

Exhibit 52(a)(i)
OZAH Case No: H-159

Transportation Technical Attachments

Notley Road

Montgomery County, Maryland

1st Submission: April 5, 2025

2nd Submission: August 19, 2025

3rd Submission: September 22, 2025

4th Submission: October 16, 2025

GOROVE SLADE
Transportation Planners and Engineers

CONTENTS

(Note: Click on heading to navigate directly to each section of the Technical Attachments)

- A. LATR Scoping Form
- B. Trip Generation Calculations
- C. Existing Turning Movement Counts
- D. Trip Distribution Calculations
- E. Signal Timing Data
- F. CLV Worksheet
- G. ADA Curb Ramp Review
- H. Illuminance Study
- I. Speed Study Data
- J. Signal Warrant Study
- K. Comment Response Letter
- L. SimTraffic Queues

A. LATR Scoping Form

Transportation Adequacy Form

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

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

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

Transportation Adequacy Form Approval For Staff Use Only

Montgomery Planning Name: Barbara Mosier 4/7/25 ☒  Montgomery Planning	State Highway Administration (if applicable) Name: Click and type. Kwesi Woodroffe 4/7/2025 ☒  State Highway Administration
Montgomery County Department of Transportation (if an LATR Study is required) Name: Click and type. Rebecca Torma 4/7/25^{MCDOT} ☒  MCDOT	Local Jurisdiction (if applicable) Click and type. Name: Click and type. ☐ Local Jurisdiction

Applicant Information (Required for All)

Project Name	Notley Road Assemblage		
Applicant / Developer Name	Mike Kenny Ryan Stuart Development	Project Location (include address if known)	

Transportation Consultant and Contact Information	William Zeid, PE Gorove/Slade Associates, Inc. william.zeid@goroveslade.com 571-466-6605		Date Form Submitted to Planning Staff	2/5/2025
Part A: Project Information (Required for All)				
Transportation Policy Area(s) List Name and Color See GIP Area Map	Colesville (Yellow)	Master Plan or Sector Plan Area(s) See MCATLAS	White Oak Master Plan	
		Complete Street Area Type See MCATLAS	Suburban	
Application Type(s) <i>Check all apply</i>	☐ Preliminary Plan ☐ Conditional Use ☐ Amendment ☐ Site Plan ☐ APF at Building Permit ☐ Mixed Income Housing Community (MIHC) Plan ☐ Sketch/Concept/ Pre-Preliminary ☒ Local Map Amendment ☐ Other:			
Project Description Outline the project's key details, including a description of the planned development program. This should cover land use, unit count, square footage, project phasing, and applicable zoning/subdivision regulations.	The current application is for a Local Map Amendment to allow for a future Preliminary Plan application that would replace the existing single-family detached homes with up to 150 town homes.			
Existing Use & Prior Approval Outline the current uses of the site, including land use categories, unit count or square footage, site activities, construction year, and any other pertinent details. Note any prior approvals or proposals.	The existing site currently includes five (5) single-family detached houses. The site is currently zoned R-200.			
Site Access Describe proposed site access points for all modes. Show curb cut locations (proposed and existing), access controls (e.g., right-in/out,	The development is proposed to be accessed via three (3) curb cuts; two (2) full access curb cuts on Notley Road and one (1) right-in/right-out curb cut on New Hampshire Avenue. Vehicles then use private alleys to access the townhome driveways. The Project will meet the minimum parking requirements and additional details will be provided in LATR. Pedestrian access will be provided for each individual unit directly or via sidewalks connecting to New Hampshire Avenue or Notley Road. New sidewalks and trails will be constructed along the site frontage, as shown on the site plan.			

signalized), connections between parcels, internal movement, private roads, parking/loading areas, and other site access details. Include maps or graphics as an attachment.

Note that proposed access from New Hampshire Avenue has been removed from consideration. The proposed access will be via curb cuts on Notley Road only.

☒ Map(s) or graphic(s) attached

Part B: Transportation Adequacy Screening (Required for All)

Trip Generation Estimates

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

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

Include detailed calculations as an attachment.

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

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

Totals Summary:

	AM Peak-Hour Weekday	PM Peak-Hour Weekday	Daily (Weekday)
Proposed Motor Vehicle Trips	69	83	1049
Existing Motor Vehicle Trips (credit)	5	6	61
Net New Motor Vehicle Trips	64	77	988

☒ Trip Generation description, detailed calculation, and tables attached

Maximum Net New Peak-Hour Motor Vehicle Trips 77
(the greater of the AM and PM peak-hour trips)

LATR Study Determination <i>Check all that apply.</i> See Section 2.B2 of the LATR Guidelines for more information.	☐ LATR Study Exempt Go to Part C: LATR Study Exempt Note: <i>If fewer than 30 maximum net new peak-hour weekday motor vehicle trips are determined, the project is exempt from the LATR Study. Other exemptions are listed in Part C: LATR Study Exempt and in the LATR Guidelines.</i>	☒ LATR Study Required Go to Part D: LATR Study Data Collection ☒ Vision Zero Statement Required with LATR Study. ☒ Non-Motor Vehicle Analysis Required with LATR Study. ☒ Motor Vehicle Analysis Required with LATR Study, except for Red Policy Areas and Downtowns, which are exempt. Go to Part D, then Part E.
Part C: LATR Study Exempt		
Only to be completed for projects that are LATR Study Exempt.		

LATR Study Exemption Statement

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

The statement can be attached if more room is needed.

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

Reason(s) for exemption:

Check all that apply.

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

Statement:

- ☐ Statement attached (as needed)

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

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

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

Vision Zero Statement <i>Speed Study Locations</i> All LATR studies must develop a Vision Zero Statement. The Applicant must conduct speed studies, report findings, and suggest safety countermeasures. Indicate locations for speed studies. The maximum number of required speed studies is based on the maximum net new weekday peak-hour motor vehicle trips. Include map(s) depicting the speed study locations as an attachment. <i>See Section 3.A1, Table 1 of the LATR Guidelines for speed study requirements.</i>	Locations for Speed Studies: 1. New Hampshire Avenue between Notley Road and Orchard Way 2. Notley Road between Petwyn Court and Shannon Drive 3. Click or tap here to enter text. 4. Click or tap here to enter text. ☒ Map(s) attached										
Non-Motor Vehicle Analysis <i>Study Area Extent</i> All LATR studies must analyze non-motor vehicle adequacy. Select the appropriate study area network distance based on the maximum net new weekday peak-hour motor vehicle trips. Include maps that show the site, the network-distance study area, and a buffer from the property boundary equal to the listed network distance. <i>See Section 3.B1, Table 2 and Figure 3 of the LATR Guidelines for study area and analysis requirements.</i>	Study Area Network Distance for Analysis: <table> <tr> <td>Pedestrian Level of Comfort:</td> <td>400 feet</td> </tr> <tr> <td>Illuminance:</td> <td>400 feet</td> </tr> <tr> <td>ADA Compliance:</td> <td>200 feet</td> </tr> <tr> <td>Bicycle:</td> <td>750 feet</td> </tr> <tr> <td>Bus Transit:</td> <td>1000 feet</td> </tr> </table> ☒ Study area map(s) attached	Pedestrian Level of Comfort:	400 feet	Illuminance:	400 feet	ADA Compliance:	200 feet	Bicycle:	750 feet	Bus Transit:	1000 feet
Pedestrian Level of Comfort:	400 feet										
Illuminance:	400 feet										
ADA Compliance:	200 feet										
Bicycle:	750 feet										
Bus Transit:	1000 feet										

Programmed Transportation Projects <i>Background Conditions</i> List all programmed roadway, transit, bicycle, and pedestrian projects within a ¼-mile buffer of the property boundary. Programmed projects include those fully funded for construction in the County or State budget in the next 6 years and conditioned developer projects. See Transportation Commitments Map for info.	N/A
End of Part D. If Motor Vehicle Analysis is required, go to Part E. For projects in Red Policy Areas and Downtowns, go to Part F.	

Part E: LATR Study Required—Motor Vehicle Analysis	
Only to be completed by Applicants of projects that require an LATR Study with Motor Vehicle Analysis. LATR Studies must include an assessment of Motor Vehicle Adequacy, except for developments in Red Policy Areas and Downtowns, which are exempt from this requirement. The purpose of this section is to determine parameters of LATR Study, including the extent of data collection and analysis. The completed LATR Study must comply with all requirements in the <i>LATR Guidelines</i>, including those not listed on this form.	
Study Scenarios Propose an appropriate set of scenarios to analyze. Other scenarios may be requested by reviewing agencies. Note the anticipated build-out year and project phasing. See 3.C1 of the <i>LATR Guidelines</i> for requirements.	Scenarios: ☒ Existing ☒ Background (No Build) ☒ Total Future ☒ Future with Mitigation (as needed) Existing Year: 2025 Phases / Build-out Year(s): 2030 Study Periods: ☒ AM ☒ PM ☐ Mid-day ☐ Saturday ☐ Sunday ☐ Other: Click to enter text. Additional Scenarios: Click and type to enter text.

Software Requirement Select software type and describe methodology and analysis for specific intersections. <i>See 3.C1 of the LATR Guidelines for requirements.</i>	Software Type(s): ☒ Synchro ☐ VISSIM ☐ CORSIM ☐ SIDRA ☒ SimTraffic ☐ CLV ☐ Other Click to enter text. Provide methodology (analysis and software) for specific intersections: HCM capacity and queuing analyses will be performed at the following key state-owned intersections: - New Hampshire Avenue (MD 650) and the ICC (MD 200) interchange New Hampshire Avenue (MD 650) and Site Access - New Hampshire Avenue (MD 650) and Notley Road - New Hampshire Avenue (MD 650) and Randolph Road <i>The access on New Hampshire Avenue has been removed from consideration.</i> HCM capacity and queuing analyses will be performed for the key state-owned intersections under the following scenarios: - Existing conditions - Background conditions - Future conditions A table will be included in the LATR which summarizes the 95th percentile queues and available queue storage for the key study intersections. <i>Simtraffic will be used for queuing analysis for the key state-owned intersections.</i> <i>All non-state owned intersections will be analyzed based on the Motor Vehicle System Adequacy Standards as stated in the LATR guidelines.</i> Synchro and SimTraffic outputs will be included in the LATR study appendix and Synchro files (model .syn and settings .sim) will be included as part of the submission.	
Study Intersections Identify study intersections. Applicants must study a minimum number of significant signalized and non-signalized intersections. The number of required intersection tiers is based on weekday peak-hour motor vehicle trips. <i>See 3.C2 of the LATR Guidelines for requirements.</i>	- New Hampshire Avenue (MD 650) and the ICC (MD 200) interchange New Hampshire Avenue (MD 650) and Site Access - New Hampshire Avenue (MD 650) and Notley Road - New Hampshire Avenue (MD 650) and Randolph Road - Notley Road and East Site Access - Notley Road and West Site Access - Notley Road and Sherwood Forest Drive <i>The access on New Hampshire Avenue has been removed from consideration.</i>	

Multimodal Intersection Counts Counts must be collected no more than 12 months prior to the acceptance of the LATR Study. Indicate if counts will be new or existing, and list locations and dates of any existing counts. <i>See 3.C2 of the LATR Guidelines for requirements.</i> <i>See Montgomery Planning's Intersection Analysis Database</i>	Intersection count collection: <i>Check all that apply.</i> ☒ New intersection counts (not yet collected) ☐ Existing intersection counts (must be collected no more 12 months before LATR Study acceptance date) If using any existing counts, list location(s) and date(s) of counts:
Trip Distribution Determine trip distribution percentages using Appendix 2 of the LATR Guidelines. Provide sources and justification for any proposed changes to listed distributions. Include a map and a list or table as an attachment. <i>See Appendix 2 of the LATR Guidelines for detailed guidance and trip distribution percentages.</i>	Distributions for the proposed residential are based on Appendix Table 2-6 of the M-NCPPC LATR Guidelines. The distributions are as follows for the AM commuter and PM commuter peak hours: • Intercounty Connector (from/to west): 10% • Intercounty Connector (from/to east): 15% • Randolph Road (from/to southwest): 20% • Randolph Road (from/to southeast): 10% • New Hampshire Avenue (from/to north): 10% • New Hampshire Avenue (from/to south): 30% • Notley Road (from/to west): 5% ☒ Trip Distribution graphic(s) attached

Pipeline Developments <i>Background Conditions</i> List all approved but unbuilt developments or concurrently pending applications in the vicinity of the study area. Include project name, plan number, land uses, and densities. See Montgomery Planning's Development Pipeline webpage for info.	Three (3) pipeline developments were identified near the project site: • Beall's Manor (120140030) – 4 single family detached units • Snowden Manor (120040860) – 2 single family detached units • Colesville Farm Estates (12005004A) – 3 single family detached units However, these above identified developments are expected to contribute under 5 CLV and hence will not be included in the study.
Additional Analysis Indicate any anticipated site-specific analysis, including analysis type, location, and software type. Additional analysis may be requested after LATR Study submittal. See 3.C2 of the LATR Guidelines for information.	☒ Queuing Analysis ☒ Signal Warrant Analysis ☐ Weaving/Merge Analysis ☐ Crash Analysis Location(s) and software requirement(s) for each analysis. Provide explanations as needed: Queuing Analysis will be conducted at the Notley Road/New Hampshire Avenue intersection using SimTraffic. Preliminary Signal Warrant Analysis will be conducted at the Notley Road/New Hampshire intersection.
End of Part E. Go to Part F: Mitigation.	

Part F: Mitigation	
Only to be completed by Applicants of projects with an LATR Study Required. The purpose of this section is to highlight Montgomery Planning's approach to mitigation and to identify the Proportionality Guide amount, which represents a guiding upper limit for the cost of mitigation. Any mitigation strategies discussed at this stage and included in the <i>Transportation Adequacy Form</i> are considered non-binding until formally evaluated in the LATR Study and committed to as a condition of a development approval.	
Proportionality Guide Amount Calculate the estimated Proportionality Guide Amount. This is for informational purposes only	<i>To calculate the estimated Proportionality Guide Amount, multiply the Net New Daily Motor Vehicle Trips (found in Part B) by the Proportionality Guide Rate. The Guide Rate is \$765, as of January 1, 2025.</i>

and is subject to change. See 4.A of the LATR Guidelines for instructions.	Proportionality Guide Amount: \$ 755,820 Cost Estimation Tool Version Expected to be Used for Mitigation Cost Estimates: January 1, 2025 guide rate
Potential Mitigation Strategies (Optional) Describe any potential mitigations that are under consideration or master-planned within the study boundary. This is for informational purposes only and subject to change. The completed LATR Study must detail all proposed mitigations. See 4.B of the LATR Guidelines for mitigation priorities.	N/A
End of Part F. Go to Acknowledgements.	

Acknowledgements and Topics for Discussion

For All Applicants • The Applicant must comply with all other requirements of the <i>LATR Guidelines</i> not listed on this form. • Before submitting a development application or initiating an LATR Study, projects requiring an APF finding must have this form approved by Montgomery Planning and other agencies applicable to the project context. • If the development proposal significantly changes after this form has been approved, the Applicant must amend the form and receive a new approval. For LATR Study Required projects • To make changes to the trip generation and/or trip distribution methodology between the approval of this form and the LATR Study submittal, the Applicant must amend this form and receive Planning staff concurrence. • If physical improvements are proposed as mitigation, the LATR Study must demonstrate feasibility with regards to right-of-way and utility relocation (at a minimum). • A receipt from MCDOT showing payment of the LATR Study review fee must be included with the LATR Study submittal. • Traffic model files (Synchro, VISSIM, etc.) must be sent to MCDOT and SHA, when applicable. • Intersection counts and pedestrian and bike data verification data must be uploaded to Montgomery Planning's database. • An electronic copy of the LATR Study and appendices must submitted to ePlans and sent to Planning staff via transportation.review@montgomeryplanning.org.	☒ The Applicant acknowledges Montgomery Planning's policies listed in this form and described in the <i>LATR Guidelines</i>. Describe any additional assumptions, special circumstances, or other topics for discussion not covered by this form:
Submit the completed form to transportation.review@montgomeryplanning.org End of form.	

B. Trip Generation Calculations

Trip Generation -Existing Residential

Policy Area: 10. Colesville

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Single-Family Detached House	210	5 du	1 veh/hr	4 veh/hr	5 veh/hr	4 veh/hr	2 veh/hr	6 veh/hr	64 veh
Calculation Details:			26%	74%	$\ln(T)=0.91\ln(X)+0.12$	63%	37%	$\ln(T)=0.94\ln(X)+0.27$	$\ln(T)=0.92\ln(X)+2.68$

Step 2: Convert to policy area vehicle trips

Land Use	ITE Vehicle-Trip generation Rate Adjustment Factor (Appendix Table 1a)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Residential	80%	1 veh/hr	3 veh/hr	4 veh/hr	3 veh/hr	2 veh/hr	5 veh/hr	51 veh

Trip Generation - Proposed Residential

Policy Area: 10. Colesville

Step 1: Base trip generation using ITEs' *Trip Generation* 11th Edition

Land Use	Land Use Code	Quantity	AM Peak Hour			PM Peak Hour			Weekday
			In	Out	Total	In	Out	Total	Total
Single-Family Attached Hous	215	135 du	16 veh/hr	49 veh/hr	65 veh/hr	45 veh/hr	32 veh/hr	77 veh/hr	978 veh
Calculation Details:			25%	75%	=0.52X-5.7	59%	41%	=0.6X-3.93	=7.62X-50.48

Step 2: Convert to policy area vehicle trips

Land Use	ITE Vehicle-Trip generation Rate Adjustment Factor (Appendix Table 1a)	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	Total
Residential	80%	13 veh/hr	39 veh/hr	52 veh/hr	36 veh/hr	26 veh/hr	62 veh/hr	782 veh

C. Existing Turning Movement Counts

D. Trip Distribution Calculations

Notley Road, Proposed Residential Site Distributions
*Derived from Appendix Table 2-6 of the M-NCPPC LATR Guidelines

Trip Assignment for Super District (Development Located in Super District 6 - White Oak/Fairland/Cloverly)

Super District	Auto Driver Distribution- District 6 Residential	Direction					Notley Road (from/to west)	Sum
		Intercounty Connector (from/to west)	Intercounty Connector (from/to east)	Randolph Road (from/to south west)	Randolph Road (from/to south east)	New Hampshire Avenue (from/to north)	New Hampshire Avenue (from/to south)	
1 (Bethesda/Chevy Chase)	3.6%			50%				100%
2 (Silver Spring/Takoma Park)	4.0%						50%	100%
3 (Potomac/Damestown/Travilah)	1.0%	60%					100%	100%
4 (Rockville/North Bethesda)	6.6%	25%		50%			40%	100%
5 (Kensington/Wheaton)	5.3%			100%				100%
6 (White Oak/Fairland/Cloverly)	30.8%				35%	35%		100%
7 (Gaithersburg/Shady Grove)	2.9%	80%					30%	100%
8 (Aspen Hill/Olney)	3.7%	25%		25%		25%		100%
9 (Germantown/Clarksburg)	0.4%	100%						100%
10 (Rural West of I-270)	0.0%	80%					20%	100%
11 (Rural East of I-270)	1.8%	100%						100%
12 (Washington, DC)	15.6%			50%			50%	100%
13 (PG/AA/Cal/St. M/Chls Cos., MD)	16.4%		80%				20%	100%
14 (VA/WW)	4.7%	20%					80%	100%
15 (Frederick Co., MD)	0.1%	90%					10%	100%
16 (Howard Co./Carroll Co., MD)	3.1%		50%			50%		100%
Total	100.0%							

Trip Assignment for Development Case

Super District	Auto Driver Distribution- District 6 Residential	Direction					Notley Road (from/to west)	Sum
		Intercounty Connector (from/to west)	Intercounty Connector (from/to east)	Randolph Road (from/to south west)	Randolph Road (from/to south east)	New Hampshire Avenue (from/to north)	New Hampshire Avenue (from/to south)	
1 (Bethesda/Chevy Chase)	3.6%	0.0%	0.0%	1.8%	0.0%		1.8%	3.6%
2 (Silver Spring/Takoma Park)	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%
3 (Potomac/Damestown/Travilah)	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.4%	1.0%
4 (Rockville/North Bethesda)	6.6%	1.7%	0.0%	3.3%	0.0%	0.0%	0.0%	6.6%
5 (Kensington/Wheaton)	5.3%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	5.3%
6 (White Oak/Fairland/Cloverly)	30.8%	0.0%	0.0%	0.0%	10.8%	10.8%	0.0%	30.8%
7 (Gaithersburg/Shady Grove)	2.9%	2.3%	0.0%	0.0%	0.0%	0.0%	0.6%	2.9%
8 (Aspen Hill/Olney)	3.7%	0.9%	0.0%	0.9%	0.0%	0.0%	0.0%	3.7%
9 (Germantown/Clarksburg)	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
10 (Rural West of I-270)	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
11 (Rural East of I-270)	1.8%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%
12 (Washington, DC)	15.6%	0.0%	0.0%	7.8%	0.0%	0.0%	7.8%	15.6%
13 (PG/AA/Cal/St. M/Chls Cos., MD)	16.4%	0.0%	13.1%	0.0%	0.0%	0.0%	3.3%	16.4%
14 (VA/WW)	4.7%	0.9%	0.0%	0.0%	0.0%	0.0%	3.8%	4.7%
15 (Frederick Co., MD)	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
16 (Howard Co./Carroll Co., MD)	3.1%	0.0%	1.6%	0.0%	0.0%	1.6%	0.0%	3.1%
Distribution (Sum)	100.0%	8.7%	14.7%	19.1%	10.8%	13.3%	30.3%	100.0%
Proposed Distributions	100.0%	10.0%	15.0%	20.0%	10.0%	10.0%	30.0%	100.0%

E. Signal Timing Data

INT.#	Cabinet Type	System	INTERSECTION NAME:																TS.#	
353		TSS	New Hampshire Ave (MD 650) - East Randolph Road																D.7	
	S-Cabinet		Hubbette:																	
			SBLT New Hampshire Ave.	NB New Hampshire Ave. (Md.650)	WBLT E. Randolph Rd.	EB East Randolph Rd.	SB New Hampshire Ave. (Md.650)	NBLT New Hampshire Ave.	EBLT E. Randolph Rd.	WB East Randolph Rd.										
2-1 CONTROLLER TIMING DATA																				
TIMING PLAN 1																				
PHASE			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
MINIMUM GREEN			5	5	5	9	5	5	5	9										
BICYCLE MINIMUM GREEN																				
CONDITIONAL SERVICE MINIMUM GREEN																				
DELAYED GREEN																				
WALK				7		7	7			7										
WALK 2																				
WALK MAX																				
PEDESTRIAN CLEARANCE				28		28	28			28										
PEDESTRIAN CLEARANCE 2																				
PEDESTRIAN CLEARANCE MAX																				
PEDESTRIAN CARRY OVER																				
VEHICLE EXTENSION			4.0		4.0	4.0		4.0	4.0	4.0										
VEHICLE EXTENSION 2																				
MAX1			15	60	20	55	60	40	20	55										
MAX2			40	60	50	130	60	50	40	130										
MAX3									20	25										
DYNAMIC MAX																				
DYNAMIC MAX STEP																				
YELLOW CHANGE			3.5	4.5	3.5	4.5	4.5	4.5	3.5	4.5										
RED CLEARANCE			1.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0										
RED MAX																				
RED REVERT			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
ACTUATIONS BEFORE GAP REDUCTION																				
SECONDS PER ACTIONS ADDED TO INITIAL																				
MAXIMUM ADDED INITIAL GREEN																				
TIME BEFORE GAP REDUCTION																				
CARS WAITING BEFORE GAP REDUCTION																				
STEP TO REDUCE																				
TIME TO REDUCE TO MINIMUM																				
MINIMUM GAP																				

* TIMING PURPOSES ONLY

TOD (Late) Flash 24 Hour Color

Spec. Action Plan

Spec. Action Plan

Submitted by / Date: MNV 5/4/2017

Checked by / Date: K Hamed 5/15/17

Approved by / Date: K Hamed 5/15/17

In Service by / Date/Time

767 756 5/19/2017 1:14 PM

NEW HAMPSHIRE AVENUE
RUNS IN A
NORTH-SOUTH
DIRECTION

SEQUENCE OF OPERATION SHEET

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION MOBILITY SERVICES
MONTGOMERY COUNTY, MARYLAND

NO. SHEET 1 OF 2

PHASING

INTERSECTION: NEW HAMPSHIRE AVENUE (MD 650) AND RANDOLPH ROAD

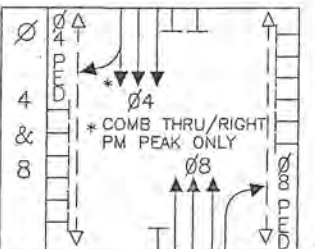
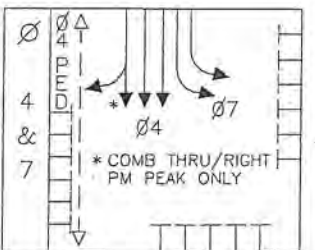
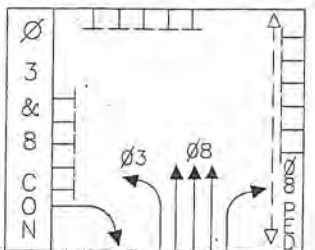
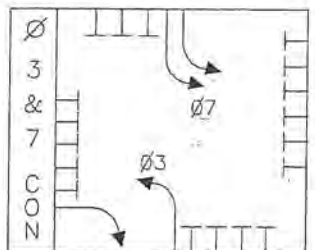
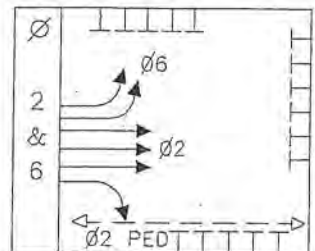
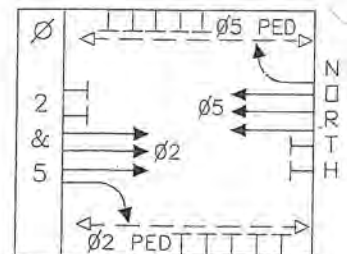
SIGNAL NO.	SIGNAL HEAD INDICATIONS					
	1,2,5,6,9, 11,12,15,17	3,7,8,13, 14,18,19	4	10,16		20-27
TOTAL:	9	7	1	2		8
LEGEND	⬅R ⬅Y ⬅G	R Y G	R Y G	R Y G	R Y G	⬅ ⬅ ⬅ 9" or 12" .X
	12"	12"	12"	8"	12"	

SIGNAL NO.	SEQUENCE OF OPERATION																						FLASH
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
1	←R	←R	←R	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
2	←R	←R	←R	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
3	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
4	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
5	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
6	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
7	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
8	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
9	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
10	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
11	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
12	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
13	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
14	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
15	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
16	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
17	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	
18	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
19	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
20	WK	FL/DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
21	WK	WK	WK	WK	FL/DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
22	WK	WK	WK	WK	FL/DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
23	WK	FL/DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	
24	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WK	WK	WK	DW	DW	DW	WK	FL/DW	DW	DW	DW	
25	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WK	WK	WK	WK	FL/DW	DW	DW	DW	
26	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WK	WK	WK	WK	FL/DW	DW	DW	DW	
27	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	WK	WK	WK	DW	DW	DW	WK	FL/DW	DW	DW	DW	
PHASE	2 & 5	ALL RED	2 & 6	ALL RED	3 & 7 CON	ALL RED	3 & 8 CON	ALL RED	4 & 7	ALL RED	4 & 8	ALL RED											

NOTES:

EB RAND. RD. RIGHT LANE IS R&T 3:30 - 7:00 PM (M-F).
RIGHT ONLY ALL OTHER TIMES.

EB RAND. RD. RIGHT LANE IS R&T ALL
THE TIME AS OF 3/8/06. Fiber optic lane
Control sign Removed on 3/8/06 K.H. Hamed



2958PH

SUBMITTED: R.R.ZACHERL

CHECKED: R. Conner

APPROVED: BG 3.31.98

IN SERVICE BY: KL

DATE: APRIL 8, 1998

TIME: 1430 HRS

NEW HAMPSHIRE AVENUE
 RUNS IN A
 NORTH-SOUTH
 DIRECTION

SEQUENCE OF OPERATION SHEET

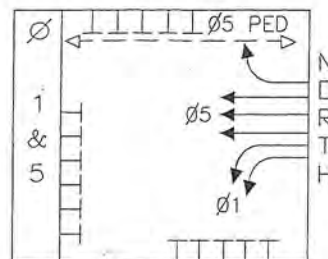
DEPARTMENT OF TRANSPORTATION
 DIVISION OF TRANSPORTATION MOBILITY SERVICES
 MONTGOMERY COUNTY, MARYLAND

NO. SHEET 2 OF 2

PHASING

INTERSECTION: NEW HAMPSHIRE AVENUE (MD 650) AND RANDOLPH ROAD

SIGNAL NO.	SIGNAL HEAD INDICATIONS					
TOTAL:						
LEGEND	 OPTICALLY LIMITED R RED Y YELLOW G GREEN ← ARROW F FLASHING R 12" R 12" R 12" R 8" R 12" 9" or 12"					

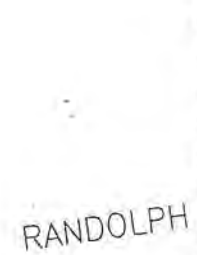
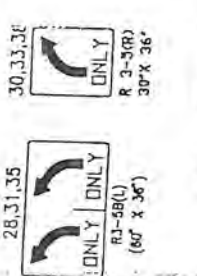
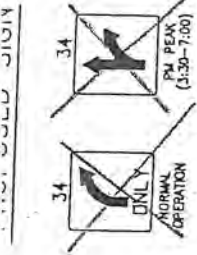


SIGNAL NO.	SEQUENCE OF OPERATION																FLASH
	23	24	25														
1	←R	←R	←R														←R
2	←R	←R	←R														←R
3	R	R	R														Y
4	R	R	R														Y
5	←G	←Y	←R														←R
6	←G	←Y	←R														←R
7	G	G	G														Y
8	G	G	G														Y
9	←R	←R	←R														←R
10	R	R	R														R
11	←R	←R	←R														←R
12	←R	←R	←R														←R
13	R	R	R														R
14	R	R	R														R
15	←R	←R	←R														←R
16	R	R	R														R
17	←R	←R	←R														←R
18	R	R	R														R
19	R	R	R														R
20	WK	WK	WK														—
21	DW	DW	DW														—
22	DW	DW	DW														—
23	WK	WK	WK														—
24	DW	DW	DW														—
25	DW	DW	DW														—
26	DW	DW	DW														—
27	DW	DW	DW														—
PHASE	1 & 5	ALL RED															

NOTES:

.2958PH2

SUBMITTED: R.R.ZACHERL	CHECKED: _____	APPROVED: PG 3-31-98
IN SERVICE BY: _____	DATE: _____	TIME: _____



E. Randolph Rd 500's E. Randolph Rd 00's

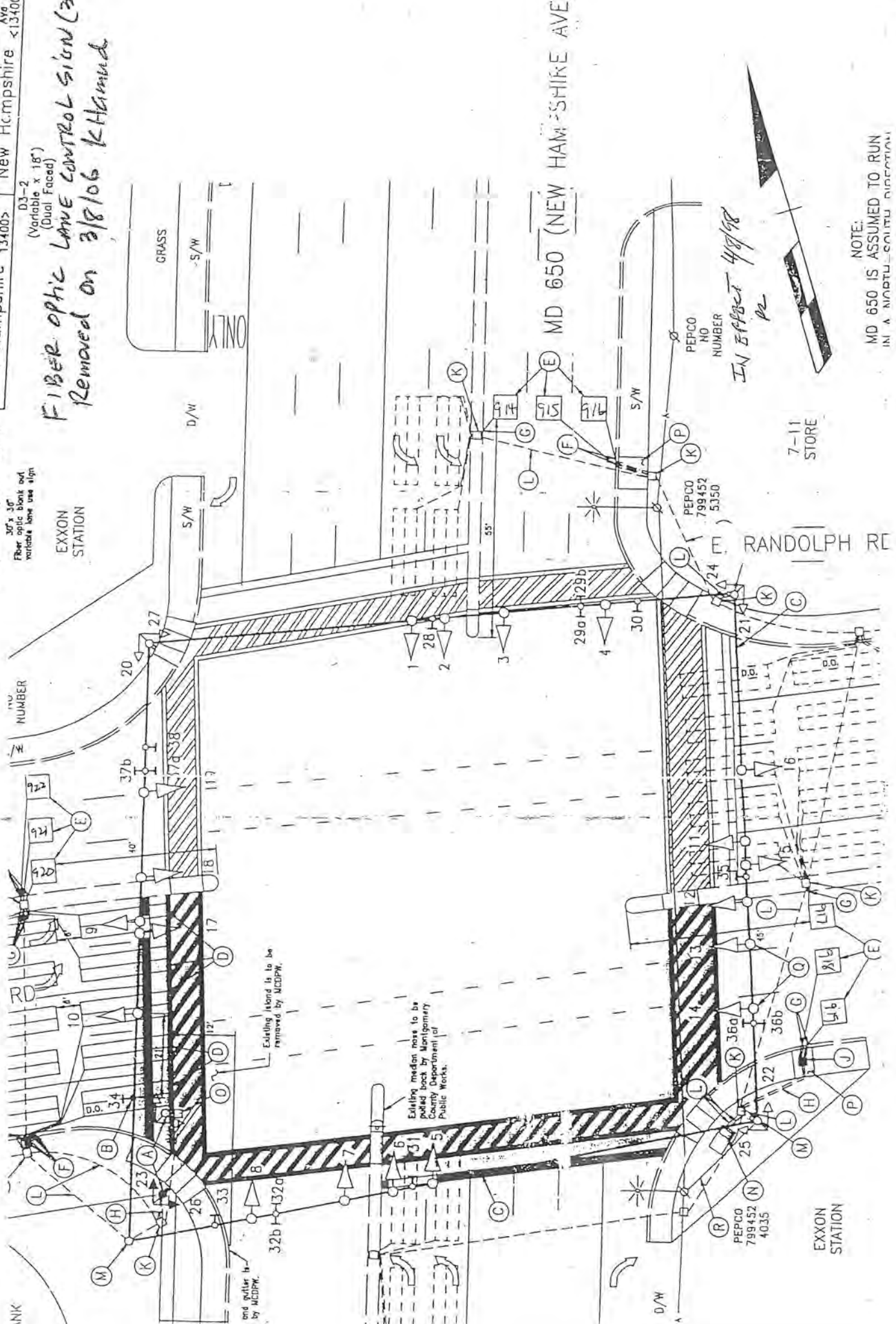
D3-2 (Variable x 18") (Dual Faced)

36b,37a

New Hampshire 13400's New Hampshire <13400

36b,37a

D3-2 (Variable x 18") (Dual Faced)



FIBER OPTIC LANE CONTROL SIGN (3)

Removed on 3/8/06 KHAMUND

SIG#0353 Hub-JD

Page 1
March 5, 2025

PHASE IN USE/PED

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

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	5	5	9	5	5	5	9	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	7	7	0	0	7	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	28	0	28	28	0	0	28	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	4.0	0.0	4.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	15	60	20	55	60	40	20	55	0	0	0	0	0	0	0	0
MAX2	40	60	50	130	60	50	40	130	0	0	0	0	0	0	0	0
MAX3	15	0	15	20	0	20	20	20	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	4.5	3.5	4.5	4.5	4.5	3.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED CLR	1.0	2.0	1.5	2.0	2.0	2.0	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

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

COORDINATOR OPTIONS

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

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	180	SEQUENCE	1
OFFSET VAL	108	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 2

USE SPLIT PATTERN	2	ACTUATED COORD	
CYCLE	135	ACT WALK REST	
OFFSET VAL	129	PHASE RESERVICE	

COORDINATOR PATTERN 2

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

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	TIMING PLAN	1
CYCLE	165	SEQUENCE	1
OFFSET VAL	120	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	131	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 4

USE SPLIT PATTERN	4	TIMING PLAN	1
CYCLE	135	SEQUENCE	1
OFFSET VAL	129	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	141	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 5

USE SPLIT PATTERN	5	PHASE RESERVICE	
CYCLE	120	MAX SELECT	NONE
OFFSET VAL	107	STD (COS)	151
ACTUATED COORD		DWELL/ADD TIME	0
ACT WALK REST		TIMING PLAN	1

COORDINATOR PATTERN 5

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

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 30

USE SPLIT PATTERN	30	TIMING PLAN	1
CYCLE	150	SEQUENCE	1
OFFSET VAL	102	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	252	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	27	72	30	51	75	24	21	60
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

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

Split 2

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	48	21	42	48	24	21	42
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 2

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

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	21	71	25	48	62	30	31	42
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

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

SIG#0353 Hub-JD

Page 7
March 5, 2025

Split 4

PHASE	1	2	3	4	5	6	7	8
SPLIT	24	48	21	42	48	24	21	42
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 4

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

Split 5

PHASE	1	2	3	4	5	6	7	8
SPLIT	17	43	18	42	42	18	18	42
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 5

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

Split 30

PHASE	1	2	3	4	5	6	7	8
SPLIT	18	63	27	42	58	23	27	42
COORD		X			X			
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 30

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

ACTION PLAN 1

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

NextEdit

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 2

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 3

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 4

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 5

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 30

PATTERN	30	SYS OVERRIDE		PED PR RETURN	
TIMING PLAN	1	SEQUENCE	1	QUEUE DELAY	
VEH DET PLAN	0	DET LOG	0	PMT COND DELAY	
FLASH		RED REST			
VEH DET DIAG PLN	0	PED DET DIAG PLN	0		
DIMMING ENABLE		PRIORITY RETURN			

PHASE TABLE

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

LP TABLE

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

Day Plan 1

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	30	1	30	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	6	9	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

NextEdit

Day Plan 1

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

Day Plan 2

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	30	1	30	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	6	9	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 2

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

Day Plan 3

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	30	1	30	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	6	9	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 3

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

Day Plan 4

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	30	1	30	2	3	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	6	6	9	10	15	19	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 4

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

Day Plan 5

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

Day Plan 5

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
START TIME - MM	0	0	50	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 5

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

Day Plan 6

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	9	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 6

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

Day Plan 7

EVENT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
ACTION PLAN	5	31	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - HH	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan 7

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

INT.#	Cabinet Type	System	INTERSECTION NAME:																TS.#
834	TS2-2	TSS	NEW HAMPSHIRE AVE (MD 650) & MD 200																A.0
2-1 CONTROLLER TIMING DATA			NBLT MD 650	SB NEW HAMPSHIRE AVE	EB MD 200 OFF RAMP	SBLT NEW HAMPSHIRE AVE	NB NEW HAMPSHIRE AVE	WB MD 200 OFF RAMP											
TIMING PLAN 1																			
PHASE			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
MINIMUM GREEN			3	5		5	3	5		5									
BICYCLE MINIMUM GREEN																			
CONDITIONAL SERVICE MINIMUM GREEN																			
DELAYED GREEN																			
WALK				7				7											
WALK 2																			
WALK MAX																			
PEDESTRIAN CLEARANCE				10				10											
PEDESTRIAN CLEARANCE 2																			
PEDESTRIAN CLEARANCE MAX																			
PEDESTRIAN CARRY OVER																			
VEHICLE EXTENSION			5.0			5.0	5.0			5.0									
VEHICLE EXTENSION 2																			
MAX1			20	60		30	20	60		30									
MAX2			30	100		40	30	100		40									
MAX3																			
DYNAMIC MAX																			
DYNAMIC MAX STEP																			
YELLOW CHANGE			3.5	5.0		4.5	3.5	5.0		4.5									
RED CLEARANCE			5.0	3.5		3.0	5.0	3.5		3.0									
RED MAX																			
RED REVERT			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
ACTUATIONS BEFORE GAP REDUCTION																			
SECONDS PER ACTIONS ADDED TO INITIAL																			
MAXIMUM ADDED INITIAL GREEN																			
TIME BEFORE GAP REDUCTION																			
CARS WAITING BEFORE GAP REDUCTION																			
STEP TO REDUCE																			
TIME TO REDUCE TO MINIMUM																			
MINIMUM GAP																			

* TIMING PURPOSES ONLY

TOD (Late) Flash 24 Hour Color

Spec. Action Plan

Spec. Action Plan

Submitted by / Date: GBURLEY 1-24-11

Checked by / Date

Approved by / Date

In Service by / Date/Time

704.785 11-18-11 12:15 PM

MD 650
RUNS IN A
NORTH-SOUTH
DIRECTION

SEQUENCE OF OPERATION SHEET

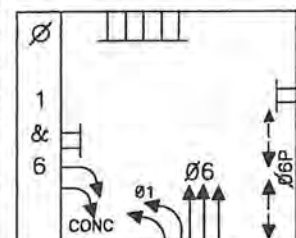
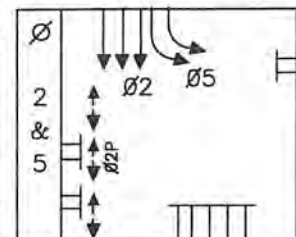
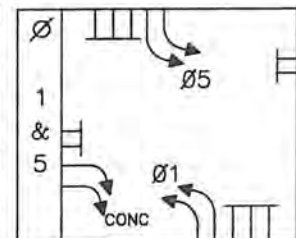
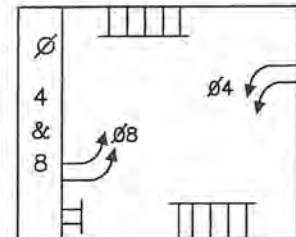
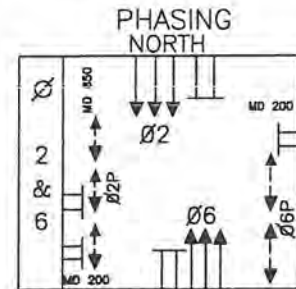
TRAFFIC OPERATIONS SECTION
DIVISION OF TRAFFIC ENGINEERING
MONTGOMERY COUNTY, MARYLAND

INTERSECTION: NEW HAMPSHIRE AVE. (MD 650) & MD 200 RAMPS

NO. 834 A

SIGNAL NO.	SIGNAL HEAD INDICATIONS				
	3, 4, 7-20		1, 2, 5, 6		30-39
TOTAL:	14		4		10
LEGEND					
	OPTICALLY LIMITED				
R	RED				
Y	YELLOW				
G	GREEN				
	ARROW				
F	FLASHING				

		SEQUENCE OF OPERATION																		FLASH		
SIGNAL NO.		INTERVAL																				
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18			
1		←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←G	←Y	←R			←R		
2		←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←G	←Y	←R			←R		
3		G	G	Y	R	R	R	R	R	R	R	R	R	R	G	G	G			Y		
4		G	G	Y	R	R	R	R	R	R	R	R	R	R	G	G	G			Y		
5		←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←G	←Y	←R	←R	←R	←R			←R		
6		←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←G	←Y	←R	←R	←R	←R			←R		
7		G	G	Y	R	R	R	R	R	R	R	G	G	G	R	R	R			Y		
8		G	G	Y	R	R	R	R	R	R	R	G	G	G	R	R	R			Y		
9		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
10		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
11		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
12		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
13		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
14		R	R	R	R	R	R	R	G	Y	R	R	R	R	G	Y	R			R		
15		R	R	R	R	R	R	R	G	Y	R	R	R	R	G	Y	R			R		
16		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
17		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
18		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
19		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
20		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R			R		
30		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
31		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
32		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
33		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W			DARK		
34		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W			DARK		
35		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W			DARK		
36		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W			DARK		
37		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
38		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
39		W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW			DARK		
PHASE		2 & 6			ALL RED		4 & 8		ALL RED		1 & 5		ALL RED		2 & 5		ALL RED		1 & 6		ALL RED	



NOTES: A = NEW SIGNAL - CDP, APS, LED & VIDEO DETECTION

APP: Activated 12-20-11

SUBMITTED: GB 01-18-2011

CHECKED:

11/18/11

APPROVED:

11/18/11

IN SERVICE BY:

764.785

DATE:

11-18-11

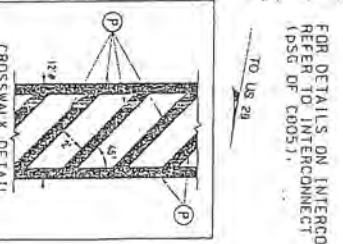
TIME:

12:15 PM

NEMA PHASING



FLIGHT-OF-WAY LINE



23

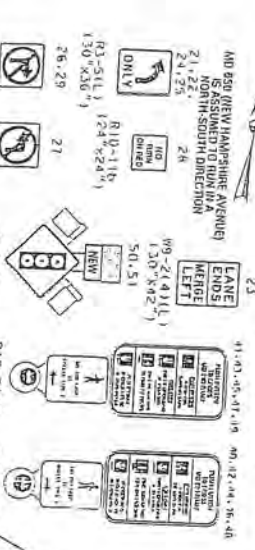
AND 850 QUEY HAMPSHIRE AVENUE)
IS ASSUMED TO RUN IN A
NORTH-SOUTH DIRECTION
21, 22

LANE
MEGE

41, 43, 45, 47, 49 40, 42, 44, 46, 48

RESIDENTIAL
USE ZONE
R-1

PROPOSED
TRAILWAY



- CONSTRUCTION**
- FOR THE
HEAT APPL. F.D., WHITE
- PRINT-ONLY USE
- D95-25 810-114 810-103
(24"x24") (36"x36")
DIE: FOR CROSSWALK, SHIELDED ASSEMBLY, AND
OTHER INTERESTING, UNUSUAL SIGNING, REFER
TO SIGNING AND PAVEMENT MARKING PLANS.
AND 20' MAX. USE
- RECORD NO. 100-10500

- P. INSTALL 12 IN. HEAT APPLIED, WHITE PERMANENT
 FOR CURED, THERMOPLASTIC PAVEMENT MARKING
 USE JUNCTION BOX IN BRIDGE PARAPET (REFER TO
 R. BRIDGE PLANS FOR DETAILS)
 S. USE 3 INCH CONDUIT IN PARADE PARAPET (REFER TO
 BRIDGE PLANS FOR DETAILS)
 T. INSTALL CONCRETE FOUNDATION WITH A 10 FT. STEEL
 PEDSTEAL POLE WITH BREAKAWAY BASE, 16" LED
 CONDUITING PEDSTEIRIAN SIGNAL HEAD, R10-311) SIGN
 (TO READ "PUSH BUTTON TO CROSS, NO 200 RAMP") AND
 AUDIBLE TACTILE PEDSTEIRIAN PUSH BUTTON STATION WITH
 INTERNATIONAL TYPE 11 BRALLER ON FACE PLATE, (NOTE:
 ONE-3 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BEND),
 STA. 508+09.1, 102' RT., STA. 508+44.3, 75' RT.,
 U. CONNECT CONDUIT TO CONDUIT BEND AT WING WALL
 (REFER TO BRIDGE PLANS FOR DETAILS)
 V. INSTALL A 90 DEGREE STEEL POLE WITH BREAKAWAY
 BASE, 16" LED CONDUITING PEDSTEIRIAN SIGNAL HEAD, R10-311) SIGN (TO READ "PUSH BUTTON TO CROSS, NO 200
 RAMP") AND AUDIBLE TACTILE PEDSTEIRIAN PUSH BUTTON
 STATION WITH INTERNATIONAL TYPE 11 BRALLER ON FACE
 PLATE, (NOTE: ONE-2 IN. PVC SCHEDULE 80, 90-DEGREE
 CONDUIT BEND), STA. 710+70.9' LT.,
 STA. 709+80.10' LT., STA. 705+54.10' LT.,

- NOTES:
1. IN ALL LOCATIONS WHERE TRENCHED CONDUIT IS SHOWN UNDERNEATH THE BRIDGE PRIOR SLAB, CONDUIT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE "A" SLAB.
2. FOUNDATIONS FOR POLES "A", "D", "E", & "F" MAY BE WITHIN THE MSE WALL, REINFORCED ZONE. CONSTRUCTION OF THE FOUNDATIONS FOR THESE POLES SHALL BE COORDINATED WITH THE BRIDGE CONSTRUCTION. REFER TO BRIDGE PLANS.
3. FOUNDATIONS FOR POLES "A" ARE LOCATED WITHIN THE BRIDGE LIMITS. REFER TO BRIDGE PLANS.
- | APPROVALS | REVISIONS |
|---|------------------------------|
| DATE: _____
DRAWN: _____
CHECKED: _____
DESIGNED: _____
BY: _____ | 1
SOSNY-EGS-RM
NDC-061 |

APPROVALS:	
TOTAL LINES	
202510472007	

COLESVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 30' DATE JANUARY 2002 CONTRACT NO. A

DESIGNED BY A. GREEN COUNTY MONTGOMERY

PLANNED BY

COLESVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 30' DATE JANUARY 2002 CONTRACT NO. A

DESIGNED BY A. GREEN COUNTY MONTGOMERY

PLANNED BY

SIG#0834 Hub-JD

Page 1
March 5, 2025

PHASE IN USE/PED

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

PLAN 1

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	5	0	7	3	5	0	7	0	0	0	0	0	0	0	0
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	3.0	0.0	0.0	4.0	3.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	20	35	0	30	20	35	0	30	0	0	0	0	0	0	0	0
MAX2	30	100	0	50	25	100	0	50	0	0	0	0	0	0	0	0
MAX3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.5	5.0	0.0	4.5	3.5	5.0	0.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	5.0	3.5	0.0	3.0	5.0	3.5	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

PLAN 1

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

COORDINATOR OPTIONS

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

COORDINATOR PATTERN 1

USE SPLIT PATTERN	1	TIMING PLAN	1
CYCLE	120	SEQUENCE	1
OFFSET VAL	0	ACTION PLAN	0
ACTUATED COORD		FORCE OFF	NONE
ACT WALK REST		VEH PERM 1	0
PHASE RESERVICE		VEH PERM 2	0
MAX SELECT	NONE	VEH PERM 2 - DISP	0
STD (COS)	111	XART PTRN.	0
DWELL/ADD TIME	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

COORDINATOR PATTERN 3

USE SPLIT PATTERN	3	ACTUATED COORD	
CYCLE	150	ACT WALK REST	
OFFSET VAL	66	PHASE RESERVICE	

COORDINATOR PATTERN 3

MAX SELECT	NONE	FORCE OFF	NONE
STD (COS)	131	VEH PERM 1	0
DWELL/ADD TIME	0	VEH PERM 2	0
TIMING PLAN	1	VEH PERM 2 - DISP	0
SEQUENCE	1	XART PTRN.	0
ACTION PLAN	0		

RING CONFIG

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

SPLIT PREF PHASES

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

PHASE MODES

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

PHASE MODES

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

SF OUT

PHASE	1	2	3	4	5	6	7	8
SF OUT								

Split 1

PHASE	1	2	3	4	5	6	7	8
SPLIT	28	55	0	37	28	55	0	37
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 1

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

Split 3

PHASE	1	2	3	4	5	6	7	8
SPLIT	36	78	0	36	36	78	0	36
COORD		X				X		
PHASE MODE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE

Split 3

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

ACTION PLAN 1

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 3

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

PHASE TABLE

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

LP TABLE

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

ACTION PLAN 99

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

PHASE TABLE

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

LP TABLE

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

Day Plan 1

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

Day Plan 1

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

Day Plan 2

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

Day Plan 2

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

Day Plan 3

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

Day Plan 3

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

March 5, 2025

Day Plan 4

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

Day Plan 4

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

Day Plan 5

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

Day Plan 5

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

Day Plan 6

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

Day Plan 6

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

Day Plan 7

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

Day Plan 7

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

SIG#0834 Hub-JD

Page 8

March 5, 2025

Day Plan 7

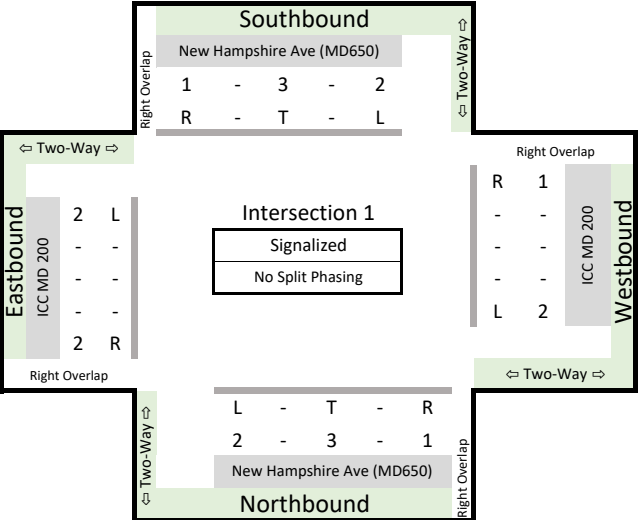
EVENT	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
START TIME - MM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

F. CLV Worksheet

Project: Notley Road
Intersection: 1.New Hampshire Ave (MD650) / ICC MD 200
Scenario: Future
Jurisdiction: Montgomery County Policy Area:

AM Peak Hour CLV									
Total Intersection: 3,967 veh/hr									
Notes:									
								CLV	923 A

PM Peak Hour CLV									
Total Intersection: 3,951 veh/hr									
Notes:									
								CLV	701 A



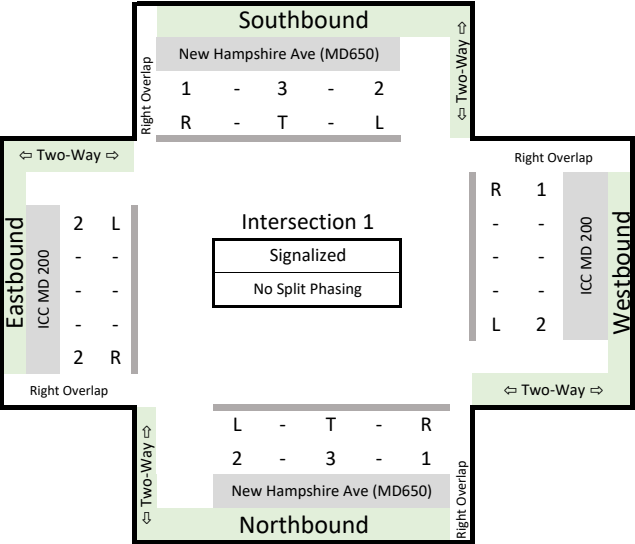
Right Turn Overlap Adjustments									
	Eastbound		Westbound		Northbound		Southbound		
	AM	PM	AM	PM	AM	PM	AM	PM	
Right Turns	426	461	117	120	243	326	124	53	
RT LUF		0.53		1.00		1.00		1.00	
Adjusted Rights	226	244	117	120	243	326	124	53	
Adjacent Lefts	408	412	157	98	413	202	57	96	
Adj. LT LUF		0.53		0.53		0.53		0.53	
Adjusted Adj. Lefts	216	218	83	52	219	107	30	51	
Right Turn Overlap	408	411	83	52	219	107	30	51	

Montgomery County Standards									
Lane Use Factors			LOS	CLV Range					
#	Th & R	L	A	0	to	1,000			
1	1.00	1.00	B	1,001	to	1,150			
2	0.53	0.53	C	1,151	to	1,300			
3	0.37	0.37	D	1,301	to	1,450			
4	0.30	0.30	E	1,451	to	1,600			
5	0.25	0.25	F	1,601	to	9,999			

Project: Notley Road
Intersection: 1.New Hampshire Ave (MD650) / ICC MD 200
Scenario: Existing and Background
Jurisdiction: Montgomery County Policy Area:

AM Peak Hour CLV									
Notes:									
								CLV	919 A

PM Peak Hour CLV									
Notes:									
								CLV	696 A



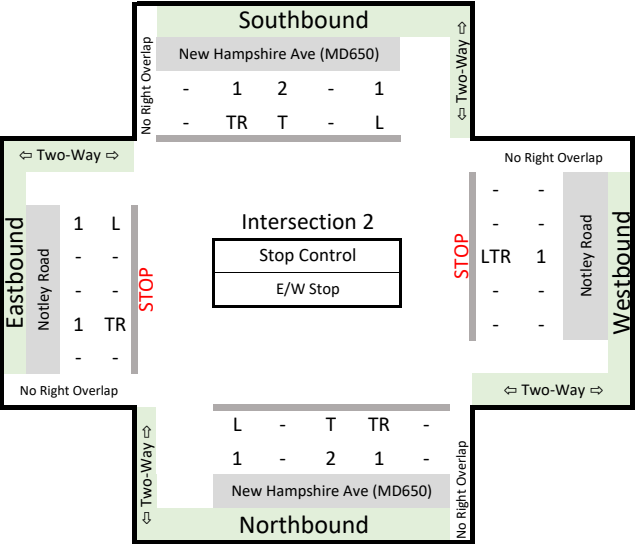
Right Turn Overlap Adjustments									
	Eastbound		Westbound		Northbound		Southbound		
	AM	PM	AM	PM	AM	PM	AM	PM	
Right Turns	425	457	117	120	238	322	124	53	
RT LUF		0.53		1.00		1.00		1.00	
Adjusted Rights	225	242	117	120	238	322	124	53	
Adjacent Lefts	404	409	157	98	412	197	57	96	
Adj. LT LUF		0.53		0.53		0.53		0.53	
Adjusted Adj. Lefts	214	217	83	52	218	104	30	51	
Right Turn Overlap	404	409	83	52	218	104	30	51	

Montgomery County Standards									
Lane Use Factors			LOS	CLV Range					
#	Th & R	L	A	0 to 1,000					
1	1.00	1.00	B	1,001 to 1,150					
2	0.53	0.53	C	1,151 to 1,300					
3	0.37	0.37	D	1,301 to 1,450					
4	0.30	0.30	E	1,451 to 1,600					
5	0.25	0.25	F	1,601 to 9,999					

Project: Notley Road
Intersection: 2.New Hampshire Ave (MD650) / Notley Road
Scenario: Existing and Background
Jurisdiction: Montgomery County Policy Area:

AM Peak Hour CLV									
Diagram of AM Peak Hour CLV for Notley Road and New Hampshire Ave (MD650). The diagram shows traffic volumes for each approach: SB App: 2,054, WB App: 13, EB App: 218, NB App: 1,626. Lane volumes are also provided for each approach.									
Total Intersection: 3,911 veh/hr									
Notes: * Defacto right-turn lane test									
CLV 1,165 C									

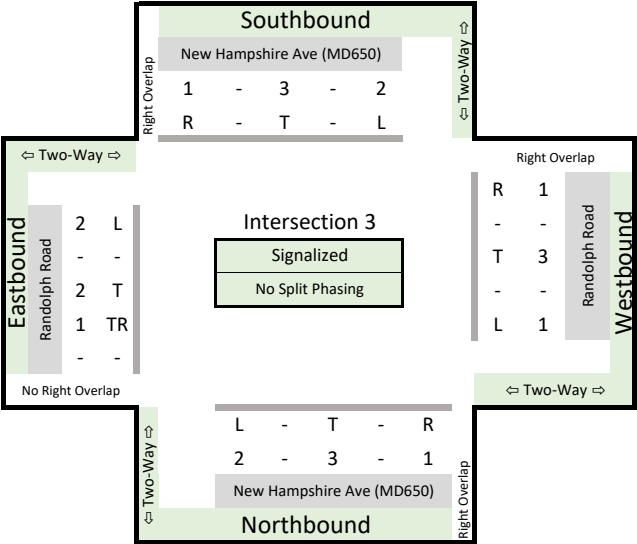
PM Peak Hour CLV									
Diagram of PM Peak Hour CLV for Notley Road and New Hampshire Ave (MD650). The diagram shows traffic volumes for each approach: SB App: 1,533, WB App: 12, EB App: 243, NB App: 2,312. Lane volumes are also provided for each approach.									
Total Intersection: 4,100 veh/hr									
Notes: * Defacto right-turn lane test									
CLV 1,090 B									



Right Turn Overlap Adjustments									
	Eastbound		Westbound		Northbound		Southbound		
	AM	PM	AM	PM	AM	PM	AM	PM	
Right Turns	213	237	10	10	4	8	14	34	
RT LUF	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Adjacent Lefts	190	289	2	13	3	2	5	6	
Adj. LT LUF	190	289	2	13	3	2	5	6	
Adjusted Adj. Lefts	190	289	2	13	3	2	5	6	
Right Turn Overlap	0	0	0	0	0	0	0	0	

Montgomery County Standards									
Lane Use Factors			LOS	CLV Range					
#	Th & R	L	A	0	to	1,000			
1	1.00	1.00	B	1,001	to	1,150			
2	0.53	0.53	C	1,151	to	1,300			
3	0.37	0.37	D	1,301	to	1,450			
4	0.30	0.30	E	1,451	to	1,600			
5	0.25	0.25	F	1,601	to	9,999			

GOROVE SLADE
Transportation Planners and Engineers



Right Turn Overlap Adjustments								
	Eastbound		Westbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Right Turns	16	24	277	303	106	144	560	272
RT LUF		n/a		1.00		1.00		1.00
Adjusted Rights	n/a	n/a	277	303	106	144	560	272
Adjacent Lefts	310	375	249	284	137	137	295	466
Adj. LT LUF		0.53		0.53		1.00		0.53
Adjusted Adj. Lefts	164	199	132	151	137	137	156	247
Right Turn Overlap	0	0	132	151	106	137	156	247

Montgomery County Standards						
Lane Use Factors			SO	CLV Range		
#	Th & R	L	A	0	to	1,000
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

Diagram of Intersection 4, a four-way stop intersection with a center turn lane.

Approaches:

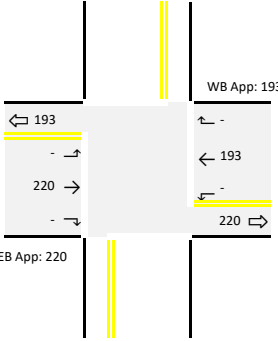
- Northbound:** No Approach
- Southbound:** STOP
- Eastbound:** Two-Way
- Westbound:** Two-Way

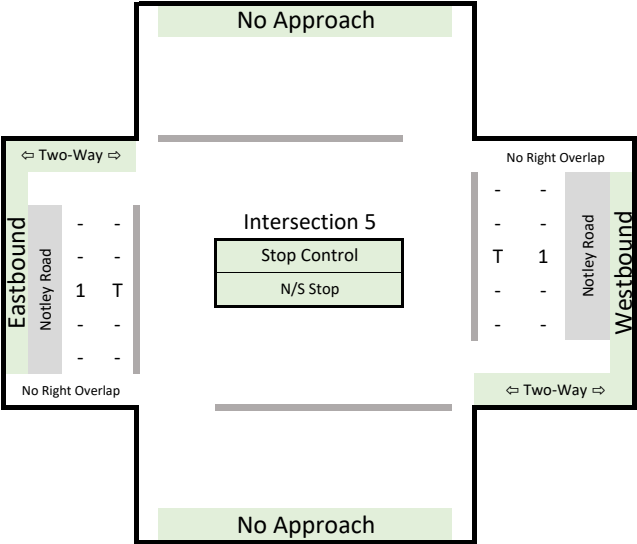
Intersection Details:

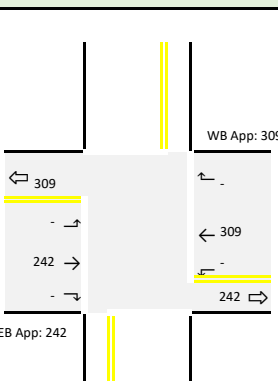
- Center Lane:** N/S Stop
- Control:** Stop Control
- Side Streets:** Notley Road (Eastbound), Petwyn Court (Southbound)
- Overlap:** No Right Overlap (Eastbound and Westbound)

[illegible]

Montgomery County Standards					
Lane Use Factors			LOS	CLV Range	
#	Th & R	L	A	0	to 1,000
1	1.00	1.00	B	1,001	to 1,150
2	0.53	0.53	C	1,151	to 1,300
3	0.37	0.37	D	1,301	to 1,450
4	0.30	0.30	E	1,451	to 1,600
5	0.25	0.25	F	1,601	to 9,999

AM Peak Hour CLV									
	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume
	Eastbound	T	220		1.00	220	-	0.00	0
	Westbound	T	193		1.00	193	-	0.00	0
	Northbound					0	-	1.00	0
	Southbound					0	-	1.00	0
Total Intersection: 413 veh/hr									
Notes: *Defacto turn lane test						CLV 220 A			



PM Peak Hour CLV									
	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume
	Eastbound	T	242		1.00	242	-	0.00	0
	Westbound	T	309		1.00	309	-	0.00	0
	Northbound					0	-	1.00	0
	Southbound					0	-	1.00	0
Total Intersection: 551 veh/hr						CLV 309 A			
Notes: *Defacto turn lane test									

Right Turn Overlap Adjustments							
	Eastbound		Westbound		Northbound		Southbound
	AM	PM	AM	PM	AM	PM	AM PM
Right Turns							
RT LUF		n/a		n/a		n/a	
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	0 0
Adjacent Lefts							
Adj. LT LUF		1.00		1.00		0.00	
Adjusted Adj. Lefts	0	0	0	0	0	0	0 0
Right Turn Overlap	0	0	0	0	0	0	0 0

Montgomery County Standards				
Lane Use Factors			LOS	CLV Range
#	Th & R	L		
1	1.00	1.00	A	0 to 1,000
2	0.53	0.53	B	1,001 to 1,150
3	0.37	0.37	C	1,151 to 1,300
4	0.30	0.30	D	1,301 to 1,450
5	0.25	0.25	E	1,451 to 1,600
			F	1,601 to 9,999

The diagram illustrates a T-intersection where Sherwood Forest Drive (Northbound) meets a road that has a 'No Approach' for southbound traffic. The intersection is labeled 'Intersection 6'.

Northbound (Sherwood Forest Drive):

- Approach: Two-way traffic with a center turn lane.
- Lane Markings: Solid line, dashed line, solid line.
- Signs: 'No Right Overlap' on the right side.
- Intersection Box:

Stop Control
All Way Stop
- Exit: Two-way traffic with a center turn lane.

Southbound (No Approach):

- Approach: One-way traffic (No Right of Way).
- Signs: 'No Right Overlap' on the right side.

Eastbound (Notley Road):

- Approach: Two-way traffic with a center turn lane.
- Lane Markings: Solid line, dashed line, solid line.
- Signs: 'No Right Overlap' on the right side.
- Intersection Box:

1	TR
---	----
- Exit: Two-way traffic with a center turn lane.

Westbound (Notley Road):

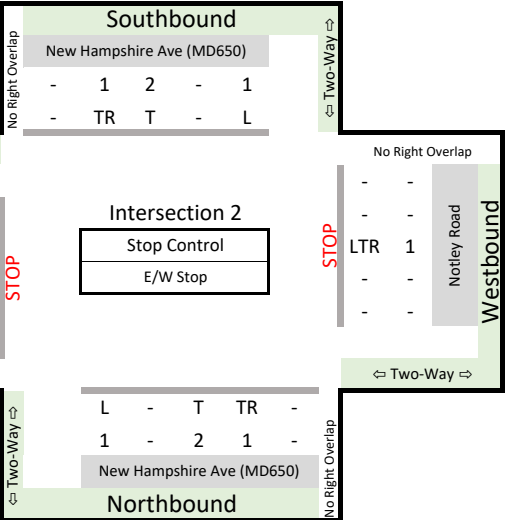
- Approach: Two-way traffic with a center turn lane.
- Lane Markings: Solid line, dashed line, solid line.
- Signs: 'No Right Overlap' on the right side.
- Intersection Box:

TL	1
----	---
- Exit: Two-way traffic with a center turn lane.

	Right Turn Overlap Adjustments							
	Eastbound		Westbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Right Turns	31	20	,	,	13	20	,	,
RT LUF		n/a		n/a		n/a		n/a
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	28	54	,	,	20	16	,	,
Adj. LT LUF		1.00		1.00		1.00		0.00
Adjusted Adj. Lefts	28	54	0	0	20	16	0	0
Right Turn Overlap	0	0	0	0	0	0	0	0

Montgomery County Standards						
Lane Use Factors			SLO	CLV Range		
#	Th & R	L				
			A	0	to 1,000	
1	1.00	1.00	B	1,001	to 1,150	
2	0.53	0.53	C	1,151	to 1,300	
3	0.37	0.37	D	1,301	to 1,450	
4	0.30	0.30	E	1,451	to 1,600	
5	0.25	0.25	F	1,601	to 9,999	

AM Peak Hour CLV										Approach
										Lane Group
New Hampshire Ave (MD650)										Group
SB App: 2,059										Volume
WB App: 13										Overlap
NB App: 255										LUF
NB App: 1,634										Sum
New Hampshire Ave (MD650)										Opp. Lefts
Total Intersection: 3,961 veh/hr										LT LUF
Notes: * Defacto right-turn lane test										Opp. Volume
										Summary
										Group
										Max
										CLV



PM Peak Hour CLV										Approach
358 15 ↩ ↩ 253 ↩ 10 ↩ ↩ 2 ↩ ↩ 10 ↩ ↩ 2 ↩ ↩ 21 ↩ ↩ 2 ↩ ↩ 10 ↩ ↩ 2 ↩ ↩ 21 ↩ ↩ 2 ↩ ↩ 10 ↩ ↩ 2 ↩ ↩ 21 ↩ ↩ 2 ↩ ↩ 10 ↩ ↩ 2 ↩ ↩</										

Right Turn Overlap Adjustments								
	Eastbound		Westbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Right Turns	236	253	10	10	4	8	19	47
RT LUF		n/a		n/a		n/a		n/a
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	198	311	2	13	3	2	19	15
Adj. LT LUF		1.00		1.00		1.00		1.00
Adjusted Adj. Lefts	198	311	2	13	3	2	19	15
Right Turn Overlap	0	0	0	0	0	0	0	0

Montgomery County Standards				
Lane Use Factors		LOS	CLV Range	
#	Th & R	L	A	0 to 1,000
1	1.00	1.00	B	1,001 to 1,150
2	0.53	0.53	C	1,151 to 1,300
3	0.37	0.37	D	1,301 to 1,450
4	0.30	0.30	E	1,451 to 1,600
5	0.25	0.25	F	1,601 to 9,999

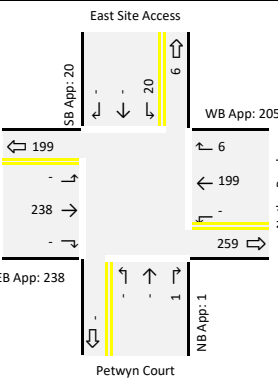
GOROVE SLADE
Transportation Planners and Engineers

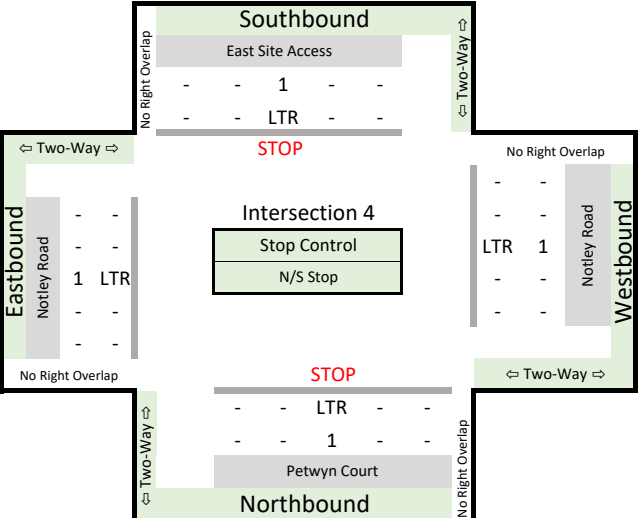
The diagram illustrates a four-way intersection with a central signalized area. The intersection is labeled "Intersection 3" and "Signalized" with "No Split Phasing". The approaches are labeled "Southbound", "Northbound", "Eastbound", and "Westbound". The central area is labeled "Signalized" and "No Split Phasing". The approaches are labeled "Southbound", "Northbound", "Eastbound", and "Westbound". The central area is labeled "Signalized" and "No Split Phasing".

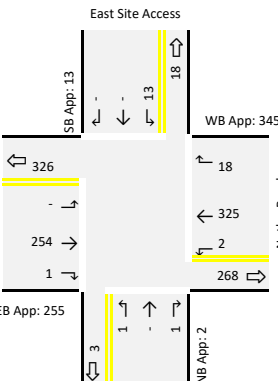
Southbound		Northbound		Eastbound		Westbound	
1	-	3	-	2	L	-	-
R	-	T	-	1	TR	-	-

Right Turn Overlap Adjustments								
	Eastbound		Westbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Right Turns	16	24	278	307	106	144	568	277
RT LUF		n/a		1.00		1.00		1.00
Adjusted Rights	n/a	n/a	278	307	106	144	568	277
Adjacent Lefts	310	375	253	287	137	137	298	473
Adj. LT LUF		0.53		0.53		1.00		0.53
Adjusted Adj. Lefts	164	199	134	152	137	137	158	251
Right Turn Overlap	0	0	134	152	106	137	158	251

Montgomery County Standards						
Lane Use Factors			S	CLV Range		
#	Th & R	L		A	0 to 1,000	
1	1.00	1.00	B	1,001 to 1,150		
2	0.53	0.53	C	1,151 to 1,300		
3	0.37	0.37	D	1,301 to 1,450		
4	0.30	0.30	E	1,451 to 1,600		
5	0.25	0.25	F	1,601 to 9,999		

AM Peak Hour CLV											
		Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary
		Eastbound	LTR	-		1.00	0	-	1.00	0	0
		Westbound	LTR	205		1.00	205	-	1.00	0	205
		Northbound	LTR	1		1.00	1	20	1.00	20	21
		Southbound	LTR	20		1.00	20	-	1.00	0	20
Total Intersection: 464 veh/hr											
Notes: * Defacto right-turn lane test											
		CLV 259 A									



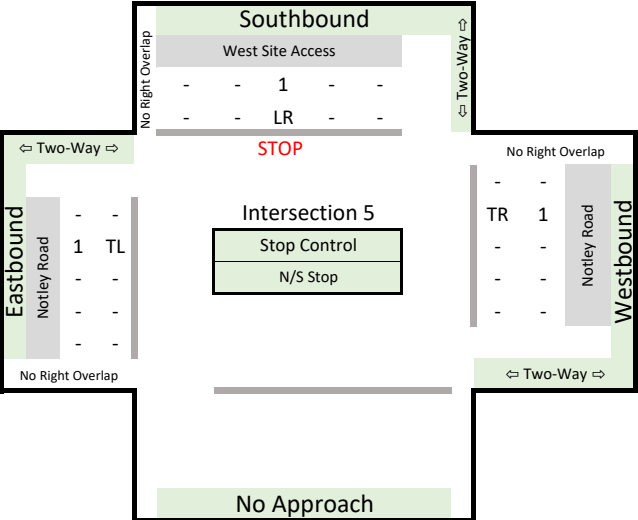
PM Peak Hour CLV											
		Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary
		Eastbound	LTR	255		1.00	255	2	1.00	2	257
		Westbound	LTR	345		1.00	345	-	1.00	0	345
		Northbound	LTR	2		1.00	2	13	1.00	13	15
		Southbound	LTR	13		1.00	13	1	1.00	1	14
Total Intersection: 615 veh/hr											
Notes: * Defacto right-turn lane test											
		CLV 360 A									

Right Turn Overlap Adjustments									
		Eastbound		Westbound		Northbound		Southbound	
		AM	PM	AM	PM	AM	PM	AM	PM
Right Turns		-	1	6	18	1	1	-	-
RT LUF		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjusted Rights		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts		-	1	20	13	-	2	-	-
Adj. LT LUF		0	1.00	20	1.00	0	1.00	0	1.00
Adjusted Adj. Lefts		0	1	20	13	0	2	0	0
Right Turn Overlap		0	0	0	0	0	0	0	0

Montgomery County Standards			
Lane Use Factors		LOS	CLV Range
#	Th & R L		
1	1.00 1.00	A	0 to 1,000
2	0.53 0.53	B	1,001 to 1,150
3	0.37 0.37	C	1,151 to 1,300
4	0.30 0.30	D	1,301 to 1,450
5	0.25 0.25	E	1,451 to 1,600
		F	1,601 to 9,999

AM Peak Hour CLV									
West Site Access Notley Road SB App: 19 195 1 220 - WB App: 199 6 193 - EB App: 221 237									
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group Max CLV
Eastbound	LT	221		1.00	221	-	0.00	0	221 « ✓
Westbound	TR	199		1.00	199	1	1.00	1	200 «
Westbound	R*	6	0	1.00	6				7
Northbound		-			0	17	1.00	17	17 «
Northbound		-	0		0				17
Southbound	LR	19		1.00	19	-	1.00	0	19 « ✓
Southbound	R*	2	0	1.00	2				2
Total Intersection: 439 veh/hr									
Notes: *Defacto turn lane test							CLV 240 A		

PM Peak Hour CLV									
West Site Access Notley Road SB App: 13 1 12 18 WB App: 325 16 309 - EB App: 244 2 242 -									
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group Max CLV
Eastbound	LT	244		1.00	244	-	0.00	0	244 « ✓
Westbound	TR	325		1.00	325	2	1.00	2	327 «
Westbound	R*	16		1.00	16				18
Northbound		-			0	12	1.00	12	12 «
Northbound		-	0		0				12
Southbound	LR	13		1.00	13	-	1.00	0	13 « ✓
Southbound	R*	1	0	1.00	1				1
Total Intersection: 582 veh/hr						CLV 340 A			
Notes: *Defacto turn lane test									



Right Turn Overlap Adjustments								
	Eastbound		Westbound		Northbound		Southbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Right Turns	-	-	6	16	-	-	2	1
RT LUF		n/a		n/a		n/a		n/a
Adjusted Rights	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Adjacent Lefts	-	-	17	12	-	-	1	2
Adj. LT LUF		1.00		1.00		0.00		1.00
Adjusted Adj. Lefts	0	0	17	12	0	0	1	2
Right Turn Overlap	0	0	0	0	0	0	0	0

Montgomery County Standards				
Lane Use Factors			LOS	CLV Range
#	Th & R	L		
1	1.00	1.00	A	0 to 1,000
2	0.53	0.53	B	1,001 to 1,150
3	0.37	0.37	C	1,151 to 1,300
4	0.30	0.30	D	1,301 to 1,450
5	0.25	0.25	E	1,451 to 1,600
			F	1,601 to 9,999

Diagram of Intersection 6 showing a four-way stop with a stop control and all-way stop section. The intersection is bounded by Eastbound, Westbound, Northbound, and Southbound roads. The Eastbound and Westbound roads have "No Right Overlap" and "Two-Way" traffic. The Northbound and Southbound roads have "No Right Overlap" and "Two-Way" traffic. The intersection is labeled "Intersection 6" and "Stop Control" and "All Way Stop". The diagram shows a "No Approach" area at the top, a "No Right Overlap" area on the right, and a "No Right Overlap" area at the bottom. The intersection is labeled "Intersection 6" and "Stop Control" and "All Way Stop".

[illegible]

Montgomery County Standards						
Lane Use Factors			SOI	CLV Range		
#	Th & R	L		A	0	
1	1.00	1.00	B	1,001	to	1,150
2	0.53	0.53	C	1,151	to	1,300
3	0.37	0.37	D	1,301	to	1,450
4	0.30	0.30	E	1,451	to	1,600
5	0.25	0.25	F	1,601	to	9,999

G. ADA Curb Ramp Review

Curb Ramps Survey Form

Project Name: Notley Road

Location: 13711 Notley Rd, Silver Spring, MD 20904

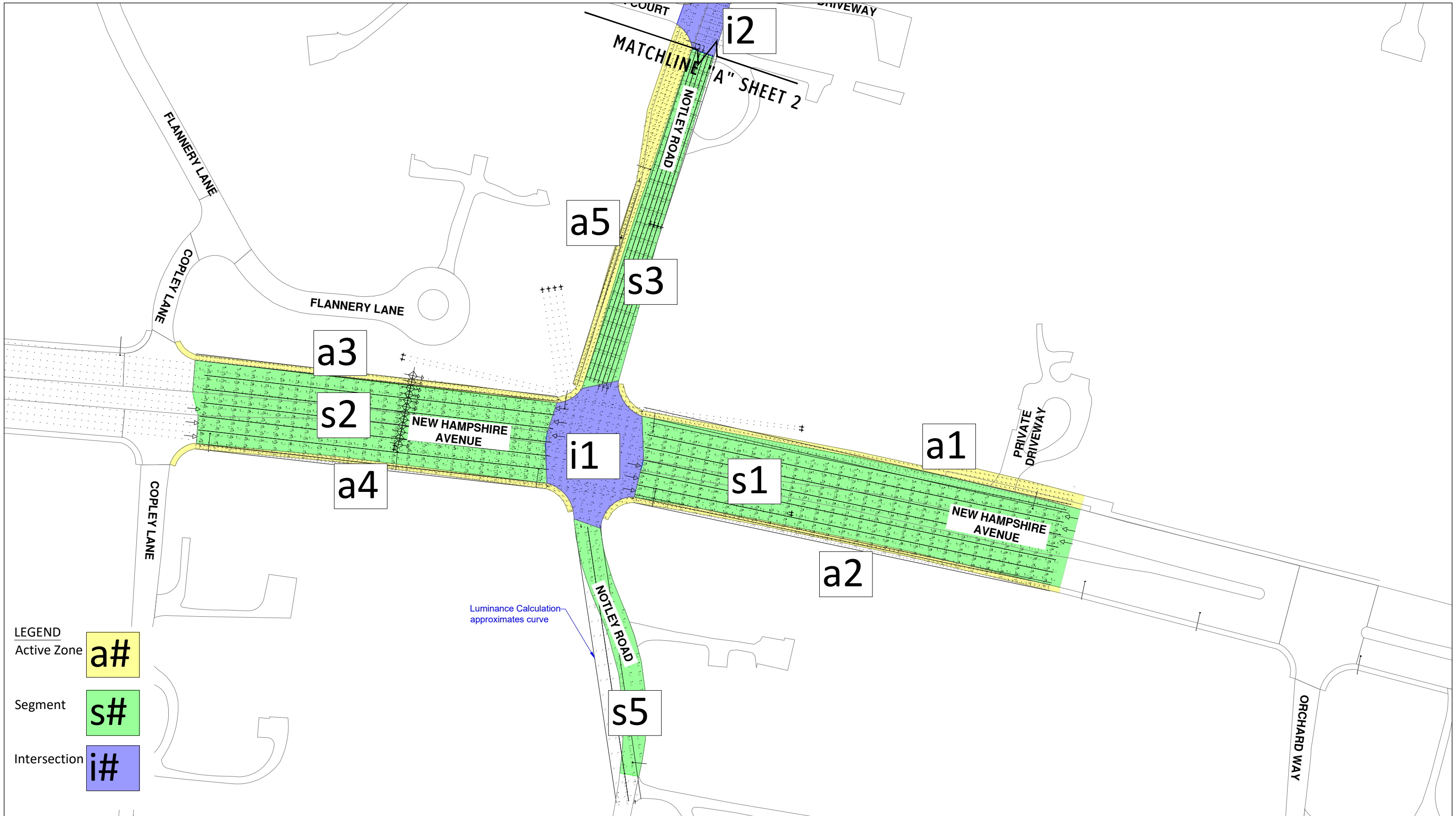
Surveyor: ANM

Date: 2/25/2025

CALIBRATE LEVELS BEFORE USING. If your first measurement is deficient, take more--if most measurements are ok, then use one of the measurements that worked. Record your measurements in the blanks when provided. Do not circle a response for a question you are directed to skip. If your answer to a question is no, but the choices are "Y" and "n/a", circle "n/a" (not applicable). (A circled "N" signifies a violation). Identify curb ramp on attached curb ramp location schematic sheet.

Refer to #	Curb Ramp (CR) Questions	Curb Ramp 1	Curb Ramp 2	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp	Curb Ramp
1	Is ramp of CR at least 36" wide (not including flared sides)?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		5'	5'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
2	Does CR have a running slope of 8.33% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		6.40%	5%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
3	Does CR have a cross slope of 2% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		3.80%	3.10%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
4	Does CR have a gutter slope of 5% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		3.80%	4.10%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
5	Are transitions on and off CR flush and free of abrupt level changes? Record the height of any level changes.	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
6	Does CR have detectable warnings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
7	Can CR be blocked by legally parked cars?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
8	Is the sidewalk at the "top" of CR at least 36" wide?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		4'	4'	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
9	Does CR have flared sides? If yes, answer one of the next two questions. If not, skip to question 10.	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a	Y n/a
9.a	If the sidewalk at the "top" of CR is 48" wide, is the slope of the flared sides 8.33% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		22.1%,18%	19.3%,18.3%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
9.b	If the sidewalk at the "top" of CR is less than 48" wide, is the slope of the flared sides 8.33% or less?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
10	If no flared sides, is there an obstruction or grass on each side of CR that discourages pedestrians from traveling across ramp? If the CR has flared sides, skip this question.	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
11	If CR is built-up to the curb, is it outside the path of cars? If CR is not built-up to curb, skip this question.	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
Answer the last two questions only if the CR is located at a marked crossing:																			
12	Is ramp of CR contained in markings?	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
		Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N	Y N
13	If corner-type CR, is bottom landing at least 48" long and contained in crosswalk? If not corner-type CR, skip this question.	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

H. Illuminance Study



LEGEND

Active Zone

a#

Segment

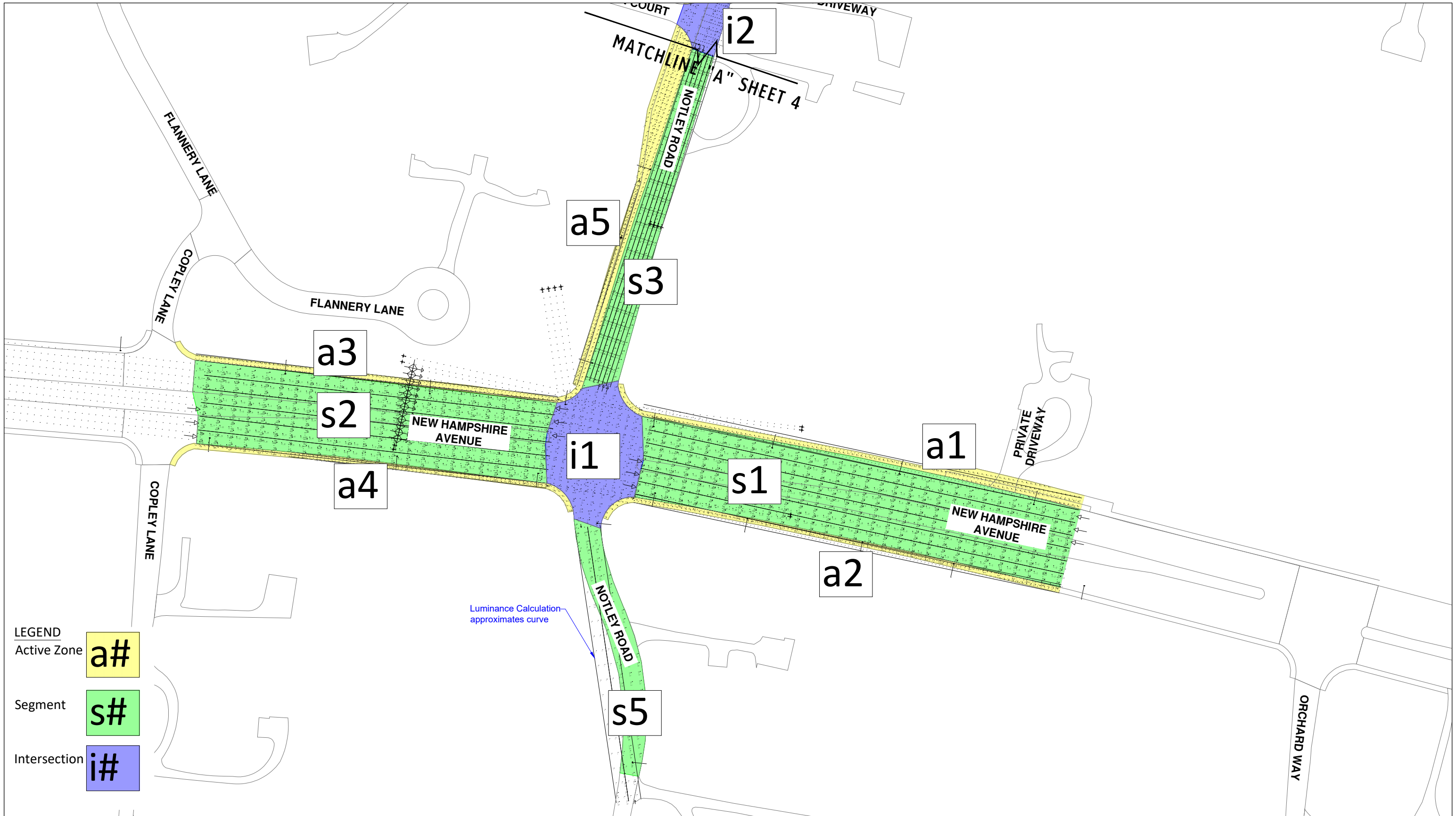
s#

Intersection

i#







LEGEND

Active Zone **a#**

Segment **s#**

Intersection **i#**



Key	Zone Type	CSDG Street Type	Min. Horizontal Illuminance (fc), E _{H,min}		Maintd. Avg. Horizontal Illuminance (fc), E _{H,avg}		Uniformity Ratio (E _{H,avg} /E _{H,min})		Maintd. Avg. Vertical Illuminance (fc), E _{V,avg}		Maintd. Avg. Surface Luminance (cd/m ²), L _{avg}		Veiling Luminance (L _{max} /L _{avg})	
			Target (Min.)	Modeled Existing	Target (Min.)	Modeled Existing	Target (Max.)	Modeled Existing	Target (Min.)	Modeled Existing	Target (Min.)	Modeled Existing	Target (Max.)	Modeled Existing
A1	Active	Boulevard	0.2	0.0	0.5	0.2	4.0	N/A	0.2 - 0.4	0.2	1.0 - 1.5	0.3	----	----
A2	Active	Boulevard	0.2	0.0	0.5	0.2	4.0	N/A	0.2 - 0.4	0.1	1.0 - 1.5	0.2	----	----
A3	Active	Boulevard	0.2	0.1	0.5	0.3	4.0	2.7	0.2 - 0.4	0.3	1.0 - 1.5	0.3	----	----
A4	Active	Boulevard	0.2	0.1	0.5	0.2	4.0	2.4	0.2 - 0.4	0.2	1.0 - 1.5	0.2	----	----
A5	Active	Neighborhood Connector	0.2	0.0	0.5	0.2	4.0	N/A	0.2 - 0.4	0.1	1.0 - 1.5	0.1	----	----
A6	Active	Neighborhood Connector	0.2	0.0	0.5	0.1	4.0	N/A	0.2 - 0.4	0.1	1.0 - 1.5	0.0	----	----
S1	Street Zone: Segment	Boulevard	----	----	0.7 - 1.0	0.5	3.0	N/A	----	----	0.6 - 1.5	0.4	0.3	0.1
S2	Street Zone: Segment	Boulevard	----	----	0.7 - 1.0	0.7	3.0	3.7	----	----	0.6 - 1.5	0.7	0.3	0.1
S3	Street Zone: Segment	Neighborhood Connector	----	----	0.6 - 0.7	0.4	3.0	N/A	----	----	0.4 - 1.0	0.2	0.4	0.1
S4	Street Zone: Segment	Neighborhood Connector	----	----	0.6 - 0.7	0.4	3.0	N/A	----	----	0.4 - 1.0	0.4	0.4	0.1
S5	Street Zone: Segment	Neighborhood Street	----	----	0.2	0.3	6.0	N/A	----	----	0.4 - 1.0	0.4	0.4	0.0
I1	Street Zone: Intersection	Boulevard	0.1 - 0.5	0.1	1.3 - 2.0	1.3	3.0	12.8	----	----	----	----	----	----
I2	Street Zone: Intersection	Neighborhood Connector	0.2 - 0.5	0.1	1.3 - 1.5	0.6	4.0	6.0	----	----	----	----	----	----

Key	Zone Type	CSDG Street Type	Min. Horizontal Illuminance (fc), E _{H,min}		Maintd. Avg. Horizontal Illuminance (fc), E _{H,avg}		Uniformity Ratio (E _{H,avg} /E _{H,min})		Maintd. Avg. Vertical Illuminance (fc), E _{V,avg}		Maintd. Avg. Surface Luminance (cd/m ²), L _{avg}		Veiling Luminance (L _{max} /L _{avg})	
			Target (Min.)	Modeled Mitigated	Target (Min.)	Modeled Mitigated	Target (Max.)	Modeled Mitigated	Target (Min.)	Modeled Mitigated	Target (Min.)	Modeled Mitigated	Target (Max.)	Modeled Mitigated
A1	Active	Boulevard	0.2	0.2	0.5	0.5	4.0	2.7	0.2 - 0.4	0.3	1.0 - 1.5	0.8	----	----
A2	Active	Boulevard	0.2	0.4	0.5	1.2	4.0	3.1	0.2 - 0.4	0.7	1.0 - 1.5	1.5	----	----
A3	Active	Boulevard	0.2	0.4	0.5	0.8	4.0	1.9	0.2 - 0.4	0.5	1.0 - 1.5	0.9	----	----
A4	Active	Boulevard	0.2	0.3	0.5	0.5	4.0	1.7	0.2 - 0.4	0.5	1.0 - 1.5	0.6	----	----
A5	Active	Neighborhood Connector	0.2	0.0	0.5	0.3	4.0	N/A	0.2 - 0.4	0.2	1.0 - 1.5	0.2	----	----
A6	Active	Neighborhood Connector	0.2	0.0	0.5	0.1	4.0	N/A	0.2 - 0.4	0.1	1.0 - 1.5	0.0	----	----
S1	Street Zone: Segment	Boulevard	----	----	0.7 - 1.0	1.5	3.0	2.5	----	----	0.6 - 1.5	1.1	0.3	0.2
S2	Street Zone: Segment	Boulevard	----	----	0.7 - 1.0	1.2	3.0	2.4	----	----	0.6 - 1.5	1.0	0.3	0.1
S3	Street Zone: Segment	Neighborhood Connector	----	----	0.6 - 0.7	0.6	3.0	5.7	----	----	0.4 - 1.0	0.5	0.4	0.1
S4	Street Zone: Segment	Neighborhood Connector	----	----	0.6 - 0.7	0.4	3.0	N/A	----	----	0.4 - 1.0	0.4	0.4	0.1
S5	Street Zone: Segment	Neighborhood Street	----	----	0.2	0.3	6.0	N/A	----	----	0.4 - 1.0	0.4	0.4	0.0
I1	Street Zone: Intersection	Boulevard	0.1 - 0.5	0.5	1.3 - 2.0	1.7	3.0	3.3	----	----	----	----	----	----
I2	Street Zone: Intersection	Neighborhood Connector	0.2 - 0.5	0.1	1.3 - 1.5	0.6	4.0	6.0	----	----	----	----	----	----

I. Speed Study Data



Speed Survey

Street : Notley Road
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 30 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/1/2025

Day : Tuesday

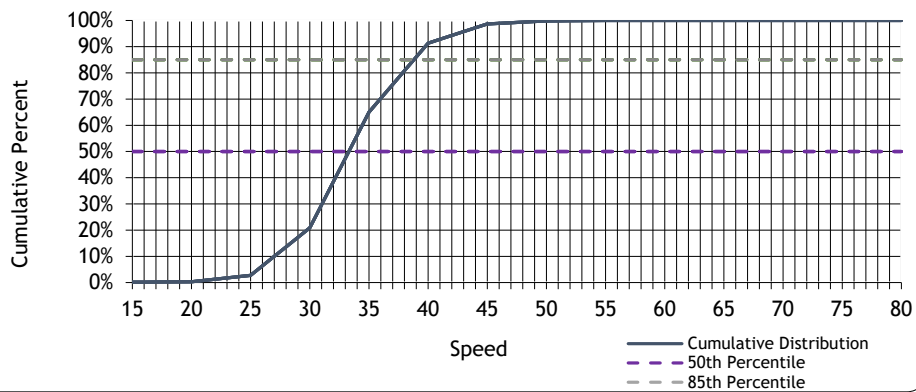
Time Range : 24 hours

Direction : EB

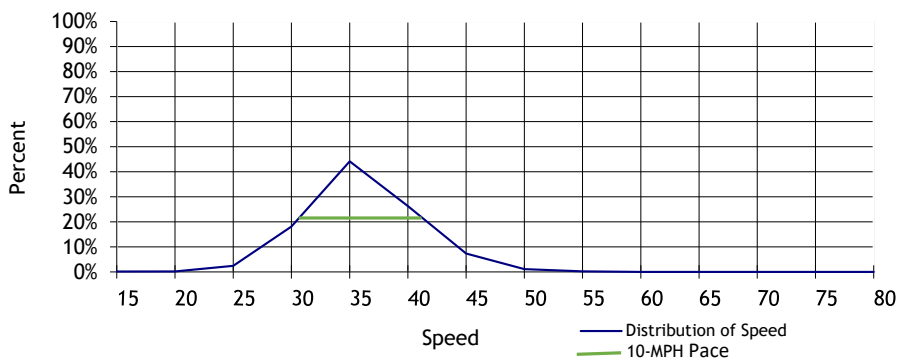
SPEED	COUNT	PERCENT
15	5	0%
20	6	0%
25	86	2%
30	637	18%
35	1553	44%
40	925	26%
45	258	7%
50	40	1%
55	7	0%
60	0	0%
65	0	0%
70	0	0%
75	0	0%
80	0	0%

Lowest Recorded Speed : 15 mph 15th Percentile : 28 mph
Highest Recorded Speed : 50 mph 50th Percentile : 33 mph
Average Speed : 36 mph 85th Percentile : 39 mph
Vehicles Observed : 3517 95th Percentile : 43 mph

Notley Road EB (Day 1)



Notley Road EB (Day 1)



Total Vehicles 3517



Speed Survey

Street : Notley Road
Capture Zone : Local

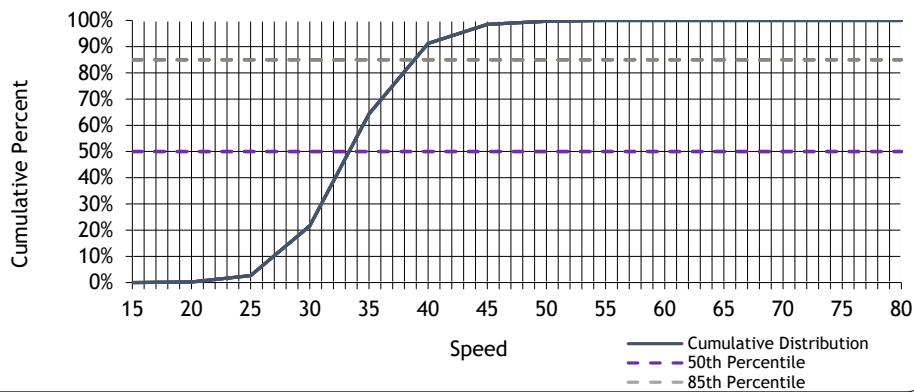
Counted By: Gorove Slade
Posted Speed Limit : 30 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/2/2025
Day : Wednesday
Time Range : 24 hours
Direction : EB

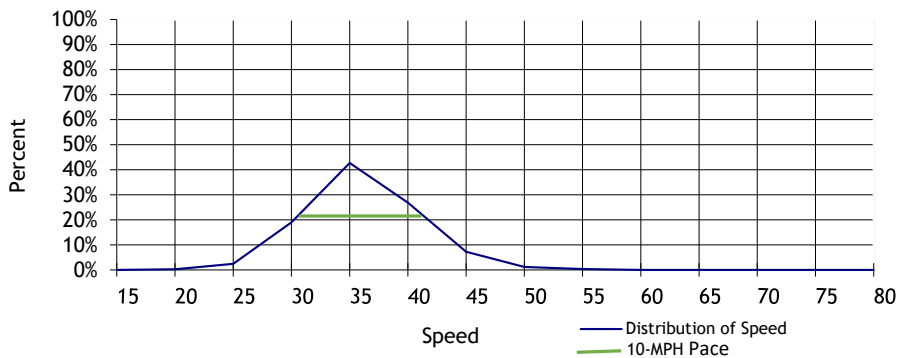
Lowest Recorded Speed : 20 mph 15th Percentile : 28 mph
Highest Recorded Speed : 50 mph 50th Percentile : 33 mph
Average Speed : 36 mph 85th Percentile : 39 mph
Vehicles Observed : 3453 95th Percentile : 43 mph

SPEED	COUNT	PERCENT
15	0	0%
20	8	0%
25	84	2%
30	655	19%
35	1475	43%
40	928	27%
45	251	7%
50	41	1%
55	11	0%
60	0	0%
65	0	0%
70	0	0%
75	0	0%
80	0	0%

Notley Road EB (Day 2)



Notley Road EB (Day 2)



Total Vehicles 3453



Speed Survey

Street : Notley Road
Capture Zone : Local

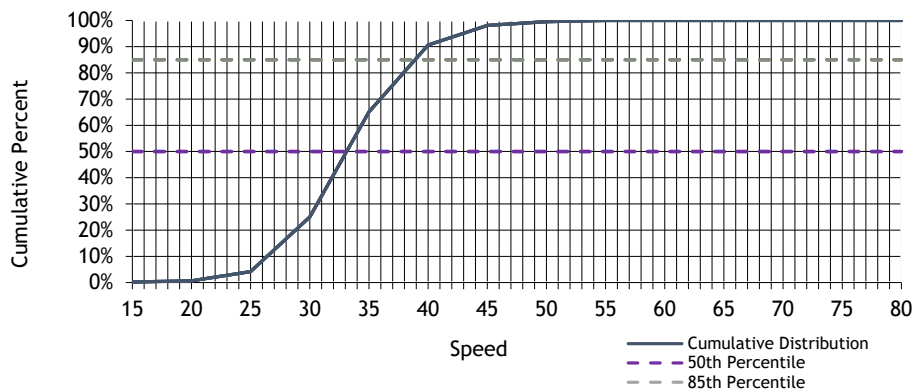
Counted By: Gorove Slade
Posted Speed Limit : 30 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/1/2025
Day : Tuesday
Time Range : 24 hours
Direction : WB

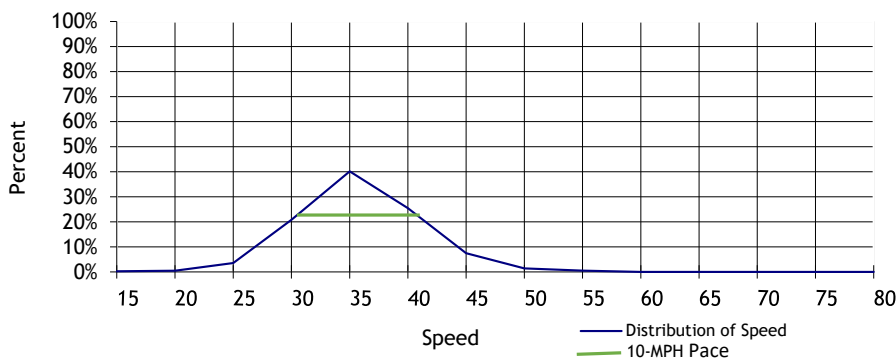
Lowest Recorded Speed : 15 mph 15th Percentile : 28 mph
Highest Recorded Speed : 50 mph 50th Percentile : 33 mph
Average Speed : 35 mph 85th Percentile : 39 mph
Vehicles Observed : 3306 95th Percentile : 43 mph

SPEED	COUNT	PERCENT
15	7	0%
20	15	0%
25	117	4%
30	688	21%
35	1327	40%
40	842	25%
45	247	7%
50	47	1%
55	16	0%
60	0	0%
65	0	0%
70	0	0%
75	0	0%
80	0	0%

Notley Road WB (Day 1)



Notley Road WB (Day 1)



Total Vehicles 3306



Speed Survey

Street : Notley Road
Capture Zone : Local

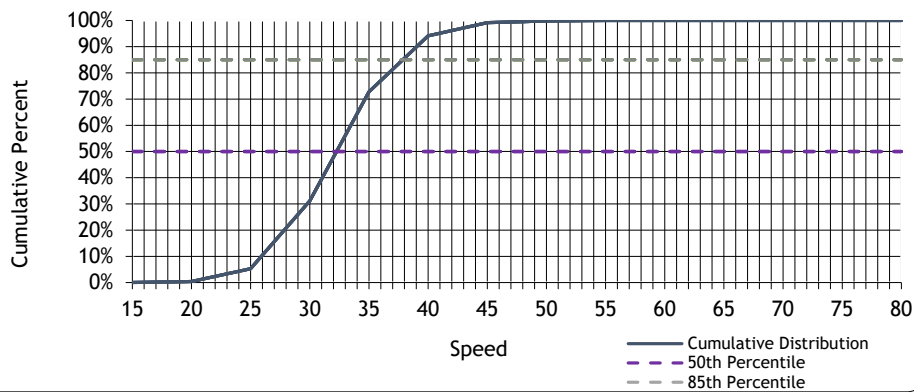
Counted By: Gorove Slade
Posted Speed Limit : 30 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/2/2026
Day : Wednesday
Time Range : 24 hours
Direction : WB

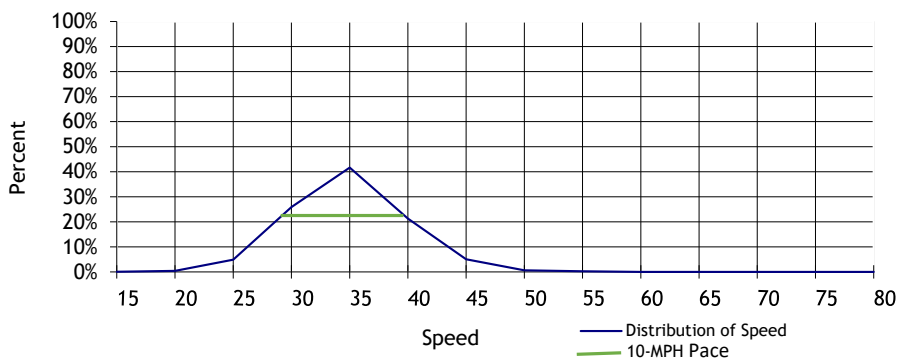
Lowest Recorded Speed : 15 mph 15th Percentile : 27 mph
Highest Recorded Speed : 50 mph 50th Percentile : 32 mph
Average Speed : 35 mph 85th Percentile : 38 mph
Vehicles Observed : 3229 95th Percentile : 41 mph

SPEED	COUNT	PERCENT
15	1	0%
20	12	0%
25	158	5%
30	835	26%
35	1345	42%
40	688	21%
45	163	5%
50	20	1%
55	7	0%
60	0	0%
65	0	0%
70	0	0%
75	0	0%
80	0	0%

Notley Road WB (Day 2)



Notley Road WB (Day 2)



Total Vehicles 3229



Speed Survey

Street : New Hampshire Avenue
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 45 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/1/2025

Day : Tuesday

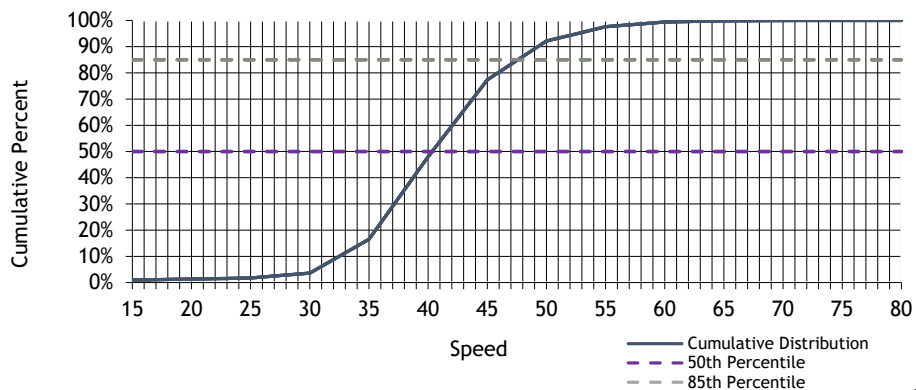
Time Range : 24 hours

Direction : NB

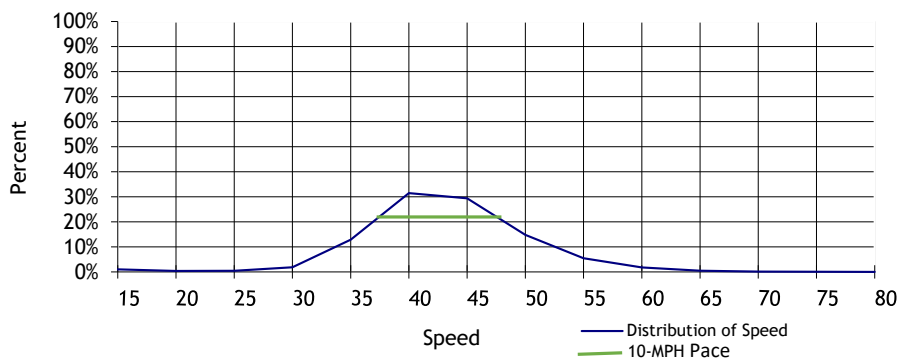
SPEED	COUNT	PERCENT
15	196	1%
20	70	0%
25	84	0%
30	374	2%
35	2577	13%
40	6290	31%
45	5876	29%
50	2956	15%
55	1093	5%
60	358	2%
65	93	0%
70	21	0%
75	9	0%
80	0	0%

Lowest Recorded Speed : 15 mph 15th Percentile : 34 mph
Highest Recorded Speed : 50 mph 50th Percentile : 40 mph
Average Speed : 38 mph 85th Percentile : 48 mph
Vehicles Observed : 19997 95th Percentile : 53 mph

New Hampshire Avenue NB (Day 1)



New Hampshire Avenue NB (Day 1)



Total Vehicles 19997



Speed Survey

Street : New Hampshire Avenue
Capture Zone : Local

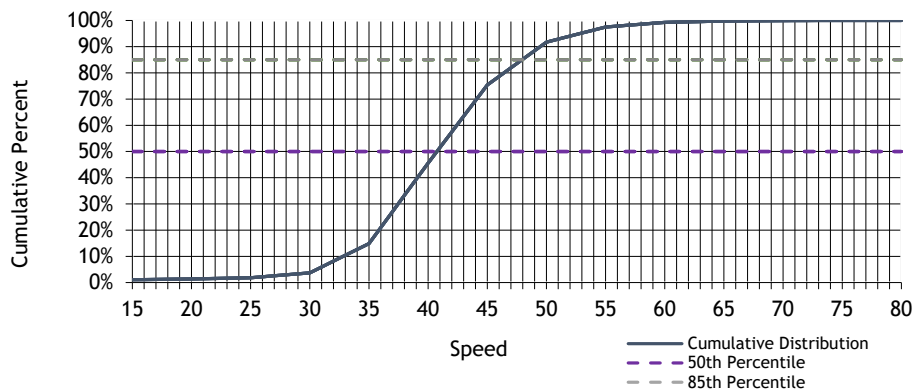
Counted By: Gorove Slade
Posted Speed Limit : 45 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/2/2025
Day : Wednesday
Time Range : 24 hours
Direction : NB

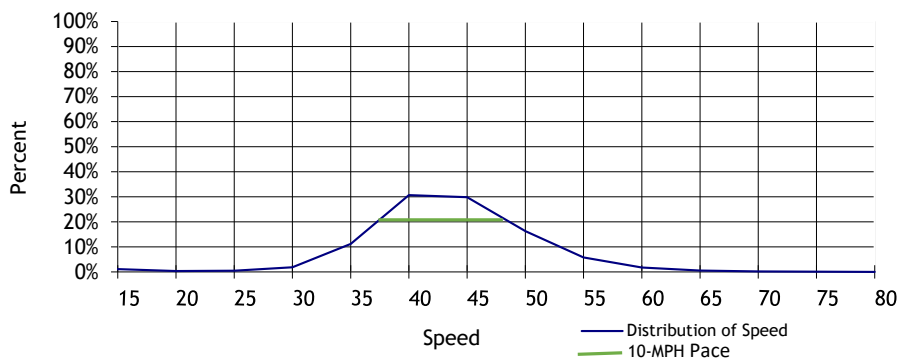
Lowest Recorded Speed : 15 mph 15th Percentile : 35 mph
Highest Recorded Speed : 50 mph 50th Percentile : 41 mph
Average Speed : 38 mph 85th Percentile : 48 mph
Vehicles Observed : 20171 95th Percentile : 53 mph

SPEED	COUNT	PERCENT
15	219	1%
20	62	0%
25	91	0%
30	376	2%
35	2253	11%
40	6186	31%
45	6021	30%
50	3289	16%
55	1168	6%
60	356	2%
65	104	1%
70	32	0%
75	14	0%
80	0	0%

New Hampshire Avenue NB (Day 2)



New Hampshire Avenue NB (Day 2)



Total Vehicles 20171



Speed Survey

Street : New Hampshire Avenue
Capture Zone : Local

Counted By: Gorove Slade
Posted Speed Limit : 45 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/1/2025

Day : Tuesday

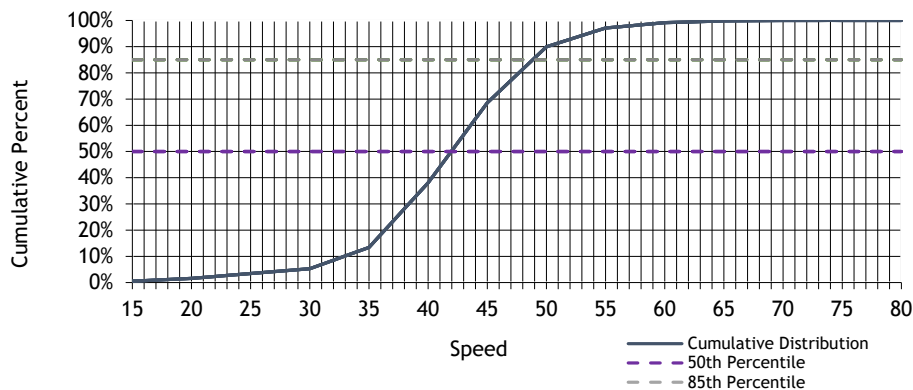
Time Range : 24 hours

Direction : SB

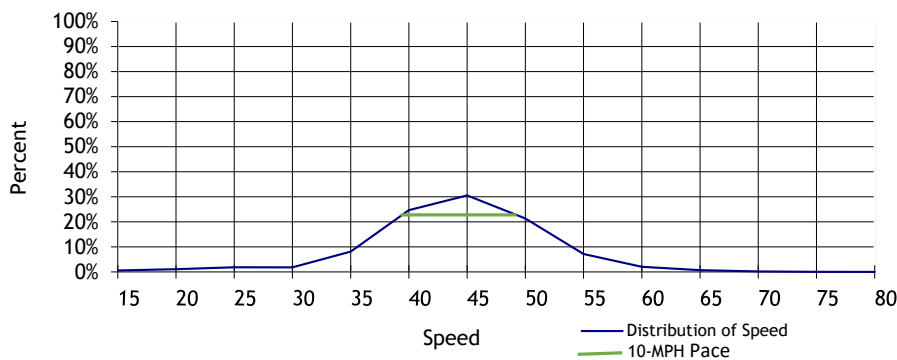
Lowest Recorded Speed : 15 mph 15th Percentile : 36 mph
Highest Recorded Speed : 50 mph 50th Percentile : 42 mph
Average Speed : 38 mph 85th Percentile : 49 mph
Vehicles Observed : 20498 95th Percentile : 54 mph

SPEED	COUNT	PERCENT
15	112	1%
20	215	1%
25	383	2%
30	373	2%
35	1665	8%
40	5052	25%
45	6260	31%
50	4374	21%
55	1470	7%
60	419	2%
65	137	1%
70	35	0%
75	3	0%
80	0	0%

New Hampshire Avenue SB (Day 1)



New Hampshire Avenue SB (Day 1)



Total Vehicles 20498



Speed Survey

Street : New Hampshire Avenue
Capture Zone : Local

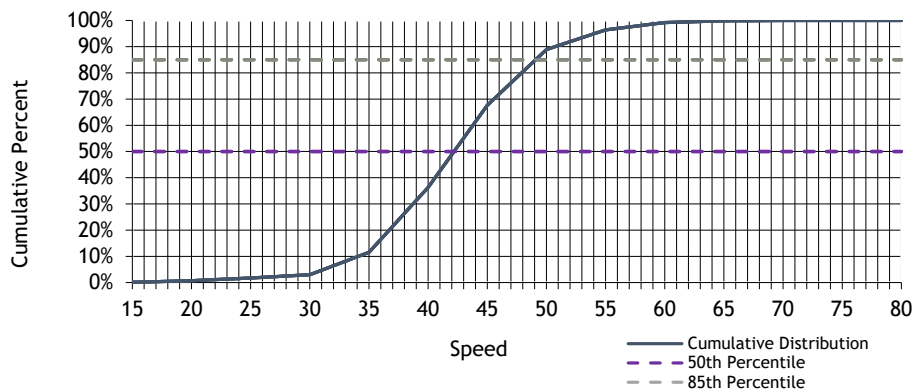
Counted By: Gorove Slade
Posted Speed Limit : 45 MPH
Types of Vehicles : All Vehicles
Weather Conditions :

Date : 4/2/2025
Day : Wednesday
Time Range : 24 hours
Direction : SB

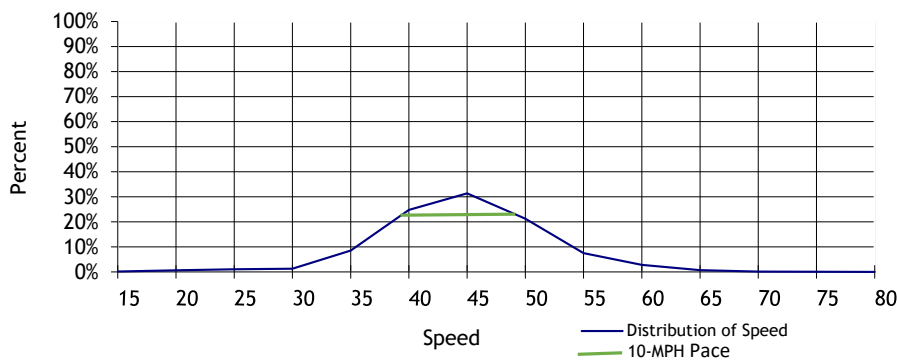
Lowest Recorded Speed : 15 mph 15th Percentile : 36 mph
Highest Recorded Speed : 50 mph 50th Percentile : 42 mph
Average Speed : 38 mph 85th Percentile : 49 mph
Vehicles Observed : 20528 95th Percentile : 54 mph

SPEED	COUNT	PERCENT
15	24	0%
20	124	1%
25	209	1%
30	261	1%
35	1749	9%
40	5082	25%
45	6439	31%
50	4359	21%
55	1539	7%
60	575	3%
65	138	1%
70	22	0%
75	7	0%
80	0	0%

New Hampshire Avenue SB (Day 2)



New Hampshire Avenue SB (Day 2)



Total Vehicles 20528

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday
 Date: 4/1/2025

City: Colesville
 Project #: MD25_650001_002.n

North Bound																												
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total														
0:00 AM	0	0	1	4	9	8	2	3	4	0	0	0	0	31														
0:15	0	0	0	2	8	8	3	0	0	0	0	0	0	21														
0:30	0	1	0	3	12	8	0	1	1	0	0	0	0	26														
0:45	1	0	0	4	6	2	0	0	0	0	0	0	0	13														
1:00	0	1	0	1	6	4	2	2	0	0	0	0	0	16														
1:15	0	0	1	1	3	3	2	2	2	0	0	0	0	14														
1:30	0	0	0	1	6	3	3	3	0	0	0	0	0	16														
1:45	0	0	0	0	2	1	2	0	0	0	0	0	0	5														
2:00	0	0	0	1	1	4	4	0	2	0	0	0	0	9														
2:15	0	0	0	0	5	3	0	0	0	0	0	0	0	13														
2:30	0	0	0	0	0	0	4	1	1	0	0	0	0	6														
2:45	0	0	0	0	3	0	3	2	1	1	0	0	0	10														
3:00	0	1	0	1	1	1	2	1	0	0	0	0	0	9														
3:15	0	0	0	0	1	2	3	2	0	1	1	0	0	9														
3:30	0	0	0	0	2	6	1	0	0	0	0	0	0	9														
3:45	0	0	0	0	2	3	6	0	1	0	0	0	0	12														
4:00	0	0	0	1	4	6	4	4	0	0	0	0	0	19														
4:15	0	0	0	1	0	2	3	3	1	1	0	0	0	12														
4:30	0	1	0	1	0	5	8	7	3	0	1	0	0	26														
4:45	0	0	0	0	4	8	11	11	1	2	5	0	0	42														
5:00	0	0	0	0	3	19	26	16	6	2	0	0	0	72														
5:15	0	0	0	0	1	3	8	20	26	9	3	1	0	71														
5:30	0	0	0	0	3	29	30	38	13	1	3	2	1	117														
5:45	0	0	0	1	2	12	42	44	31	9	3	1	0	145														
6:00	0	0	0	0	5	40	62	32	10	5	2	0	0	156														
6:15	0	1	1	2	18	53	66	45	19	11	0	1	0	217														
6:30	2	3	1	0	11	67	83	45	41	22	4	2	0	281														
6:45	1	1	1	1	11	64	78	63	32	8	2	2	0	264														
7:00	0	0	0	4	30	67	79	57	37	12	2	0	0	289														
7:15	4	1	1	1	12	78	94	66	36	13	4	1	0	311														
7:30	4	1	0	3	29	98	146	82	38	11	2	0	0	414														
7:45	1	1	0	4	44	91	110	75	33	6	0	0	1	366														
8:00	3	2	3	5	9	89	120	82	42	12	4	0	0	371														
8:15	2	1	0	1	25	78	101	57	31	5	2	0	0	303														
8:30	3	1	3	3	40	90	106	47	20	5	1	0	0	319														
8:45	5	1	0	4	28	82	106	70	28	9	1	1	0	335														
9:00	6	0	1	13	45	83	85	48	18	5	2	0	1	307														
9:15	2	0	1	5	20	67	77	50	10	5	0	0	0	237														
9:30	1	0	0	7	18	64	71	35	15	3	2	0	0	216														
9:45	0	1	0	6	29	59	63	30	18	4	0	0	0	210														
10:00	2	3	0	5	23	61	66	21	8	2	2	0	0	193														
10:15	4	2	3	1	18	65	59	35	5	4	1	0	0	197														
10:30	4	0	1	2	20	68	56	26	16	3	1	0	0	196														
10:45	2	1	1	5	41	57	48	18	5	2	1	0	0	181														
11:00	2	2	3	14	29	71	58	16	5	3	0	1	0	204														
11:15	2	1	1	4	36	58	49	19	10	2	0	0	0	182														
11:30	4	1	0	2	24	70	52	21	9	1	1	0	0	185														
11:45	1	2	0	5	16	63	60	26	12	2	3	0	0	188														
12:00 PM	2	2	2	6	24	73	63	29	7	5	2	1	0	216														
12:15	2	2	1	3	36	65	52	24	8	4	1	0	0	198														
12:30	1	3	0	2	29	79	69	19	4	3	0	0	0	209														
12:45	2	1	1	4	33	74	59	22	6	0	0	0	0	202														
13:00	1	0	4	9	34	74	68	30	13	2	1	0																

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday
 Date: 4/1/2025

City: Colesville
 Project #: MD25_650001_0025

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	4	3	7	7	2	0	1	0	0	0	24
0:15	0	0	1	4	4	9	9	0	0	0	0	0	0	18
0:30	0	0	1	3	3	8	6	0	0	0	0	0	0	25
0:45	0	1	0	0	3	7	3	5	1	0	0	0	0	20
1:00	0	0	0	2	1	3	5	2	0	0	0	0	0	13
1:15	0	0	0	1	0	1	3	2	0	1	0	0	0	8
1:30	0	0	0	1	1	5	4	0	0	1	0	0	0	12
1:45	0	0	0	0	2	9	1	1	1	0	0	0	0	5
2:00	0	0	0	0	0	4	3	3	2	0	0	0	0	12
2:15	0	0	0	0	1	1	1	0	0	0	0	0	0	3
2:30	0	0	0	0	0	5	0	2	1	0	0	0	0	8
2:45	0	0	1	0	1	3	2	2	0	0	0	0	0	9
3:00	0	1	0	0	1	3	2	0	3	1	0	0	0	11
3:15	0	0	0	0	1	1	2	1	0	0	0	0	0	5
3:30	0	0	0	0	2	4	5	3	1	0	0	0	0	15
3:45	0	0	0	0	0	3	6	6	2	2	1	1	0	21
4:00	0	0	0	0	3	4	5	4	1	2	1	0	1	21
4:15	0	0	0	1	0	3	10	5	3	1	0	0	0	27
4:30	0	0	1	0	1	8	9	22	9	2	0	0	0	52
4:45	0	0	0	0	1	4	14	14	10	4	0	0	0	47
5:00	0	0	1	1	1	10	21	22	6	0	1	0	0	63
5:15	0	0	0	0	0	17	33	44	15	10	6	0	0	125
5:30	0	2	1	1	23	23	54	42	23	7	4	0	0	157
5:45	0	1	0	0	2	22	62	71	31	13	6	2	0	210
6:00	0	0	0	0	2	56	65	80	31	12	1	0	0	247
6:15	0	0	3	1	6	24	110	119	54	17	5	2	0	341
6:30	0	0	1	3	5	71	156	153	52	10	5	2	0	458
6:45	1	0	2	9	78	151	132	70	21	3	0	0	0	468
7:00	3	0	0	6	12	65	147	162	90	20	12	1	0	518
7:15	8	14	37	27	65	144	185	102	41	16	3	1	0	643
7:30	41	57	67	76	109	117	62	25	3	3	0	0	0	560
7:45	35	37	68	70	95	89	84	39	8	0	0	0	0	525
8:00	20	10	38	53	96	131	105	44	13	5	0	1	0	505
8:15	0	1	1	2	23	132	164	112	34	10	4	2	0	485
8:30	0	2	2	2	11	109	177	138	43	10	4	0	0	498
8:45	1	2	4	3	27	98	185	122	34	9	3	2	0	490
9:00	0	0	4	0	19	69	120	114	33	5	5	0	0	369
9:15	1	1	5	3	18	87	126	84	40	2	4	0	0	371
9:30	0	0	1	0	17	65	95	70	43	9	2	2	1	305
9:45	0	0	2	0	14	76	85	77	19	7	1	0	0	281
10:00	0	1	4	1	6	64	71	65	20	4	2	1	0	239
10:15	0	4	1	1	15	69	82	50	24	2	1	0	0	249
10:30	0	2	5	0	16	54	57	52	18	4	0	0	0	209
10:45	0	3	0	1	13	52	47	44	15	3	0	0	0	178
11:00	0	2	3	0	9	82	64	35	6	1	0	0	0	202
11:15	0	0	4	0	8	50	60	48	17	4	3	0	0	194
11:30	0	2	5	1	11	42	75	52	16	4	2	0	0	210
11:45	0	1	5	2	14	41	73	48	9	2	3	0	0	196
12:00 PM	0	1	4	0	18	58	59	44	14	1	1	0	0	200
12:15	0	2	2	3	13	63	84	44	12	4	0	0	0	227
12:30	0	3	5	0	13	64	53	49	10	4	1	0	0	202
12:45	0	1	3	1	13	56	57	45	10	3	1	0	0	190
13:00	0	1	0	1	8	49	63	38	10	2	0	0	0	172
13:15	1	1	5	5	18	62	78	44	21	7	2	0	0	244
13:30	0	1	0	1	18	67	66	45	14	3	0	0	0	215
13:45	0	1	1	0	5	59	78	59	29	6	3	1	0	242
14:00	0	2	6	0	15	58	74	42	12	5	4	1	0	219
14:15	0	1	2	1	9	65	89	73	21	2	0	0	0	263
14:30	0	3	3	3	21	63	78	78	18	7	0	0	0	272
14:45	0	2	2	1	6	56	93	74	24	8	1	3	0	270
15:00	0	4	6	2	32	93	96	82	21	8	2	0	0	346
15:15	0	4	2	0	23	79	97	55	17	7	1	0	0	285
15:30	0	1	1	3	29	89	101	64	16	4	5	4	0	323
15:45	1	3	6	4	47	107	103	48	14	2	0	0	0	335
16:00	0	2	1	3	41	103	128	49	20	9	0	0	0	356
16:15	1	1	6	4	63	108	118	62	11	3	0	0	0	377
16:30	0	2	0	6	56	110	117	68	18	3	0	0	0	380
16:45	0	4	8	14	52	135	94	65	12	4	3	1	0	392
17:00	0	6	3	7	54	88	127	49	14	0	1	0	0	348
17:15	0	0	10	5	59	136	137	65	13	1	1	0	0	427
17:30	0	1	4	7	57	117	136	57	7	2	1	0	0	389
17:45	1	1	3	5	39	120	121	63	12	3	0	0	0	366
18:00	0	3	6	5	43	111	113	66	11	9	0	0	0	367
18:15	1	3	3	4	48	106	123	69	15	10	1	0	0	383
18:30	0	1	3	5	30	90	114	67	15	3	1	1	0	330
18:45	0	0	3	0	21	80	101	61	23	5	3	0	0	297
19:00	0	0	4	1	9	67	85	66	26	4	6	0	0	268
19:15	0	1	1	0	15	70	64	53	19	8	6	0	0	237
19:30	0	3	3	0	9	47	65	47	19	14	0	0	0	207
19:45	0	0	3	1	14	43	50	48	23	5	3	0	1	191
20:00	0	2	0	3	19	57	48	31	8	2	0	0	0	170
20:15	0	1	0	3	25	66	74	25	11	0	0	1	0	206
20:30	0	1	1	3	10	46	45	32	6	6	1	0	0	151
20:45	0	0	1	0	1	31	40	31	8	5	1	0	0	118
21:00	0	1	0	0	11	25	36	22	12	4	0	0	0	111
21:15	0	0	2	0	14	26	47	37	9	1	0	0	0	136
21:30	0	1	0	0	8	29	38	18	7	1	4	3	0	109
21:45	0	0	0	1	8	31	37	22	10	5	0	1	0	115
22:00	0	0	0	0	4	20	31	21	12	4	0	0	0	92
22:15	0	1	0	0	3	15	17	17	3	2	0	0	0	58
22:30	0	0	1	0	2	16	16	16	4	3	1	0	0	59
22:45	0	1	0	0	4	10	16	12	4	1	1	0	0	49
23:00	0	0	0	3	2	9	19	12	2	2	0	1	0	48
23:15	0	1	0	0	6	10	16	4	2	0	0	0	0	42
23:30	0	1	0	1	0	12	8	5	3	2	0	0	0	32
23:45	0	1	0	0	4	4	10	5	6	0	0	0	0	30
Totals	112	215	383	373	1665	5052	6260	4374	1470	410	137	35	9	20498
% of Total	1%	1%	2%	2%	8%	25%	31%	21%	7%	2%	1%	0%	0%	100%

AM Volumes	107	145	269	268	646	2020	2803	2228	842	233	82	18	2	9653
% AM	1%	1%	1%	1%	3%	10%	14%	11%	4%	1%	0%	0%	0%	47%
AM Peak Hour	715	715	715	715	715	715	715	618	618	618	618	618	315	7108
Volume	104	118	210	225	309	481	646	566	206	68	25	6	1	2245
PM Volumes	5	70	114	107	1019	3932	3458	2148	638	184	55	17	1	10848
% PM	0%	0%	0%	0%	1%	19%	17%	10%	3%	1%	0%	0%	0%	53%
PM Peak Hour	1530	1430	1645	1645	1635	1743	1700	1415	1845	1845	1445	1500	1645	
Volume	2	13	25	33	225	484	521	307	87	31	16	7	1	1555
Directional Peak Periods														
All Classes														
Volume	4224			1692			3035			11547				
%	21%			8%			15%			56%				

Street Name	Direction	Percentiles						ADT
		15th	50th	Average	85th	95th		
New Hampshire Ave	North Bound	34	40	42	48	53	19997	
New Hampshire Ave	South Bound	35	42	41	49	54	20458	

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday
Date: 4/1/2025

City: Colesville
Project #: MD25_650001_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	8	12	15	9	5	4	1	0	0	0	55
0:15	0	0	1	3	12	17	6	0	0	0	0	0	0	39
0:30	0	0	2	6	20	14	1	0	1	0	0	0	0	51
0:45	1	1	0	0	7	13	5	5	1	0	0	0	0	33
1:00	0	1	0	3	7	7	7	4	0	0	0	0	0	29
1:15	0	0	1	2	3	4	5	4	2	1	0	0	0	22
1:30	0	0	0	2	7	8	7	3	0	1	0	0	0	28
1:45	0	0	0	0	2	2	2	3	1	0	0	0	0	10
2:00	0	0	0	1	1	5	7	3	4	0	0	0	0	21
2:15	0	0	0	0	6	6	4	0	0	0	0	0	0	16
2:30	0	0	0	0	0	5	4	3	2	0	0	0	0	14
2:45	0	0	1	0	4	3	5	4	1	1	0	0	0	19
3:00	0	2	0	2	2	4	4	1	4	1	0	0	0	20
3:15	0	0	0	0	2	3	5	3	0	1	0	0	0	14
3:30	0	0	0	0	2	6	11	4	1	0	0	0	0	24
3:45	0	0	0	0	2	6	12	6	3	2	1	1	0	33
4:00	0	0	0	1	7	10	9	8	1	2	1	0	1	40
4:15	0	0	0	2	0	5	13	12	4	2	0	0	0	39
4:30	0	1	1	1	1	13	17	29	12	2	1	0	0	78
4:45	0	0	0	0	5	12	25	25	11	6	5	0	0	89
5:00	0	0	1	1	4	29	47	38	12	2	1	0	0	135
5:15	0	0	0	1	3	25	53	70	24	13	7	0	0	196
5:30	0	0	2	1	4	52	84	80	36	8	0	0	0	274
5:45	0	1	0	1	4	34	104	115	62	22	9	3	0	355
6:00	0	0	0	0	7	96	127	112	41	17	3	0	0	403
6:15	0	1	4	3	24	77	176	164	73	28	5	3	0	558
6:30	2	3	2	3	16	138	239	198	93	32	9	4	0	739
6:45	2	1	3	2	20	142	229	195	102	29	5	2	0	732
7:00	3	0	0	10	42	142	226	219	127	32	14	1	0	807
7:15	12	15	38	28	77	222	279	168	77	29	7	2	0	954
7:30	45	58	67	79	138	215	208	107	41	14	2	0	0	974
7:45	36	38	68	74	139	180	194	114	41	6	0	0	1	891
8:00	23	12	41	58	99	220	226	126	55	17	4	0	0	876
8:15	2	2	1	3	48	210	265	169	85	15	6	2	0	788
8:30	3	3	5	5	51	199	283	185	63	15	5	0	0	817
8:45	6	3	4	7	55	180	291	192	62	18	4	3	0	825
9:00	6	0	5	13	64	152	205	162	51	10	7	0	1	676
9:15	3	1	6	8	38	154	203	134	50	7	4	0	0	608
9:30	1	0	1	7	35	129	166	105	58	12	4	2	1	521
9:45	0	1	2	6	43	135	148	107	37	11	1	0	0	491
10:00	2	4	4	6	29	125	137	86	28	6	4	1	0	432
10:15	4	6	4	2	33	134	141	85	29	6	2	0	0	446
10:30	4	2	6	1	36	122	113	78	34	7	1	0	0	405
10:45	2	4	1	0	54	109	95	62	20	5	1	0	0	359
11:00	2	4	6	14	38	153	122	51	11	4	0	1	0	406
11:15	2	1	5	4	44	108	109	67	27	6	3	0	0	376
11:30	4	3	5	3	35	112	127	73	25	5	3	0	0	395
11:45	1	3	5	7	36	104	133	74	21	4	2	0	0	384
12:00 PM	2	3	6	0	42	131	122	73	21	6	3	1	0	414
12:15	2	4	3	6	49	128	136	68	20	8	1	0	0	425
12:30	1	6	5	2	42	143	122	68	14	7	1	0	0	411
12:45	2	2	4	5	46	130	116	67	16	3	1	0	0	392
13:00	1	1	4	10	42	123	114	69	23	4	1	0	0	408
13:15	7	1	7	6	53	143	133	62	25	11	2	0	0	450
13:30	0	1	1	1	48	153	115	65	23	5	1	0	0	413
13:45	2	1	2	1	47	132	163	87	39	10	5	1	0	490
14:00	4	4	8	3	56	140	143	70	25	9	4	1	0	467
14:15	1	2	5	5	59	189	180	116	40	6	0	0	0	597
14:30	6	11	12	12	50	136	163	127	28	10	1	0	1	557
14:45	3	2	8	13	40	197	205	128	42	15	1	4	0	658
15:00	18	7	9	13	105	212	204	126	35	12	4	2	0	747
15:15	5	5	4	15	123	222	226	85	30	11	3	0	0	729
15:30	5	2	2	17	120	244	213	109	34	13	7	5	0	792
15:45	4	3	8	13	139	297	204	101	31	6	2	0	0	808
16:00	4	2	4	19	139	294	268	107	36	13	2	0	0	888
16:15	9	1	8	11	141	309	264	132	23	8	1	1	0	908
16:30	1	3	1	17	124	314	267	129	38	12	1	0	0	907
16:45	8	6	8	76	120	341	241	130	34	10	3	2	0	929
17:00	7	7	5	19	124	293	282	124	29	6	2	1	0	896
17:15	9	2	14	18	159	350	289	126	28	1	1	0	0	997
17:30	5	3	4	11	156	273	285	139	27	9	3	0	0	915
17:45	3	1	3	11	110	296	271	122	31	12	0	1	1	862
18:00	5	4	6	10	109	259	226	117	25	15	0	0	0	776
18:15	5	3	5	9	82	245	246	130	29	16	2	1	0	775
18:30	3	1	4	12	88	225	215	123	24	9	2	1	0	707
18:45	3	1	6	6	42	146	203	119	42	9	6	0	0	583
19:00	1	2	4	11	44	152	160	120	40	6	8	0	1	549
19:15	1	3	1	9	61	133	149	96	32	14	7	0	0	500
19:30	6	3	4	4	32	120	129	80	39	18	1	0	1	437
19:45	1	1	3	1	40	110	111	81	30	14	4	0	1	397
20:00	2	2	0	6	52	115	104	55	14	4	0	0	0	354
20:15	1	1	0	6	50	131	143	49	22	2	1	1	0	407
20:30	1	1	3	7	79	110	100	60	9	9	0	0	0	330
20:45	0	0	1	4	30	69	95	59	16	7	4	0	1	286
21:00	0	1	0	4	20	66	80	47	20	6	0	0	0	244
21:15	0	1	2	4	20	55	88	56	14	2	0	0	0	242
21:30	1	0	0	1	16	58	64	40	11	3	4	3	0	201
21:45	0	1	1	3	19	70	68	44	22	8	3	1	0	240
22:00	0	0	0	2	20	53	68	36	17	4	0	0	0	200
22:15	0	1	0	2	10	42	48	28	3	5	1	0	0	140
22:30	1	1	1	2	8	36	43	26	11	8	2	0	0	139
22:45	1	1	1	2	11	31	37	20	9	3	2	0	0	118
23:00	1	0	0	2	5	29	32	14	4	3	1	0	0	89
23:15	1	1	0	4	10	26	31	10	5	0	0	0	0	88
23:30	1	1	0	1	5	15	17	13	7	4	1	1	0	66
23:45	0	1	0	2	7	10	19	16	9	1	0	0	0	65
Totals	368	285	467	747	4242	11342	12136	7330	2563	777	230	56	12	40495
% of Total	0.9%	0.7%	1.2%	1.9%	10.5%	28.2%	30.0%	18.1%	6.3%	1.9%	0.6%	0.1%	0.0%	100%

AM Volumes	164	170	293	379	1298	3862	4895	3462	1417	400	131	28	0	16491
% AM	0%	0%	1%	1%	3%	10%	12%	9%	3%	1%	0%	0%	0%	41%
AM Peak Hour	715	715	715	715	715	715	715	715	715	715	715	715	715	715
Volume	165	173	214	239	463	837	1059	780	399	112	35	10	2	3605
PM Volumes	144	111	174	368	2944	7490	7241	3868	1146	377	99	28	8	23998
% PM	0%	0%	0%	0%	1%	1%	1%	1%	0%	0%	0%	0%	0%	4%
PM Peak Hour	1430	1430	1630	1645	1630	1630	1700	1645	1845	1730	1845	1845	1845	1645
Volume	32	25	33	80	559	1298	1127	519	153	52	23	11	3	3740
Directional Peak Periods	AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Classes	Volume	%				Volume	%				Volume	%		
	6932	17%				3405	8%				7305	18%		
											22853	56%		

SPEED

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday

City: Colesville

Date: 4/1/2025

Project #: MD25_650001_002n

North Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	2	7	24	34	15	3	5	0	0	0	0	91
1:00	0	1	1	3	15	12	8	9	2	0	0	0	0	51
2:00	0	0	0	1	9	6	14	3	4	1	0	0	0	38
3:00	0	1	0	1	4	8	17	4	2	1	1	0	0	39
4:00	0	1	0	3	8	21	26	25	5	3	7	0	0	99
5:00	0	0	0	2	11	68	118	124	59	15	6	2	0	405
6:00	3	5	3	3	45	224	289	185	102	46	8	5	0	918
7:00	10	3	1	12	115	334	429	280	144	42	8	1	1	1380
8:00	13	5	6	13	102	339	433	256	121	31	8	1	0	1328
9:00	9	1	2	31	112	273	296	163	61	17	4	0	1	970
10:00	12	6	5	12	102	251	229	100	34	11	5	0	0	767
11:00	9	6	4	25	105	262	219	82	36	8	2	1	0	759
12:00 PM	7	8	4	15	122	291	243	94	25	12	3	1	0	825
13:00	9	0	8	11	141	314	257	96	36	12	4	0	0	888
14:00	14	11	17	28	154	417	359	174	60	18	1	1	1	1255
15:00	31	5	8	49	356	601	470	172	62	21	8	3	1	1787
16:00	21	3	6	46	312	802	583	254	70	24	4	2	0	2127
17:00	23	5	6	35	340	751	606	280	69	22	3	2	1	2143
18:00	15	2	6	23	179	488	441	226	56	22	5	1	0	1464
19:00	9	5	1	17	130	288	285	163	54	21	5	0	2	980
20:00	4	0	2	14	106	225	235	104	28	9	4	0	1	732
21:00	1	1	1	11	34	138	142	88	29	8	2	0	1	456
22:00	2	1	1	8	36	101	116	44	17	10	3	0	0	339
23:00	3	0	0	4	15	42	46	27	12	4	2	1	0	156
Totals	196	70	84	374	2577	6290	5876	2956	1093	358	93	21	9	19997
% of Totals	1%	0%	0%	2%	13%	31%	29%	15%	5%	2%	0%	0%	0%	100%

AM Volumes	57	29	24	113	652	1832	2093	1234	575	175	49	10	2	6845		
% AM	0%	0%	0%	1%	3%	9%	10%	6%	3%	1%	0%	0%	0%	34%		
AM Peak Hour	8:00	10:00	8:00	9:00	7:00	8:00	8:00	7:00	7:00	6:00	6:00	6:00	7:00	7:00		
Volume	13	6	6	31	115	339	433	280	144	46	8	5	1	1380		
PM Volumes	139	41	60	261	1925	4458	3783	1722	518	183	44	11	7	13152		
% PM	1%	0%	0%	1%	10%	22%	19%	9%	3%	1%	0%	0%	0%	66%		
PM Peak Hour	15:00	14:00	14:00	15:00	15:00	16:00	17:00	17:00	16:00	16:00	15:00	15:00	19:00	17:00		
Volume	31	11	17	49	356	802	606	280	70	24	8	3	2	2143		
Directional Peak Periods		AM 7-9				NOON 12-2			PM 4-6			Off Peak Volumes				
All Speeds		Volume			%	Volume			%	Volume			%	Volume		
		2708	↔		14%	1713	↔		9%	4270	↔		21%	11306	↔ 57%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
New Hampshire Ave	North Bound	34	40	41	48	53	19997
New Hampshire Ave	South Bound	35	42	42	49	54	20498

SPEED

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday

City: Colesville

Date: 4/1/2025

Project #: MD25_650001_002s

South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	2	6	13	31	19	11	1	1	2	0	0	87
1:00	0	0	0	4	4	9	13	5	1	2	0	0	0	38
2:00	0	0	1	0	2	13	6	7	3	0	0	0	0	32
3:00	0	1	0	0	4	11	15	10	6	3	1	1	0	52
4:00	0	0	1	1	5	19	38	49	23	9	1	0	1	147
5:00	0	1	3	2	4	72	170	179	75	30	17	2	0	555
6:00	1	0	6	5	22	229	482	484	207	60	14	4	0	1514
7:00	84	111	172	179	281	415	478	328	142	39	15	2	0	2246
8:00	21	15	45	60	151	470	626	416	124	34	11	5	0	1978
9:00	1	1	12	3	68	297	426	345	135	23	12	2	1	1326
10:00	0	10	10	3	50	239	257	211	77	13	3	2	0	875
11:00	0	5	17	3	42	215	272	183	48	11	6	0	0	802
12:00 PM	0	7	14	4	57	241	253	182	46	12	3	0	0	819
13:00	1	4	6	7	49	237	285	186	74	18	5	1	0	873
14:00	0	8	13	5	51	242	332	267	75	22	5	4	0	1024
15:00	1	12	15	9	131	374	397	249	68	21	8	4	0	1289
16:00	1	9	15	27	212	456	457	244	61	19	3	1	0	1505
17:00	1	8	20	24	209	461	521	231	46	6	3	0	0	1530
18:00	1	7	15	14	142	387	451	263	64	27	5	1	0	1377
19:00	0	4	11	2	47	227	264	214	87	31	15	0	1	903
20:00	0	4	2	9	55	200	207	119	33	13	2	1	0	645
21:00	0	2	2	1	41	111	158	99	38	11	4	4	0	471
22:00	0	2	1	0	13	61	80	66	23	10	2	0	0	258
23:00	0	3	0	5	12	35	53	26	13	4	0	1	0	152
Totals	112	215	383	373	1665	5052	6260	4374	1470	419	137	35	3	20498
% of Totals	1%	1%	2%	2%	8%	25%	31%	21%	7%	2%	1%	0%	0%	100%

AM Volumes	107	145	269	266	646	2020	2802	2228	842	225	82	18	2	9652
% AM	1%	1%	1%	1%	3%	10%	14%	11%	4%	1%	0%	0%	0%	47%
AM Peak Hour	7:00	7:00	7:00	7:00	7:00	8:00	8:00	6:00	6:00	6:00	5:00	8:00	4:00	7:00
Volume	84	111	172	179	281	470	626	484	207	60	17	5	1	2246
PM Volumes	5	70	114	107	1019	3032	3458	2146	628	194	55	17	1	10846
% PM	0%	0%	1%	1%	5%	15%	17%	10%	3%	1%	0%	0%	0%	53%
PM Peak Hour	13:00	15:00	17:00	16:00	16:00	17:00	17:00	14:00	19:00	19:00	19:00	14:00	19:00	17:00
Volume	1	12	20	27	212	461	521	267	87	31	15	4	1	1530
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			4224	21%	◀	1692	8%	◀	3035	15%	◀	11547	56%	◀

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
New Hampshire Ave	North Bound	34	40	41	48	53	19997
New Hampshire Ave	South Bound	35	42	42	49	54	20498

SPEED

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday

City: Colesville

Date: 4/1/2025

Project #: MD25_650001_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	1	4	13	37	65	34	14	6	1	2	0	0	178
1:00	0	1	1	7	19	21	21	14	3	2	0	0	0	89
2:00	0	0	1	1	11	19	20	10	7	1	0	0	0	70
3:00	0	2	0	1	8	19	32	14	8	4	2	1	0	91
4:00	0	1	1	4	13	40	64	74	28	12	8	0	1	246
5:00	0	1	3	4	15	140	288	303	134	45	23	4	0	960
6:00	4	5	9	8	67	453	771	669	309	106	22	9	0	2432
7:00	94	114	173	191	396	749	907	608	286	81	23	3	1	3626
8:00	34	20	51	73	253	809	1059	672	245	65	19	6	0	3306
9:00	10	2	14	34	180	570	722	508	196	40	16	2	2	2296
10:00	12	16	15	15	152	490	486	311	111	24	8	2	0	1642
11:00	9	11	21	28	147	477	491	265	84	19	8	1	0	1561
12:00 PM	7	15	18	19	179	532	496	276	71	24	6	1	0	1644
13:00	10	4	14	18	190	551	542	282	110	30	9	1	0	1761
14:00	14	19	30	33	205	659	691	441	135	40	6	5	1	2279
15:00	32	17	23	58	487	975	867	421	130	42	16	7	1	3076
16:00	22	12	21	73	524	1258	1040	498	131	43	7	3	0	3632
17:00	24	13	26	59	549	1212	1127	511	115	28	6	2	1	3673
18:00	16	9	21	37	321	875	892	489	120	49	10	2	0	2841
19:00	9	9	12	19	177	515	549	377	141	52	20	0	3	1883
20:00	4	4	4	23	161	425	442	223	61	22	6	1	1	1377
21:00	1	3	3	12	75	249	300	187	67	19	6	4	1	927
22:00	2	3	2	8	49	162	196	110	40	20	5	0	0	597
23:00	3	3	0	9	27	77	99	53	25	8	2	2	0	308
Totals	308	285	467	747	4242	11342	12136	7330	2563	777	230	56	12	40495
% of Totals	1%	1%	1%	2%	10%	28%	30%	18%	6%	2%	1%	0%	0%	100%

AM Volumes	164	174	293	379	1298	3852	4895	3462	1417	400	131	28	4	16497
% AM	0%	0%	1%	1%	3%	10%	12%	9%	3%	1%	0%	0%	0%	41%
AM Peak Hour	7:00	7:00	7:00	7:00	7:00	8:00	8:00	8:00	6:00	6:00	5:00	6:00	9:00	7:00
Volume	94	114	173	191	396	809	1059	672	309	106	23	9	2	3626
PM Volumes	144	111	174	368	2944	7490	7241	3868	1146	377	99	28	8	23998
% PM	0%	0%	0%	1%	7%	18%	18%	10%	3%	1%	0%	0%	0%	59%
PM Peak Hour	15:00	14:00	14:00	16:00	17:00	16:00	17:00	17:00	19:00	19:00	19:00	15:00	19:00	17:00
Volume	32	19	30	73	549	1258	1127	511	141	52	20	7	3	3673
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			6932	17%	◀▶	3405	8%	◀▶	7305	18%	◀▶	22853	56%	◀▶

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
New Hampshire Ave	Summary	35	41	41	48	53	40495

VOLUME

New Hampshire Ave Bet Orchard Way & Notley Rd

Day: Tuesday
Date: 4/1/2025City: Colesville
Project #: MD25_650001_002

DAILY TOTALS						NB	SB	EB						WB	Total
						19,997	20,498							0	0
AM Period	NB		SB		EB	WB	TOTAL	PM Period	NB		SB		EB	WB	TOTAL
0:00	31	24	0	0	0	0	55	12:00	216	200	0	0	0	0	416
0:15	21	18	0	0	0	0	39	12:15	198	227	0	0	0	0	425
0:30	26	25	0	0	0	0	51	12:30	209	202	0	0	0	0	411
0:45	13	91	20	87	0	0	33	12:45	202	825	190	819	0	0	392
1:00	16	13	0	0	0	0	29	13:00	236	172	0	0	0	0	408
1:15	14	8	0	0	0	0	22	13:15	206	244	0	0	0	0	450
1:30	16	12	0	0	0	0	28	13:30	198	215	0	0	0	0	413
1:45	5	51	5	38	0	0	10	13:45	248	888	242	873	0	0	490
2:00	9	12	0	0	0	0	21	14:00	248	219	0	0	0	0	467
2:15	13	3	0	0	0	0	16	14:15	334	263	0	0	0	0	597
2:30	6	8	0	0	0	0	14	14:30	285	272	0	0	0	0	557
2:45	10	38	9	32	0	0	19	14:45	388	1255	270	1024	0	0	658
3:00	9	11	0	0	0	0	20	15:00	401	346	0	0	0	0	747
3:15	9	5	0	0	0	0	14	15:15	444	285	0	0	0	0	729
3:30	9	15	0	0	0	0	24	15:30	469	323	0	0	0	0	792
3:45	12	39	21	52	0	0	33	15:45	473	1787	335	1289	0	0	808
4:00	19	21	0	0	0	0	40	16:00	532	356	0	0	0	0	888
4:15	12	27	0	0	0	0	39	16:15	531	377	0	0	0	0	908
4:30	26	52	0	0	0	0	78	16:30	527	380	0	0	0	0	907
4:45	42	99	47	147	0	0	89	16:45	537	2127	392	1505	0	0	929
5:00	72	63	0	0	0	0	135	17:00	551	348	0	0	0	0	899
5:15	71	125	0	0	0	0	196	17:15	570	427	0	0	0	0	997
5:30	117	157	0	0	0	0	274	17:30	526	389	0	0	0	0	915
5:45	145	405	210	555	0	0	355	17:45	496	2143	366	1530	0	0	862
6:00	156	247	0	0	0	0	403	18:00	409	367	0	0	0	0	776
6:15	217	341	0	0	0	0	558	18:15	392	383	0	0	0	0	775
6:30	281	458	0	0	0	0	739	18:30	377	330	0	0	0	0	707
6:45	264	918	468	1514	0	0	732	18:45	286	1464	297	1377	0	0	583
7:00	289	518	0	0	0	0	807	19:00	281	268	0	0	0	0	549
7:15	311	643	0	0	0	0	954	19:15	263	237	0	0	0	0	500
7:30	414	560	0	0	0	0	974	19:30	230	207	0	0	0	0	437
7:45	366	1380	525	2246	0	0	891	19:45	206	980	191	903	0	0	397
8:00	371	505	0	0	0	0	876	20:00	184	170	0	0	0	0	354
8:15	303	485	0	0	0	0	788	20:15	201	206	0	0	0	0	407
8:30	319	498	0	0	0	0	817	20:30	179	151	0	0	0	0	330
8:45	335	1328	490	1978	0	0	825	20:45	168	732	118	645	0	0	286
9:00	307	369	0	0	0	0	676	21:00	133	111	0	0	0	0	244
9:15	237	371	0	0	0	0	608	21:15	106	136	0	0	0	0	242
9:30	216	305	0	0	0	0	521	21:30	92	109	0	0	0	0	201
9:45	210	970	281	1326	0	0	491	21:45	125	456	115	471	0	0	240
10:00	193	239	0	0	0	0	432	22:00	108	92	0	0	0	0	200
10:15	197	249	0	0	0	0	446	22:15	82	58	0	0	0	0	140
10:30	196	209	0	0	0	0	405	22:30	80	59	0	0	0	0	139
10:45	181	767	178	875	0	0	359	22:45	69	339	49	258	0	0	118
11:00	204	202	0	0	0	0	406	23:00	41	48	0	0	0	0	89
11:15	182	194	0	0	0	0	376	23:15	46	42	0	0	0	0	88
11:30	185	210	0	0	0	0	395	23:30	34	32	0	0	0	0	66
11:45	188	759	196	802	0	0	384	23:45	35	156	30	152	0	0	65
TOTALS	6845		9652				16497	TOTALS	13152		10846				23998
SPLIT %	41.5%		58.5%				40.7%	SPLIT %	54.8%		45.2%				59.3%

DAILY TOTALS						NB	SB							Total
						19,997	20,498							40,495
AM Peak Hour	7:15	7:00				7:15	PM Peak Hour	16:30	16:45					16:45
AM Pk Volume	1462	2246				3695	PM Pk Volume	2185	1556					3740
Pk Hr Factor	0.883	0.873				0.948	Pk Hr Factor	0.958	0.911					0.938
7 - 9 Volume	2708	4224	0	0		6932	4 - 6 Volume	4270	3035	0	0			7305
7 - 9 Peak Hour	7:15	7:00				7:15	4 - 6 Peak Hour	16:30	16:45					16:45
7 - 9 Pk Volume	1462	2246	0	0		3695	4 - 6 Pk Volume	2185	1556	0	0			3740
Pk Hr Factor	0.883	0.873	0.883	0.873		0.948	Pk Hr Factor	0.958	0.911	0.883	0.873			0.938

East Bound																												
Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total														
0:00 AM	1	0	0	2	1	0	0	0	0	0	0	0	0	4														
0:15	0	0	0	0	1	6	3	0	0	0	0	0	0	10														
0:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1														
0:45	0	0	3	3	0	0	1	0	0	0	0	0	0	7														
1:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3														
1:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1														
1:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1														
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
2:00	0	0	0	0	3	2	1	0	0	0	0	0	0	6														
2:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1														
2:30	0	0	0	1	0	1	0	0	0	0	0	0	0	2														
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0														
3:00	0	1	1	1	0	0	0	0	0	0	0	0	0	2														
3:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2														
3:30	0	0	1	0	1	1	1	0	0	0	0	0	0	4														
3:45	0	0	0	0	2	1	1	0	0	0	0	0	0	4														
4:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2														
4:15	0	0	0	1	4	1	2	1	0	0	0	0	0	9														
4:30	0	0	0	1	5	3	1	0	0	0	0	0	0	10														
4:45	0	0	0	1	6	4	2	0	0	0	0	0	0	13														
5:00	0	0	0	1	9	7	3	1	0	0	0	0	0	21														
5:15	0	0	0	4	9	5	1	0	0	0	0	0	0	19														
5:30	0	0	3	4	7	2	2	0	1	0	0	0	0	17														
5:45	0	0	0	2	13	20	9	0	1	0	0	0	0	45														
6:00	0	0	0	4	10	12	7	0	0	0	0	0	0	33														
6:15	0	0	0	2	14	22	4	0	1	0	0	0	0	43														
6:30	0	0	0	7	18	13	7	0	0	0	0	0	0	45														
6:45	0	0	0	10	27	16	5	1	0	0	0	0	0	59														
7:00	0	0	0	12	22	16	5	1	1	0	0	0	0	57														
7:15	0	0	0	5	23	29	8	0	0	0	0	0	0	65														
7:30	0	0	0	7	28	11	6	2	0	0	0	0	0	54														
7:45	0	0	1	13	15	17	6	5	0	0	0	0	0	57														
8:00	0	0	2	9	31	11	6	1	0	0	0	0	0	60														
8:15	0	0	1	14	27	19	3	0	0	0	0	0	0	64														
8:30	0	0	1	4	24	22	2	1	0	0	0	0	0	54														
8:45	0	0	1	12	26	19	6	1	0	0	0	0	0	65														
9:00	0	0	4	14	33	20	4	0	0	0	0	0	0	75														
9:15	0	0	0	8	43	19	5	0	0	0	0	0	0	75														
9:30	0	0	3	6	31	14	5	0	0	0	0	0	0	59														
9:45	0	0	1	10	28	15	2	0	0	0	0	0	0	56														
10:00	0	0	0	4	28	8	3	0	0	0	0	0	0	43														
10:15	0	0	0	3	23	23	3	0	0	0	0	0	0	52														
10:30	0	0	1	6	26	19	1	0	0	0	0	0	0	53														
10:45	0	0	2	0	9	19	9	1	0	0	0	0	0	43														
11:00	0	0	0	4	29	14	2	0	0	0	0	0	0	49														
11:15	0	0	7	11	21	7	3	1	1	0	0	0	0	51														
11:30	0	0	2	4	16	14	3	0	0	0	0	0	0	39														
11:45	0	0	0	8	18	12	6	1	0	0	0	0	0	46														
12:00 PM	1	2	0	0	21	10	4	1	0	0	0	0	0	48														
12:15	0	0	3	11	15	7	1	0	0	0	0	0	0	37														
12:30	0	0	1	6	19	13	4	0	0	0	0	0	0	43														
12:45	0	0	1	9	12	10	2	0	0	0	0	0	0	34														
13:00	0	0	0	19	22	5	1	0	0	0	0	0	0	47														
13:15	0	0	0	13	14	9	4	0	0	0	0																	

City: Colesville
Project #: MD25_650001_001

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
6:00 AM	1	0	1	3	3	0	0	0	0	0	0	0	0	8
6:15	0	0	0	2	10	5	0	0	0	0	0	0	0	17
6:30	0	0	0	5	2	1	0	0	0	0	0	0	0	8
6:45	0	0	3	5	5	1	1	0	0	0	0	0	0	15
7:00	0	0	1	3	1	2	0	0	0	0	0	0	0	7
7:15	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30	0	3	2	3	1	1	0	0	0	0	0	0	0	6
7:45	0	0	0	1	2	0	0	0	0	0	0	0	0	3
8:00	0	0	0	1	4	3	1	0	0	0	0	0	0	9
8:15	0	0	2	3	2	0	0	0	0	0	0	0	0	7
8:30	0	0	0	1	1	1	0	0	0	0	0	0	0	3
8:45	0	0	0	0	0	1	1	0	0	0	0	0	0	3
9:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
9:15	0	0	1	2	1	1	1	0	0	0	0	0	0	6
9:30	0	1	0	1	1	2	0	0	0	0	0	0	0	5
9:45	0	0	1	0	2	1	1	0	0	0	0	0	0	5
10:00	0	0	0	1	3	1	2	0	0	0	0	0	0	7
10:15	0	0	0	0	2	0	0	0	0	0	0	0	0	2
10:30	1	0	0	1	6	1	2	1	0	0	0	0	0	12
10:45	0	0	0	2	7	4	2	0	0	0	0	0	0	15
11:00	0	0	0	3	7	6	2	0	0	0	0	0	0	18
11:15	0	0	0	2	10	8	3	1	0	0	0	0	0	24
11:30	0	0	0	5	3	3	1	0	0	0	0	0	0	25
11:45	0	0	0	5	8	9	2	0	1	0	0	0	0	25
12:00 PM	0	0	1	4	17	27	10	0	1	0	0	0	0	60
12:15	0	1	1	5	19	12	8	0	0	0	0	0	0	46
12:30	0	0	0	0	23	27	6	1	2	0	0	0	0	62
12:45	0	0	0	0	24	12	1	0	0	0	0	0	0	65
1:00	0	0	3	20	38	25	7	1	0	0	0	0	0	94
1:15	0	0	1	15	33	22	6	1	1	0	0	0	0	79
1:30	0	0	0	8	40	39	13	1	0	0	0	0	0	101
1:45	0	0	0	18	56	25	9	3	0	0	0	0	0	113
2:00	0	0	2	21	31	33	11	4	0	0	0	0	0	104
2:15	0	0	2	19	46	27	10	1	0	0	0	0	0	105
2:30	1	0	1	16	41	36	7	2	0	0	0	0	0	104
2:45	0	0	3	12	48	41	5	2	0	0	0	0	0	111
3:00	0	0	1	21	38	30	14	4	0	0	0	0	0	108
3:15	0	0	17	43	43	26	6	1	1	0	0	0	0	98
3:30	0	0	1	12	60	30	8	0	0	0	0	0	0	111
3:45	0	0	3	11	47	27	10	1						

[illegible]

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Notley Rd	Summary	28	33	33	39	43	6823

SPEED

Notley Rd Bet Sherwood Forest Dr & New Hampshire Ave

Day: Tuesday

City: Colesville

Date: 4/1/2025

Project #: MD25_650001_001e

East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	3	6	8	3	1	0	0	0	0	0	0	22
1:00	1	0	1	1	2	0	0	0	0	0	0	0	0	5
2:00	0	0	0	2	3	3	1	0	0	0	0	0	0	9
3:00	0	1	2	1	3	3	2	0	0	0	0	0	0	12
4:00	0	0	0	3	17	8	5	1	0	0	0	0	0	34
5:00	0	0	0	10	35	39	15	1	2	0	0	0	0	102
6:00	0	0	0	23	69	63	23	1	1	0	0	0	0	180
7:00	0	0	1	37	88	73	25	8	1	0	0	0	0	233
8:00	0	0	5	39	108	71	17	3	0	0	0	0	0	243
9:00	0	0	8	38	135	68	16	0	0	0	0	0	0	265
10:00	0	0	3	22	96	59	10	1	0	0	0	0	0	191
11:00	0	0	9	27	84	47	14	2	1	0	0	0	0	184
12:00 PM	1	2	5	35	67	40	11	1	0	0	0	0	0	162
13:00	0	0	3	55	82	35	10	1	0	0	0	0	0	186
14:00	0	0	7	51	95	30	9	1	0	0	0	0	0	193
15:00	0	0	4	49	94	55	17	8	0	0	0	0	0	227
16:00	0	0	5	35	108	68	15	2	0	0	0	0	0	233
17:00	2	0	4	25	100	97	20	3	0	0	0	0	0	251
18:00	0	1	10	44	112	42	16	2	0	0	0	0	0	227
19:00	0	1	5	36	86	49	14	2	1	0	0	0	0	194
20:00	0	0	5	37	56	16	7	1	0	0	0	0	0	122
21:00	0	0	4	31	53	25	4	1	0	0	0	0	0	118
22:00	0	0	1	18	30	21	4	1	0	0	0	0	0	75
23:00	0	1	1	12	22	10	2	0	1	0	0	0	0	49
Totals	5	6	86	637	1553	925	258	40	7					3517
% of Totals	0%	0%	2%	18%	44%	26%	7%	1%	0%					100%

AM Volumes	2	1	32	209	648	437	129	17	5	0	0	0	0	1480
% AM	0%	0%	1%	6%	18%	12%	4%	0%	0%					42%
AM Peak Hour		3:00	11:00	8:00	9:00	7:00	7:00	7:00	5:00					9:00
Volume	1	1	9	39	135	73	25	8	2					265
PM Volumes	3	5	54	428	905	488	129	23	2	0	0	0	0	2037
% PM	0%	0%	2%	12%	26%	14%	4%	1%	0%					58%
PM Peak Hour	17:00	12:00	18:00	13:00	18:00	17:00	17:00	15:00	19:00					17:00
Volume	2	2	10	55	112	97	20	8	1					251
Directional Peak Periods			AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds			Volume	%		Volume	%		Volume	%		Volume	%	
			476	14%	◀▶	348	10%	◀▶	484	14%	◀▶	2209	63%	◀▶

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Notley Rd	East Bound	28	33	34	39	43	3517
Notley Rd	West Bound	28	33	33	39	43	3306

SPEED

Notley Rd Bet Sherwood Forest Dr & New Hampshire Ave

Day: Tuesday

Date: 4/1/2025

City: Colesville

Project #: MD25_650001_001w

West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	1	9	12	4	0	0	0	0	0	0	0	26
1:00	0	0	0	5	4	2	1	0	0	0	0	0	0	12
2:00	0	0	2	3	4	2	1	0	0	0	0	0	0	12
3:00	0	0	0	3	4	2	2	0	0	0	0	0	0	11
4:00	1	0	0	3	5	3	1	0	0	0	0	0	0	13
5:00	0	0	1	6	11	13	1	0	0	0	0	0	0	32
6:00	0	1	4	17	35	19	8	2	1	0	0	0	0	87
7:00	0	0	5	25	72	46	14	3	0	0	0	0	0	165
8:00	1	0	2	29	65	63	19	6	0	0	0	0	0	185
9:00	0	0	1	18	60	41	16	3	1	0	0	0	0	140
10:00	2	2	6	23	48	41	14	2	1	0	0	0	0	139
11:00	0	1	4	16	51	43	18	4	2	0	0	0	0	139
12:00 PM	0	0	1	19	55	46	19	6	3	0	0	0	0	149
13:00	1	0	9	21	61	55	21	4	2	0	0	0	0	174
14:00	0	2	5	24	87	77	24	5	1	0	0	0	0	225
15:00	2	3	11	52	121	79	18	3	1	0	0	0	0	290
16:00	0	0	6	51	131	77	9	2	1	0	0	0	0	277
17:00	0	0	8	66	124	77	16	3	1	0	0	0	0	295
18:00	0	0	8	39	120	56	24	0	1	0	0	0	0	248
19:00	0	1	5	61	106	33	11	0	0	0	0	0	0	217
20:00	0	1	15	95	53	17	1	1	0	0	0	0	0	183
21:00	0	0	8	53	54	21	3	0	0	0	0	0	0	139
22:00	0	4	9	26	34	15	3	1	0	0	0	0	0	92
23:00	0	0	6	24	10	10	3	2	1	0	0	0	0	56
Totals	7	15	117	688	1327	842	247	47	16					3306
% of Totals	0%	0%	4%	21%	40%	25%	7%	1%	0%					100%

AM Volumes	4	4	26	157	371	279	95	20	5	0	0	0	0	961
% AM	0%	0%	1%	5%	11%	8%	3%	1%	0%					29%
AM Peak Hour	10:00	10:00	10:00	8:00	7:00	8:00	8:00	8:00	11:00					8:00
Volume	2	2	6	29	72	63	19	6	2					185
PM Volumes	3	11	91	531	956	563	152	27	11	0	0	0	0	2345
% PM	0%	0%	3%	16%	29%	17%	5%	1%	0%					71%
PM Peak Hour	15:00	22:00	20:00	20:00	16:00	15:00	14:00	12:00	12:00					17:00
Volume	2	4	15	95	131	79	24	6	3					295
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes
All Speeds			Volume			%	Volume			%	Volume			%
			350	◀		11%	323	◀		10%	572	◀		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Notley Rd	East Bound	28	33	34	39	43	3517
Notley Rd	West Bound	28	33	33	39	43	3306

SPEED

Notley Rd Bet Sherwood Forest Dr & New Hampshire Ave

Day: Tuesday

City: Colesville

Date: 4/1/2025

Project #: MD25_650001_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	1	0	4	15	20	7	1	0	0	0	0	0	0	48
1:00	1	0	1	6	6	2	1	0	0	0	0	0	0	17
2:00	0	0	2	5	7	5	2	0	0	0	0	0	0	21
3:00	0	1	2	4	7	5	4	0	0	0	0	0	0	23
4:00	1	0	0	6	22	11	6	1	0	0	0	0	0	47
5:00	0	0	1	16	46	52	16	1	2	0	0	0	0	134
6:00	0	1	4	40	104	82	31	3	2	0	0	0	0	267
7:00	0	0	6	62	160	119	39	11	1	0	0	0	0	398
8:00	1	0	7	68	173	134	36	9	0	0	0	0	0	428
9:00	0	0	9	56	195	109	32	3	1	0	0	0	0	405
10:00	2	2	9	45	144	100	24	3	1	0	0	0	0	330
11:00	0	1	13	43	135	90	32	6	3	0	0	0	0	323
12:00 PM	1	2	6	54	122	86	30	7	3	0	0	0	0	311
13:00	1	0	12	76	143	90	31	5	2	0	0	0	0	360
14:00	0	2	12	75	182	107	33	6	1	0	0	0	0	418
15:00	2	3	15	101	215	134	35	11	1	0	0	0	0	517
16:00	0	0	11	86	239	145	24	4	1	0	0	0	0	510
17:00	2	0	12	91	224	174	36	6	1	0	0	0	0	546
18:00	0	1	18	83	232	98	40	2	1	0	0	0	0	475
19:00	0	2	10	97	192	82	25	2	1	0	0	0	0	411
20:00	0	1	20	132	109	33	8	2	0	0	0	0	0	305
21:00	0	0	12	84	107	46	7	1	0	0	0	0	0	257
22:00	0	4	10	44	64	36	7	2	0	0	0	0	0	167
23:00	0	1	7	36	32	20	5	2	2	0	0	0	0	105
Totals	12	21	203	1325	2880	1767	505	87	23					6823
% of Totals	0%	0%	3%	19%	42%	26%	7%	1%	0%					100%

AM Volumes	6	5	58	366	1019	716	224	37	10	0	0	0	0	2441
% AM	0%	0%	1%	5%	15%	10%	3%	1%	0%					36%
AM Peak Hour	10:00	10:00	11:00	8:00	9:00	8:00	7:00	7:00	11:00					8:00
Volume	2	2	13	68	195	134	39	11	3					428
PM Volumes	6	16	145	959	1861	1051	281	50	13	0	0	0	0	4382
% PM	0%	0%	2%	14%	27%	15%	4%	1%	0%					64%
PM Peak Hour	15:00	22:00	20:00	20:00	16:00	17:00	18:00	15:00	12:00					17:00
Volume	2	4	20	132	239	174	40	11	3					546
Directional Peak Periods			AM 7-9				NOON 12-2				PM 4-6			Off Peak Volumes
All Speeds			Volume			%	Volume			%	Volume			%
			826	◀		12%	671	◀		10%	1056	◀		63%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Notley Rd	Summary	28	33	33	39	43	6823

VOLUME

Notley Rd Bet Sherwood Forest Dr & New Hampshire Ave

Day: Tuesday
Date: 4/1/2025City: Colesville
Project #: MD25_650001_001

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						3,517		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
0:00	0	0	4	4	8		12:00	0	0	48	29	77		
0:15	0	0	10	7	17		12:15	0	0	37	38	75		
0:30	0	0	1	7	8		12:30	0	0	43	40	83		
0:45	0	0	7	22	8	26	12:45	0	0	34	162	42	149	
1:00	0	0	3	4	7		13:00	0	0	47	51	98		
1:15	0	0	1	0	1		13:15	0	0	40	43	83		
1:30	0	0	1	5	6		13:30	0	0	48	39	87		
1:45	0	0	0	5	3	12	13:45	0	0	51	186	41	174	
2:00	0	0	6	3	9		14:00	0	0	43	39	82		
2:15	0	0	1	6	7		14:15	0	0	40	46	86		
2:30	0	0	2	1	3		14:30	0	0	54	61	115		
2:45	0	0	0	9	2	12	14:45	0	0	56	193	79	225	
3:00	0	0	2	4	6		15:00	0	0	57	80	137		
3:15	0	0	2	3	5		15:15	0	0	59	79	138		
3:30	0	0	4	1	5		15:30	0	0	57	58	115		
3:45	0	0	4	12	3	11	15:45	0	0	54	227	73	290	
4:00	0	0	2	0	2		16:00	0	0	54	63	117		
4:15	0	0	9	3	12		16:15	0	0	60	82	142		
4:30	0	0	10	5	15		16:30	0	0	68	72	140		
4:45	0	0	13	34	5	13	16:45	0	0	51	233	60	277	
5:00	0	0	21	3	24		17:00	0	0	54	87	141		
5:15	0	0	19	6	25		17:15	0	0	64	57	121		
5:30	0	0	17	8	25		17:30	0	0	61	85	146		
5:45	0	0	45	102	15	32	17:45	0	0	72	251	66	295	
6:00	0	0	33	13	46		18:00	0	0	55	65	120		
6:15	0	0	43	19	62		18:15	0	0	55	68	123		
6:30	0	0	45	20	65		18:30	0	0	55	63	118		
6:45	0	0	59	180	35	87	18:45	0	0	62	227	52	248	
7:00	0	0	57	22	79		19:00	0	0	51	50	101		
7:15	0	0	65	36	101		19:15	0	0	49	46	95		
7:30	0	0	54	60	114		19:30	0	0	56	66	122		
7:45	0	0	57	233	47	165	19:45	0	0	38	194	55	217	
8:00	0	0	60	45	105		20:00	0	0	35	57	92		
8:15	0	0	64	40	104		20:15	0	0	30	52	82		
8:30	0	0	54	57	111		20:30	0	0	26	41	67		
8:45	0	0	65	243	43	185	20:45	0	0	31	122	33	183	
9:00	0	0	75	23	98		21:00	0	0	20	41	61		
9:15	0	0	75	36	111		21:15	0	0	27	30	57		
9:30	0	0	59	40	99		21:30	0	0	47	28	75		
9:45	0	0	56	265	41	140	21:45	0	0	24	118	40	139	
10:00	0	0	43	40	83		22:00	0	0	25	24	49		
10:15	0	0	52	28	80		22:15	0	0	20	31	51		
10:30	0	0	53	42	95		22:30	0	0	17	15	32		
10:45	0	0	43	191	29	139	22:45	0	0	13	75	22	92	
11:00	0	0	49	41	90		23:00	0	0	20	16	36		
11:15	0	0	51	31	82		23:15	0	0	17	19	36		
11:30	0	0	39	25	64		23:30	0	0	6	8	14		
11:45	0	0	45	184	42	139	23:45	0	0	6	49	13	56	
TOTALS	1480				961	2441	TOTALS	2037				2345	4382	
SPLIT %	60.6%				39.4%	35.8%	SPLIT %	46.5%				53.5%	64.2%	

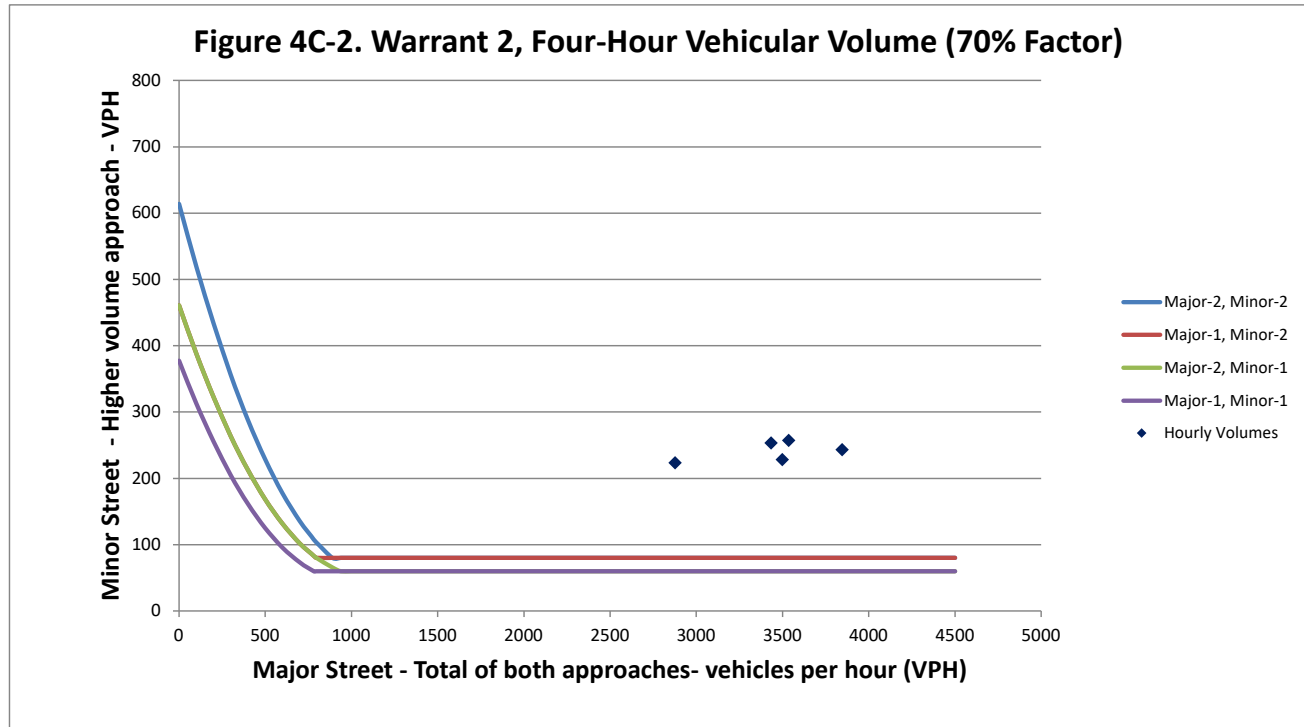
DAILY TOTALS			NB	SB	EB			WB			Total
			0	0							3,517
AM Peak Hour		8:45	7:30	8:00	PM Peak Hour		17:15	16:15	17:00		
AM Pk Volume		274	192	428	PM Pk Volume		252	301	546		
Pk Hr Factor		0.913	0.800	0.964	Pk Hr Factor		0.875	0.865	0.935		
7 - 9 Volume	0	0	476	350	826	4 - 6 Volume	0	0	484	572	1056
7 - 9 Peak Hour		8:00	7:30	8:00	4 - 6 Peak Hour		17:00	16:15	17:00		
7 - 9 Pk Volume	0	0	243	192	428	4 - 6 Pk Volume	0	0	251	301	546
Pk Hr Factor	0.900	0.800	0.935	0.800	0.964	Pk Hr Factor	0.800	0.800	0.872	0.865	0.935

J. Signal Warrant Study

Four-Hour Vehicular Volume

** >40 mph or population < 10,000

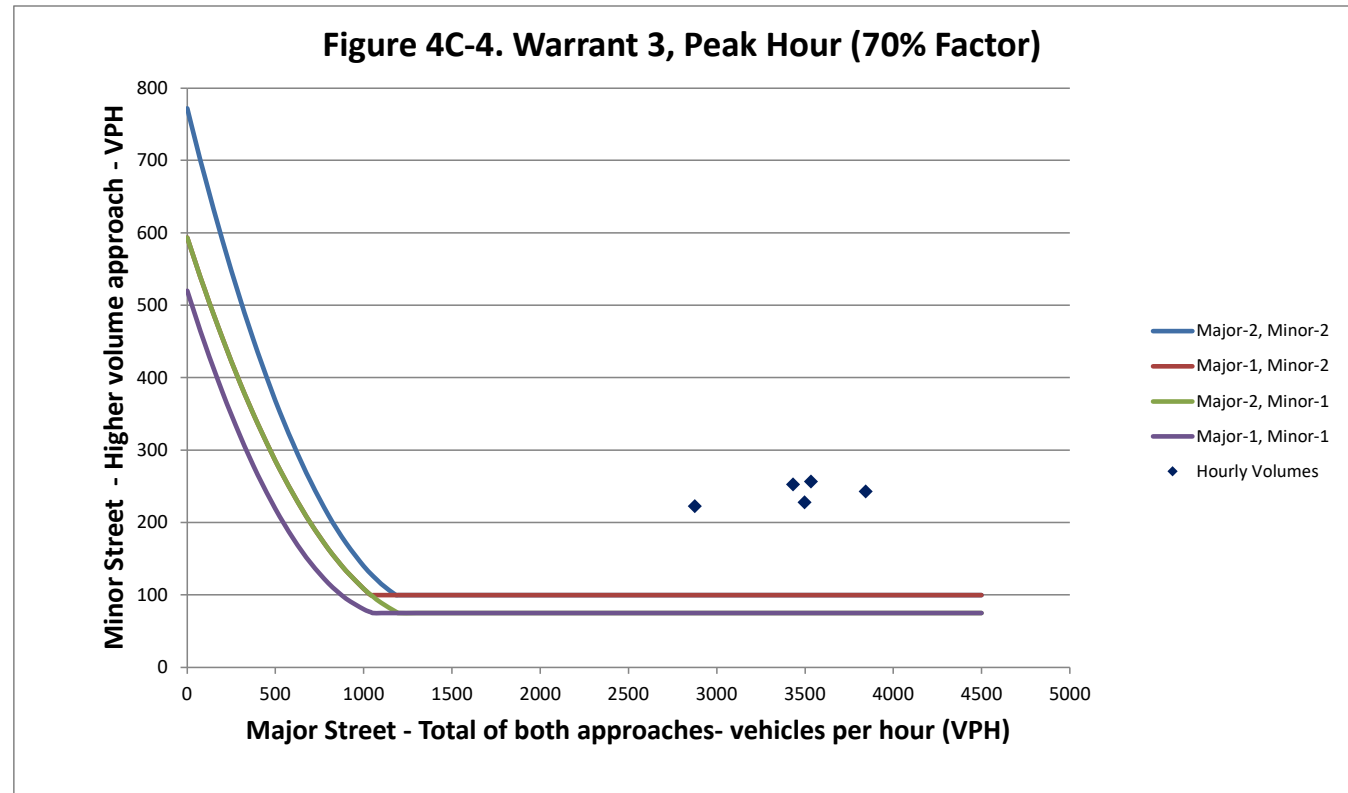
Input		
Time	Major Street Volume	Minor Street Volume
12:00 - 1:00		
1:00 - 2:00		
2:00 - 3:00		
3:00 - 4:00		
4:00 - 5:00		
5:00 - 6:00		
6:00 - 7:00		
7:00 - 8:00	3498	228
8:00 - 9:00	3432	253
9:00 - 10:00		
10:00 - 11:00		
11:00 - 12:00		
12:00 - 1:00		
1:00 - 2:00		
2:00 - 3:00		
3:00 - 4:00		
4:00 - 5:00	3535	257
5:00 - 6:00	3845	243
6:00 - 7:00	2876	223
7:00 - 8:00		
8:00 - 9:00		
9:00 - 10:00		
10:00 - 11:00		



Standard: The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-2 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Peak Hou ** >40 mph or population < 10,000

	Input	
	Major Street Volume	Minor Street Volume
12:00 - 1:00		
1:00 - 2:00		
2:00 - 3:00		
3:00 - 4:00		
4:00 - 5:00		
5:00 - 6:00		
6:00 - 7:00		
7:00 - 8:00	3498	228
8:00 - 9:00	3432	253
9:00 - 10:00		
10:00 - 11:00		
11:00 - 12:00		
12:00 - 1:00		
1:00 - 2:00		
2:00 - 3:00		
3:00 - 4:00		
4:00 - 5:00	3535	257
5:00 - 6:00	3845	243
6:00 - 7:00	2876	223
7:00 - 8:00		
8:00 - 9:00		
9:00 - 10:00		
10:00 - 11:00		
10:00 - 11:00		
11:00 - 12:00		



Standard: The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-4 for the existing combination of approach lanes.

K. Comment Response Letter

TECHNICAL MEMORANDUM

To: Kwesi Woodroffe
Derek Gunn
Justine Iván González Vélez
Cc: Mike Kenny
From: Anila Moorthy, EIT
Maribel Donahue
Katie Wagner, PE, PTOE
Date: August 19, 2025
Subject: Notley Road – Response to SHA and Montgomery County Comments (SHA Tracking No. #25-ap-mo-030-xx)

SHA
SHA
Montgomery County Planning Department
Ryan Stuart Development

Introduction

Gorove Slade submitted a Local Area Transportation Review (LATR) dated April 30, 2025 for a Local Map Amendment (LMA) to allow for a future Preliminary Plan application of the Notley Road parcels in Silver Spring, Maryland. The LATR was reviewed and commented on by the State Highway Administration (SHA), with comments provided in a letter July 8, 2025. Montgomery County Department of Transportation (MCDOT) comments were provided via email correspondence on July 14, 2025, and MCPPC Comments were provided via email correspondence on August 5, 2025.

The agency comments are shown below in *italics*, and point-by-point Gorove Slade responses are provided in **bold**.

SHA COMMENTS

Regional and Intermodal Planning Division (RIPD) Comments (By: Darren Bean)

- 1. Please note the State's fiscally constrained FY 2025-2030 Consolidated Transportation Program (CTP) includes projects under construction and/or development and evaluation. The CTP includes no projects affecting MDOT SHA facilities analyzed in this TIS.*

Response: Comment acknowledged. There are currently no CTP projects near the site, hence no projects were included in the analysis.

- 2. Please note the State's fiscally unconstrained Highway Needs Inventory (HNI), the State's long-range plan, includes projects that are critical to Maryland's transportation needs. The HNI includes no projects affecting MDOT SHA facilities analyzed in this TIS.*

Response: Comment acknowledged. There are currently no HNI projects near the site, hence no projects were included in the analysis.

Travel Development and Support Division (TDSD) Comments (By: Akim Mahadiow)

- 3. TDSD accepts the explanation provided by the consultant and, at this time, we have no further comments.*

Response: Comment acknowledged.

District 3 Traffic Comments (By: Alvin Powell)

4. We note that at the intersection of MD 650 (New Hampshire Ave) and Notley Road Warrant 2 (4 hour vehicle volumes) is satisfied under existing conditions. The development adds more trips to this intersection. A partial warrant analysis was conducted at this intersection. SHA requests that a full warrant analysis be conducted to include a review of the other applicable warrants. SHA will make a determination if a new signal will be required at this location once the full warrant analysis is submitted.

Response: Comment Acknowledged. Additional correspondence with SHA indicates the MD 650 and Notley Road intersection is included in an OOTS-TEDD single advertisement projects for signalization. There are no milestones to provide until notice to proceed letter is issued. The additional signal warrant analysis has not been deemed necessary at this time due to this recent revelation.

5. In Figure 7, Intersection 2 (MD 650 (New Hampshire Ave) and Notley Road) has been presented as a signalized intersection. Instead, there is a two-way stop control on Notley Road (minor street) at this intersection. Please revise.

Response: This is an error in the figure, no changes to the analysis are required. The figure has been updated and included in the revised LATR.

6. There appears to be discrepancies between the total future traffic volumes presented in Figure 12 for Intersection 4 and the volumes presented in CLV analysis and Synchro. Please revise.

Response: This is an error in the figure, no changes to the analysis are required. The figure has been updated and included in the revised LATR.

7. SHA notes that the Intersection delays at MD 650 (New Hampshire Ave) and Randolph Road under Existing and Total Future conditions exceed the Colesville's LATR Intersection Delay Standard of 59s/veh. SHA requests that mitigation be identified to address the delay issue noted at this intersection.

Response: Minor signal timing adjustments as shown in the report were found to improve operations at the intersection. The mitigation reduces the delays to below the existing and background conditions.

8. SHA notes that the 95th percentile queues were recorded as exceeding the available storage under Existing and Total Future AM and PM conditions at the following state-owned intersections:

- a. MD 650 (New Hampshire Ave) and MD 200 (ICC)
- b. MD 650 (New Hampshire Ave) and Notley Road
- c. MD 650 (New Hampshire Ave) and Randolph Road

SHA requests that mitigation be identified to address the queuing issues noted at the intersection closest in proximity to the proposed site development which is the MD 650 (New Hampshire Ave) and Notley Road intersection.

Response: A new traffic signal is proposed at the MD 650 (New Hampshire Ave) and Notley Road intersection. The traffic signal would significantly reduce queues and delays at this intersection as shown in Table 7 and Table 8 of the LATR.

9. SHA notes the proposed pedestrian safety improvements included as part of this project. SHA District 3 Traffic endorses these proposed improvements.

Response: Comment Acknowledged.

Traffic Forecasting an Analysis Division Comments (By: Scott Holcomb)

10. *Figure 9, Intersection 3, AM eastbound lefts should be 295 instead of 293*

Response: This is an error in the figure, no changes to the analysis are required. The figure has been updated and is included in the revised LATR.

11. *Figure 12, Intersection 4, AM and PM eastbound throughs should be 243/257 (site + Figure 9), instead of 23/15 (just site generated trips). Adjust analyses as needed.*

Response: This is an error in the figure, no changes to the analysis are required. The figure has been updated and is included in the revised LATR.

12. *Be consistent with the methodology year used for analysis, especially between all signalized intersections and all unsignalized intersections. Signalized intersections and Sherwood Forest Drive at Notley Road are analyzed using HCM 2000, and some unsignalized intersections are analyzed using HCM 2010. It is also preferred to use HCM 6th methodology instead of HCM 2010.*

Response: Please note that the 6th edition does not provide results for the signalized intersections due to the existing right turn type at the MD 650 and ICC 200 intersection and NEMA phasing at the MD 650 and Randolph Road intersection. Hence to provide a comparison of the delays for the signalized intersections along MD state route, HCM 2000 methodology was used. HCM 6th edition was used to determine the intersection delay at New Hampshire Avenue and Notley Road intersection for the existing and total future scenarios.

13. *The eastbound approach for MD 650 at Notley Road is failing in all conditions. TFAD concurs with the recommendation for signalization mitigation to continue to be considered at this intersection for delay, queue, and potential vehicle and VRU safety reasons.*

Response: Comment Acknowledged.

MCDOT May 20th Comments (Received July 14th)

14. *A signal warrant analysis at MD 650 at Notley Road intersection was conducted as requested by SHA.*
- a. *Warrant 1 (8-hour) signal warrant analysis for MD 650 at Notley Road intersection is missing and should be provided.*
 - b. *The intersection met Warrant 2 & 3.*
 - c. *The proposed signal will reduce delays for motorists exiting Notley Road.*
 - d. *The proposed signal needs MDOT-SHA approval*

Response: Comment Acknowledged. Additional correspondence with SHA indicates the MD 650 and Notley Road intersection is included in an OOTS-TEDD single advertisement projects for signalization. There are no milestones to provide until notice to proceed letter is issued. The additional signal warrant analysis has not been deemed necessary at this time due to this recent revelation.

15. *Notley Road – site accesses: The first access to the site will be built across Petwyn Ct (becoming a 4-leg intersection) and will be within 400 FT from MD 650. We recommend building a right turn pocket lane into the site to reduce delays along Notley Road.*

Response: The site access will be built across Petwyn Ct and will be approximately 400' from MD 650. Please note that the analysis results show the proposed site access across from Petwyn Ct will operate without generating queueing issues along Notley Road and a right turn pocket lane will not be proposed.

- *MD 650 at Randolph Rd: MCDOT does not agree with the changes in the timings proposed mitigations. Randolph Rd is a major east-west connector and cannot afford to have time being taken away.*

Response: We are working closely with SHA and MCDOT to identify necessary mitigation strategies or improvements that may be required to mitigate potential impact from the project. Please note that a slight adjustment to the timing can improve the overall operation of the intersection.

MNCPPC Comments (Received August 5th)

16. *Vision Zero Statement: Pending. Acknowledged. Safety countermeasures will be reviewed during the subsequent Preliminary Plan submission. The proposed off-site improvements will be discussed with MCDOT, Planning, and SHA staff during the subsequent Preliminary Plan submission.*

Response: Comment Acknowledged. Safety countermeasures and proposed off-site improvements will be reviewed during the Preliminary Plan Submission.

17. *Preliminary Traffic Signal Warrant Study: Pending. Acknowledge. The warrants are met under existing conditions without the project buildout.*

Response: Comment Acknowledged. Additional correspondence with SHA indicates the MD 650 and Notley Road intersection is included in an OOTS-TEDD single advertisement projects for signalization.

18. *Table 2. Summary of Study Area (p.8 and subsequent): Please acknowledge that New Hampshire Avenue is classified as a Boulevard and the Intercounty Connector as a Freeway under the Master Plan of Highways and Transitways.*

Response: Comment Acknowledged. The table has been updated to include the County classifications.

19. *Access and Circulation (p.10): Please modify that emergency access will no longer be out of New Hampshire Avenue, as it was initially proposed.*

Response: Comment Acknowledged. Emergency access from New Hampshire Avenue has been removed and the updated site plan is included in the revised TIS.

20. *Vehicular Analysis Results (p.190: MNCPPC recognizes that, based on the policy area, no further motor vehicle analysis or mitigation is required to satisfy the County's adequacy standards. However, due to the level of community opposition, are there any strategies under consideration to address community concerns? If so, please include this in the LATR resubmission.*

Response: Please note that the following improvements are being contemplated as part of the Project that will significantly improve the neighborhood and address community concerns.

- A new traffic signal would be installed at the New Hampshire Avenue and Notley Road intersection that would create a protected crossing for pedestrians and bicyclists and will help relieve congestion and delays.
- The sidewalk along the site frontage and additional connection from the site frontage to the Colesville Manor Neighborhood Park will establish a crucial connection between the park and New Hampshire Avenue, addressing an existing gap in accessibility. This development will provide improved access to the area that previously lacked such infrastructure.
- Additional safety countermeasures for speed management improvements are warranted based on the existing 85th percentile speed along Notley Road exceeding the posted speed limit by over 20%. The improvements will be reviewed during the Preliminary Plan Submission. These improvements would address community concerns regarding speeding and failure to stop at the stop sign at Sherwood Road and Notley Road.

21. *Future Intersection (p.25): Please note that future intersection #4 should be aligned with the existing curb-cut opposite to the Site. Please note the type of intersection being proposed for future intersection #5.*

Response: The future intersection #4 will be aligned with Petwyn Court. Intersection #5 will be a one-way stop-controlled intersection with a stop sign at the site access and free flowing traffic along east-west on Notley Road.

22. *Bicycle Facilities (p.42): Stripped bikeways are not necessarily adjacent to the Site. Please note where specifically does the sidepath will connect to the existing stripped bikeways.*

Response: Please note that the existing striped bikeways exist along both directions on New Hampshire Avenue. There are a few stretches of sidepaths just north of the Project.

23. *Transit Facilities (p.47): Can you please indicate if MCDOT will ask for the deficient bus shelters along the Site's frontage to be improved?*

Response: There are currently no bus stops along the Site's frontage or within the 500-walkshed study area. The Z2 bus line previously serving bus stops near the site have been removed; therefore, a bus shelter is not proposed along the site frontage.

24. *Off-Site Deficiencies (p.52): Please remove all deficiencies that are located along the Site's frontage, including the ones located at the proposed intersection right at the Site's access points and the ones along Notley Road and New Hampshire Avenue intersection.*

Deficiencies number 13, 14, 15, 16, 12, 17, 24, 3, and 25 might all fall under the Applicant's responsibility to provide frontage improvements.

Response: The off-site deficiencies have been updated to remove all the deficiencies along the site frontage. The updated deficiencies are included in the revised LATR.

Please also note that the Notley Road and New Hampshire Avenue intersection is not a direct access into the site and the intersection warrants a traffic signal under existing conditions. Hence, deficiencies not along the site frontage have been included in the table. The off-site improvements to be provided as part of this project will be reviewed and determined at the Preliminary Plan phase.

25. *Cost estimates: Applicant has chosen to provide cost estimates at the Preliminary Plan stage. Please expect further comments at the Preliminary Plan stage.*

Response: Comment Acknowledged.

L. SimTraffic Queues

Queuing and Blocking Report
EX and Background AM Peak

08/13/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	L	R	R	L	L	L	L	T	T	T	R
Maximum Queue (ft)	48	80	301	194	327	315	375	400	944	825	223	56
Average Queue (ft)	5	27	57	17	188	172	362	388	764	248	87	2
95th Queue (ft)	28	63	236	134	288	271	428	448	1211	620	196	41
Link Distance (ft)		1290	1290	1290	918	918			837	837	837	
Upstream Blk Time (%)									59	0		
Queuing Penalty (veh)									286	1		
Storage Bay Dist (ft)	300						350	350				366
Storage Blk Time (%)							31	84	0			
Queuing Penalty (veh)							81	219	0			

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T
Maximum Queue (ft)	125	299	392	377	329
Average Queue (ft)	45	105	255	233	192
95th Queue (ft)	112	229	348	322	279
Link Distance (ft)			399	399	399
Upstream Blk Time (%)			0	0	0
Queuing Penalty (veh)			0	0	0
Storage Bay Dist (ft)	250	250			
Storage Blk Time (%)		0	7		0
Queuing Penalty (veh)		0	11		0

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	B14	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	T	UL	T	T	TR	L	T	T	TR
Maximum Queue (ft)	208	418	288	8	335	529	285	83	25	4	4	42
Average Queue (ft)	47	334	162	2	334	499	59	3	2	0	0	2
95th Queue (ft)	131	535	320	13	339	512	292	61	11	3	3	19
Link Distance (ft)		403	254	1973		422	422	422		1808	1808	1808
Upstream Blk Time (%)		47	25			94	0	0				
Queuing Penalty (veh)		105	0			507	2	0				
Storage Bay Dist (ft)	150				185				85			
Storage Blk Time (%)	0	80			99	5						
Queuing Penalty (veh)	0	4			474	9						

Queuing and Blocking Report
EX and Background AM Peak

08/13/2025

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	400	456	1102	1060	256	248	408	430	455	317	296	406
Average Queue (ft)	256	276	322	300	166	138	286	283	259	120	168	224
95th Queue (ft)	435	478	817	761	246	226	382	387	382	264	292	387
Link Distance (ft)			2126	2126	2126		2163	2163	2163			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)	22	22	0				0		2	4	0	1
Queuing Penalty (veh)	46	46	0				0		6	12	1	4

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	855	833	742	212	206	275	468	462	513	325
Average Queue (ft)	324	295	242	19	120	178	282	290	307	237
95th Queue (ft)	731	686	609	105	198	299	424	415	456	390
Link Distance (ft)	1803	1803	1803				1162	1162	1162	
Upstream Blk Time (%)	1	1								
Queuing Penalty (veh)	0	0								
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	16		4		1	3	21		26	8
Queuing Penalty (veh)	49		4		2	15	52		145	33

Intersection: 4: Petwny Court & Notley Road

Movement	EB	B5	NB
Directions Served	TR	T	LR
Maximum Queue (ft)	468	436	18
Average Queue (ft)	242	144	1
95th Queue (ft)	636	622	8
Link Distance (ft)	490	915	170
Upstream Blk Time (%)	28	6	
Queuing Penalty (veh)	62	14	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
EX and Background AM Peak

08/13/2025

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	281	89	46
Average Queue (ft)	96	49	23
95th Queue (ft)	421	78	45
Link Distance (ft)	1003	915	1017
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 2189

Queuing and Blocking Report
EX and BG PM Peak

08/13/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	L	L	L	T	T	T	L	L
Maximum Queue (ft)	95	122	46	205	173	375	400	1132	1025	741	117	165
Average Queue (ft)	14	43	2	100	73	365	391	851	518	185	30	64
95th Queue (ft)	51	95	34	168	149	415	436	1403	1081	479	85	123
Link Distance (ft)		1221	1221	916	916			1021	1021	1021		
Upstream Blk Time (%)								40	0			
Queuing Penalty (veh)								277	2			
Storage Bay Dist (ft)	300					350	350				250	250
Storage Blk Time (%)						30	76	0		0		0
Queuing Penalty (veh)						128	330	1		0		0

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	307	290	210
Average Queue (ft)	188	168	121
95th Queue (ft)	266	244	192
Link Distance (ft)	399	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	UL	T	T	TR	UL	T	T	TR
Maximum Queue (ft)	105	262	56	333	444	350	95	40	22	32	47
Average Queue (ft)	33	114	14	208	129	43	3	9	1	1	3
95th Queue (ft)	82	229	43	359	421	246	62	32	10	15	21
Link Distance (ft)		404	253		432	432	432		1619	1619	1619
Upstream Blk Time (%)		0			6	1	0				
Queuing Penalty (veh)		1			42	5	0				
Storage Bay Dist (ft)	150			185				85			
Storage Blk Time (%)		10		35	1						
Queuing Penalty (veh)		1		237	2						

Queuing and Blocking Report
EX and BG PM Peak

08/13/2025

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	364	389	438	436	420	259	359	349	337	316	284	391
Average Queue (ft)	228	245	286	288	277	132	248	242	206	148	162	209
95th Queue (ft)	348	369	393	394	386	224	327	318	293	262	251	328
Link Distance (ft)			2126	2126	2126		2166	2166	2166			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)	1	2	3				0		0	1	0	0
Queuing Penalty (veh)	5	8	12				0		0	2	0	0

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	492	450	403	107	225	275	442	386	399	325
Average Queue (ft)	311	290	261	27	159	195	256	252	257	106
95th Queue (ft)	425	402	369	72	257	305	414	363	360	281
Link Distance (ft)	1803	1803	1803				1152	1152	1152	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	6		4		10	19	9		21	0
Queuing Penalty (veh)	24		5		35	71	26		58	0

Intersection: 4: Petwny Court & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	15	6	30
Average Queue (ft)	1	0	2
95th Queue (ft)	11	4	13
Link Distance (ft)	490	404	170
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	93	140	56
Average Queue (ft)	50	69	29
95th Queue (ft)	76	111	47
Link Distance (ft)	1003	915	1017
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 1274

Queuing and Blocking Report
TF PM Peak

08/14/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	L	R	L	L	L	L	T	T	T	L	L
Maximum Queue (ft)	62	107	41	189	174	375	400	1080	980	430	109	123
Average Queue (ft)	7	46	5	108	72	346	375	766	455	153	30	61
95th Queue (ft)	35	96	53	165	139	455	477	1314	954	329	86	110
Link Distance (ft)		1048	1048	915	915			970	970	970		
Upstream Blk Time (%)								37	0	0		
Queuing Penalty (veh)								256	2	0		
Storage Bay Dist (ft)	300					350	350				250	250
Storage Blk Time (%)						21	71	0				
Queuing Penalty (veh)						92	308	0				

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	262	254	216
Average Queue (ft)	182	158	122
95th Queue (ft)	251	229	191
Link Distance (ft)	399	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	B14	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	T	UL	T	T	TR	UL	T	T	TR
Maximum Queue (ft)	244	408	263	27	335	517	417	119	57	53	44	54
Average Queue (ft)	163	193	149	2	294	328	104	2	11	2	2	5
95th Queue (ft)	280	403	278	15	406	669	389	19	38	24	21	27
Link Distance (ft)		400	253	1973		416	416	416		1662	1662	1662
Upstream Blk Time (%)		16	10			31	0	0				
Queuing Penalty (veh)		42	0			238	3	0				
Storage Bay Dist (ft)	150				185				85			
Storage Blk Time (%)	69	17			76	1			0	0		
Queuing Penalty (veh)	176	3			507	3			0	0		

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	386	417	469	450	390	246	355	333	321	278	258	421
Average Queue (ft)	247	269	289	284	270	126	243	237	206	144	154	212
95th Queue (ft)	383	411	425	391	363	214	331	322	297	246	228	347
Link Distance (ft)			2126	2126	2126		2165	2165	2165			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)	3	5	2				0		0	0		0
Queuing Penalty (veh)	9	16	8				0		1	1		0

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	492	473	413	94	230	274	374	341	406	325
Average Queue (ft)	321	300	265	24	153	186	235	245	255	120
95th Queue (ft)	431	407	374	68	242	294	369	347	363	288
Link Distance (ft)	1803	1803	1803				1169	1169	1169	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	7		4		8	15	10		23	0
Queuing Penalty (veh)	27		6		30	55	29		63	0

Intersection: 4: Petwny Court/East Site Access & Notley Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	429	6	24	65
Average Queue (ft)	65	0	2	15
95th Queue (ft)	318	5	14	52
Link Distance (ft)	489	400	171	96
Upstream Blk Time (%)	7			4
Queuing Penalty (veh)	18			0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Notley Road & West Site Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	336	31
Average Queue (ft)	25	10
95th Queue (ft)	199	33
Link Distance (ft)	920	436
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	95	135	54
Average Queue (ft)	48	68	27
95th Queue (ft)	73	105	46
Link Distance (ft)	1003	920	1017
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 1892

Queuing and Blocking Report
TF AM Peak

08/14/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	R	R	L	L	L	L	T	T	T	L
Maximum Queue (ft)	24	84	266	166	299	283	375	400	1110	921	324	133
Average Queue (ft)	2	20	45	8	170	155	365	390	914	219	89	49
95th Queue (ft)	18	57	197	82	270	250	417	444	1388	569	226	117
Link Distance (ft)		1032	1032	1032	914	914			994	994	994	
Upstream Blk Time (%)									63	0		
Queuing Penalty (veh)									307	0		
Storage Bay Dist (ft)	300						350	350				250
Storage Blk Time (%)							32	86	0			
Queuing Penalty (veh)							84	226	0			

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB	SB	SB	B11
Directions Served	L	T	T	T	T
Maximum Queue (ft)	299	409	374	317	34
Average Queue (ft)	122	266	239	199	1
95th Queue (ft)	267	377	340	283	18
Link Distance (ft)		400	400	400	589
Upstream Blk Time (%)		1	0		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)	250				
Storage Blk Time (%)	0	9		0	
Queuing Penalty (veh)	0	14		0	

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	B14	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	LTR	T	UL	T	T	TR	L	TR
Maximum Queue (ft)	246	410	236	18	335	508	370	244	25	26
Average Queue (ft)	202	351	104	1	332	491	78	12	2	2
95th Queue (ft)	300	514	262	8	362	563	341	125	11	12
Link Distance (ft)		399	254	1973		422	422	422		1638
Upstream Blk Time (%)		66	13			89	1	0		
Queuing Penalty (veh)		173	0			486	7	0		
Storage Bay Dist (ft)	150				185				85	
Storage Blk Time (%)	80	34			98	1				
Queuing Penalty (veh)	191	7			470	3				

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	412	474	1321	1276	462	270	415	428	400	330	293	420
Average Queue (ft)	312	343	422	393	159	133	285	282	254	123	153	228
95th Queue (ft)	472	529	1094	1035	245	232	384	386	363	250	277	404
Link Distance (ft)			2126	2126	2126		2166	2166	2166			
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)	33	38					1		3	1	0	1
Queuing Penalty (veh)	69	80					1		9	2	1	3

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	941	892	722	349	233	275	458	436	486	325
Average Queue (ft)	362	331	271	57	126	176	271	279	285	244
95th Queue (ft)	775	739	609	269	213	295	398	391	421	383
Link Distance (ft)	1803	1803	1803				1165	1165	1165	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	18		11		1	3	19		23	12
Queuing Penalty (veh)	55		11		5	15	47		132	51

Intersection: 4: Petwny Court/East Site Access & Notley Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	501	6	17	97
Average Queue (ft)	304	0	3	50
95th Queue (ft)	664	4	17	103
Link Distance (ft)	489	399	171	96
Upstream Blk Time (%)	50			39
Queuing Penalty (veh)	119			0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Notley Road & West Site Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	924	231
Average Queue (ft)	379	68
95th Queue (ft)	1071	196
Link Distance (ft)	920	436
Upstream Blk Time (%)	30	
Queuing Penalty (veh)	67	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	872	88	235
Average Queue (ft)	247	48	70
95th Queue (ft)	829	76	276
Link Distance (ft)	1003	920	1017
Upstream Blk Time (%)	13		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 2635

Queuing and Blocking Report
Mitigated AM Peak

10/16/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	L	L	L	L	T	T	T	L	L	T
Maximum Queue (ft)	8	37	258	221	342	337	296	255	170	100	162	300
Average Queue (ft)	3	19	171	140	210	232	167	171	90	57	102	235
95th Queue (ft)	14	43	278	236	391	383	338	278	195	124	187	325
Link Distance (ft)		1032	914	914			994	994	994			400
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				350	350				250	250	
Storage Blk Time (%)					2	2						3
Queuing Penalty (veh)					4	6						5

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	273	215
Average Queue (ft)	216	179
95th Queue (ft)	282	241
Link Distance (ft)	400	400
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	UL	T	T	TR	L	T	T	TR
Maximum Queue (ft)	89	336	42	248	264	284	280	11	294	344	410
Average Queue (ft)	27	213	18	137	99	87	99	3	200	223	259
95th Queue (ft)	107	372	50	272	282	271	283	17	379	421	468
Link Distance (ft)		399	254		422	422	422		1638	1638	1638
Upstream Blk Time (%)		2									
Queuing Penalty (veh)		4									
Storage Bay Dist (ft)	150			185				85			
Storage Blk Time (%)		22		9	3				17		
Queuing Penalty (veh)		4		43	7				0		

Queuing and Blocking Report
Mitigated AM Peak

10/16/2025

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	220	259	307	294	248	174	346	340	306	149	175	268
Average Queue (ft)	151	183	216	214	182	120	294	289	244	108	124	182
95th Queue (ft)	236	287	323	313	282	190	369	360	329	186	185	306
Link Distance (ft)			2126	2126	2126		2166	2166	2166			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)		0	1				0		2			0
Queuing Penalty (veh)		1	2				0		4			0

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	344	300	282	23	134	235	319	338	348	304
Average Queue (ft)	243	206	175	6	81	129	210	222	226	136
95th Queue (ft)	387	344	323	29	143	244	353	364	368	306
Link Distance (ft)	1803	1803	1803				1165	1165	1165	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	2		0			0	9		14	3
Queuing Penalty (veh)	7		0			1	23		81	12

Intersection: 4: Petwny Court/East Site Access & Notley Road

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	25	6	30
Average Queue (ft)	5	1	15
95th Queue (ft)	34	11	40
Link Distance (ft)	489	171	96
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Notley Road & West Site Access

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	15
95th Queue (ft)	42
Link Distance (ft)	436
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	55	88	38
Average Queue (ft)	42	62	26
95th Queue (ft)	61	100	50
Link Distance (ft)	1003	920	1017
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 205

Queuing and Blocking Report
MIT PM Peak

10/16/2025

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	L	L	L	L	T	T	T	L	L	T
Maximum Queue (ft)	25	90	143	128	278	330	334	384	318	72	94	241
Average Queue (ft)	7	47	97	71	177	217	207	239	158	25	51	196
95th Queue (ft)	39	103	158	144	331	377	395	425	355	83	111	265
Link Distance (ft)		1048	915	915			970	970	970			399
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300				350	350				250	250	
Storage Blk Time (%)					1	2	1		0			1
Queuing Penalty (veh)					5	10	6		1			1

Intersection: 1: New Hampshire Avenue MD#650 & ICC MD#200

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	238	177
Average Queue (ft)	180	120
95th Queue (ft)	255	195
Link Distance (ft)	399	399
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: New Hampshire Avenue MD#650 & Notley Road

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	LTR	UL	T	T	TR	UL	T	T	TR
Maximum Queue (ft)	81	327	36	232	175	99	126	59	253	266	294
Average Queue (ft)	28	230	15	170	62	46	72	16	157	178	203
95th Queue (ft)	109	396	46	262	186	119	150	77	308	334	370
Link Distance (ft)		400	253		416	416	416		1662	1662	1662
Upstream Blk Time (%)		2									
Queuing Penalty (veh)		5									
Storage Bay Dist (ft)	150			185				85			
Storage Blk Time (%)		32		15	0				21		
Queuing Penalty (veh)		5		102	0				3		

Queuing and Blocking Report
MIT PM Peak

10/16/2025

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	T	T	T	R	L	L
Maximum Queue (ft)	264	320	384	364	362	172	300	300	260	207	261	368
Average Queue (ft)	200	239	307	306	290	111	241	240	214	148	195	246
95th Queue (ft)	295	383	458	441	424	182	315	326	289	239	282	375
Link Distance (ft)			2126	2126	2126		2165	2165	2165			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350				400				300	325	325
Storage Blk Time (%)			6						0		0	1
Queuing Penalty (veh)			30						0		0	4

Intersection: 3: New Hampshire Avenue MD#650 & Randolph Road /Randolph Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	393	348	309	52	147	225	300	316	343	244
Average Queue (ft)	300	275	242	21	115	148	222	246	258	110
95th Queue (ft)	413	369	338	62	177	237	365	358	381	273
Link Distance (ft)	1803	1803	1803				1169	1169	1169	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	200	200				200
Storage Blk Time (%)	5		3			1	8		14	0
Queuing Penalty (veh)	19		4			5	24		40	0

Intersection: 4: Petwny Court/East Site Access & Notley Road

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	6	34
Average Queue (ft)	10	1	14
95th Queue (ft)	64	11	41
Link Distance (ft)	489	400	96
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Notley Road & West Site Access

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	436
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Sherwood Forest Drive & Notley Road

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	67	100	37
Average Queue (ft)	55	71	27
95th Queue (ft)	73	120	44
Link Distance (ft)	1003	920	1017
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 266
