

TECHNICAL MEMORANDUM

To: David Muller
Ryan Stuart Development

From: Michelle Imarah, EIT
Anila Moorthy, EIT
Katie Wagner PE, PTOE

Date: November 25, 2025

Subject: Notley Road – Supplemental Analysis: New Hampshire Avenue and Midland Road Intersection (November 2025 Traffic Volume)

Introduction

This supplemental analysis evaluates traffic operations at the signalized intersection of New Hampshire Avenue and Midland Road, located within ¼ mile of the proposed Notley Road development. The signed and approved Local Area Transportation Review (LATR) Scoping Form coordinated with M-NCPPC, SHA, and MCDOT did not require counts to be taken at this intersection as Midland Road is a local street and shopping center access that is not anticipated to attract a significant number of trips to and from the site. The approved Notley Road LATR dated October 16, 2025, shows that all study intersections analyzed in the report operate within acceptable thresholds. Alongside the approved Notley Road LATR, this memo supplements this analysis to show that New Hampshire Avenue and Midland Road signalized intersection, which is within ¼ mile of the proposed residential development, is also anticipated to operate within acceptable thresholds even with the additional traffic generated by the proposed development.

The findings of this analysis are summarized as follows:

- Traffic counts were collected at the intersection of New Hampshire Avenue and Midland Road in November 2025 after the federal government shutdown ended and schools were in session.
- Critical Lane Volume (CLV) analysis results show that the intersection operates well within Montgomery County's adequacy standards and will continue to do so with the proposed development.

Analysis Assumptions and Methodology

This section outlines the assumptions and methodologies used in the roadway capacity analysis.

Existing Traffic Volumes

Traffic counts were collected at the intersection of New Hampshire Avenue and Midland Road on Wednesday November 19th, 2025, for the AM and PM peak period. These counts were collected after the Fall 2025 Federal Government Shutdown ended and while schools were in session.

Background Traffic Volumes

Consistent with the approved LATR, no background developments were identified to be included in this analysis. The total background traffic volumes are based on the existing traffic volumes.

Total Future Traffic Volumes (with the project)

The Total Future traffic volumes consist of the existing volumes (same as the background volumes) and the addition of the traffic volumes generated by the proposed project (site-generated trips). The distributions that were used in the approved LATR were used in this analysis to determine the assignment of the proposed trips at this location.

The existing and proposed traffic volumes are shown in Figure 1 below.

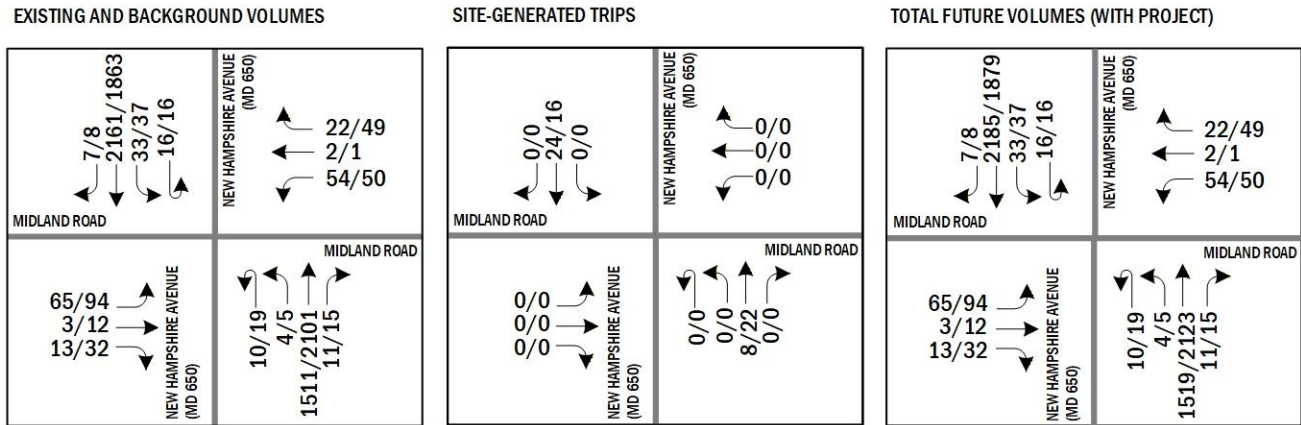


Figure 1: Traffic Volumes at New Hampshire Avenue and Midland Road

Intersection Capacity Analysis

As outlined in the LATR Guidelines and required for a Local Map Amendment, the Critical Lane Volume (CLV) methodology was used to evaluate intersection capacity for the New Hampshire Avenue and Midland Road intersection which is located within the Colesville yellow policy area. Based on the policy area, a CLV of 1,350 or less is considered acceptable and the HCM delay standards of 59 seconds per vehicle apply to study intersections with a CLV of more than 1,350.

Table 1 presents the results of the CLV analysis and shows that CLV values remain well below the 1,350 threshold under all conditions, so no additional delay analysis is required per County regulations.

Table 1: CLV Results

Intersection	AM Peak Hour				PM Peak Hour			
	Existing and Background		Total Future		Existing and Background		Total Future	
	CLV	LOS	CLV	LOS	CLV	LOS	CLV	LOS
1.New Hampshire Ave (MD650) / Midland Road	959	A	968	A	1030	B	1038	B

Conclusion

Based on this supplemental analysis and the approved LATR, the proposed development will not negatively impact traffic operations at the Midland Road/New Hampshire Avenue intersection. The Midland Road/New Hampshire Avenue intersection (in addition to the intersections analyzed in the LATR) is expected to operate well below the established CLV standard of 1,350 under future conditions with the project.

Technical Attachments

A. Existing Turning Movement Counts

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name :	Notley Park	Analysis Period:	STUDY PERIOD	06:30 AM	to	09:30 AM
Project # :	3507-001	Date of Counts:	Wednesday, November 19, 2025			
Location :	Montgomery County, MD	Weather:	Cloudy			
Data Source :	Gorove/Slade Associates, Inc.					

Volumes Displayed as: 1. Intersection Peak (vehicle)

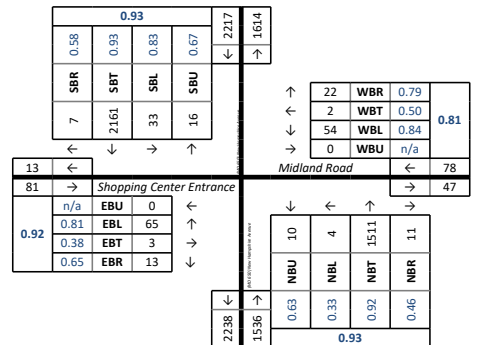
Intersection Peak Hour (all vehicles): 07:30 AM to 08:30 AM

System Peak Hour (all vehicles):	07:30 AM	to	08:30 AM
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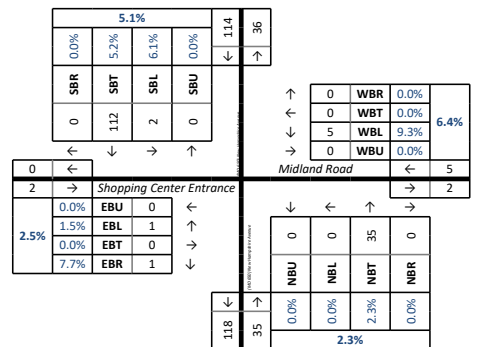
User-Defined Peak Hour: 07:30 AM to 08:30 AM

ALL VEHICLES		Intersection: Direction: Roadway: Movement:		1. (MD 650) New Hampshire Avenue & Midland Road/Shopping Center Entrance																			
				Southbound					Westbound					Northbound					Eastbound				
				(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds				
06:30 AM	to 06:45 AM	0	2	389	1	0	0	18	0	2	0	2	1	274	1	0	0	4	0	1	0		
06:45 AM	to 07:00 AM	1	1	410	0	0	0	2	0	4	0	3	0	311	2	0	0	3	1	0	1		
07:00 AM	to 07:15 AM	6	8	502	3	0	0	7	0	9	1	3	0	247	4	0	0	7	0	1	0		
07:15 AM	to 07:30 AM	3	15	557	0	0	0	14	0	7	1	1	1	351	2	0	0	13	0	2	0		
07:30 AM	to 07:45 AM	6	10	525	2	0	0	16	0	3	0	4	0	400	0	0	0	12	0	5	0		
07:45 AM	to 08:00 AM	2	9	501	1	0	0	12	0	6	0	1	0	410	3	0	0	20	0	2	0		
08:00 AM	to 08:15 AM	6	6	552	1	0	0	10	1	6	0	2	1	372	6	0	0	15	2	3	0		
08:15 AM	to 08:30 AM	2	8	583	3	0	0	16	1	7	0	3	3	329	2	0	0	18	1	3	0		
08:30 AM	to 08:45 AM	2	9	510	0	0	0	6	1	5	0	5	1	297	2	0	0	9	1	2	0		
08:45 AM	to 09:00 AM	2	6	453	2	1	0	9	0	10	2	4	2	341	4	0	0	9	1	2	1		
09:00 AM	to 09:15 AM	3	8	419	1	0	0	7	0	12	0	4	0	250	1	0	0	13	1	4	0		
09:15 AM	to 09:30 AM	6	10	407	0	0	0	8	0	3	0	1	0	258	1	0	0	14	0	1	0		
09:30 AM	to 09:45 AM																						
09:45 AM	to 10:00 AM																						
10:00 AM	to 10:15 AM																						
10:15 AM	to 10:30 AM																						
10:30 AM	to 10:45 AM																						
10:45 AM	to 11:00 AM																						
11:00 AM	to 11:15 AM																						
11:15 AM	to 11:30 AM																						
INT. PEAK HR (ALL VEH)		2217					78					1536					81						
07:30 AM	to 08:30 AM	16	33	2161	7	0	0	54	2	22	0	10	4	1511	11	0	0	65	3	13	0		
Peak Hour Overall		U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB		
Factor (PHF)		0.99	0.67	0.83	0.93	0.58	0.93	n/a	0.84	0.50	0.79	0.81	0.63	0.33	0.92	0.46	0.93	n/a	0.81	0.38	0.65	0.92	
HEAVY VEHICLES (FHWA 4+)		Direction: Roadway: Movement:		Southbound					Westbound					Northbound					Eastbound				
				(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right					
06:30 AM	to 06:45 AM	0	0	21	0	0	0	5	0	0	0	0	0	15	0	0	0	1	0	0	0		
06:45 AM	to 07:00 AM	0	0	33	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	1		
07:00 AM	to 07:15 AM	1	0	38	0	0	0	1	0	0	1	0	0	14	0	0	0	0	0	0	0		
07:15 AM	to 07:30 AM	0	1	36	0	0	0	1	0	0	1	0	0	12	0	0	0	0	0	0	0		
07:30 AM	to 07:45 AM	0	1	37	0	0	0	3	0	0	0	0	0	5	0	0	0	1	0	0	0		
07:45 AM	to 08:00 AM	0	1	24	0	0	0	2	0	0	0	0	0	9	0	0	0	0	0	0	0		
08:00 AM	to 08:15 AM	0	0	28	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0		
08:15 AM	to 08:30 AM	0	0	23	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	0		
08:30 AM	to 08:45 AM	0	0	15	0	0	0	0	0	0	0	0	0	16	0	0	0	1	0	0	0		
08:45 AM	to 09:00 AM	0	1	15	0	1	0	1	0	0	2	0	1	11	0	0	0	0	0	0	1		
09:00 AM	to 09:15 AM	0	0	23	0	0	0	0	0	0	0	1	0	18	0	0	0	0	0	0	0		
09:15 AM	to 09:30 AM	0	0	27	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	0	0		
09:30 AM	to 09:45 AM																						
09:45 AM	to 10:00 AM																						
10:00 AM	to 10:15 AM																						
10:15 AM	to 10:30 AM																						
10:30 AM	to 10:45 AM																						
10:45 AM	to 11:00 AM																						
11:00 AM	to 11:15 AM																						
11:15 AM	to 11:30 AM																						
INT. PEAK HR (ALL VEH)		114					5					35					2						
07:30 AM	to 08:30 AM	0	2	112	0		0	5	0	0		0	0	35	0		0	1	0	1			
Heavy Vehicle % (PHV):		0.0%	6.1%	5.2%	0.0%	5.1%	0.0%	9.3%	0.0%	0.0%	6.4%	0.0%	0.0%	2.3%	0.0%	2.3%	0.0%	1.5%	0.0%	7.7%	2.5%		
INT. PEAK HR (HV ONLY)		147					5					53					1						
06:45 AM	to 07:45 AM	1	2	144	0		0	5	0	0		0	0	53	0		0	1	0	0			
Heavy Vehicle % (PHV):		6.3%	5.9%	7.2%	0.0%	7.2%	0.0%	12.8%	0.0%	0.0%	8.1%	0.0%	0.0%	4.0%	0.0%	4.0%	0.0%	2.9%	0.0%	0.0%	2.3%		
BICYCLES		Direction: Roadway: Movement:		Southbound					Westbound					Northbound					Eastbound				
				(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right		U	Left	Thru	Right					
06:30 AM	to 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 AM	to 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
07:00 AM	to 07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
07:15 AM	to 07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
07:30 AM	to 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45 AM	to 08:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00 AM	to 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15 AM	to 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30 AM	to 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45 AM	to 09:00 AM	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1		
09:00 AM	to 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15 AM	to 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:30 AM	to 09:45 AM																						
09:45 AM	to 10:00 AM																						
10:00 AM	to 10:15 AM																						
10:15 AM	to 10:30 AM																						
10:30 AM	to 10:45 AM																						
10:45 AM	to 11:00 AM																						
11:00 AM	to 11:15 AM																						
11:15 AM	to 11:30 AM																						
INT. PEAK HR (ALL VEH)		1					0					0					0						
07:30 AM	to 08:30 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0			
INT. PEAK HR (BIKES)		1					0					0					0						
07:00 AM	to 07:45 AM	0	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0			

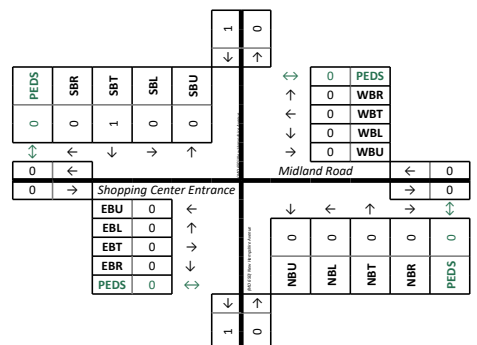
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOLS AND PHV: Intersection Peak (vehicle)



PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)



DATA COLLECTION NOTES :

Gorove/Slade Associates - Multimodal Turning Movement Count Report

Project Name:	Notley Park	Analysis Period:	STUDY PERIOD	04:00 PM	to	07:00 PM
Project #:	3507-001	Date of Counts:	Wednesday, November 19, 2025			
Location:	Montgomery County, MD	Weather:	Cloudy			
Data Source:	Gorove/Slade Associates, Inc.					

Volumes Displayed as: 1. Intersection Peak (vehicle)

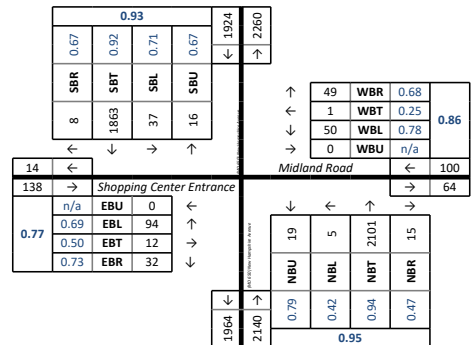
Intersection Peak Hour (all vehicles): 04:45 PM to 05:45 PM

System Peak Hour (all vehicles):	04:45 PM	to	05:45 PM
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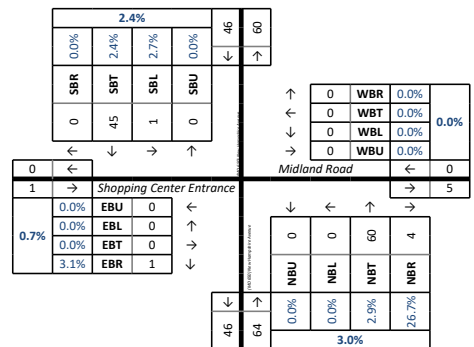
User-Defined Peak Hour: 05:00 PM to 06:00 PM

ALL VEHICLES		Intersection:		1. (MD 650) New Hampshire Avenue & Midland Road/Shopping Center Entrance																			
		Direction: Roadway: Movement:		Southbound					Westbound					Northbound					Eastbound				
				(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
		U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds	U	Left	Thru	Right	Peds		
04:00 PM to 04:15 PM		0	9	436	1	0	0	12	0	10	0	1	0	524	3	0	0	23	4	6	3		
04:15 PM to 04:30 PM		9	10	451	1	0	0	10	0	2	1	1	1	514	6	0	0	18	3	6	0		
04:30 PM to 04:45 PM		3	11	446	1	2	0	9	0	14	2	6	2	550	8	0	0	19	1	10	3		
04:45 PM to 05:00 PM		5	8	474	3	0	0	9	0	18	0	6	2	519	8	0	0	21	3	8	1		
05:00 PM to 05:15 PM		6	8	504	2	0	0	16	0	5	2	6	0	498	0	0	0	11	1	5	0		
05:15 PM to 05:30 PM		3	8	420	0	1	0	10	0	13	1	5	3	523	6	0	0	34	2	8	1		
05:30 PM to 05:45 PM		2	13	465	3	0	0	15	1	13	0	2	0	561	1	0	0	28	6	11	1		
05:45 PM to 06:00 PM		4	3	453	2	1	0	15	1	12	1	3	0	443	8	0	0	39	5	7	0		
06:00 PM to 06:15 PM		2	11	456	6	0	0	7	0	14	0	1	0	441	2	0	0	16	5	8	0		
06:15 PM to 06:30 PM		4	5	389	0	0	0	12	0	10	0	5	0	410	4	0	0	19	4	6	0		
06:30 PM to 06:45 PM		2	9	364	0	0	0	11	0	7	0	3	0	394	3	0	0	23	1	5	0		
06:45 PM to 07:00 PM		3	3	305	1	0	0	16	0	5	1	4	2	298	3	0	0	18	2	6	1		
07:00 PM to 07:15 PM																							
07:15 PM to 07:30 PM																							
07:30 PM to 07:45 PM																							
07:45 PM to 08:00 PM																							
08:00 PM to 08:15 PM																							
08:15 PM to 08:30 PM																							
08:30 PM to 08:45 PM																							
08:45 PM to 09:00 PM																							
INT. PEAK HR (ALL VEH)		1924					100					2140					138						
04:45 PM to 05:45 PM		16	37	1863	8	1	0	50	1	49	3	19	5	2101	15	0	0	94	12	32	3		
Peak Hour Factor (PHF)		Overall	U	Left	Thru	Right	SB	U	Left	Thru	Right	WB	U	Left	Thru	Right	NB	U	Left	Thru	Right	EB	
		0.96	0.67	0.71	0.92	0.67	0.93	n/a	0.78	0.25	0.68	0.86	0.79	0.42	0.94	0.47	0.95	n/a	0.69	0.50	0.73	0.77	
HEAVY VEHICLES (FHWA 4+)		Direction:		Southbound					Westbound					Northbound					Eastbound				
		Roadway:		(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
		Movement:		U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
04:00 PM to 04:15 PM				0	0	21	0	0	0	0	0	0	0	28	0	0	0	1	0	0	3		
04:15 PM to 04:30 PM				1	0	11	0	0	0	0	1	0	0	17	1	0	0	0	0	0	0		
04:30 PM to 04:45 PM				0	0	10	0	2	0	0	1	2	0	23	0	0	0	0	0	0	3		
04:45 PM to 05:00 PM				0	1	12	0	0	0	0	0	0	0	17	3	0	0	0	0	0	1		
05:00 PM to 05:15 PM				0	0	13	0	0	0	0	2	0	0	21	0	0	0	0	0	0	0		
05:15 PM to 05:30 PM				0	0	4	0	1	0	0	0	1	0	0	15	1	0	0	0	1	1		
05:30 PM to 05:45 PM				0	0	16	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1		
05:45 PM to 06:00 PM				0	0	5	0	1	0	0	0	1	0	0	4	0	0	0	0	0	0		
06:00 PM to 06:15 PM				0	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0	1	0		
06:15 PM to 06:30 PM				0	0	3	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0		
06:30 PM to 06:45 PM				0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0		
06:45 PM to 07:00 PM				0	1	2	0	0	0	0	0	1	0	1	3	0	0	0	0	0	1		
07:00 PM to 07:15 PM																							
07:15 PM to 07:30 PM																							
07:30 PM to 07:45 PM																							
07:45 PM to 08:00 PM																							
08:00 PM to 08:15 PM																							
08:15 PM to 08:30 PM																							
08:30 PM to 08:45 PM																							
08:45 PM to 09:00 PM																							
INT. PEAK HR (ALL VEH)		46					0					64					1						
04:45 PM to 05:45 PM		0	1	45	0		0	0	0	0	0	0	0	60	4		0	0	0	1			
Heavy Vehicle % (PHV):		0.0%	2.7%	2.4%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	26.7%	3.0%	0.0%	0.0%	0.0%	3.1%	0.7%		
INT. PEAK HR (HV ONLY)		56					1					89					1						
04:00 PM to 05:00 PM		1	1	54	0		0	0	0	0	1	0	0	85	4		0	1	0	0			
Heavy Vehicle % (PHV):		5.9%	2.6%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	2.3%	1.2%	0.0%	0.0%	4.0%	16.0%	4.1%	0.0%	1.2%	0.0%	0.0%	0.8%		
BICYCLES		Direction:		Southbound					Westbound					Northbound					Eastbound				
		Roadway:		(MD 650) New Hampshire Avenue					Midland Road					(MD 650) New Hampshire Avenue					Shopping Center Entrance				
		Movement:		U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right				
04:00 PM to 04:15 PM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
04:15 PM to 04:30 PM				0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0		
04:30 PM to 04:45 PM				0	0	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	3		
04:45 PM to 05:00 PM				0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
05:00 PM to 05:15 PM				0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0		
05:15 PM to 05:30 PM				0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1		
05:30 PM to 05:45 PM				0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
05:45 PM to 06:00 PM				0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
06:00 PM to 06:15 PM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:15 PM to 06:30 PM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:30 PM to 06:45 PM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
06:45 PM to 07:00 PM				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
07:00 PM to 07:15 PM																							
07:15 PM to 07:30 PM																							
07:30 PM to 07:45 PM																							
07:45 PM to 08:00 PM																							
08:00 PM to 08:15 PM																							
08:15 PM to 08:30 PM																							
08:30 PM to 08:45 PM																							
08:45 PM to 09:00 PM																							
INT. PEAK HR (ALL VEH)		1					0					1					0						
04:45 PM to 05:45 PM		0	0	0	1	0	0	0	0	0	0	0	0	1	0		0	0	0	0			
INT. PEAK HR (BIKES)		1					0					0					1						
04:00 PM to 05:00 PM		0	0	0	1	0	0	0	0	0	0	0	0	0	0		0	1	0	0			

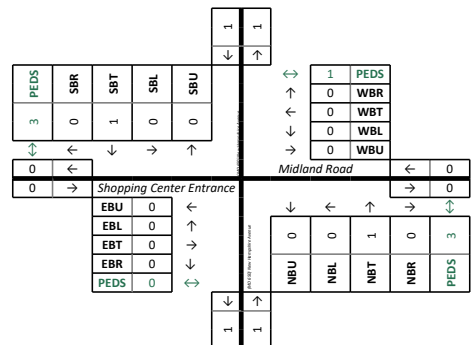
VEHICLE PEAK HOUR VOLS AND PHF: Intersection Peak (vehicle)



HEAVY VEH PEAK HOUR VOL% AND PHV: Intersection Peak (vehicle)



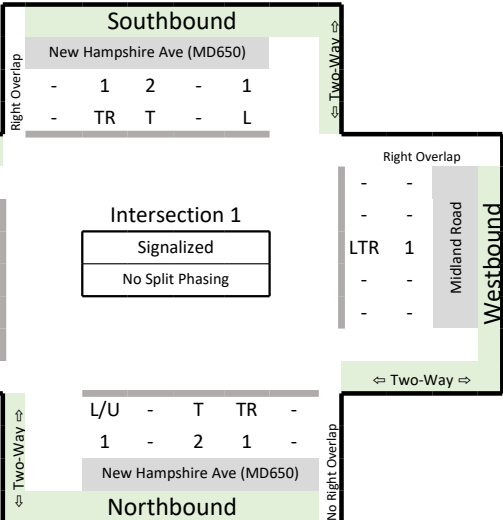
PED AND BIKE PEAK HOUR VOLUMES: Intersection Peak (vehicle)

**DATA COLLECTION NOTES :**

B. CLV Worksheets

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

AM Peak Hour CLV										
	Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary
	Eastbound	TL	68		1.00	68	54	1.00	54	54 «
	Eastbound	R	13	13	1.00	0				54
	Westbound	LTR	78		1.00	78	65	1.00	65	143 « ✓
	Westbound	R*	22	0	1.00	22				87
	Northbound	L	14		1.00	14	49	1.00	49	63 «
	Northbound	T+T+TR	1,522		0.37	563				612 «
	Northbound	R*	11	0	1.00	11				60
Southbound	L	49		1.00	49	14	1.00	14	63 « ✓	
Southbound	T+T+TR	2,168		0.37	802				816 « ✓	
Southbound	R*	7	0	1.00	7				21	
Total Intersection: 3,912 veh/hr							CLV 959 A			
Notes:										



PM Peak Hour CLV									
<div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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Right Turn Overlap Adjustments									
	Eastbound		Westbound		Northbound		Southbound		
	AM	PM	AM	PM	AM	PM	AM	PM	
Right Turns	13	32	22	49	11	15	7	8	
RT LUF		1.00		0.00		n/a		0.00	
Adjusted Rights	13	32	0	0	n/a	n/a	0	0	
Adjacent Lefts	14	24	49	53	54	50	65	94	
Adj. LT LUF		1.00		1.00		1.00		1.00	
Adjusted Adj. Lefts	14	24	49	53	54	50	65	94	
Right Turn Overlap	13	24	0	0	0	0	0	0	

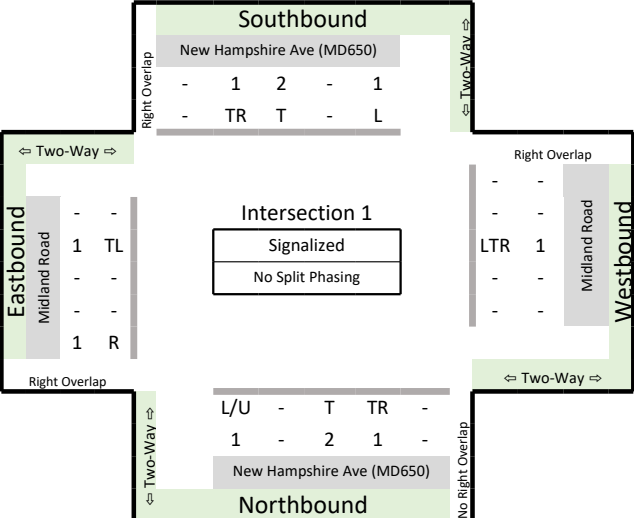
Montgomery County Standards				
Lane Use Factors		LOS	CLV Range	
#	Th & R	L		
1	1.00	1.00	A	0 to 1,000
2	0.53	0.53	B	1,001 to 1,150
3	0.37	0.37	C	1,151 to 1,300
4	0.30	0.30	D	1,301 to 1,450
5	0.25	0.25	E	1,451 to 1,600
			F	1,601 to 9,999

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

AM Peak Hour CLV									
<div>Diagram of intersection with approach volumes: SB App: 2,241, WB App: 78, EB App: 81, NB App: 1,544. Lane use factors: 7, 2,185, 49, 1,606, 23, 65, 3, 13, 22, 2, 54, 63.</div>									
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group Max CLV
Eastbound	TL	68		1.00	68	54	1.00	54	122 «
	R	13	13	1.00	0				54
Westbound	LTR	78		1.00	78	65	1.00	65	143 « ✓
	R*	22	0	1.00	22				87
Northbound	L	14		1.00	14	49	1.00	49	63 «
	T+T+TR	1,530		0.37	566				615 «
Southbound	R*	11	0	1.00	11				60
	L	49		1.00	49	14	1.00	14	63 « ✓
T+T+TR									825 « ✓
R*						7	0	1.00	21
Total Intersection: 3,944 veh/hr						CLV		968	A
Notes:									

PM Peak Hour CLV									
<div>Diagram of intersection with approach volumes: SB App: 1,940, WB App: 100, EB App: 138, NB App: 2,162. Lane use factors: 8, 1,879, 53, 2,266, 33, 94, 12, 32, 49, 1, 50, 80.</div>									
Approach	Lane Group	Lane Group Volume	Overlap	LUF	Sum	Opp. Lefts	LT LUF	Opp. Volume	Summary Group Max CLV
Eastbound	TL	106		1.00	106	50	1.00	50	156 «
	R	32	24	1.00	8				58
Westbound	LTR	100		1.00	100	94	1.00	94	194 « ✓
	R*	49	0	1.00	49				143
Northbound	L	24		1.00	24	53	1.00	53	77 « ✓
	T+T+TR	2,138		0.37	791				844 «
Southbound	R*	15	0	1.00	15				68
	L	53		1.00	53	24	1.00	24	77 «
T+T+TR		1,887		0.37	698				722 «
	R*	8	0	1.00	8				32
Total Intersection: 4,340 veh/hr						CLV		1,038	B
Notes:									

<div>Diagram of intersection showing lane use factors and volumes.</div>					



Right Turn Overlap Adjustments									
	Eastbound		Westbound		Northbound		Southbound		
	AM	PM	AM	PM	AM	PM	AM	PM	
Right Turns	13	32	22	49	11	15	7	8	
RT LUF		1.00		0.00		n/a		0.00	
Adjusted Rights	13	32	0	0	n/a	n/a	0	0	
Adjacent Lefts	14	24	49	53	54	50	65	94	
Adj. LT LUF		1.00		1.00		1.00		1.00	
Adjusted Adj. Lefts	14	24	49	53	54	50	65	94	
Right Turn Overlap	13	24	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