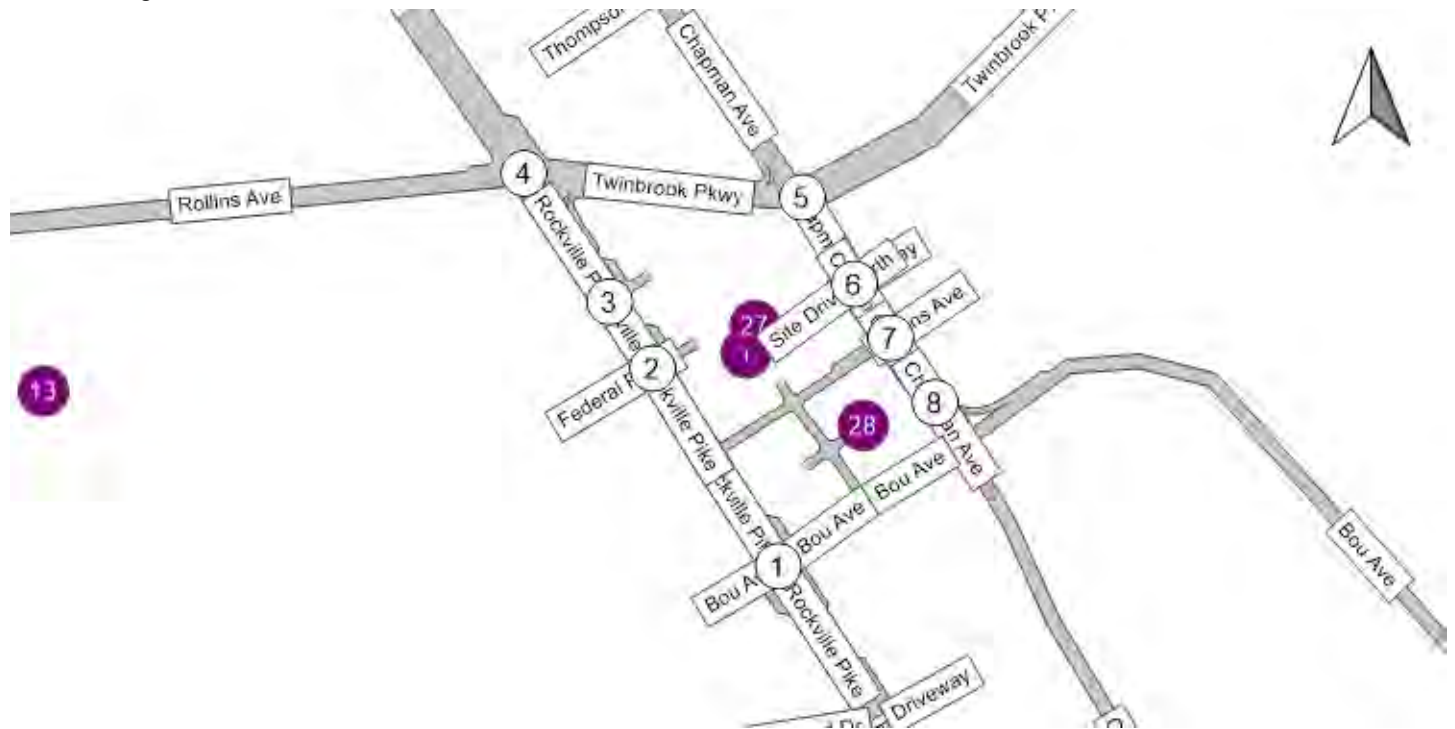
6: Gate	60.00	193	60.00	195
Total	100.00	321	100.00	324

Total	100.00	2	100.00	11
--------------	---------------	----------	---------------	-----------

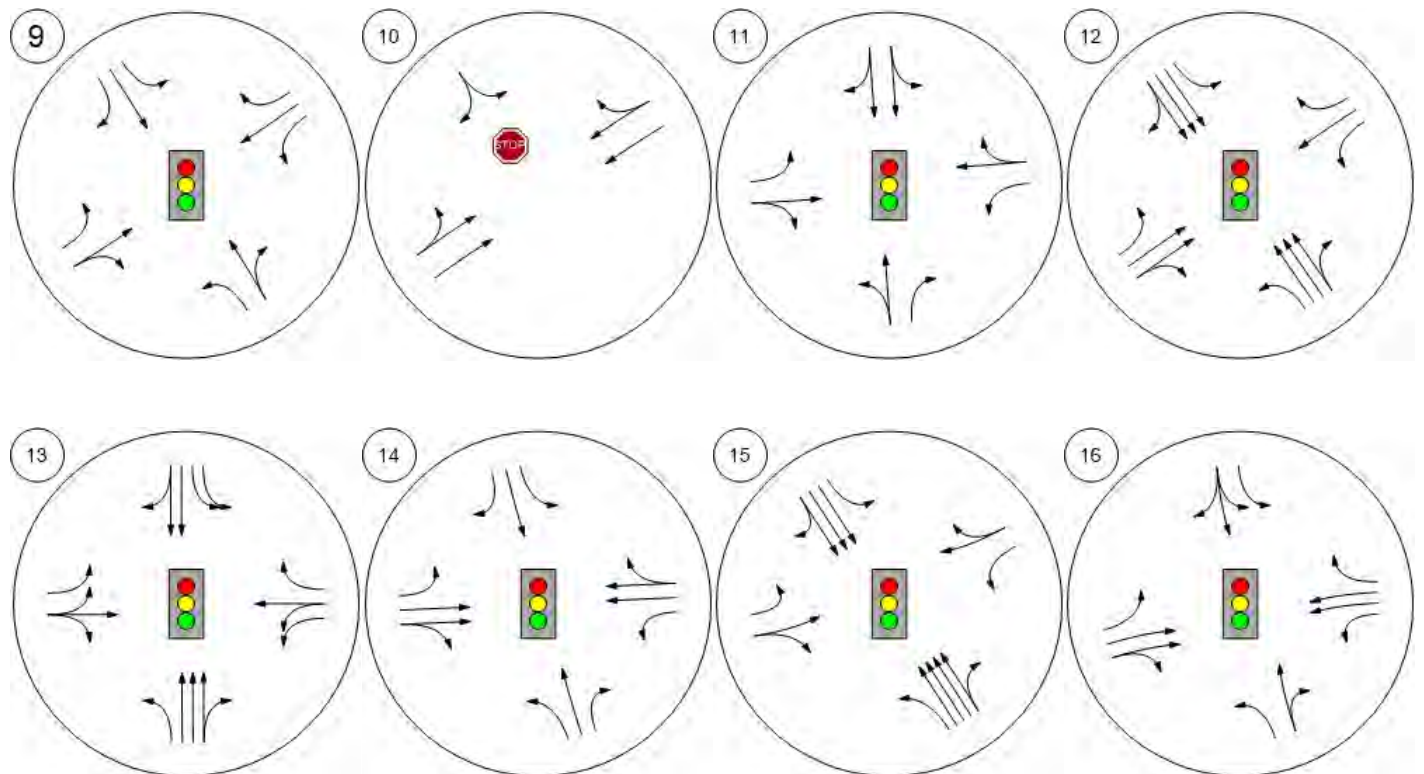
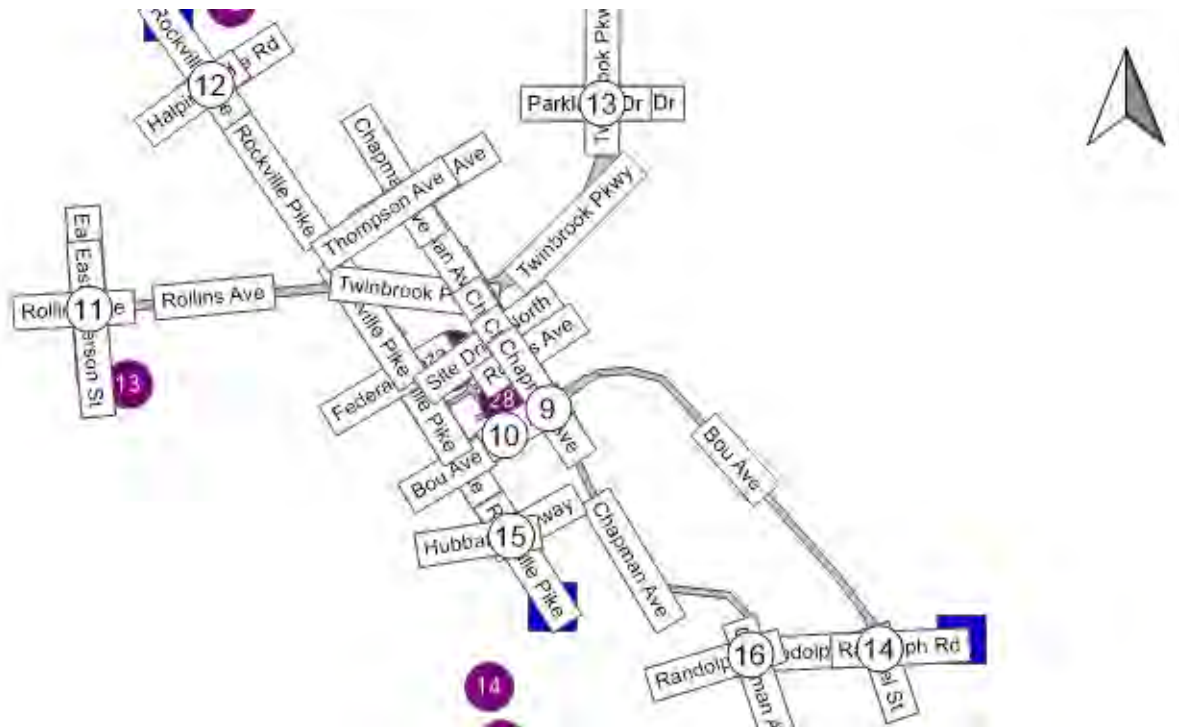
Study Intersections



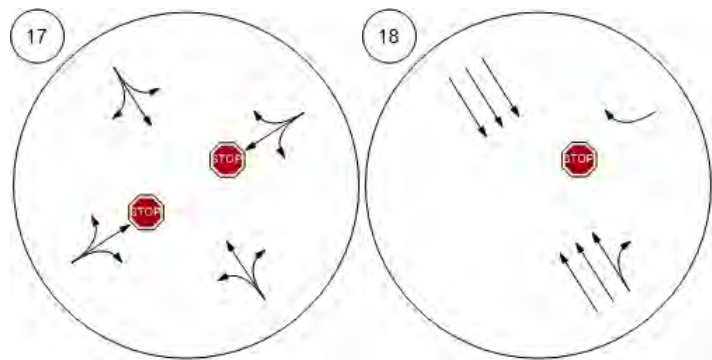
Lane Configuration and Traffic Control



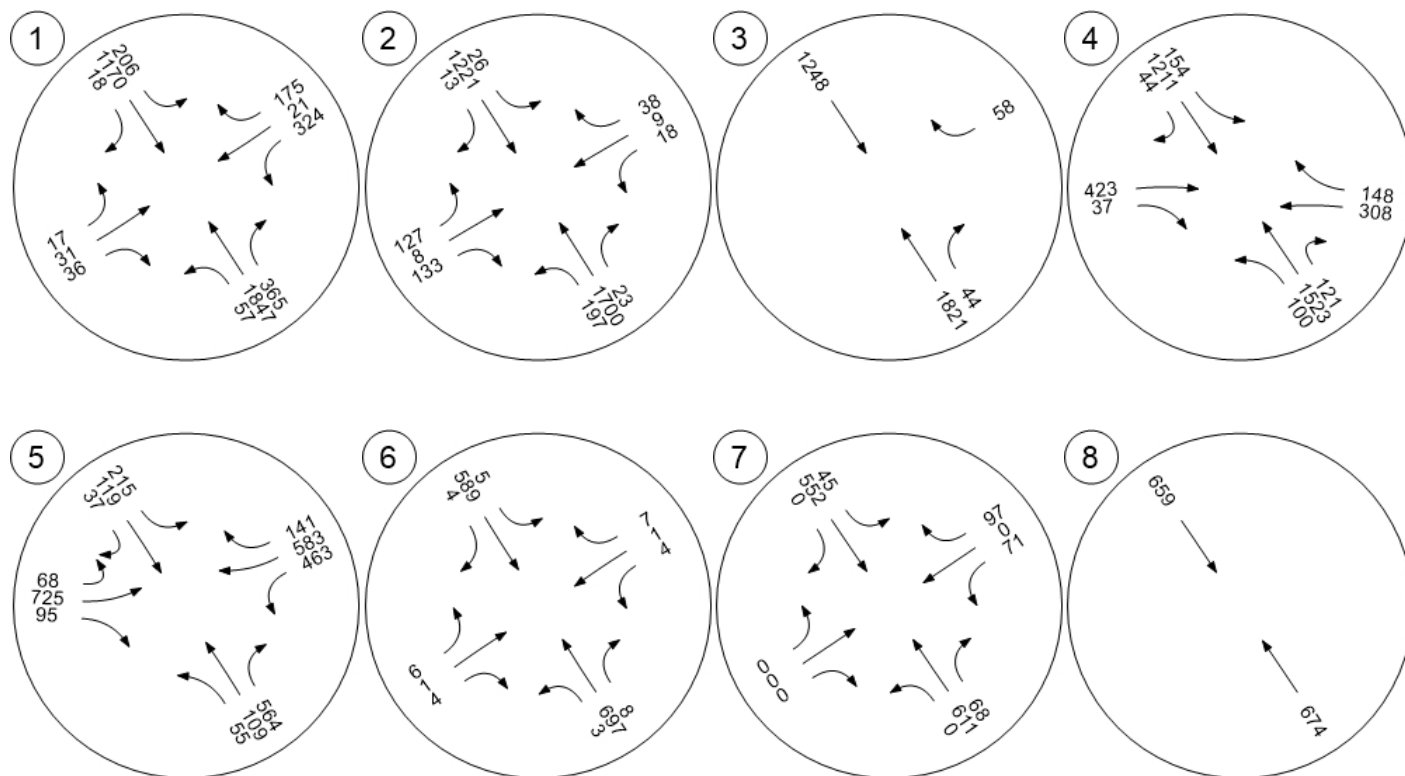
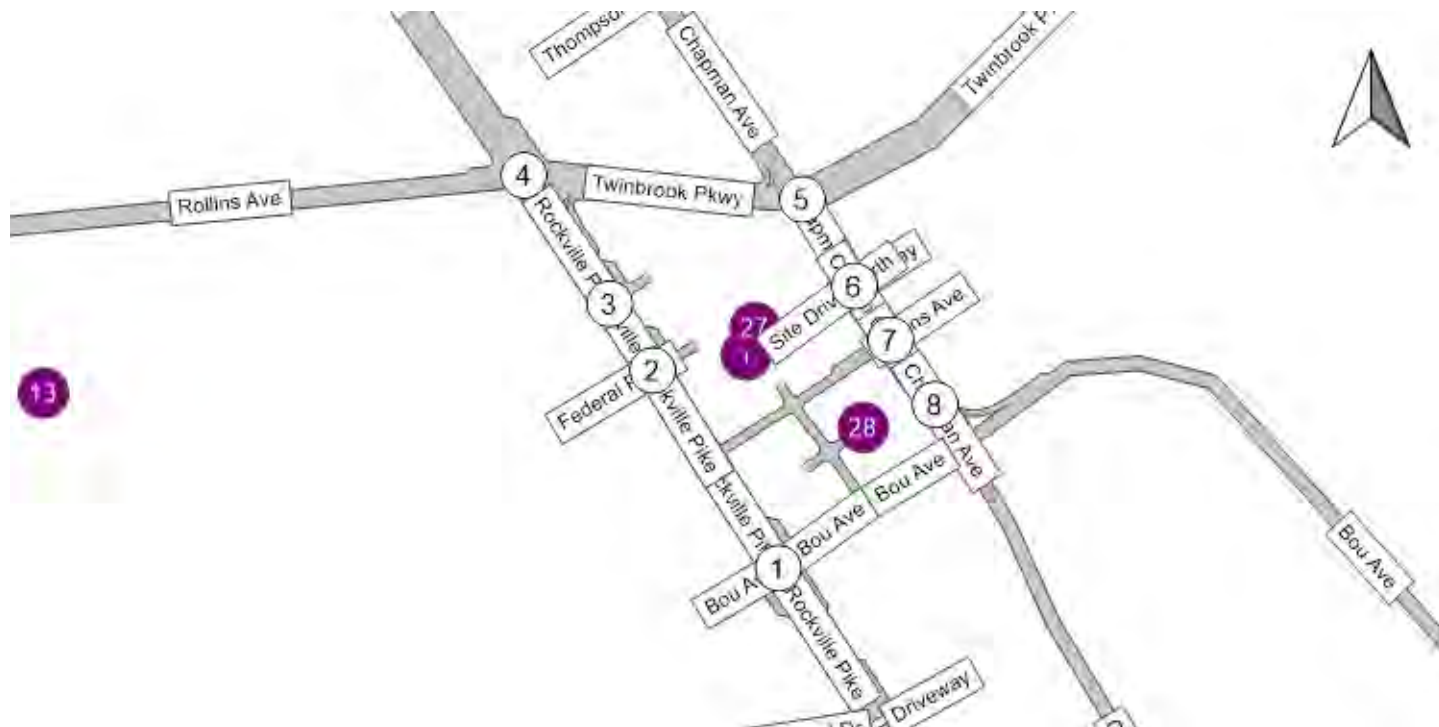
Lane Configuration and Traffic Control



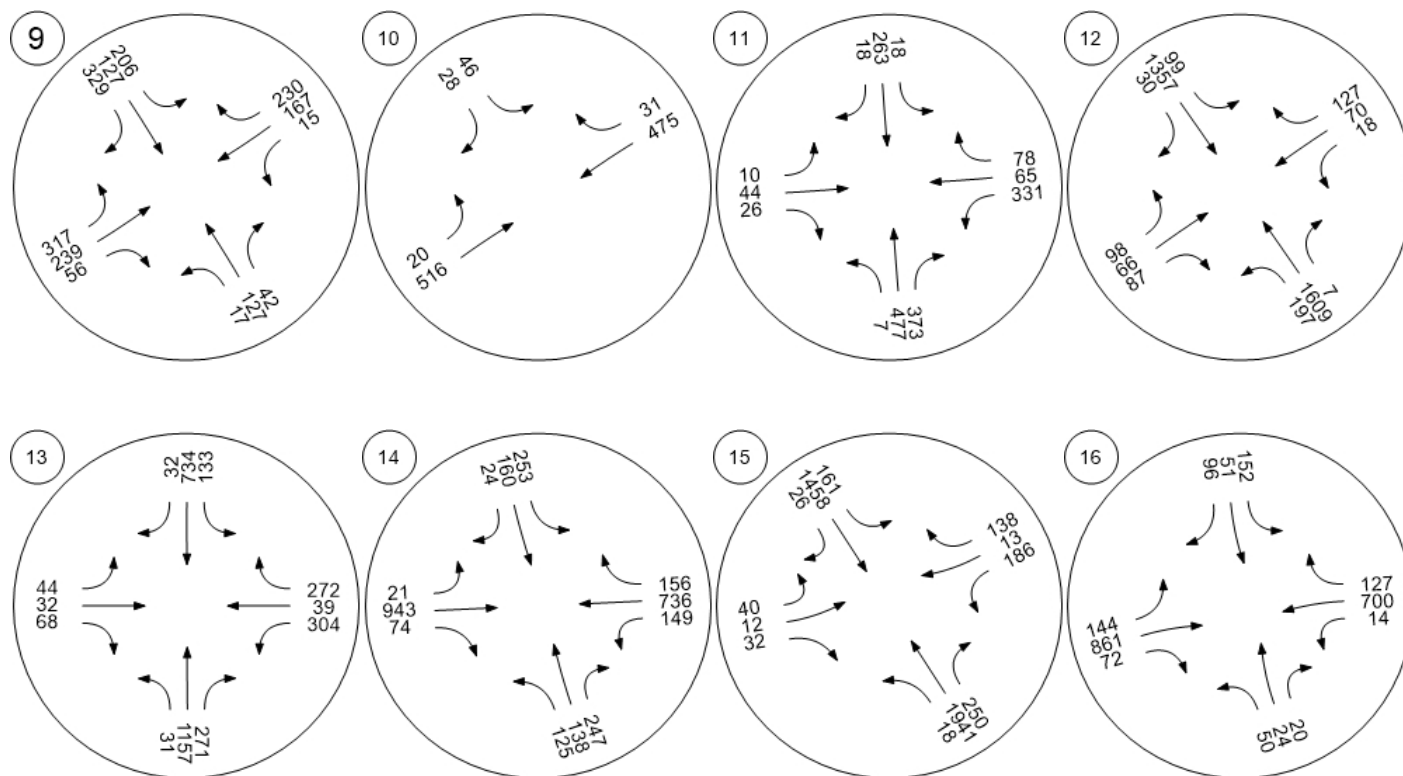
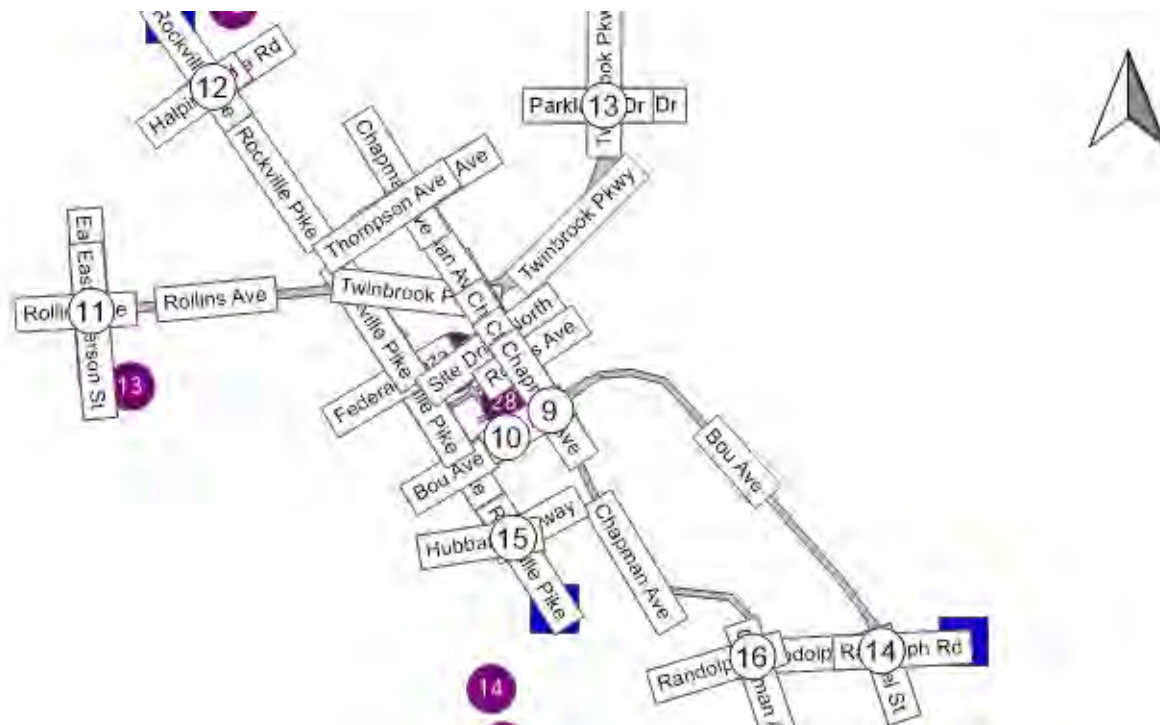
Lane Configuration and Traffic Control



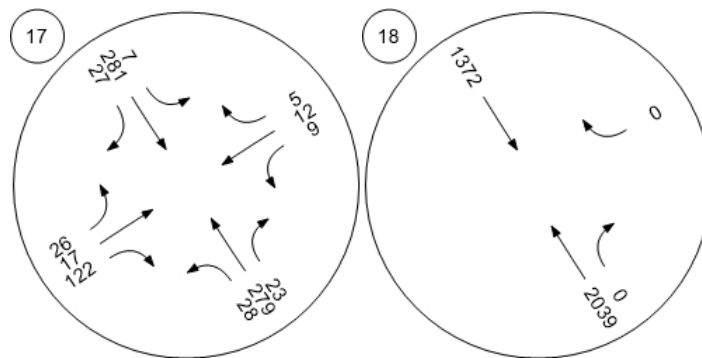
Traffic Volume - Base Volume



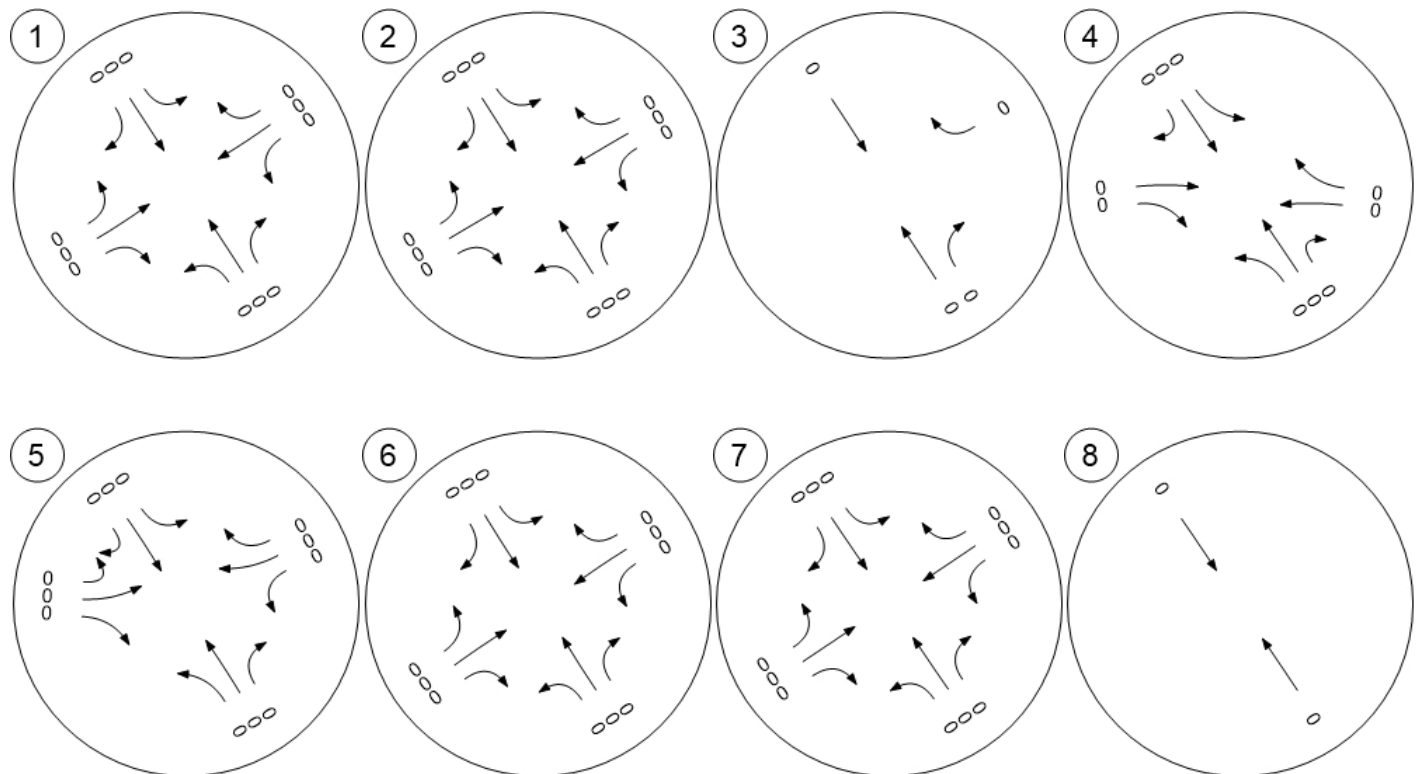
Traffic Volume - Base Volume



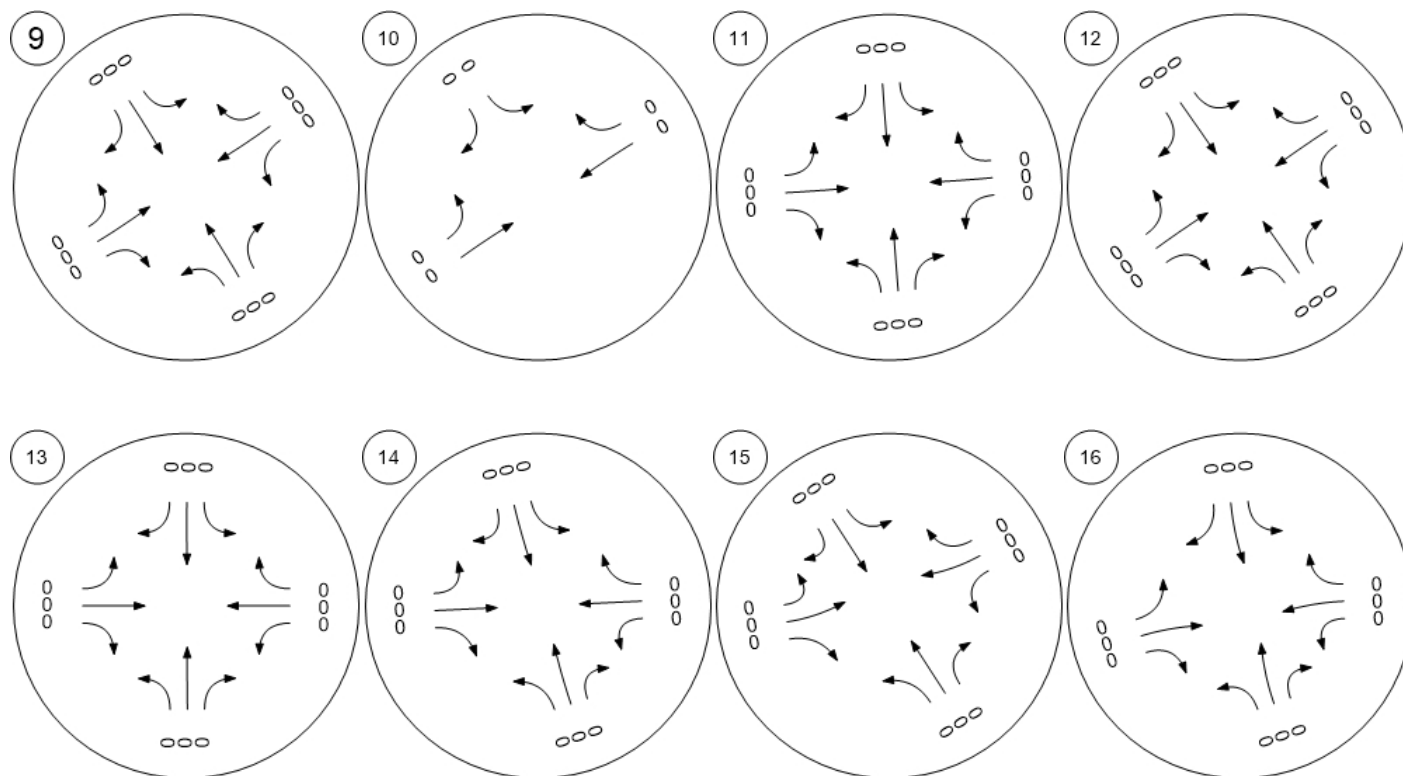
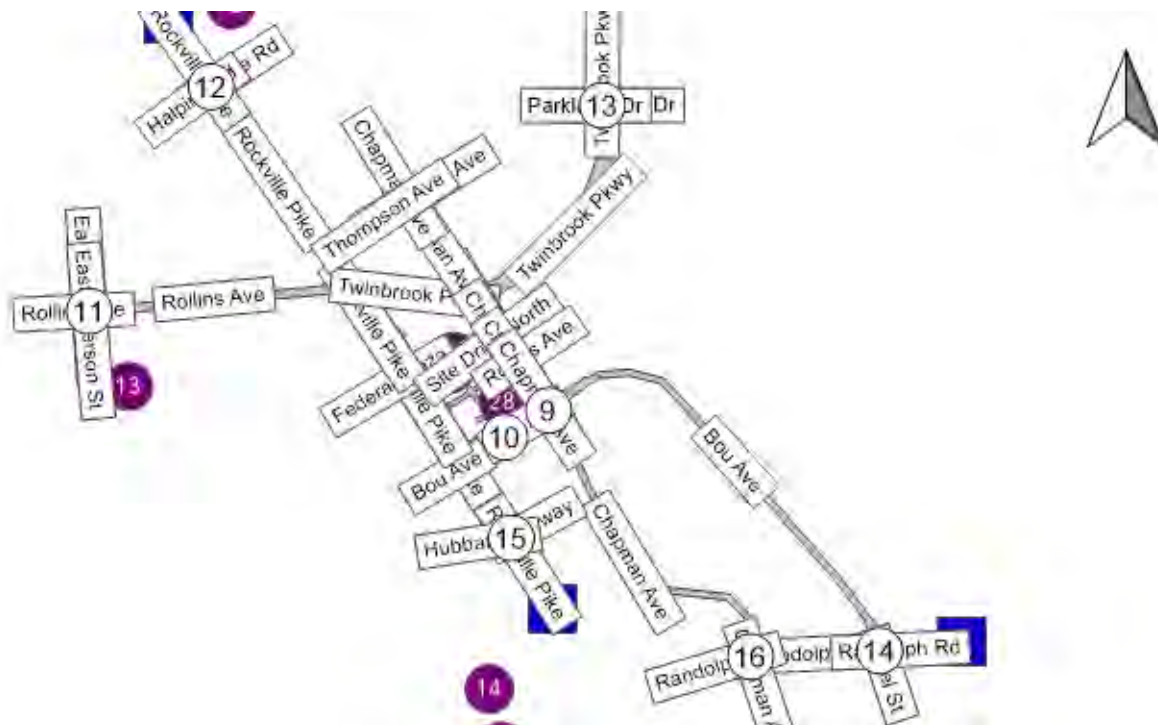
Traffic Volume - Base Volume



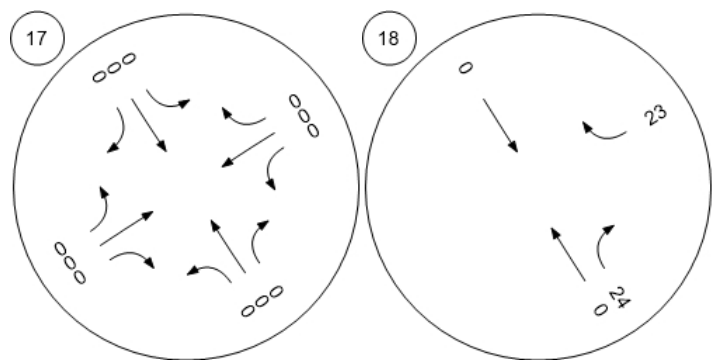
Traffic Volume - In-Process Volume



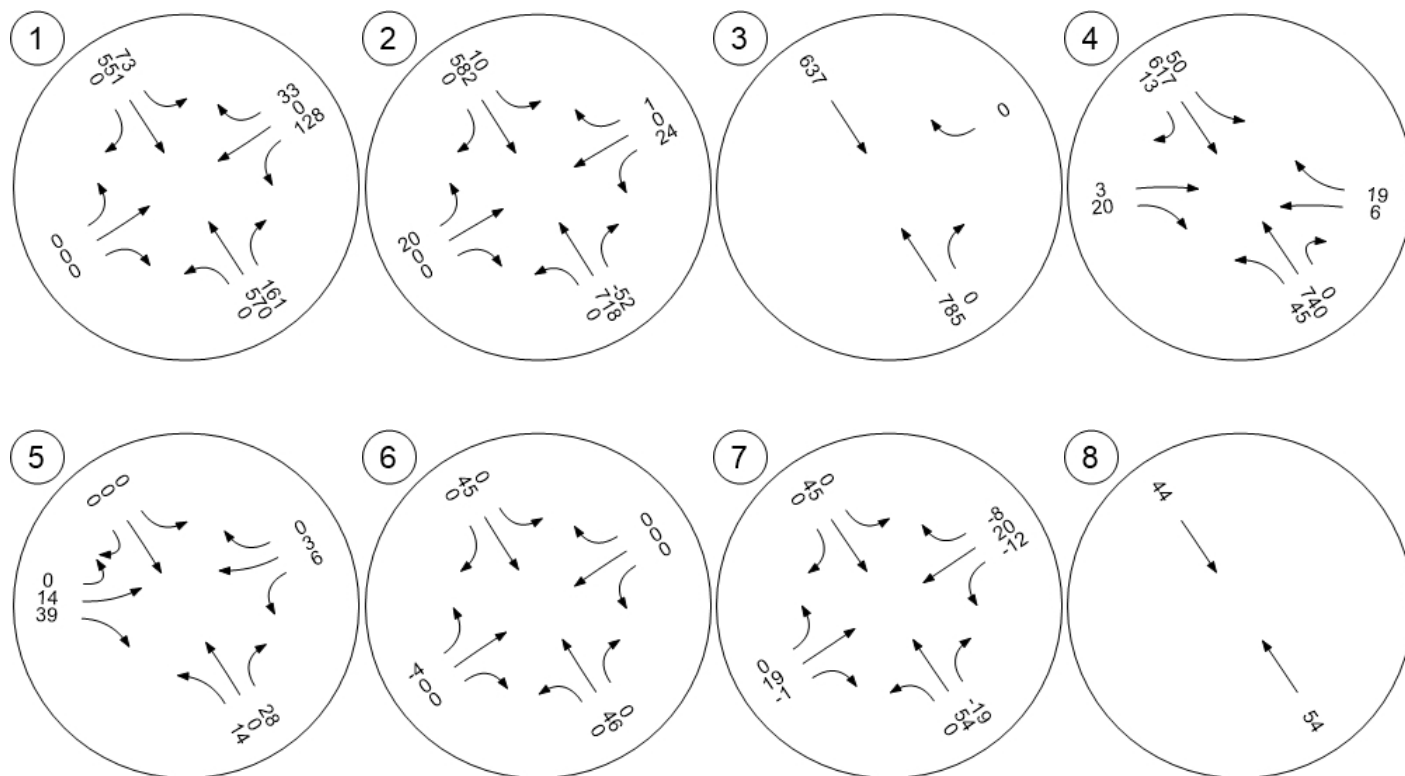
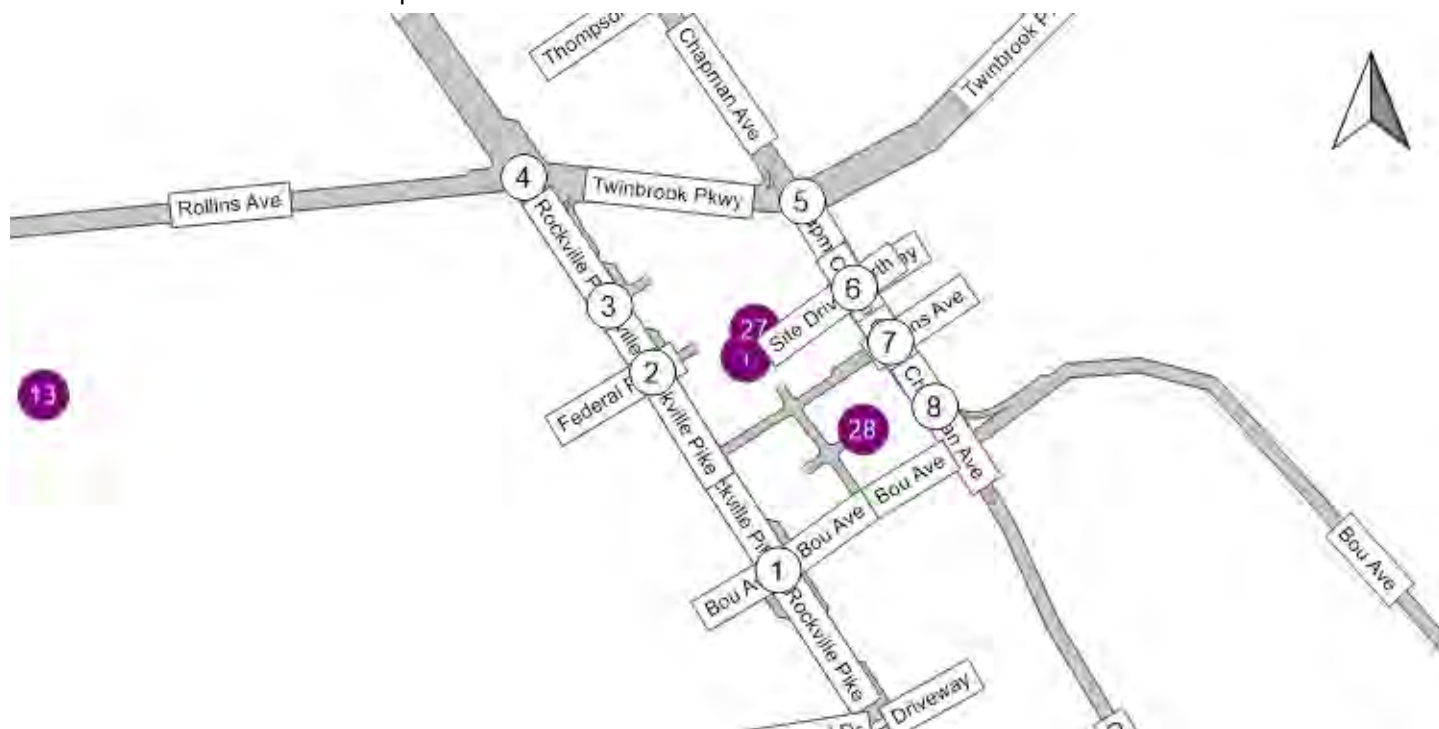
Traffic Volume - In-Process Volume

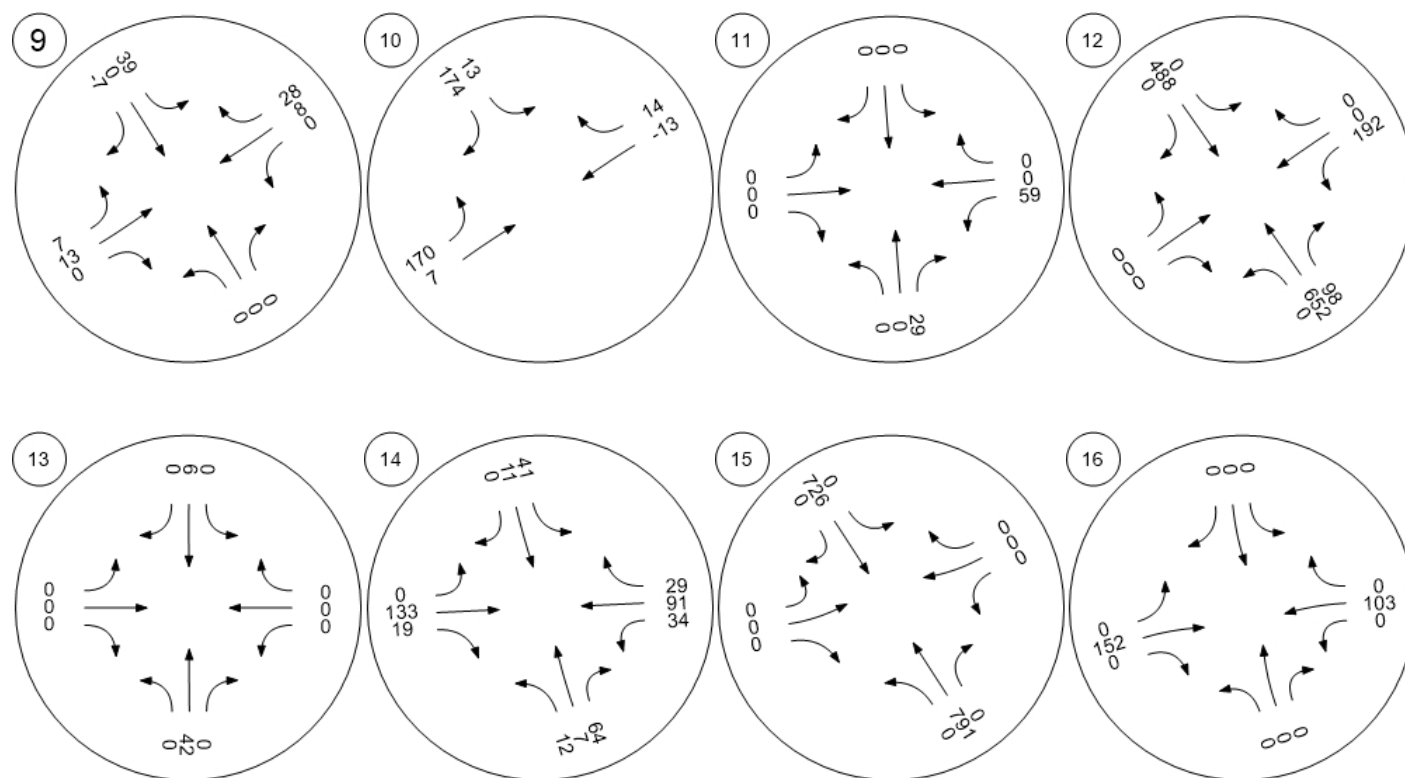
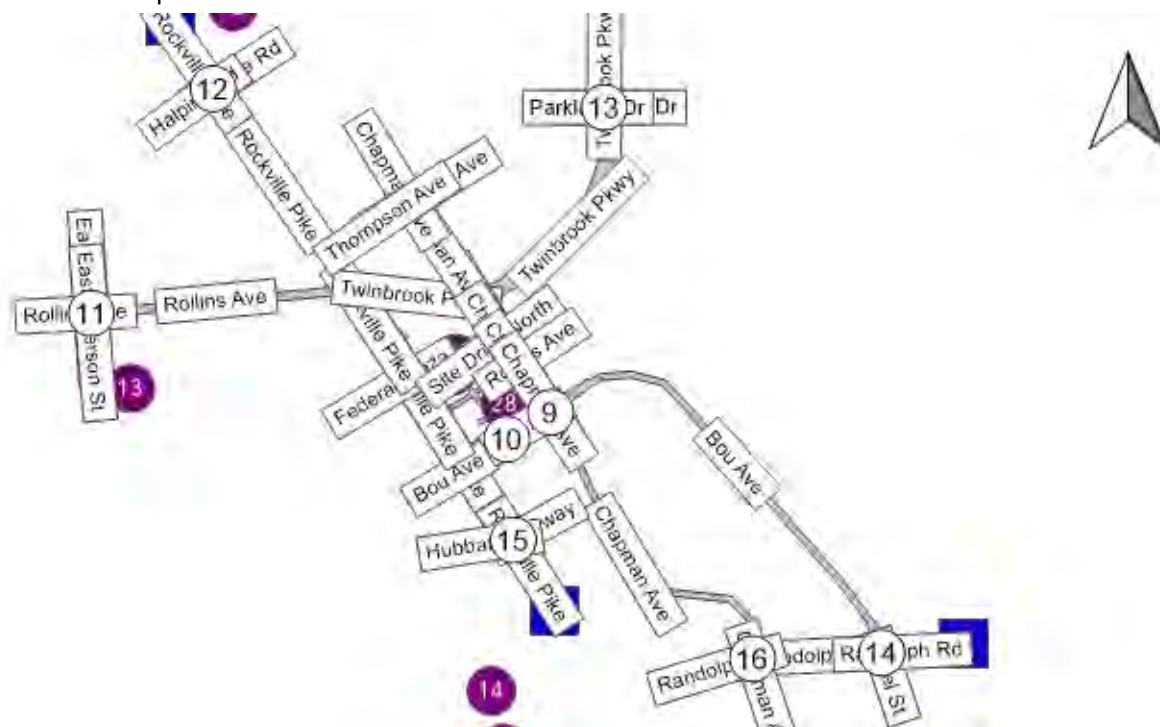


Traffic Volume - In-Process Volume

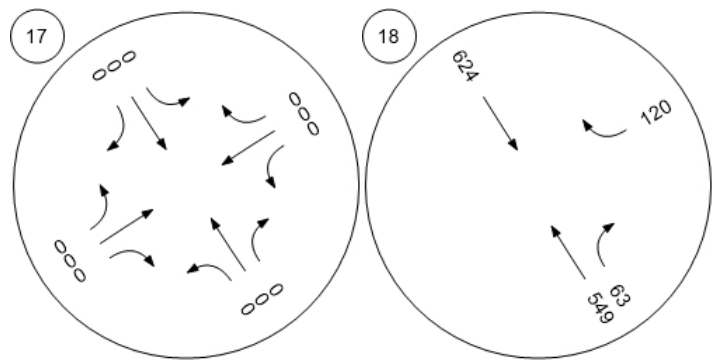


Traffic Volume - Net New Site Trips

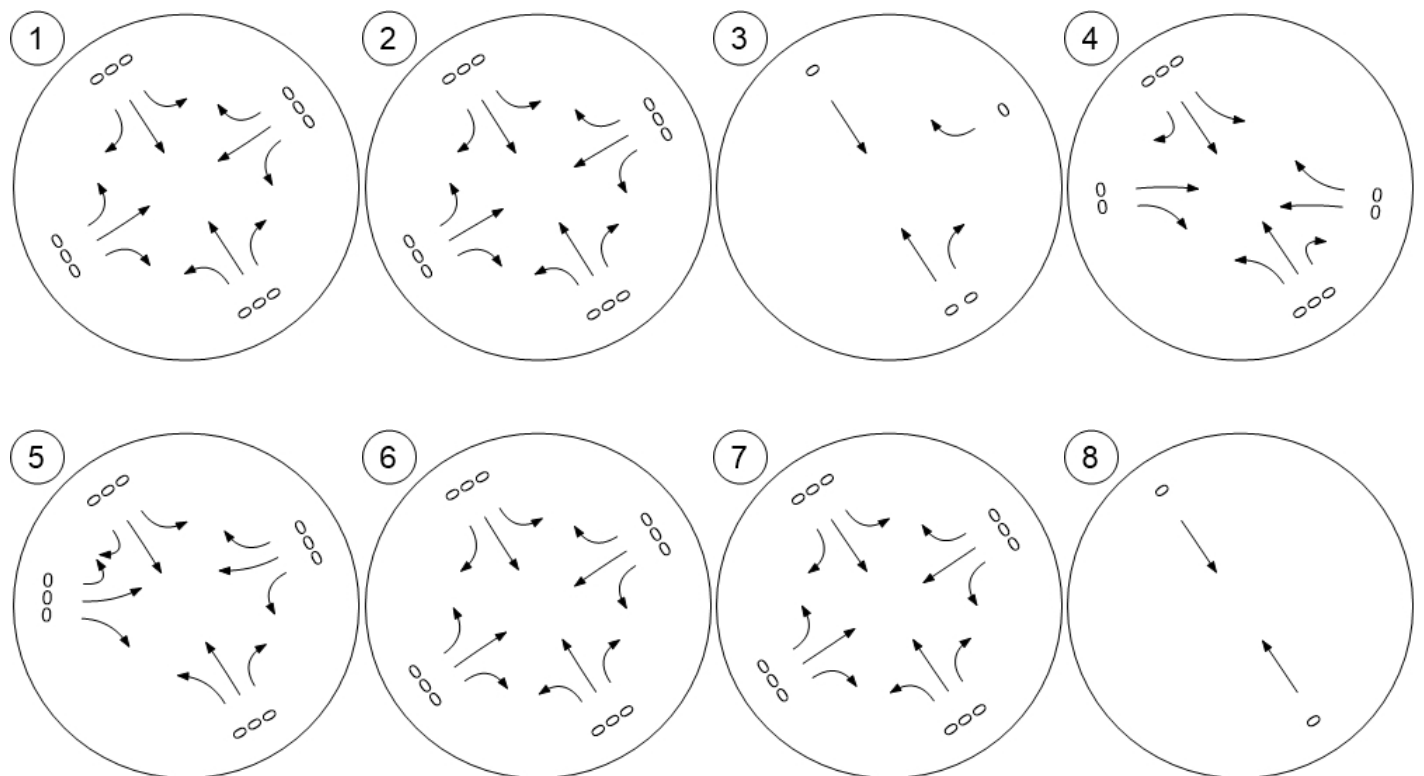
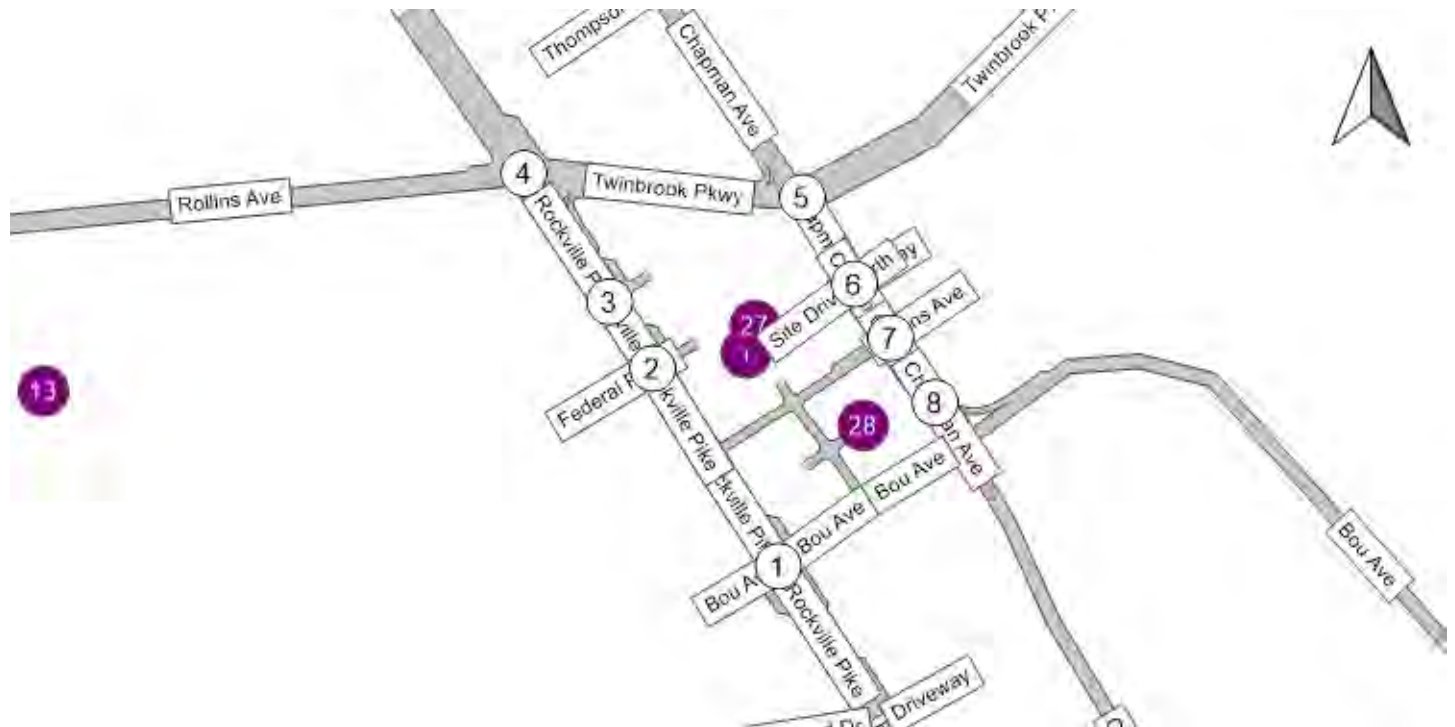




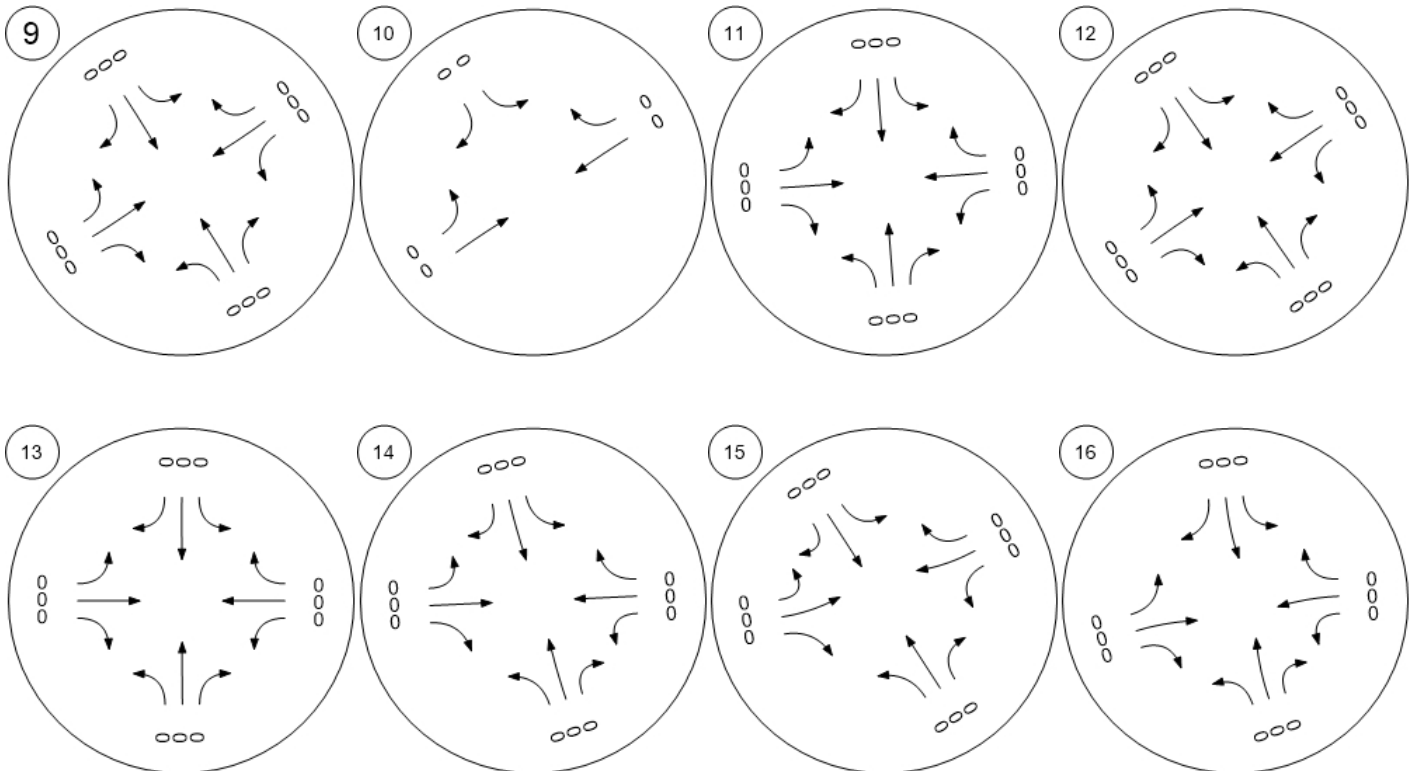
Traffic Volume - Net New Site Trips



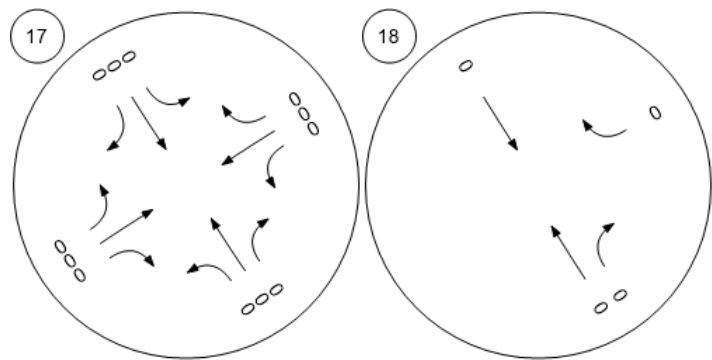
Traffic Volume - Other Volume



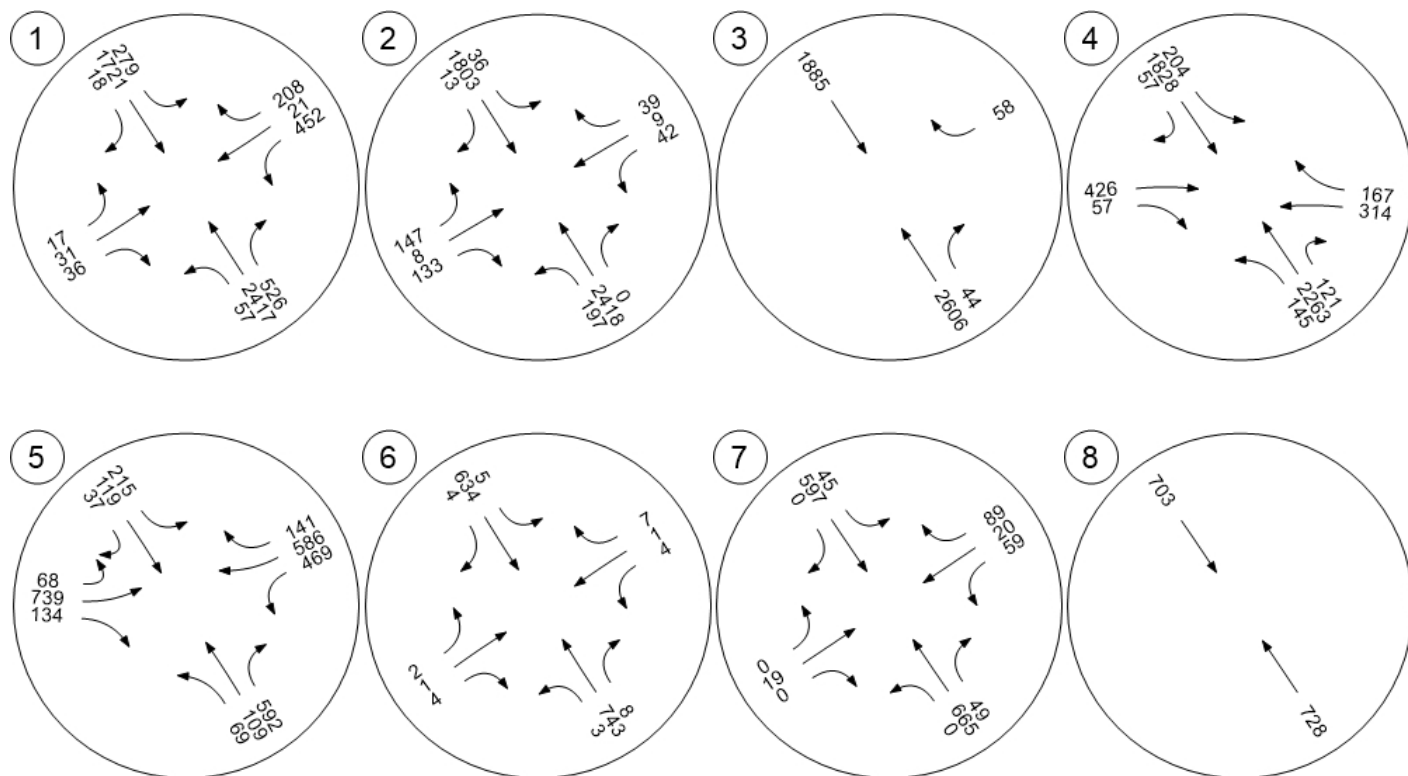
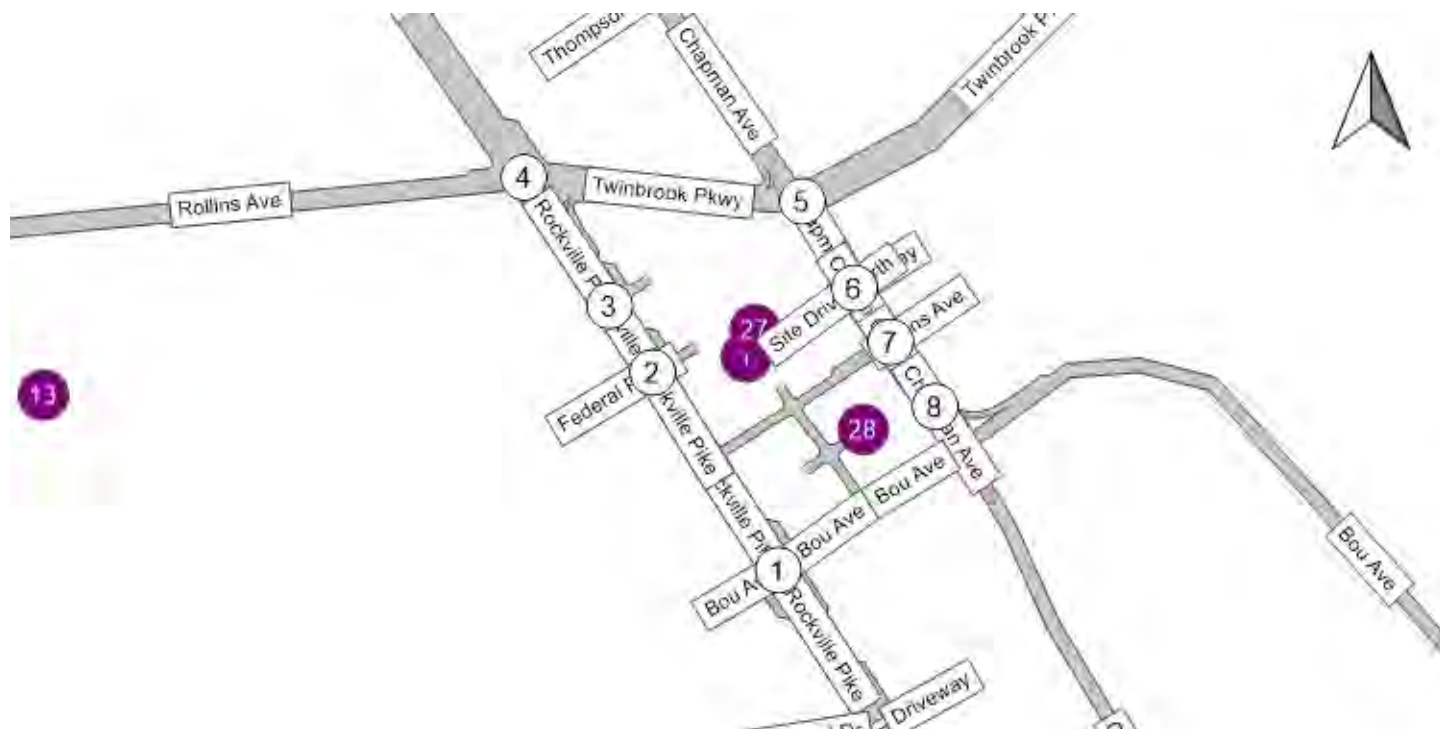
Traffic Volume - Other Volume



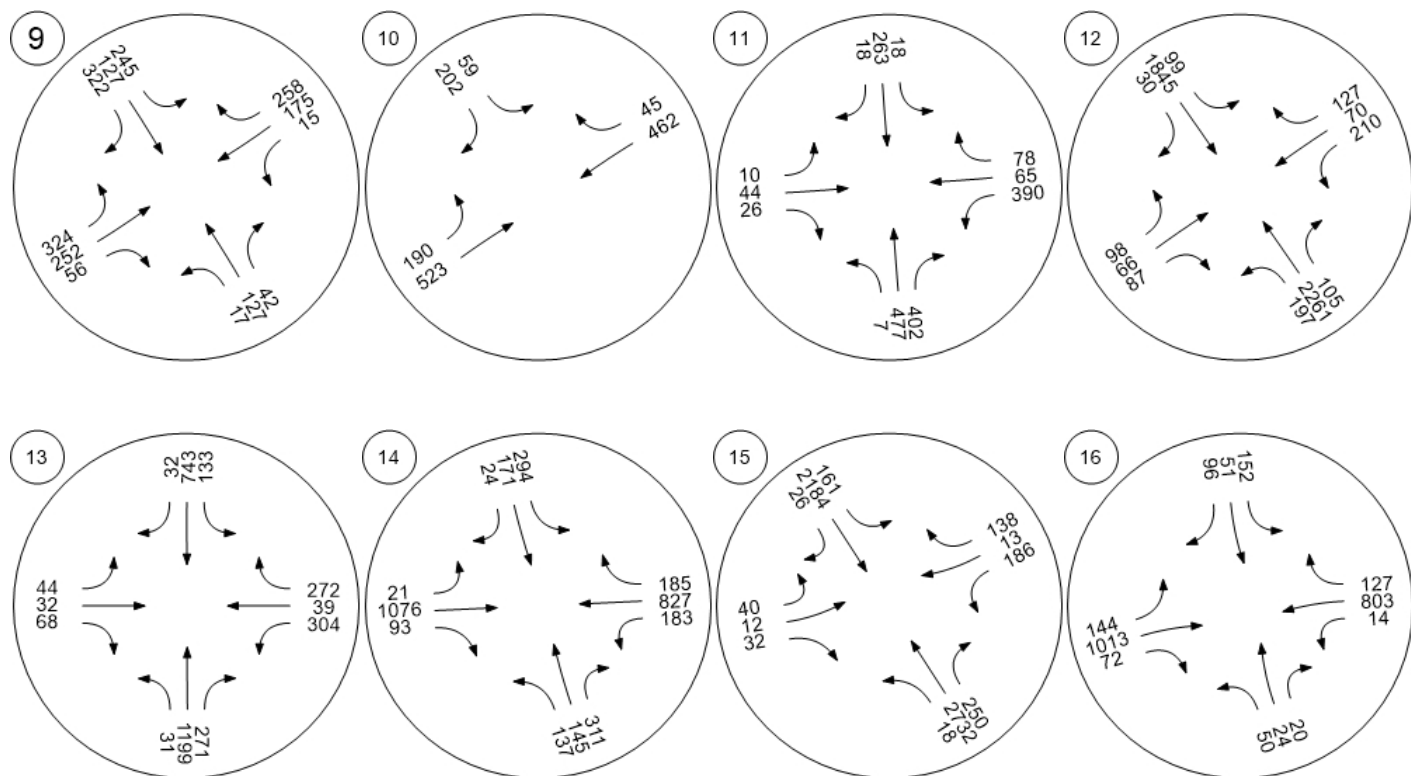
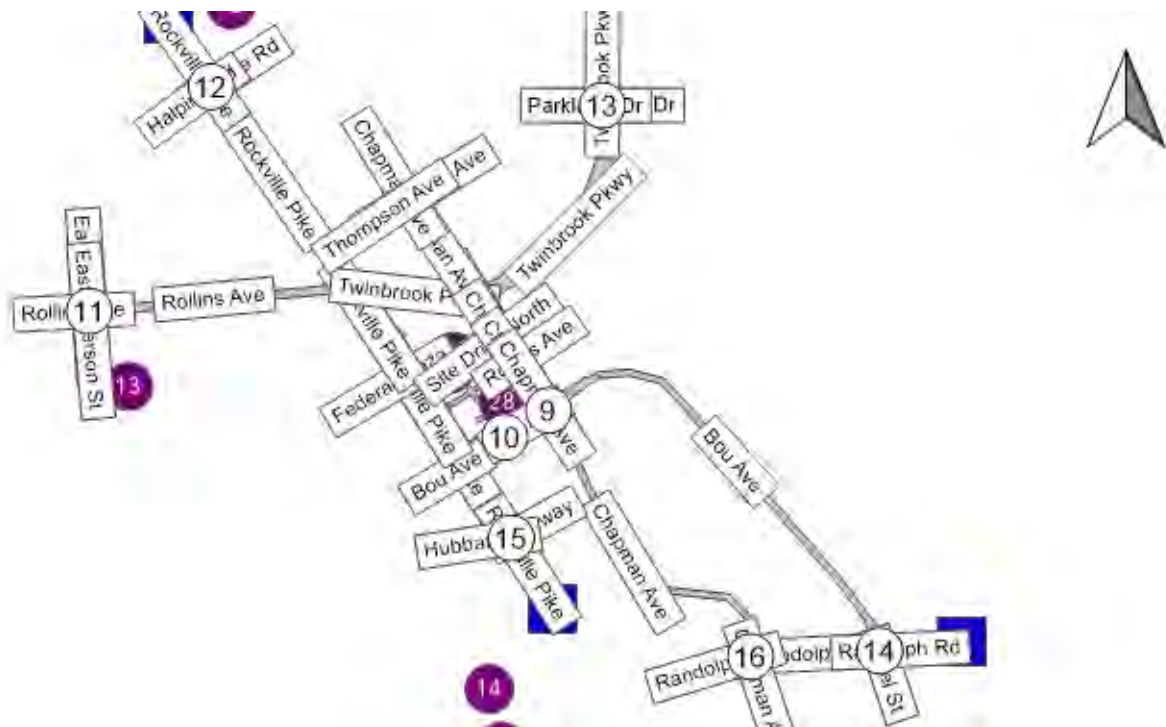
Traffic Volume - Other Volume



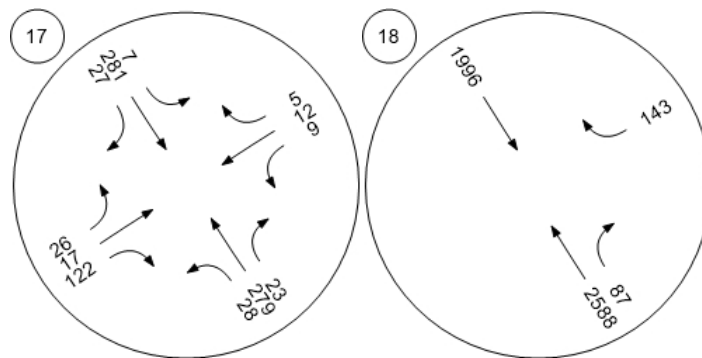
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 7 7 2039 Phase 2 AM

Report File: S:\...\P2 AM.pdf

10/16/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	36	1750	137	141	2039	6	14	21	25	571	11	49	4800

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	84	1582	11	18	2070	2	16	2	56	21	2	24	3888

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
3	Rockville Pike / Gas Station	1590	2109	3699

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	105	1464	123	238	1973	45	256	136	310	221	4871

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	100	48	197	84	50	24	40	509	128	534	440	123	2277

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	8	317	2	5	655	52	24	0	35	1	0	4	1103

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	1	342	49	36	610	8	0	22	31	32	6	33	1170

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
8	Chaopman Ave / Site Drive South	381	676	1057

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	4	41	4	149	79	447	147	119	37	6	92	172	1297

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	19	42	9	278	563	15	926

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	9	243	362	20	218	18	17	44	27	282	32	38	1310

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	79	1322	311	63	1876	20	42	52	56	176	28	67	4092

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	50	490	277	179	807	63	36	24	51	163	19	124	2283

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	102	66	68	153	74	14	16	698	56	177	1122	137	2683

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	25	1835	116	48	2623	48	20	7	13	77	16	50	4878

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	11	6	4	27	7	24	77	727	80	9	1225	66	2263

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	37	142	7	7	144	9	2	3	37	30	15	2	435

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
18	Rockville Pike / Rollins Ave	1652	109	2138	45			3944

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
19	New Intersection	0	0	0	98	45	30	173

ID	Intersection Name	Northbound		Eastbound		Westbound		Total Volume
		Left	Right	Thru	Right	Left	Thru	
20	New Intersection	39	2	63	24	6	36	170

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
24	New Intersection	28	30	41	24	12	3	138

ID	Intersection Name	Northbound		Southbound			Eastbound		Westbound			Total Volume
		Thru	Right	Left	Thru	Right	Left	Thru	Left	Thru	Right	
34	New Intersection	0	41	51	0	0	0		75	0	41	208

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 7 7 2039 Phase 2 AM

Report File: S:\...IP2 AM.pdf

10/16/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	36	957	194	124	1315	6	14	21	25	442	11	65	3210
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	793	-57	17	724	0	0	0	0	129	0	-16	1590
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	36	1750	137	141	2039	6	14	21	25	571	11	49	4800

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	84	855	11	30	1343	2	16	2	54	7	2	8	2414
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	2	0	0	0	2
		Net New Trips	0	727	0	-12	727	0	0	0	0	14	0	16	1472
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	84	1582	11	18	2070	2	16	2	56	21	2	24	3888

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
3	Rockville Pike / Gas Station	Final Base	854	1394	2248
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	736	715	1451
		Other	0	0	0
		Future Total	1590	2109	3699

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	96	748	106	184	1328	43	245	66	311	134	3261
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	9	716	17	54	645	2	11	70	-1	87	1610
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	105	1464	123	238	1973	45	256	136	310	221	4871

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	28	48	216	84	50	24	40	519	36	506	426	123	2100
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	72	0	-19	0	0	0	0	-10	92	28	14	0	177
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	100	48	197	84	50	24	40	509	128	534	440	123	2277

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	2	288	2	5	582	5	0	0	0	1	0	4	889
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	6	29	0	0	73	47	24	0	35	0	0	0	214
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	8	317	2	5	655	52	24	0	35	1	0	4	1103

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	Final Base	0	304	71	36	510	0	0	0	0	35	0	36	992
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	1	38	-22	0	100	8	0	22	31	-3	6	-3	178
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	1	342	49	36	610	8	0	22	31	32	6	33	1170

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
8	Chaopman Ave / Site Drive South	Final Base	342	545	887
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	39	131	170
		Other	0	0	0
		Future Total	381	676	1057

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	4	41	4	100	79	368	186	116	37	6	91	116	1148
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	49	0	79	-39	3	0	0	1	56	149
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	4	41	4	149	79	447	147	119	37	6	92	172	1297

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	16	8	10	317	484	14	849
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	3	34	-1	-39	79	1	77
		Other	0	0	0	0	0	0	0
		Future Total	19	42	9	278	563	15	926

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	9	243	259	20	218	18	17	44	27	272	32	38	1197
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	103	0	0	0	0	0	0	10	0	0	113
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	9	243	362	20	218	18	17	44	27	282	32	38	1310

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	79	794	17	63	1344	20	42	52	56	7	28	67	2569
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	528	294	0	532	0	0	0	0	169	0	0	1523
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	79	1322	311	63	1876	20	42	52	56	176	28	67	4092

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	50	519	277	179	765	63	36	24	51	163	19	124	2270
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	-29	0	0	42	0	0	0	0	0	0	0	13
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	490	277	179	807	63	36	24	51	163	19	124	2283

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	80	54	68	105	70	14	16	564	56	177	933	92	2229
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	22	12	0	48	4	0	0	134	0	0	189	45	454
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	102	66	68	153	74	14	16	698	56	177	1122	137	2683

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	25	1099	116	48	1770	48	20	7	13	77	16	50	3289
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	736	0	0	853	0	0	0	0	0	0	0	1589
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	25	1835	116	48	2623	48	20	7	13	77	16	50	4878

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	11	6	4	27	7	24	77	593	80	9	1014	66	1918
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	134	0	0	211	0	345
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	11	6	4	27	7	24	77	727	80	9	1225	66	2263

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	37	142	7	7	144	9	2	3	37	30	15	2	435
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	37	142	7	7	144	9	2	3	37	30	15	2	435

ID	Intersection Name	Volume Type	Northbound		Southbound		Westbound		Total Volume
			Thru	Right	Thru	Right	Right	Right	
18	Rockville Pike / Rollins Ave	Final Base	971	0	1397	0	0	0	2368
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	11	0	0	0	0	11
		Net New Trips	681	98	741	45	45	45	1565
		Other	0	0	0	0	0	0	0
		Future Total	1652	109	2138	45	45	45	3944

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
19	New Intersection	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	-12	0	0	98	45	30	161
		Other	0	0	0	0	0	0	0
		Future Total	0	0	0	98	45	30	173

ID	Intersection Name	Volume Type	Northbound		Eastbound		Westbound		Total Volume
			Left	Right	Thru	Right	Left	Thru	
20	New Intersection	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	39	2	63	24	6	36	170
		Other	0	0	0	0	0	0	0
		Future Total	39	2	63	24	6	36	170

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
24	New Intersection	Final Base	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	28	30	41	24	12	3	138
		Other	0	0	0	0	0	0	0
		Future Total	28	30	41	24	12	3	138

ID	Intersection Name	Volume Type	Northbound		Southbound			Eastbound	Westbound			Total Volume
			Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	
34	New Intersection	Final Base	0	0	0	0	0	0	0	0	0	0
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	41	51	0	-21	0	75	0	41	187
		Other	0	0	0	0	0	0	0	0	0	0
		Future Total	0	41	51	0	0	0	75	0	41	208

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 7 7 2039 Phase 2 AM

Report File: S:\...IP2 AM.pdf

10/16/2024

Trip Generation summary**Added Trips**

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
11: 12500 Ardennes					0.000	50.00	50.00	0.00	0	47	47	0.96
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	420	242	662	13.49
13: Fed Plz W					0.000	50.00	50.00	0.00	12	117	129	2.63
14: Wilgus					0.000	50.00	50.00	0.00	63	148	211	4.30
16: Wash Sci Cent					0.000	50.00	50.00	0.00	13	3	16	0.33
17: E VII N Beth					0.000	50.00	50.00	0.00	0	60	60	1.22
18: MHP Nebel					0.000	50.00	50.00	0.00	11	36	47	0.96
19: Pike and Rose					0.000	50.00	50.00	0.00	569	338	907	18.48
20: Grand Park					0.000	50.00	50.00	0.00	81	237	318	6.48
21: Evolution Labs					0.000	50.00	50.00	0.00	441	97	538	10.96
22: N Beth Town Cen					0.000	50.00	50.00	0.00	719	319	1038	21.14
23: Saul WF W					0.000	50.00	50.00	0.00	215	286	501	10.21
25: Pike Center Bldg B					0.000	50.00	50.00	0.00	96	118	214	4.36
26: Pike Center Bldg A					0.000	50.00	50.00	0.00	92	116	208	4.24
31: 5500 Edson					0.000	50.00	50.00	0.00	12	1	13	0.26
Added Trips Total									2744	2165	4909	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Exist					0.000	50.00	50.00	0.00	61	38	99	29.82
10: 12710 Twin Park					0.000	50.00	50.00	0.00	28	5	33	9.94
15: 2115 E JEf					0.000	50.00	50.00	0.00	153	0	153	46.08
24: N Beth Market 2					0.000	50.00	50.00	0.00	47	0	47	14.16
Removed Trips Total									289	43	332	100.00

Vistro File: S:\...\8923 Pike Center Forecasting 6.20.24.vistro

Scenario 7 7 2039 Phase 2 AM

Report File: S:\...IP2 AM.pdf

10/16/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Exist			
	To Pike Center Exist:		From Pike Center Exist:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(21)	34.00	(13)
5: Gate	6.00	(4)	6.00	(2)
6: Gate	60.00	(37)	60.00	(23)
Total	100.00	(62)	100.00	(38)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
15: 2115 E JEf	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(10)	34.00	(2)
5: Gate	6.00	(2)	6.00	(0)
6: Gate	60.00	(17)	60.00	(3)
Total	100.00	(29)	100.00	(5)

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	16
5: Gate	6.00	0	6.00	3
6: Gate	60.00	0	60.00	28
Total	100.00	0	100.00	47

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	126	30.00	73
5: Gate	9.00	38	9.00	22
6: Gate	61.00	256	61.00	147
Total	100.00	420	100.00	242

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0

31: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	2	19.00	22
5: Gate	9.00	1	9.00	11
6: Gate	60.00	7	60.00	70
Total	88.00	10	88.00	103

31: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	13	20.00	30
5: Gate	14.00	9	14.00	21
6: Gate	36.00	23	36.00	53
Total	70.00	45	70.00	104

Zone / Gate	Zone 15: 2115 E JEf			
	To 2115 E JEf:		From 2115 E JEf:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
24: N Beth Market 2	0.00	(0)	0.00	(0)
3: Gate	34.00	(52)	34.00	(0)
5: Gate	6.00	(9)	6.00	(0)
6: Gate	60.00	(92)	60.00	(0)
Total	100.00	(153)	100.00	(0)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	3	23.00	1
5: Gate	10.00	1	10.00	0
6: Gate	27.00	4	27.00	1
Total	60.00	8	60.00	2

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	20
5: Gate	6.00	0	6.00	4
6: Gate	60.00	0	60.00	36
Total	100.00	0	100.00	60

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	4	34.00	12
5: Gate	6.00	1	6.00	2
6: Gate	60.00	7	60.00	22
Total	100.00	12	100.00	36

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0

17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	131	23.00	78
5: Gate	10.00	57	10.00	34
6: Gate	27.00	154	27.00	91
Total	60.00	342	60.00	203

17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	28	34.00	81
5: Gate	6.00	5	6.00	14
6: Gate	60.00	49	60.00	142
Total	100.00	82	100.00	237

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	101	23.00	22
5: Gate	10.00	44	10.00	10
6: Gate	27.00	119	27.00	26
Total	60.00	264	60.00	58

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	216	30.00	96
5: Gate	9.00	65	9.00	29
6: Gate	61.00	439	61.00	194
Total	100.00	720	100.00	319

Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	65	30.00	86
5: Gate	9.00	19	9.00	26
6: Gate	61.00	131	61.00	174
Total	100.00	215	100.00	286

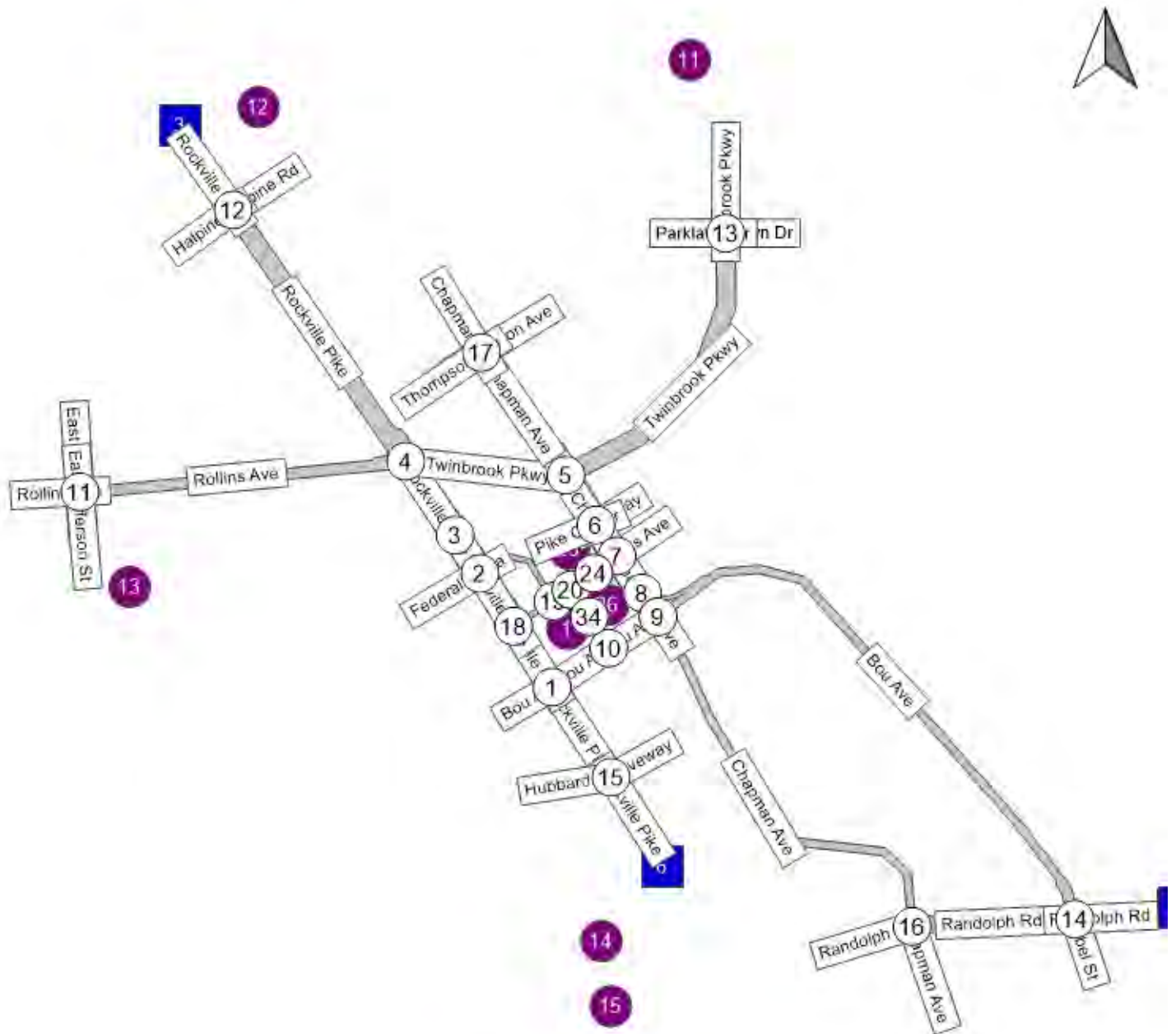
Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
1: Pike Center Exist	0.00	(0)	0.00	(0)
10: 12710 Twin Park	0.00	(0)	0.00	(0)
15: 2115 E JEF	0.00	(0)	0.00	(0)
3: Gate	34.00	(16)	34.00	(0)
5: Gate	6.00	(3)	6.00	(0)
6: Gate	60.00	(28)	60.00	(0)
Total	100.00	(47)	100.00	(0)

Zone / Gate	Zone 25: Pike Center Bldg B			
	To Pike Center Bldg B:		From Pike Center Bldg B:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	33	34.00	40
5: Gate	6.00	6	6.00	7
6: Gate	60.00	58	60.00	71
Total	100.00	97	100.00	118

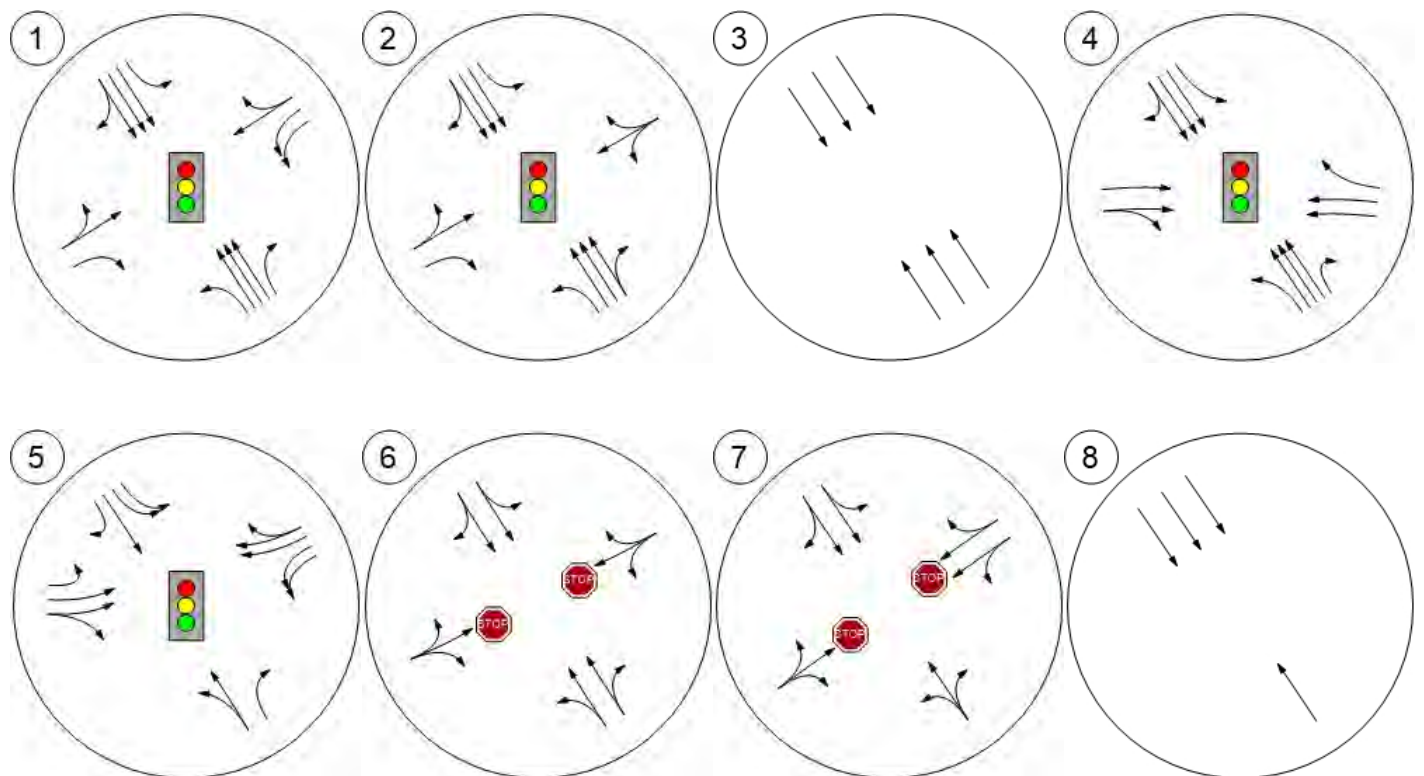
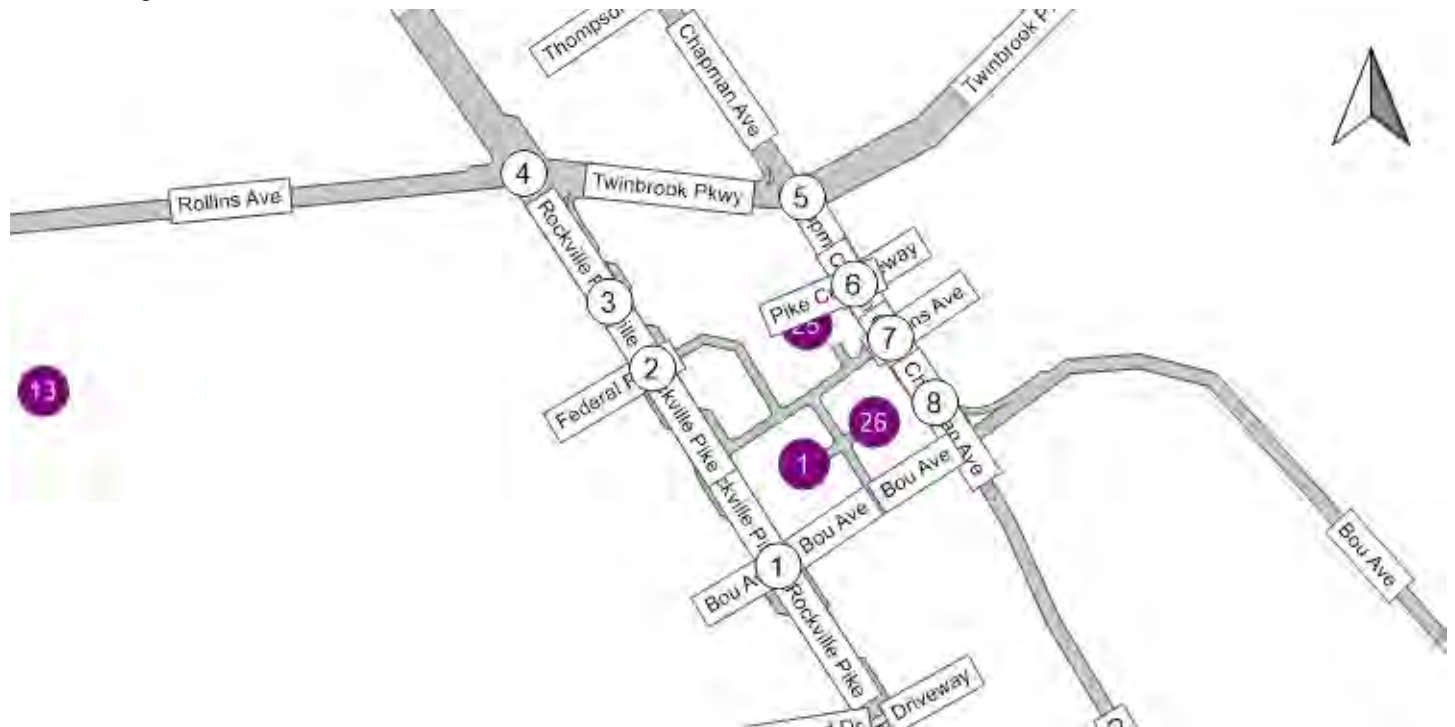
Zone / Gate	Zone 26: Pike Center Bldg A			
	To Pike Center Bldg A:		From Pike Center Bldg A:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
31: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	31	34.00	39
5: Gate	6.00	6	6.00	7
6: Gate	60.00	55	60.00	70
Total	100.00	92	100.00	116

Zone / Gate	Zone 31: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
25: Pike Center Bldg B	0.00	0	0.00	0
26: Pike Center Bldg A	0.00	0	0.00	0
3: Gate	34.00	4	34.00	0
5: Gate	6.00	1	6.00	0
6: Gate	60.00	7	60.00	1
Total	100.00	12	100.00	1

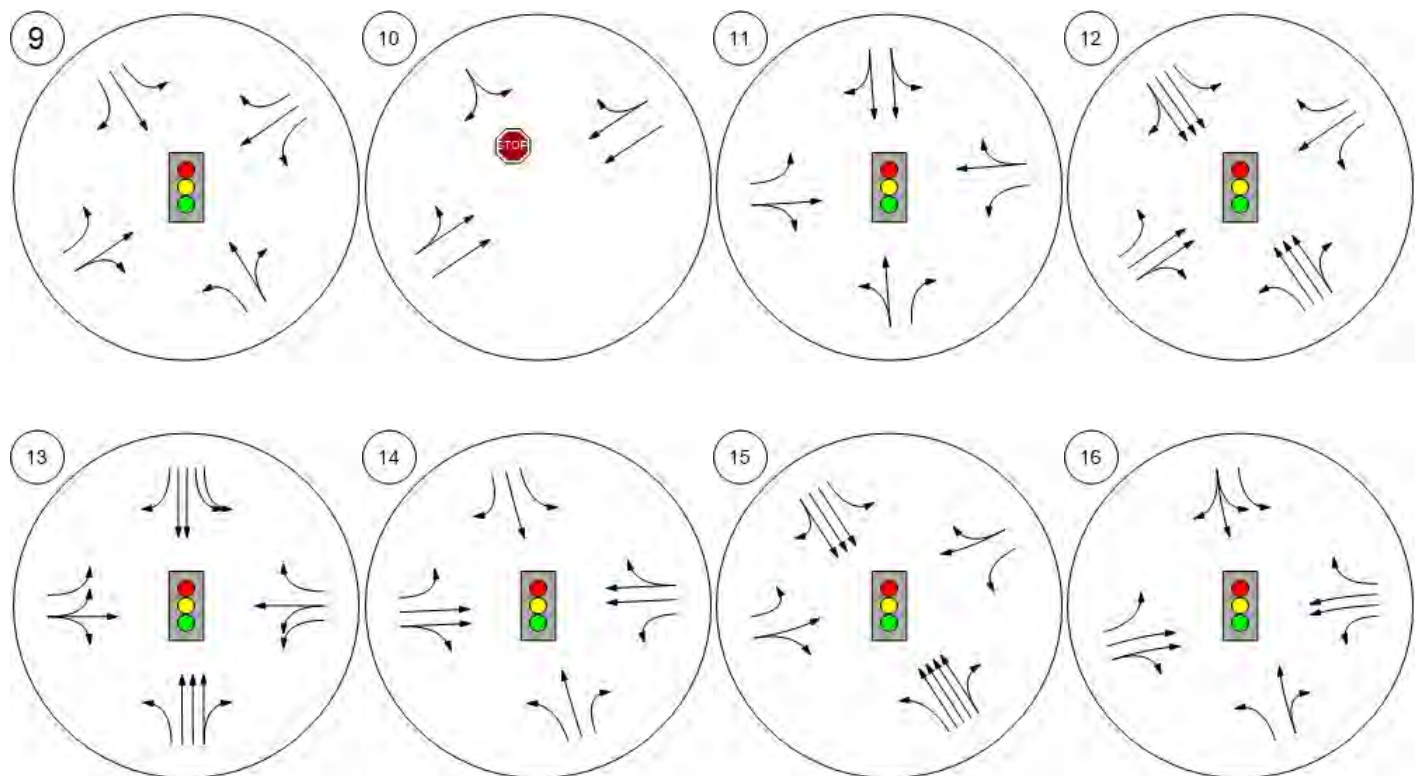
Study Intersections



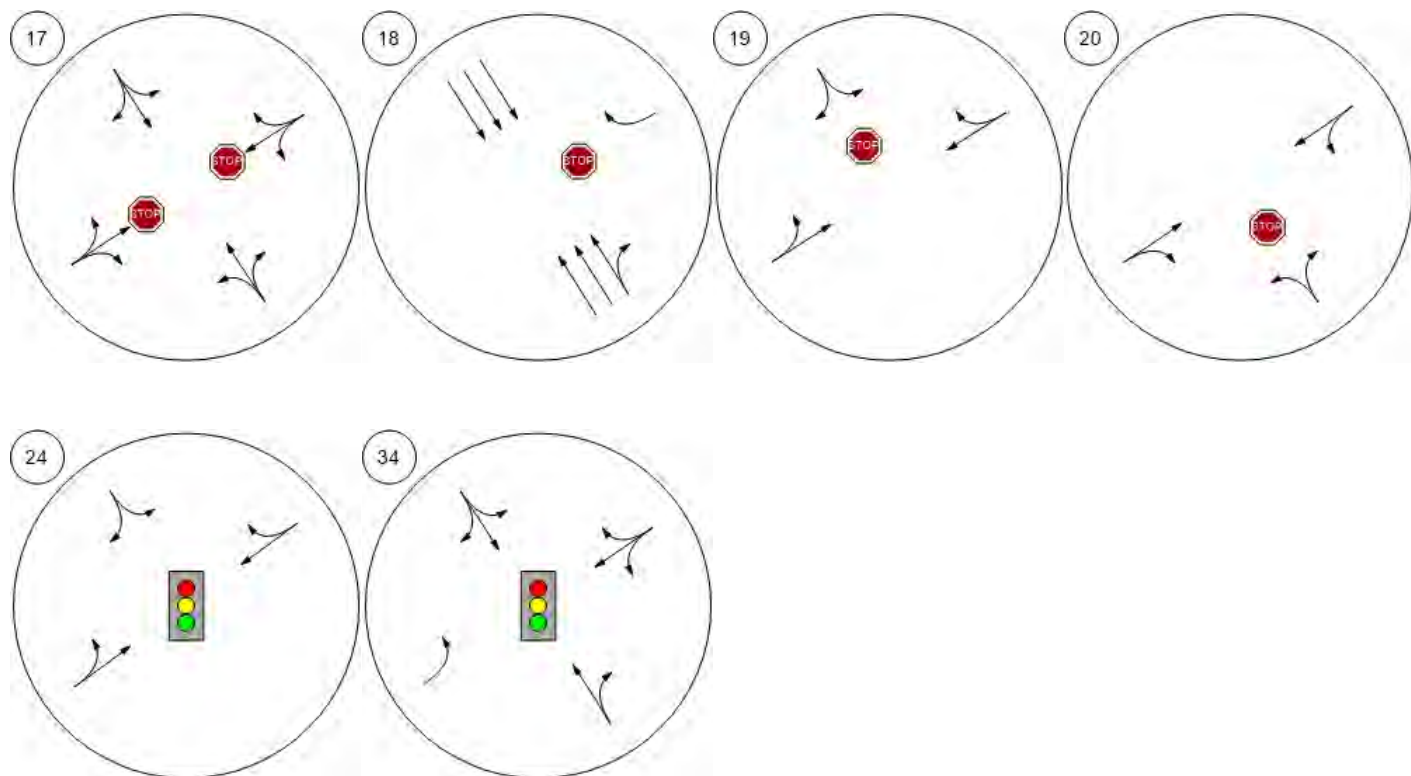
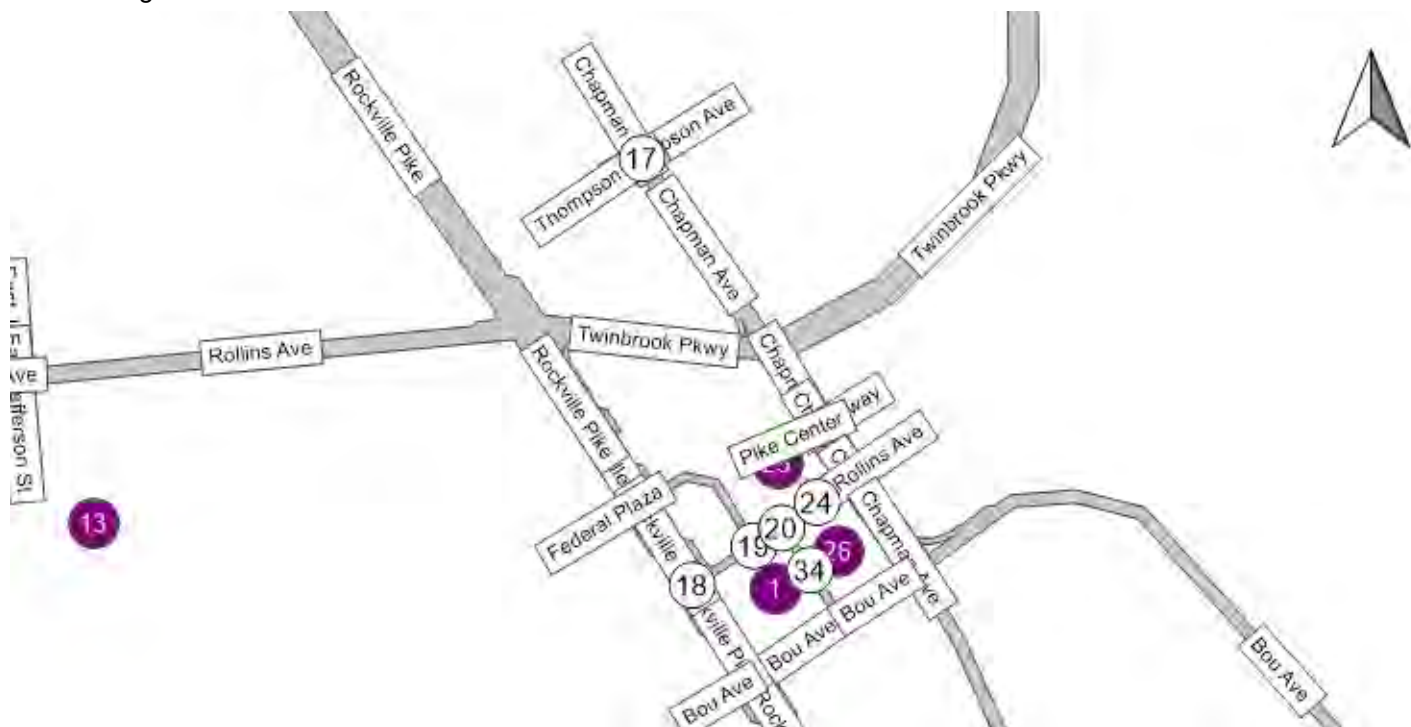
Lane Configuration and Traffic Control



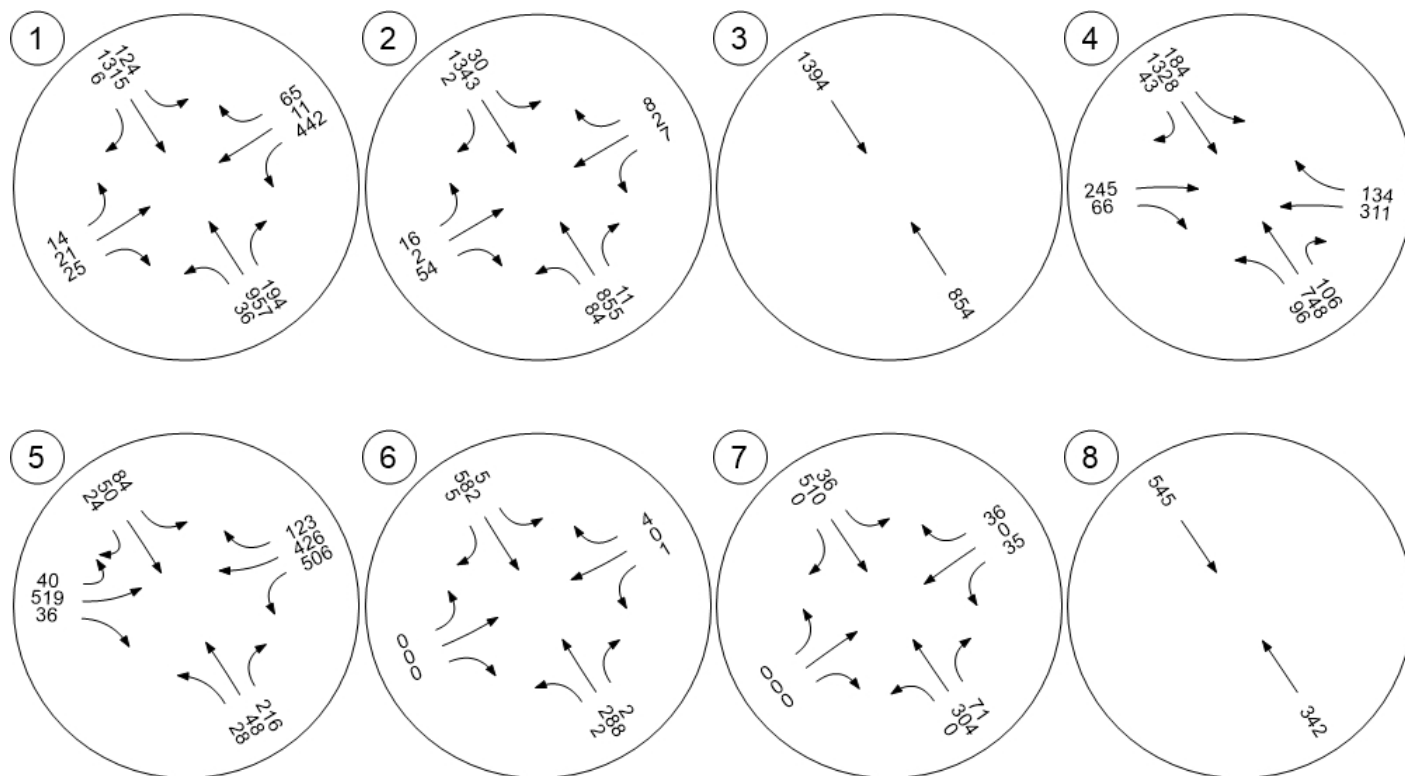
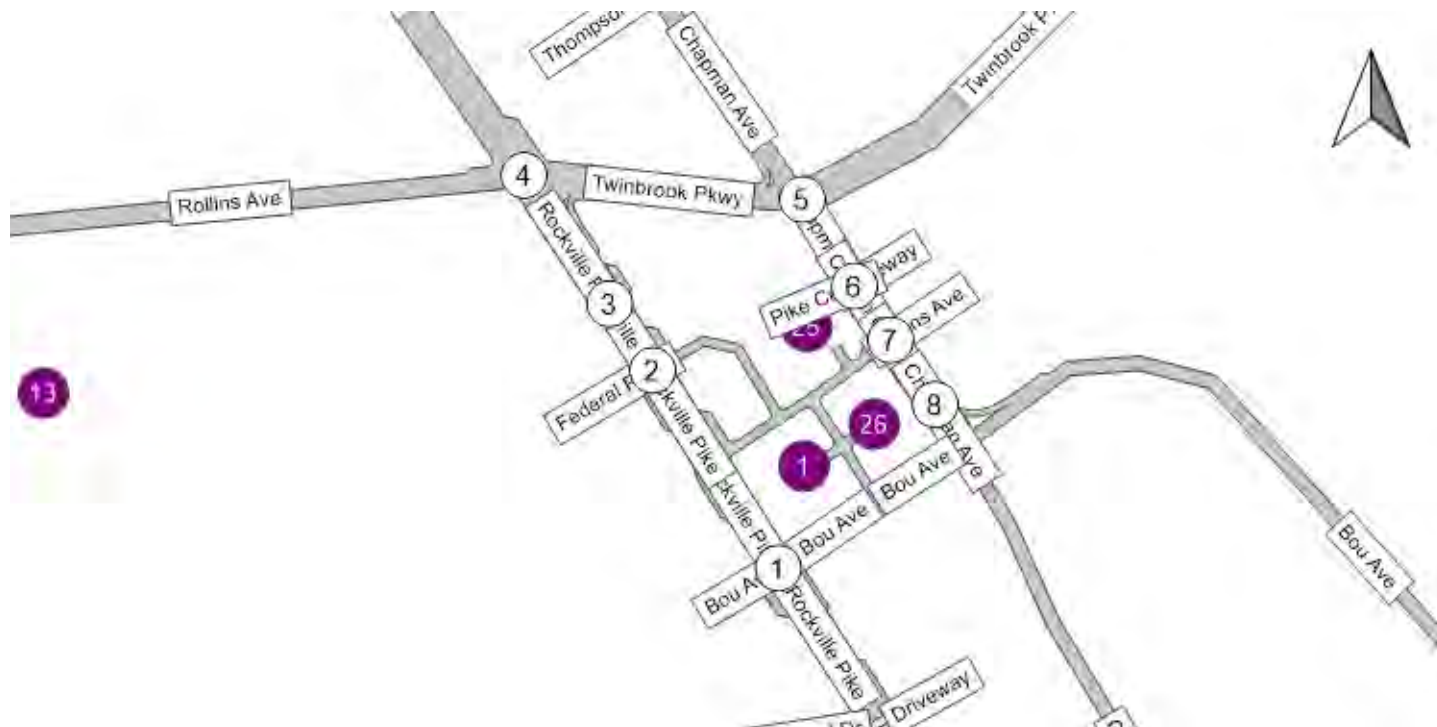
Lane Configuration and Traffic Control



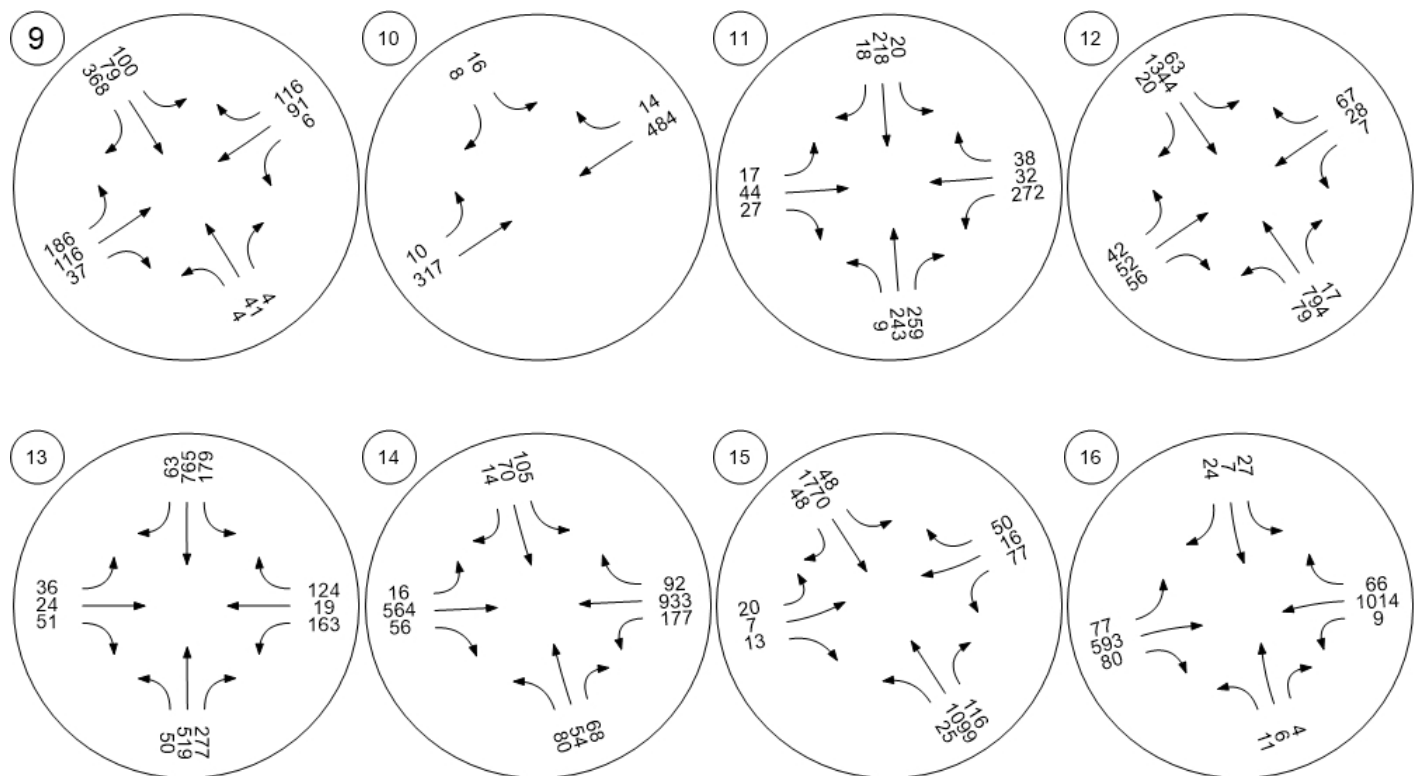
Lane Configuration and Traffic Control



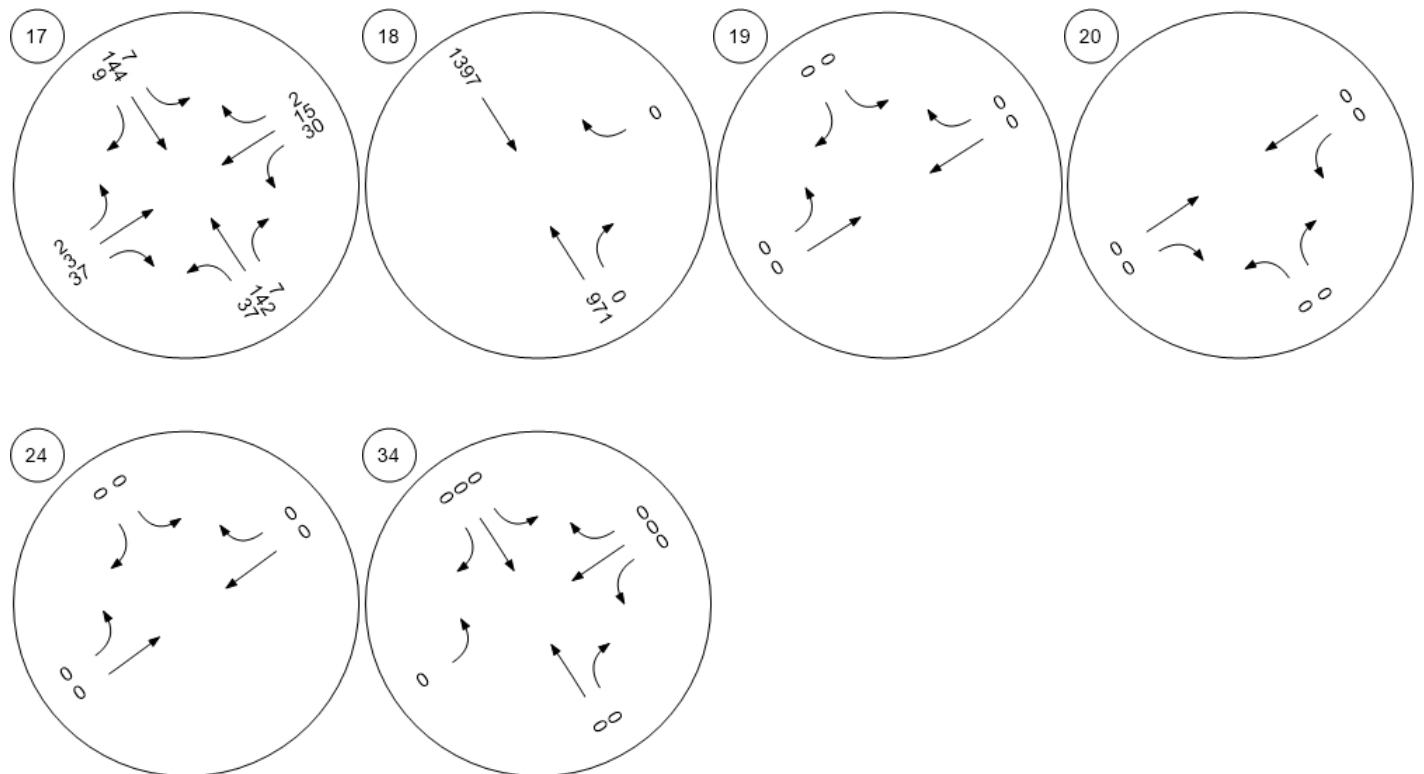
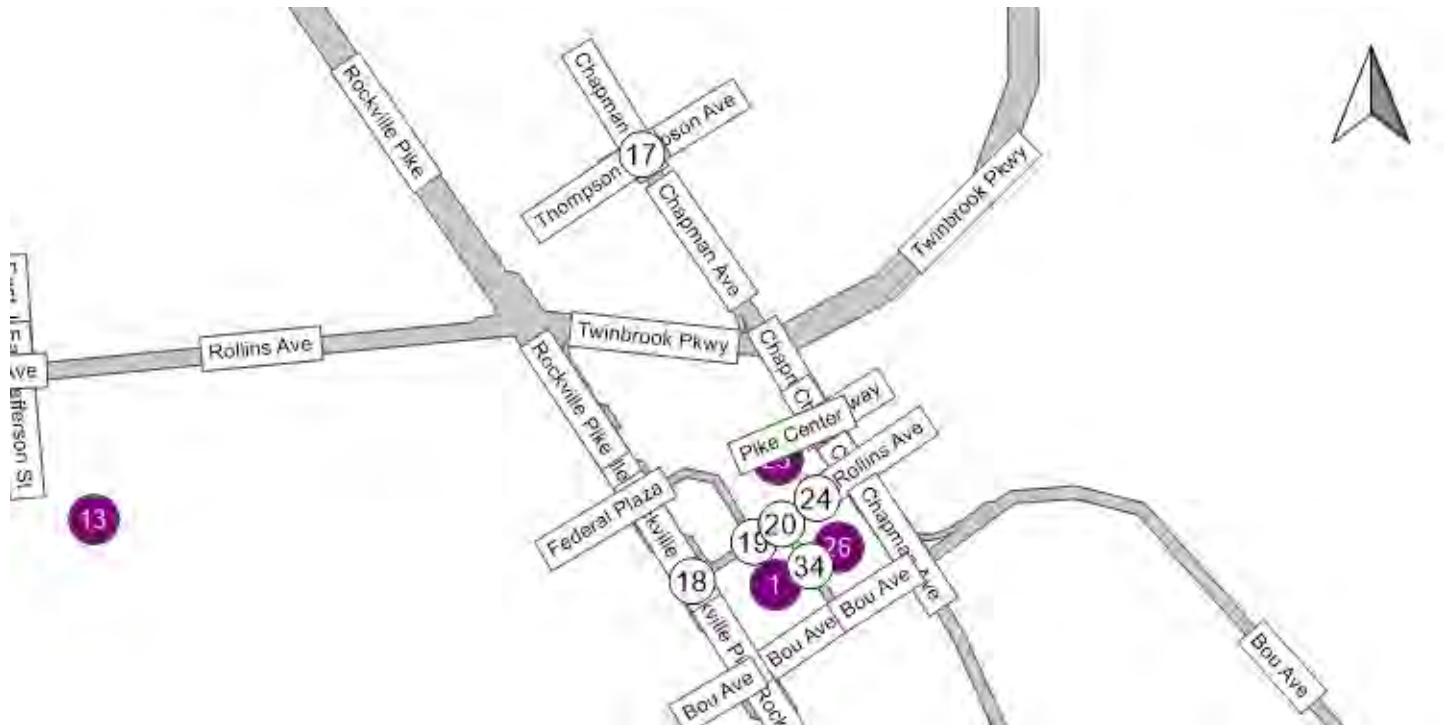
Traffic Volume - Base Volume



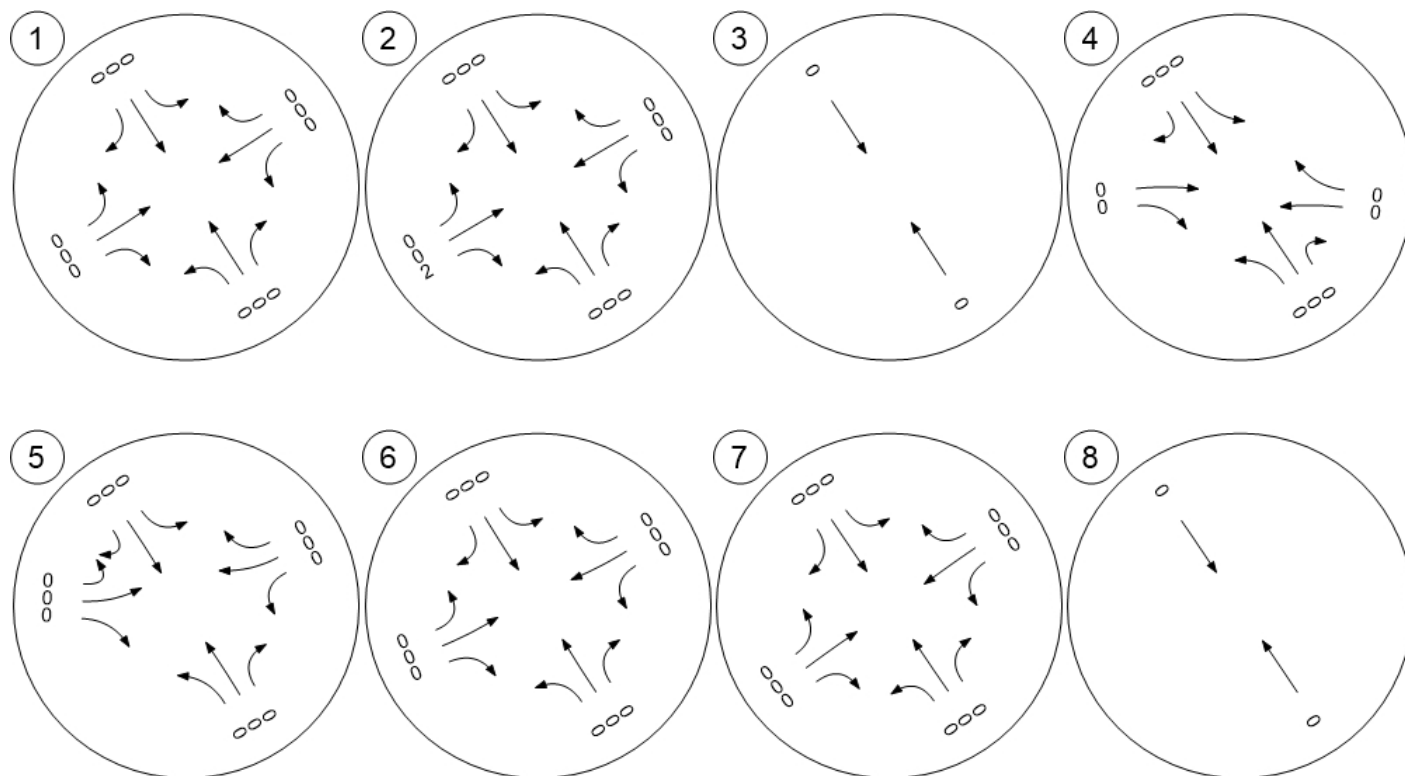
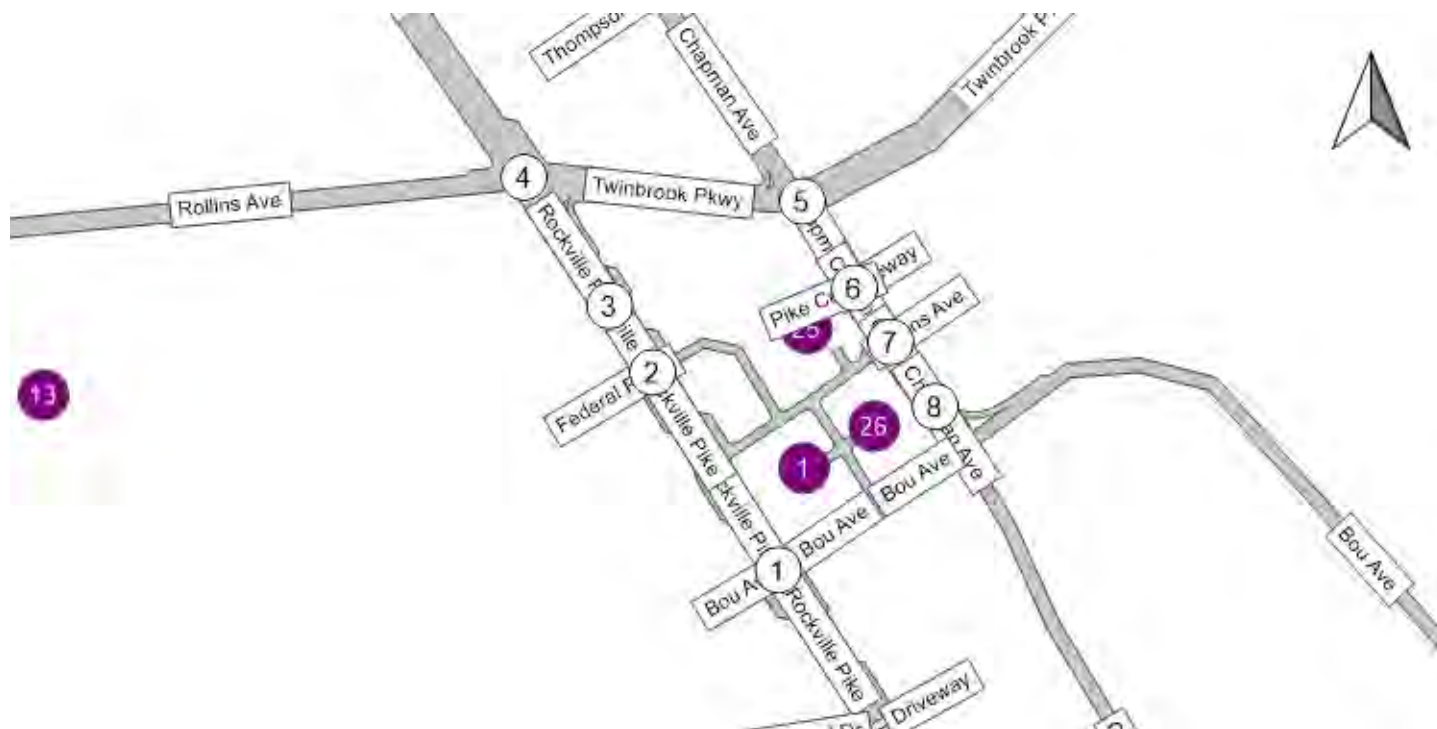
Traffic Volume - Base Volume



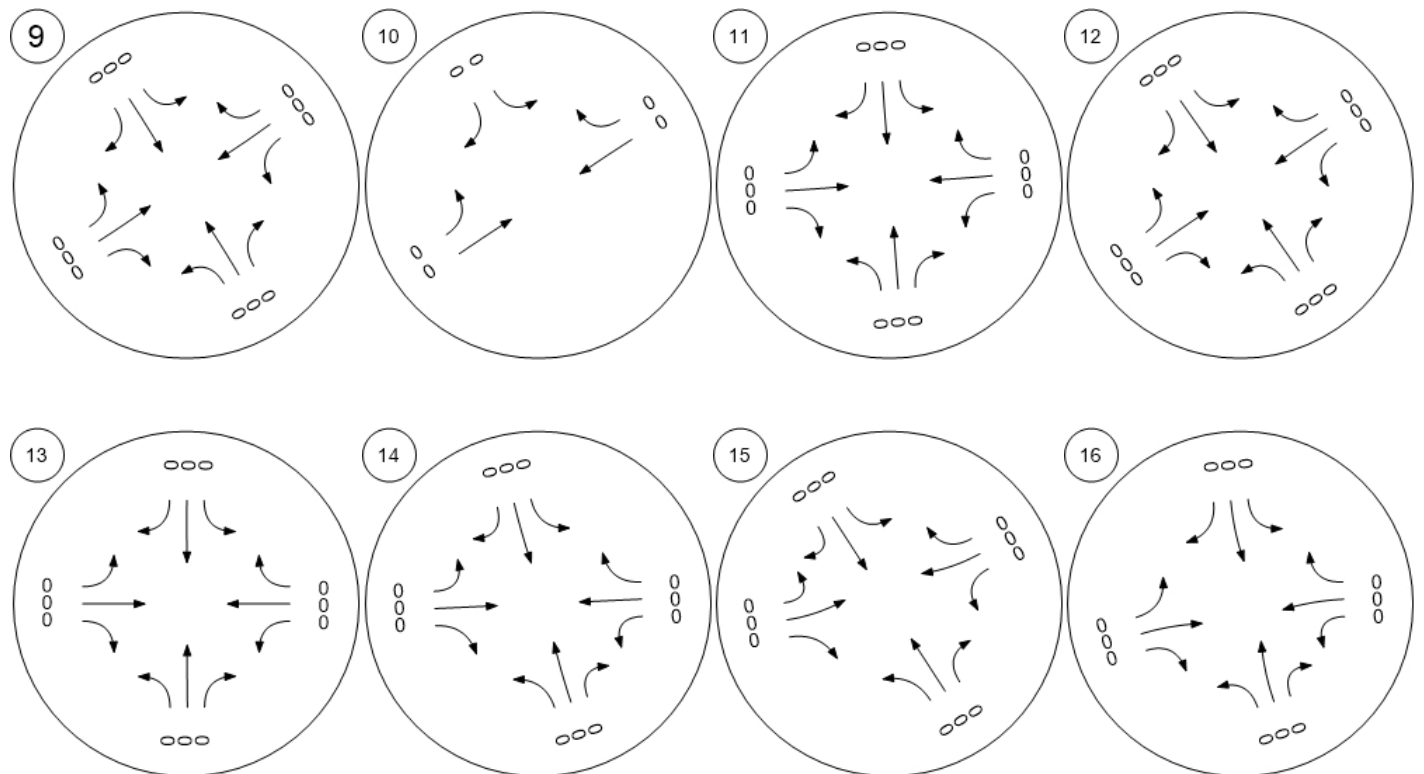
Traffic Volume - Base Volume



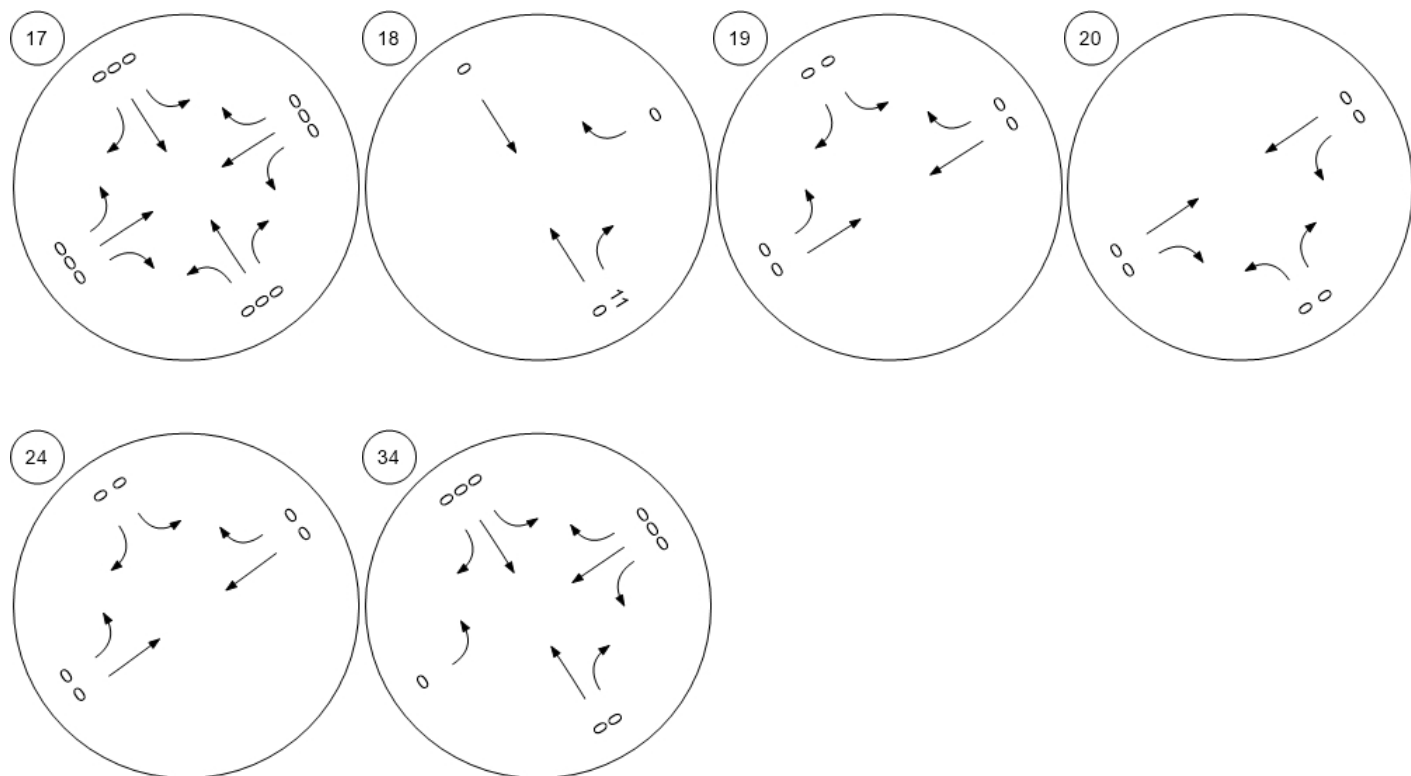
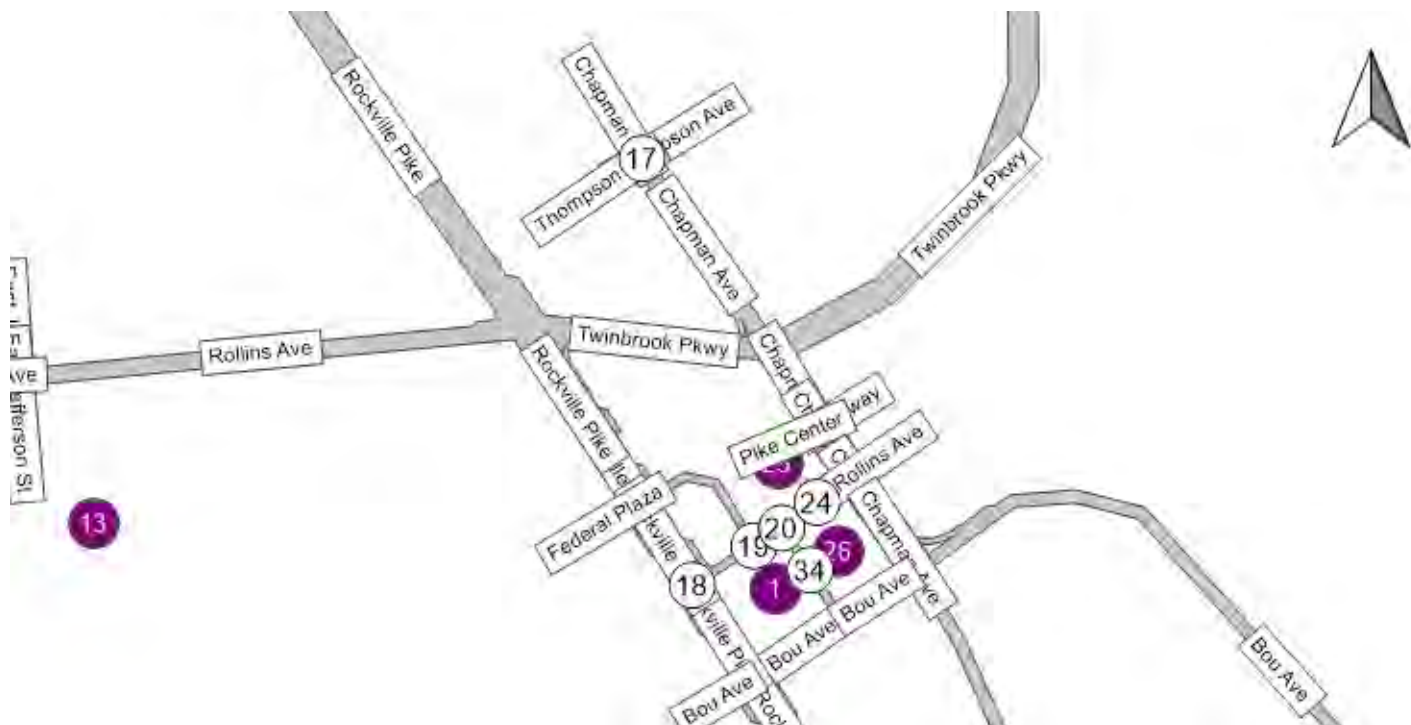
Traffic Volume - In-Process Volume



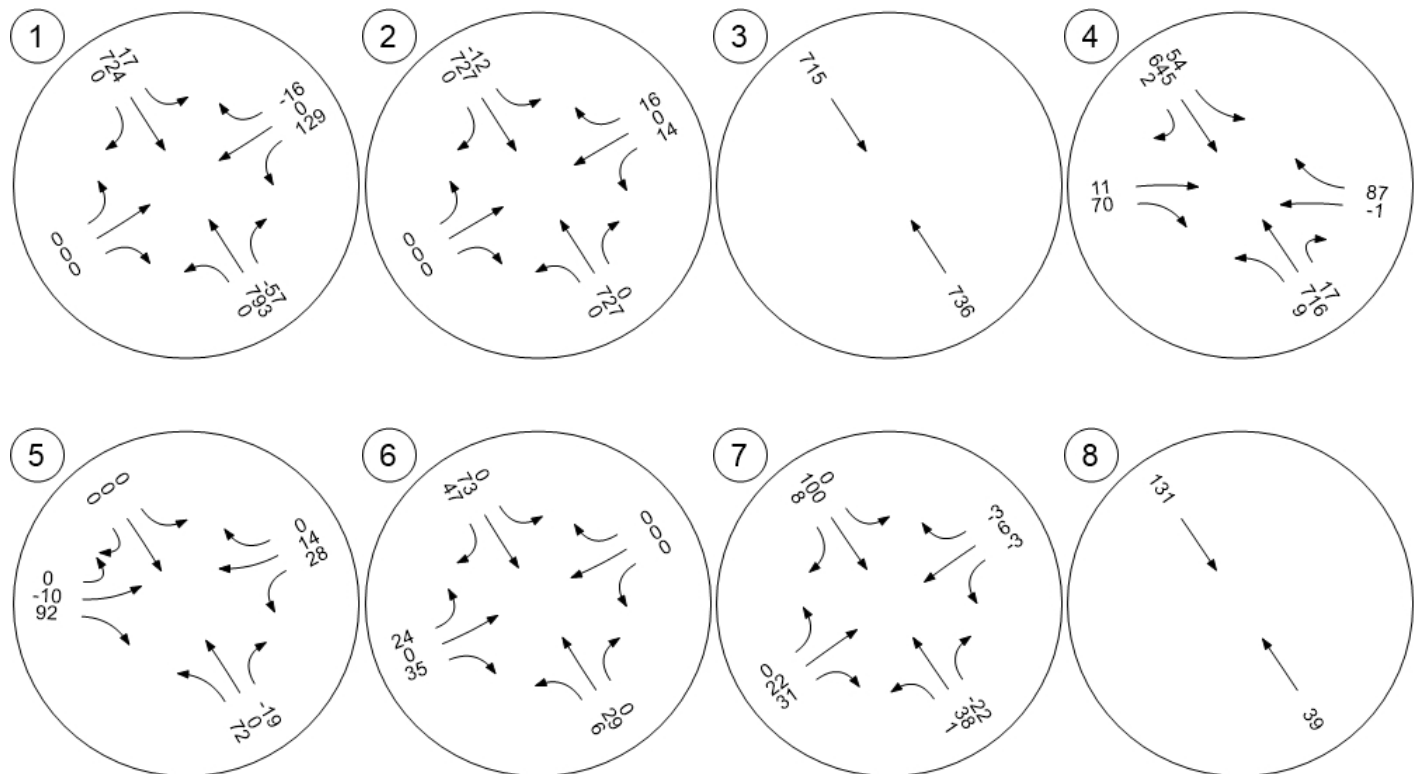
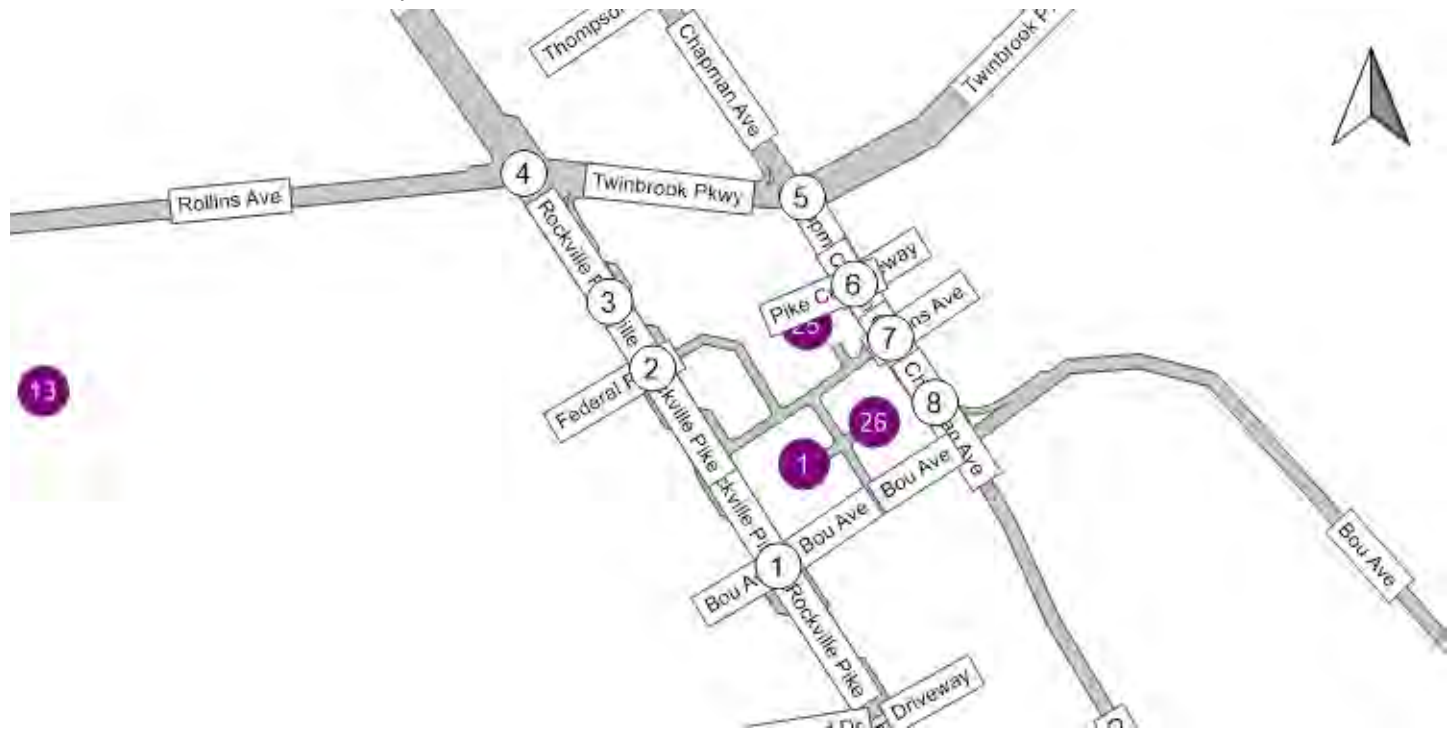
Traffic Volume - In-Process Volume



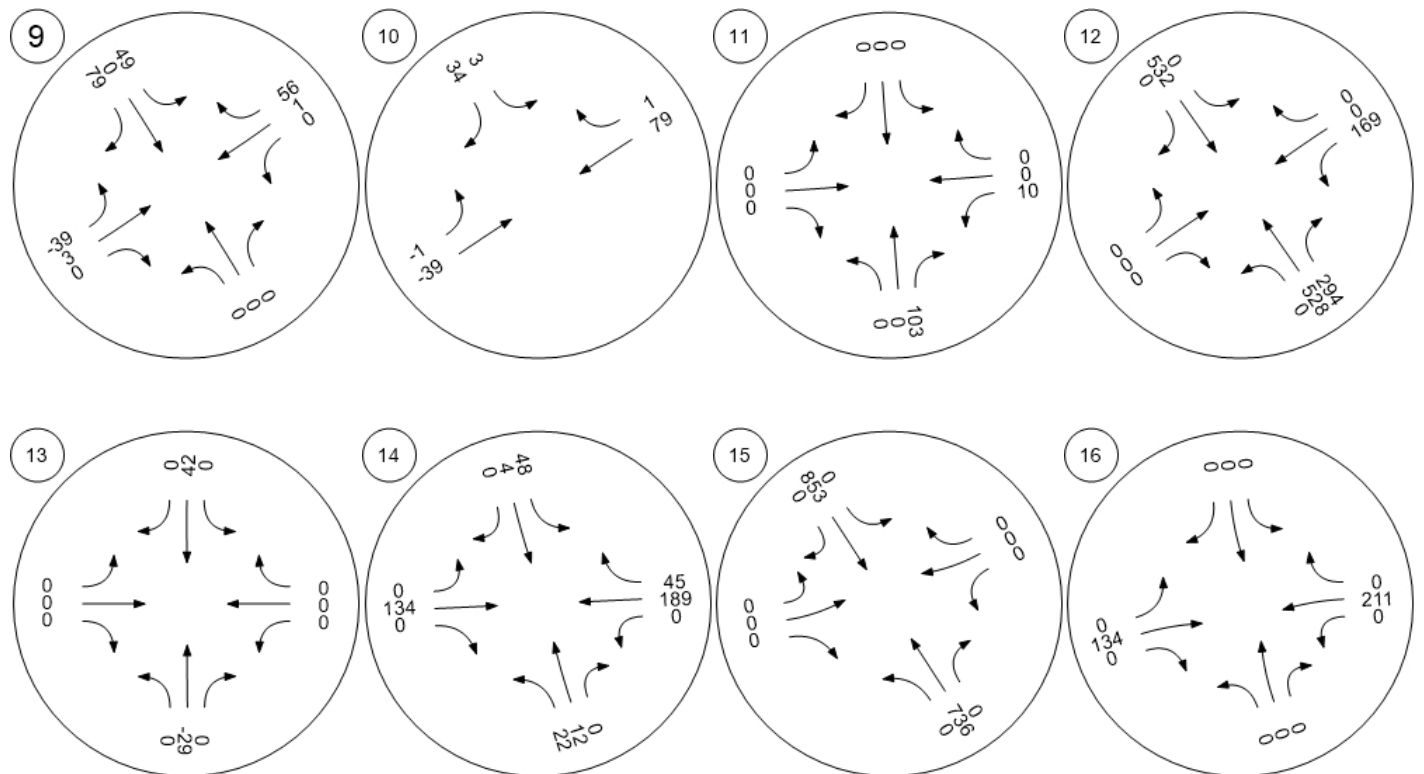
Traffic Volume - In-Process Volume



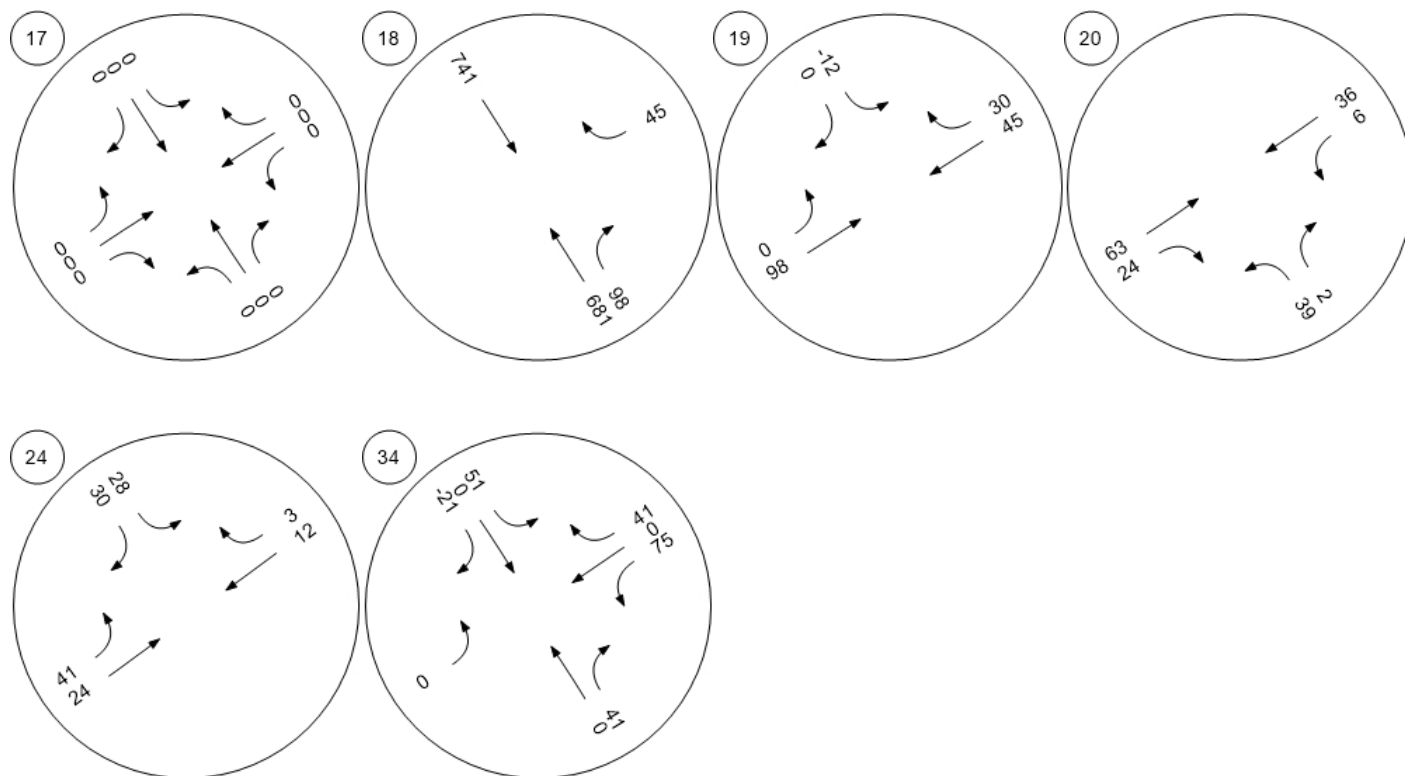
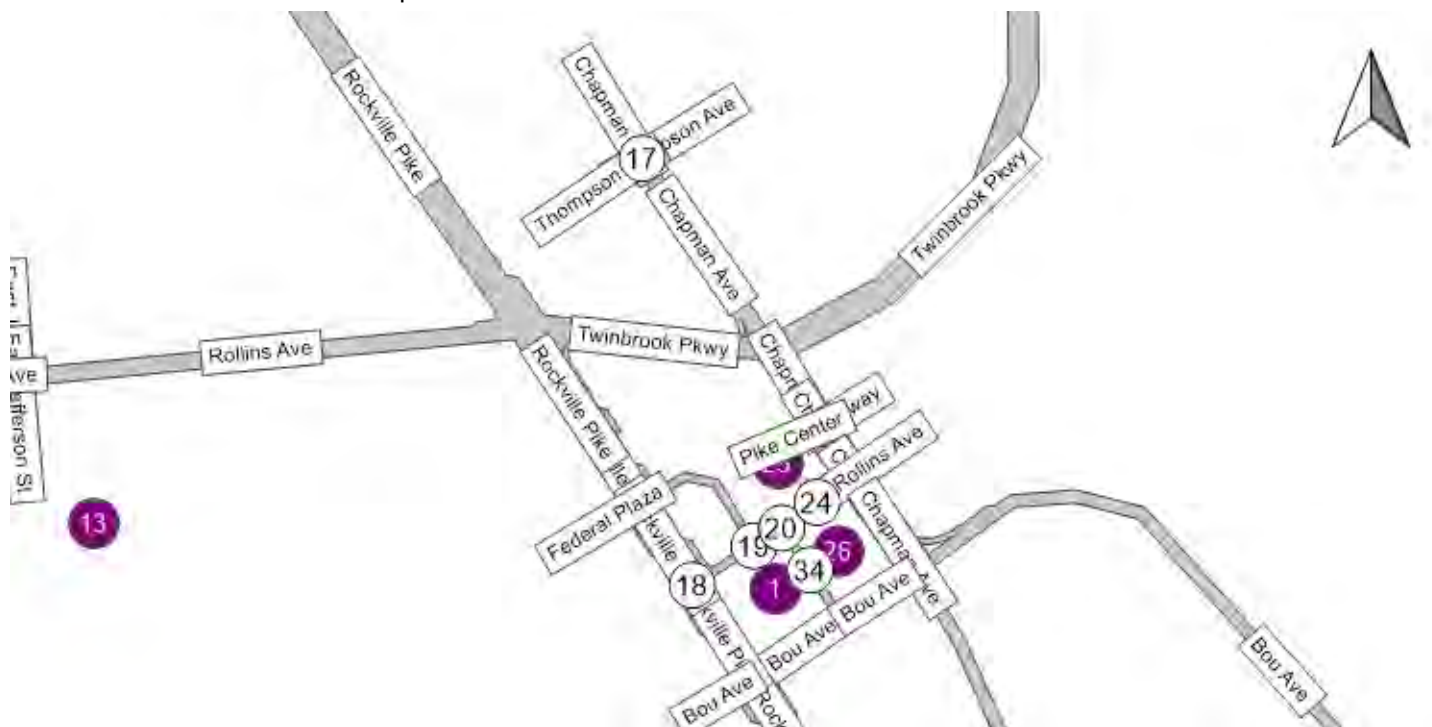
Traffic Volume - Net New Site Trips



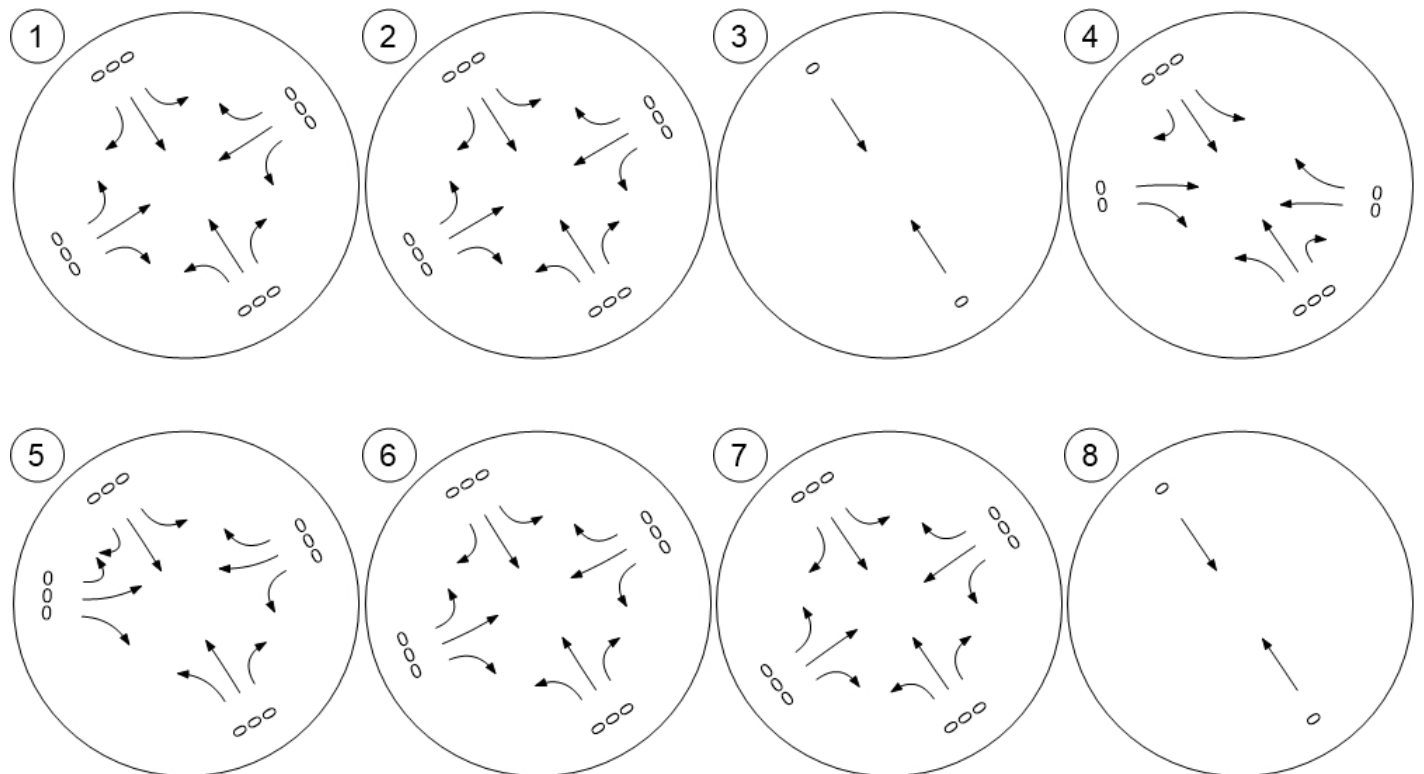
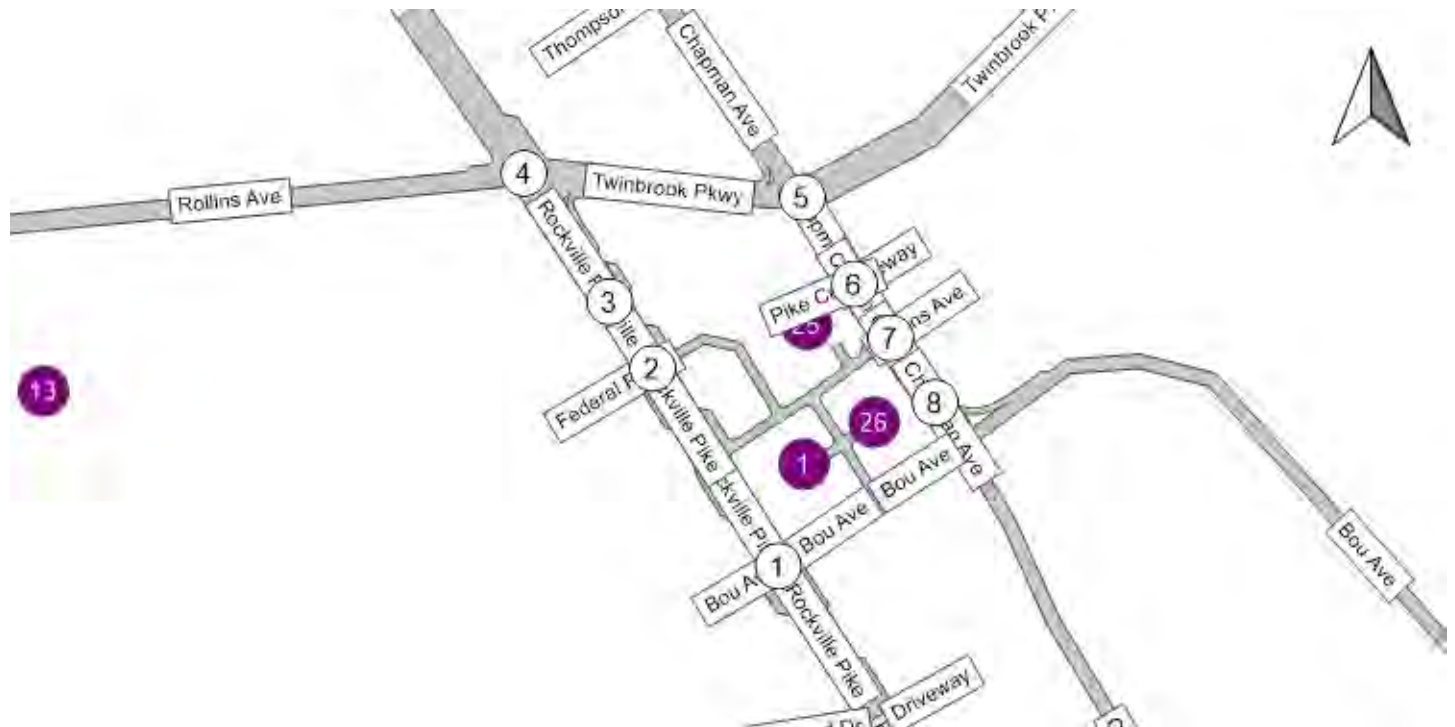
Traffic Volume - Net New Site Trips



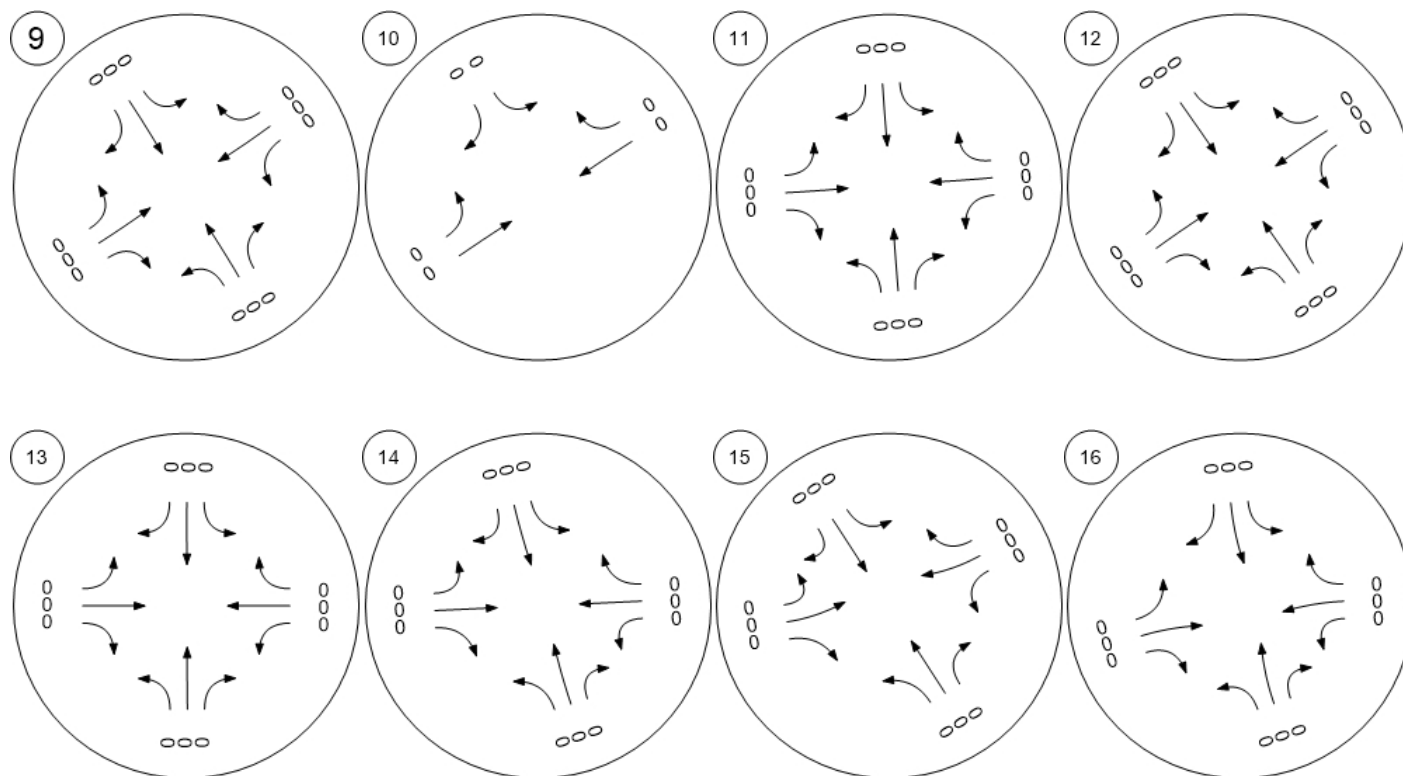
Traffic Volume - Net New Site Trips



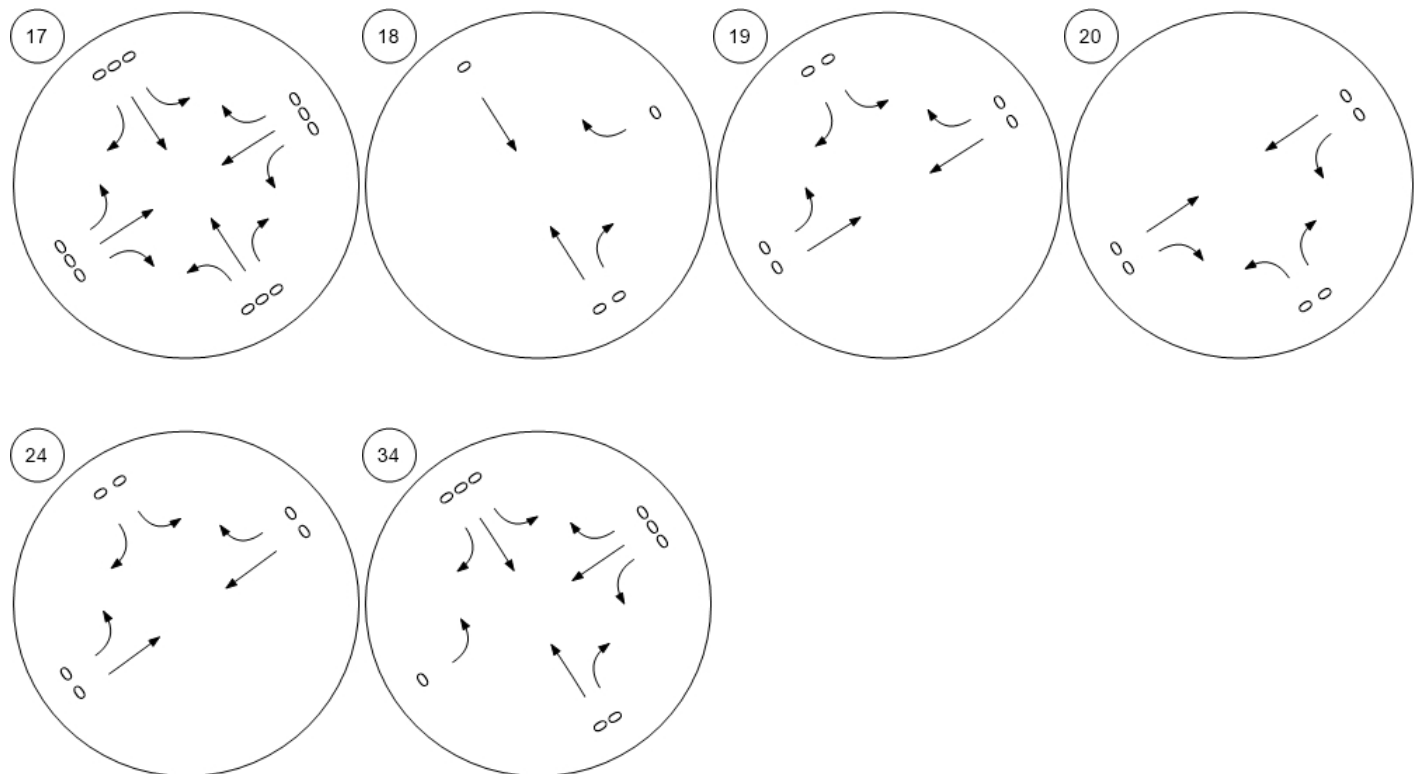
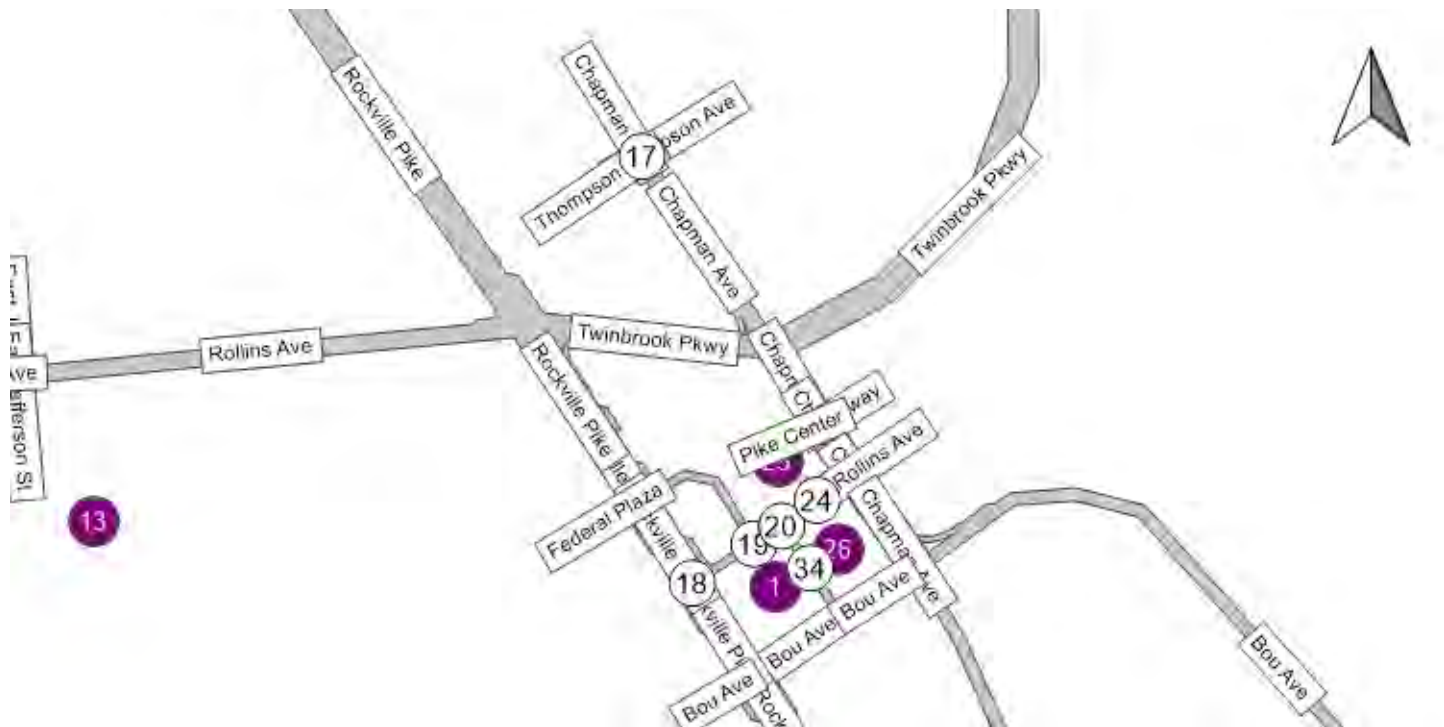
Traffic Volume - Other Volume



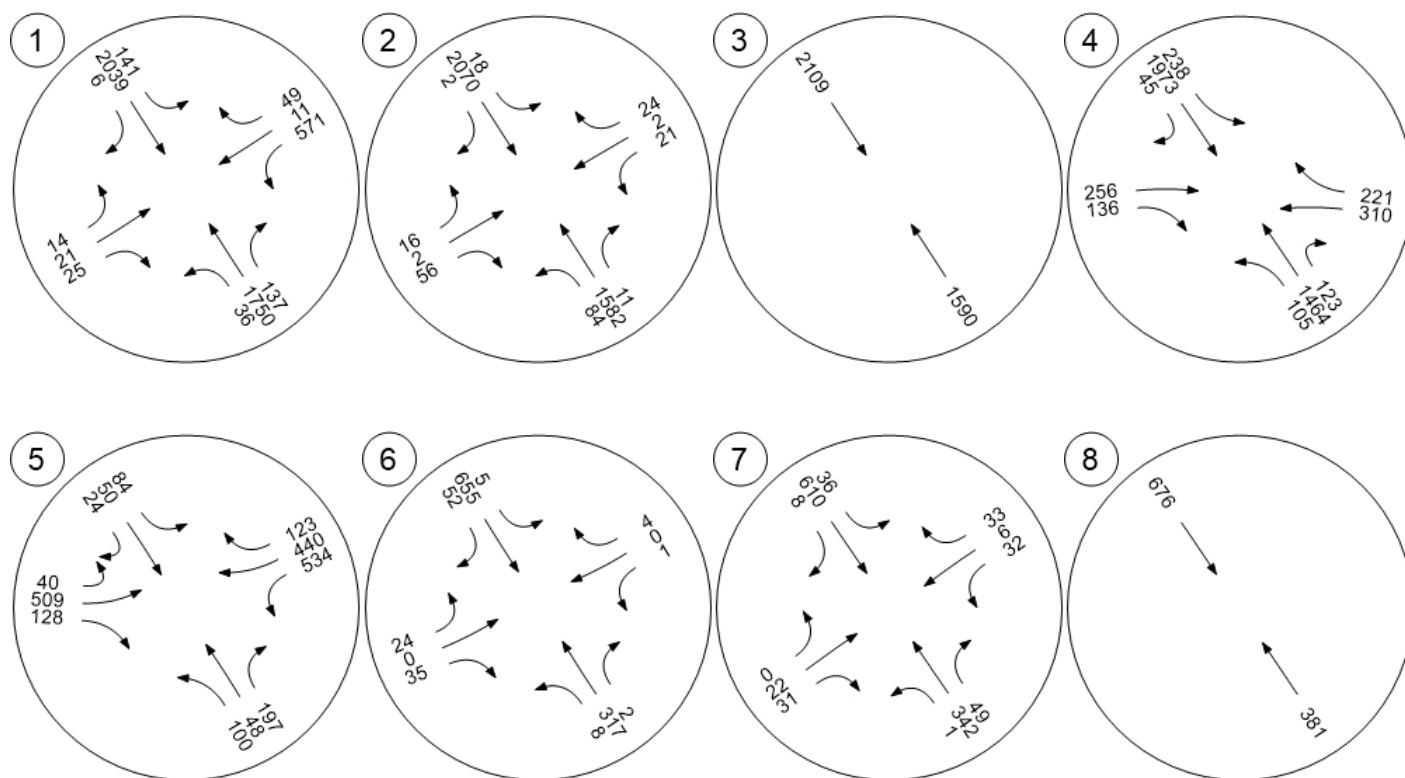
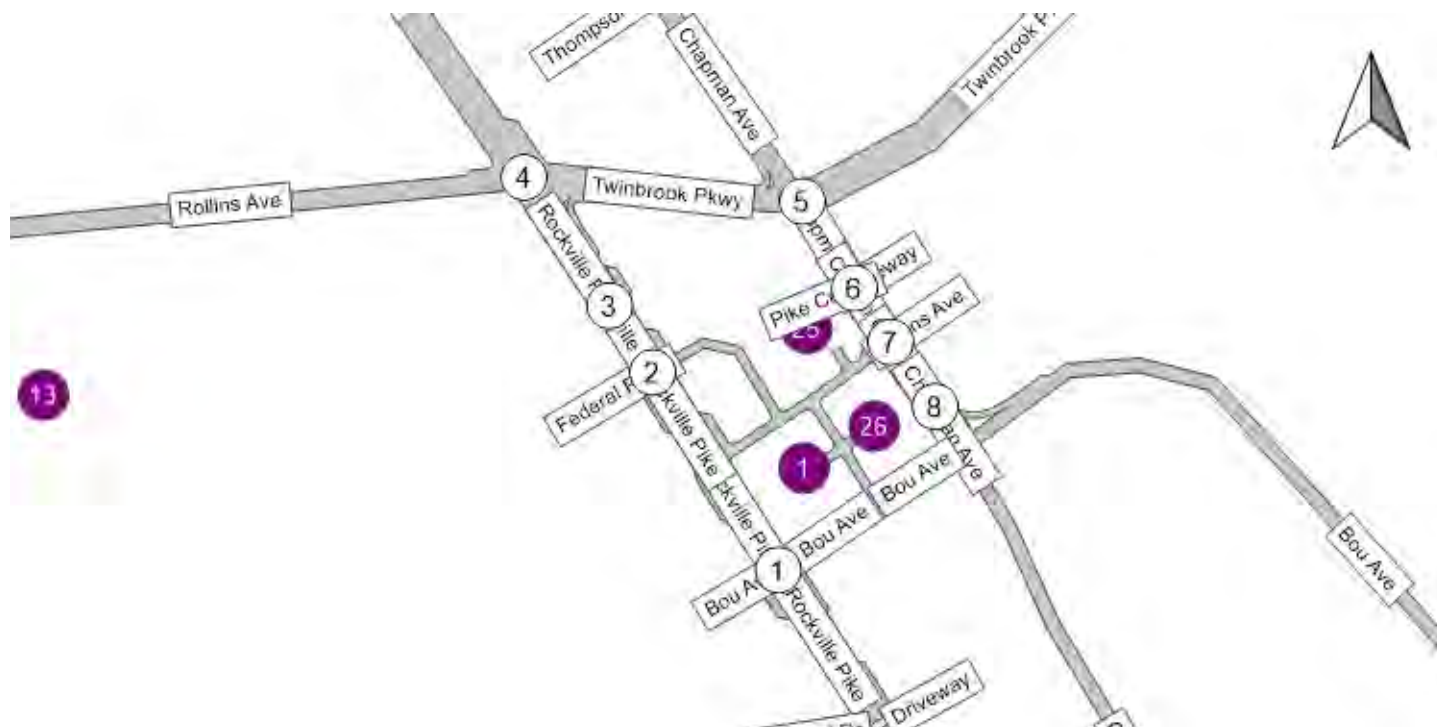
Traffic Volume - Other Volume



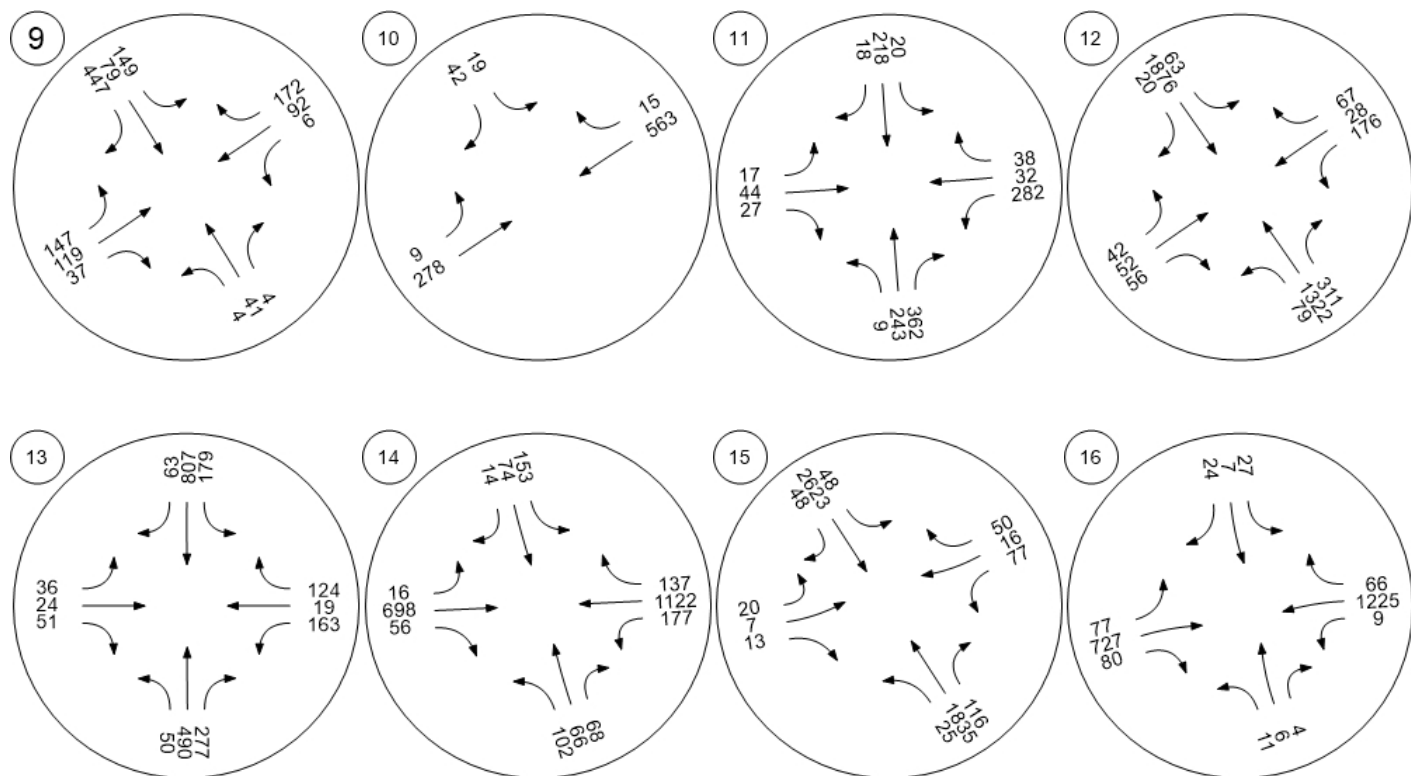
Traffic Volume - Other Volume



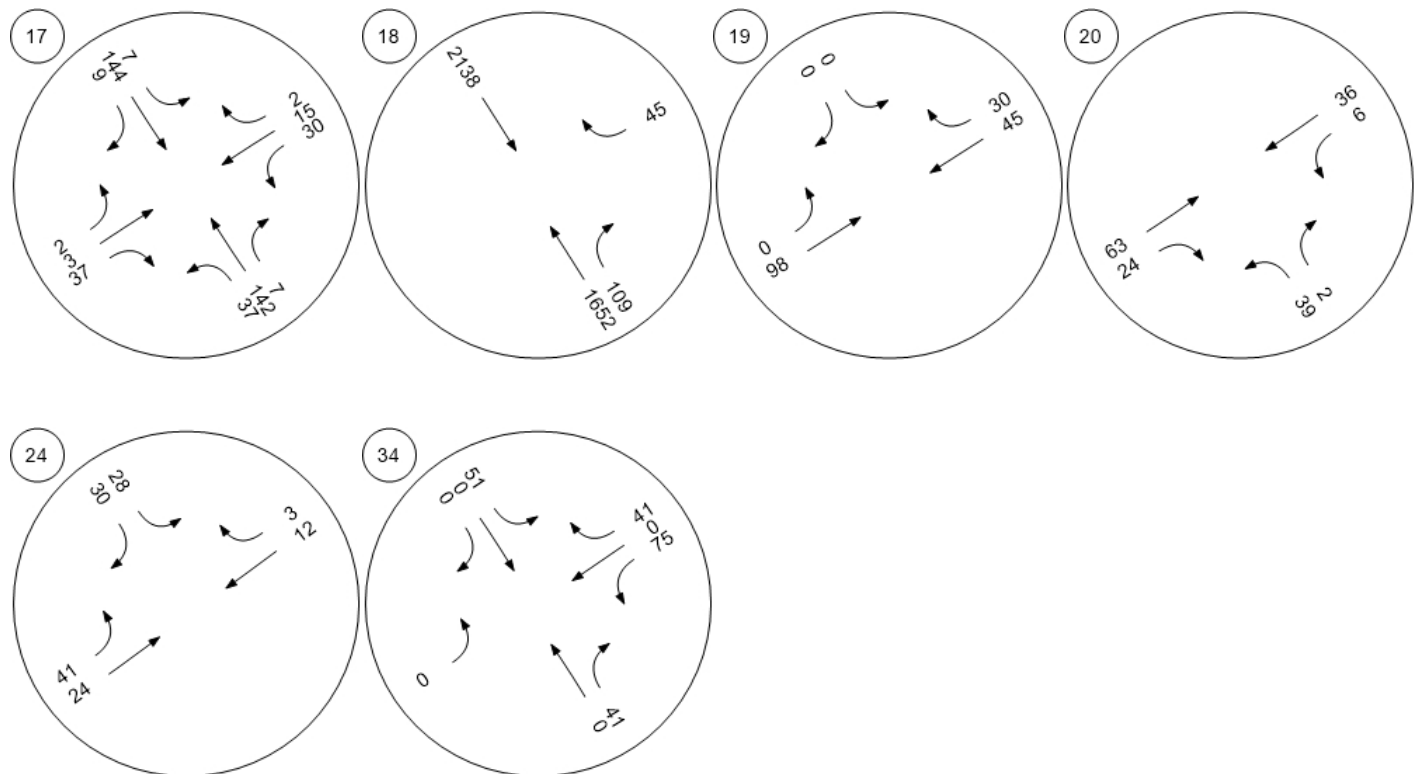
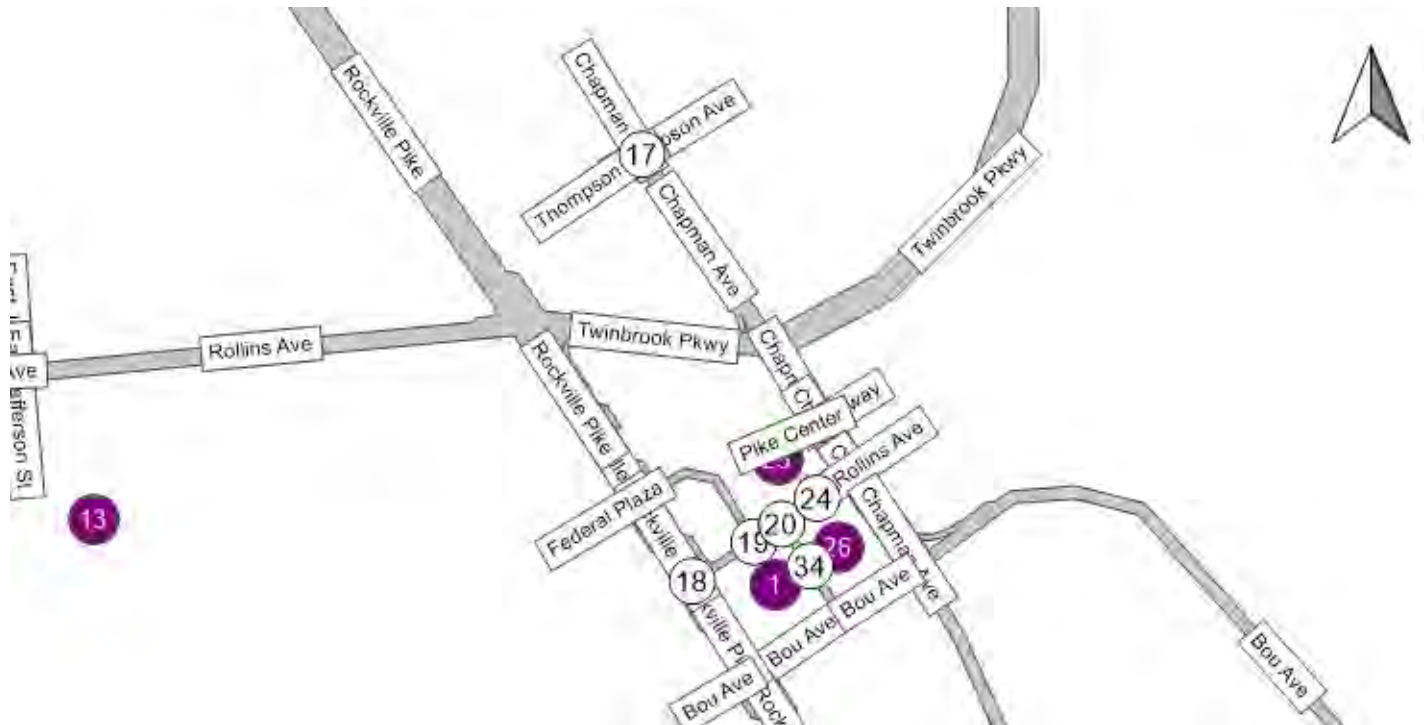
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume



Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 8 2039 Phase 2 PM

Report File: S:\...\P2 PM.pdf

10/17/2024

Turning Movement Volume: Summary

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	57	2550	444	225	1696	18	17	31	36	510	21	214	5819

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	197	2422	0	6	1747	32	147	8	133	18	9	14	4733

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
3	Rockville Pike / Gas Station	2499	1773	4272

ID	Intersection Name	Northbound			Southbound			Eastbound		Westbound		Total Volume
		Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	145	2244	121	299	1763	57	426	57	309	204	5625

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	109	109	592	215	119	37	68	739	229	469	586	141	3413

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	55	743	8	5	657	76	42	1	51	4	1	7	1650

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	39	672	49	45	649	18	45	19	6	59	20	89	1710

ID	Intersection Name	Northbound	Southbound	Total Volume
		Thru	Thru	
8	Chaopman Ave / Site Drive South	774	762	1536

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	17	127	42	258	127	368	355	243	56	15	166	273	2047

ID	Intersection Name	Southbound		Eastbound		Westbound		Total Volume
		Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	50	232	21	554	497	47	1401

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	7	477	396	18	263	18	10	44	26	390	65	78	1792

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	197	2276	105	99	1875	30	98	66	87	210	70	127	5240

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	125	145	311	298	171	24	21	1075	93	183	827	191	3464

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	18	2786	250	161	2221	26	40	12	32	186	13	138	5883

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	50	24	20	152	51	96	144	1012	72	14	791	127	2553

ID	Intersection Name	Northbound			Southbound			Eastbound			Westbound			Total Volume
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	28	279	23	7	281	27	26	17	122	9	12	5	836

ID	Intersection Name	Northbound		Southbound		Westbound		Total Volume
		Thru	Right	Thru	Right	Thru	Right	
18	New Intersection	2605	209	1917		143		4874

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 8 2039 Phase 2 PM

Report File: S:\...\P2 PM.pdf

10/17/2024

Turning Movement Volume: Detail

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
1	Rockville Pike / Bou Ave	Final Base	57	1847	365	206	1170	18	17	31	36	324	21	175	4267
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	703	79	19	526	0	0	0	0	186	0	39	1552
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	57	2550	444	225	1696	18	17	31	36	510	21	214	5819

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
2	Rockville Pike / Federal Plaza / Pike Center	Final Base	197	1700	23	26	1221	13	127	8	133	18	9	38	3513
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	722	-39	-20	526	19	20	0	0	0	0	-24	1204
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2422	0	6	1747	32	147	8	133	18	9	14	4733

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
3	Rockville Pike / Gas Station	Final Base	1821	1248	3069
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	678	525	1203
		Other	0	0	0
		Future Total	2499	1773	4272

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound		Westbound		Total Volume
			Left	Thru	Right	Left	Thru	Right	Thru	Right	Thru	Right	
4	Rockville Pike / Twinbrook Pkwy	Final Base	100	1523	121	154	1211	44	423	37	308	148	4069
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	45	721	0	145	552	13	3	20	1	56	1556
		Other	0	0	0	0	0	0	0	0	0	0	0
		Future Total	145	2244	121	299	1763	57	426	57	309	204	5625

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5	Chapman Ave / Twinbrook Pkwy	Final Base	55	109	564	215	119	37	68	725	95	463	583	141	3174
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	54	0	28	0	0	0	0	14	134	6	3	0	239
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	109	109	592	215	119	37	68	739	229	469	586	141	3413

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6	Chapman Ave / Site Driveway North	Final Base	3	697	8	5	589	4	6	1	4	4	1	7	1329
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	52	46	0	0	68	72	36	0	47	0	0	0	321
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	55	743	8	5	657	76	42	1	51	4	1	7	1650

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7	Chapman Ave / Rollins Ave	Final Base	0	611	68	45	552	0	0	0	0	71	0	97	1444
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	39	61	-19	0	97	18	45	19	6	-12	20	-8	266
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	39	672	49	45	649	18	45	19	6	59	20	89	1710

ID	Intersection Name	Volume Type	Northbound	Southbound	Total Volume
			Thru	Thru	
8	Chaopman Ave / Site Drive South	Final Base	674	659	1333
		Growth Factor	1.00	1.00	-
		In Process	0	0	0
		Net New Trips	100	103	203
		Other	0	0	0
		Future Total	774	762	1536

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
9	Chapman Ave / Bou Ave	Final Base	17	127	42	206	127	329	317	239	56	15	167	230	1872
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	52	0	39	38	4	0	0	-1	43	175
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	17	127	42	258	127	368	355	243	56	15	166	273	2047

ID	Intersection Name	Volume Type	Southbound		Eastbound		Westbound		Total Volume
			Left	Right	Left	Thru	Thru	Right	
10	Bou Ave / Pike Center	Final Base	46	28	20	516	475	31	1116
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0
		Net New Trips	4	204	1	38	22	16	285
		Other	0	0	0	0	0	0	0
		Future Total	50	232	21	554	497	47	1401

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
11	Rollins Ave / East Jefferson St	Final Base	7	477	373	18	263	18	10	44	26	331	65	78	1710
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	23	0	0	0	0	0	0	59	0	0	82
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	7	477	396	18	263	18	10	44	26	390	65	78	1792

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
12	Rockville Pike / Halpine Rd	Final Base	197	1609	7	99	1357	30	98	66	87	18	70	127	3765
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	667	98	0	518	0	0	0	0	192	0	0	1475
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	197	2276	105	99	1875	30	98	66	87	210	70	127	5240

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
13	Twinbrook Pkwy / Parklawn Dr	Final Base	31	1157	271	133	734	32	44	32	68	304	39	272	3117
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	42	0	0	9	0	0	0	0	0	0	0	51
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	31	1199	271	133	743	32	44	32	68	304	39	272	3168

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
14	Randolph Rd / Nebel St	Final Base	125	138	247	253	160	24	21	943	74	149	736	156	3026
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	7	64	45	11	0	0	132	19	34	91	35	438
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	125	145	311	298	171	24	21	1075	93	183	827	191	3464

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15	Rockville Pike / Hubbard Dr	Final Base	18	1941	250	161	1458	26	40	12	32	186	13	138	4275
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	845	0	0	763	0	0	0	0	0	0	0	1608
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	18	2786	250	161	2221	26	40	12	32	186	13	138	5883

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16	Chapman Ave / Randolph Rd	Final Base	50	24	20	152	51	96	144	861	72	14	700	127	2311
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	151	0	0	91	0	242
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	50	24	20	152	51	96	144	1012	72	14	791	127	2553

ID	Intersection Name	Volume Type	Northbound			Southbound			Eastbound			Westbound			Total Volume
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
17	Chapman Ave / Thompson Ave	Final Base	28	279	23	7	281	27	26	17	122	9	12	5	836
		Growth Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	-
		In Process	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net New Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
		Other	0	0	0	0	0	0	0	0	0	0	0	0	0
		Future Total	28	279	23	7	281	27	26	17	122	9	12	5	836

ID	Intersection Name	Volume Type	Northbound		Southbound	Westbound	Total Volume
			Thru	Right	Thru	Right	
18	New Intersection	Final Base	2039	0	1372	0	3411
		Growth Factor	1.00	1.00	1.00	1.00	-
		In Process	0	24	0	23	47
		Net New Trips	566	185	545	120	1416
		Other	0	0	0	0	0
		Future Total	2605	209	1917	143	4874

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 8 2039 Phase 2 PM

Report File: S:\...\P2 PM.pdf

10/17/2024

Trip Generation summary

Added Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
10: 12710 Twin Park					0.000	50.00	50.00	0.00	7	9	16	0.33
11: 12500 Ardennes					0.000	50.00	50.00	0.00	36	0	36	0.74
12: Twin Qtr 1A					0.000	50.00	50.00	0.00	139	274	413	8.49
13: Fed Plz W					0.000	50.00	50.00	0.00	66	33	99	2.03
14: Wilgus					0.000	50.00	50.00	0.00	175	126	301	6.19
16: Wash Sci Cent					0.000	50.00	50.00	0.00	3	12	15	0.31
17: E Vil N Beth					0.000	50.00	50.00	0.00	74	0	74	1.52
18: MHP Nebel					0.000	50.00	50.00	0.00	31	20	51	1.05
19: Pike and Rose					0.000	50.00	50.00	0.00	359	579	938	19.28
20: Grand Park					0.000	50.00	50.00	0.00	0	15	15	0.31
21: Evolution Labs					0.000	50.00	50.00	0.00	105	428	533	10.95
22: N Beth Town Cen					0.000	50.00	50.00	0.00	373	716	1089	22.38
23: Saul WF W					0.000	50.00	50.00	0.00	133	238	371	7.62
24: N Beth Market 2					0.000	50.00	50.00	0.00	114	0	114	2.34
27: Pike Center Bldg B					0.000	50.00	50.00	0.00	212	195	407	8.36
28: Pike Center Bldg A					0.000	50.00	50.00	0.00	195	186	381	7.83
34: 5500 Edson					0.000	50.00	50.00	0.00	2	11	13	0.27
Added Trips Total									2024	2842	4866	100.00

Removed Trips

Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Pike Center Existing					0.000	50.00	50.00	0.00	185	113	298	63.40
15: 2115 E JEf					0.000	50.00	50.00	0.00	6	166	172	36.60
Removed Trips Total									191	279	470	100.00

Vistro File: S:\...\8923 Pike Center Forecasting
10.16.24.vistro

Scenario 8 2039 Phase 2 PM

Report File: S:\...\P2 PM.pdf

10/17/2024

Trip Distribution summary

Zone / Gate	Zone 1: Pike Center Existing			
	To Pike Center Existing:		From Pike Center Existing:	
	Share %	Trips	Share %	Trips
15: 2115 E JEf	0.00	(0)	0.00	(0)
3: Gate	34.00	(63)	34.00	(38)
5: Gate	6.00	(11)	6.00	(7)
6: Gate	60.00	(111)	60.00	(68)
Total	100.00	(185)	100.00	(113)

Zone / Gate	Zone 10: 12710 Twin Park			
	To 12710 Twin Park:		From 12710 Twin Park:	
	Share %	Trips	Share %	Trips
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	2	34.00	3
5: Gate	6.00	0	6.00	1
6: Gate	60.00	4	60.00	5
Total	100.00	6	100.00	9

Zone / Gate	Zone 11: 12500 Ardennes			
	To 12500 Ardennes:		From 12500 Ardennes:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	12	34.00	0
5: Gate	6.00	2	6.00	0
6: Gate	60.00	22	60.00	0
Total	100.00	36	100.00	0

Zone / Gate	Zone 12: Twin Qtr 1A			
	To Twin Qtr 1A:		From Twin Qtr 1A:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	42	30.00	82
5: Gate	9.00	13	9.00	25
6: Gate	61.00	85	61.00	167
Total	100.00	140	100.00	274

Zone / Gate	Zone 13: Fed Plz W			
	To Fed Plz W:		From Fed Plz W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	19.00	13	19.00	6
5: Gate	9.00	6	9.00	3
6: Gate	60.00	40	60.00	20
Total	88.00	59	88.00	29

Zone / Gate	Zone 14: Wilgus			
	To Wilgus:		From Wilgus:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	20.00	35	20.00	25
5: Gate	14.00	25	14.00	18
6: Gate	36.00	63	36.00	45
Total	70.00	123	70.00	88

Zone / Gate	Zone 15: 2115 E JEf			
	To 2115 E JEf:		From 2115 E JEf:	
	Share %	Trips	Share %	Trips
1: Pike Center Existing	0.00	(0)	0.00	(0)
3: Gate	34.00	(2)	34.00	(56)
5: Gate	6.00	(0)	6.00	(10)
6: Gate	60.00	(4)	60.00	(100)
Total	100.00	(6)	100.00	(166)

Zone / Gate	Zone 16: Wash Sci Cent			
	To Wash Sci Cent:		From Wash Sci Cent:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	1	23.00	3
5: Gate	10.00	0	10.00	1
6: Gate	27.00	1	27.00	3
Total	60.00	2	60.00	7

Zone / Gate	Zone 17: E Vil N Beth			
	To E Vil N Beth:		From E Vil N Beth:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0

Zone / Gate	Zone 18: MHP Nebel			
	To MHP Nebel:		From MHP Nebel:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0

19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	25	34.00	0
5: Gate	6.00	4	6.00	0
6: Gate	60.00	44	60.00	0
Total	100.00	73	100.00	0

19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	11	34.00	7
5: Gate	6.00	2	6.00	1
6: Gate	60.00	19	60.00	12
Total	100.00	32	100.00	20

Zone / Gate	Zone 19: Pike and Rose			
	To Pike and Rose:		From Pike and Rose:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	23.00	83	23.00	133
5: Gate	10.00	36	10.00	58
6: Gate	27.00	97	27.00	156
Total	60.00	216	60.00	347

Zone / Gate	Zone 20: Grand Park			
	To Grand Park:		From Grand Park:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	0	34.00	5
5: Gate	6.00	0	6.00	1
6: Gate	60.00	0	60.00	9
Total	100.00	0	100.00	15

Zone / Gate	Zone 21: Evolution Labs			
	To Evolution Labs:		From Evolution Labs:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0

Zone / Gate	Zone 22: N Beth Town Cen			
	To N Beth Town Cen:		From N Beth Town Cen:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0

3: Gate	23.00	24	23.00	98
5: Gate	10.00	11	10.00	43
6: Gate	27.00	28	27.00	116
Total	60.00	63	60.00	257

3: Gate	30.00	112	30.00	215
5: Gate	9.00	34	9.00	64
6: Gate	61.00	228	61.00	437
Total	100.00	374	100.00	716

Zone / Gate	Zone 23: Saul WF W			
	To Saul WF W:		From Saul WF W:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	30.00	40	30.00	71
5: Gate	9.00	12	9.00	21
6: Gate	61.00	81	61.00	146
Total	100.00	133	100.00	238

Zone / Gate	Zone 24: N Beth Market 2			
	To N Beth Market 2:		From N Beth Market 2:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	39	34.00	0
5: Gate	6.00	7	6.00	0
6: Gate	60.00	68	60.00	0
Total	100.00	114	100.00	0

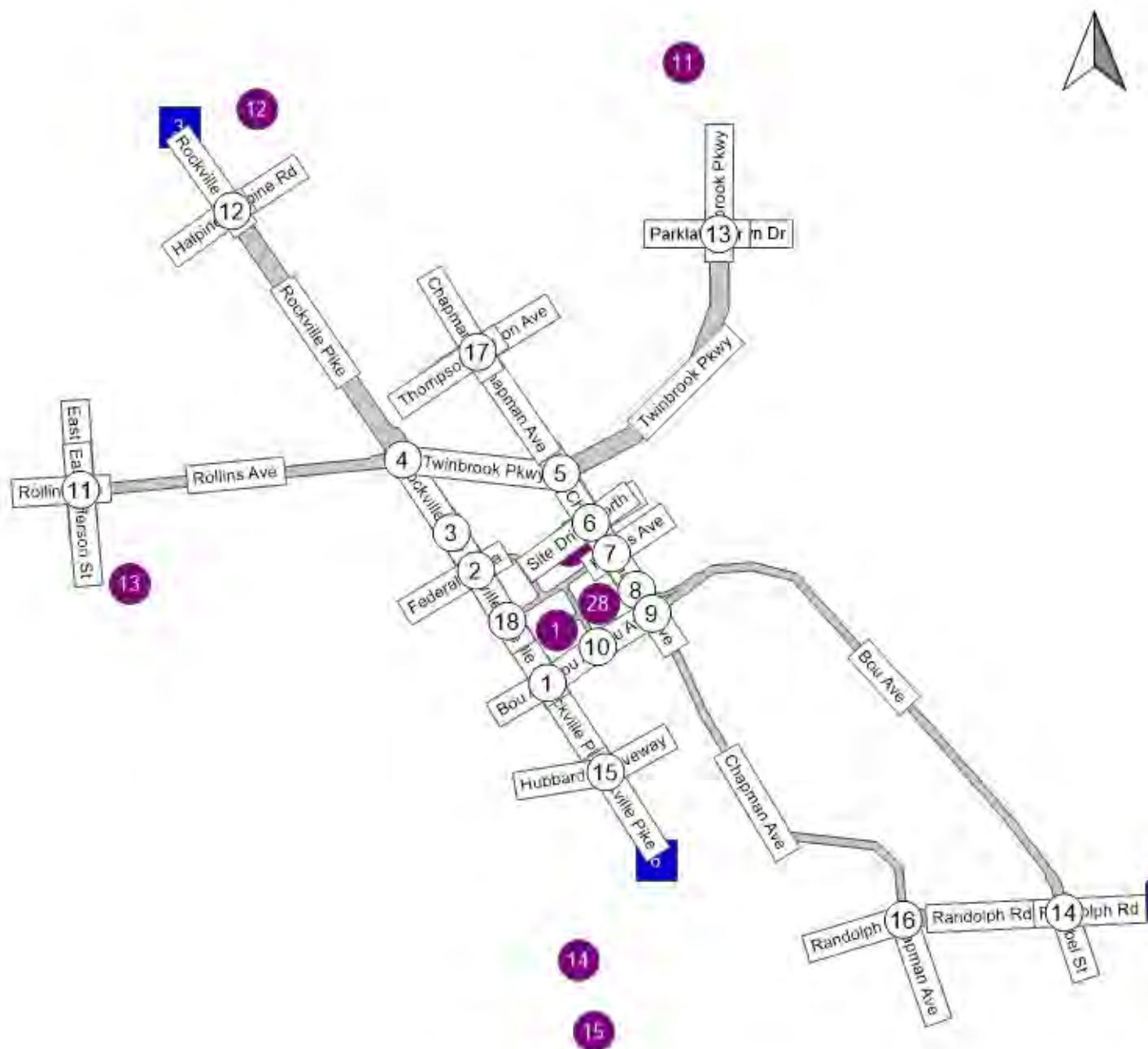
Zone / Gate	Zone 27: Pike Center Bldg B			
	To Pike Center Bldg B:		From Pike Center Bldg B:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	72	34.00	66
5: Gate	6.00	13	6.00	12
6: Gate	60.00	127	60.00	117
Total	100.00	212	100.00	195

Zone / Gate	Zone 28: Pike Center Bldg A			
	To Pike Center Bldg A:		From Pike Center Bldg A:	
	Share %	Trips	Share %	Trips
10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
34: 5500 Edson	0.00	0	0.00	0
3: Gate	34.00	66	34.00	63
5: Gate	6.00	12	6.00	11
6: Gate	60.00	117	60.00	112
Total	100.00	195	100.00	186

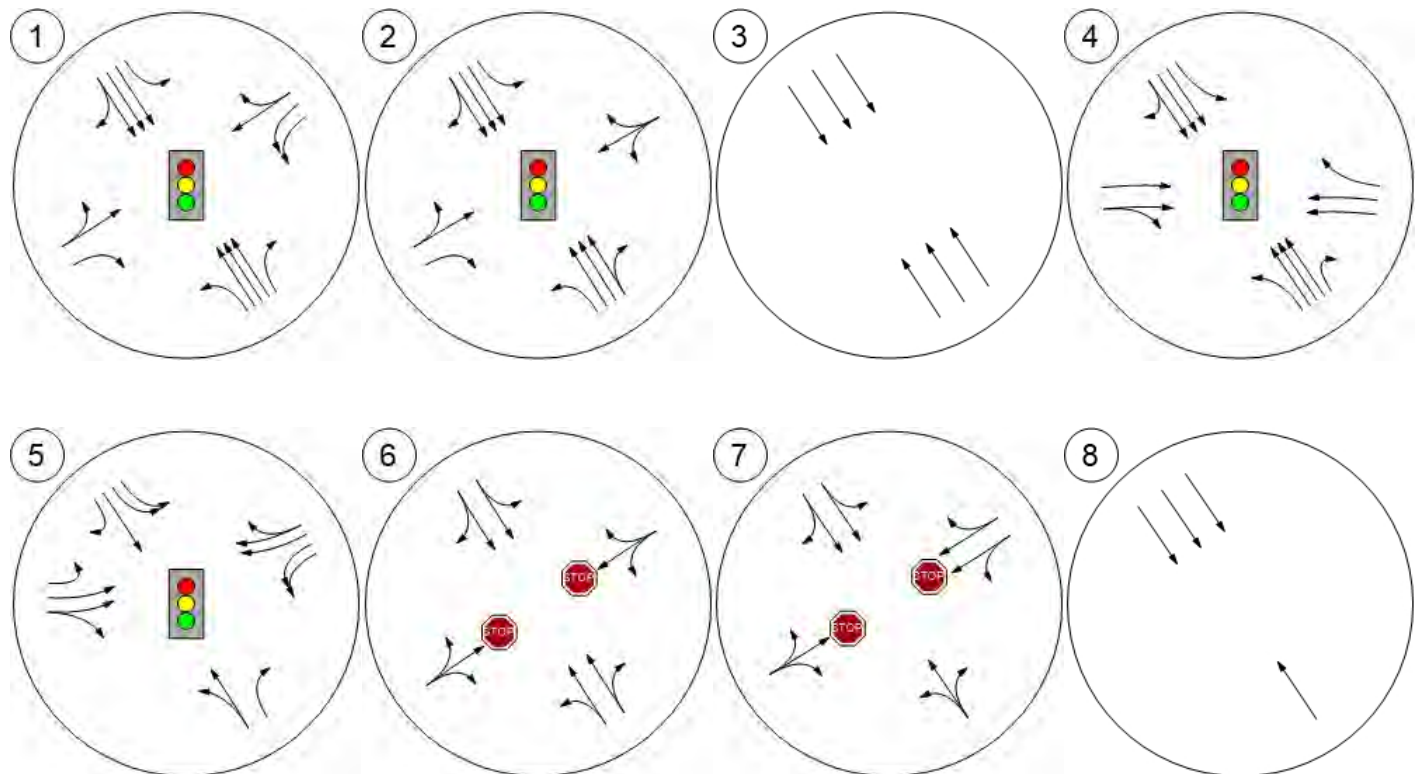
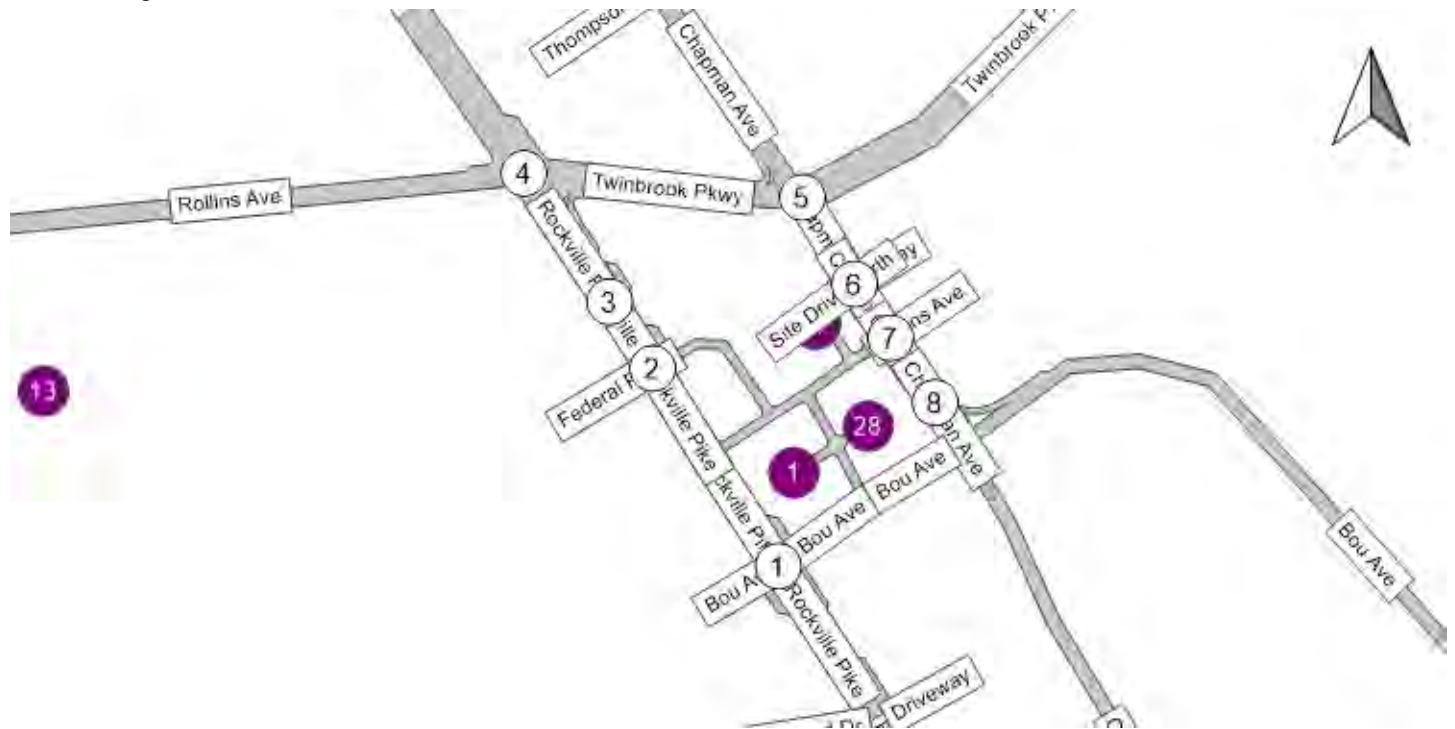
Zone / Gate	Zone 34: 5500 Edson			
	To 5500 Edson:		From 5500 Edson:	
	Share %	Trips	Share %	Trips

10: 12710 Twin Park	0.00	0	0.00	0
11: 12500 Ardennes	0.00	0	0.00	0
12: Twin Qtr 1A	0.00	0	0.00	0
13: Fed Plz W	0.00	0	0.00	0
14: Wilgus	0.00	0	0.00	0
16: Wash Sci Cent	0.00	0	0.00	0
17: E Vil N Beth	0.00	0	0.00	0
18: MHP Nebel	0.00	0	0.00	0
19: Pike and Rose	0.00	0	0.00	0
20: Grand Park	0.00	0	0.00	0
21: Evolution Labs	0.00	0	0.00	0
22: N Beth Town Cen	0.00	0	0.00	0
23: Saul WF W	0.00	0	0.00	0
24: N Beth Market 2	0.00	0	0.00	0
27: Pike Center Bldg B	0.00	0	0.00	0
28: Pike Center Bldg A	0.00	0	0.00	0
3: Gate	34.00	1	34.00	4
5: Gate	6.00	0	6.00	1
6: Gate	60.00	1	60.00	6
Total	100.00	2	100.00	11

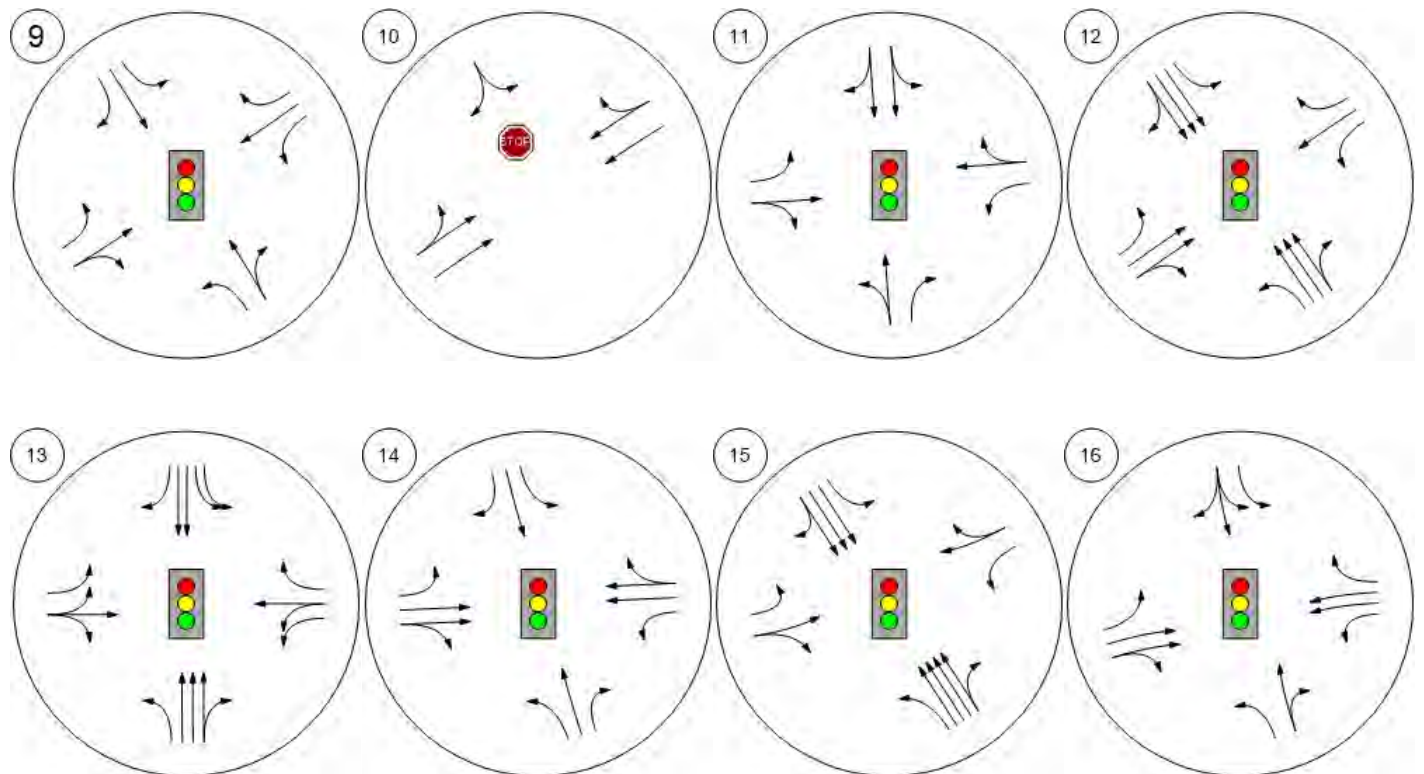
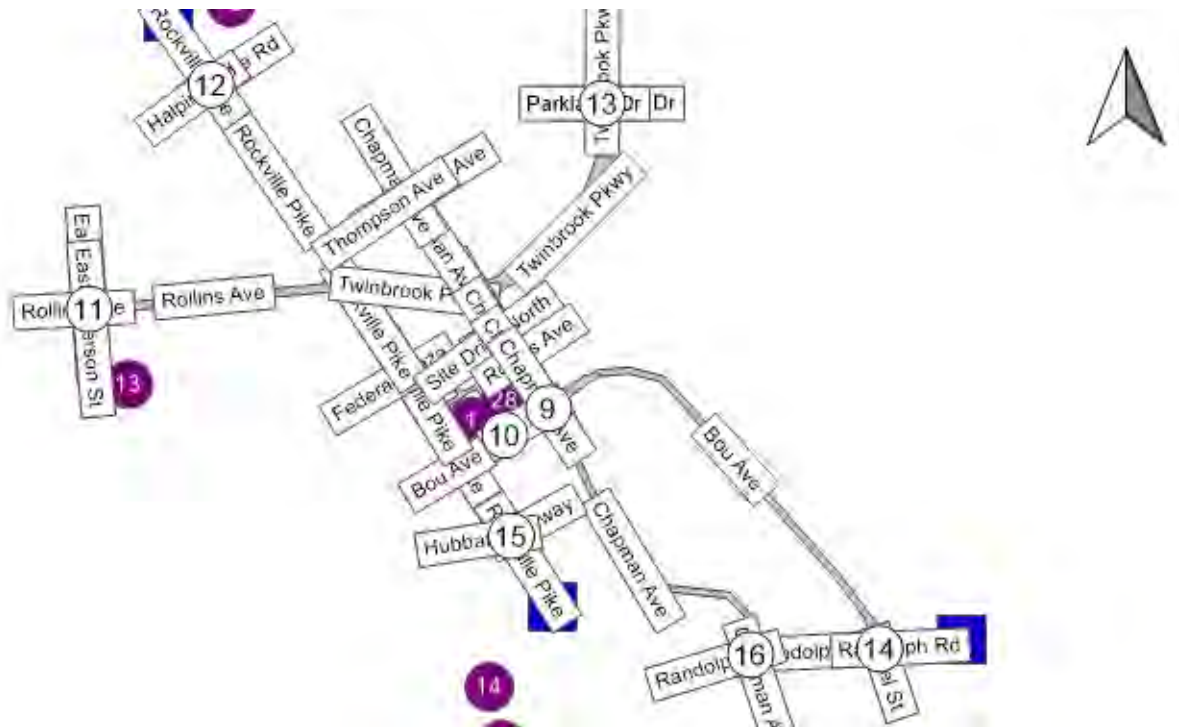
Study Intersections



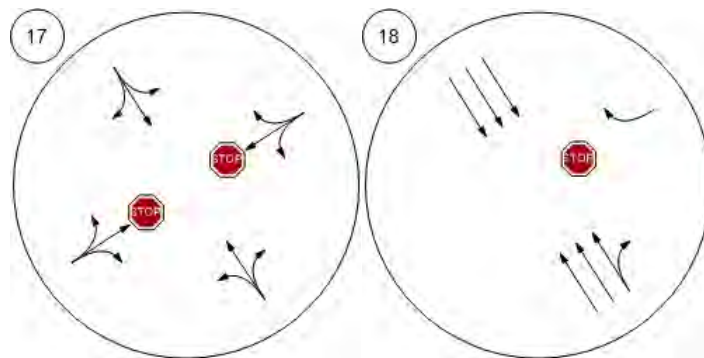
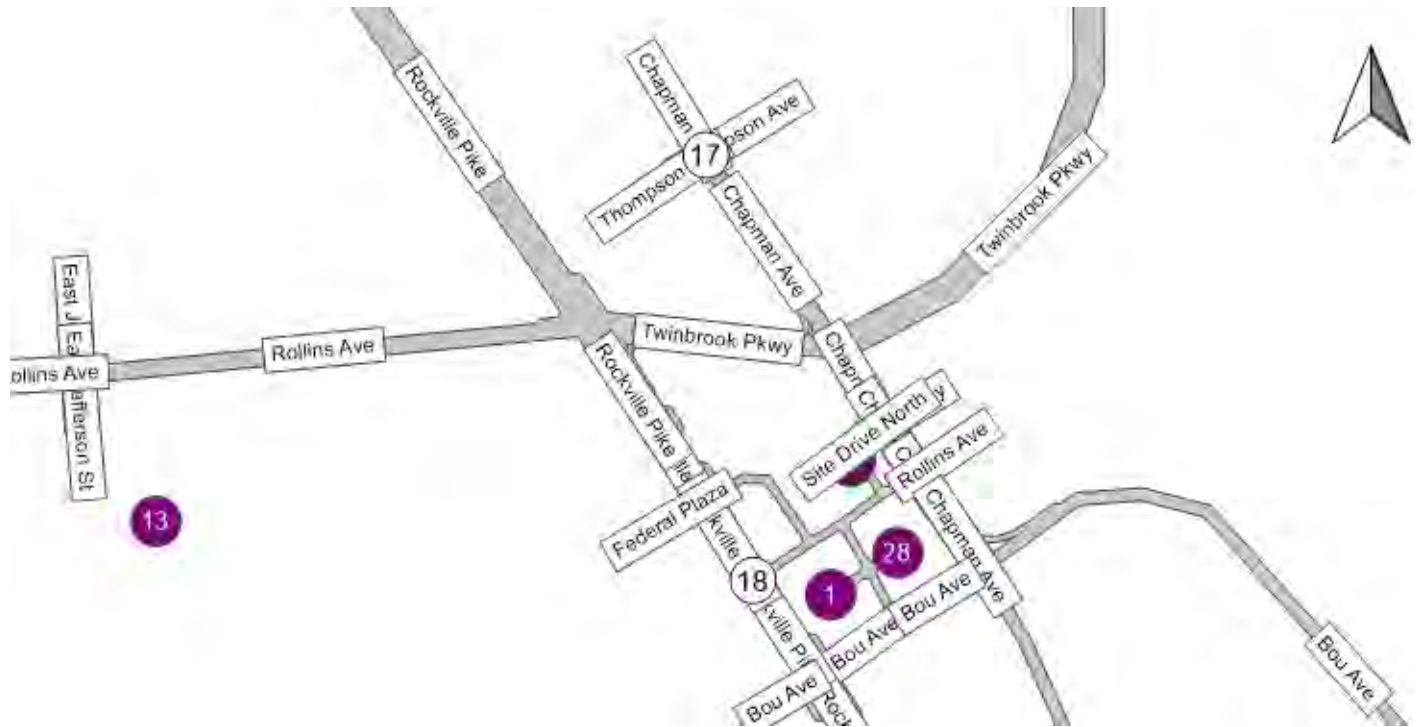
Lane Configuration and Traffic Control



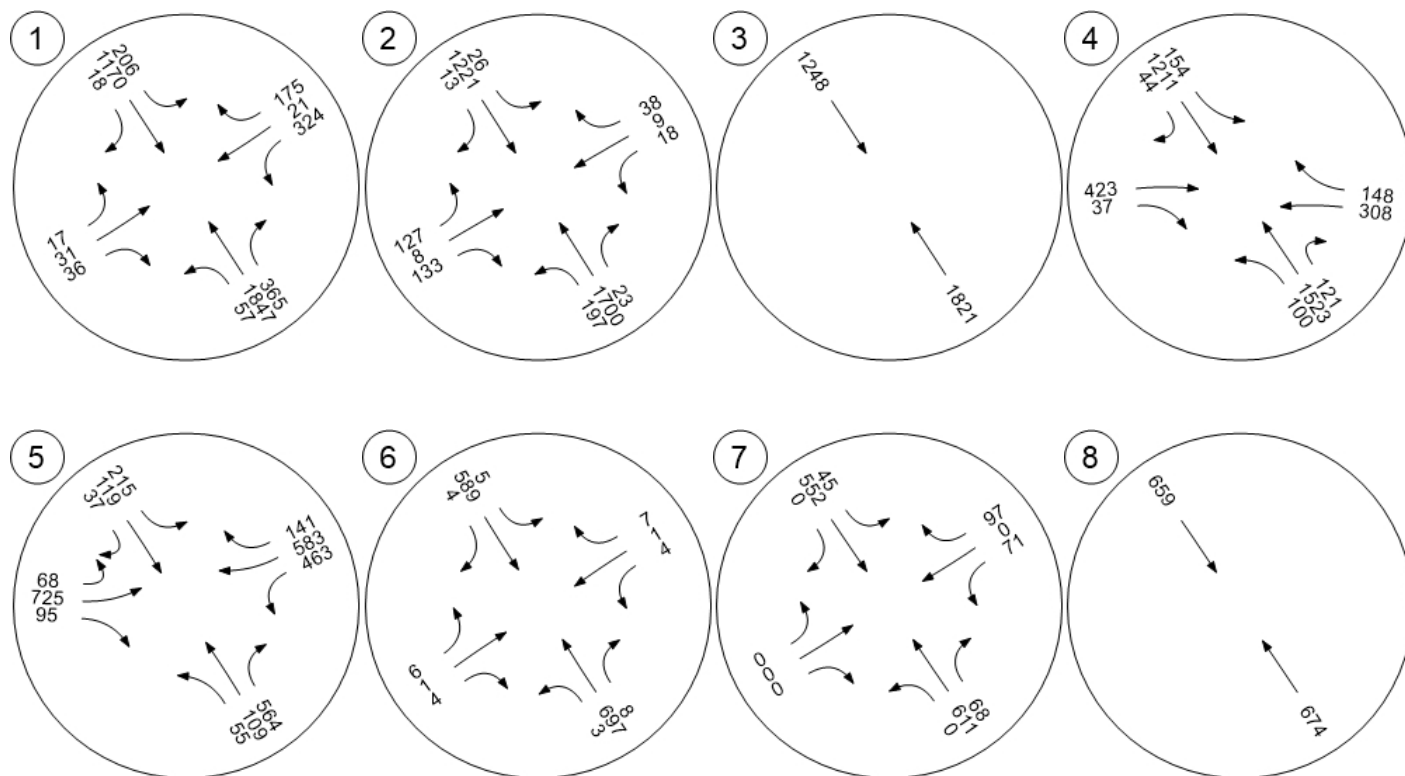
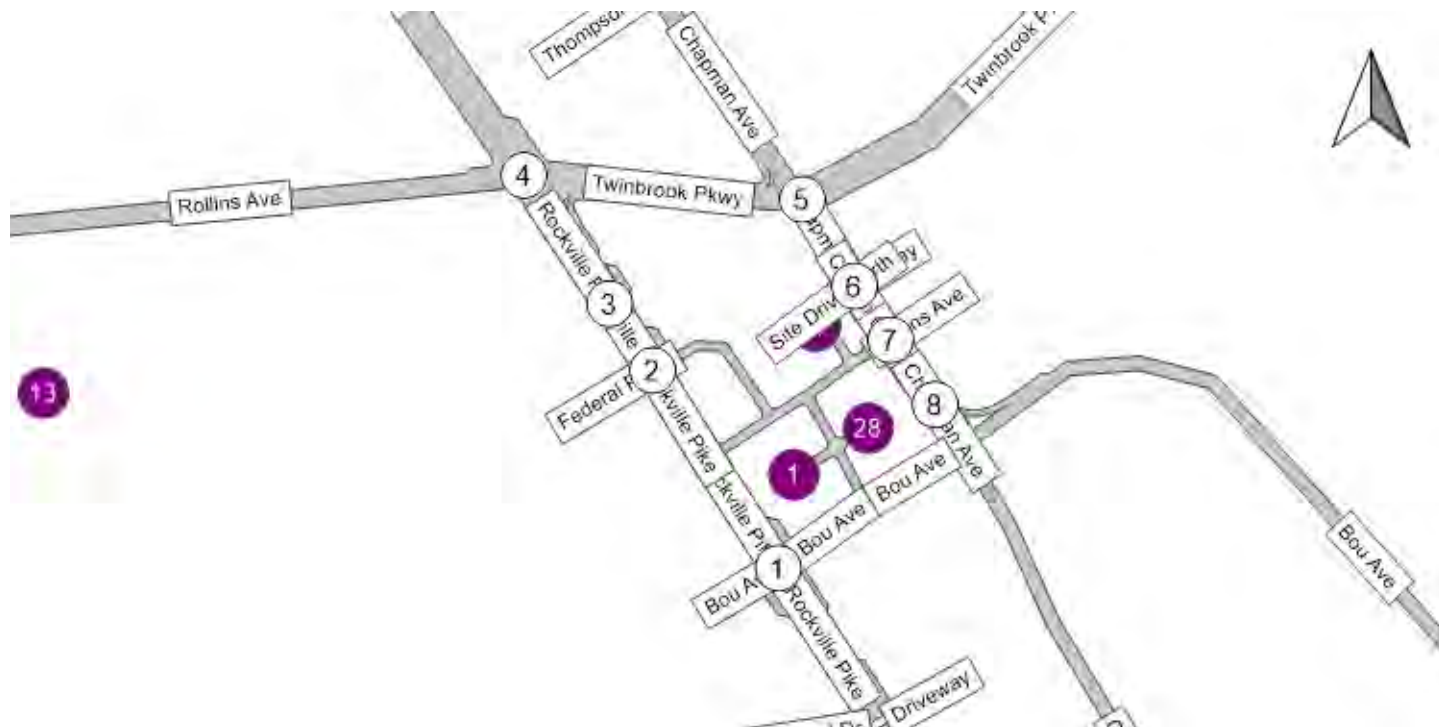
Lane Configuration and Traffic Control



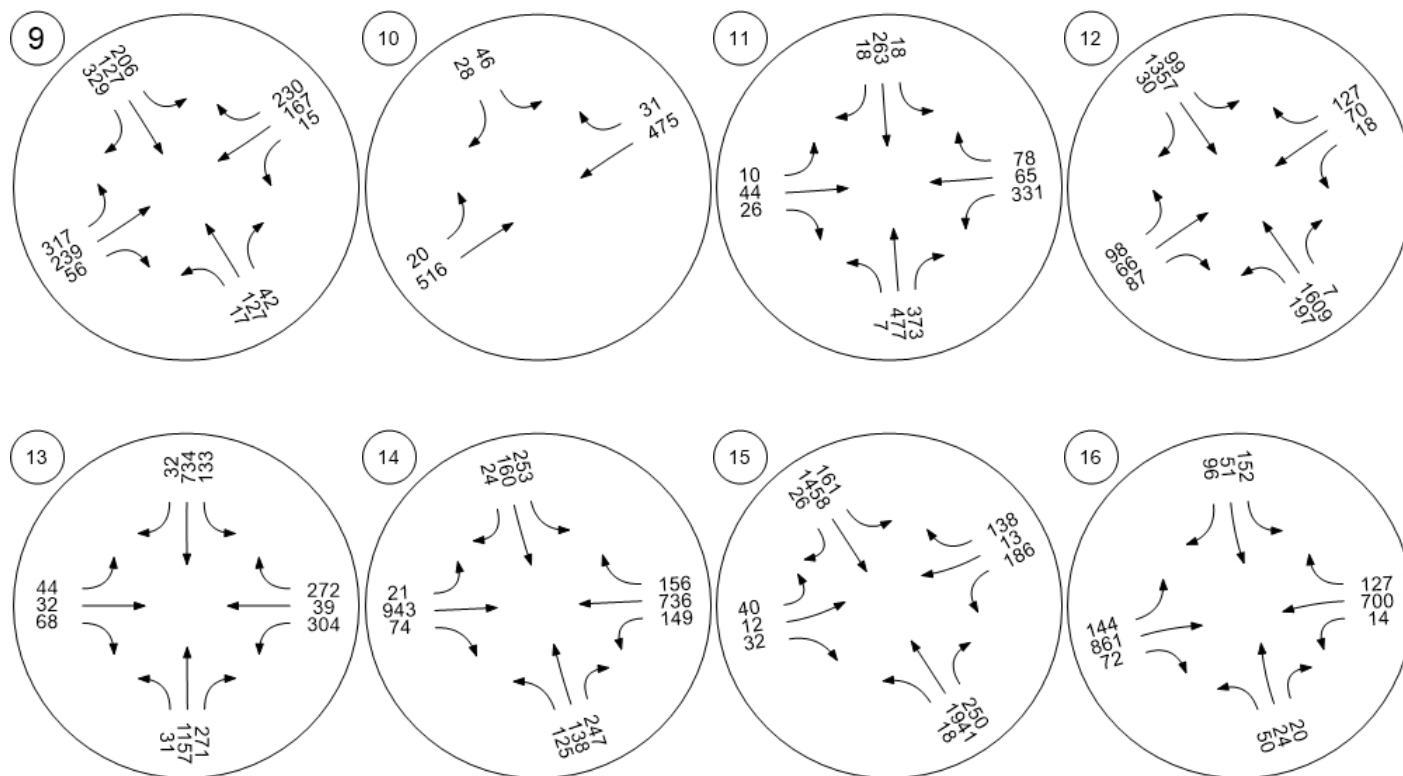
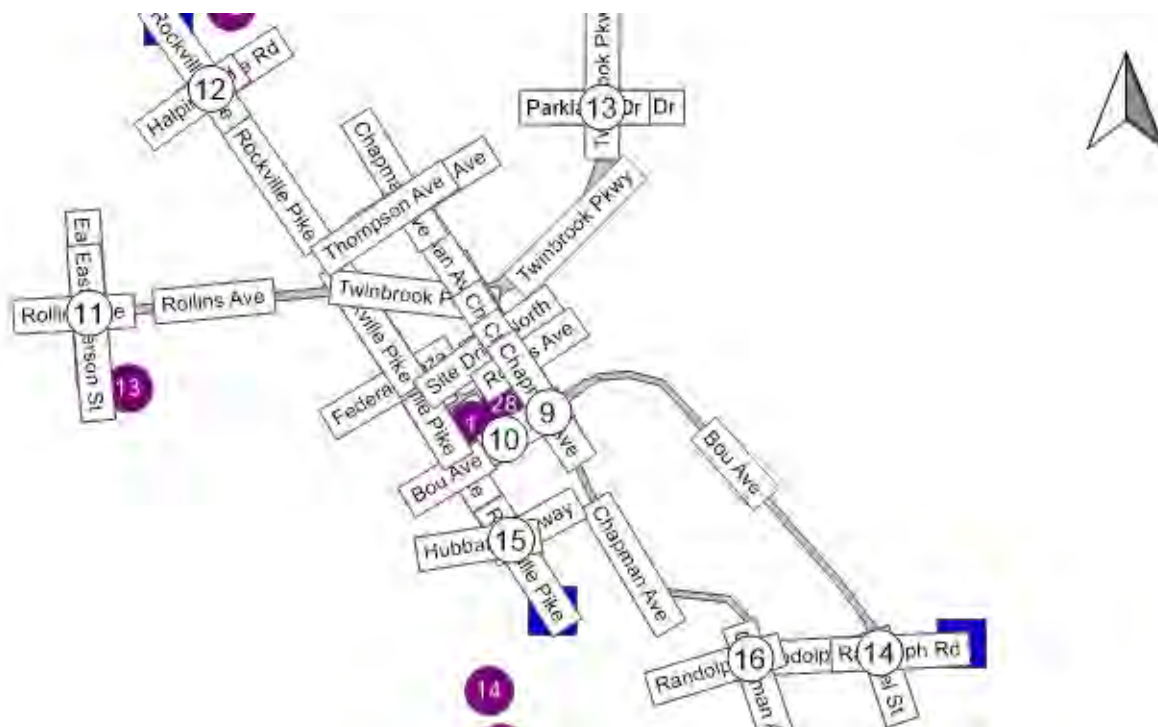
Lane Configuration and Traffic Control

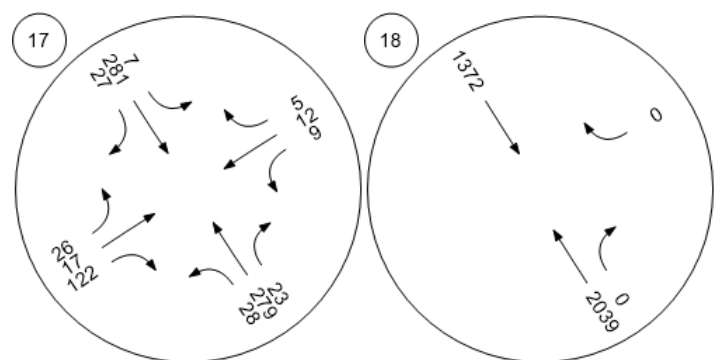


Traffic Volume - Base Volume

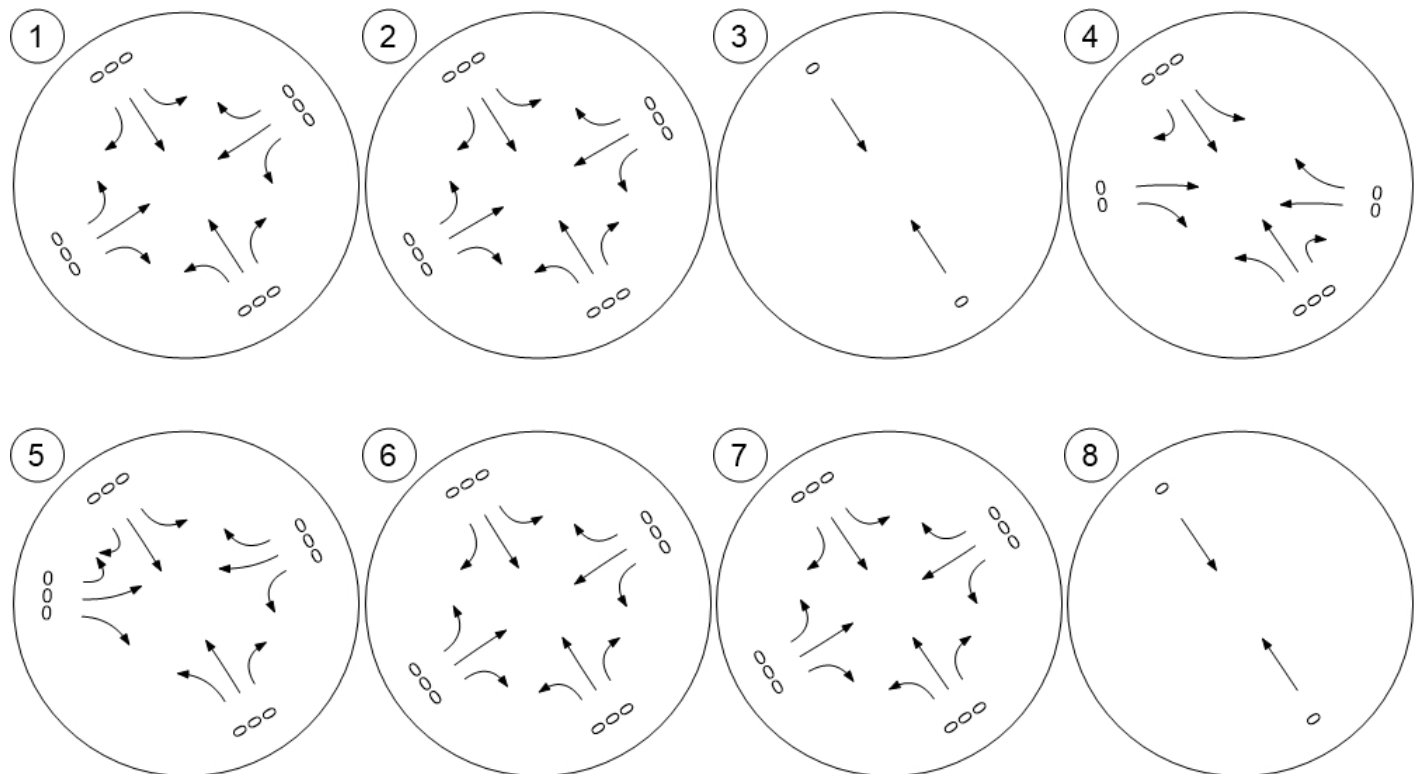
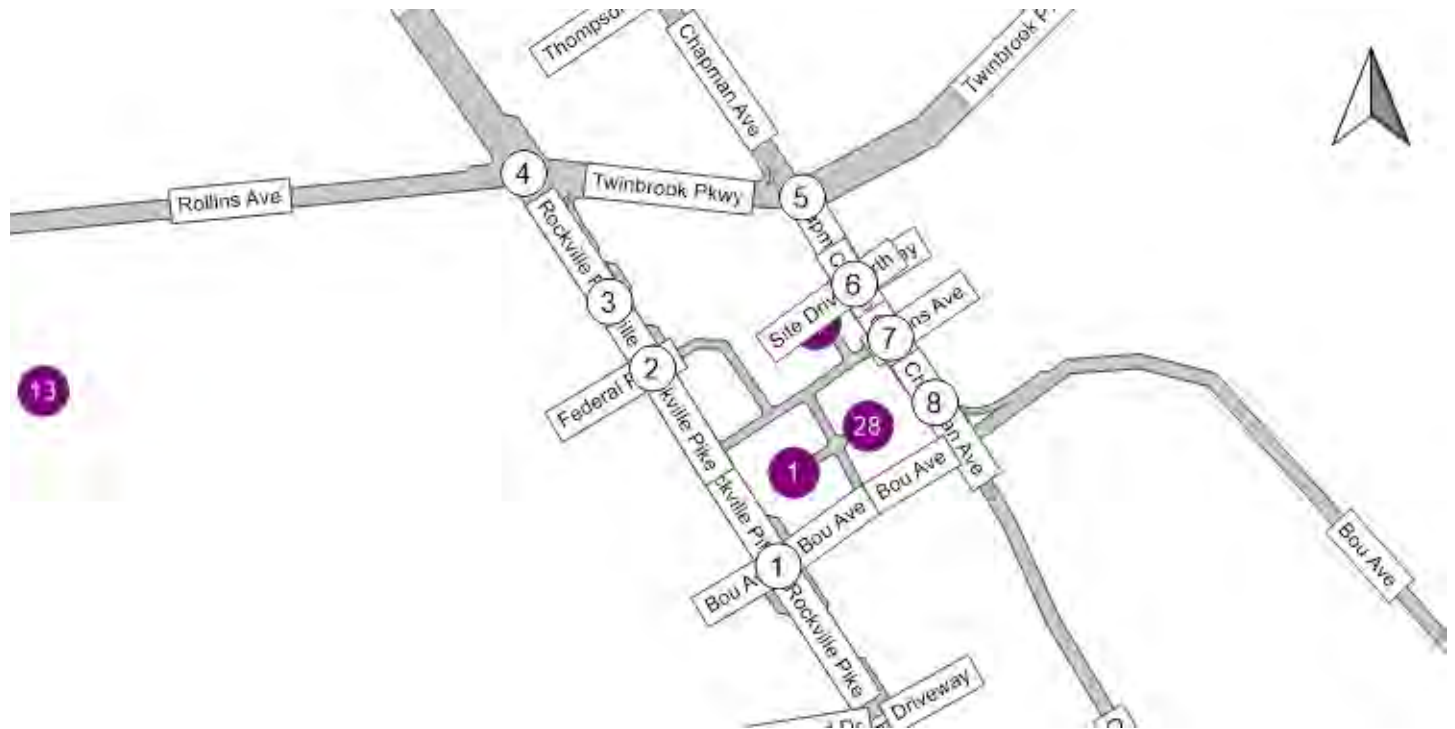


Traffic Volume - Base Volume

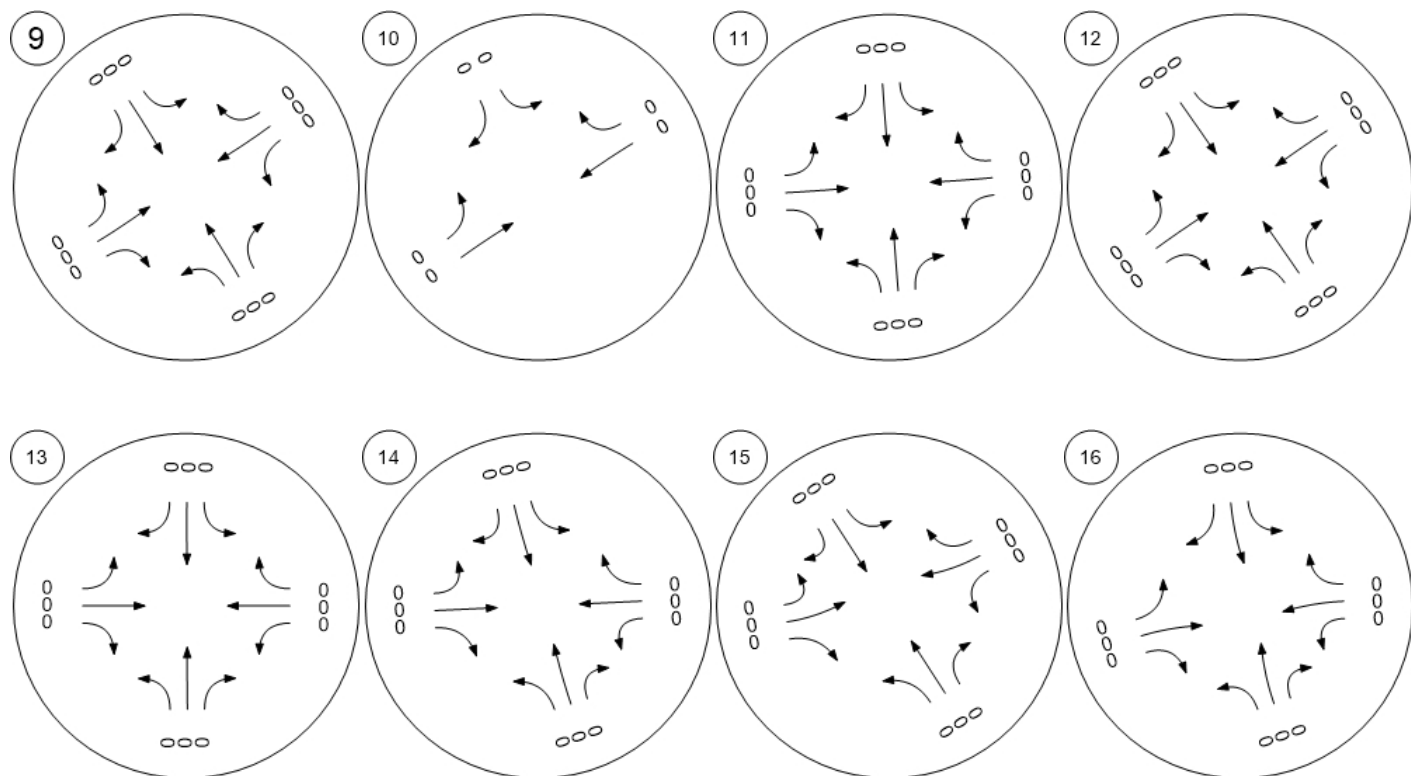
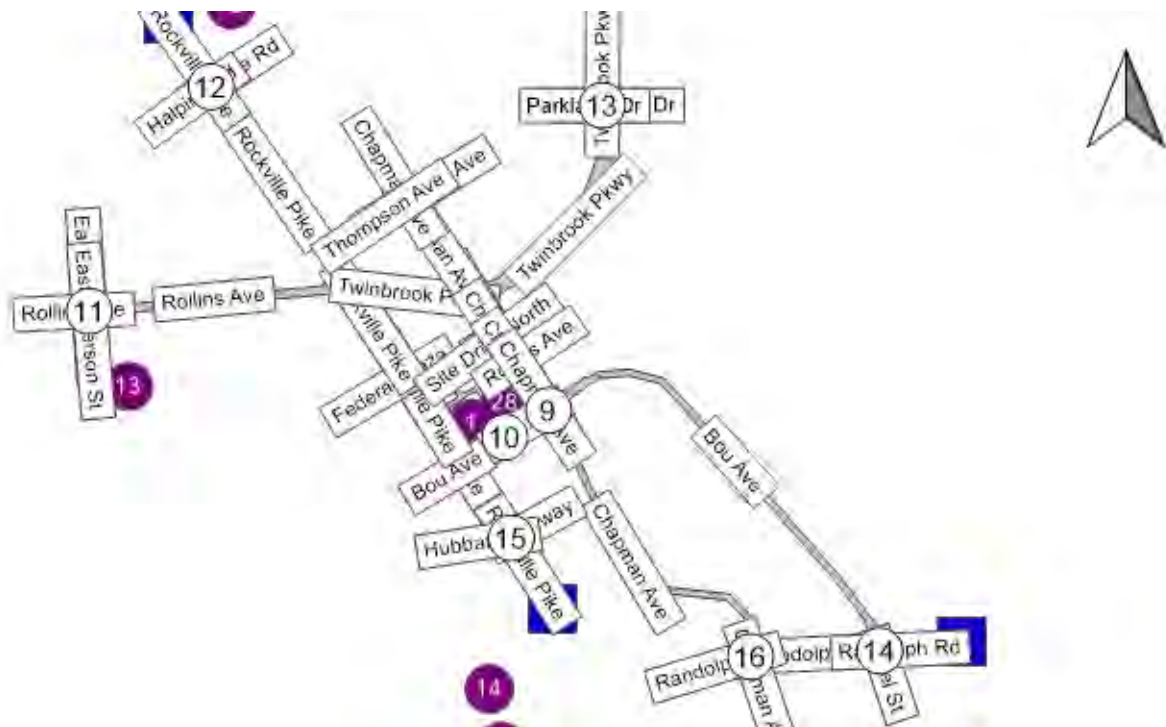




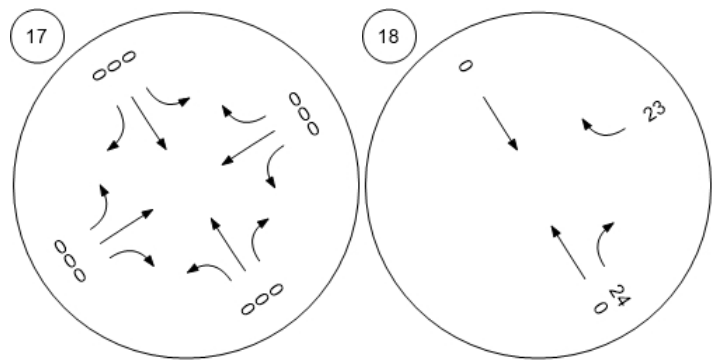
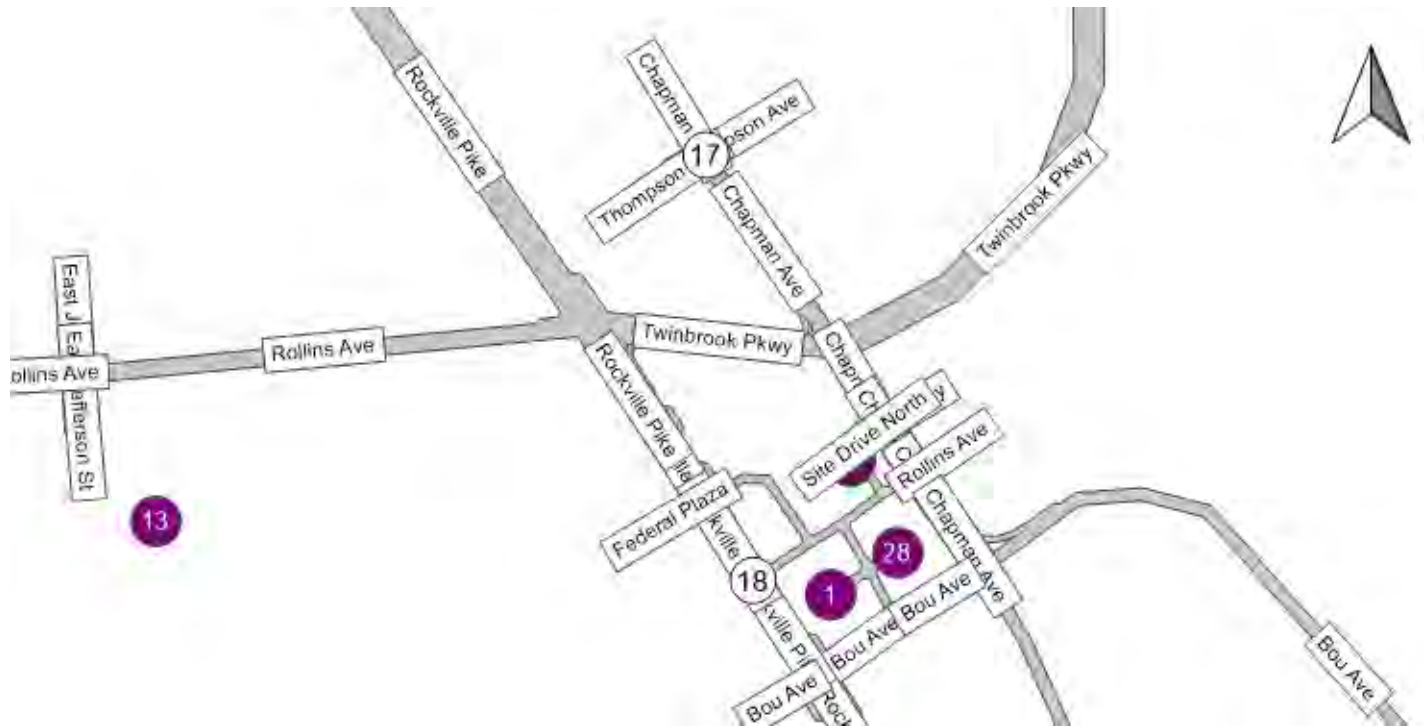
Traffic Volume - In-Process Volume



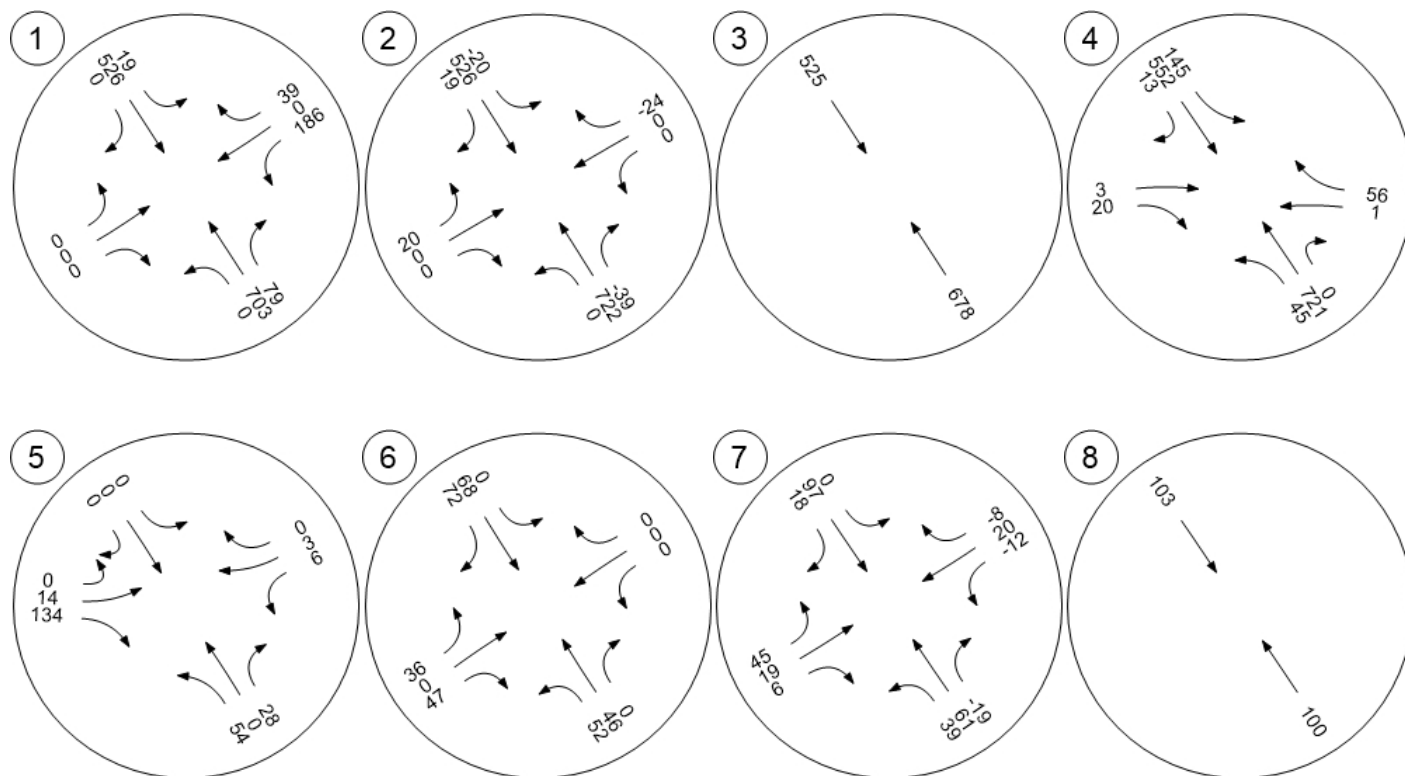
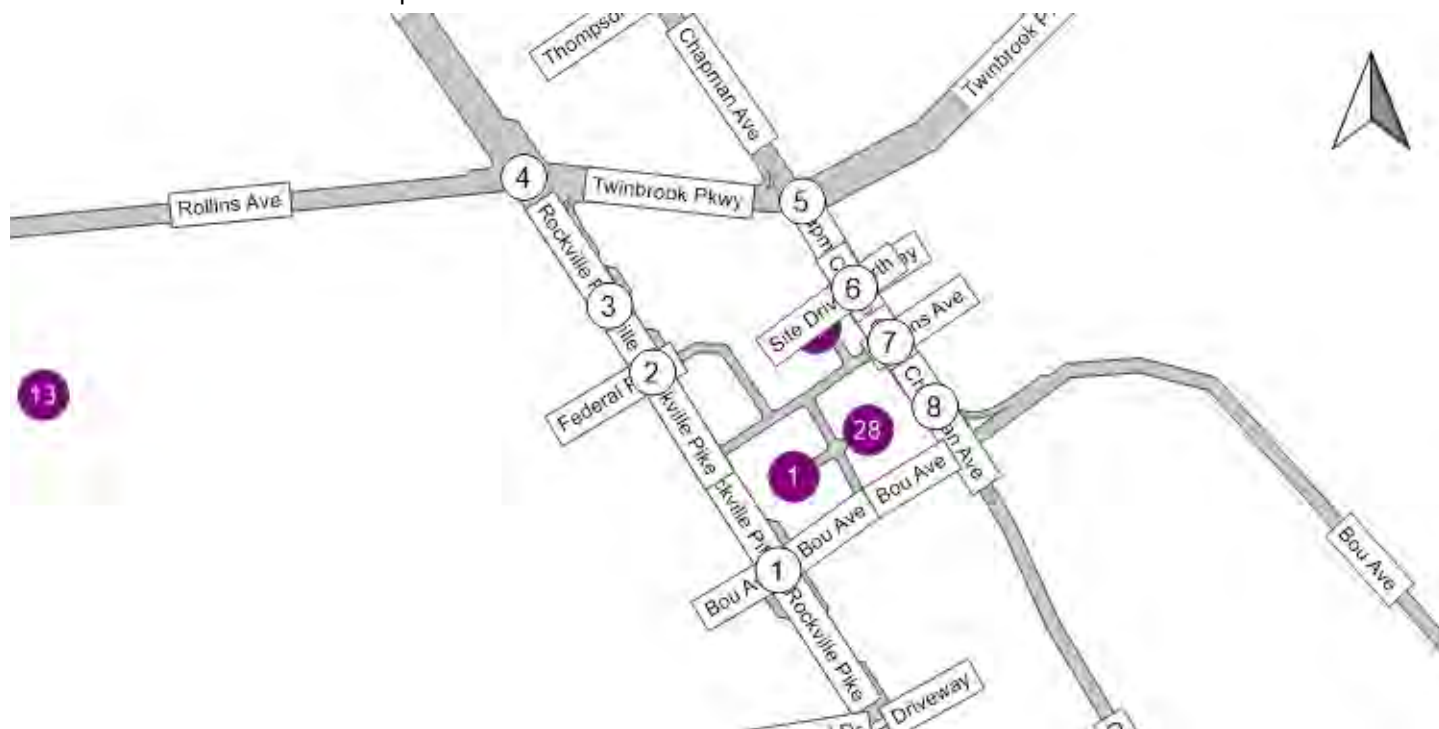
Traffic Volume - In-Process Volume



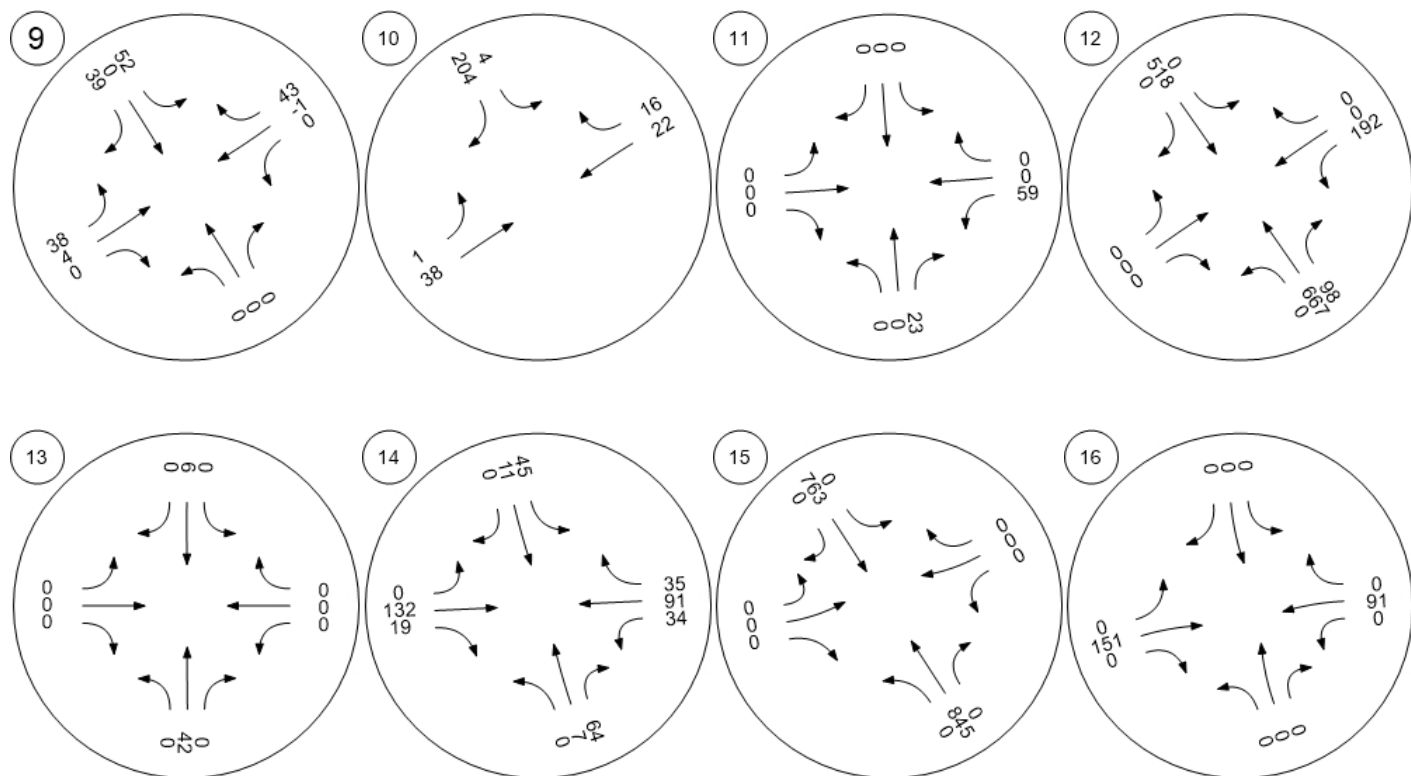
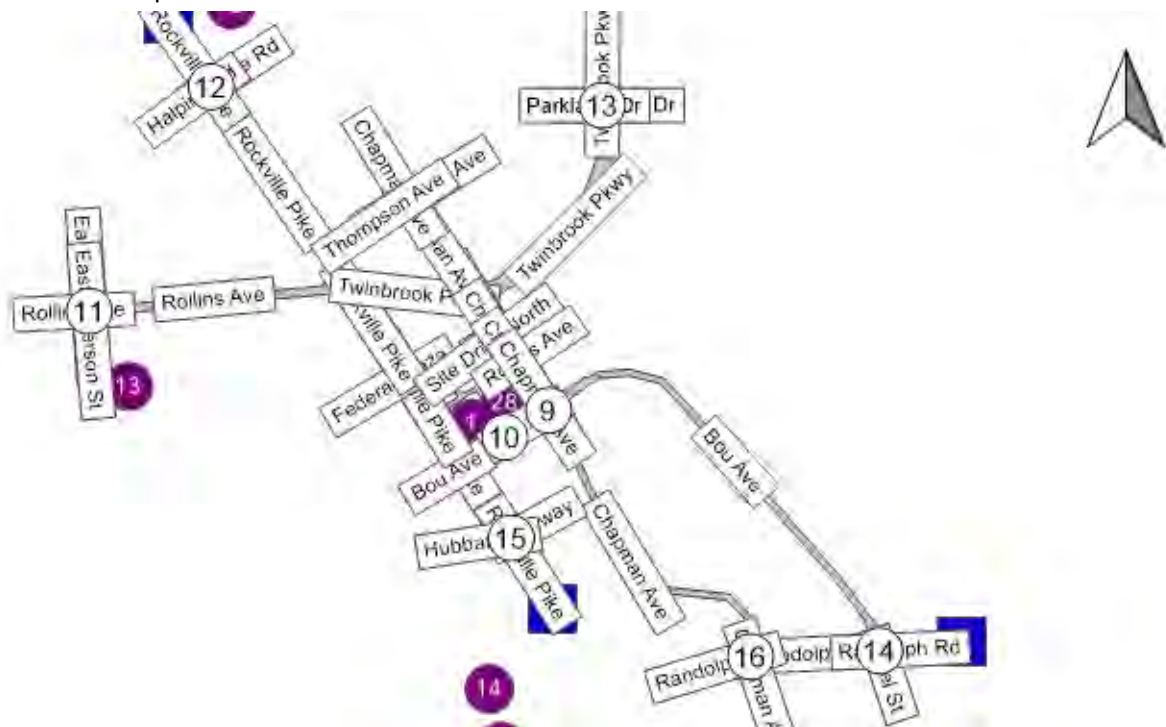
Traffic Volume - In-Process Volume



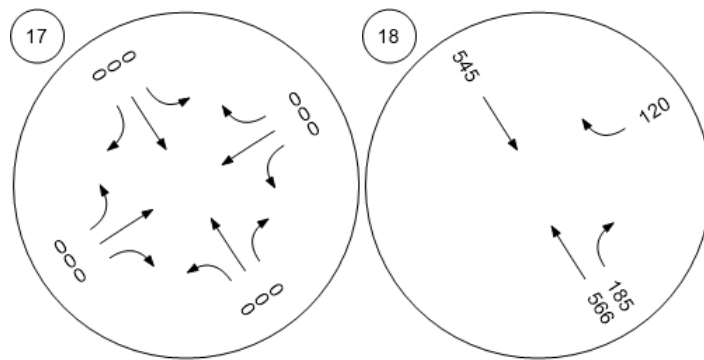
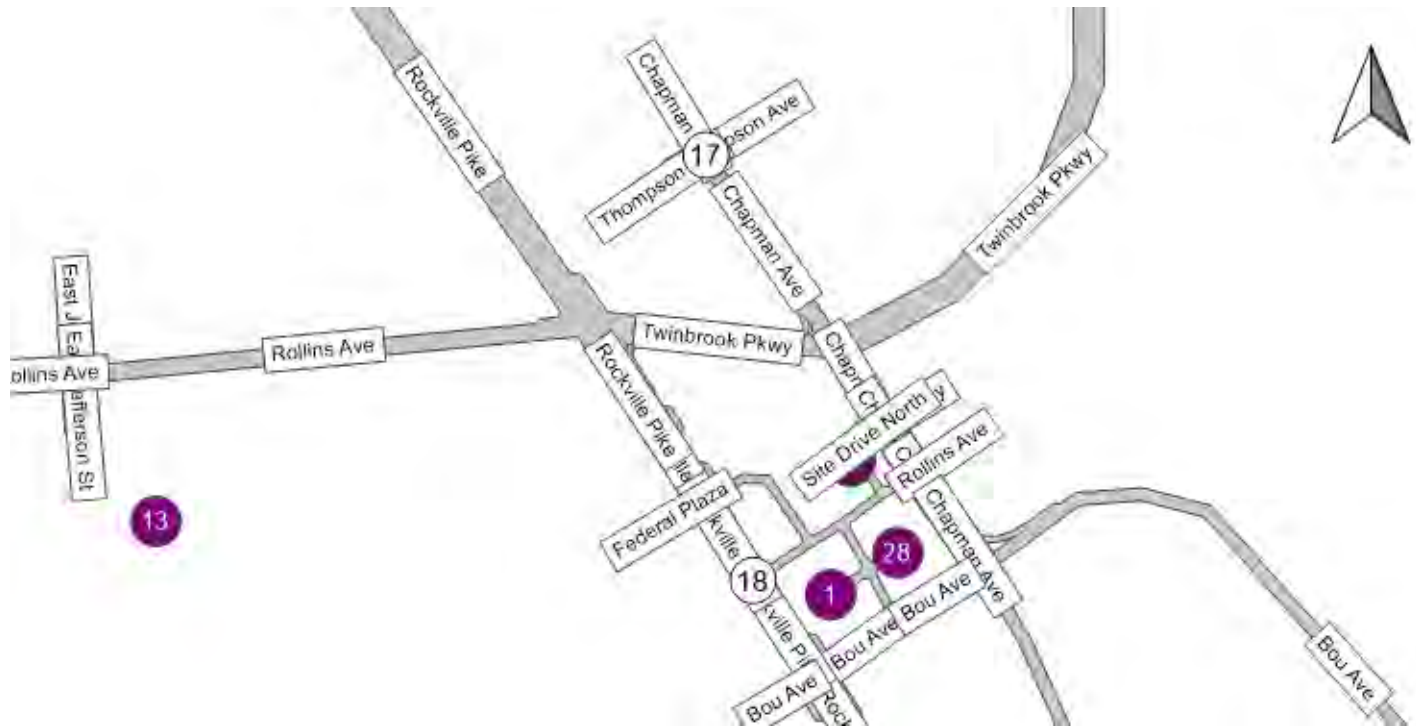
Traffic Volume - Net New Site Trips



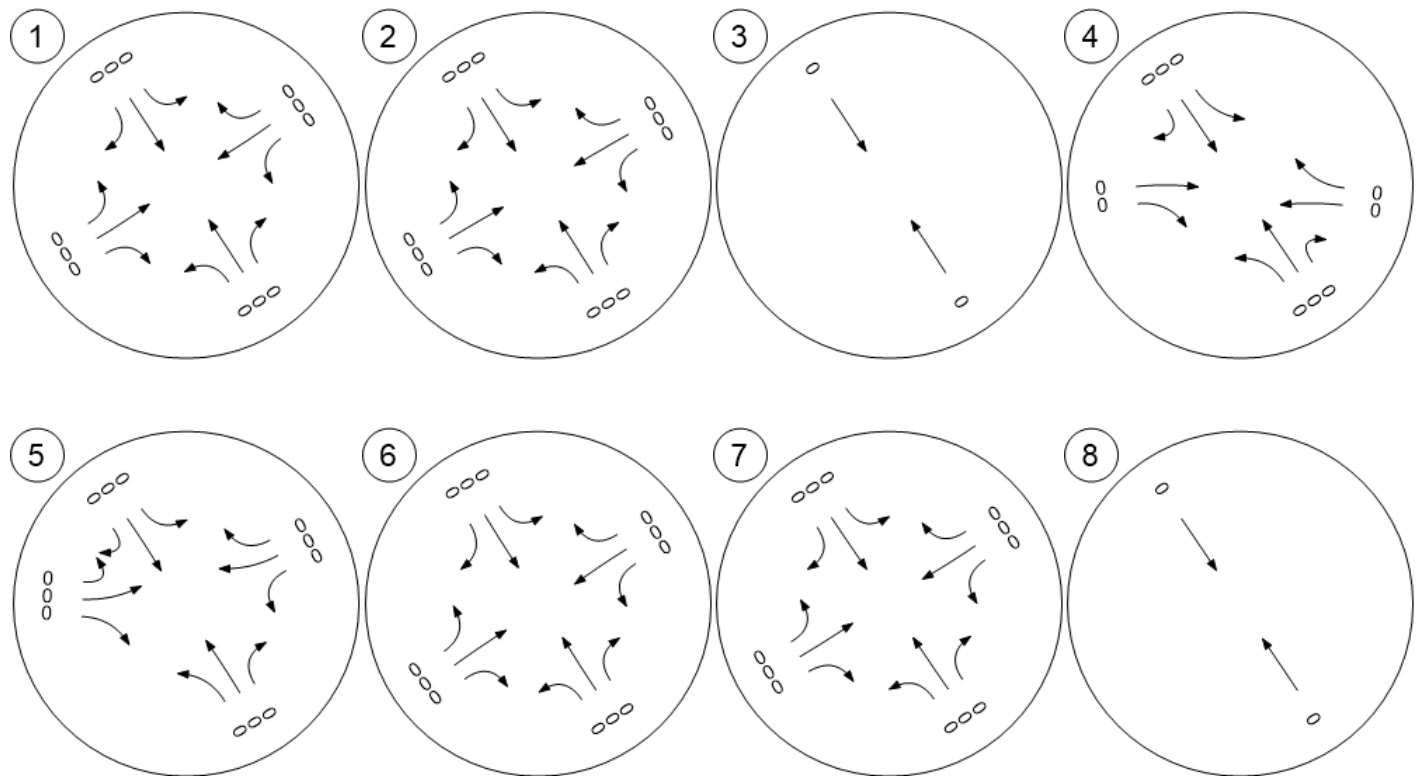
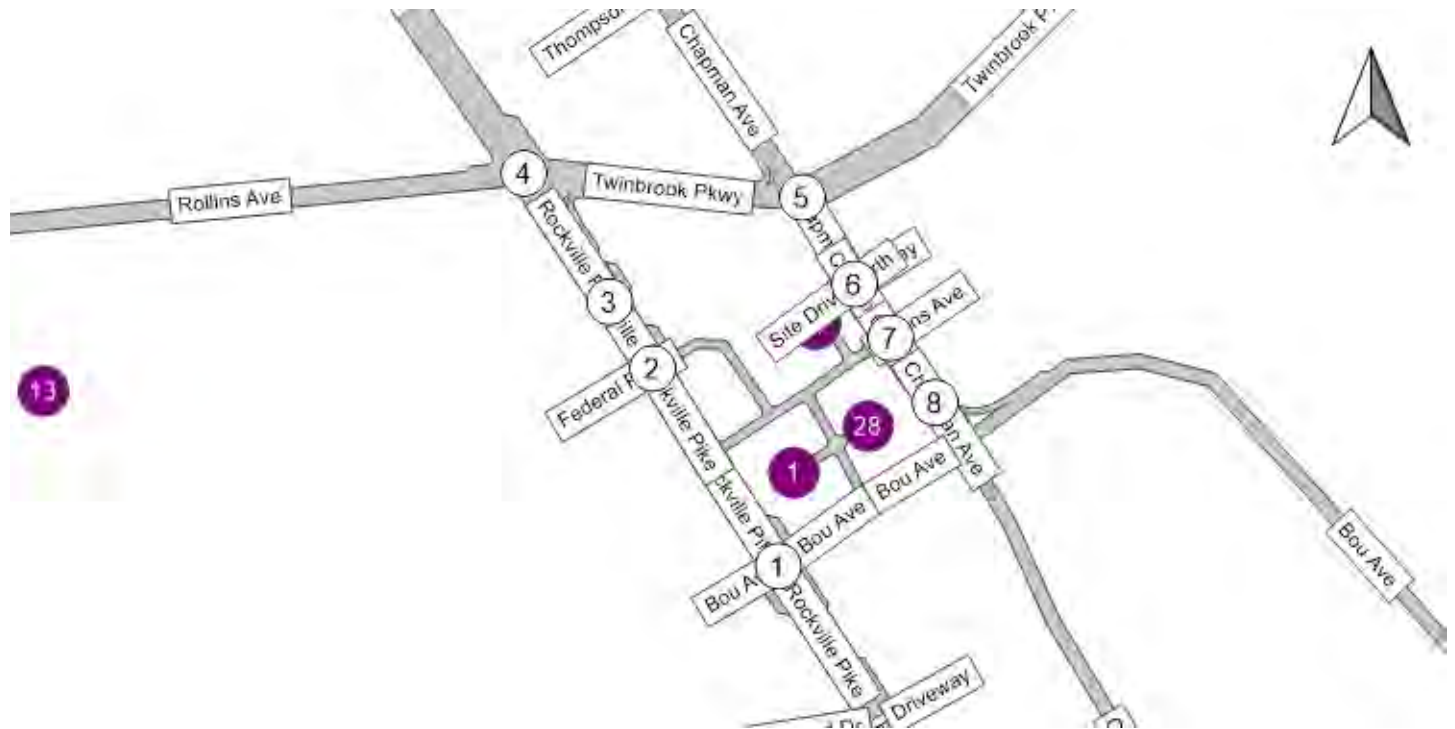
Traffic Volume - Net New Site Trips



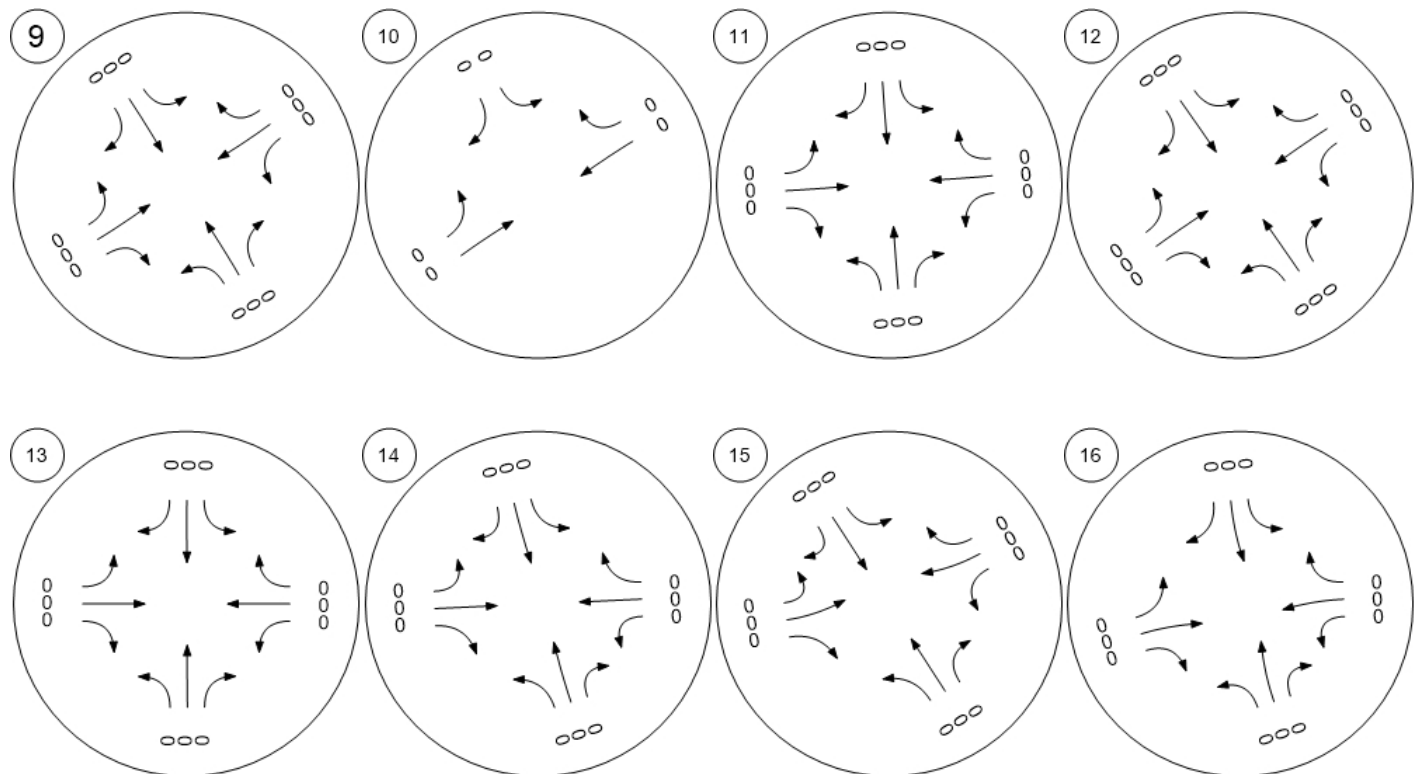
Traffic Volume - Net New Site Trips



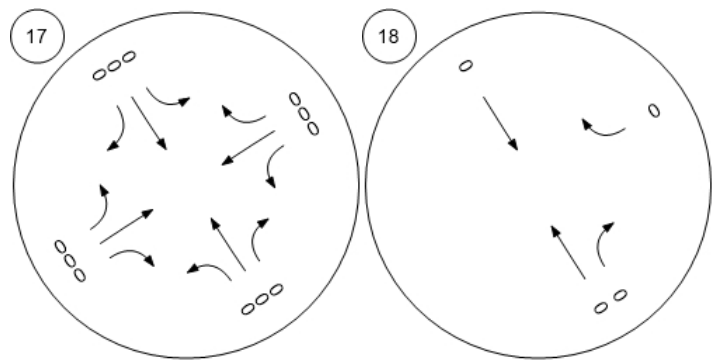
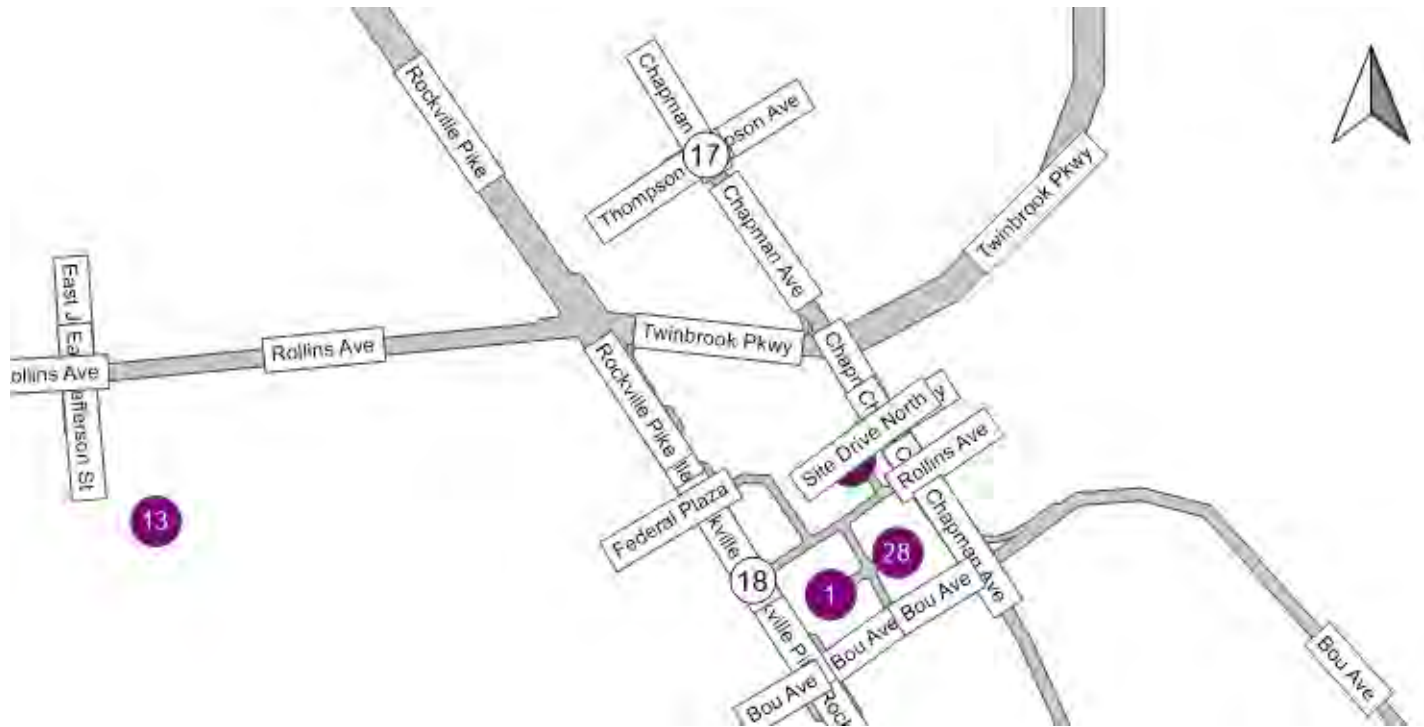
Traffic Volume - Other Volume



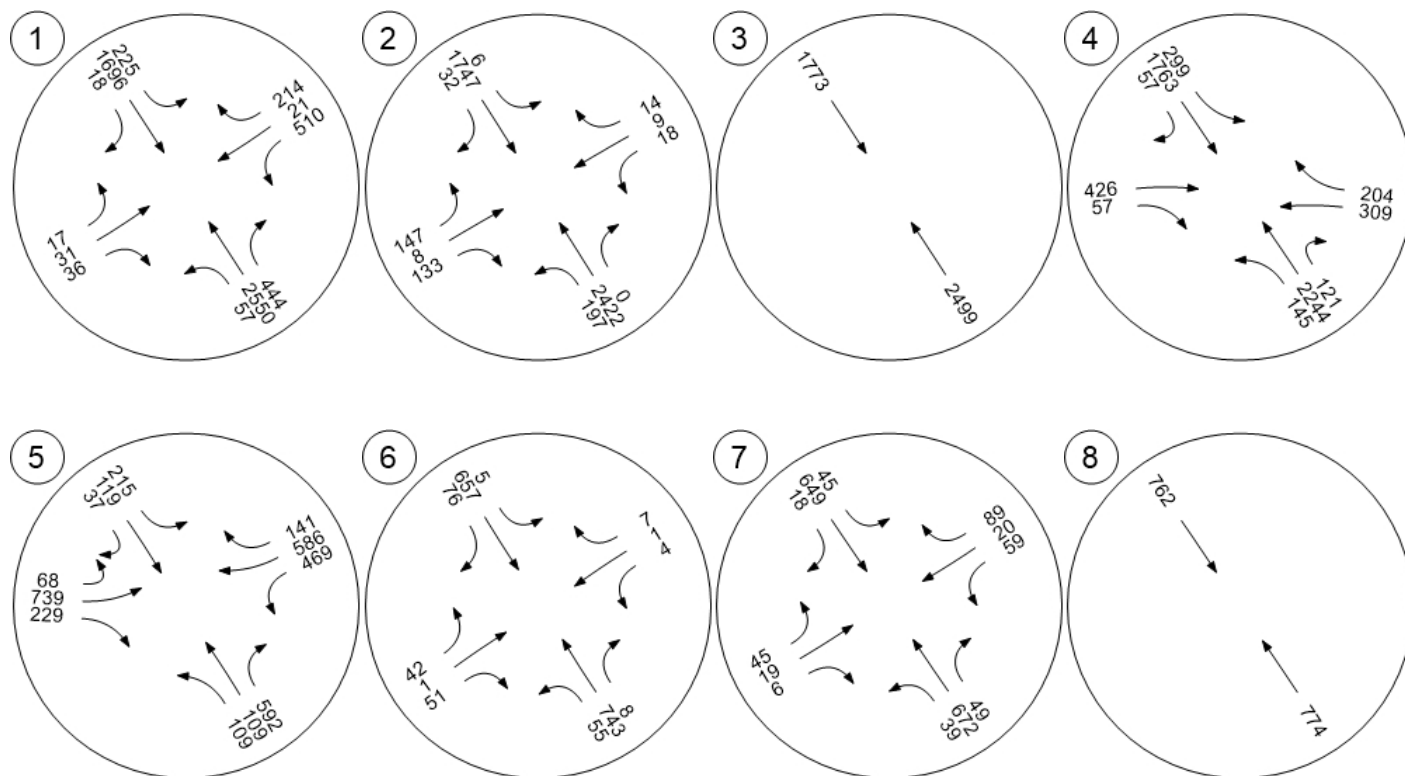
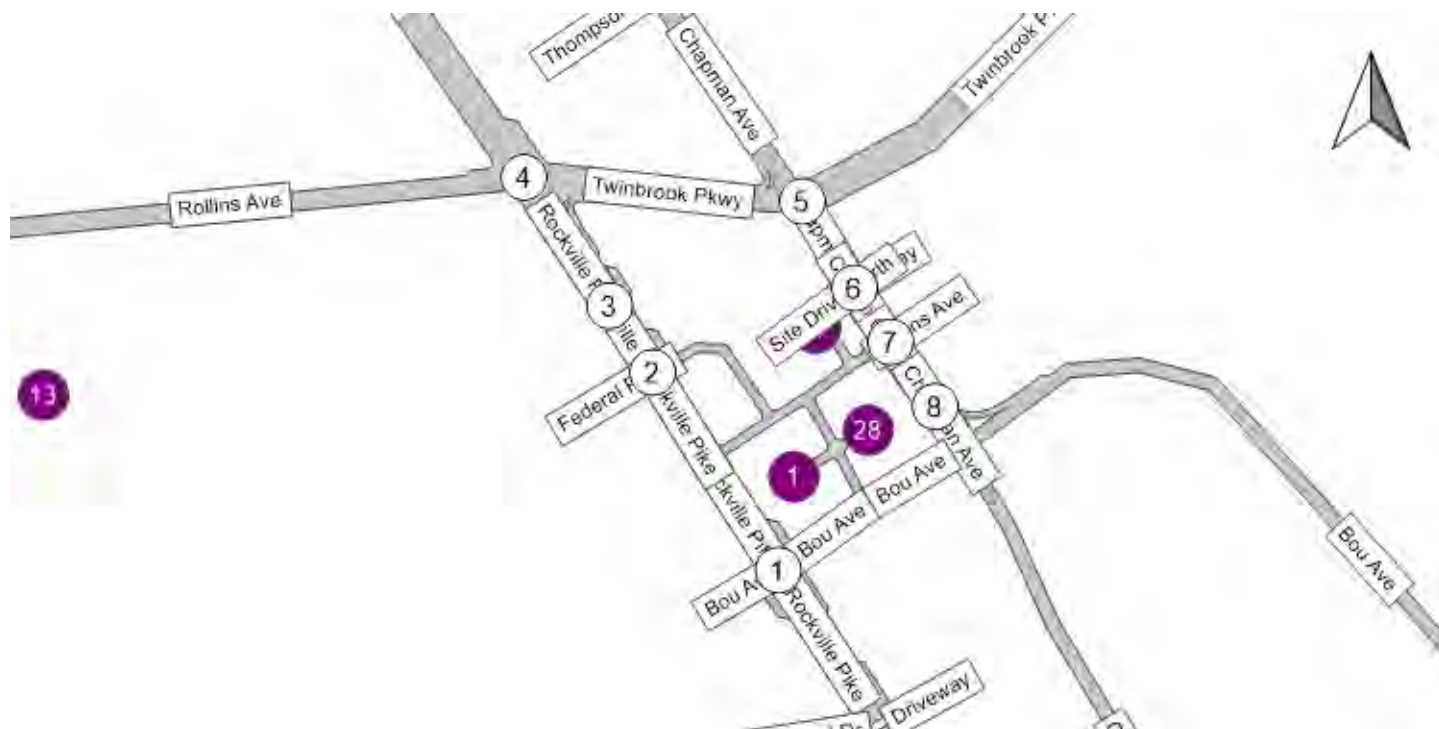
Traffic Volume - Other Volume



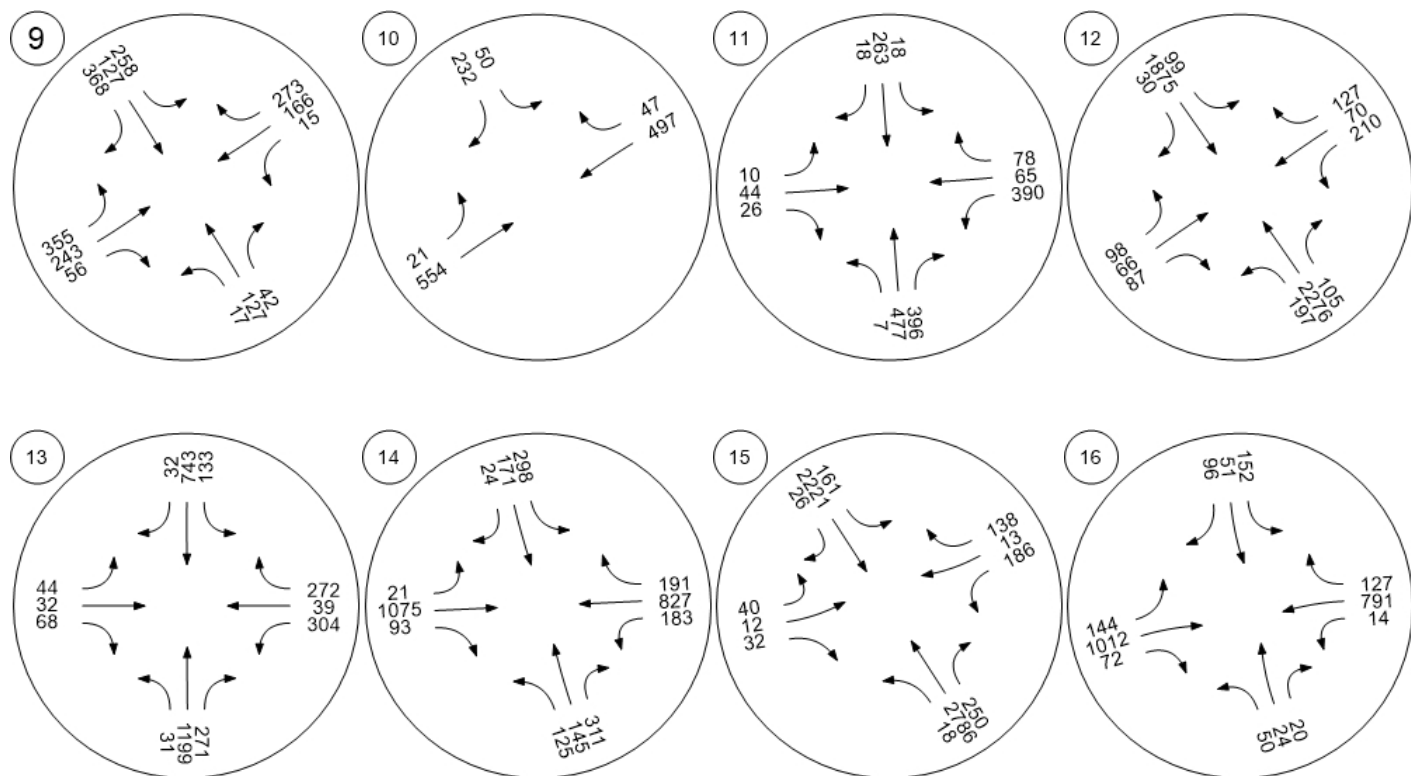
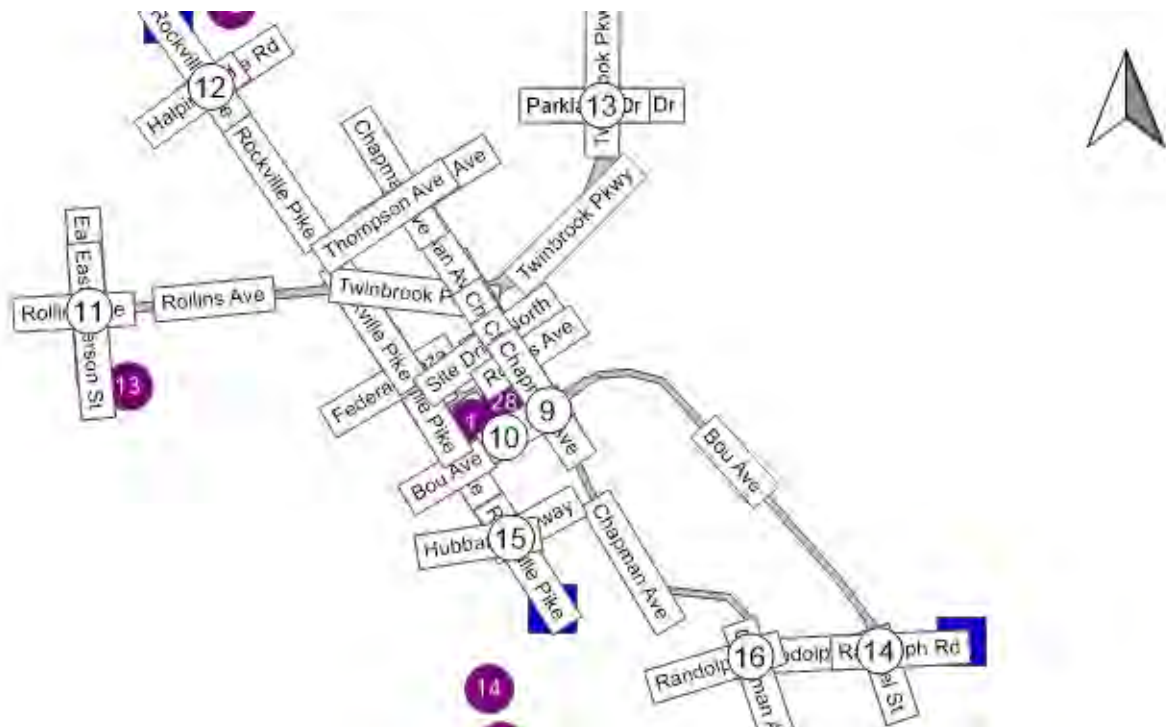
Traffic Volume - Other Volume



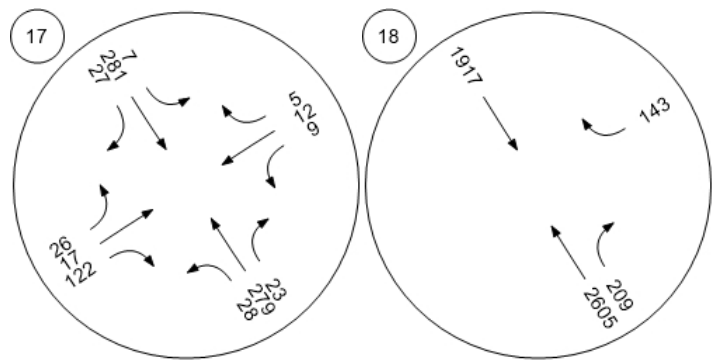
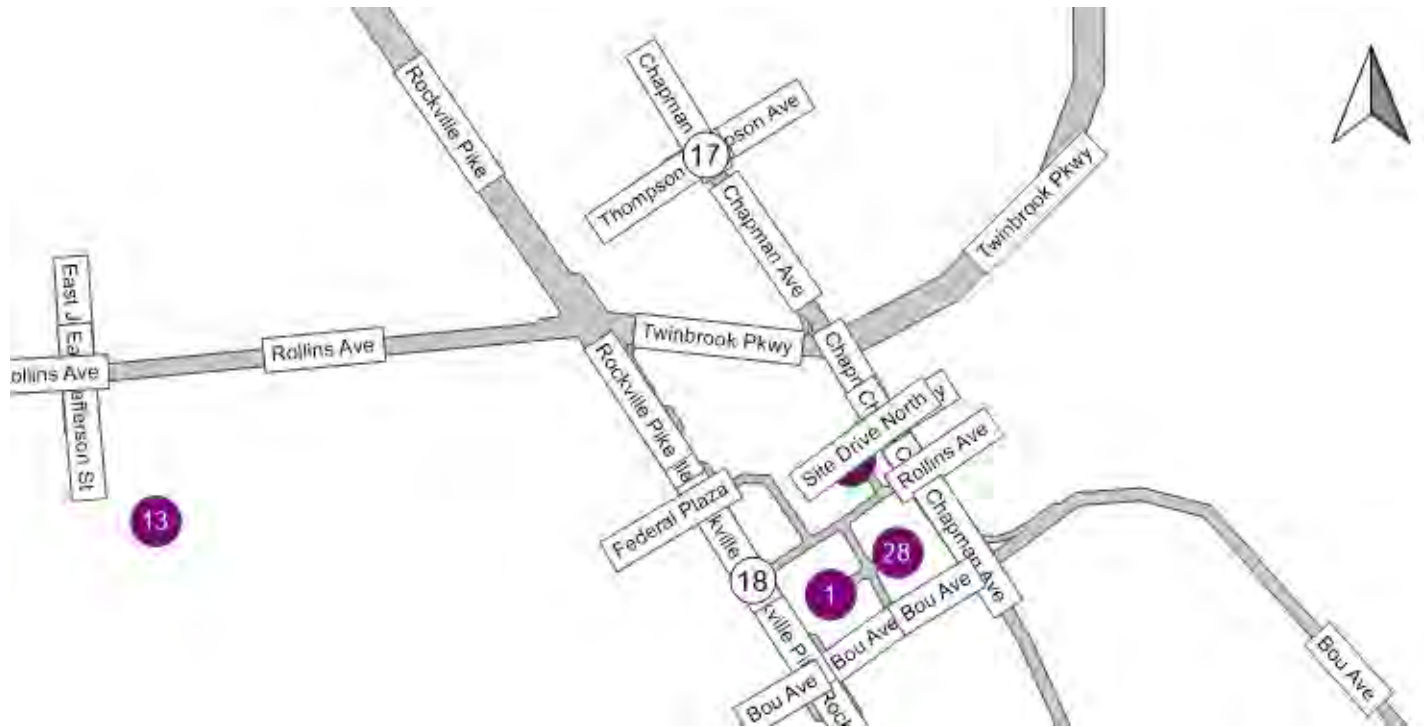
Traffic Volume - Future Total Volume



Traffic Volume - Future Total Volume

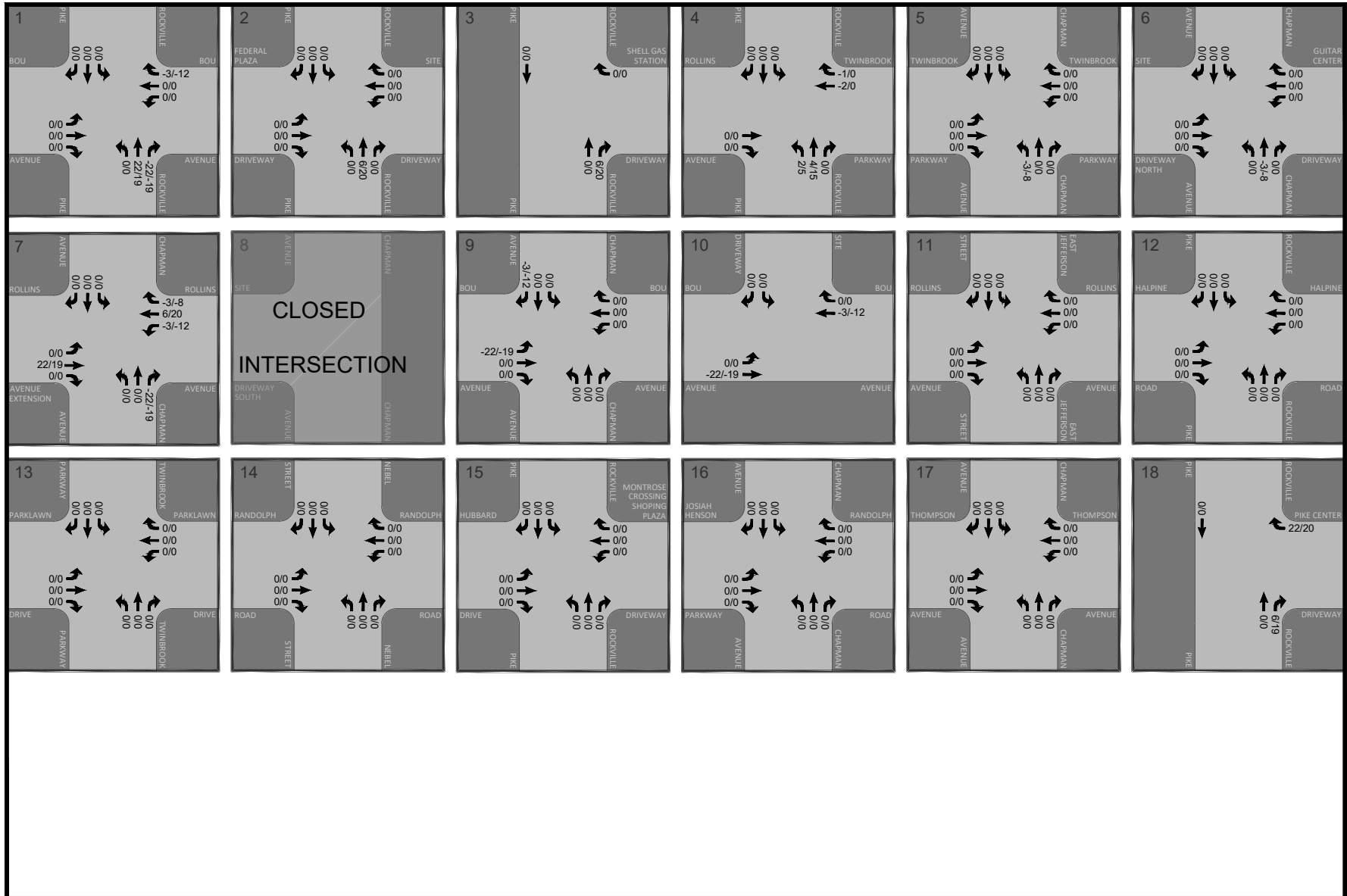


Traffic Volume - Future Total Volume



APPENDIX G

Diverted Trip Assignments



Phase 1 Diverted Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000

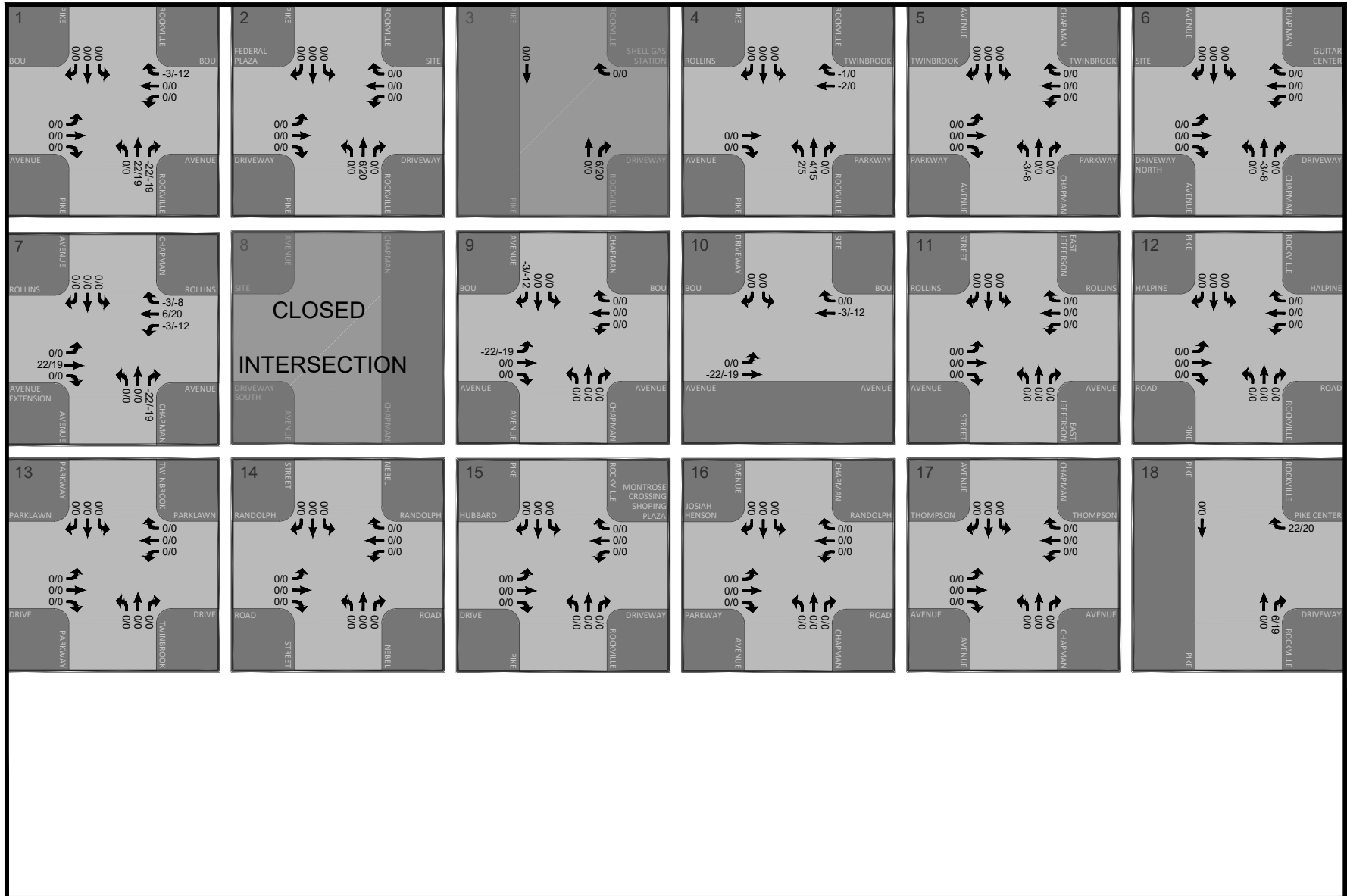


NORTH

Pike Center

Montgomery County, Maryland





Phase 2 Diverted Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

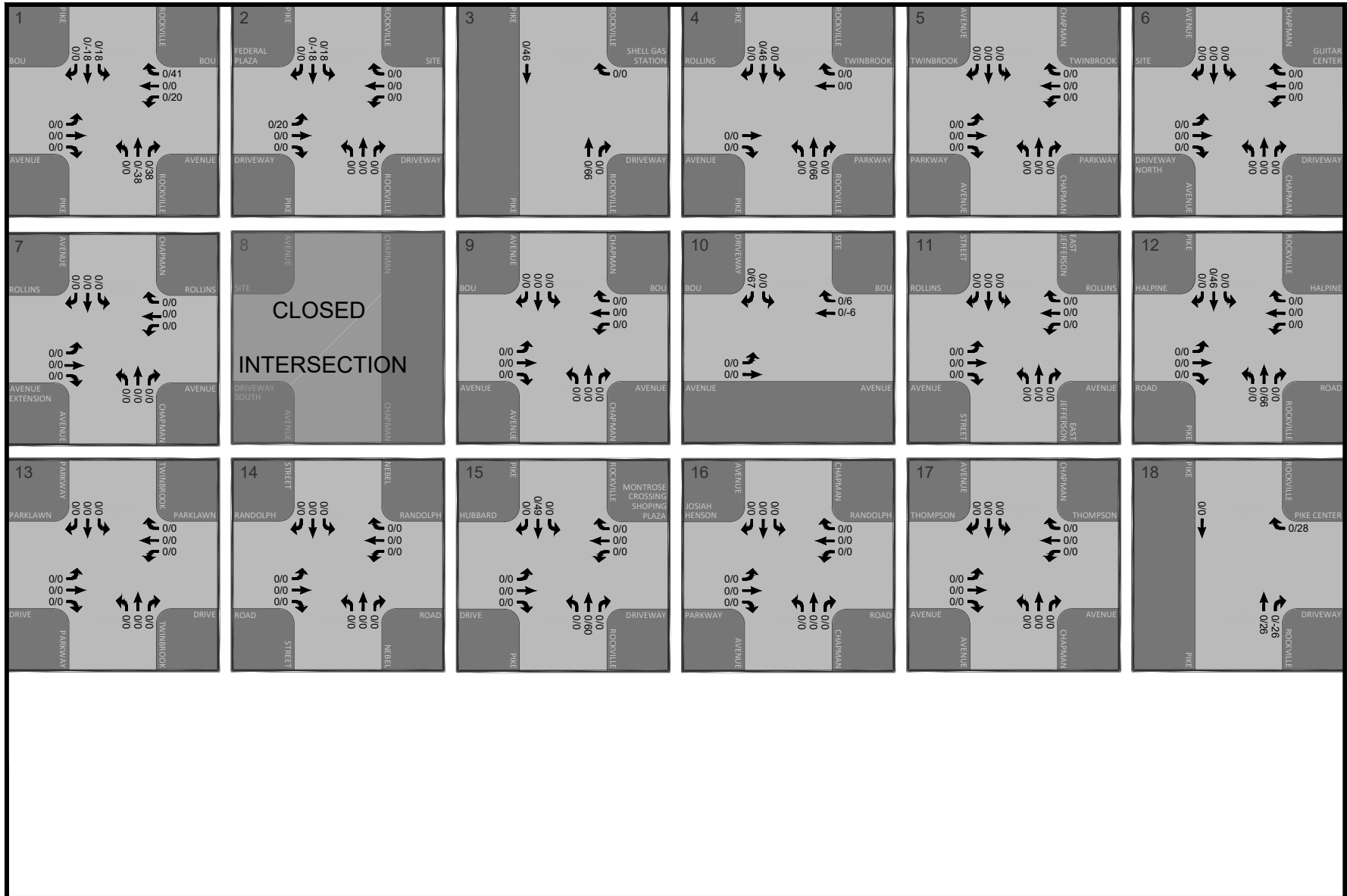
Pike Center

Montgomery County, Maryland



APPENDIX H

Pass-By Trip Assignments



Phase One Pass-By Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000

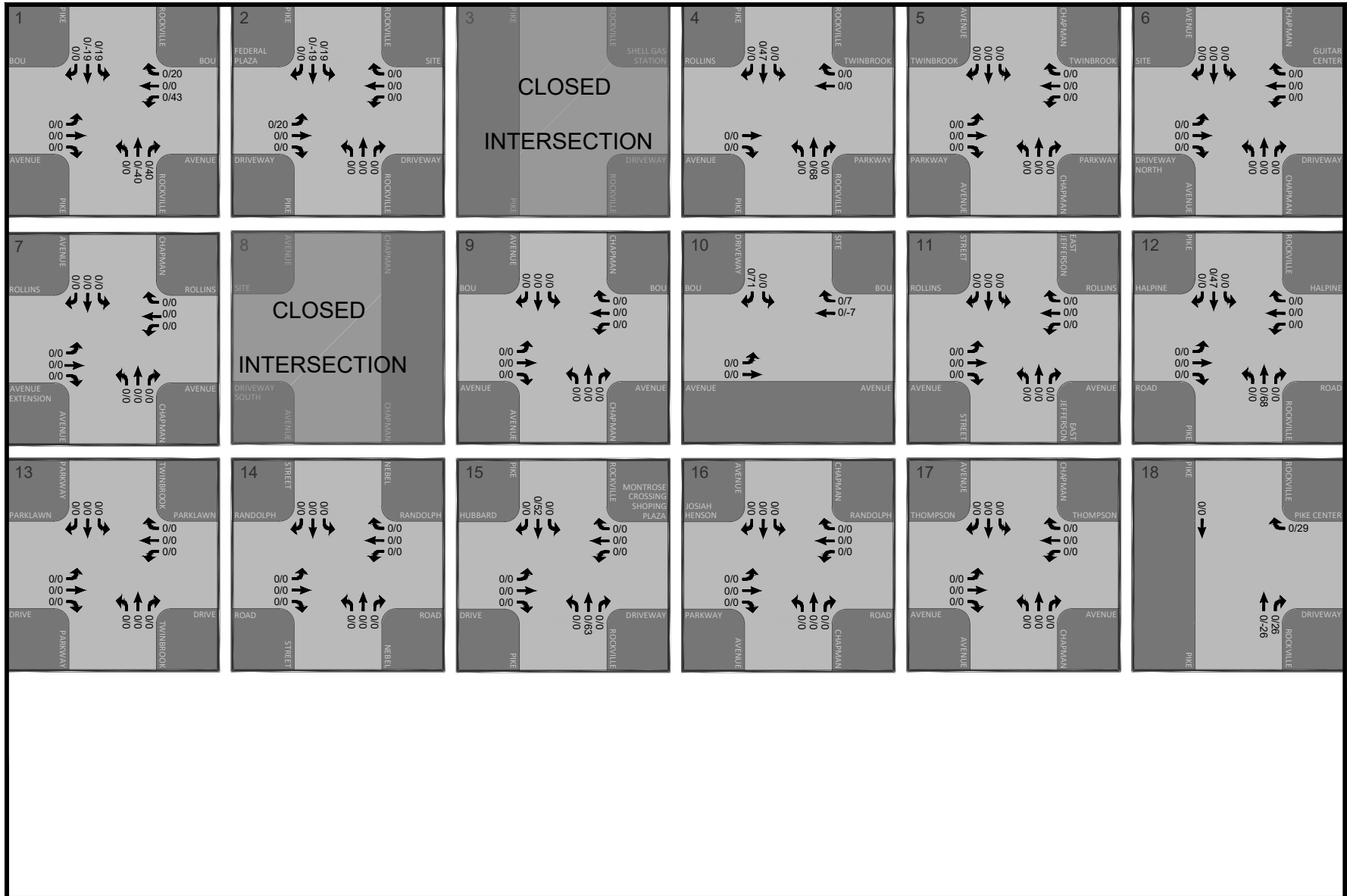


NORTH

Pike Center

Montgomery County, Maryland





Phase Two Pass-By Trips

AM PEAK HOUR
PM PEAK HOUR
000 / 000



NORTH

Pike Center

Montgomery County, Maryland



APPENDIX I

Background Future Conditions Capacity Analyses

1

Critical Lane Volume and Level of Service Calculations

Intersection: 01. Rockville Pike / Bou Ave

Jurisdiction: Montgomery County, MD

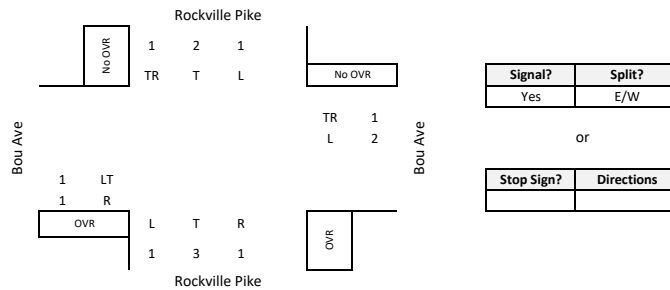
Scenario/Design Year: Background Conditions

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	467		0.60	280				280	*
	TR	76	0	1.00	76				76	
NB	3T	1646		0.37	609	124	1.10	136	745	
	R	177	177	1.00	0				136	
SB	2T+TR	2083	0	0.37	771	36	1.10	40	811	*
Note:									CLV	1126
									v/c	0.726
									LOS	B
									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	329		0.60	197				197	*
	TR	196	0	1.00	196				196	
NB	3T	2470		0.37	914	206	1.10	227	1141	*
	R	391	391	1.00	0				227	
SB	2T+TR	1733	0	0.37	641	57	1.10	63	704	
Note:									CLV	1386
									v/c	0.894
									LOS	D
									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	177	391		0.00	467	329		0.60	177	391
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

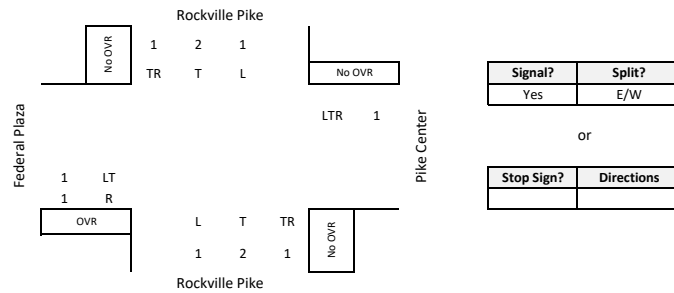
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	0	1.00	17				17	*
NB	2T+TR	1555	0	0.37	575	30	1.10	33	608	
SB	2T+TR	2107	0	0.37	780	84	1.10	92	872	*
Note:									CLV	907
									v/c	0.585
									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	0	1.00	65				65	*
NB	2T+TR	2346	0	0.37	868	26	1.10	29	897	*
SB	2T+TR	1779	0	0.37	658	197	1.10	217	875	
Note:									CLV	1097
									v/c	0.708
									LOS	B

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap			
		AM	PM		LUF	AM	PM		LUF	AM	PM		LUF
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

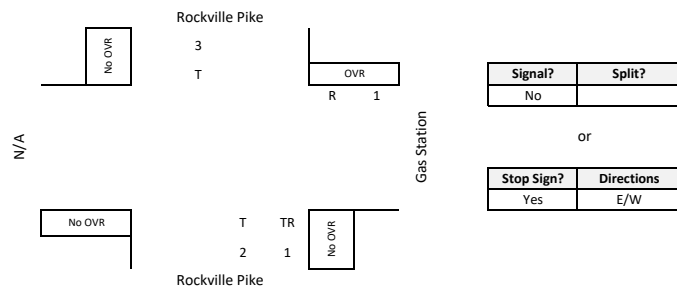
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	1568	0	0.37	580				580	
SB	3T	2156	0	0.37	798				798	*
Note:									CLV	817
									v/c	0.527
									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	2488	0	0.37	921				921	*
SB	3T	1793	0	0.37	663				663	
Note:									CLV	979
									v/c	0.632
									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

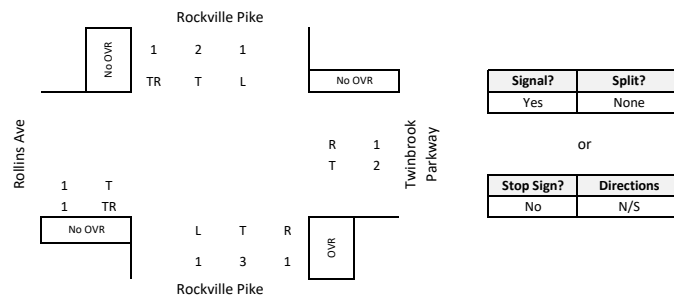
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	392	0	0.53	208				208	*
WB	2T R	312	0	0.53	165				165	
NB	3T R	1430	0	0.37	529	200	1.10	220	749	
SB	2T+TR	2020	0	0.37	747	103	1.10	113	860	*
Note:									CLV	1068
									v/c	0.689
									LOS	B

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	483	0	0.53	256				256	*
WB	2T R	314	0	0.53	166				166	
NB	3T R	2106	0	0.37	779	204	1.10	224	1003	*
SB	2T+TR	1793	0	0.37	663	140	1.10	154	817	
Note:									CLV	1259
									v/c	0.812
									LOS	C

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**

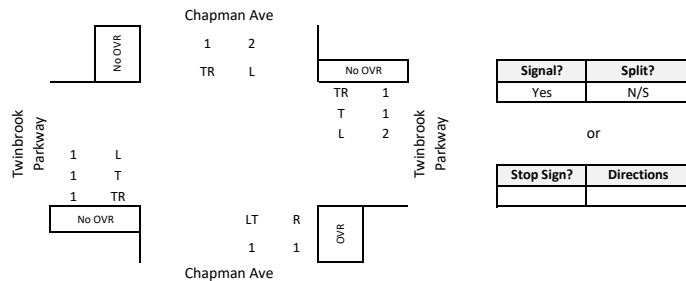
Jurisdiction: **Montgomery County, MD**

Scenario/Design Year: **Background 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	582	0	0.53	308	531	0.60	319	627	*
WB	T+TR	563	0	0.53	298	40	1.10	44	342	
NB	LT	115	197	1.00	115				115	*
SB	TR	50	0	1.00	50				50	*
	L	84	0	0.60	50					
Note:									CLV	792
									v/c	0.511
									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	873	0	0.53	463	469	0.60	281	744	*
WB	T+TR	727	0	0.53	385	68	1.10	75	460	
NB	LT	190	281	1.00	190				311	*
SB	TR	119	0	1.00	119				129	*
	L	215	0	0.60	129					
Note:									CLV	1184
									v/c	0.764
									LOS	C

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	197	592	1.00	531	469		0.60	197	281		
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			

6

Critical Lane Volume and Level of Service Calculations

Intersection: 06. Chapman Ave / Site Drive North

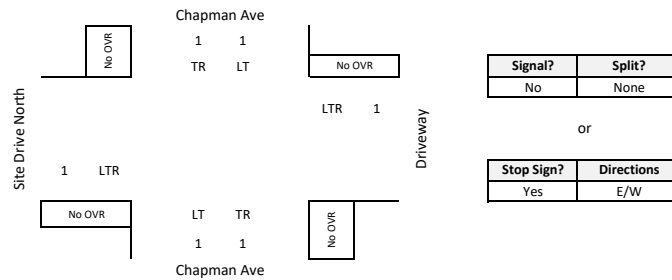
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	358	0	0.53	190	5	1.10	6	196	
SB	T+TR	649	0	0.53	344	2	1.10	2	346	*
Note:									CLV	351
									v/c	0.226
									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	759	0	0.53	402	5	1.10	6	408	*
SB	T+TR	638	0	0.53	338	3	1.10	3	341	
Note:									CLV	427
									v/c	0.275
									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

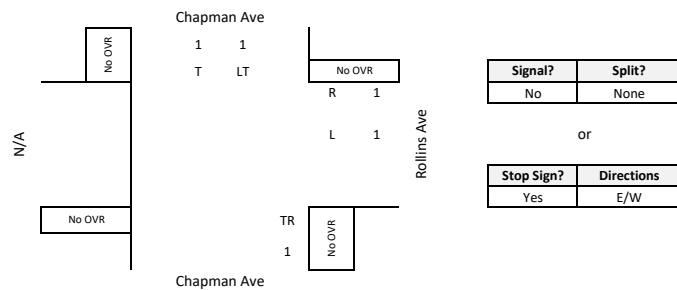
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	395	0	1.00	395	36	1.10	40	435 40	*
SB	LT+T	608	0	0.53	322	0	1.10	0	322	
Note:									CLV	474
									v/c	0.306
									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									0 0	
WB	L R	71 97	0	1.10 1.00	78 97				78 97	*
NB	TR	733	0	1.00	733	45	1.10	50	783 50	*
SB	LT+T	642	0	0.53	340	0	1.10	0	340 0	
Note:									CLV	880
									v/c	0.568
									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				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

8

Critical Lane Volume and Level of Service Calculations

Intersection: 08. Chapman Ave / Site Drive South

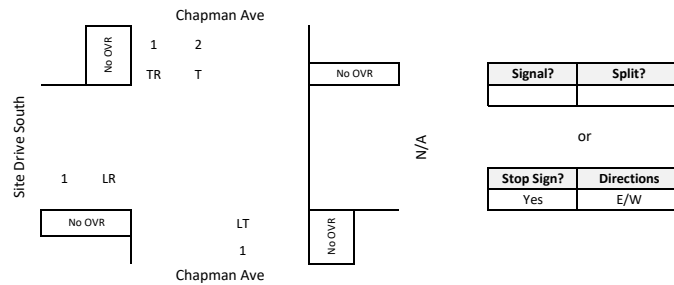
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	362	0	1.00	362				362	*
SB	T+TR	612		0.37	226	1	1.10	1	227	
Note:									CLV	363
									v/c	0.234
									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	728	0	1.00	728				728	*
SB	T+TR	712		0.37	263	0		0	263	
Note:									CLV	729
									v/c	0.470
									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			

Diagram of a four-way intersection with a center turn lane. The intersection is controlled by a traffic signal. The signal phases are:

- 1. Northbound (NB) Left Turn (L) and Right Turn (R) (10 seconds)
- 2. Southbound (SB) Left Turn (L) and Right Turn (R) (10 seconds)
- 3. Northbound (NB) Through and Left Turn (T) (10 seconds)
- 4. Southbound (SB) Through and Left Turn (T) (10 seconds)

The center turn lane is used for left turns from both directions. The signal is labeled "Signal?" and "Directions?".

	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	TR	153	0	1.00	153	6	1.10	7	160
	WB	T	91	151	1.00	91	169	1.10	186	277
		R	153		1.00	2				188
	NB	TR	45	0	1.00	45	137	1.10	151	196
SB	T	79	186	1.00	79	4	1.10	4	83	
	R	393		1.10	228				232	
Note:									CLV	509
	Congestion Equiv.								v/c	0.328
	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	153	258	1.00	137	246	1.10	151	258	
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Southbound	Yes	393	334	1.00	169	343	1.10	186	334	

		<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>TR</td> <td>295</td> <td>0</td> <td>1.00</td> <td>295</td> <td>15</td> <td>1.10</td> <td>17</td> <td>312 17</td> </tr> <tr> <td rowspan="2">WB</td> <td>T</td> <td>167</td> <td rowspan="2">258</td> <td>1.00</td> <td>167</td> <td rowspan="2">343</td> <td rowspan="2">1.10</td> <td rowspan="2">377</td> <td>544</td> </tr> <tr> <td>R</td> <td>258</td> <td>0</td> <td>377</td> </tr> <tr> <td rowspan="2">NB</td> <td>TR</td> <td>169</td> <td>0</td> <td>1.00</td> <td>169</td> <td>246</td> <td>1.10</td> <td>271</td> <td>440 271</td> </tr> <tr> <td>T</td> <td>127</td> <td rowspan="2">334</td> <td>1.00</td> <td>127</td> <td rowspan="2">17</td> <td rowspan="2">1.10</td> <td rowspan="2">19</td> <td>146</td> </tr> <tr> <td>SB</td> <td>R</td> <td>334</td> <td>0</td> <td>19</td> <td>19</td> </tr> <tr> <td colspan="8">Note:</td> <td>CLV</td> <td>984</td> </tr> <tr> <td colspan="8"></td> <td>v/c</td> <td>0.635</td> </tr> <tr> <td colspan="8"></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)	EB	TR	295	0	1.00	295	15	1.10	17	312 17	WB	T	167	258	1.00	167	343	1.10	377	544	R	258	0	377	NB	TR	169	0	1.00	169	246	1.10	271	440 271	T	127	334	1.00	127	17	1.10	19	146	SB	R	334	0	19	19	Note:								CLV	984									v/c	0.635									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)																																																																																		
EB	TR	295	0	1.00	295	15	1.10	17	312 17																																																																																		
WB	T	167	258	1.00	167	343	1.10	377	544																																																																																		
	R	258		0	377																																																																																						
NB	TR	169	0	1.00	169	246	1.10	271	440 271																																																																																		
	T	127	334	1.00	127	17	1.10	19	146																																																																																		
SB	R	334		0	19				19																																																																																		
Note:								CLV	984																																																																																		
								v/c	0.635																																																																																		
								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			

10

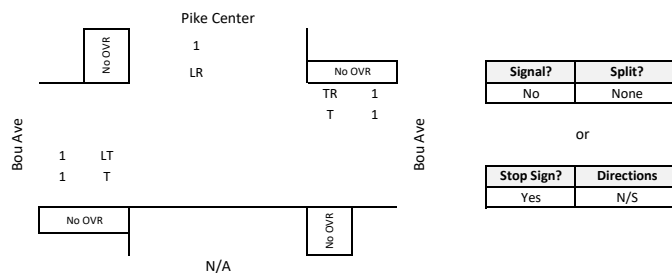
Critical Lane Volume and Level of Service Calculations

Intersection: 10. Bou Ave / Site Drive

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	300	0	1.00	300	0	1.10	0	300	*
WB	T+TR	523	0	0.53	277	10	1.10	11	288	
NB										
SB	LR	24	0	1.10	26				26	*
Note:									CLV	326
									v/c	0.210
									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	2T	542	0	1.00	542	0	1.10	0	542	*
WB	T+TR	511	0	0.53	271	20	1.10	22	293	
NB										
SB	LR	74	0	1.10	81				81	*
Note:									CLV	623
									v/c	0.402
									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

	Number of Lanes	Lane Use Factors				
		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			

11

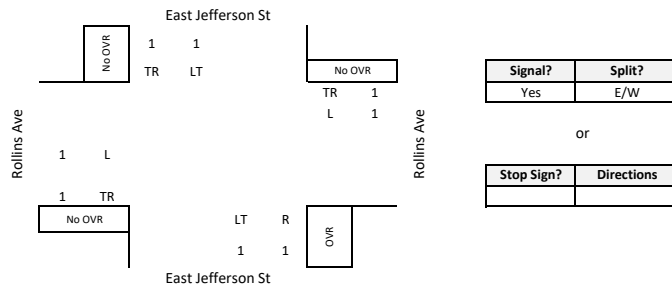
Critical Lane Volume and Level of Service Calculations

Intersection: 11. Rollins Ave / East Jefferson St

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	300	0	1.00	300				300	*
NB	LT R	252 340	0	1.10 1.00	277 340	20	1.10	22	299 362	*
SB	LTR	256	0	0.53	136	9	1.10	10	146	
Note:									CLV	750
									v/c	0.484
									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	533	0	1.00	533				533	*
NB	LT R	484 396	0	1.10 1.00	532 396	18	1.10	20	552 416	*
SB	LTR	299	0	0.53	158	7	1.10	8	166	
Note:									CLV	1165
									v/c	0.752
									LOS	C

Right Turn Overlap

	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	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	Yes	340	396		1.00	230	390		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

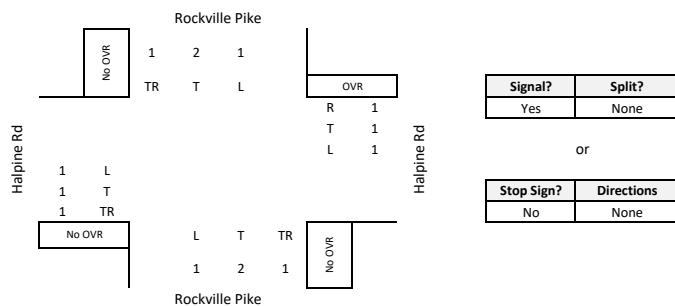
Critical Lane Volume and Level of Service Calculations

Intersection: 12. Rockville Pike / Halpine Rd

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	176	1.10	194	251	*
WB	LTR	271	67	0.37	75	42	1.10	46	46	
NB	2T+TR	1545	0	0.37	572	63	1.10	69	641	
SB	2T+TR	1853	0	0.37	686	79	1.10	87	773	*
Note:									CLV	1024
Congestion Equiv.									v/c	0.661
1550									LOS	B

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	210	1.10	231	312	*
WB	LTR	407	109	0.37	110	98	1.10	108	218	
NB	2T+TR	2222	0	0.37	822	99	1.10	109	931	*
SB	2T+TR	1783	0	0.37	660	197	1.10	217	877	
Note:									CLV	1243
Congestion Equiv.									v/c	0.802
1550									LOS	C

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			

13

**Critical Lane Volume
and
Level of Service Calculations**

Intersection: **13. Twinbrook Park / Parklawn Dr**

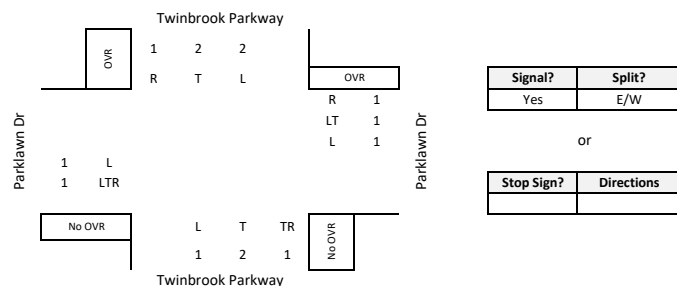
Jurisdiction: **Montgomery County, MD**

Scenario/Design Year: **Background 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	767	0	0.37	284	179	0.60	107	391	
SB	T	804		0.53	426				481	*
	R	63	40	1.00	23	50	1.10	55	23	
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	LTR	144	0	0.60	86				86	*
WB	LT	343		0.60	206				206	*
NB	2T+TR	1470	0	0.37	544	133	0.60	80	624	*
SB	T	743		0.53	394				428	
	R	32	32	1.00	0	31	1.10	34	34	
Note:									CLV	916
									v/c	0.591
									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			

14

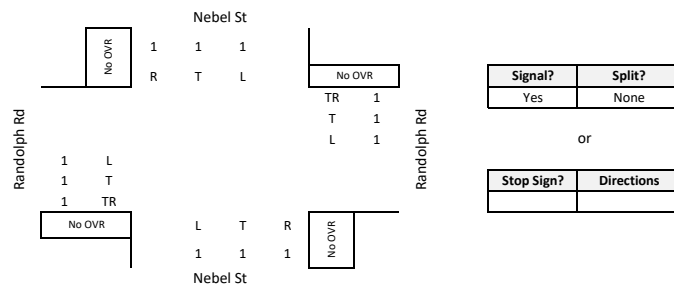
Critical Lane Volume and Level of Service Calculations

Intersection: 14. Nebel St / Randolph Rd

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	678	0	0.53	359	258	1.10	284	643	*
WB	T+TR	1170	0	0.53	620	16	1.10	18	638	
NB	T	54	0	1.00	54	138	1.10	152	206	*
SB	T	74	0	1.00	74	80	1.10	88	162	
	R	14	0	1.00	14					
Note:									CLV	849
									v/c	0.548
									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	1130	0	0.53	599	202	1.10	222	821	*
WB	T+TR	985	0	0.53	522	21	1.10	23	545	
NB	T	145	0	1.00	145	282	1.10	310	455	*
SB	T	171	0	1.00	171	125	1.10	138	309	
	R	24	0	1.00	24				162	
Note:									CLV	1442
									v/c	0.930
									LOS	D

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: 17. Chapman Ave / Thompson Ave

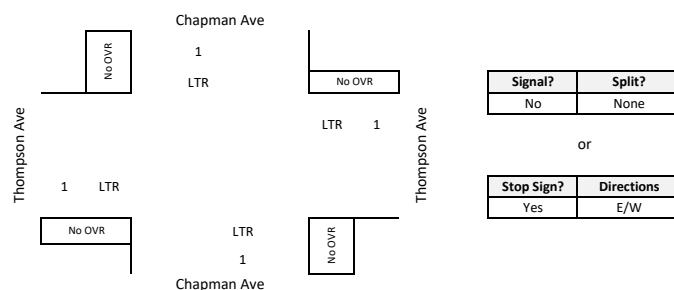
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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
									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	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
									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			

16

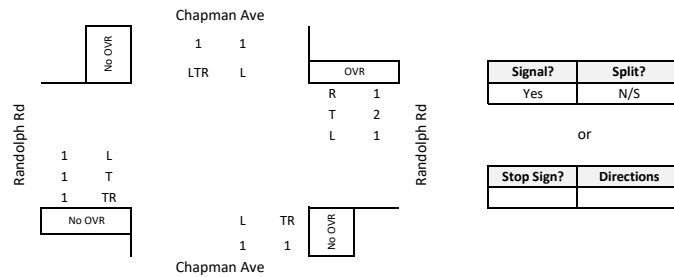
Critical Lane Volume and Level of Service Calculations

Intersection: 16. Chapman Ave / Randolph Rd

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	731	0	0.53	387	9	1.10	10	397	
WB	T	1122	30	0.53	595	77	1.10	85	680	*
NB	LTR	21	0	1.00	21				21	*
SB	LTR	58	0	0.60	35				35	*
Note:									CLV	736
									v/c	0.475
									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	1046	0	0.53	554	14	1.10	15	569	*
WB	T	772	127	0.53	409	144	1.10	158	567	
NB	LTR	94	0	1.00	94				94	*
SB	LTR	299	0	0.60	179				179	*
Note:									CLV	842
									v/c	0.543
									LOS	A

Right Turn Overlap

Approach	Excl. Right	Right Vol.				Adjacent Overlap Vol.				Overlap	
		AM	PM	LUF	AM	PM	LUF	AM	PM	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		

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			

15

Critical Lane Volume and Level of Service Calculations

Intersection: 15. Rockville Pike / Hubbard Dr

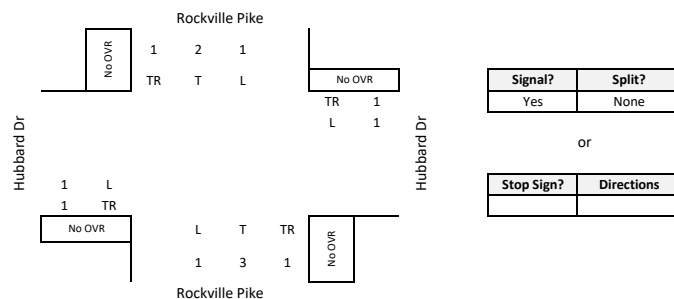
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	1887	0	0.30	566	48	1.10	53	619	
SB	2T+TR	2605	0	0.37	964	25	1.10	28	992	*
Note:									CLV	1097
									v/c	0.708
									LOS	B

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	2840	0	0.30	852	161	1.10	177	1029	*
SB	2T+TR	2034	0	0.37	753	18	1.10	20	773	
Note:									CLV	1278
									v/c	0.825
									LOS	C

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 I Future
Background
Conditions Capacity
Analyses

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:
1. Capacity analysis based on Highway Capacity Manual 2000 methodology, using Synchro 11 unless otherwise noted.
 2. **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

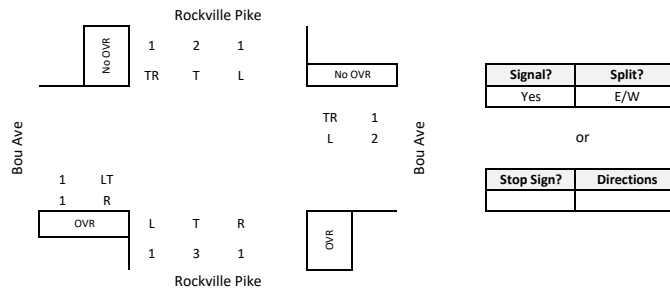
Scenario/Design Year: Background Conditions

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	467		0.60	280				280	*
	TR	76	0	1.00	76				76	
NB	3T	1646		0.37	609	124	1.10	136	745	
	R	177	177	1.00	0				136	
SB	2T+TR	2083	0	0.37	771	36	1.10	40	811	*
Note:									CLV	1126
									v/c	0.726
									LOS	B
									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	329		0.60	197				197	*
	TR	196	0	1.00	196				196	
NB	3T	2470		0.37	914	206	1.10	227	1141	*
	R	391	391	1.00	0				227	
SB	2T+TR	1733	0	0.37	641	57	1.10	63	704	
Note:									CLV	1386
									v/c	0.894
									LOS	D
									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	177	391		0.00	467	329		0.60	177	391
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

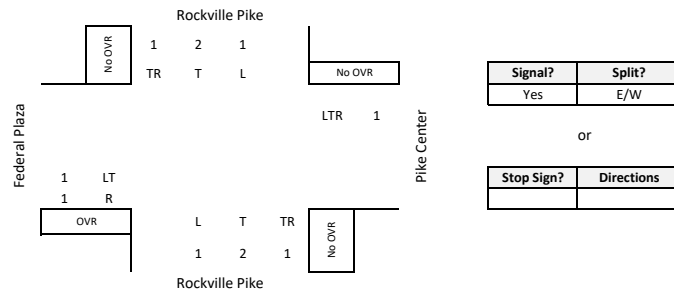
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	0	1.00	17				17	*
NB	2T+TR	1555	0	0.37	575	30	1.10	33	608	
SB	2T+TR	2107	0	0.37	780	84	1.10	92	872	*
Note:									CLV	907
									v/c	0.585
									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	0	1.00	65				65	*
NB	2T+TR	2346	0	0.37	868	26	1.10	29	897	*
SB	2T+TR	1779	0	0.37	658	197	1.10	217	875	
Note:									CLV	1097
									v/c	0.708
									LOS	B

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

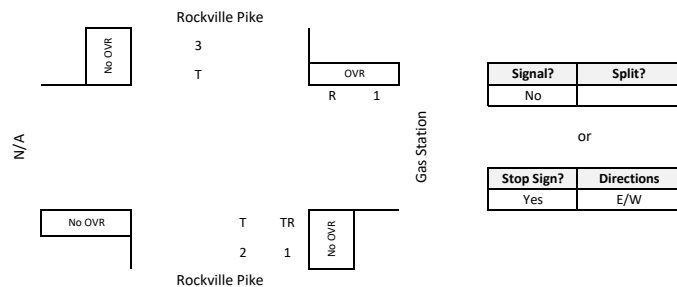
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	1568	0	0.37	580				580	
SB	3T	2156	0	0.37	798				798	*
Note:									CLV	817
									v/c	0.527
									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										
WB	R	58	0	1.00	58				58	*
NB	2T+TR	2488	0	0.37	921				921	*
SB	3T	1793	0	0.37	663				663	
Note:									CLV	979
									v/c	0.632
									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	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

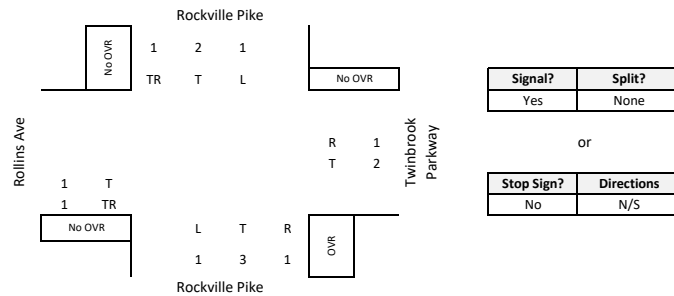
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	392	0	0.53	208				208	*
WB	2T R	312 186	0	0.53 1.00	165 186				165 186	
NB	3T R	1430 106	0	0.37 1.00	529 106	200	1.10	220	749 326	
SB	2T+TR	2020	0	0.37	747	103	1.10	113	860	*
Note:									CLV	1068
									v/c	0.689
									LOS	B

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	483	0	0.53	256				256	*
WB	2T R	314 171	0	0.53 1.00	166 171				166 171	
NB	3T R	2106 121	0	0.37 1.00	779 121	204	1.10	224	1003 345	*
SB	2T+TR	1793	0	0.37	663	140	1.10	154	817	
Note:									CLV	1259
									v/c	0.812
									LOS	C

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

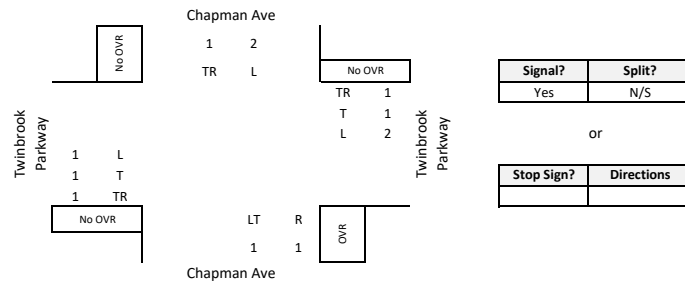
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	582	0	0.53	308	531	0.60	319	627	*
WB	T+TR	563	0	0.53	298	40	1.10	44	342	
NB	LT	115	197	1.00	115				115	*
SB	TR	50	0	1.00	50				50	*
	L	84	0	0.60	50					
Note:									CLV	792
									v/c	0.511
									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	873	0	0.53	463	469	0.60	281	744	*
WB	T+TR	727	0	0.53	385	68	1.10	75	460	
NB	LT	190	281	1.00	190				311	*
SB	TR	119	0	1.00	119				129	*
	L	215	0	0.60	129					
Note:									CLV	1184
									v/c	0.764
									LOS	C

Right Turn Overlap

	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	No	n/a	n/a		n/a	n/a	n/a		n/a	0	0	
Northbound	Yes	197	592		1.00	531	469		0.60	197	281	
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			

6

Critical Lane Volume and Level of Service Calculations

Intersection: 06. Chapman Ave / Site Drive North

Jurisdiction: Montgomery County, MD

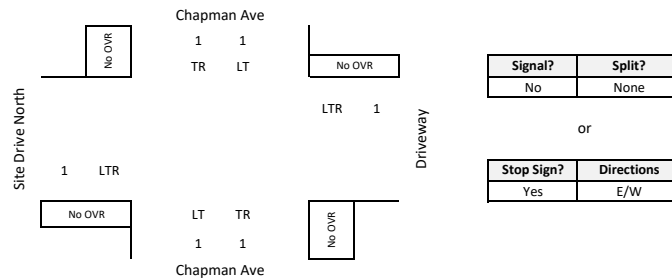
Scenario/Design Year: Background Conditions

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	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	358	0	0.53	190	5	1.10	6	196	
SB	T+TR	649	0	0.53	344	2	1.10	2	346	*
Note:									CLV	351
									v/c	0.226
									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	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	759	0	0.53	402	5	1.10	6	408	*
SB	T+TR	638	0	0.53	338	3	1.10	3	341	
Note:									CLV	427
									v/c	0.275
									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	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

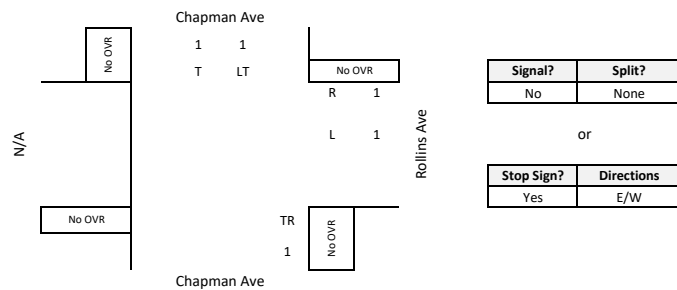
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	395	0	1.00	395	36	1.10	40	435 40	*
SB	LT+T	608	0	0.53	322	0	1.10	0	322	
Note:									CLV	474
									v/c	0.306
									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									0 0	
WB	L R	71 97	0	1.10 1.00	78 97				78 97	*
NB	TR	733	0	1.00	733	45	1.10	50	783 50	*
SB	LT+T	642	0	0.53	340	0	1.10	0	340 0	
Note:									CLV	880
									v/c	0.568
									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				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**

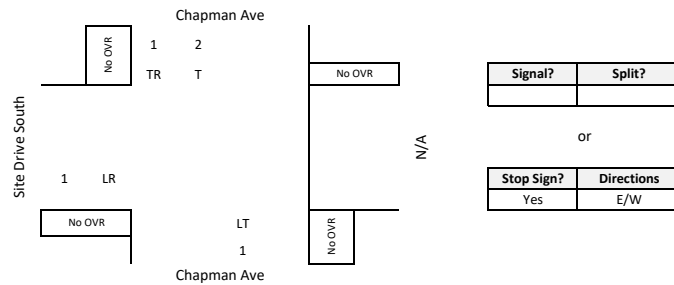
Jurisdiction: **Montgomery County, MD**

Scenario/Design Year: **Background 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	362	0	1.00	362				362	*
SB	T+TR	612		0.37	226	1	1.10	1	227	
Note:									CLV	363
									v/c	0.234
									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	728	0	1.00	728				728	*
SB	T+TR	712		0.37	263	0		0	263	
Note:									CLV	729
									v/c	0.470
									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			

Diagram of a T-intersection with Chapman Ave running horizontally and Bou Ave running vertically. Chapman Ave has a one-way street sign pointing right. Bou Ave has a one-way street sign pointing down. The intersection is marked with a "No OVR" sign. The diagram shows the layout of the intersection, including the street names, the one-way signs, and the "No OVR" sign.

	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	TR	153	0	1.00	153	6	1.10	7	160
	WB	T	91	151	1.00	91	169	1.10	186	277
		R	153		1.00	2				188
	NB	TR	45	0	1.00	45	137	1.10	151	196
SB	T	79	186	1.00	79	4	1.10	4	83	
	R	393		1.10	228				232	
Note:									CLV	509
	Congestion Equiv.								v/c	0.328
	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	153	258	1.00	137	246	1.10	151	258	
Northbound	No	n/a	n/a	n/a	n/a	n/a	n/a	0	0	
Southbound	Yes	393	334	1.00	169	343	1.10	186	334	

		<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>TR</td> <td>295</td> <td>0</td> <td>1.00</td> <td>295</td> <td>15</td> <td>1.10</td> <td>17</td> <td>312 17</td> </tr> <tr> <td rowspan="2">WB</td> <td>T</td> <td>167</td> <td rowspan="2">258</td> <td>1.00</td> <td>167</td> <td rowspan="2">343</td> <td rowspan="2">1.10</td> <td rowspan="2">377</td> <td>544</td> </tr> <tr> <td>R</td> <td>258</td> <td>0</td> <td>377</td> </tr> <tr> <td rowspan="2">NB</td> <td>TR</td> <td>169</td> <td>0</td> <td>1.00</td> <td>169</td> <td>246</td> <td>1.10</td> <td>271</td> <td>440 271</td> </tr> <tr> <td>T</td> <td>127</td> <td rowspan="2">334</td> <td>1.00</td> <td>127</td> <td rowspan="2">17</td> <td rowspan="2">1.10</td> <td rowspan="2">19</td> <td>146</td> </tr> <tr> <td>SB</td> <td>R</td> <td>334</td> <td>0</td> <td>19</td> <td>19</td> </tr> <tr> <td colspan="8">Note:</td> <td>CLV</td> <td>984</td> </tr> <tr> <td colspan="6"></td> <td colspan="2">Congestion Equiv.</td> <td>v/c</td> <td>0.635</td> </tr> <tr> <td colspan="6"></td> <td colspan="2">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)	EB	TR	295	0	1.00	295	15	1.10	17	312 17	WB	T	167	258	1.00	167	343	1.10	377	544	R	258	0	377	NB	TR	169	0	1.00	169	246	1.10	271	440 271	T	127	334	1.00	127	17	1.10	19	146	SB	R	334	0	19	19	Note:								CLV	984							Congestion Equiv.		v/c	0.635							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)																																																																																										
EB	TR	295	0	1.00	295	15	1.10	17	312 17																																																																																										
WB	T	167	258	1.00	167	343	1.10	377	544																																																																																										
	R	258		0	377																																																																																														
NB	TR	169	0	1.00	169	246	1.10	271	440 271																																																																																										
	T	127	334	1.00	127	17	1.10	19	146																																																																																										
SB	R	334		0	19				19																																																																																										
Note:								CLV	984																																																																																										
						Congestion Equiv.		v/c	0.635																																																																																										
						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			

10

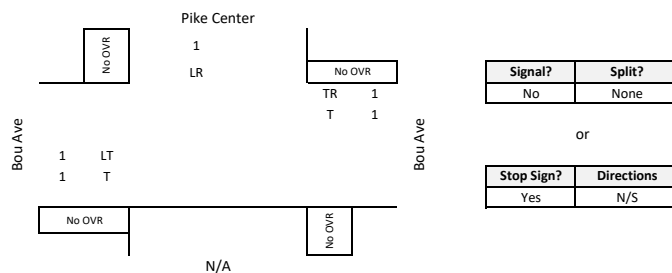
Critical Lane Volume and Level of Service Calculations

Intersection: 10. Bou Ave / Site Drive

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	300	0	1.00	300	0	1.10	0	300	*
WB	T+TR	523	0	0.53	277	10	1.10	11	288	
NB										
SB	LR	24	0	1.10	26				26	*
Note:									CLV	326
									v/c	0.210
									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	2T	542	0	1.00	542	0	1.10	0	542	*
WB	T+TR	511	0	0.53	271	20	1.10	22	293	
NB										
SB	LR	74	0	1.10	81				81	*
Note:									CLV	623
									v/c	0.402
									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			

11

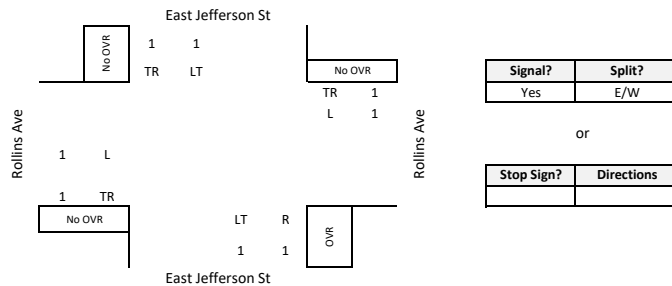
Critical Lane Volume and Level of Service Calculations

Intersection: 11. Rollins Ave / East Jefferson St

Jurisdiction: Montgomery County, MD
 Scenario/Design Year: Background 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	300	0	1.00	300				300	*
NB	LT R	252 340	0	1.10 1.00	277 340	20	1.10	22	299 362	*
SB	LTR	256	0	0.53	136	9	1.10	10	146	
Note:									CLV	750
									v/c	0.484
									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	533	0	1.00	533				533	*
NB	LT R	484 396	0	1.10 1.00	532 396	18	1.10	20	552 416	*
SB	LTR	299	0	0.53	158	7	1.10	8	166	
Note:									CLV	1165
									v/c	0.752
									LOS	C

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	340	396		1.00	230	390		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

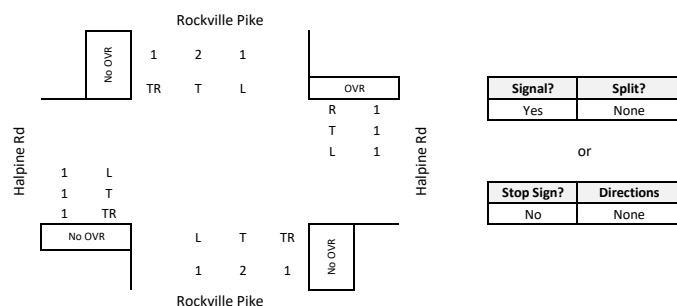
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	176	1.10	194	251	*
WB	LTR	271	67	0.37	75	42	1.10	46	46	
NB	2T+TR	1545	0	0.37	572	63	1.10	69	641	
SB	2T+TR	1853	0	0.37	686	79	1.10	87	773	*
Note:									CLV	1024
									v/c	0.661
									LOS	B

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	210	1.10	231	312	*
WB	LTR	407	109	0.37	110	98	1.10	108	218	
NB	2T+TR	2222	0	0.37	822	99	1.10	109	931	*
SB	2T+TR	1783	0	0.37	660	197	1.10	217	877	
Note:									CLV	1243
									v/c	0.802
									LOS	C

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			

13

Critical Lane Volume and Level of Service Calculations

Intersection: 13. Twinbrook Park / Parklawn Dr

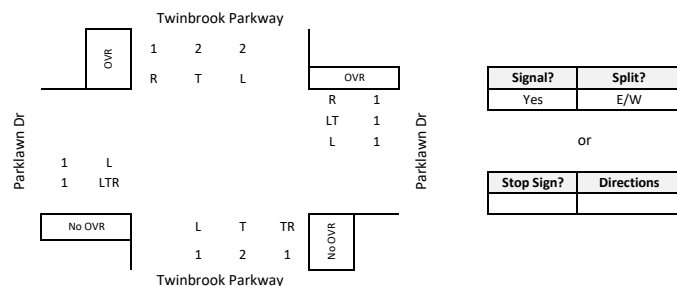
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	767	0	0.37	284	179	0.60	107	391	
SB	T	804		0.53	426				481	*
	R	63	40	1.00	23	50	1.10	55	23	
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	LTR	144	0	0.60	86				86	*
WB	LT	343		0.60	206				206	*
NB	2T+TR	1470	0	0.37	544	133	0.60	80	624	*
SB	T	743		0.53	394				428	
	R	32	32	1.00	0	31	1.10	34	34	
Note:									CLV	916
									v/c	0.591
									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			

14

Critical Lane Volume and Level of Service Calculations

Intersection: 14. Nebel St / Randolph Rd

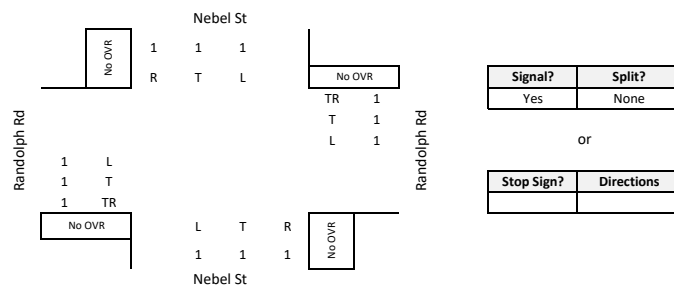
Jurisdiction: Montgomery County, MD

Scenario/Design Year: Background 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	678	0	0.53	359	258	1.10	284	643	*
WB	T+TR	1170	0	0.53	620	16	1.10	18	638	
NB	T	54	0	1.00	54	138	1.10	152	206	*
SB	T	74	0	1.00	74	80	1.10	88	162	
	R	14	0	1.00	14					
Note:									CLV	849
									v/c	0.548
									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	1130	0	0.53	599	202	1.10	222	821	*
WB	T+TR	985	0	0.53	522	21	1.10	23	545	
NB	T	145	0	1.00	145	282	1.10	310	455	*
SB	T	171	0	1.00	171	125	1.10	138	309	
	R	24	0	1.00	24				162	
Note:									CLV	1442
									v/c	0.930
									LOS	D

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			