MAYOR AND COUNCIL AGENDA

NO. 5 DEPT.: Public Works / Transportation
STAFF CONTACT: Larry Marcus

DATE PREPARED: 5/17/2005
FOR MEETING OF: 5/23/2005

SUBJECT:

Briefing by staff and consultant on the Town Center Roadway Capacity Study results.

RECOMMENDATION:

It is recommended that the Mayor and Council direct staff to:

(1) Improve the four locations, as listed below. At the first location, there is sufficient funding available in the Transportation Improvements CIP (project 420-850-1A10) for implementation. For the next three projects there is sufficient funding currently available (collected from developers) for design only. Construction funding will become available for these three projects as approved development within the Town Center obtain building permits. An implementation plan, including the projected funding, is described in the Discussion section.

Improvement	Design Cost	Construction Cost	Total Cost
Maryland Avenue / Middle Lane	$0	$5,000	$5,000
MD 355 / North Washington Street	45,000	280,000	325,000
MD 28 / Maryland Avenue	25,000	250,000	275,000
MD 355 / Mannakee Street	75,000	775,000	850,000
Totals	**$145,000**	**$1,310,000**	**$1,455,000**

(2) Advocate to the state to complete the project planning process for the three projects listed below. The potential improvements at each of these locations range from adding lanes to grade-separated (bridge). The project planning process will determine the type of intersection improvement. The first intersection was accelerated by the State, upon City request, to determine the preferred configuration; MD SHA does not have funding to design or construct any of these three intersections.

1. MD 28 / MD 586 / MD 911 (Estimated implementation is $60 million)
2. MD 355 / Middle Lane (The order of magnitude for implementation is in the millions of dollars)
3. MD 355 / MD 28 (The order of magnitude for implementation is in the millions dollars)

(3) Direct staff to defer the four projects listed on the next page because capacity improvements will negatively impact pedestrian safety and/or neighborhoods. Although the consultant report identifies that these four intersections will experience significant delays when Town Center is developed, the potentially affected neighborhoods should participate in evaluating capacity improvement and pedestrian safety. The neighborhood planning process will provide a forum for assessing these conflicting goals. Staff notes that the last two improvements will be indefinitely deferred until the planning process for West End is initiated.

Improvement	Neighborhood	Status OF neighborhood Plan
MD 28 / Baltimore Road	Twinbrook	On-going; adoption planned for July 2006
MD 355 / Wootton Pkwy	Rockville Pike	Start summer, 2005; adoption planned for late 2006
MD 28 / Laird	West End	Unknown
MD 28 / Great Falls Road	West End	Unknown

(4) Continue to advocate for the state to pursue the Inter-County Connector (ICC) and the Gude/Rt. 270 interchange. The consultant report states that the ICC and I-270/Gude Interchange would generally reduce through traffic by up to 20 percent and eight percent, respectively. Staff notes implementation for such large-scale projects is a significant budget issue for the state. Further, acquiring right-of-way will be a challenge at I-270/Gude Drive for an interchange.

(5) Not pursue consultant's proposals for the addition of a connector to the city, widening major arterials, or a reversible lane configuration on West Montgomery Avenue. The consultant's analysis does not factor the impact on neighborhoods or pedestrian safety, top priorities of the Mayor and Council.

(6) Create a strategic plan and implement a Town Center transportation demand management (TDM) program. Staff recommends implementing a Town Center based TDM program, using developer contributions, to encourage automobile drivers to seek alternative modes of transportation, as suggested in the consultant's report.

DISCUSSION:

With several parcels of land in the Town Center approved for redevelopment, the Mayor and Council directed staff to conduct a detailed traffic capacity study to address concerns regarding future traffic demand.

Staff hired BMI/SG Consultant to perform the transportation study, using the best available travel evaluation tools, of the Town Center area. The study goals were to: 1) develop future traffic projections based on three potential future development scenarios; 2) assign projected traffic onto the future study area street system; 3) analyze the potential traffic impacts associated with each scenario; 4) identify minor street improvements, namely intersection improvements, needed to accommodate the projected traffic demand; 5) present the major findings and results, in terms of traffic effects, on the Town Center street system; and 6) create an implementation plan to address the problem intersections.

Below is the outline of the Implementation Plan:

1. Identify the intersections that are projected to be highly congested.
   Status: Completed by BMI/SG
2. Devise a technical solution to the problems.
   Status: Completed by BMI/SG
3. Assess whether the technical solution is consistent with the Mayor and Council goals of pedestrian safety and protecting neighborhoods.
   Status: Completed by staff

4. Receive direction from the Mayor and Council to proceed with the solutions that do not violate item 3, above.

   Status: Purpose of this agenda item

5. Revise the CIP project sheet, which was proposed with the FY06 Budget, to reflect preliminary cost estimates. The sole source of proposed funding is developer contributions. Future funding will be shown on the CIP sheet only after developer contributions have been committed for specific projects.
6. City begins planning and design of the four improvements (item 1 of recommendation) immediately, in coordination with MD SHA.

   Status: Staff held initial meetings with MD SHA to review the scope of various projects

7. Construct improvements as demand and funding is generated by developments in the Town Center.

   Status: This will be updated annually as part of the CIP process

8. As transportation demand management funds are collected from developers, a strategic plan will be created and a Town Center transportation demand management (TDM) program will be implemented for the Town Center area.

Fiscal Impact:

Attached is an updated CIP project sheet for Town Center – Capacity. A similar project sheet was included in the draft FY06 CIP. This updated CIP sheet outlines the preliminary cost estimates, by fiscal year and funding source. Total cost of implementing these four improvements, including planning, design, right-of-way acquisition, and construction, is estimated at $1,455,000.

Developers are required to contribute funds to Rockville to mitigate the increased traffics impact on Rockville's streets and neighborhoods. It is this funding that will be used to design and construct the four intersection improvements listed in the first recommendation. Although the total amount of contribution is set during the planning review process, payment is not received by Rockville until the building permit stage. To date, Rockville has received $249,492 from approved and permitted development in Town Center. An additional $972,277 will be received from developers when the remaining approved developments reach the building permit stage. As more projects receive planning approvals in Town Center, additional funding will be set and collected.

Below is a breakdown of the private sector commitments and contributions to date:

Developer	Commitment Level	Contributions to Date
Rockville Metro Plaza (Foulger Pratt)	$239,526	$79,842
Giant Foods	99,000	99,000
Chevy Chase Bank	70,650	70,650
Akridge (RCI)	375,000	0
Sandy Spring Bank	200,000	0
21 Church Street	64,370	0
Wootton's Crossing	137,223	0
706 Rockville Pike	36,000	0
Totals	$1,221,769	$249,492

Sufficient funds have been collected from developers in the Town Center to finance the design of the four improvements.

As the developers for the projects listed above acquire building permits, additional funds will be collected to construct the improvements.

Boards and Commissions Review:

Traffic and Transportation Planning Commission

Next Steps:

Conduct detailed planning and design work on the intersection improvements (item 1 of recommendation) using available developer's funds from the Transportation Improvements CIP (project 420-850-1A10). Coordinate efforts with MD SHA on State facilities. The intersection Maryland Avenue / Middle Lane, will be constructed using the available developer's fund.

The improvements will be prioritized based on congestion relief, cost, and MD SHA approvals. The construction will start as additional funding is received for the following intersections:

- MD 355 / Mannakee Street
- MD 355 / North Washington Street
- MD 28 / Maryland Avenue

PREPARED BY: Larry Marcus — 5/19/2005

Larry Marcus, Chief of Transportation — Date

APPROVE: Susan T. Straus — 5/19/05

Susan T. Straus, Acting Director of Public Works — Date

APPROVE: Scott Ullery — 5/19/05

Scott Ullery, City Manager — Date

LIST OF ATTACHMENTS:

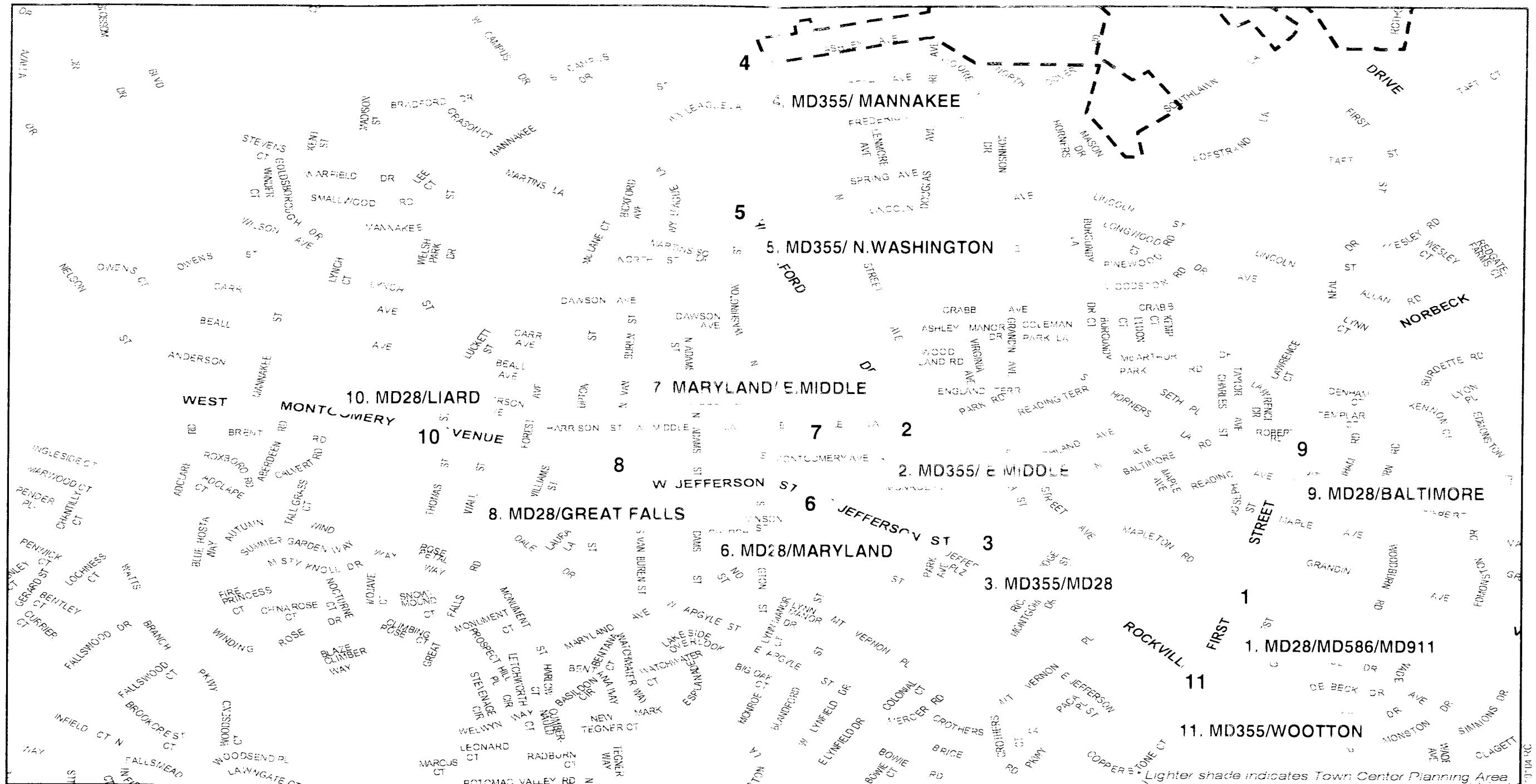
1. Attachment 1
   - Intersection Improvement Recommendations
   - Intersection Improvement Map
   - CIP Sheet – Intersection Improvements Recommended

2. Attachment 2
   - Draft Town Center Transportation Capacity Analysis prepared by the consulting firm, BMI-SG, January 28, 2005 (Appendices included)
   - Appendix A: Answers to Mayor and Council questions during the October 25, 2004 session, and Sketches of intersection improvements evaluated by consultant.
   - Appendix B: Peak Hour Trips Generation and Distribution
   - Appendix C: Level of Service Worksheets

INTERSECTION IMPROVEMENTS RECOMMENDATIONS

Intersection No.	Intersection Location	Staff Proposed Action	Development Cost	Improvements Description
1	MD28 & MD586 & MD911	Recommended. MD-SHA is currently finalizing the improvement study.		State is studying a grade separated intersection at this location. Uninterrupted movement along Veirs Mill Road.
2	MD355 & E.Middle	Recommended. MD-SHA is currently studying improvements. Need to further assess community impact of improvements suggested by consultant.		Add a second left turn lane into E. Middle when traveling north along MD355 from Rockville Pike towards Town Center. Prohibit left turn from Park Road into MD355. East Rockville's traffic heading south shall use S.Stonestreet to Veirs Mills and First intersection. MDSHA is considering pedestrian improvements as well.
3	MD355 & MD28	Recommended. MD-SHA is currently studying improvements. Need to further assess community impact of improvements suggested by consultant.		Add a third left-turn lane along MD355 into MD28 towards both directions of Veirs Mill and I-270. Widen receiving lanes along MD28 to accommodate three turning lanes from MD355. At vicinity of intersection, add an additional through lane along both directions of MD28.
4	MD355 & Mannakee	Recommended	$ 850,000	Add a second left turn lane into Mannakee Street when traveling north along MD355 from Town Center to Montgomery College campus. Also, add a right turn lane into Mannakee when traveling from Shady Grove towards Montgomery College.
5	MD355 & North Washington	Recommended with pedestrian improvements	$ 325,000	Add a third left turn lane when traveling along N. Washington from Town Center towards Shady Grove.
6	MD28 & Maryland	Recommended	$ 275,000	Add/Extend a right turn lane on NB Maryland when traveling from City Hall to Veirs Mill Road. Modify signal to 4 phases and cycle length to 150 sec.
7	Maryland & E.Middle	Recommended / Redevelopment	$ 5,000	Add a right turn lane on Maryland when traveling from Court House to Park Road and East Rockville.
8	MD28 & Great Falls	Not recommended at this time. Need to assess community impact further.		Only at the vicinity of intersection, add a second eastbound through lane traveling from Town Center towards I-270 along MD28.
9	MD28 & Baltimore	Not recommended at this time. Need to assess community impact further		At vicinity of intersection, add a third through lane along MD28 heading east towards Norbeck Road.
10	MD28 & Liard	Not Recommended		Use MD28 central left turn lane as a through lane towards Town Center during morning peak, and towards I-270 during evening peak.
11	MD355 & Wootton Pkwy	Not Recommended		Add a second left turn lane on Wootton Pkwy traveling north along MD355 towards Town Center. Add a second left turn lane on First Street traveling south into Rockville Pike.

ATTACHMENT-1, PAGE 1

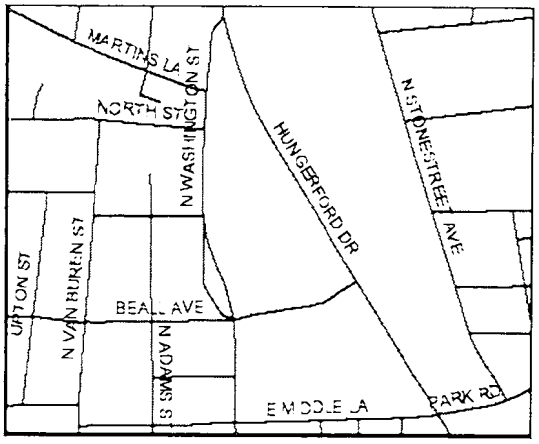


INTERSECTION IMPROVEMENTS MAP

CIP SHEET - INTERSECTION IMPROVEMENTS RECOMMENDED

Project name: Town Center — Capacity
Project number: 420-850-GGGG
Program area: Transportation

Current appropriation (2004 - 2006):	$145,000
Five-year plan (2007 - 2011):	$1,310,000
Project total (2004 - 2011):	$1,455,000
Total prior years' budget (2004 - 2005)	$0
Prior years' spent as of:	$0
Prior years' unspent as of:	$0
Encumbrances as of:	$0
Prior years' balance as of:	$0
FY 2006 appropriation available:	$145,000



Appropriations:	Thru FY 2004	Estimate FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2006 - FY 2011
Plan/Design/Insp	0	0	145,000	0	0	0	0	0	145,000
Construction	0	0	0	1,235,000	0	0	0	0	1,235,000
Other	0	0	0	75,000	0	0	0	0	75,000
Total	0	0	145,000	1,310,000	0	0	0	0	1,455,000

Funding source:	Thru FY 2004	Estimate FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2006 - FY 2011
Developer	0	249,492	488,708	733,061	0	0	0	0	1,221,769
Total	0	249,492	488,708	733,061	0	0	0	0	1,221,769

Operating cost impact:
The operating cost for this project are not able to be determined at this time

Description:
This project supports the Mayor and Council's goals to develop a vibrant Town Center and improve mobility in the City. The project funds design and construction improvements to four intersections: Mannakee Street and MD 355, North Washington Street and MD 355, Maryland Avenue and East Middle Lane, and Maryland Avenue and MD 28. The Other category listed in the Appropriations chart above represents funding estimated to purchase the right-of-way.

Schedule:
FY 2006 — Engineering. FY 2007 — Construction.

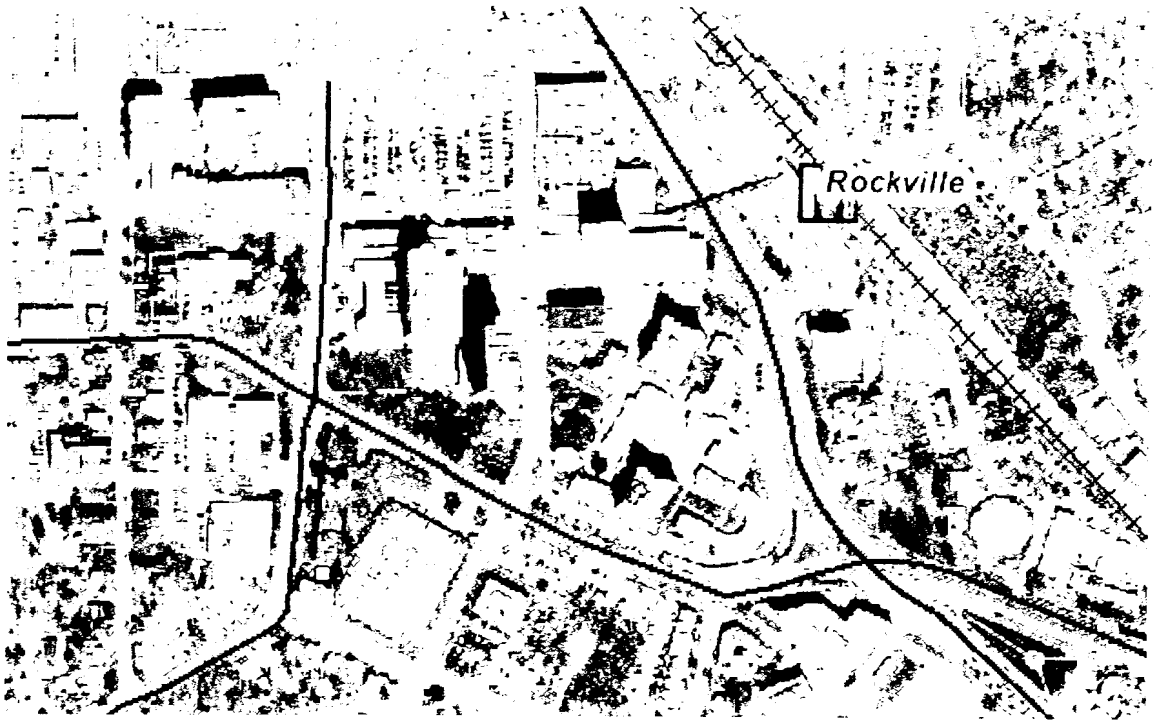
Status:
Conceptual design and cost estimates have been developed. Maryland State Highway Administration has reviewed and approved the concept design. Funding Note: Developer funding in the amount of $249,492, already received as part of the Transportation Improvements project, is being transferred to this new project. Additional funds will likely be contributed by further redevelopment in the Town Center.

Coordination:
Traffic and Transportation Commission, Local Civic Associations, Maryland State Highway Administration, Montgomery County, Adjacent Property Owners

Staff contact:
Department of Public Works: Larry Marcus, Chief of Traffic and Transportation, 240-314-8500, Nazar Saleh, Civil Engineer II, 240-314-8500

TOWN CENTER TRANSPORTATION CAPACITY ANALYSIS

DRAFT



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January 28, 2005

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1. INTRODUCTION

With the potential for further development and redevelopment, the City of Rockville, Maryland is interested in the future traffic impacts to its downtown street system. Through an existing task order contract, the City requested transportation consultant services from BMI-SG to perform a transportation study of the Rockville downtown core area. The initial emphasis of this study was the analysis of the traffic impacts generated by three potential future year land development scenarios and the analysis of the sensitivity of two major roadway projects, an I-270 Gude Interchange and the Inter-County Connector (ICC). Additional analyses were performed at the request of the City to develop traffic projections for two target development years (2006 and 2015) and to determine traffic congestion levels for those years for the various scenarios.

1.1 Objective of Study

The primary objective of this study was to provide information that would assist the City of Rockville in deciding upon its future downtown planning strategy. Specifically, the goals were to: 1) develop future traffic projections based on three potential future development scenarios, 2) assign projected traffic onto the future study area street system, 3) analyze the potential traffic impacts associated with each scenario, 4) identify minor street improvements needed to accommodate the projected traffic demand, and 5) present the major findings and results, in terms of traffic effects, on the Town Center street system.

1.2 Background

The City of Rockville is located northwest of Washington, D.C., along the I-270 and MD 355 (Rockville Pike/Hungerford Drive) corridors. The City occupies approximately 13 square miles, with a population of approximately 47,388 in 2000. Currently, there is very little vacant land left in the City. The City's Comprehensive Master Plan has established the growth and developments goals for the community. However, the City anticipates pressure to develop and redevelop land parcels within the downtown core area. As such, the City is concerned about the potential overloading of the downtown street system due to future development.

To make a decision about future growth, the traffic impacts on the downtown core area and on nearby residential neighborhoods must be identified, evaluated and considered. Once these impacts are considered, the overall downtown planning effort will focus on the promotion of high quality, mixed-use development with an attractive pedestrian environment and adequate traffic circulation.

The City initially developed three (3) specific future year land development scenarios to be evaluated and later specified that in addition to the existing scenario and Baseline scenario (consisting of the approved pipeline projects), two of the three scenarios (Scenario 2 and Scenario 3) were to be evaluated for two target development years (2006

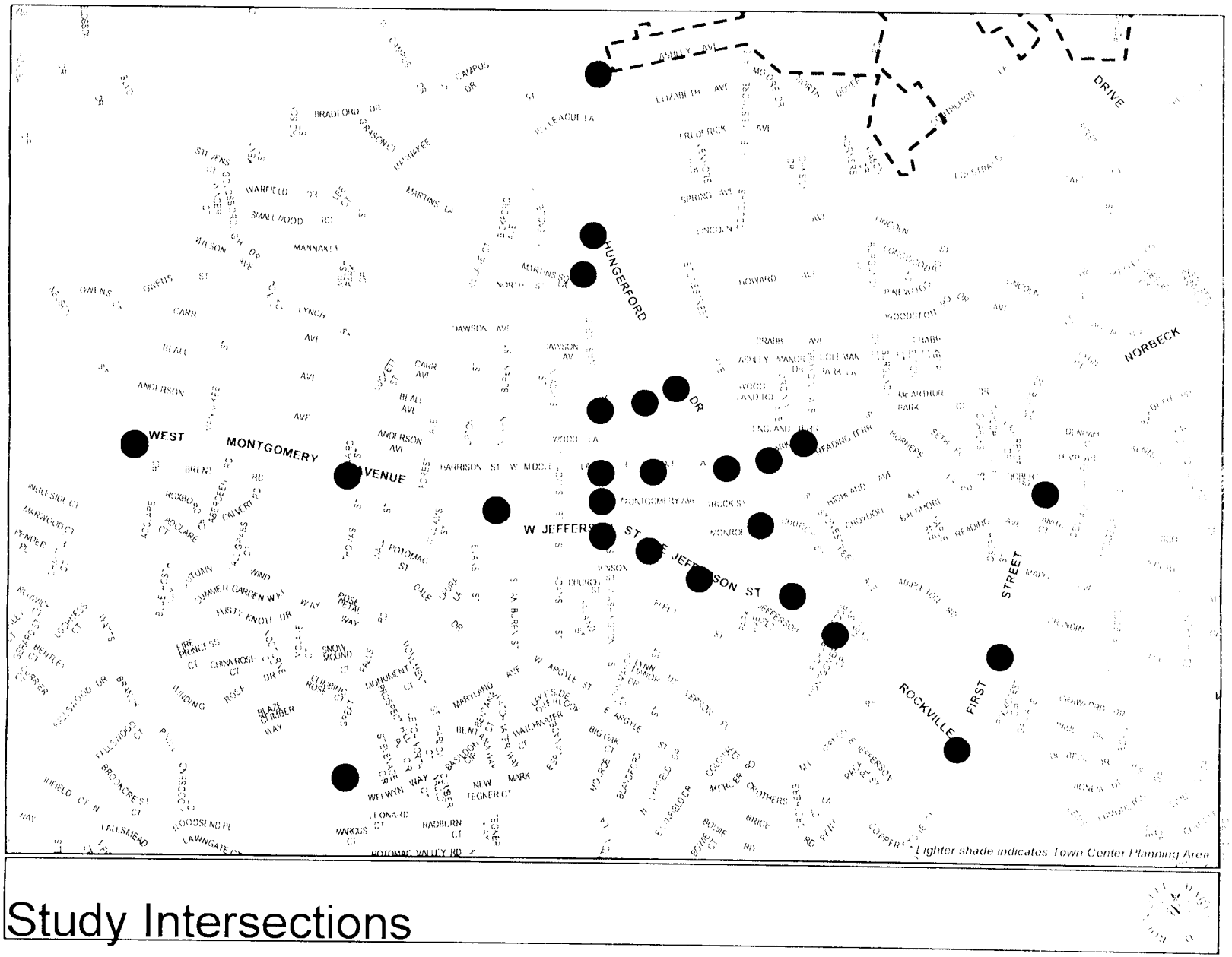
and 2015). Additionally, the effects of two major roadway projects (I-270 Gude Interchange and the Inter-County Connector (ICC)) on the network were to be evaluated.

1.3 Study Area

There were a total of 25 key intersections, identified by City staff, to be analyzed as part of the study. These intersections were:

1. Route 28 and Laird Street
2. Route 28 and Great Falls Road
3. Great Falls Road and Maryland Avenue
4. Route 28 and Washington Street
5. Route 28 and Maryland Avenue
6. Route 28 and Monroe Street
7. Route 28 and Nelson Street
8. Route 28 and Rockville Pike
9. Route 28 and First Street
10. First Street and Baltimore Road
11. Rockville Pike and First Street
12. Rockville Pike and Richard Montgomery Drive
13. Rockville Pike and Church Street
14. Rockville Pike and Middle Lane
15. Rockville Pike and Mannakee Street
16. Rockville Pike and Beall Avenue
17. N. Stonestreet Avenue and Park Road
18. S. Stonestreet Avenue and Park Road
19. N. Washington Street and East Montgomery Avenue
20. N. Washington Street and Middle Lane
21. N. Washington Street and Beall Avenue
22. N. Washington Street and Martins Lane
23. N. Washington Street and Rockville Pike
24. Maryland Avenue and Middle Lane
25. Maryland Avenue and Beall Avenue

The traffic impacts associated with the network of roadways and key intersections mentioned above formed the basis of the Rockville Town Center Traffic Analysis. The key intersections in the study area are shown in Figure 1.



Study Intersections

Figure 1. Key Study Intersections.

2. DATA ASSEMBLY

BMI-SG met with City of Rockville staff to gather the necessary data needed to perform the downtown traffic study. Data requirements associated with land use planning, trip generation/traffic forecasting and operational analyses were discussed. Specific information provided by City staff included:

- Turning movement count data, lane configurations, and calculated Critical Lane Volumes (CLVs) at the 25 key intersections for the existing and baseline scenario in an Excel spreadsheet.
- Aerial photography of the study area.
- Estimates of potential build-out, in gross square footage, and type of land use for each parcel in the study area for the three potential build-out scenarios (Scenarios 1-3).
- Estimates, by parcel, with respect to anticipated shared public parking for new developments and redevelopments.
- A map showing the anticipated locations for driveways and off-street parking areas for the new developments and redeveloped parcels.

As part of the data assembly, BMI-SG conducted a field reconnaissance of all the study intersections. In particular, BMI-SG collected data at the two intersections not included in the Excel spreadsheet provided by the City (the intersections of Route 28 and Nelson Street and First Street and Baltimore Road). Roadway data (e.g., number of travel lanes on all streets in the network, lane use for all approaches, lengths of left turn and right turn lanes, location of all on-street parking spaces, locations of existing driveways, etc.), traffic control features (e.g., signal timings/phasing), site survey data (e.g., specific trip generation rates), and traffic performance were gathered and verified.

3. FUTURE CONDITIONS

3.1 Baseline Traffic

BMI-SG incorporated the baseline traffic forecast that was generated by others under previous efforts. This previous traffic forecast included traffic generated by the following approved pipeline projects.

1. Rockville Metro Plaza
2. 11 North Washington Street
3. RCI
4. 21 Church Street
5. Sandy Spring Bank
6. Richard Montgomery H.S.
7. Tower Oaks
8. KSI
9. Archstone
10. Rockville Town Center

In addition to the traffic generated by these developments, annual growth factors ranging from 1.5% and 3.% were applied to the through portion of the total traffic along the major routes through the City. Both the traffic generated by the approved developments and the factored traffic were then added to the existing turning movement counts at all intersections in the study area. This constituted the 2006 Baseline traffic projection.

3.2 Development Scenarios

Three future development scenarios were developed by City staff, hereafter referred to as Scenarios 1, 2, and 3. Each scenario consists of 43 separate potential development parcels, whose locations are illustrated in Figure 2. The density or developable area varied for most of these development parcels from one scenario to the next. Development totals for each scenario are shown in Table 1 by type of development. In the table, "Proposed Development" is the amount of development or redevelopment on the 42 parcels and "Existing Development" is the amount of development that will be replaced by the proposed development. The "Additional Development" describes the difference between the proposed and existing developments, which is the amount of additional development over the existing development for scenario.

It is important to point out that the amount of development for the approved pipeline projects differed in each scenario. In other words, the "Baseline" development was not the same for each scenario. A detailed listing of the amount of development by scenario for each of the 42 development parcels is provided in Appendix B.

Table 1. Development Summary for Each Scenario

Scenario*	Proposed Development							Existing Development				Additional Development	
	Office (sq. ft.)	Retail (sq. ft.)	Indust. (sq. ft.)	Other (sq. ft.)	MF (no. of units)	SFA (no. of units)	SFD (no. of units)	Office (sq. ft.)	Retail (sq. ft.)	Indust. (sq. ft.)	Other (sq. ft.)	Total Non-Residential	Total Residential
Existing	2,893,051	861,709	542,433	453,197	963	228	78	-	-	-	-	-	-
Baseline	4,024,779	329,129	75,000	78,848	1,348	275	0	-	-	-	-	-	-
Scenario 1	3,064,480	680,630	114,000	424,850	2,180	333	78	295,690	248,330	308,560	38,000	3,393,380	2,591
Scenario 2	2,195,490	682,860	114,000	424,850	2,514	333	38	170,410	234,340	308,560	38,000	2,665,890	2,885
Scenario 3	3,287,370	703,860	114,000	229,850	3,122	489	38	295,690	248,330	308,560	38,000	3,444,500	3,649

MF = Multifamily SFA = Single Family Attached SFD = Single Family Detached

*Scenarios include approved pipeline projects with large pipeline developments varying across scenarios: KSI, Rockville Metro Plaza, and Rockville Center

3.3 Programmed Roadway Improvements

The following road improvements were assumed to be completed for the traffic analyses in the future years:

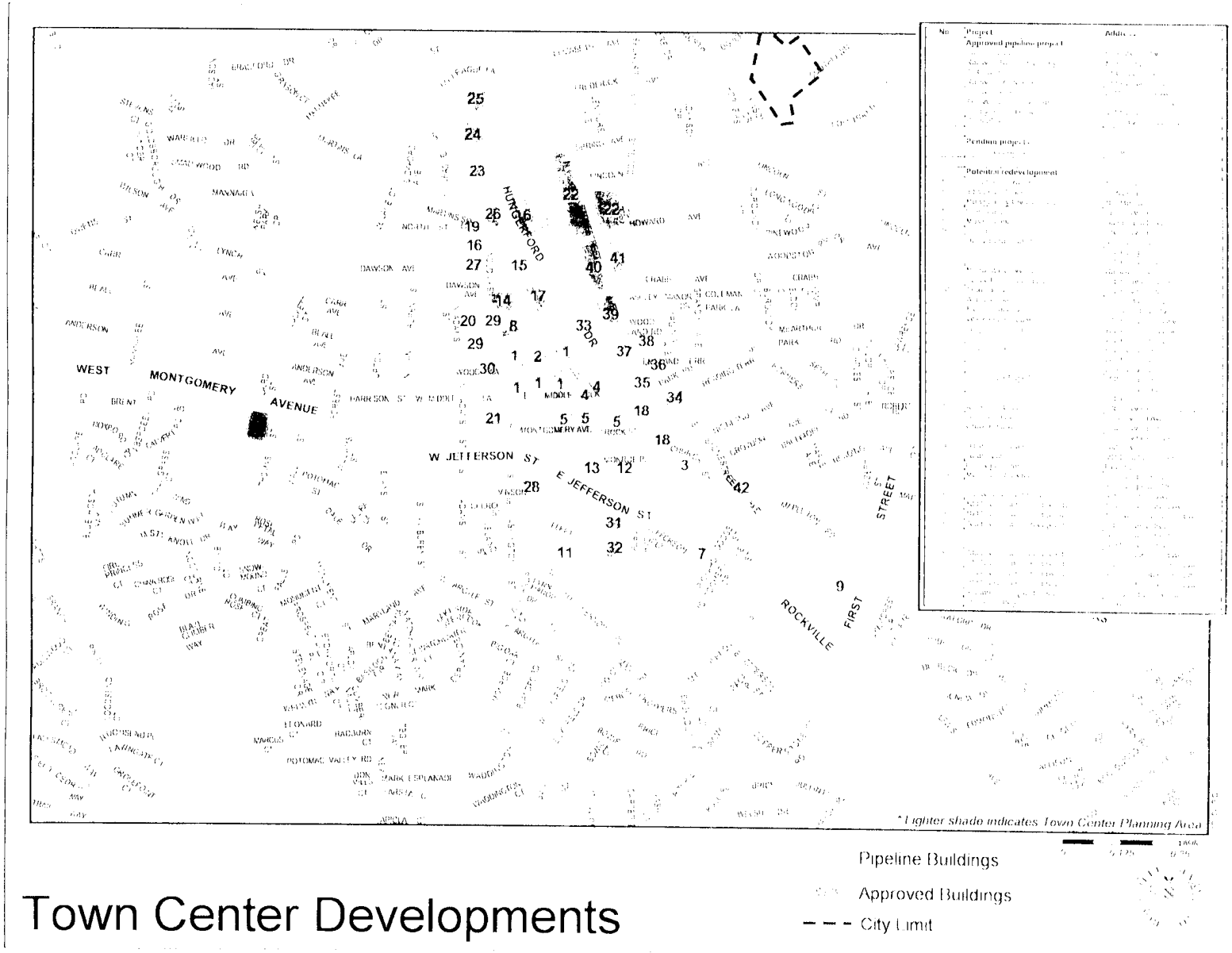
- The extension of Dawson Avenue to the east, terminating with at an intersection with MD 355 (Hungerford Drive).
- The extension of Maryland Avenue to the north, terminating at a roundabout with the future Dawson Avenue.
- The extension of Fleet Street between Mount Vernon Place and Ritchie Parkway.
- The creation of Newmarket Street, a one-way street in the northbound direction, from East Middle lane to Beall Avenue. This street will be located approximately equidistant between North Washington Street and the future Maryland Avenue (about 280 feet from either existing street).
- The creation of Renaissance Avenue, a two-lane, two-way street from East Montgomery Avenue to East Middle Lane. This street will be between Maryland Avenue and Monroe Street, across from the access to the Foulger-Pratt Rockville Metro Plaza.
- The addition of a median on Beall Avenue between North Washington Street and MD 355.

The following intersection improvements were assumed to be completed for the traffic analyses in the future years:

- *West Jefferson Avenue and Great Falls Road.* West approach is changed from one exclusive left turn lane, two through lanes, and an exclusive right turn lane to one exclusive left turn lane, one through lane, and a shared through and right turn lane. Construction on this change is now complete.
- *West Montgomery Avenue and Nelson Street.* East approach is changed from two through lanes and a channelized right turn to two through lanes and a shared through and right turn lane. South approach is changed from a shared

through and left turn lane and a free-flow right turn lane to a shared through and left turn lane and a non-free-flow right turn lane.

- *Maryland Avenue and East Middle Street.* Intersection is changed from an unsignalized to a signalized intersection.



Town Center Developments

Figure 2. Town Center Developments.

3. Traffic Projection Methodology

The projected traffic volumes for the three future scenarios were derived by adding the projected increase in trips from each development in each scenario to the background traffic. BMI-SG created Excel spreadsheets to perform trip generation and trip distribution calculations and modified the Excel spreadsheets provided by City staff to perform traffic assignments, CLV analysis, and level of service (LOS) calculations.

3.4.1 Trip Generation

The AM and PM peak hour traffic generated from each scenario was determined using ITE trip generation rates obtained from the 7th Edition of the *ITE Trip Generation Manual*. Retail developments were assumed to consist of one-third high turnover sit-down restaurant and two-thirds retail shopping. Trips generated by developments classified as "other" were evaluated by the closest land use provided by the Trip Generation Manual and when the specific use could not be determined, trips generated were assumed to be 1 trip per 1000 square feet of floor area. Table 2 shows the equivalent land use types in parenthesis as defined in the *Trip Generation Manual* for the specified development types for this study. The number of trips generated for each scenario are shown in Table 3 and Appendix B details the trips generated by each development parcel in each scenario.

Table 2. Trip Generation Manual Equivalent Land Use Types

Development Type	ITE Land Use
Office	General Office Building (710)
Retail	Specialty Retail Center (814) High-Turnover Sit-down Restaurant (932)
Industrial	General Light Industrial (110)
MF	Mid-Rise Apartment (223)
SFA	Residential Condominium/Townhouse (230)
SFD	Single-Family Detached Housing (210)

Table 3. Trip Generation Totals for Each Scenario

Scenario	AM Peak		Total	PM Peak		Total
	In	Out		In	Out	
Existing	5494	2119	7612	3324	6467	9792
Baseline (approved pipeline projects)	2835	923	3758	1263	3039	4302
Scenario 1	3963	1596	5559	2394	4722	7116
Scenario 2	3528	1622	5150	2399	4280	6679
Scenario 3	4515	1933	6448	2772	5258	8030

BMI-SG then adjusted the trips generated to account for the mode share for the residential trips generated. Using mode-choice data from the 1994 Census update and year 2000 Census data, it was determined that the number of trips generated from the Trip Generation Manual would be reduced by 20 percent. Office trips were reduced by 15 percent.

BMI-SG then developed estimates of trip capture rates for the proposed retail for each development. Trip capture rates estimate the portion of existing trips that are captured by a proposed new development. Rates were developed using information from the *ITE Transportation and Land Development Manual* and engineering judgment and are 15 percent.

The final estimated number of peak hour trips generated for each scenario by development parcel is shown in Appendix B.

3.4.2 Trip Distribution

BMI-SG developed generalized trip distributions for the net new site generated trips based on existing geometry, existing traffic volumes and future traffic forecasts from the COG/TPB Travel Forecasting Model, version 2.1c (i.e., new trips = total site generated trips less captured trips). Some of the new site-generated trip productions were distributed to new site-generated attractions (i.e., I-I trips). Most of the new site-generated trip productions and attractions were distributed to external stations at the cordon line of the study area (i.e., I-X and X-I trips). A generalized distribution of these trips is shown in Figure 3. The generalized equivalent number of trips based on this distribution are included in Appendix B.

3.4.3 Traffic Assignment

Trips to/from external stations were assigned to the roadway network to planned parking garage/public-shared parking facilities identified by the City staff for each development parcel. This traffic assignment was completed for both the AM and PM peak hours for each scenario, resulting in an initial estimate of traffic through the network for the three development scenarios. These initial traffic assignment estimates were then refined based on the available capacity at intersections throughout the entire network to result in the final traffic projections for each scenario. That is, when the ratio of the volume to the capacity (v/c ratio) for a selected intersection was one or greater (i.e., the volume exceeded the capacity for the intersection) and another intersection on an alternative route had a v/c ratio less than one, trips were routed through to the intersection with the lower v/c ratio.

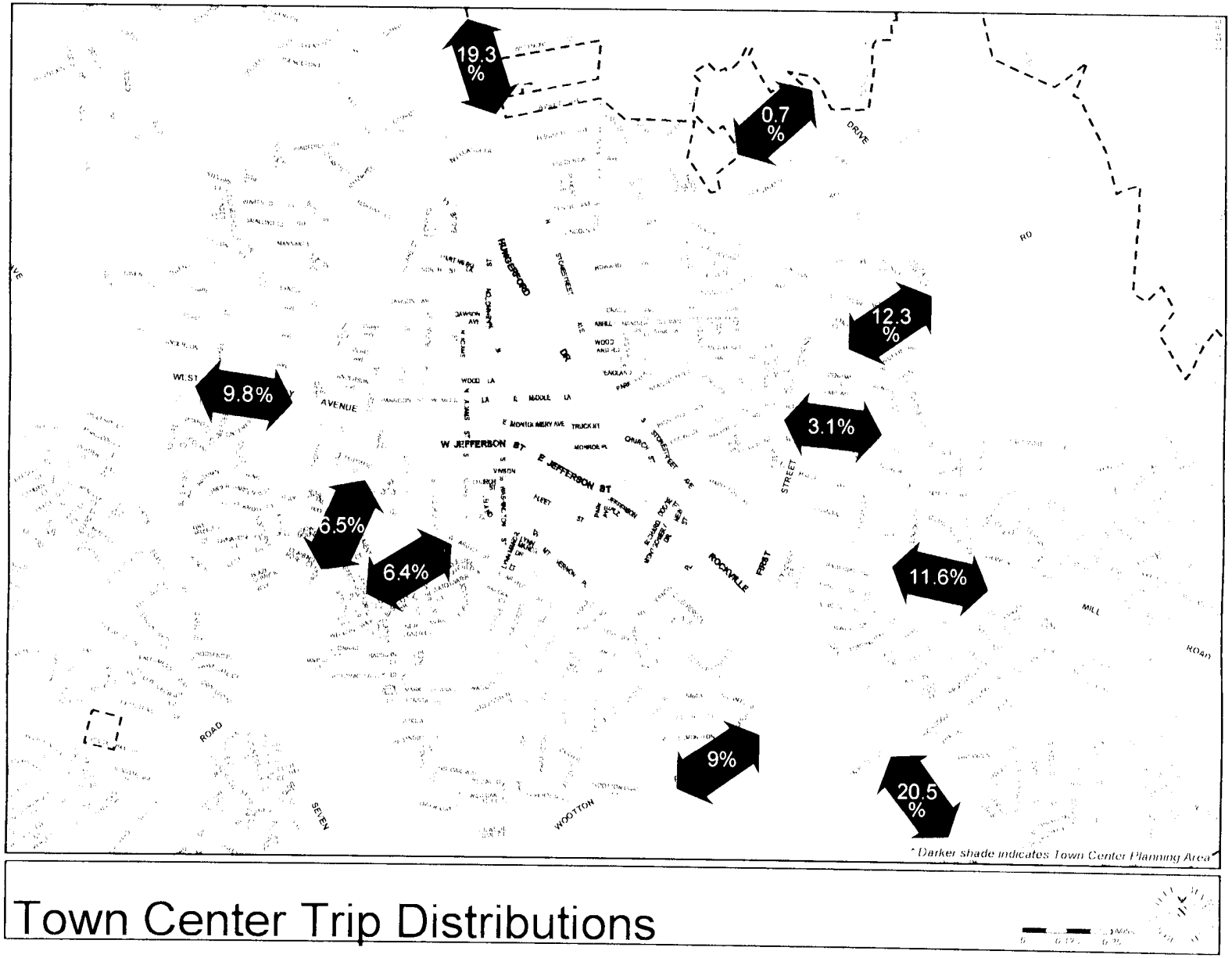
3.5 Development of Additional Scenarios

After an initial review of the amount of development, number of trips generated, and congestion levels for the existing, baseline, and three development scenarios, City staff determined that Scenario 1 was no longer a desirable development option and that other

more probable development scenarios should be analyzed. Therefore, the final level of traffic congestion was not obtained for Scenario 1. Instead, BMI-SG was directed to evaluate the amount of traffic congestion for a future development target year of 2006 and a future development target year of 2015. As a result, BMI-SG developed AM and PM peak hour traffic projections for the following scenarios:

- 2006 Scenario 2
- 2006 Scenario 3
- 2015 Baseline
- 2015 Scenario 2
- 2015 Scenario 3

The 2006 scenarios represent the "worst case" or earliest potential growth scenario, while the 2015 scenarios represent a more realistic to latest potential growth scenario. The effects of each growth scenario for years in between 2006 and 2015 can be interpolated based on the results of these scenarios. Traffic projections for additional scenarios were developed as part of the sensitivity analysis described in Section 4.5.3.



Town Center Trip Distributions

Figure 3. Town Center Distribution.

4. TRAFFIC OPERATIONAL ANALYSIS

4.1 Methodology

BMI-SG performed traffic operational analyses of the 25 key intersections for both weekday AM and PM peak hours, focusing on the existing traffic conditions and the estimated traffic impacts associated with the potential future development scenarios.

4.1.1 Level of Service Analysis (Critical Lane Volume Method)

The critical lane volume method (CLV) was utilized to calculate the level of service (LOS) for the key intersections. The CLV method provides a basic assessment of whether or not capacity is likely to be exceeded given the traffic demand and intersection geometry. The procedure does not consider traffic composition or specific geometrics such as lane width, turn bay length, parking conditions, etc. Rather, the CLV method identifies critical movements at an intersection by assigning vehicles to specific lanes. Traffic is assigned to specific lanes through the use of lane use factors. These lane use factors are applied to the traffic volumes for a specific movement based on the number of lanes. The lane use factors used for this analysis are shown in Table 4.

Table 4. Lane Use Factors

Number of Lanes	Lane Use Factor
Through	
1	1
2	0.525
3	0.36
4	0.3
5	0.25
Left Turns	
1	1.1
2	0.6
3	0.38

The total critical lane volume for the intersection is determined by summing the maximum single lane volume for a particular movement for a signal phase. Two-way stop controlled intersections are assumed to have two signal phases. The total critical lane volume is then compared to the capacity of the intersection, which is a function of the cycle length and the number of phases for the traffic signal. Table 5 shows the capacity utilized for various cycle lengths and phases.

Table 5. Intersection Capacity (vph)

Cycle Length (sec) \ No. of Phases	2	3	4
60	1500	1400	-
90	1600	1500	1400
120	1650	1600	1500
150	1700	1650	1550

The total critical lane volume divided by the capacity results in a volume to capacity ratio (v/c ratio) for the intersection, which is used to determine the LOS of the intersection. LOS values for different v/c ratios are presented in Table 6.

Table 6. LOS Threshold Values

v/c Ratio	LOS
0.0-0.59	A
0.6-0.69	B
0.7-0.79	C
0.8-0.89	D
0.9-0.99	E
>1.0	F

4.1.2 Simulation (Synchro/CORSIM Analysis)

The analyses also employed the use of computer traffic simulation techniques to evaluate the downtown street system. Simulation techniques provide a truer estimate of traffic performance, particularly when dealing with traffic flows and the effects of one roadway location on another. BMI-SG applied the Synchro and CORSIM computer traffic simulation models to perform these traffic operational analyses. The analyses focused on evaluating the traffic performance at the key 25 intersections in the study area as a "system", rather than evaluating each intersection independently, as is the case with the CLV analysis.

CORSIM models traffic operations based on a user specified street network that details roadway geometry, lane use, traffic control devices, traffic volumes, turn movements, types of vehicles and various driver types. The simulated street network can be analyzed in two different ways. First, by comparing various simulated output measures of effectiveness (MOEs) that measure the street network's traffic performance. MOEs, such as vehicle travel time, average speed, delay/stop time, phase failures, queue lengths, and fuel consumption can be used to make quantitative comparisons between different improvements.

A second way to analyze the simulation results is by using TRAFVU. CORSIM's graphical output software program. This program allows the user to view graphical animations of traffic flows on the representative street network. One of the primary benefits of viewing the street network with TRAFVU is that movement conflicts and areas with congestion can be easily identified and the effects of various improvements can be seen. Likewise, side-by-side windows can be used to compare one alternative to another.

In the Rockville Town Center traffic analysis, both the comparison of MOEs and TRAFVU were used. Various simulation MOEs, such as queue lengths, control delay, phase failures, etc. were used to assess the traffic impacts of existing conditions and the three development scenarios. TRAFVU was used to visually display and review the results of the simulated condition.

One of the primary MOEs from CORSIM is vehicular delay, which forms the basis for LOS. Simply put, LOS is a subjective description of traffic performance. The basis of LOS can be found in the *2000 Highway Capacity Manual (2000 HCM)*. In the case of the Rockville traffic study, the evaluation of traffic performance focused on the downtown street system. The study area system was composed of arterial and collector streets and 62 signalized and unsignalized intersections. The analyses concentrated on the 25 key signalized intersections identified by the City staff.

For signalized intersections, levels of service are evaluated based upon average vehicle delay experienced by vehicles entering an intersection. Control delay (or signal delay) includes initial deceleration delay, queue move-up time, stopped delay and final acceleration delay. The levels of service associated with signalized intersections are summarized in Table 7.

Table 7. Level of Service at Signalized Intersections (2000 HCM).

Level of Service (LOS)	Control Delay (seconds)	Description
A	≤ 10.0	Free Flow/Insignificant Delays
B	10.1 - 20.0	Stable Operation/Minimal Delays
C	20.1 - 35.0	Stable Operation/Acceptable Delays
D	35.1 - 55.0	Approaching Unstable/Tolerable Delays
E	55.1 - 80.0	Unstable Operation/Significant Delays
F	≥ 80.0	Forced Flow/Excessive Delays

Using CORSIM, BMI-SG simulated the traffic performance along the Rockville Town Center street system for the existing conditions and the three potential future development scenarios. Then, using TRAFVU, we evaluated the study network. For a

given simulation condition. TRAFVU provided graphical animations of traffic performance along the representative street network, where areas of conflicts and levels congestion (i.e., queuing) could be identified.

In addition, BMI-SG compared simulated measures of effectiveness (MOEs) to quantify traffic performance. All MOE threshold values applied in the study were based on the values found in the *2000 Highway Capacity Manual*.

For each simulation, the MOEs were evaluated in two ways. First, the study area street system was divided into five primary travel corridors. The five primary corridors were defined as:

- Eastbound (EB) and Westbound (WB) MD 28- from Nelson St. to Intersection of Viers Mill Rd. and First St.
- Northbound (NB) and Southbound (SB) MD 355- From Woot on Pkwy. to Mannakee St.
- Northbound (NB) and Southbound (SB) North Washington Street- from West Jefferson St. to MD 355
- Northbound (NB) and Southbound (SB) Maryland Avenue- from Great Falls Rd. to West Jefferson St.
- Northbound (NB) and Southbound (SB) Great Falls Road- from Maryland Ave. to West Jefferson St.

For each of the above primary travel corridors, the overall simulated MOEs for total travel time, average speed and the corresponding level of service were estimated.

According to the classification criteria established in the *2000 Highway Capacity Manual*, the arterial streets within the Rockville study area are considered Class III and Class IV facilities. Class III facilities have average free flow speeds of about 30 mph and access and signal spacing is less dense than that of Class IV facilities and through movement of traffic is of greater importance. Class IV facilities have an average free flow speed of 25 mph or less. Based on the criteria in the *2000 Highway Capacity Manual*, the five primary travel corridors can be classified as follows:

- Eastbound (EB) and Westbound (WB) MD 28- Class III
- Northbound (NB) and Southbound (SB) MD 355- Class III
- Northbound (NB) and Southbound (SB) North Washington Street- Class IV
- Northbound (NB) and Southbound (SB) Maryland Avenue- Class IV
- Northbound (NB) and Southbound (SB) Great Falls Road- Class IV

The levels of service associated with these types of arterial streets are summarized in Table 8 below.

Table 8. Arterial Street LOS Performance

Level of Service (LOS)	Class III Arterial Streets Average Travel Speed (mph)	Class IV Arterial Streets Average Travel Speed (mph)
A	>30	>25
B	>24-30	>19-25
C	>18-24	>13-19
D	>14-18	>9-13
E	>10-14	>7-9
F	< 10	< 7

4.1.2.1 Conditions Analyzed

CORSIM simulations were performed for weekday AM and PM peak hour traffic flows on the Rockville Town Center street network. Specifically, the following four traffic conditions were evaluated:

- 2002 Existing
- 2006 Baseline
- 2006 Baseline with Improvements- Option 1 (intersection improvements and convert two-way left-turn lane on MD 28 from Nelson St. to Great Falls Rd. to reversible through lane)
- 2006 Baseline with Improvements- Option 2 (intersection improvements without two-way left-turn lane conversion on MD 28)

This resulted in two individual simulated time periods for each of the four networks, for a total of eight different simulation conditions

4.1.2.2 Building the CORSIM Simulation

The first step in building the CORSIM model for the study area was to collect the data required to specify the characteristics of the street network. The process began by assembling the geometric data of the downtown street system provided by the City staff. Based on aerial photography, maps, and drawings, an initial CORSIM network was created.

Field measurements of the number of lanes, lane channelization, turn bays lengths, turn restrictions, locations of side streets, etc. were conducted to verify the study area network. This data was then used to confirm that the CORSIM network adequately represented the geometric characteristics of the study area. Next, detailed information on the type of traffic control at all key intersections of the study area was collected and field verified. In order to simulate the existing conditions, current traffic signal timings and phase operations were obtained from the Maryland State Highway Administration

MDSHA, Montgomery County Department of Public Works and Transportation (DPW&T), and the City of Rockville.

The final step in constructing the CORSIM simulation was to introduce the specific peak hour traffic volumes to be simulated. BMI-SG incorporated the existing (balanced) turning movement volumes, as described in Section 2 of this report, into the CORSIM simulation for the AM and PM peak hours of traffic.

4.1.2.3 Calibration/Validation

The CORSIM simulation was calibrated/validated against existing traffic conditions. Two separate CORSIM simulation cases were performed, one for AM (8-9) and one for PM (5-6) peak hour conditions. In each case, simulation output measures such as control delay and queue length were compared against observed field conditions. Adjustments were made to lane usage, signal timings and other traffic characteristics in the model until the simulated results compared closely with field observations. After these calibration adjustments were made, it was found that the simulated measures of effectiveness were in reasonable agreement with field observations.

4.2 Existing Conditions

BMI-SG balanced existing traffic counts for the street network within the study area. These balanced volumes were then used to perform a level of service (LOS) analysis of the 25 key intersections using the critical lane volume analysis technique (CLV) as described in Section 4.1.1. Then, based on data collection, calibration, and validation, a simulation of AM and PM peak hour traffic conditions for the entire roadway network within the study area was developed using CORSIM. Figure 4 illustrates the street network used to simulate the AM and PM peak hour traffic flows for existing conditions.

4.2.1 Level of Service Analysis (Critical Lane Volume Method)

The AM and PM peak hour volume-to-capacity ratio (v/c ratio) and LOS for the 25 key intersections are shown in Table 9.

Table 9. Existing v/c Ratio and Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	v/c Ratio	LOS	v/c Ratio	LOS
Manakee St. & MD 355	0.90	E	0.72	C
N. Washington & MD 355	0.77	C	0.85	D
N. Washington & Martins Ln	0.37	A	0.50	A
Beall Ave & N. Washington	0.53	A	0.50	A
Maryland Av & Beall (Fut.)				
Beall Ave & MD 355	0.67	B	0.60	B
W. Middle Ln & N. Washington	0.43	A	0.37	A
Maryland Av & Middle Ln	0.55	A	0.60	B

E. Middle Ln & MD 355	0.94	E	0.88	D
Park Rd & N. Stonestreet	0.50	A	0.38	A
Park Rd & S. Stonestreet	0.61	B	0.57	A
W. Montgomery & N. Washington	0.54	A	0.53	A
MD 355 & Church St/Monroe Pl	0.76	C	0.68	B
W. Montgomery Av & Laird St	0.87	D	0.89	D
W. Jefferson & Great Falls Rd	0.99	E	0.93	E
Jefferson St. & N. Washington	0.64	B	0.58	A
Jefferson St & Maryland Ave	0.77	C	0.74	C
Jefferson St & Monroe St	0.66	B	0.62	B
MD 355 & W. Jefferson/Viers Mill	0.78	C	0.89	D
Falls Road & Maryland Av	0.60	B	0.64	B
MD 355 & Richard Montgomery Dr	0.69	B	0.57	A
MD 355 & First St/Wootton Pkwy	0.96	E	0.90	E
Viers Mill Rd & First St	**0.86**	**D**	**1.04**	**F**
W. Montgomery Ave. & Nelson St	0.83	D	0.81	D
First St. & Baltimore Rd.	0.67	B	0.99	E

The CLV analysis results show that traffic volumes at the intersection of Viers Mill Road and First Street exceeds the intersection's capacity, resulting in a LOS of "F" during the PM peak hour (results are highlighted in red). Five other intersections operate very near capacity (LOS of "E" and highlighted in yellow), meaning significant delays can occur at these intersections also. These intersections are all "gateway" points into and out of the downtown area. Traffic congestion at intersections within the city does not appear to be as bad. CLV analysis details are provided in Appendix C.

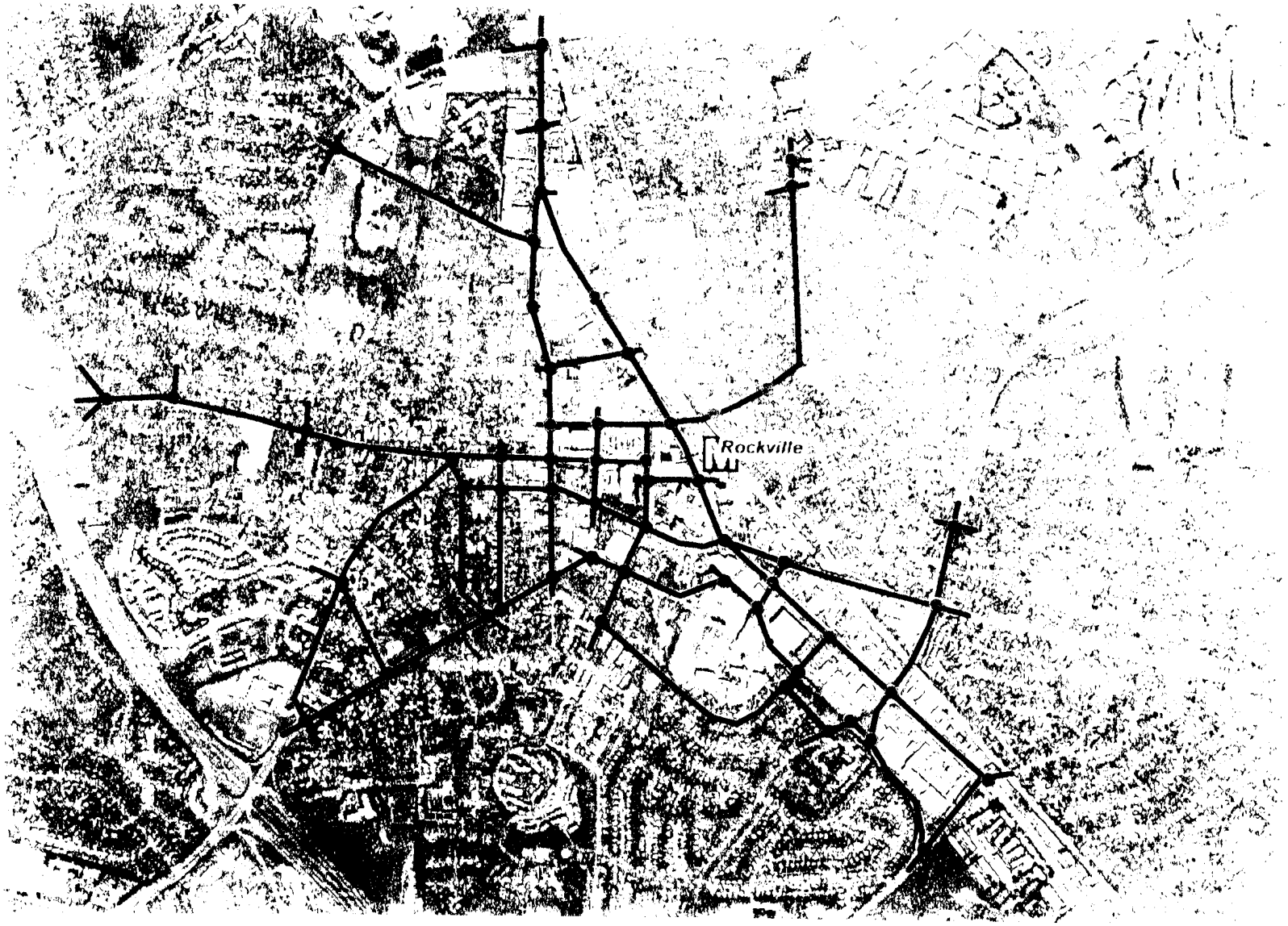


Figure 4. Existing CORSIM Network.

4.2.2 Simulation (Synchro/CORSIM) Analysis

Using CORSIM, computer traffic simulation analyses of the existing conditions were conducted for the AM and PM peak hour traffic flows. Overall, the simulation results revealed several traffic problem locations in the study area's street system during the peak hours analyzed.

One of the most notable problem areas as demonstrated by TRAFVU is the intersection of West Jefferson Ave./West Montgomery Ave. and Great Falls Road. At this intersection there are a large number of vehicles turning left from the eastbound approach competing with westbound through traffic. The result is that more time is dedicated to the eastbound movement to ensure the short left turn bay does not stack up too much, leaving less time for the westbound through movement, causing queues to extend beyond North Adams Street.

Table 10 summarizes the traffic performance along each of the primary travel corridors within the study area. The results are based upon the simulated existing traffic measures of effectiveness. These measures were used to quantify the traffic performance associated with the AM and PM peak hour traffic conditions.

Table 10. Existing Level of Service on Primary Travel Corridors

Existing Conditions – AM Section	Travel Time (min)	Speed (mph)	Level of Service
Eastbound (EB) MD 28- from Nelson St. to Intersection of Viers Mill Rd. and First St.	9.9	11.1	E
Westbound (WB) MD 28- from Intersection of Viers Mill Rd. and First St. to Nelson St.	8.5	13.0	E
Northbound (NB) MD 355- From Wootton Pkwy. To Mannakee St.	5.5	17.6	D
Southbound (SB) MD 355- From Mannakee St. to Wootton Pkwy.	7.5	12.9	E
Northbound (NB) North Washington Street- from West Jefferson St. to MD 355	3.6	10.3	D
Southbound (SB) North Washington Street- from MD 355 to West Jefferson St.	2.6	13.7	C
Northbound (NB) Maryland Avenue- from Great Falls Rd. to West Jefferson St.	2.4	20.4	B
Southbound (SB) Maryland Avenue- from West Jefferson St. to Great Falls Rd.	2.1	22.5	B
Northbound (NB) Great Falls Road- from Maryland Ave. to West Jefferson St.	2.4	16.3	C
Southbound (SB) Great Falls Road- from West Jefferson St. to Maryland Ave.	1.5	25.3	B

Existing Conditions- PM Section	Travel Time (Min)	Speed (mph)	Level of Service
Eastbound (EB) MD 28- from Nelson St. to Intersection of Viers Mill Rd. and First St.	7.6	14.5	D
Westbound (WB) MD 28- from Intersection of Viers Mill Rd. and First St. to Nelson St.	8.0	13.8	E
Northbound (NB) MD 355- From Wootton Pkwy to Mannakee St.	6.0	15.9	D
Southbound (SB) MD 355- From Mannakee St. to Wootton Pkwy.	6.0	16.1	D
Northbound (NB) North Washington Street- from West Jefferson St. to MD 355	7.5	4.9	F
Southbound (SB) North Washington Street- from MD 355 to West Jefferson St.	2.5	14.8	C
Northbound (NB) Maryland Avenue- from Great Falls Rd to West Jefferson St.	2.3	20.8	B
Southbound (SB) Maryland Avenue- from West Jefferson St. to Great Falls Rd.	2.3	20.6	B
Northbound (NB) Great Falls Road- from Maryland Ave. to West Jefferson St.	2.1	19.0	C
Southbound (SB) Great Falls Road- from West Jefferson St. to Maryland Ave.	1.6	24.9	B

The LOS for arterial street segments is sometimes higher than the LOS at individual intersections because delays are distributed along the length of the roadway section. Still, this is helpful in describing the level of congestion associated with a particular speed. Travel time is the best MOE for travel along the primary travel corridors since it can be easily understood and is easy to compare results between scenarios.

Table 10 describing travel times along the primary travel corridors alerts us to another critical area of congestion. Queues developing on northbound North Washington Blvd. increase travel time to a point where the LOS for the corridor is "F." This is primarily caused by the delay at the intersection of North Washington Street and MD 355. The CLV analysis showed this intersection operating at a LOS of "D." The CLV analysis was not able to entirely capture the delay at this intersection because it does not consider geometry or other detailed characteristics of the intersection approaches. At this intersection it appears that the sharp curve on the eastbound approach limits vehicle storage and increases driver response to the signal, causing queuing at this approach. The queuing on northbound N. Washington Street can be confirmed by viewing the simulation using TRAFVU.

4.3 2006 Baseline

BMI-SG added the growth in through trips and traffic generated from the approved pipeline projects provided by the City to the balanced existing traffic counts for the street network within the study area. These traffic volumes were then used to perform a level of service (LOS) analysis for the Baseline scenario at the 25 key intersections using the critical lane volume analysis technique (CLV) as described in Section 4.1.1. Then, based on the known roadway improvements for the year 2006, a simulation of AM and PM peak hour traffic conditions for the entire roadway network within the study area was performed using CORSIM. Figure 5 illustrates the street network used to simulate the AM and PM peak hour traffic flows for the baseline conditions.

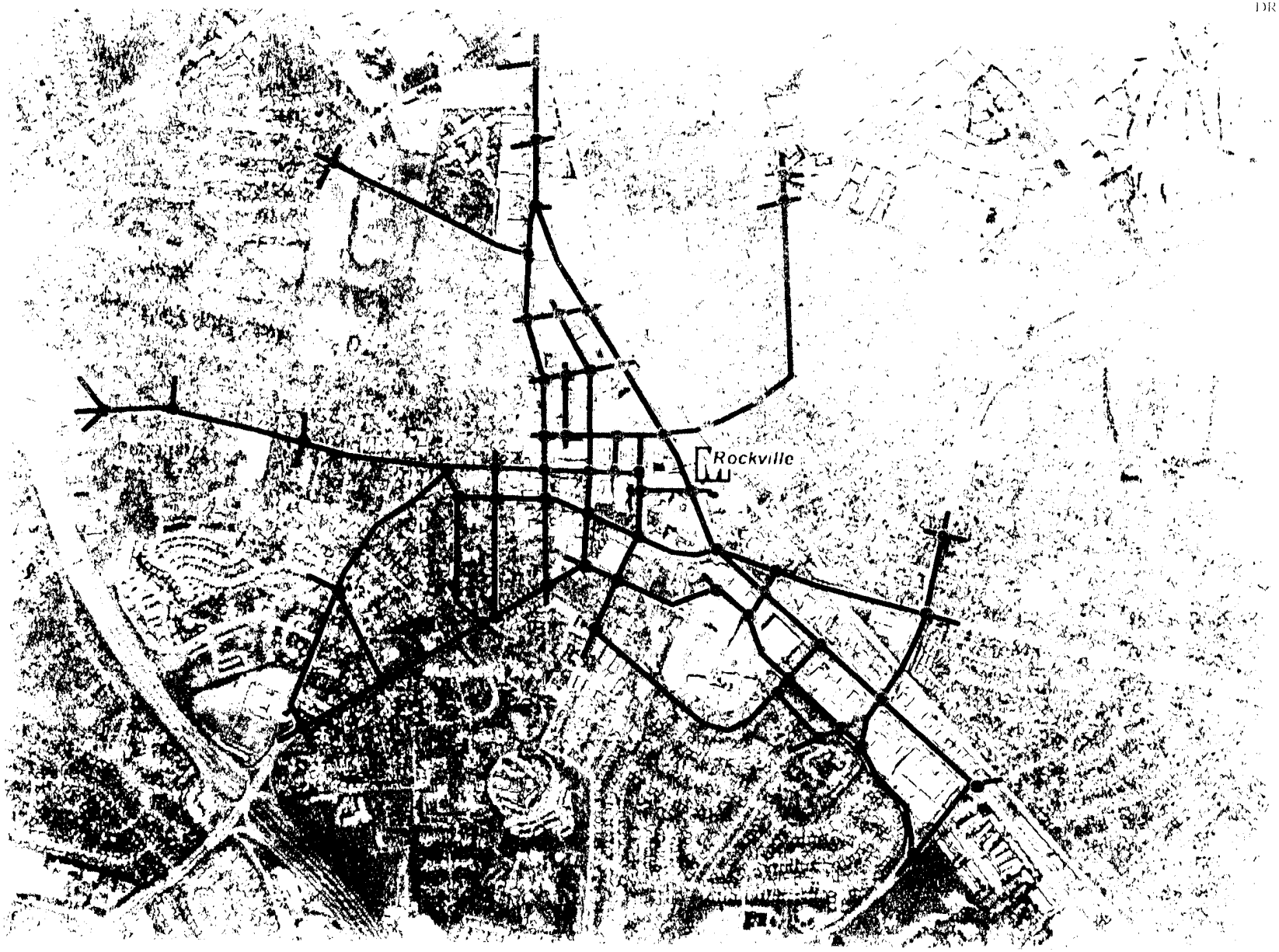


Figure 5. 2006 Baseline CORSIM Network.

4.3.1 Level of Service Analysis (Critical Lane Volume Method)

The AM and PM peak hour volume-to-capacity ratio and LOS for the 25 key intersections for the Baseline scenario are illustrated in Table 11.

Table 11. 2006 Baseline v/c Ratio and Level of Service

Intersection	AM Peak Hour		PM Peak Hour	
	v/c Ratio	LOS	v/c Ratio	LOS
Manakee St. & MD 355	[illegible]	[illegible]	[illegible]	[illegible]
N. Washington & MD 355	0.96	E	[illegible]	[illegible]
N. Washington & Martins Ln	0.41	A	0.57	A
Beall Ave & N. Washington	0.61	B	0.56	A
Maryland Av & Beall (Fut.)	0.17	A	0.40	A
Beall Ave & MD 355	0.93	E	0.80	D
W. Middle Ln & N. Washington	0.61	B	0.63	B
Maryland Av & Middle Ln	1.01	F	[illegible]	[illegible]
E. Middle Ln & MD 355	1.31	F	[illegible]	[illegible]
Park Rd & N. Stonestreet	0.59	A	0.46	A
Park Rd & S. Stonestreet	0.80	D	0.65	B
W. Montgomery & N. Washington	0.69	B	0.83	D
MD 355 & Church St & Monroe Pl	0.88	D	0.81	D
W. Montgomery Av & Laird St.	[illegible]	[illegible]	[illegible]	[illegible]
W. [illegible] & Falls Rd	[illegible]	[illegible]	[illegible]	[illegible]
Jefferson St & N. Washington	0.81	D	0.76	C
Jefferson St & Maryland Ave	[illegible]	[illegible]	[illegible]	[illegible]
Jefferson St & Monroe St	0.82	D	0.98	E
[illegible] & Clark Mill	[illegible]	[illegible]	[illegible]	[illegible]
Falls Road & Maryland Av	0.66	B	0.92	E
MD 355 & Richard Montgomery Dr	0.90	E	0.75	C
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
W. Montgomery Ave. & Nelson St.	0.80	D	0.73	C
First St. & Baltimore Rd.	[illegible]	[illegible]	[illegible]	[illegible]

The LOS results show that 11 of the 25 key intersections operate at a LOS of "F" (highlighted in red) during one of the peak hours and an additional four intersections operate at a LOS of "E" (highlighted in yellow). The existing CLV analysis showed that one intersection operates at a LOS of "F" and five intersections operate at a LOS of "E." The additional traffic from the approved pipeline projects is expected to cause significant additional delays over the existing conditions.

4.3.2 Simulation (Synchro/CORSIM Analysis)

Using CORSIM computer traffic simulation analyses of the baseline conditions were conducted for the AM and PM peak hour traffic flows. Overall, the simulation results revealed several traffic problem locations in the study area's street system during the peak hours analyzed.

Congestion at the intersection of West Jefferson Ave./West Montgomery Ave. and Great Falls Road continues to develop long queues as do many other intersections. The most significant delays are on the primary travel corridors, especially at the entry points to the city. This is even true for the intersection of MD 28 (Wes. Montgomery Ave.) and Nelson St. which in Table 11 was shown to operate at a LOS of "D" and "C" for the AM and PM peak hours, respectively. The two eastbound lanes that go through the intersection narrow to one lane to the east of the intersection, creating a choke point for traffic. Using TRAFVU and CORSIM the delay caused by this lane drop is easily recognized, however, since the CLV analysis technique only evaluates intersection operations, this problem is not apparent in the results obtained from this analysis.

Table 12 summarizes the traffic performance along each of the primary travel corridors within the study area. The results are based upon the simulated baseline traffic measures of effectiveness. These measures were used to quantify the traffic performance associated with the AM and PM peak hour traffic conditions.

Table 12. Baseline Level of Service on Primary Travel Corridors

Baseline – AM Section	Travel Time (min)	Speed (mph)	Level of Service
Eastbound (EB) MD 28- from Nelson St. to Intersection of Viers Mill Rd. and First St.	13.4	8.2	F
Westbound (WB) MD 28- from Intersection of Viers Mill Rd. and First St. to Nelson St.	11.4	9.7	F
Northbound (NB) MD 355- From Wootton Pkwy. to Mannakee St.	5.7	16.9	D
Southbound (SB) MD 355- From Mannakee St. to Wootton Pkwy.	6.2	15.5	D
Northbound (NB) North Washington Street- from West Jefferson St. to MD 355	3.4	10.7	D
Southbound (SB) North Washington Street- from MD 355 to West Jefferson St.	2.5	14.5	C
Northbound (NB) Maryland Avenue- from Great Falls Rd to West Jefferson St.	3.0	16.1	C
Southbound (SB) Maryland Avenue- from West Jefferson St. to Great Falls Rd.	2.9	16.7	C
Northbound (NB) Great Falls Road- from Maryland Ave. to West Jefferson St.	3.0	13.2	C
Southbound (SB) Great Falls Road- from West Jefferson St. to Maryland Ave.	1.6	24.8	B

Baseline – PM Section	Travel Time (Min)	Speed (mph)	Level of Service
Eastbound (EB) MD 28- from Nelson St. to Intersection of Viers Mill Rd. and Fris. S.	3.7	10.4	E
Westbound (WB) MD 28- from Intersection of Viers Mill Rd. and Fris. St. to Nelson S.	19.5	5.7	F
Northbound (NB) MD 355- From Wootton Pkwy to Mannakee S.	9.4	10.3	E
Southbound (SB) MD 355- From Mannakee St. to Wootton Pkwy.	9.7	9.9	F
Northbound (NB) North Washington Street - from West Jefferson St. to MD 355	3.7	10.0	D
Southbound (SB) North Washington Street - from MD 355 to West Jefferson St.	2.8	12.9	D
Northbound (NB) Maryland Avenue- from Great Falls Rd to West Jefferson St.	2.5	19.0	C
Southbound (SB) Maryland Avenue- from West Jefferson St. to Great Falls Rd.	2.8	17.1	C
Northbound (NB) Great Falls Road- from Maryland Ave. to West Jefferson St.	2.8	14.1	C
Southbound (SB) Great Falls Road- from West Jefferson St. to Maryland Ave.	1.6	24.5	B

Travel time on MD 28 in both directions for both peak periods is excessive, causing delay on streets connecting to MD 28. MD 355 is much worse in the PM peak hour where most of the primary travel corridors experience significant delay.

4.4 2006 Scenario 2 and Scenario 3

BMI-SG developed traffic projections for Scenario 2 and Scenario 3 and added it to the existing and background traffic to obtain the LOS for each scenario. The LOS for both scenarios are shown with the LOS for existing conditions and the Baseline in Tables 13 and 14. Traffic congestion under each scenario becomes increasingly worse with the number of intersections with a LOS of "F" increasing to 16 in Scenario 2 and 17 in Scenario 3.

Table 15 shows under which scenario and during which peak hour the 25 key intersections reach a LOS of "F" and the critical movements for those intersections that reach a LOS of "F." Improvements need to address these critical movements so that intersection capacity is maximized for the capital investment. The table shows that for many of the intersections through (T) movements and opposing left turn (OPL) are critical. This is often the case since these movements are competing for traffic signal time.

Table 13. AM Peak Hour Level of Service Summary

Intersection	Existing	Baseline	Scenario 2	Scenario 3
Manakee St. & MD 355	E	F	F	F
N. Washington & MD 355	C	E	F	F
N. Washington & Martins Ln	A	A	A	A
Beall Ave & N. Washington	A	B	C	C
Maryland Av & Beall (Fut.)	-	A	A	A
Beall Ave & MD 355	B	E	F	F
W. Middle Ln & N. Washington	A	B	C	D
Maryland Av & Middle Ln	A	F	F	F
E. Middle Ln & MD 355	E	F	F	F
Park Rd & N. Stonestreet	A	A	D	D
Park Rd & S. Stonestreet	B	D	C	D
W. Montgomery & N. Washington	A	B	D	E
MD 355 & Church St & Monroe Pl.	C	D	F	F
W. Montgomery Av & Laird St.	D	F	F	F
W. Jefferson & Great Falls Rd.	E	F	F	F
Jefferson St. & N. Washington	B	D	F	F
Jefferson St. & Maryland Ave	C	E	E	F
Jefferson St. & Monroe St.	B	D	F	F
MD 355 & W. Jefferson & Viers Mill	C	E	F	F
Falls Road & Maryland Av	B	B	D	E
MD 355 & Richard Montgomery Dr	B	E	E	F
MD 355 & First St & Wootton Pk	E	F	F	F
Viers Mill Rd & First St.	D	F	F	F
W. Montgomery Ave. & Nelson St.	D	D	D	D
First St. &Baltimore Rd.	B	D	E	F

Table 14. PM Peak Hour Level of Service

Intersection	Existing	Baseline	Scenario 2	Scenario 3
Manakee St. & MD 355	C	D	E	E
N. Washington & MD 355	D	F	F	F
N. Washington & Martins Ln	A	A	A	A
Beall Ave & N. Washington	A	A	C	D
Maryland Av & Beall (Fut.)	-	A	A	B
Beall Ave & MD 355	B	D	F	F
W. Middle Ln & N. Washington	A	B	C	D
Maryland Av & Middle Ln	B	F	F	F
E. Middle Ln & MD 355	D	F	F	F
Park Rd & N. Stonestreet	A	A	D	D
Park Rd & S. Stonestreet	A	B	D	D
W. Montgomery & N. Washington	A	D	F	F
MD 355 & Church St & Monroe Pl.	B	D	F	F
W. Montgomery Av & Laird St.	D	F	F	F
W. Jefferson & Great Falls Rd.	E	F	F	F
Jefferson St. & N. Washington	A	C	F	F
Jefferson St. & Maryland Ave	C	F	F	F
Jefferson St. & Monroe St.	B	E	F	F
MD 355 & W. Jefferson & Viers Mill	D	F	F	F

Falls Road & Maryland Av	B	E	E	E
MD 355 & Richard Montgomery Dr	A	C	D	E
MD 355 & First St & Wootton Pk	E	F	F	F
Viers Mill Rd & First St	F	F	F	F
W. Montgomery Ave. & Nelson St.	D	C	C	D
First St. &Baltimore Rd	E	F	F	F

4.5 2015 Traffic Analyses

This section of the report presents the findings of a series of traffic analyses that were undertaken to evaluate future Town Center traffic conditions in 2015. Baseline, Scenario 2 and Scenario 3 land use scenarios were tested under 2015 conditions, in addition to sensitivity analyses of the potential effects of construction of either the InterCounty Connector (ICC) or a new I-270 interchange at Gude Drive.

4.5.1 2015 Baseline Analysis

The 2015 baseline analysis assumed the same level of Town Center development as the 2006 baseline analysis. That is, no land use growth in the Town Center would occur beyond the existing and approved developments assumed in the 2006 baseline analysis. It was, however, necessary to assume that traffic traveling through the Town Center would increase over time due to projected growth in regional traffic from 2006 to 2015. In the context of this study, through trips are defined as those vehicle trips that travel through the Town Center that neither originate within the Town Center nor are destined to the Town Center. Significant through trip routes in the Town Center include MD 355, MD 28 and Viers Mill Road. Other roadways that carry through trips include Great Falls Road, Wootton Parkway and Maryland Avenue.

Through trips were analyzed for this study using outputs of the Metropolitan Washington Council of Governments regional travel demand model. This model is used for all major regional transportation-planning efforts and has been validated based on a wide range of traffic and survey data. Daily through trip patterns through the Town Center from the MWCOG model were converted to AM and PM peak hour trip patterns for use in the study.

The absolute number of peak hour through trips, and the relative proportion of through trips vs. internal trips, varies by roadway and location relative to the Town Center. For the Town Center area as a whole in 2006, through trips are projected to represent approximately 50% of traffic on the major roadways. In terms of absolute volumes, the highest through trip levels are seen on MD 355, MD 28 and Viers Mill Road. For example, during the AM peak hour, approximately 2,500 through trips enter or leave the Town Center on MD 355 north of Rockville. This represents approximately 52% of the total volume on this portion of MD 355. Within the Town Center, at the intersection of MD 355 & W. Jefferson St. & Viers Mill Rd., approximately 50% of the total traffic entering this intersection is through travel.

Table 15. Level of Service "F" Intersections and Critical Movements

("X" Denotes LOS F Condition)

INTERSECTION	EXISTING		BASELINE		SCENARIO 2		SCENARIO 3		CRITICAL MOVEMENTS
	AM	PM	AM	PM	AM	PM	AM	PM	
Manakee St. & MD 355			X		X		X		SB T OPL
N. Washington & MD 355				X	X	X	X	X	SB T-R OPL, EB L-T-R, NB T-R OPL, EB L-T-R
N. Washington & Martins Ln.									
Beall Ave & N. Washington									
Maryland Av & Beall St.									
Beall Ave & MD 355					X	X	X	X	SB T-R OPL, SB T-R OPL, WB T-R OPL
W. Middle Ln & N. Washington									
Maryland Av & Middle Ln			X	X	X	X	X	X	EB T OPL, NB L-TR OPL, EB L-T-R OPL OR WB L-T-R OPL, NB T-R AND SB L-T-R
E. Middle Ln & MD 355			X	X	X	X	X	X	SB T-R OPL, EB T OPL, NB T-R OPL OR SB T-R OPL, EB T OPL
Park Rd & N. Stonestreet									
Park Rd & S. Stonestreet									
W. Montgomery & N. Washington						X		X	WB L-T-R OPL, SB T OPL
MD 355 & Church St. & Monroe St.					X	X	X	X	SB T-R, EB T-R OPL OR WB T-R OPL, SB T-R OR NB T OPL, EB T-R OPL
W. Montgomery Av & Lincoln St.			X	X	X	X	X	X	WB T-R OPL, SB L-T-R OPL
W. Jefferson & Great Falls Rd.			X	X	X	X	X	X	WB T-R OPL, NB T-R, WB T-R OPL, SB T-L OPL
Jefferson St. & N. Washington					X	X	X	X	WB T OPL, NB T OPL, WB T OPL, SB T-R
Jefferson St. & Maryland Ave				X		X	X	X	SB T-L OPL, WB T-R OPL OR EB T-R OPL
Jefferson St. & Monroe St.					X	X	X	X	WB T-R OPL OR EB T-R OPL, NB L-T-R, NB L-T-R OPL, EB T-R OPL OR WB T-R OPL
MD 355 & W. Jefferson Viers Mill				X	X	X	X	X	SB L OPL, EB T, WB T, NB T OPL, EB T
Falls Road & Maryland Av									
MD 355 & Richard Montgomery Dr							X		SB L-T-R OPL, WB T-R OPL, SB T-R OPL, WB T-R OPL
MD 355 & First St. Wootton Pkwy			X	X	X	X	X	X	SB T OPL, WB T-R, EB T, SB T OPL OR NB T OPL, EB T
Viers Mill Rd & First St.	X	X	X	X	X	X	X	X	NB T OPL, WB T OPL, EB T-R OPL, SB T-R OPL OR NB T OPL
W. Montgomery Ave & Nelson St.									
First St. & Baltimore Rd			X		X	X	X		WB T, SB T OPL OR NB T, EB T-R OPL, NB T-R OPL

Critical Movement Codes:

SB, NB, EB & WB = southbound, northbound, eastbound & westbound
T = through movement
L = left movement
R = right movement
OPL = opposing left turn movement

Based on the MWCOG model, through trips are projected to increase by approximately 14% from 2006 to 2015. This growth in through trips can be expected to result in increased levels of congestion in the Town Center area. In addition, this growth means that approximately 53% of traffic on the major roadways will represent through traffic in 2015, as opposed to approximately 50% in 2006.

Table 16 presents a comparison of LOS under 2006 vs. 2015 baseline conditions. As shown, the projected growth in through trips will result in increasingly congested conditions, as evidenced by increased volume-to-capacity (v/c) ratios at 21 of the 25 key Town Center intersections.

Of these 21 intersections, seven will experience a degradation in intersection LOS of one letter grade, with three of these degrading from an acceptable LOS to an unacceptable LOS (i.e., LOS E or F).

4.5.2 2015 Scenario 2 and Scenario 3 Analyses

The future traffic impacts of Scenarios 2 and 3 were analyzed and compared to the 2015 baseline scenario. Table 17 presents the results of this analysis. Not surprisingly, the results of the 2015 scenario analyses mirror the results of the 2006 scenario analyses in that each of the two scenarios increases congestion at all but a few of the key intersections.

4.5.3 2015 Sensitivity Analysis

A sensitivity analysis was performed for 2015 that examined the potential traffic effects of constructing either the ICC or a new I-270 Gude interchange. This analysis relied on MWCOG model outputs to project the change in through trip travel patterns that would result from each proposed improvement. These revised through trips were then routed through the Town Center roadway network to produce LOS results at the key intersections. These LOS results were then compared to 2015 baseline results.

Construction of the ICC can be expected to reduce through traffic in the Town Center, particularly east-west through traffic oriented toward Route 28 and Viers Mill Road. North-south through traffic is also projected to decrease, but not as much as east-west through traffic. These findings are consistent with the findings of the ICC DEIS traffic analysis. Overall, construction of the ICC is projected to result in a 20% decrease in through travel on Town Center roadways.

Construction of the I-270 Gude interchange is also projected to result in a reduction of through travel on Town Center roadways. The greatest decreases are projected for through trips oriented between MD 355 and Falls Road, as well as trips on Route 28. As such, the I-270 Gude

Table 16. 2015 vs. 2006 Baseline LOS Comparison.

Intersections	2006 Baseline				2015 Baseline			
	AM		PM		AM		PM	
Manakee St. & MD 355	F	1.06	D	0.83				
N. Washington & MD 355	F	0.96	F	1.19				
N. Washington & Martins Ln	A	0.41	A	0.57				
Beall Ave & N. Washington	B	0.61	A	0.56				
Maryland Av & Beall (Fut.)	A	0.17	A	0.4	A	0.17	A	0.4
Beall Ave & MD 355	F	0.93	D	0.8				
W. Middle Ln & N. Washington	B	0.61	B	0.63				
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08
E. Middle Ln & MD 355	F	1.31	F	1.09				
Park Rd & N. Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S. Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65
W. Montgomery & N. Washington	B	0.69	D	0.83				
MD 355 & Church St & Monroe Pl	D	0.88	D	0.81				
W. Montgomery Av & Laird St	F	1.13	F	1.03				
W. Jefferson & Great Falls Rd	F	1.16	F	1.14				
Jefferson St & N. Washington	D	0.81	C	0.76				
Jefferson St & Maryland Ave	F	0.97	F	1.06				
Jefferson St & Monroe St	D	0.82	F	0.98				
MD 355 & W. Jefferson & Viers Mill	F	0.99	F	1.1				
Falls Road & Maryland Av	B	0.66	F	0.92				
MD 355 & Richard Montgomery Dr	F	0.9	C	0.75				
MD 355 & First St & Wootton Pk	F	1.1	F	1.15				
Viers Mill Rd & First St	F	1.06	F	1.28				
W. Montgomery Ave. & Nelson St	D	0.8	C	0.73	D	0.8		
First St. &Baltimore Rd	D	0.87	F	1.18			F	1.18

Legend.

Intersections with increased V/C ratios

Intersections with increased V/C ratios and worse LOS

Intersections with decreased V/C ratios

Intersections with decreased V/C ratios and better LOS

interchange is projected to reduce congestion on Route 28, MD 355 and Falls Road. Overall, construction of the I-270 Gude interchange is projected to result in an 8% decrease in through travel on Town Center roadways.

Table 18 presents the results of the sensitivity analysis in terms of 2015 LOS at the key intersections. Construction of the ICC is projected to result in decreased v/c ratios at 21 of the 25 key intersections. Construction of the I-270 Gude interchange is projected to result in decreased v/c ratios at 16 of the 25 key intersections. Although not shown in Table 18, it is interesting to note that construction of either improvement will result in improved v/c ratios and LOS at 11 of the key intersections as compared to 2006 baseline conditions. This is reflection of the fact that projected through trip reductions from either of the two improvements will offset projected increases in through travel from 2006 to 2015 on the Town Center roadway network.

Finally, sensitivity analyses were performed for land use scenarios 2 and 3. The overall finding was that, as land use developments in the Town Center come on line, internal trips oriented to and from the Town Center will displace through trips. This is because trips destined to and from the Town Center have to use the local roadway system, whereas through trips can divert to other roadways. For example, in 2015 under Scenario 3, through trips will represent approximately 38% of total traffic at the intersection of MD 355 & W. Jefferson St. & Viers Mill Rd., as compared to 53% under 2015 baseline conditions. In the years beyond 2015, this trend can be expected to continue, particularly as improvements are implemented in the I-270 corridor that may divert traffic from MD 355 back to I-27

Table 17. Scenario 2 and Scenario 3 LOS Results.

Intersections	2015 Baseline				2015 Scenario 2				2015 Scenario 3			
	AM		PM		AM		PM		AM		PM	
Manakee St & MD 355	F	1.12	E	0.9								
N Washington & MD 355	F	1.03	F	1.27								
N Washington & Martins Ln	A	0.42	A	0.58								
Beall Ave & N Washington	B	0.63	A	0.57								
Maryland Av & Beall (Lut)	A	0.17	A	0.4								
Beall Ave & MD 355	F	0.99	D	0.83								
W Middle Ln & N Washington	B	0.62	B	0.65								
Maryland Av & Middle Ln	F	1.01	F	1.08								
E Middle Ln & MD 355	F	1.37	F	1.15								
Park Rd & N Stonestreet	A	0.59	A	0.46								
Park Rd & S Stonestreet	D	0.8	B	0.65								
W Montgomery & N Washington	C	0.71	D	0.85								
MD 355 & Church St & Monroe Pl	E	0.93	D	0.87								
W Montgomery Av & Laird St	F	1.16	F	1.06								
W Jefferson & Great Falls Rd	F	1.2	F	1.19								
Jefferson St & N Washington	D	0.83	C	0.79								
Jefferson St & Maryland Ave	F	0.99	F	1.08								
Jefferson St & Monroe St	D	0.85	F	1								
MD 355 & W Jefferson & Viers Mill	F	1.05	F	1.17								
Falls Road & Maryland Av	B	0.68	E	0.95								
MD 355 & Richard Montgomery Dr	E	0.94	C	0.76								
MD 355 & First St & Wootton Pk	F	1.2	F	1.23								
Viers Mill Rd & First St	F	1.12	F	1.42								
W Montgomery Ave. & Nelson St	D	0.8	C	0.75	D	0.8						
First St &Baltimore Rd.	F	0.93	F	1.18								

Legend.

Intersections with increased V/C ratios.

Intersections with increased V/C ratios and worse LOS

Intersections with decreased V/C ratios.

Intersections with decreased V/C ratios and better LOS

Table 18. 2015 Sensitivity Analysis Results.

Intersections	2015 Baseline				2015 Baseline with ICC				2015 Baseline with Gude			
	AM		PM		AM		PM		AM		PM	
Manakee St. & MD 355	F	1.12	E	0.9								
N. Washington & MD 355	F	1.03	F	1.27								
N. Washington & Martins Ln	A	0.42	A	0.58	A	0.42						
Beall Ave & N. Washington	B	0.63	A	0.57								
Maryland Av & Beall (Lut.)	A	0.17	A	0.4	A	0.17	A	0.4	A	0.17	A	0.4
Beall Ave & MD 355	F	0.99	D	0.83					F	0.99	D	0.83
W. Middle Ln & N. Washington	B	0.62	B	0.65	B	0.62						
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08	F	1.01	F	1.08
E. Middle Ln & MD 355	F	1.37	F	1.15					F	1.37	F	1.15
Park Rd & N. Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S. Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65	D	0.8	B	0.65
W. Montgomery & N. Washington	C	0.71	D	0.85								
MD 355 & Church St & Monroe Pl	F	0.93	D	0.87					F	0.93	D	0.87
W. Montgomery Av & Laird St	F	1.16	F	1.06								
W. Jefferson & Great Falls Rd	F	1.2	F	1.19								
Jefferson St & N. Washington	D	0.83	C	0.79								
Jefferson St & Maryland Ave	E	0.99	F	1.08								
Jefferson St & Monroe St	D	0.85	F	1								
MD 355 & W. Jefferson & Viers Mill	F	1.05	F	1.17								
Falls Road & Maryland Av	B	0.68	E	0.95								
MD 355 & Richard Montgomery Dr	E	0.94	C	0.76			C	0.76	E	0.94	C	0.76
MD 355 & First St & Wootton Pk	F	1.2	F	1.23					F	1.2	F	1.23
Viers Mill Rd & First St	F	1.12	F	1.42							F	1.42
W. Montgomery Ave. & Nelson St	D	0.8	C	0.75								
First St. &Baltimore Rd	E	0.93	F	1.18			F	1.18			F	1.18

Legend.

Intersections with increased V/C ratios

Intersections with increased V/C ratios and worse LOS

Intersections with decreased V/C ratios

Intersections with decreased V/C ratios and better LOS

5 RECOMMENDED IMPROVEMENTS

The existing arterial roads in the City of Rockville experience significant amounts of delay. Traffic congestion becomes much worse on these routes in the 2006 Baseline Scenario. Eleven of the 25 key intersections are at a LOS of "F" and several more operate with significant delay in the 2006 Baseline condition. Furthermore, travel time on the primary corridors increases greatly in the baseline. Based on these results, the study team decided to focus on finding improvement options for the baseline condition. The study team identified and evaluated a range of geometric and traffic signal improvements to address the level of service deficiencies at the 11 LOS "F" intersections in the baseline. Table 19 details the various improvement options in terms of their effect on LOS, volume-to-capacity ratio (v/c ratio), impacts, and amount of improvement in LOS (expressed as a percent). Schematic illustrations of these improvements are provided in Appendix A. For example, at the Mannakee St. & MD 355 intersection, three options were tested: 1) adding a southbound through lane, 2) adding a northbound left lane and 3) adding a southbound right turn lane. Option 2 is the recommended option because Option 1, while showing a slightly greater decrease in CLV volume than Option 2, could lead to greater right-of-way (ROW) issues. Option 2 provides basically the same level of relief with less impact.

The shaded improvement options shown in Table 19 were then coded into the baseline CORSIM network. This hereafter will be referred to as Baseline Improvement Option 1, as described previously in Section 4.1.2.1. Table 20 shows the delay and LOS results for the 11 intersections obtained from the CORSIM simulation of this improvement option. In addition to improvements to these 11 intersections, improvements had to be identified for other intersections in the CORSIM simulation to minimize delay and ensure traffic was flowing through the network. These other improvements are as follows:

- *East Middle Lane and the Future RCI Street to the South*: This intersection was changed from an assumed stop-controlled intersection on the minor street to an intersection controlled with a traffic signal. The reason was that the high volume of traffic on East Middle Lane was preventing vehicles on the Future RCI Street from finding adequate gaps to enter East Middle Lane. This resulted in queues spilling over onto other streets and causing gridlock. The possibility of this improvement should be evaluated further.
- *East Middle Lane and Monroe Street*: This intersection was changed from an assumed stop-controlled intersection on the minor street to an intersection controlled with a traffic signal. Similarly to the intersection with East Middle Lane and the Future RCI Street, the high volume of traffic on East Middle Lane was preventing vehicles on the Monroe Street from finding adequate gaps to enter East Middle Lane. This resulted in queues spilling over onto other streets and causing gridlock. The possibility of this improvement should be evaluated further.
- *West Montgomery Avenue(MD 28) and Mannakee Street:* Along with the reversible middle lane on MD 28 between the intersection with Nelson Street to the intersection with Great Falls Road, the eastbound left turn into

Mannakee Street would have to be eliminated and vehicles wanting to turn into the development to the north of MD 28 would do so at Nelson Street or Laird Street, both of which are signalized.

The MOEs in Table 20 obtained from the CORSIM simulation for this improvement option show that there are significant improvements in delay and LOS for all intersections during the PM peak hour. However, delay during the AM peak hour increases dramatically at the intersection of MD 28 and Great Falls Road. This happens because eastbound traffic that is squeezed at the lane merge just to the east of the intersection of MD 28 and Nelson Street is eliminated in this improvement option, enabling more traffic to reach the intersection with Great Falls Road. Since little ROW exists at this intersection for additional improvements, a second improvement option was simulated using CORSIM. This improvement option, Baseline Improvement Option 2, maintains the baseline geometry for all intersections on MD 28 east of the intersection with Great Falls Road. In other words, the roadway will maintain the one lane in each direction with the two-way left turn lane. The MOEs for this option are also shown in Table 20. These results illustrate that most intersections still exhibit significant improvements in operations during both the AM and PM peak hours.

Tables 21 and 22 illustrate the travel time and resulting LOS for the Baseline Improvement Option 2. Travel time for each of the primary travel corridors remains about the same or is better for both peak hours with the most significant improvements occurring on MD 28. Specifically, westbound traffic on MD 28 experiences a reduction in travel time of 32% and 46% for the AM and PM peak hours, respectively.

In summary, the following improvements identified in Baseline Improvement Option 2 are recommended for implementation:

- Manakee St. and MD 355: add one northbound left turn lane
- North Washington and MD 355: add one eastbound left turn lane
- Maryland Ave. and East Middle Lane: make northbound and southbound approaches one left turn lane and one shared through/right turn lane
- East Middle lane and MD 355: change westbound left turn lane to westbound through lane and add one northbound left turn lane
- West Jefferson St. and Great Falls Rd.: add one westbound through lane to merge with other through lane at least 250 feet beyond intersection
- West Jefferson St. and Maryland Ave.: change northbound shared through/right lane to exclusive through and right turn lane (minimum of 250 feet long)
- MD 355 and MD 28: add one eastbound and westbound through lane and one northbound and southbound left turn lane
- MD 355 and Wootton Parkway/First Street: add one eastbound and westbound left turn lane
- Viers Mill Road and First Street: add one northbound through, one westbound through, and one eastbound through lane
- First Street and Baltimore Road: add one northbound through

Table 19. Improvement Options Evaluated for 2006 Baseline

Intersection	Option	Peak Hour	Baseline Improvement	Baseline v/c	Baseline LOS	Baseline Imp. v/c	Baseline Imp. LOS	CLV %Diff	Baseline Improvement Implementation Details	Other Impacts
Manakee St and MD 355	1	AM	Add SB Thru Lane	1.06	F	0.91	E	14	The SB thru lane on MD 355 should extend from north of Manakee Street to south of Edmonston Dr	ROW is a problem for a continuous SB T and may need to extend further than specified (outside of study area)
		PM		0.83	D	0.80	D	3		
	2	AM	Add NB Left Lane	1.06	F	0.93	E	12	There is a 6' approx. median from Manakee St to Frederick Ave (approx 800') which can be used partly for the left lane	
		PM		0.83	D	0.80	D	3		
	3	AM	Add SB Right Turn Lane	1.06	F	0.99	E	6		
		PM		0.83	D	0.83	D	0		
N. Wash. and MD 355	1	AM	Add NB Thru Lane	0.96	E	0.94	E	2	The NB thru lane on MD 355 should extend from south of Edmonston Dr to north of Manakee Street	ROW is a problem for a continuous NB T and may need to extend further than specified (outside of study area)
		PM		1.19	F	0.96	E	11		
	2	AM	Add EB Left Lane	0.96	E	0.91	E	5	The WB thru lane west of the intersection has to be realigned to accommodate the EB left lane	It may be required to remove the free right turn from the shared SB thru + right lane to accommodate this change
		PM		1.19	F	1.00	F	7		
Maryland Ave and Middle Ln	1	AM	Make NB and SB approaches 1L and 1TR. No split phasing	1.01	F	0.84	D	17	New signalized intersection	
		PM		1.08	F	0.84	D	21		
	2	AM	NB approch 1L and 1 TR, SB approach 1L 1TR	1.01	F	0.92	E	9	New signalized intersection	
		PM		1.08	F	0.95	E	12		
E. Middle Ln and MD 355	1	AM	Change EB 2T + 1R to EB 2T + 1TR and add 1 WB T	1.31	F	1.18	F	10	WB T west of the N Stonestreet Ave to the intersection may need additional ROW from NE quadrant of intersection. The EB thru lane may have to be discontinued under the bridge for ROW construction reasons	ROW availability is a significant problem
		PM		1.09	F	1.05	F	4		
	2	AM	Add 1NB and 1SB Thru lane	1.31	F	1.20	F	9	NB and SB thru lanes on MD 355 should extend between south of Edmonston Dr to north of Manakee Street	
		PM		1.09	F	1.00	F	9		
	3	AM	Add 1 NB L	1.31	F	1.22	F	7	NB left turn lane can be taken from median and right side of roadway by shifting NB lanes east slightly at intersection	
		PM		1.09	F	1.09	F	0		
	1+3	AM	Change EB 2T + 1R to EB 2T + 1TR and add 1 WB T and 1	1.31	F	1.08	F	17		
		PM		1.09	F	1.05	F	4		
	1+2+3	AM	Options 1, 2, and 3	1.31	F	0.97	E	26		
		PM		1.09	F	0.95	E	12		
	4	AM	Option 1+ Option 3 and eliminate WB L	1.31	F	0.96	E	22	WB traffic can make left at S Stonestreet which operates at higher LOS, thus utilizing existing capacity. Since this traffic would be heading south anyway, travel time increases should be minimal	Diverting traffic away from intersection not only utilizes existing capacity on S Stonestreet but minimizes impacts on pedestrians going to and from Rockville Town Center and Metro
		PM		1.09	F	0.89	D	13		
	5	AM	Change WB L to WB T (eliminate L) and add NB L	1.31	F	0.96	E	22	See comments in Option 4	
		PM		1.09	F	0.93	E	9		

Table 19. Improvement Options Evaluated for 2006 Baseline (Continued)

Intersection	Option	Peak Hour	Baseline Improvement	Baseline v/c	Baseline LOS	Baseline Imp. v/c	Baseline Imp. LOS	Ct V %Diff	Baseline Improvement Implementation Details	Other Impacts
W Mont Ave and Laird St	1	AM	Change EB from 1L+1TR to 1L1+1TR Change WB from 1L+1TR to 1L1TR	1.13	F	0.85	D	25	EB L can continue to intersection with Great Falls Rd WB vehicles wanting to turn left onto Williams St or Wall St can go SB on Great Falls Rd and turn right	
		PM		1.03	F	1.09	F	6		
	2	AM	AM Change EB from 1L+1TR to 1L1+1TR Change WB from 1L+1TR to 1L1TR PM Reverse lanes	1.13	F	0.85	D	25	AM EB L can continue to intersection with Great Falls Rd WB vehicles wanting to turn left onto Williams St or Wall St can go SB on Great Falls Rd and turn right PM EB L wanting to turn left onto Manakee St or Forrest Ave can turn left onto Laird St	
		PM		1.03	F	0.94	E	8		
W Jeff And Great Falls Rd	1	AM	Add WB Thru lane	1.11	F	0.83	D	25	The WB thru lane can take some the separation area for a distance of approx 150' west of the intersection The additional WB thru lane may continue beyond the curve section west of the intersection and then be terminated into a dual left turn lane	This option can include reversible lanes option
		PM		1.13	F	0.79	C	30		
Jeff St and Maryland Ave	1	AM	Change signal to 4 phases and cycle length to 150 seconds	0.97	E	0.94	E	0	Changes provide some relief of congestion and are fairly easy to make	No ROW impacts
		PM		1.06	F	1.03	F	0		
	2	AM	Option 1 + Add NB Left lane	0.97	E	0.94	E	0	No additional relief of congestion provided	
		PM		1.06	F	1.03	F	0		
	3	AM	Option 1 + change SB 1TR to 1T and 1R	0.97	E	0.94	E	0	Some additional relief of congestion provided, but too small for consideration of implementation	
		PM		1.06	F	1.00	F	3		
	4	AM	Option 1 + change NB 1TR to 1T and 1R	0.97	E	0.87	D	7	Some additional relief of congestion provided, but too small for consideration of implementation	
		PM		1.06	F	1.03	F	0		
	5	AM	Option 1 + EB Right Turn Lane	0.97	E	0.90	E	4	Some additional relief of congestion provided, but probably too small for consideration of implementation	
		PM		1.06	F	1.00	F	3		
	6	AM	Option 1 + WB T and EB T	0.97	E	0.78	C	17	Significant relief of congestion provided, however, serious ROW issues arise	
		PM		1.06	F	0.90	E	12		
	7	AM	Option1 + SB T	0.97	E	0.94	E	0	Significant relief of congestion provided during worst peak hour of congestion, however, serious ROW issues and lane connectivity arise	
		PM		1.06	F	0.87	D	15		

Table 19. Improvement Options Evaluated for 2006 Baseline (Continued)

Intersection	Option	Peak Hour	Baseline Improvement	Baseline v/c	Baseline LOS	Baseline Imp. v/c	Baseline Imp. LOS	CLV %Diff	Baseline Improvement Implementation Details	Other Impacts
MD 355 and MD 28	1	AM	Add 1 EB and WB Thru lane Remove the free SB R movement to controlled right turn movement	0.99	E	0.89	D	10	The WB thru lane can continue thru to the next intersection Monroe St and terminate as a right lane. The EB thru can continue and the northernmost thru lane becomes a left turn lane at Dodge St	The non-perpendicular nature of the intersection is beneficial for the operation of triple lefts on the NB and SB approaches
		PM		1.10	F	1.00	F	9		
	2	AM	Add 1NB and 1SB Left lane	0.99	E	0.95	E	4	The 150' NB and 250' SB left lanes can take some of the separation space between the thru and left lanes. Additional right of way may have to be acquired	
		PM		1.10	F	0.99	E	10		
	3	AM	Option 1+ Option 2	0.99	E	0.85	D	15	See comments for Option 1 and Option 2	
		PM		1.10	F	0.89	D	19		
MD 355 and Wootton Pkwy/First St	1	AM	Add 1 EB Left lane. Add 1 WB Left lane. Change E W signal phasing to non split	1.10	F	1.04	F	9	There is some ROW available to accommodate the additional left turn lane on the EB and WB approaches to the intersection	Additionally, the SB thru lane on MD 355 should extend from north of Manakee Street to south of Edmonston Dr and the NB thru lane on MD 355 should extend from south of Edmonston Dr to north of Manakee Street
		PM		1.15	F	1.10	F	7		
	2	AM	Add 1 EB Left lane. Add 1 WB Left lane. Change E W signal phasing to non split. Add 1 NB and SB thru lane	1.10	F	0.94	E	15	The NB and SB thru lanes on MD 355 should extend between south of Mt Vermon Pl to north of W Edmonston Dr	
		PM		1.15	F	0.98	E	15		
Viers Mill Rd and First St	1	AM	Add 1NB T, 1 WB T, and 1 EB T	1.06	F	0.89	D	16	NB T can be taken from NW quadrant and median. WB T can be accomodated by shiting EB lanes south and can end at S Stonestreet Ramp. EB T may require shifting WB lanes slightly and may require ROW from lot 905, but the remainder of the ROW should be abl	Extend NB T past intersection with Baltimore to 1st St Exit. ROW can be at least partially obtained from median. Split phasing not effective. Orientation adjusted to match geography
		PM		1.28	F	0.98	E	23		
First St and Baltimore Rd	1	AM	Add 1NB T	0.87	D	0.85	D	2	NB thru lane extends north of the intersection to the 1st St Exit where the northernmost thru lane becomes a left turn lane	Orientation adjusted to match geography
		PM		1.18	F	0.94	E	22		

Table 20. Intersection Delay and LOS for 2006 Baseline LOS "F" Intersections for Different Scenarios

Intersections	AM								PM							
	Existing		Baseline		Baseline w/ Impro Option 1		Baseline w/ Impro Option 2		Existing		Baseline		Baseline w/ Impro Option 1		Baseline w/ Impro Option 2	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Manakee St & MD 355	41.7	D	87.5	F	14.1	B	13.8	B	15.3	B	15.8	B	14.0	B	14.0	B
N Washington & MD 355	14.0	B	12.8	B	10.2	B	10.5	B	32.1	C	44.9	D	33.8	C	43.2	D
Maryland Av & Middle Ln	7.6	A	32.8	C	9.6	A	10.0	B	12.0	B	66.6	E	23.7	C	33.6	C
E Middle Ln & MD 355	40.0	D	68.8	E	43.8	D	43.5	D	31.0	C	44.9	D	31.4	C	41.3	D
W Montgomery Av & Laird St	23.9	C	38.8	D	63.3	E	34.0	C	37.7	D	70.4	E	23.9	C	22.3	C
W Jefferson & Great Falls Rd	28.4	C	74.0	F	106.4	F	55.9	E	24.9	C	42.0	D	23.0	C	25.3	C
Jefferson St & Maryland Ave	28.1	C	34.6	C	23.2	C	24.1	C	22.5	C	112.4	F	36.6	D	35.7	D
MD 355 & W Jefferson & Viers Mill	49.9	D	75.6	E	29.3	C	28.4	C	37.3	D	81.3	F	51.5	D	54.6	D
MD 355 & First St & Wootton Pk	65.9	E	70.3	F	37.5	D	33.4	C	59.2	F	102.5	F	57.7	F	62.0	F
Viers Mill Rd & First St	25.6	C	43.9	D	35.1	D	35.8	D	50.0	D	124.5	F	96.2	F	93.5	F
First St & Baltimore Rd	19.4	B	20.3	C	20.2	C	21.8	C	54.0	D	101.1	F	28.8	C	30.7	C

Table 21. Comparison of Primary Travel Corridors for AM Peak Hour

Section	Existing			Baseline			Baseline with Improvements (Option 2)		
	Travel Time (min)	Speed (mph)	LOS	Travel Time (min)	Speed (mph)	LOS	Travel Time (min)	Speed (mph)	LOS
Eastbound (EB) MD 28 from Nelson St. to Intersection of Viers Mill Rd. and First St.	9.9	11.1	E	13.4	8.2	F	11.8	9.3	F
Westbound (WB) MD 28 from Intersection of Viers Mill Rd. and First St. to Nelson St.	8.5	13.0	E	11.4	9.7	F	7.5	14.6	D
Northbound (NB) MD 355 From Wootton Pkwy. to Mannakee St.	5.5	17.6	D	5.7	16.9	D	5.2	18.6	C
Southbound (SB) MD 355 From Mannakee St. to Wootton Pkwy.	7.5	12.9	E	6.2	15.5	D	5.6	17.3	D
Northbound (NB) North Washington Street from West Jefferson St. to MD 355	3.6	10.3	D	3.4	10.7	D	3.1	12.0	D
Southbound (SB) North Washington Street from MD 355 to West Jefferson St.	2.6	13.7	C	2.5	14.5	C	2.5	14.8	C
Northbound (NB) Maryland Avenue from Great Falls Rd. to West Jefferson St.	2.4	20.4	B	3.0	16.1	C	3.3	14.7	C
Southbound (SB) Maryland Avenue from West Jefferson St. to Great Falls Rd.	2.1	22.5	B	2.9	16.7	C	2.9	16.6	C
Northbound (NB) Great Falls Road from Maryland Ave. to West Jefferson St.	2.4	16.3	C	3.0	13.2	C	2.9	13.5	C
Southbound (SB) Great Falls Road from West Jefferson St. to Maryland Ave.	1.5	25.3	B	1.6	24.8	B	1.6	25.1	B

Table 22. Comparison of Primary Travel Corridors for PM Peak Hour

Section	Existing			Baseline			Baseline with Improvements		
	Travel Time (min)	Speed (mph)	LOS	Travel Time (min)	Speed (mph)	LOS	Travel Time (min)	Speed (mph)	LOS
Eastbound (EB) MD 28 from Nelson St. to Intersection of Viers Mill Rd. and First St.	7.6	14.5	D	10.7	10.4	E	8.3	13.3	D
Westbound (WB) MD 28 from Intersection of Viers Mill Rd. and First St. to Nelson St.	8.0	13.8	E	19.5	5.7	F	7.5	14.7	D
Northbound (NB) MD 355 From Wootton Pkwy. to Mannakee St.	6.0	15.9	D	9.4	10.3	E	9.8	9.8	E
Southbound (SB) MD 355 From Mannakee St. to Wootton Pkwy.	6.0	16.1	D	9.7	9.9	F	7.3	13.1	E
Northbound (NB) North Washington Street from West Jefferson St. to MD 355	7.5	4.9	F	8.7	4.2	F	5.9	6.2	F
Southbound (SB) North Washington Street from MD 355 to West Jefferson St.	2.5	14.8	C	2.8	12.9	D	2.7	13.6	C
Northbound (NB) Maryland Avenue from Great Falls Rd. to West Jefferson St.	2.3	20.8	B	2.5	19.0	C	3.0	15.8	C
Southbound (SB) Maryland Avenue from West Jefferson St. to Great Falls Rd.	2.3	20.6	B	2.8	17.1	C	3.7	13.1	C
Northbound (NB) Great Falls Road from Maryland Ave. to West Jefferson St.	2.1	19.0	C	2.8	14.1	C	2.2	17.8	C
Southbound (SB) Great Falls Road from West Jefferson St. to Maryland Ave.	1.6	24.9	B	1.6	24.5	B	1.6	23.9	C

6 FINDINGS

Many of the 25 key intersections in the City of Rockville experience significant delay in existing conditions. With the approved pipeline projects in place by 2006, 11 of the 25 intersections are expected to be above capacity with four more close to capacity and experience significant delay. For Scenarios 2 and 3, the number of failing intersections increases to 16 and 17, respectively. Based on the LOS results, the critical movements for each of the failing intersections were determined to ensure improvement options addressed specific problems. An optimal set of improvements was then selected at the 11 intersections failing in the baseline based on the CLV analysis LOS results, the CORSIM traffic simulation, and considering the limited additional ROW available. However, for the 2006 Scenario 2 and 3, larger scale regional or city-wide improvements will be needed that will require significant additional ROW. The same holds true for the 2015 Baseline Scenario, both with and without the I-270 Gude Interchange and the ICC, although some relief is provided by the roadway improvements.

Therefore, more significant changes need to be made to the roadway network to relieve congestion coming in and going out of the Town Center. This could entail providing another connector to the city, lane widening on the major arterials, implementing traffic demand strategies, or combinations of all three types of improvements.

In addition to physical roadway and intersection improvements that increase roadway network supply, there are a variety of strategies and measures that can be implemented to reduce demand for the roadway network. These are referred to as transportation demand management (TDM) strategies. The objective of TDM strategies is to reduce low occupant vehicle usage by inducing travelers to utilize high occupancy or non-vehicular modes. TDM strategies are typically targeted at weekday commuter trips, but can be supportive of off-peak and weekend travel reduction goals. Research has found that TDM programs can reduce low-occupancy vehicle trip demand at the site and subarea level. The extent to which this occurs is driven by the specific strategies that can be implemented at a site and area wide level.

TDM strategies can be generally categorized into three groups: 1) improved alternatives, 2) incentives and disincentives and 3) work hours management.

Improved alternatives could be provision or accommodation of modes other than low-occupant autos. Potential strategies include provision of transit services and dedicated bikeways and pedestrian facilities. For example, in the Town Center area it may be possible to provide improved feeder transit service to the Metrorail station, either through service improvements to existing Ride-On service or addition of additional circulator service (i.e., trolley). Similarly, improvements to the bicycle and pedestrian system, through dedicated facilities, covered walkways, improved pedestrian accommodations at large intersections and covered bus stops could lead to trip reductions.

Incentives and disincentives can be used to make high occupant and non-vehicular modes more attractive in relation to low-occupant autos. Potential strategies include provision

of HOV lanes, bus only lanes, priority treatment for buses at congested intersections, and parking management strategies. Not surprisingly, the most effective strategies consist of financial incentives such as provision of discounted transit fare media and reduced parking rates for carpools and vanpools. A parking-related strategy that has been used for new developments in other jurisdictions going through the approval process is limiting on-site allowable low-occupant vehicle parking. This is seen as a way to reduce low-occupant vehicle demand by limiting parking supply. Another-parking related strategy that has been employed is to count above-grade parking against a site's allowable Floor Area Ratio (FAR). Since underground parking structures are considerably more expensive that surface and above-grade structures, this can induce developers to reduce building size.

Work hours management strategies are targeted at changing the time people seek to use the roadway network. Typical measures include staggered work hours, flexible work hours, shortened work weeks and telecommuting.

Methods that use underutilized capacity should also be investigated. This could include measures ranging from implementing way-finding signs that reroute external trips to less congested routes to turn prohibitions and possible street closures. However, these types of improvements will most likely have significant impacts on the community and should be proposed during an extensive public outreach effort to solicit feedback from the public.

When considering both development and regional improvements to the transportation system it is important to consider the benefits of other modes of transportation such as transit, biking and walking. Taking an multi-modal approach to transportation planning in the City is vital to the growth of the area and providing a safe environment and high quality of life. If one mode is perceived to be safer than another then the consequences could be that the mode perceived as unsafe will be underutilized and would be a less effective component to the transportation system. One example is the Rockville Metro Station. The Metro station's proximity to the Town Center makes it a highly desirable mode of travel for bicyclists and especially pedestrians. However, further significant capacity improvements on MD 355 will make pedestrians perceive the roadway as an impassable obstacle and deter transit usage.

Appendix A

Answers to Mayor and Council Questions on October 25, 2005
and Sketches of Improvement Options Evaluated

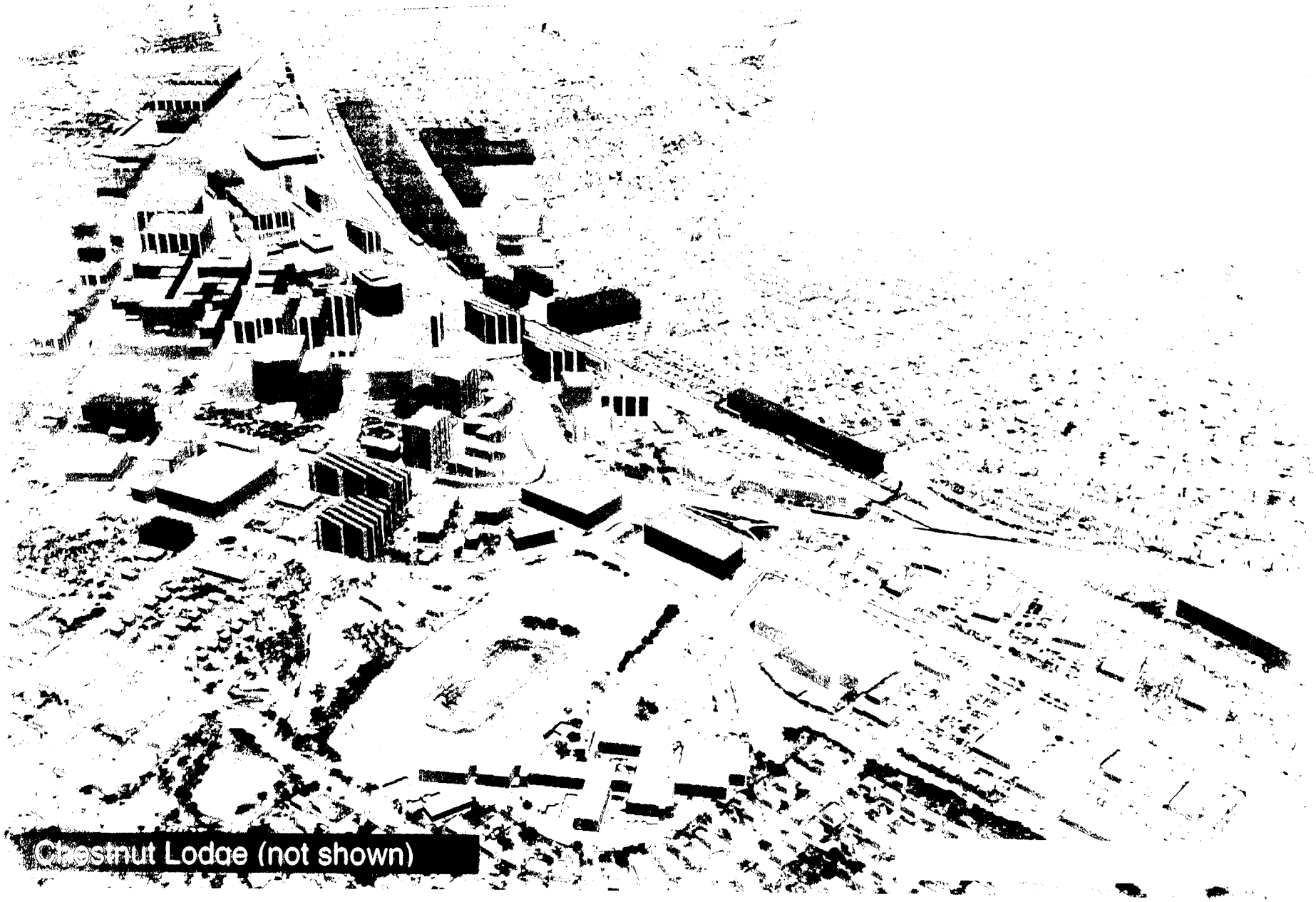
Appendix A

Answers to Mayor and Council questions during the October 25, 2004 session. Sketches of intersection improvements evaluated by consultant.

Table of contents

1) Eleven intersections operating at LOS "F" when all currently approved developments are occupied – Baseline.
   a. Town Center Baseline Developments
   b. List of intersections operating at 'F' in Baseline and recommended improvements
   c. Location map of intersections with LOS 'F'
   d. Draft CIP sheet for recommended projects
   e. Preliminary cost estimates of recommended intersection improvements
   f. Conceptual sketches of baseline improvements
   g. Baseline critical movements diagram

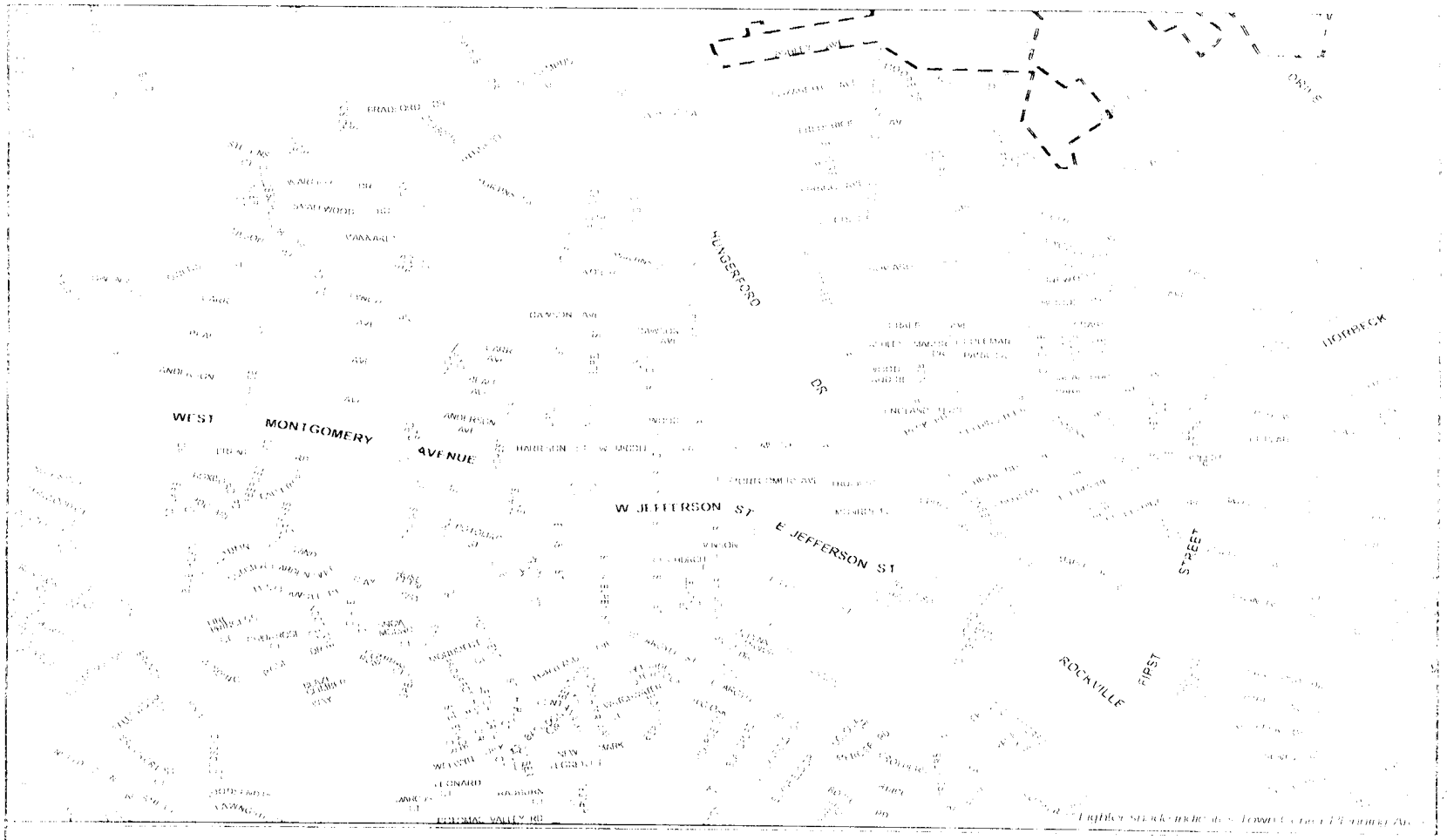
2) Trips generated by existing developments in Town Center and comparison with baseline and scenarios generated volumes. [by Traffic and Transportation Staff]
3) Impact of construction of ICC and I-270 Gude interchange on congestion along main arterials serving Town Center.
4) No-Growth scenario. No new developments approved other than already approved baseline developments. 2006 Baseline versus 2015 Baseline.
5) Peak hour volumes comparison. AM, Noon, and PM peak hour volumes at some key intersections around Rockville.
6) Trip generation rates.


Chestnut Lodge (not shown)

Eleven intersections operating at a Level of Service ' F ' when all curently approved developments are occupied.

Intersection No. []	Intersection Location	Staff Proposed Action	Development Cost	Improvements Description
1 [58]	MD28 & MD586 & MD911	Recommended. MD-SHA is currently finalizing the improvement study.		State is studying a grade separated intersection at this location. Uninterrupted movement along Veirs Mill Road.
2 [20]	MD355 & E.Middle	Recommended. MD-SHA is currently studying improvements. Need to further assess community impact of improvements suggested by consultant.		Add a second left turn lane into E. Middle when traveling north along MD355 from Rockville Pike towards Town Center. Prohibit left turn from Park Road into MD355. East Rockville's traffic heading south shall use S.Stonestreet to Veirs Mills and First intersection. MDSHA is considering pedestrian improvements as well.
3 [37]	MD355 & MD28	Recommended. MD-SHA is currently studying improvements. Need to further assess community impact of improvements suggested by consultant.		Add a third left-turn lane along MD355 into MD28 towards both directions of Veirs Mill and I-270. Widen receiving lanes along MD28 to accommodate three turning lanes from MD355. At vicinity of intersection, add an additional through lane along both directions of MD28.
4 [1]	MD355 & Mannakee	Recommended	$ 850,000	Add a second left turn lane into Mannakee Street when traveling north along MD355 from Town Center to Montgomery College campus. Also, add a right turn lane into Mannakee when traveling from Shady Grove towards Montgomery College.
5 [4]	MD355 & North Washington	Recommended with pedestrian improvements	$ 325,000	Add a third left turn lane when traveling along N. Washington from Town Center towards Shady Grove.
6 [35]	MD28 & Maryland	Recommended	$ 275,000	Add/Extend a right turn lane on NB Maryland when traveling from City Hall to Veirs Mill Road. Modify signal to 4 phases and cycle length to 150 sec.
7 [17]	Maryland & E.Middle	Recommended / Redevelopment	$ 5,000	Add a right turn lane on Maryland when traveling from Court House to Park Road and East Rockville.
8 [32]	MD28 & Great Falls	Not recommended at this time. Need to assess community impact further.		Only at the vicinity of intersection, add a second eastbound through lane traveling from Town Center towards I-270 along MD28.
9 [62]	MD28 & Baltimore	Not recommended at this time. Need to assess community impact further		At vicinity of intersection, add a third through lane along MD28 heading east towards Norbeck Road.
10 [31]	MD28 & Liard	Not Recommended		Use MD28 central left turn lane as a through lane towards Town Center during morning peak, and towards I-270 during evening peak.
11 [57]	MD355 & Wootton Pkwy	Not Recommended		Add a second left turn lane on Wootton Pkwy traveling north along MD355 towards Town Center. Add a second left turn lane on First Street travelling south into Rockville Pike.

Eleven intersections operating at LOS "F" when all currently approved developments are occupied.

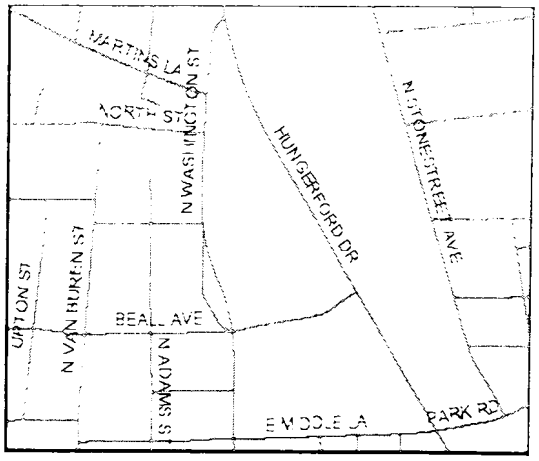


Baseline - Failing Intersections (LOS F)

DRAFT CIP PROJECT SHEET

Project name: Town Center — Capacity
Project number: 420-850-GGGG
Program area: Transportation

Current appropriation (2004 - 2006):	$145,000
Five-year plan (2007 - 2011):	$1,310,000
Project total (2004 - 2011):	$1,455,000
Total prior years' budget (2004 - 2005):	$0
Prior years' spent as of:	$0
Prior years' unspent as of:	$0
Encumbrances as of:	$0
Prior years' balance as of:	$0
FY 2006 appropriation available:	$145,000



Appropriations:	Thru FY 2004	Estimate FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2006 - FY 2011
Plan/Design/Insp	0	0	145,000	0	0	0	0	0	145,000
Construction	0	0	0	1,235,000	0	0	0	0	1,235,000
Other	0	0	0	75,000	0	0	0	0	75,000
Total	0	0	145,000	1,310,000	0	0	0	0	1,455,000

Funding source:	Thru FY 2004	Estimate FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2006 - FY 2011
Developer	0	249,492	488,708	733,061	0	0	0	0	1,221,769
Total	0	249,492	488,708	733,061	0	0	0	0	1,221,769

Operating cost impact:
The operating cost for this project are not able to be determined at this time

Description:
This project supports the Mayor and Council's goals to develop a vibrant Town Center and improve mobility in the City. The project funds design and construction improvements to four intersections: Mannakee Street and MD 355, North Washington Street and MD 355, Maryland Avenue and East Middle Lane, and Maryland Avenue and MD 28. The Other category listed in the Appropriations chart above represents funding estimated to purchase the right-of-way.

Schedule:
FY 2006 — Engineering, FY 2007 — Construction

Status:
Conceptual design and cost estimates have been developed. Maryland State Highway Administration has reviewed and approved the concept design. Funding Note: Developer funding in the amount of $249,492, already received as part of the Transportation Improvements project, is being transferred to this new project. Additional funds will likely be contributed by further redevelopment in the Town Center.

Coordination:
Traffic and Transportation Commission, Local Civic Associations, Maryland State Highway Administration, Montgomery County, Adjacent Property Owners

Staff contact:
Department of Public Works: Larry Marcus, Chief of Traffic and Transportation, 240-314-8500, Nazar Saleh, Civil Engineer II, 240-314-8500

Cost estimates of recommeded intersection improvements

Project	Planning and Engineering	Construction	Total Cost
Mannakee & MD355	$75,000	$775,000	$850,000
N. Washington & MD355	$45,000	$280,000	$325,000
Maryland Ave & MD28	$25,000	$250,000	$275,000
Maryland Ave & E. Middle	$0	$5,000	$5,000
			$1,455,000

B5

MD355 / Mannakee Street

Recommended improvement

Proposed Lane Configuration:

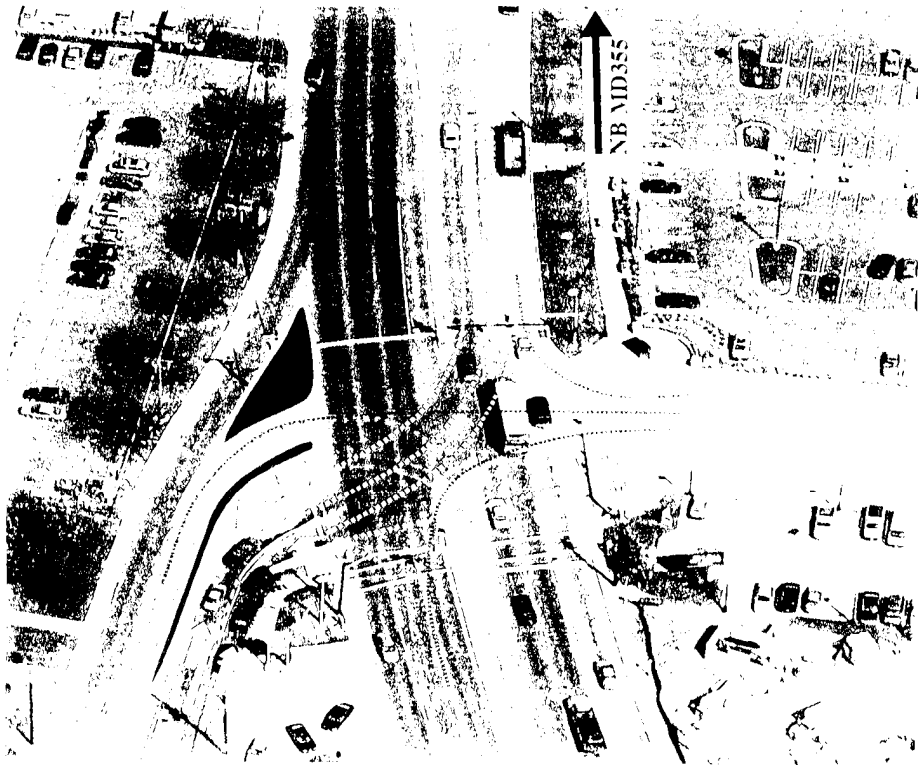
1. Add MD355 NB Left Lane
2. Add MD355 SB Right Turn Lane

Impacts:

- Widen curbs on east leg of intersection between MD355 and rail tracks.
- Add a WB receiving lane to accommodate two left turns into Mannakee from NB MD355
- Narrow central median to locate left turn lane.
- Utility relocation
- modify sidewalks and crosswalks
- Potential Right of Way take from parking lot on NW quadrant.

MD355 & N. Washington

Recommended with pedestrian improvements



Proposed Lane Configuration

1. Add EB Left Lane

Impacts:

- Narrow island on the NW quadrant to receive NB Left turn lane into N. Washington from MD355.
- Tighter turning radius for NB Left lane traffic into N. Washington.

Maryland Ave & E. Middle Lane

Recommended improvement

Proposed Lane Configuration:

1. Make Maryland NB TL and TTR lanes instead of TLTR lane.

Impacts:

- No parking along Maryland before intersection.
- Option 1, impacts TC pedestrian and roadway plans
- Pedestrian versus vehicular flow priorities.

MD28 & Maryland

Recommended improvement

Proposed Lane Configuration

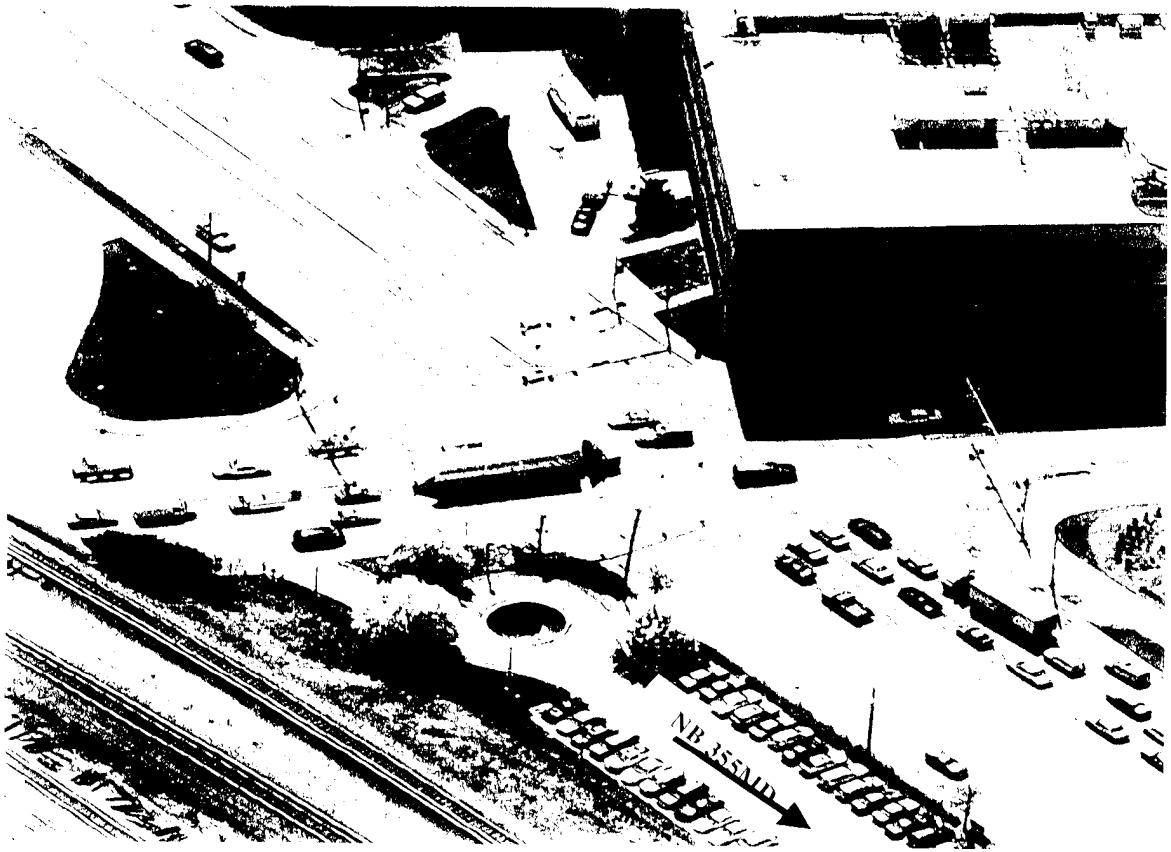
1. Change NB TTR to TT+TR
2. Change signal to 4 phases
3. Change cycle to 150 sec

Impacts

1. Widen curb along Maryland on the SW quadrant
2. Relocate Utility poles
3. Sidewalks realigned

MD355 / E. Middle

Technically feasible and needs further assessment of community impacts



New Lane Configuration

1. Add 1 NB Left Lane
2. Change WB L turn lane to WB T (Eliminate WB L turn lane)

Impacts

- Change travel pattern from East of Railway track towards SB MD355 Take S. Stonestreet to MD586
- Utility relocation
- Modify crosswalk
- Relocate / Widen curb along SE quadrant
- Remove central median for NB L turn
- Prohibited WB left turn traffic might enter TC
- Community impacts

MD28 & Great Falls Rd

Technically feasible and needs further assessment of community impacts

Proposed Lane Configuration:

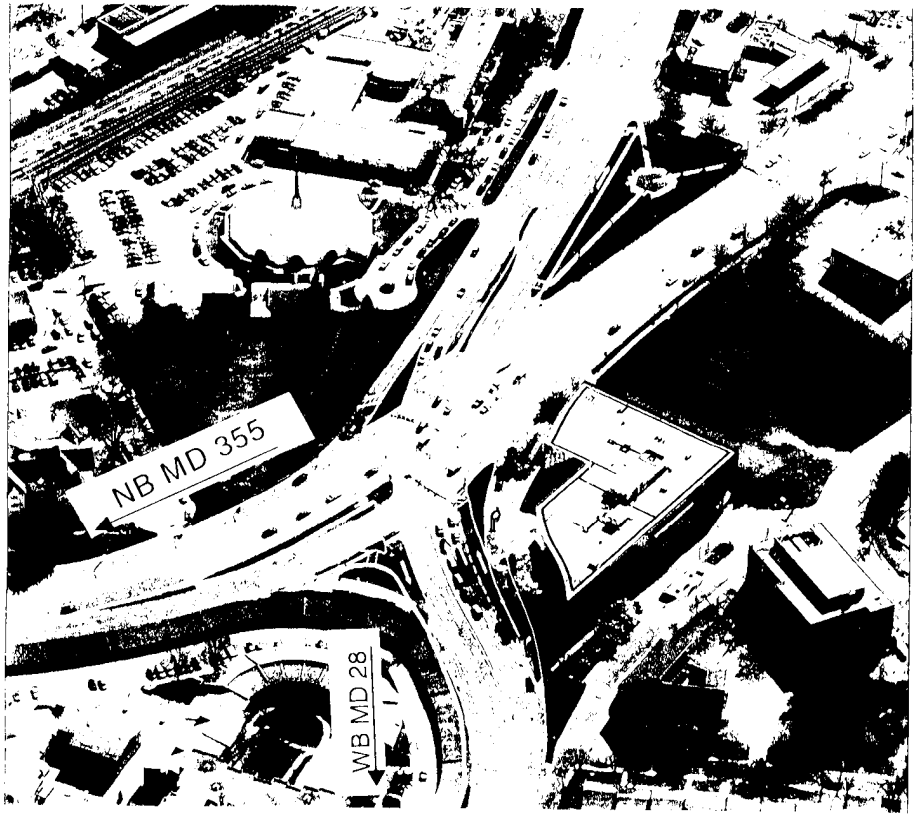
1. Add WB Thru Lane at intersection
2. End Added lane approx. 300' beyond intersection.

Impacts:

- Widen north curb along W.B. W. Jefferson and along island on NW quadrant.
- Utility relocation
- Driveway operations challenged
- Central left turning lane adjacent to intersection converted to a thru lane for approximately 200 ft

MD28 / MD586 & MD355

Technically feasible and needs further assessment of community impacts



Proposed Lanes Configuration

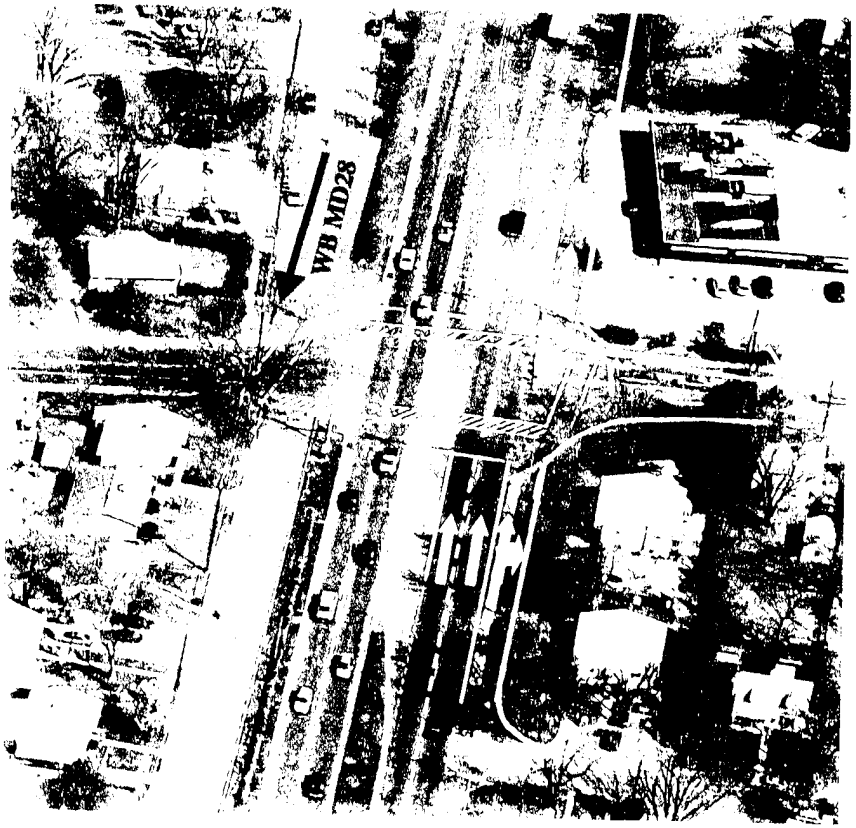
1. Add 1 NB & 1 SB Left lanes
2. Add 1 EB & 1 WB Thru lane
3. Remove free SB R movement to controlled

Impacts:

1. Widen curb along central median on eastern leg of intersection to accommodate a third through lane
2. Right of Way take on SE quadrant near MD28/586
3. Relocate Utility poles /Modify pedestrian crossings
4. Widen receiving lanes along MD28 to Monroe St. and MD586 to Dodge St
5. Relocate curb along right side of WB MD586 near St Mary's School
6. Impact to property on the NW quadrant Need for sidewalk
7. Shorten median islands along MD355 to accommodate third Thru lane on EB and WB MD28/586

MD28 / Baltimore Rd

Technically feasible and needs further assessment of community impacts



Proposed Lane Configuration

1. Add 1 Thru lane along EB MD28

Impacts:

1. Widen curb along EB MD28
2. Relocate sidewalk
3. Narrow parking space at shopping center
4. Extend crosswalks
5. Right of way take
6. Relocate Utility poles
7. Retaining wall at Shopping site

Liard St & MD28

Not recommended improvements

Proposed Lane Configuration

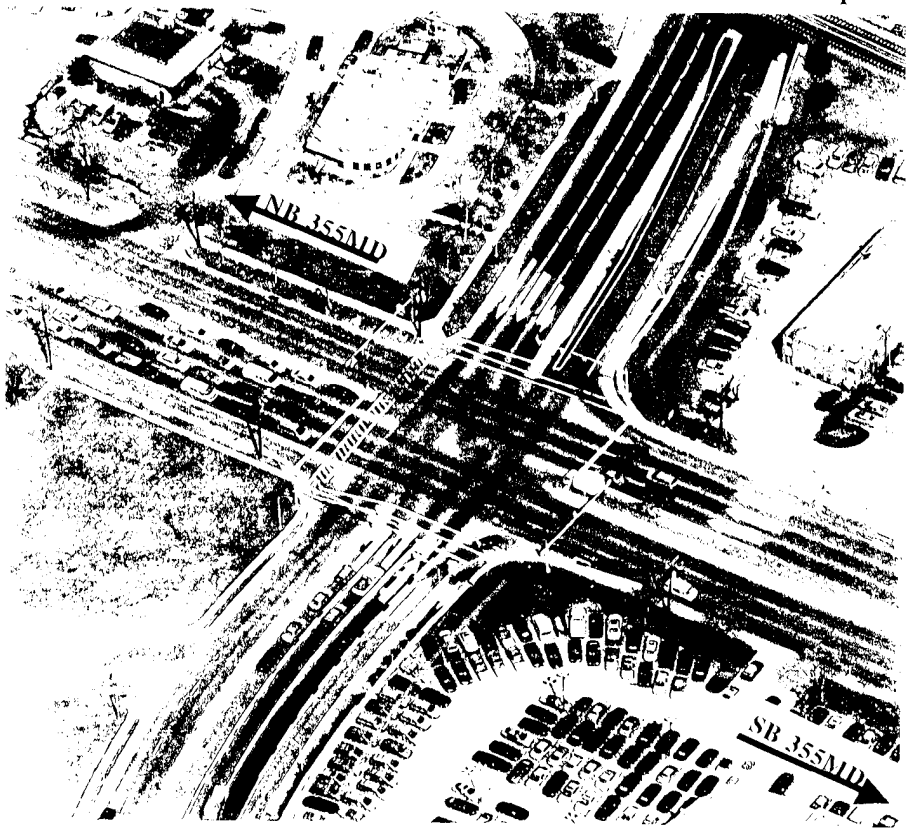
1. AM: Change EB from TL + TTR to TTL + TTR. Change WB from TL+TTR to TLTR. PM reverse lanes

Impacts:

- Significant impact to traffic accessing homes along MD28
- Thru traffic will be delayed (especially when only one lane is available) along route by vehicles waiting for a gap to enter driveways
- During AM Peak left turns from WB traffic will be prohibited at intersections
- During PM Peak left turns from EB traffic will be prohibited at intersections

MD 355 & Wootton Pkwy

Not recommended improvements

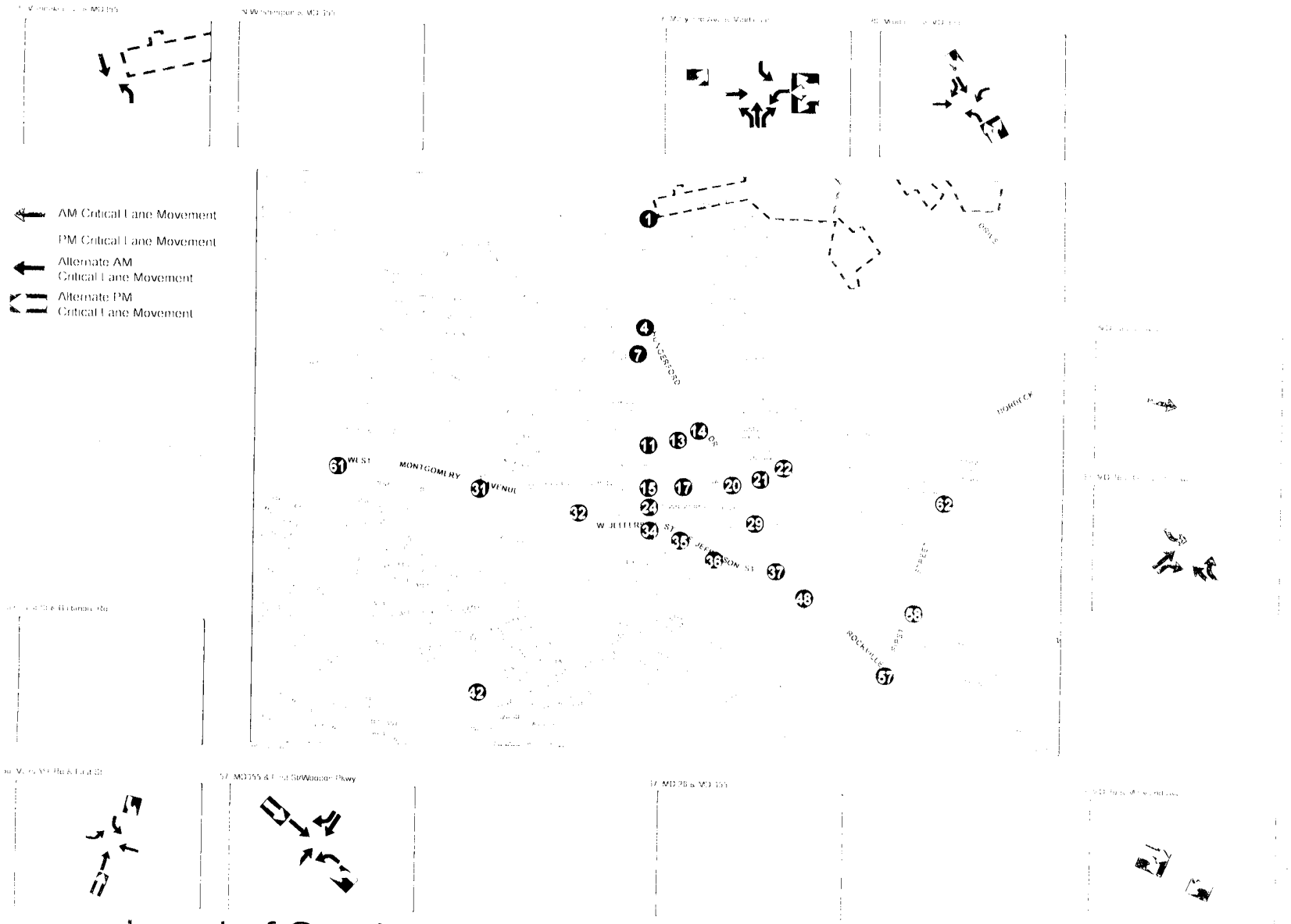


Proposed Lane Configuration:

1. Add WB & EB Left Lanes and adjust EW signal phasing to non-split

Impacts:

- Right of way take from adjacent properties.
- Relocate Utilities, sidewalks, storm drains, and median.



Level of Service "F" Intersections and Critical Movements

2. Trips generated by existing [illegible] in Town Center and comparison with baseline and scenarios generated volumes. (Traffic and Transportation Staff)

Question: How many trips are currently generated by the Town Center?

Context: Finding the existing number of trips generated by Town Center gives us an approximate picture of [illegible] volume [illegible] scenarios and traffic forecasts.

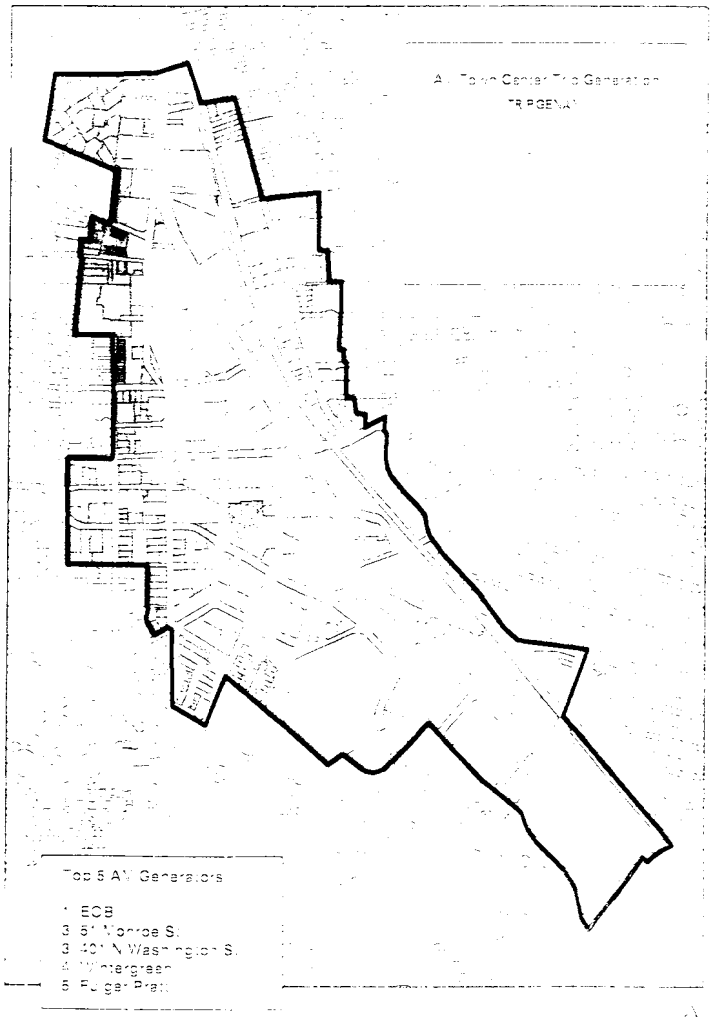
Response:

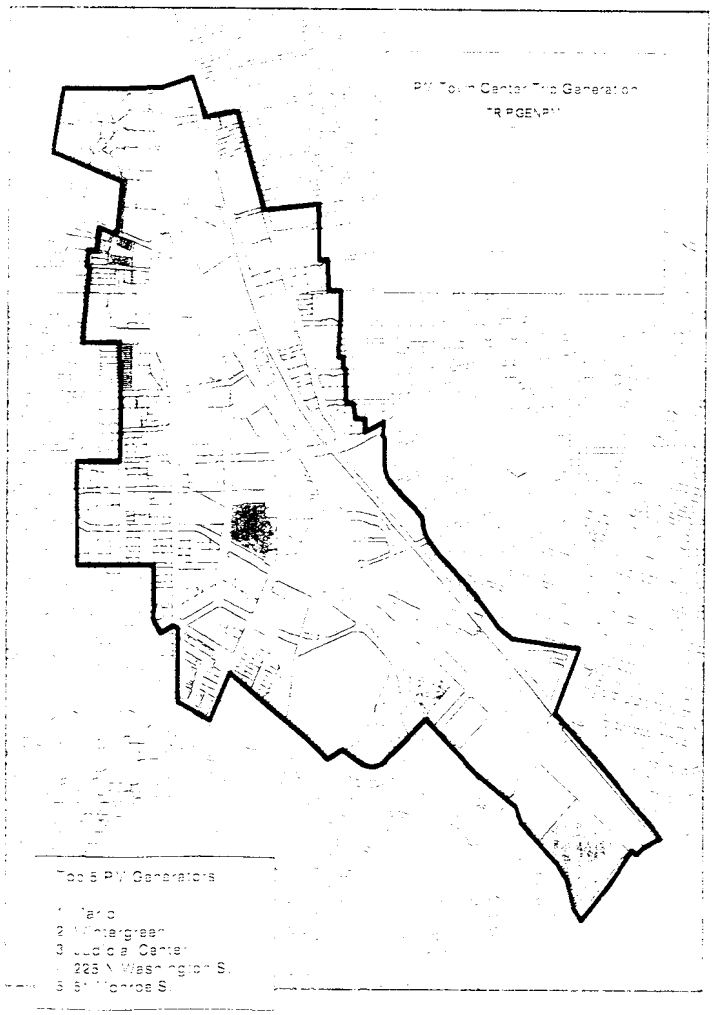
- Staff has estimated that Town Center currently generates approximately 7,600 AM peak hour trips and 9,800 PM peak hour trips. Refer to table below to view a more detailed division of trips generated.

Table: Existing Town Center Trip Generation by Land-Use

Land Use	TOTAL			
	AM Peak		PM Peak	
	In	Out	In	Out
Office	360[illegible]	492	705	3[illegible]
Retail	1070	[illegible]	2115	2115
Industrial	329	45	43	315
Other	363	91	91	363
Residential	127	377	370	230
Total (Existing)	5494	2119	3324	6467
Total (per Peak)	7612		9792	

- Staff has produced a map (below) that shows existing trip generation in Town Center by parcel.





[illegible]

[illegible]

Scenario	AM Peak		Total	PM Peak		Total
	In	Out		In	Out	
Existing	5494	2119	7612	3324	6467	9792
Baseline	2835	923	3758	1263	3039	4302
Scenario 1*	3963	1596	5559	2394	4722	7116
Scenario 2*	3528	1622	5150	2399	4280	6679
Scenario 3*	4515	1933	6448	2772	5258	8030

** In Scenarios 1, 2 and 3, [illegible] approved development [illegible] approved development [illegible] See [illegible] for development details. However, existing [illegible] numbers have not been [illegible] numbers. Therefore, to obtain overall TOTAL [illegible] forecasts for the development scenarios, Existing [illegible] must be added to the Baseline and Scenarios entries.*

3) Impact of construction of ICC and I-270 Gude interchange on congestion along main arterials serving Town Center.

Question(s): If the Inter County Connector (ICC) and I-270 Gude interchange are constructed, what would be the relief to the arterials servicing the Town Center?

Response:

- Construction of the ICC and the Gude Interchange will both reduce congestion on arterials servicing the Town Center. The table on the next page summarizes the effects of the ICC and Gude Interchange on intersections within the City. Construction of the ICC is projected to result in decreased v/c ratios at 21 of the 25 key intersections. Construction of the I-270 Gude interchange is projected to result in decreased v/c ratios at 16 of the 25 key intersections.

2015 Scenarios Sensitivity Analysis Results.

Intersections	2015 Baseline				2015 Baseline with ICC				2015 Baseline with Gude			
	AM		PM		AM		PM		AM		PM	
Manakee St & MD 355	F	1.12	F	0.9								
N Washington & MD 355	F	1.03	F	1.27								
N Washington & Martins Ln	A	0.42	A	0.58	A	0.42						
Beall Ave & N Washington	B	0.63	A	0.57								
Maryland Av & Beall (Lut)	A	0.17	A	0.4	A	0.17	A	0.4	A	0.17	A	0.4
Beall Ave & MD 355	F	0.99	D	0.83					F	0.99	D	0.83
W Middle Ln & N Washington	B	0.62	B	0.65	B	0.62						
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08	F	1.01	F	1.08
E Middle Ln & MD 355	F	1.37	F	1.15					F	1.37	F	1.15
Park Rd & N Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65	D	0.8	B	0.65
W Montgomery & N Washington	C	0.71	D	0.85								
MD 355 & Church St & Monroe Pl	F	0.93	D	0.87					F	0.93	D	0.87
W Montgomery Av & Laird St	F	1.16	F	1.06								
W Jefferson & Great Falls Rd	F	1.2	F	1.19								
Jefferson St & N Washington	D	0.83	C	0.79								
Jefferson St & Maryland Ave	F	0.99	F	1.08								
Jefferson St & Monroe St	D	0.85	F	1								
MD 355 & W Jefferson & Viers Mill	F	1.05	F	1.17								
Falls Road & Maryland Av	B	0.68	F	0.95								
MD 355 & Richard Montgomery Dr	F	0.94	C	0.76			C	0.76	F	0.94	C	0.76
MD 355 & First St & Wootton Pk	F	1.2	F	1.23					F	1.2	F	1.23
Viers Mill Rd & First St	F	1.12	F	1.42							F	1.42
W Montgomery Ave & Nelson St	D	0.8	C	0.75								
First St &Baltimore Rd	F	0.93	F	1.18			F	1.18			F	1.18

Legend.

Intersections with increased V/C ratios

Intersections with increased V/C ratios and worse LOS

Intersections with decreased V/C ratios

Intersections with decreased V/C ratios and better LOS

4) No-Growth scenario. No new developments approved other than already approved baseline developments. 2006 Baseline versus 2015 Baseline.

Question s). If no new development is allowed in the Town Center, other than what has already been approved but not built, what will the traffic congestion levels be ten years from now?

Response:

- Should no new development be approved, traffic congestion within Town Center is projected to worsen during the AM peak hour; however, there are projected to be some improvements during the PM peak hour. The table below exhibits details of specific intersections within the City, comparing 2006 LOS with 2015 LOS.
- The bar chart on the next page displays the growth in traffic volume entering the Town Center from 2000 to 2015. It divides the volumes by "Entering Internal Traffic," and "Entering Through Traffic." As shown by the chart, the proportion of internal traffic will increase over time.

2015 vs. 2006 Baseline LOS Comparison.

Intersections	2006 Baseline				2015 Baseline			
	AM		PM		AM		PM	
Mannakee St & MD 355	F	1.06	D	0.83				
N Washington & MD 355	E	0.96	F	1.19				
N Washington & Martins Ln	A	0.41	A	0.57				
Beall Ave & N Washington	B	0.61	A	0.56				
Maryland Av & Beall (Ext)	A	0.17	A	0.4	A	0.17	A	0.4
Beall Ave & MD 355	E	0.93	D	0.8				
W Middle Ln & N Washington	B	0.61	B	0.63				
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08
E Middle Ln & MD 355	F	1.31	F	1.09				
Park Rd & N Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65
W Montgomery & N Washington	B	0.69	D	0.83				
MD 355 & Church St & Monroe Pl	D	0.88	D	0.81				
W Montgomery Av & Laird St	F	1.13	F	1.03				
W Jefferson & Great Falls Rd	F	1.16	F	1.14				
Jefferson St & N Washington	D	0.81	C	0.76				
Jefferson St & Maryland Ave	E	0.97	F	1.06				
Jefferson St & Monroe St	D	0.82	E	0.98				
MD 355 & W Jefferson & Viers Mill	E	0.99	F	1.1				
Falls Road & Maryland Av	B	0.66	E	0.92				
MD 355 & Richard Montgomery Dr	E	0.9	C	0.75				
MD 355 & First St & Wootton Pk	F	1.1	F	1.15				
Viers Mill Rd & First St	F	1.06	F	1.28				
W Montgomery Ave & Nelson St	D	0.8	C	0.73	D	0.8		
First St &Baltimore Rd	D	0.87	F	1.18			F	1.18

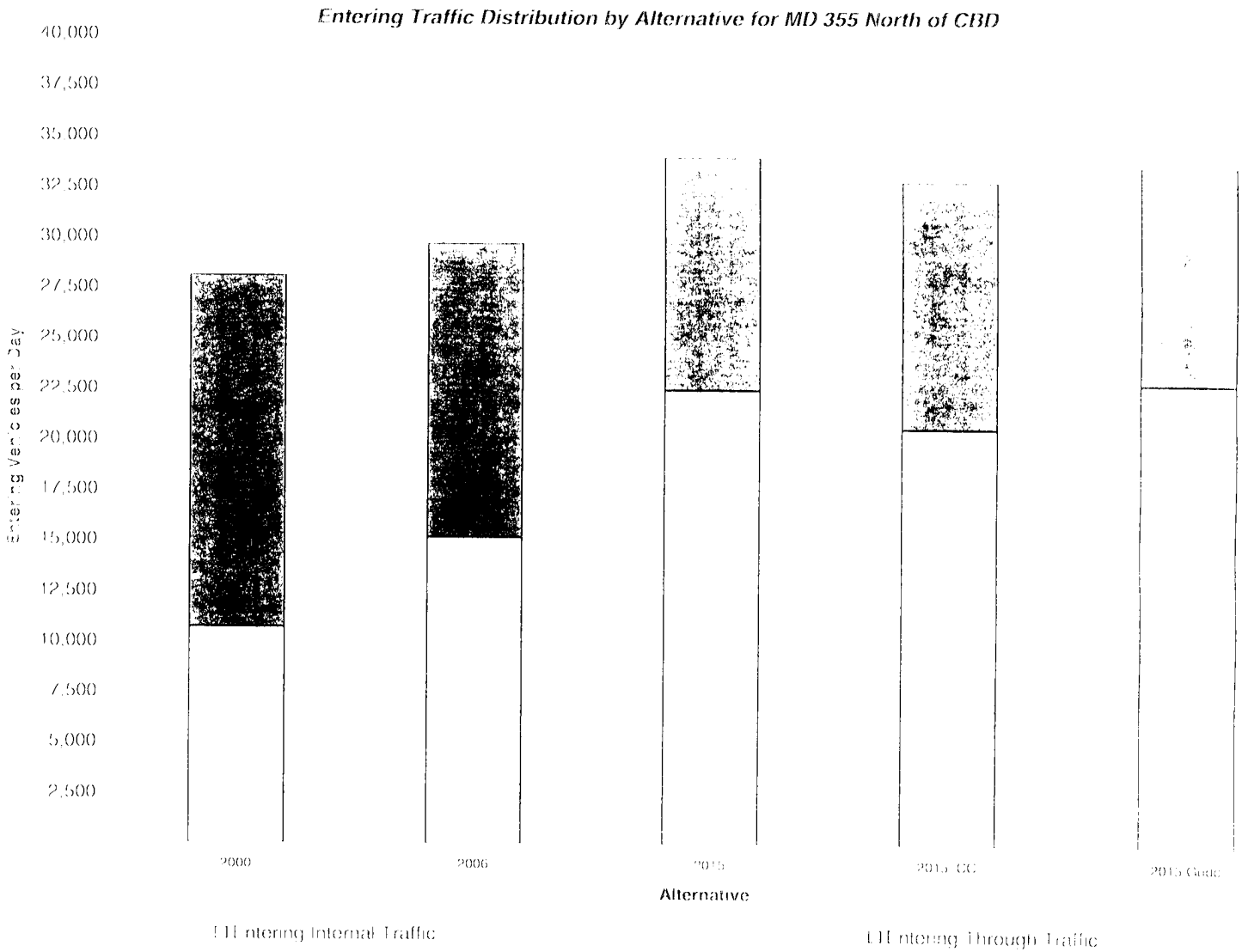
Legend.

Intersections with increased V/C ratios

Intersections with increased V/C ratios and worse LOS

Intersections with decreased V/C ratios

Intersections with decreased V/C ratios and better LOS


Entering Traffic Distribution by Alternative for MD 355 North of CBD
40,000
37,500
35,000
32,500
30,000
27,500
25,000
22,500
20,000
17,500
15,000
12,500
10,000
7,500
5,000
2,500
Entering Vehicles per Day
2000
2006
2015
2015 CC
2015 Guide
Alternative
Entering Internal Traffic
Entering Through Traffic

5) Peak hour volumes comparison: AM, Noon and PM peak hour volumes at some key intersections around Rockville.

Question(s): Does the AM and PM peak hours reflect the worst times of the day for traffic congestion? In certain areas of the Town Center, is the mid-day traffic congestion higher than the rush hour peaks?
Context: The Mayor and Council expressed concern that the traffic may sometimes be worse on MD-355 and other streets during the middle of the day.
Response:

- Staff analysis showed that at no point along MD-355 in Rockville is the average, bi-directional mid-day peak greater than either the average, bi-directional AM peak or the average, bi-directional PM peak.
- The table below is generated from averages of bi-directional traffic counts conducted during the time period 1995-2004. This means that each Peak represents an average of combined Northbound and Southbound traffic volumes.

Table: Average Mid-day Peak as Percentage of Average AM and PM Peaks

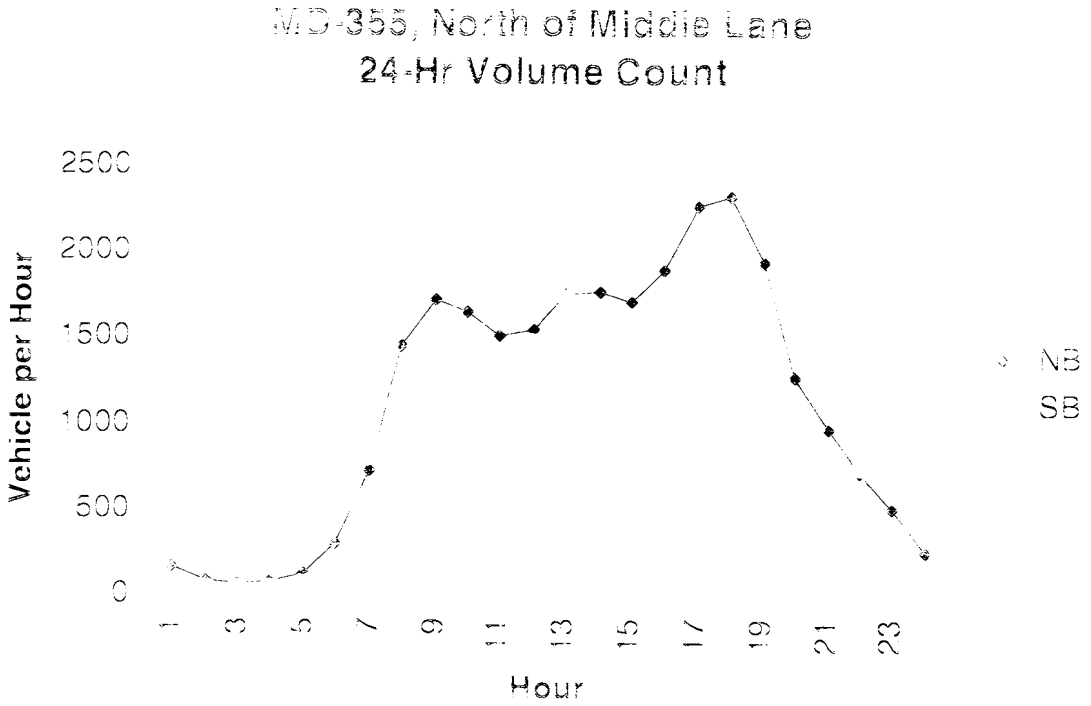
LOCATION	% of AM Peak	% of PM Peak
Mannakee	64%	76%
North Washington	77%	83%
Middle Lane	82%	83%
Monroe	75%	76%
Wootton Parkway	79%	85%
Woodmont Club	81%	73%

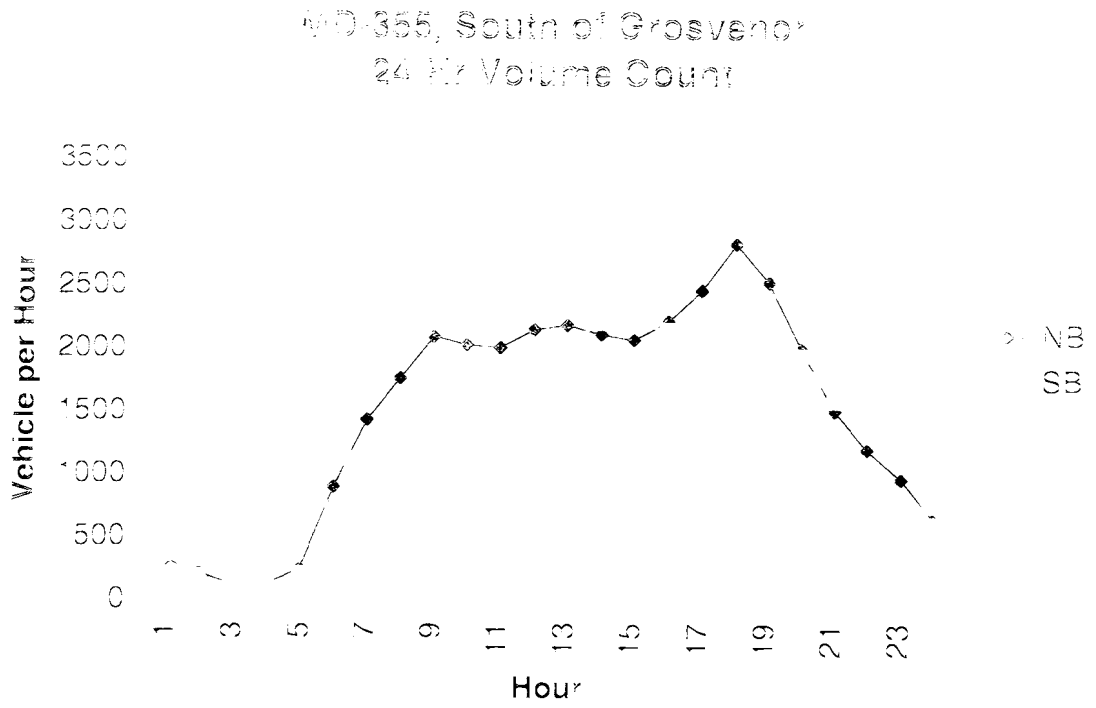
- Staff has also performed comparisons between the average mid-day peak and AM and PM peak traffic volumes on MD-28. At no point along MD-28 in Rockville is the average, bi-directional mid-day peak greater than the average, bi-directional PM peak. Once again, the data in this table is supported by counts conducted from 1995-2004, which combined both Eastbound and Westbound traffic volumes.

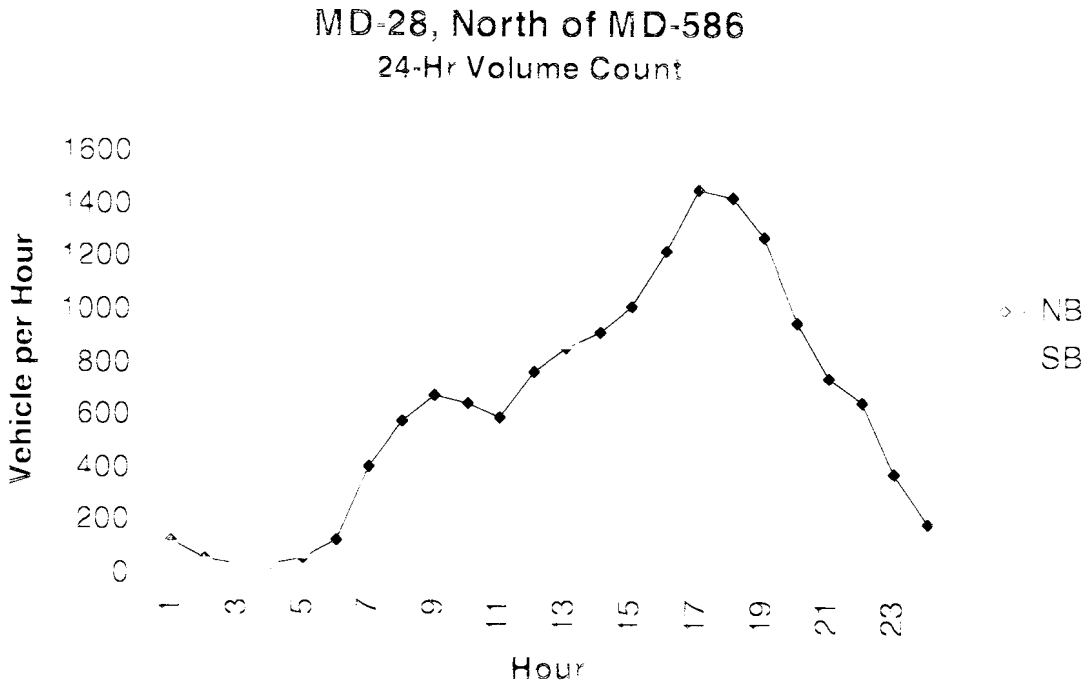
Table: Average Mid-day Peak as Percentage of Average PM Peak

LOCATION	% of PM Peak
Nelson Street	92%
Great Falls Road	80%
Monroe Street	76%
Rockville Pike	93%
Veirs Mill Road	93%

In a separate analysis, staff has also reviewed 24-Hour traffic volume trends at several significant sample locations to determine how traffic varies throughout the day. The graphs below depict the ebb and flow of traffic volume on single days at three specific locations.




MD-355, South of Grosvenor
24-Hr Volume Count
Vehicle per Hour
3500
3000
2500
2000
1500
1000
500
0
1
3
5
7
9
11
13
15
17
19
21
23
Hour
NB
SB


MD-28, North of MD-586
24-Hr Volume Count
Vehicle per Hour
1600
1400
1200
1000
800
600
400
200
0
1
3
5
7
9
11
13
15
17
19
21
23
Hour
NB
SB

6. Trip generation rates

Question 6a: What amount of square feet of office space generates one peak hour trip? How does this compare to the amount of housing units that generate one peak hour trip? What about other land uses?

Response

- The table below represents rounded numbers, as the trip generation varies by time of day and the size of the commercial and residential space. The table, which illustrates average trip generation rates, draws from the 7th Edition of the *Institute of Transportation Engineers (ITE) Trip Generation Manual*.

Development Type		ITE Equivalent Land Use	Amount of Development to Generate ONE Trip		Average Trip Generation Rates	
			AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Office	710	645 Sq. Ft.	671 Sq. Ft.	1.55 1000 Sq. Ft.	1.49 1000 Sq. Ft.
Retail	Shopping (2/3)	814	735 Sq. Ft.	369 Sq. Ft.	1.36 1000 Sq. Ft.	2.71 1000 Sq. Ft.
Retail	Rest. (1/3)	932	87 Sq. Ft.	92 Sq. Ft.	11.52 1000 Sq. Ft.	10.92 1000 Sq. Ft.
	Industrial	110	1087 Sq. Ft.	1020 Sq. Ft.	0.92 1000 Sq. Ft.	0.98 1000 Sq. Ft.
	MF	223	3.3 Dwelling units	2.6 Dwelling units	0.30 Dwelling unit	0.39 Dwelling unit
	SFA	230	2.3 Dwelling units	1.9 Dwelling units	0.44 Dwelling unit	0.52 Dwelling unit
	SFD	210	1.3 Dwelling units	1.0 Dwelling units	0.75 Dwelling unit	1.0 Dwelling unit

Appendix B

Peak Hour Trip Generation and Distribution

Appendix B
Peak Hour Trip Generation and Distribution

Addresses of Town Center Developments Analyzed

No.	Project	Address
	Approved pipeline projects	
1	Town Square	Beall Ave/N. Washington
2	Rockville Regional Library	Maryland/Beall
3	21 Church Street	21 Church Street
4	Rockville Metro Plaza	111 Rockville Pike
5	Rockville Center	E. Montgomery Ave
6	The Westchester Apartments	501 Hungerford Drive
7	Sandy Spring Bank	611 Rockville Pike
8	Bank of America	255 N.Washington St
	Pending projects	
9	First Street Apartments	811 Veirs Mill Road
	Potential redevelopment	
11	Fleet Street property	107 Fleet Street
12	50 Monroe Place	50 Monroe Place
13	Montgomery Cty.Gvt. EOB	101 Monroe Street
14	Giant Food site	275 N. Washington
15	Maxim Market	Hungerford Drive
16	Paisanos	316 N. Washington
17	Hungerford properties	414 Hungerford
		416 Hungerford
		430 Hungerford
18	Metro Station West	Rockville Pike
19	Post Office Parking Lot	400 N. Washington
20	Trading Post	250 N. Washington
21	Apollo Center	2-12 N. Washington
22	MCPS property	N. Stonestreet Ave.
23	Washington Square	622 Hungerford Drive
24	Jeepers/Sunoco	700 Hungerford Drive
		790 Hungerford Drive
25	Staples/Banner	800 Hungerford
		804 Hungerford
		808 Hungerford
26	Free State/Regal Paints	500 Hungerford
		502 Hungerford
		510 Hungerford
27	Kam Sam Grocery	300 N. Washington Street
28	District Court	99 Maryland Ave
29	Crown/Snowden	246 N. Washington St.
		260 N. Washington St.
30	Hickman's Exxon	200 N. Washington Street
31	Juror's Lot	301 E. Jefferson Street
32	Casey property	Fleet Street
33	Merchant's/Texaco	369 Hungerford Drive
		379 Hungerford Drive
34	Rockville Metro Station (east)	S. Stonestreet Avenue
35	100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave
36	100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave
37	200 Blk N. Stonestreet (west)	200 N. Stonestreet
		204 N. Stonestreet
		208 N. Stonestreet
38	200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave
39	300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave
40	400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave
41	400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave
42	S. Stonestreet (west side)	S. Stonestreet Avenue
43	Chestnut Lodge	Laird Street

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Project	Address	Status	Proposed Development							Existing Development		
			Office	Retail	Industrial	Other	MF	SFA	SFD	Office	Retail	Industrial
Approved pipeline projects												
Town Square	Beall Ave/N Washington	Approved	6,600	145,000	0	14,000	658	0	0	-26,000	-101,227	0
Rockville Regional Library	Maryland/Beall	Approved	34,174	3,500	0	64,848	0	0	0	0	0	0
21 Church Street	21 Church Street	Approved	93,450	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	Approved, Phase I complete	374,000	21,000	0	0	0	0	0	0	0	0
Rockville Center	E Montgomery Ave	Approved, Phase I complete	1,252,211	103,235	0	0	117	0	0	125,275	13,989	0
The Westchester Apartments	501 Hungerford Drive	Under construction	0	0	0	0	222	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	Phase I under const	140,044	18,394	0	0	0	0	0	-14,131	0	0
Bank of America	255 N Washington St	Plans under review	0	5,500	0	0	351	0	0	21,536	0	0
Total (pipeline)			1,900,479	296,629	0	78,848	1,348	0	0	186,942	115,216	0
Pending projects												
First Street Apartments	811 Veirs Mill Road	Plans under review	0	0	0	0	192	0	0	9,163	0	0
Total (pending)			0	0	0	0	192	0	0	9,163	0	0
Potential redevelopment												
Fleet Street property	107 Fleet Street	Potential redevelopment	0	0	0	0	0	42	0	0	0	0
50 Monroe Place	50 Monroe Place	Potential redevelopment	0	0	0	0	75	0	0	16,090	0	0
Montgomery Cty Gvt EOB	101 Monroe Street	Potential development	350,000	0	0	0	0	0	0	0	0	0
Giant Food site	275 N Washington	Potential redevelopment	0	22,000	0	0	70	10	0	0	14,108	0
Maxim Market	Hungerford Drive	Potential redevelopment	135,000	25,000	0	0	0	0	0	0	-6,274	0
Paisanos	316 N Washington	Potential redevelopment	0	8,000	0	0	0	0	0	0	1,275	0
Hungerford properties	414/416/430 Hungerford	Potential redevelopment	120,000	66,000	0	160,000	0	0	0	58,213	0	0
Metro Station West	Rockville Pike	Potential redevelopment	150,000	15,000	0	0	0	0	0	0	0	0
Post Office Parking Lot	400 N Washington	Potential redevelopment	40,000	5,000	0	0	0	0	0	0	0	0
Trading Post	250 N Washington	Potential redevelopment	0	5,000	0	0	0	0	0	0	0	0
Apollo Center	2 12 N Washington	Potential redevelopment	0	10,000	0	0	100	0	0	0	18,871	0
MCPS property	N Stonestreet Ave	Potential redevelopment	0	0	0	0	0	62	38	0	0	0
Washington Square	622 Hungerford Drive	Potential redevelopment	60,000	15,000	0	0	0	0	0	25,281	0	0
Jeepers/Sunoco	700/790 Hungerford Drive	Potential redevelopment	0	25,000	0	0	95	0	0	0	27,428	0
Staples/Banner	800/804/808 Hungerford	Potential redevelopment	0	12,000	0	0	0	65	0	0	35,221	20,000
Free State/Regal Paints	500/502/510 Hungerford	Potential redevelopment	0	0	0	35,000	0	0	0	0	8,360	0
Kam Sam Grocery	300 N Washington Street	Potential redevelopment	30,000	10,000	0	0	0	0	0	0	7,700	0
District Court	99 Maryland Ave	Proposed development	0	0	0	110,000	0	0	0	0	0	0
Crown/Snowden	246/260 N Washington St	Potential redevelopment	0	0	0	0	0	50	0	0	3,322	0
Hickman's Exxon	200 N Washington Street	Potential redevelopment	0	11,000	0	0	0	34	0	0	2,834	0
Juror's Lot	301 E Jefferson Street	Potential development	100,000	7,000	0	0	0	0	0	0	0	0
Casey property	Fleet Street	Potential development	30,000	0	0	0	0	0	0	0	0	0
Merchant's/Texaco	369/379 Hungerford Drive	Potential redevelopment	40,000	20,000	0	0	0	0	0	0	7,719	0
Rockville Metro Station (east)	S Stonestreet Avenue	Potential redevelopment	10,000	35,000	0	0	75	35	0	0	0	0
100 Blk N Stonestreet (west)	100 N Stonestreet Ave	Potential redevelopment	10,000	5,000	0	0	20	0	0	0	0	3,784
100 Blk N Stonestreet (east)	103-109 N Stonestreet Ave	Potential redevelopment	15,000	15,000	10,000	5,000	45	0	0	0	0	25,354
200 Blk N Stonestreet (west)	200/204/208 N Stonestreet	Potential redevelopment	12,000	8,000	5,000	0	25	0	0	0	0	8,275
200 Blk N Stonestreet (east)	255 N Stonestreet Ave	Potential redevelopment	0	12,000	12,000	15,000	30	0	0	0	0	29,547
300 Blk N Stonestreet (west)	300 324 N Stonestreet Ave	Potential redevelopment	5,000	25,000	20,000	0	45	0	0	0	0	30,093
400 Blk N Stonestreet (west)	328-424 N Stonestreet Ave	Potential redevelopment	20,000	20,000	35,000	5,000	0	0	0	0	0	78,785
400 Blk N Stonestreet (east)	401-417 N Stonestreet Ave	Potential redevelopment	25,000	3,000	20,000	10,000	60	35	0	0	0	86,686
S Stonestreet (west side)	S Stonestreet Avenue	Potential redevelopment	12,000	5,000	12,000	6,000	0	0	0	0	0	26,039
Chestnut Lodge	Laird Street	Potential redevelopment	0	0	0	0	0	0	40	0	0	0
Total (potential)			1,164,000	384,000	114,000	346,000	640	333	78	-99,584	133,112	308,563
Totals			3,064,479	680,629	114,000	424,848	2,180	333	78	295,688	248,328	308,563
Final Total			2,790,211	513,735	114,000	346,000	1,300	333	78			

Not included in Final Total
Changes in each Scenario

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TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Project	Address	Status	Proposed Development: Office	Retail	Industrial	Other	MF	SFA	SFD	Existing Development: Office	Retail	Industrial
Approved projects (with potential modifications)												
Town Square	Beall Ave/N Washington	Approved	6,600	145,000	0	14,000	658	0	0	-26,000	-101,227	0
Rockville Regional Library	Maryland/Beall	Approved	34,174	3,500	0	64,848	0	0	0	0	0	0
21 Church Street	21 Church Street	Approved	93,450	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	Approved, Phase I complete	276,845	23,227	0	0	136	0	0	0	0	0
Rockville Center	E Montgomery Ave	Approved, Phase I complete	480,375	103,235	0	0	416	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	Under construction	0	0	0	0	222	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	Phase I under const	140,044	18,394	0	0	0	0	0	-14,131	0	0
Bank of America	255 N Washington St	Plans under review	0	5,500	0	0	250	0	0	21,536	0	0
Total (pipeline)			1,031,488	298,856	0	78,848	1,682	0	0	61,667	101,227	0
Pending projects (with modifications)												
First Street Apartments	811 Veirs Mill Road	Plans under review	0	0	0	0	192	0	0	9,163	0	0
Total (pending)			0	0	0	0	192	0	0	9,163	0	0
Potential redevelopment												
Fleet Street property	107 Fleet Street	Potential redevelopment	0	0	0	0	0	42	0	0	0	0
50 Monroe Place	50 Monroe Place	Potential redevelopment	0	0	0	0	75	0	0	16,090	0	0
Montgomery Cty Gvt EOB	101 Monroe Street	Potential development	350,000	0	0	0	0	0	0	0	0	0
Giant Food site	275 N Washington	Potential redevelopment	0	22,000	0	0	70	10	0	0	14,108	0
Maxim Market	Hungerford Drive	Potential redevelopment	135,000	25,000	0	0	0	0	0	0	6,274	0
Paisanos	316 N Washington	Potential redevelopment	0	8,000	0	0	0	0	0	0	1,275	0
Hungerford properties	414/416/430 Hungerford	Potential redevelopment	120,000	66,000	0	160,000	0	0	0	58,213	0	0
Metro Station West	Rockville Pike	Potential redevelopment	150,000	15,000	0	0	0	0	0	0	0	0
Post Office Parking Lot	400 N Washington	Potential redevelopment	40,000	5,000	0	0	0	0	0	0	0	0
Trading Post	250 N Washington	Potential redevelopment	0	5,000	0	0	0	0	0	0	0	0
Apollo Center	2-12 N Washington	Potential redevelopment	0	10,000	0	0	100	0	0	0	18,871	0
MCPS property	N Stonestreet Ave	Potential redevelopment	0	0	0	0	0	62	38	0	0	0
Washington Square	622 Hungerford Drive	Potential redevelopment	60,000	15,000	0	0	0	0	0	25,281	0	0
Jeepers/Sunoco	700/790 Hungerford Drive	Potential redevelopment	0	25,000	0	0	95	0	0	0	27,428	0
Staples/Banner	800/804/808 Hungerford	Potential redevelopment	0	12,000	0	0	0	65	0	0	35,221	20,000
Free State/Regal Paints	500/502/510 Hungerford	Potential redevelopment	0	0	0	35,000	0	0	0	0	8,360	0
Kam Sam Grocery	300 N Washington Street	Potential redevelopment	30,000	10,000	0	0	0	0	0	0	7,700	0
District Court	99 Maryland Ave	Proposed development	0	0	0	110,000	0	0	0	0	0	0
Crown/Snowden	246/260 N Washington St	Potential redevelopment	0	0	0	0	0	50	0	0	3,322	0
Hickman's Exxon	200 N Washington Street	Potential redevelopment	0	11,000	0	0	0	34	0	0	2,834	0
Juror's Lot	301 E Jefferson Street	Potential development	100,000	7,000	0	0	0	0	0	0	0	0
Casey property	Fleet Street	Potential development	30,000	0	0	0	0	0	0	0	0	0
Merchant's/Texaco	369/379 Hungerford Drive	Potential redevelopment	40,000	20,000	0	0	0	0	0	0	7,719	0
Rockville Metro Station (east)	S Stonestreet Avenue	Potential redevelopment	10,000	35,000	0	0	75	35	0	0	0	0
100 Blk N Stonestreet (west)	100 N Stonestreet Ave	Potential redevelopment	10,000	5,000	0	0	20	0	0	0	0	3,784
100 Blk N Stonestreet (east)	103 109 N Stonestreet Ave	Potential redevelopment	15,000	15,000	10,000	5,000	45	0	0	0	0	25,354
200 Blk N Stonestreet (west)	200/204/208 N Stonestreet	Potential redevelopment	12,000	8,000	5,000	0	25	0	0	0	0	8,275
200 Blk N Stonestreet (east)	255 N Stonestreet Ave	Potential redevelopment	0	12,000	12,000	15,000	30	0	0	0	0	29,547
300 Blk N Stonestreet (west)	300 324 N Stonestreet Ave	Potential redevelopment	5,000	25,000	20,000	0	45	0	0	0	0	30,093
400 Blk N Stonestreet (west)	328 424 N Stonestreet Ave	Potential redevelopment	20,000	20,000	35,000	5,000	0	0	0	0	0	78,785
400 Blk N Stonestreet (east)	401 417 N Stonestreet Ave	Potential redevelopment	25,000	3,000	20,000	10,000	60	35	0	0	0	86,686
S Stonestreet (west side)	S Stonestreet Avenue	Potential redevelopment	12,000	5,000	12,000	6,000	0	0	0	0	0	26,039
Chestnut Lodge	Laird Street	Potential redevelopment	0	0	0	0	0	0	40	0	0	0
Total			1,164,000	384,000	114,000	346,000	640	333	38	99,584	133,112	308,563
Totals			2,195,488	682,856	114,000	424,848	2,514	333	38	170,413	234,339	308,563
Final Total			1,921,220	515,962	114,000	346,000	1,634	333	38			

Not included in Final Total
Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

Project	Address	Status	Proposed Development Office	Retail	Industrial	Other	MF	SFA	SFD	Existing Development Office	Retail	Industrial
Approved projects (with modifications)												
Town Square	Beall Ave/N. Washington	Approved	6,600	145,000	0	14,000	658	0	0	26,000	101,227	0
Rockville Regional Library	Maryland/Beall	Approved	34,174	3,500	0	64,848	0	0	0	0	0	0
21 Church Street	21 Church Street	Approved	93,450	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	Approved, Phase I complete	276,845	23,227	0	0	0	0	0	0	0	0
Rockville Center	E. Montgomery Ave	Approved, Phase I complete	394,261	103,235	0	0	925	0	0	125,275	13,989	0
The Westchester Apartments	501 Hungerford Drive	Under construction	0	0	0	0	222	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	Phase I under const	140,044	18,394	0	0	0	0	0	14,131	0	0
Bank of America	255 N. Washington St	Plans under review	0	5,500	0	0	250	0	0	21,536	0	0
Total (pipeline)			945,374	298,856	0	78,848	2,055	0	0	-186,942	115,216	0
Pending projects (with modifications)												
First Street Apartments	811 Veirs Mill Road	Plans under review	0	0	0	0	192	0	0	9,163	0	0
Total (pending)			0	0	0	0	192	0	0	9,163	0	0
Potential redevelopment												
Fleet Street property	107 Fleet Street	Potential redevelopment	0	0	0	0	0	42	0	0	0	0
50 Monroe Place	50 Monroe Place	Potential redevelopment	0	0	0	0	75	0	0	16,090	0	0
Montgomery Cty Gvt. EOB	101 Monroe Street	Potential development	350,000	0	0	0	0	0	0	0	0	0
Giant Food site	275 N. Washington	Potential redevelopment	375,000	30,000	0	0	125	0	0	0	14,108	0
Maxim Market	Hungerford Drive	Potential redevelopment	135,000	25,000	0	0	0	0	0	0	6,274	0
Parsanos	316 N. Washington	Potential redevelopment	18,000	3,000	0	0	0	0	0	0	1,275	0
Hungerford properties	414/416/430 Hungerford	Potential redevelopment	425,000	75,000	0	0	125	0	0	58,213	0	0
Metro Station West	Rockville Pike	Potential redevelopment	400,000	25,000	0	0	250	0	0	0	0	0
Post Office Parking Lot	400 N. Washington	Potential redevelopment	40,000	5,000	0	0	0	0	0	0	0	0
Trading Post	250 N. Washington	Potential redevelopment	0	5,000	0	0	0	0	0	0	0	0
Apollo Center	2-12 N. Washington	Potential redevelopment	50,000	10,000	0	0	0	0	0	0	18,871	0
MCPS property	N. Stonestreet Ave	Potential redevelopment	0	0	0	0	0	62	38	0	0	0
Washington Square	622 Hungerford Drive	Potential redevelopment	60,000	15,000	0	0	0	0	0	25,281	0	0
Jeepers/Sunoco	700/790 Hungerford Drive	Potential redevelopment	100,000	25,000	0	0	0	0	0	0	27,428	0
Staples/Banner	800/804/808 Hungerford	Potential redevelopment	65,000	12,000	0	0	0	65	0	0	35,221	20,000
Free State/Regal Paints	500/502/510 Hungerford	Potential redevelopment	75,000	12,000	0	0	0	0	0	0	8,360	0
Kam Sam Grocery	300 N. Washington Street	Potential redevelopment	30,000	10,000	0	0	0	0	0	0	7,700	0
District Court	99 Maryland Ave	Proposed development	0	0	0	110,000	0	0	0	0	0	0
Crown/Snowden	246/260 N. Washington St	Potential redevelopment	0	0	0	0	0	50	0	0	3,322	0
Hickman's Exxon	200 N. Washington Street	Potential redevelopment	30,000	11,000	0	0	0	0	0	0	2,834	0
Juror's Lot	301 E. Jefferson Street	Potential development	0	7,000	0	0	0	80	0	0	0	0
Casey property	Fleet Street	Potential development	0	5,000	0	0	0	120	0	0	0	0
Merchant's/Texaco	369/379 Hungerford Drive	Potential redevelopment	80,000	2,000	0	0	0	0	0	0	7,719	0
Rockville Metro Station (east)	S. Stonestreet Avenue	Potential redevelopment	10,000	35,000	0	0	75	35	0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	Potential redevelopment	10,000	5,000	0	0	20	0	0	0	0	3,784
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	Potential redevelopment	15,000	15,000	10,000	5,000	45	0	0	0	0	25,354
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	Potential redevelopment	12,000	8,000	5,000	0	25	0	0	0	0	8,275
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave+	Potential redevelopment	0	12,000	12,000	15,000	30	0	0	0	0	29,547
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	Potential redevelopment	5,000	25,000	20,000	0	45	0	0	0	0	30,093
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	Potential redevelopment	20,000	20,000	35,000	5,000	0	0	0	0	0	78,785
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	Potential redevelopment	25,000	3,000	20,000	10,000	60	35	0	0	0	86,686
S. Stonestreet (west side)	S. Stonestreet Avenue	Potential redevelopment	12,000	5,000	12,000	6,000	0	0	0	0	0	26,039
Chestnut Lodge	Laird Street	Potential redevelopment	0	0	0	0	0	0	40	0	0	0
Total (potential)			2,342,000	405,000	114,000	151,000	875	489	38	99,584	133,112	308,563
Totals			3,287,374	703,856	114,000	229,848	3,122	489	38	295,688	248,328	308,563
Final Total			3,013,106	536,962	114,000	151,000	2,242	489	38			

Not included in Final Total
Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Proposed Development

Project	Address	Office	AM Vehicle Trip Ends	AM Distribution % In	AM Distribution % Out	AM Vehicle Trips In	AM Vehicle Trips Out	PM Vehicle Trip Ends	PM Distribution % In	PM Distribution % Out	PM Vehicle Trips In	PM Vehicle Trips Out
Approved pipeline projects												
Town Square	Bank Alley / Washington	[illegible]	[illegible]	88%	12%	14	3	86	17%	83%	15	[illegible]
Rockville Regional Library	Maryland Avenue	94,[illegible]	79	88%	12%	70	10	117	17%	83%	20	97
[illegible] Church Street	31 Church Street	90,[illegible]	[illegible]	88%	12%	58	21	183	17%	83%	31	152
Rockville Metro Plaza	111 Rockville Pike	37[illegible]	539	88%	12%	474	65	498	17%	83%	85	413
Rockville Center	E. Montgomery Ave	1,253,2[illegible]	[illegible]	88%	12%	[illegible]	170	461	17%	83%	252	[illegible]
The Westchester apartments	101 Hungerford Drive	0	0	88%	12%	0	0	0	17%	83%	0	0
Sandy Spring Bank	611 Rockville Pike	[illegible]	246	88%	12%	216	29	236	17%	83%	40	196
Bank of America	255 N Washington St	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (pipeline)												
Pending projects												
First Street Apartments	[illegible]	0	[illegible]	88%	12%	0	[illegible]	[illegible]	17%	83%	[illegible]	0
Total (pending)												
Potential redevelopment												
[illegible] property	[illegible]	0	0	88%	12%	[illegible]	0	0	17%	83%	0	[illegible]
50 Monroe Place	50 Monroe Place	0	[illegible]	88%	12%	0	0	0	17%	83%	0	0
Montgomery Cty [illegible]	101 Monroe Street	251,[illegible]	[illegible]	88%	12%	[illegible]	61	371	17%	83%	[illegible]	301
Giant Food site	125 N Washington	0	0	88%	12%	[illegible]	0	0	17%	83%	0	[illegible]
Mason Market	Hungerford Drive	150,000	158	88%	12%	[illegible]	23	180	17%	83%	33	151
[illegible]	215 N Washington	0		88%	12%	0		0	17%	83%	0	0
Hungerford properties	[illegible] Hungerford	1[illegible],000	[illegible]	88%	12%	91	[illegible]	215	17%	83%	35	177
[illegible] West	Rockville Pike	[illegible]	[illegible]	88%	12%	273	31	241	17%	83%	42	[illegible]
Post Office Parking Lot	400 N Washington	40,000	[illegible]	88%	12%	73	11	124	17%	83%	21	103
[illegible] Post	150 N Washington	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible] Center	[illegible] N Washington	0	0	88%	12%	0	0	0	17%	83%	0	[illegible]
MCPS property	N. Stonestreet Ave	0	0	88%	12%	0		0	17%	83%	0	0
Washington Square	120 Hungerford Drive	91,000	135	88%	12%	10	15	145	17%	83%	25	121
[illegible]	[illegible] Hungerford Drive	0	0	88%	12%	0	0	0	17%	83%	0	
[illegible]	[illegible] Hungerford	0	0	88%	12%	0			17%	83%	0	0
[illegible]	[illegible] Hungerford	0	0	88%	12%	0	0	0	17%	83%	1	[illegible]
[illegible]	300 N Washington Street	[illegible]	[illegible]	88%	12%	[illegible]	[illegible]	112	17%	83%	10	[illegible]
District Court	[illegible] Maryland Ave	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible]	[illegible] N Washington St	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible]	[illegible] Washington Street	0	0	88%	12%	0	0	0	17%	83%	0	
[illegible]	[illegible]	[illegible]	186	88%	12%	[illegible]	21	191	17%	83%	37	158
Casey property	[illegible] Street	[illegible]	[illegible]	88%	12%	63	9	112	17%	83%	19	93
[illegible]	[illegible] Hungerford Drive	[illegible]	80	88%	12%	[illegible]	11	124	17%	83%	21	103
Rockville Metro Station (east)	N. Stonestreet Avenue	[illegible]	[illegible]	88%	12%	[illegible]	4	90	17%	83%	15	75
100 block N. Stonestreet (west)	101 N Stonestreet Ave	[illegible]	[illegible]	88%	12%	26	4	[illegible]	17%	83%	15	[illegible]
100 block N. Stonestreet (east)	100-108 N Stonestreet Ave	[illegible]	41	88%	12%	[illegible]	[illegible]	36	17%	83%	16	[illegible]
200 block N. Stonestreet (west)	[illegible] N Stonestreet	17,000	34	88%	12%	[illegible]	[illegible]	92	17%	83%	16	77
200 block N. Stonestreet (east)	[illegible] N Stonestreet Ave	0		88%	12%	0			17%	83%		0
300 block N. Stonestreet (west)	300-324 N Stonestreet Ave	5,000	[illegible]	88%	12%	15		84	17%	83%	14	[illegible]
400 block N. Stonestreet (west)	328-424 N Stonestreet Ave	20,000	52	88%	12%	45	6	101	17%	83%	17	84
400 block N. Stonestreet (east)	401-417 N Stonestreet Ave	[illegible]	[illegible]	88%	12%	54	7	[illegible]	17%	83%	15	83
S. Stonestreet (west side)	S. Stonestreet Avenue	[illegible]	34	88%	12%	30	4	97	17%	83%	16	[illegible]
[illegible]	[illegible] Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (potential)												
Totals												
Final Total		[illegible]	[illegible]			3,593	454	[illegible]			759	[illegible]

Existing Development

Project	Office	AM Vehicle Trip Ends	AM Distribution % In	AM Distribution % Out	AM Vehicle Trips In	AM Vehicle Trips Out	PM Vehicle Trip Ends	PM Distribution % In	PM Distribution % Out	PM Vehicle Trips In	PM Vehicle Trips Out
Town Square	[illegible]	[illegible]	88%	12%	[illegible]	8	108	17%	83%	[illegible]	[illegible]
Rockville Regional Library	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible] Church Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Rockville Metro Plaza	0	0	88%	12%	0	0	0	17%	83%	0	0
Rockville Center	[illegible]	[illegible]	88%	12%	139	[illegible]	219	17%	83%	[illegible]	182
The Westchester apartments	0	0	88%	12%	0	0	0	17%	83%	0	0
Sandy Spring Bank	[illegible]	[illegible]	88%	12%	34	5	95	17%	83%	[illegible]	[illegible]
Bank of America	21,556	55	88%	12%	[illegible]	[illegible]	[illegible]	17%	83%	17	[illegible]
First Street Apartments	[illegible]	[illegible]	88%	12%	[illegible]		[illegible]	17%	83%	[illegible]	[illegible]
[illegible] property	0		88%	12%	0	0	0	17%	83%		0
50 Monroe Place	16,[illegible]	[illegible]	88%	12%	[illegible]	[illegible]	[illegible]	17%	83%	[illegible]	[illegible]
Montgomery Cty [illegible]		0	88%	12%				17%	83%	0	
Giant Food site	0	0	88%	12%	0	0	0	17%	83%	0	0
Mason Market	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible]		0	88%	12%				17%	83%	0	
Hungerford properties	[illegible]	[illegible]	88%	12%	[illegible]	15	141	17%	83%	[illegible]	[illegible]
[illegible] West	0		88%	12%	0		0	17%	83%	0	0
Post Office Parking Lot			88%	12%				17%	83%	0	
[illegible] Post	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible] Center	0		88%	12%	0	0	0	17%	83%	0	0
MCPS property			88%	12%				17%	83%	0	
Washington Square	[illegible]	[illegible]	88%	12%	[illegible]	[illegible]	[illegible]	17%	83%	[illegible]	[illegible]
[illegible]	0		88%	12%	0	0	0	17%	83%	0	0
[illegible]			88%	12%			0	17%	83%	0	0
[illegible]	0	0	88%	12%	0		0	17%	83%	0	0
[illegible]	0		88%	12%	0	0	0	17%	83%		0
District Court		0	88%	12%	0		0	17%	83%	0	0
[illegible]		0	88%	12%	0		0	17%	83%	0	0
[illegible]	0		88%	12%	0	0	0	17%	83%		0
[illegible]	0	0	88%	12%	0	0	0	17%	83%	0	0
Casey property	0	0	88%	12%		0	0	17%	83%	0	
[illegible]	0		88%	12%	0	0	0	17%	83%		0
Rockville Metro Station (east)	0	0	88%	12%	0		0	17%	83%	0	0
100 block N. Stonestreet (west)		0	88%	12%		0		17%	83%	0	
100 block N. Stonestreet (east)	0		88%	12%	0	0	0	17%	83%	0	0
200 block N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
200 block N. Stonestreet (east)			88%	12%				17%	83%	0	
300 block N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
400 block N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
400 block N. Stonestreet (east)		0	88%	12%				17%	83%	0	0
S. Stonestreet (west side)	0	0	88%	12%	0	0	0	17%	83%	0	0
[illegible]	0	0	88%	12%	0	0	0	17%	83%	0	0
Final Total	[illegible]	[illegible]			[illegible]	64	[illegible]			[illegible]	[illegible]

Total Trips / Total Trips After Reduction

Project	Total Trips AM Peak In	Total Trips AM Peak Out	Total Trips PM Peak In	Total Trips PM Peak Out	After Reduction AM Peak In	After Reduction AM Peak Out	After Reduction PM Peak In	After Reduction PM Peak Out
Town Square	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	3	[illegible]
Rockville Regional Library	70	[illegible]	20	[illegible]	[illegible]	[illegible]	7	[illegible]
[illegible] Church Street	[illegible]	[illegible]	[illegible]	152	[illegible]	[illegible]	[illegible]	[illegible]
Rockville Metro Plaza	474	[illegible]	[illegible]	[illegible]	403	[illegible]	[illegible]	[illegible]
Rockville Center	1049	[illegible]	[illegible]	[illegible]	892	[illegible]	122	[illegible]
The Westchester apartments	0	[illegible]	0	0	[illegible]	[illegible]	0	[illegible]
Sandy Spring Bank	[illegible]	[illegible]	24	[illegible]	[illegible]	[illegible]	20	[illegible]
Bank of America	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	6	5	[illegible]
First Street Apartments	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] property	0					[illegible]	[illegible]	
50 Monroe Place	[illegible]	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Montgomery Cty [illegible]	[illegible]	0	60	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Giant Food site	0	[illegible]	[illegible]		[illegible]	0	0	
Mason Market	[illegible]	[illegible]	39	[illegible]	[illegible]	21	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	0	0		[illegible]		[illegible]
Hungerford properties	[illegible]	[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]
[illegible] West	[illegible]	[illegible]	41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Post Office Parking Lot	[illegible]		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Post	[illegible]	[illegible]	0	[illegible]	[illegible]	[illegible]	0	[illegible]
[illegible] Center	0			[illegible]	[illegible]	0	[illegible]	
MCPS property	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Washington Square	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0		[illegible]		[illegible]	0	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	1	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	10	[illegible]
District Court	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]	1	[illegible]	[illegible]
[illegible]	0				[illegible]	0	0	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28	[illegible]
Casey property	[illegible]	[illegible]	10	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	57	0	5	[illegible]
Rockville Metro Station (east)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
100 block N. Stonestreet (west)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	0
100 block N. Stonestreet (east)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	[illegible]	[illegible]
200 block N. Stonestreet (west)	[illegible]	[illegible]	16	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
200 block N. Stonestreet (east)	0	[illegible]	0	0	[illegible]	[illegible]	[illegible]	[illegible]
300 block N. Stonestreet (west)	[illegible]	[illegible]	14	[illegible]	13	[illegible]	[illegible]	[illegible]
400 block N. Stonestreet (west)	[illegible]	5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
400 block N. Stonestreet (east)	[illegible]	7	18	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S. Stonestreet (west side)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	0	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	[illegible]
Final Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]
[illegible]

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Project	Address	Proposed Development: Retail	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Trip Ends	PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing Development: Retail	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Trip Ends	PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Total Trips: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	Total Trips After Reduction: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Approved pipeline projects																															
Town Square	Beall Ave/N. Washington	145,000	405	49%	51%	199	207	781	50%	50%	391	391	101,227	286	49%	51%	140	146	552	50%	50%	276	276	58	61	115	115	47	49	92	92
Rockville Regional Library	Maryland/Beall	3,500	20	49%	51%	10	10	40	50%	50%	20	20	0	0	49%	51%	0	0	0	50%	50%	0	0	10	10	20	20	8	8	16	16
21 Church Street	21 Church Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	71,000	68	49%	51%	33	35	132	50%	50%	66	66	0	0	49%	51%	0	0	0	50%	50%	0	0	33	35	66	66	27	28	53	53
Rockville Center	E. Montgomery Ave	103,235	292	49%	51%	143	149	562	50%	50%	281	281	13,989	49	49%	51%	24	25	95	50%	50%	47	47	119	124	234	234	95	99	187	187
The Westchester Apartments	501 Hungerford Drive	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	18,354	61	49%	51%	30	31	118	50%	50%	59	59	0	0	49%	51%	0	0	0	50%	50%	0	0	30	31	59	59	24	25	47	47
Bank of America	255 N. Washington St.	5,500	26	49%	51%	13	13	50	50%	50%	25	25	0	0	49%	51%	0	0	0	50%	50%	0	0	13	13	25	25	10	10	20	20
Total (pipeline)																															
Pending projects																															
First Street Apartments	811 Veirs Mill Road	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
Fleet Street property	27 Fleet Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Montgomery City Ctr. EOB	101 Monroe Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Giant Food site	775 N. Washington	72,000	71	49%	51%	35	36	137	50%	50%	68	68	14,108	49	49%	51%	24	25	95	50%	50%	48	48	11	11	21	21	8	9	17	17
Maxim Market	Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	6,774	28	49%	51%	14	14	54	50%	50%	27	27	25	26	49	49	20	21	39	39
Paisanos	316 N. Washington	8,000	33	49%	51%	16	17	63	50%	50%	32	32	1,275	14	49%	51%	7	7	28	50%	50%	14	14	9	9	18	18	7	7	14	14
Hungerford properties	414/418/430 Hungerford	66,000	190	49%	51%	93	97	367	50%	50%	184	184	0	0	49%	51%	0	0	0	50%	50%	0	0	93	97	184	184	75	78	147	147
Metro Station West	Rockville Pike	15,000	52	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
Post Office Parking Lot	400 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Trading Post	250 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Apollo Center	212 N. Washington	10,000	38	49%	51%	19	19	74	50%	50%	37	37	18,87	62	49%	51%	30	32	120	50%	50%	60	60	12	12	23	23	9	10	19	19
MCPS property	N. Stonestreet Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Washington Square	622 Hungerford Drive	15,000	52	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
Jeepers/Sunoco	700/790 Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	27,478	85	49%	51%	42	44	165	50%	50%	83	83	3	3	6	6	3	3	5	5
Staples/Banner	800/804/808 Hungerford	12,000	43	49%	51%	21	22	84	50%	50%	42	42	35,271	107	49%	51%	52	54	205	50%	50%	103	103	31	32	61	61	25	26	49	49
Free State/Rogan Paints	500/502/510 Hungerford	0	0	49%	51%	0	0	0	50%	50%	0	0	8,360	33	49%	51%	16	17	65	50%	50%	33	33	16	17	33	33	13	14	26	26
Kam Sam Grocery	300 N. Washington Street	10,000	38	49%	51%	19	19	74	50%	50%	37	37	7,700	32	49%	51%	16	16	62	50%	50%	31	31	3	3	6	6	2	3	5	5
District Court	99 Maryland Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Crown/Snowden	246/260 N. Washington St.	0	0	49%	51%	0	0	0	50%	50%	0	0	3,377	20	49%	51%	10	10	39	50%	50%	19	19	10	10	19	19	8	8	16	16
Hoffman's Exxon	200 N. Washington Street	11,000	41	49%	51%	20	21	79	50%	50%	40	40	2,834	18	49%	51%	9	9	36	50%	50%	18	18	11	11	21	21	9	9	17	17
[illegible]'s Lot	301 E. Jefferson Street	7,000	30	49%	51%	15	15	58	50%	50%	29	29	0	0	49%	51%	0	0	0	50%	50%	0	0	15	15	29	29	12	12	23	23
Casey property	Fleet Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Merchants/Texaco	369/379 Hungerford Drive	20,000	65	49%	51%	32	33	126	50%	50%	63	63	7,719	32	49%	51%	16	16	62	50%	50%	31	31	16	17	32	32	13	14	26	26
Rockville Metro Station (east)	S. Stonestreet Avenue	35,000	106	49%	51%	52	54	205	50%	50%	102	102	0	0	49%	51%	0	0	0	50%	50%	0	0	52	54	102	102	42	43	82	82
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
100 Blk N. Stonestreet (east)	101-109 N. Stonestreet Ave	15,000	52	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	8,000	33	49%	51%	16	17	63	50%	50%	32	32	0	0	49%	51%	0	0	0	50%	50%	0	0	16	17	32	32	13	13	25	25
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave.+	12,000	43	49%	51%	21	22	84	50%	50%	42	42	0	0	49%	51%	0	0	0	50%	50%	0	0	21	22	42	42	17	18	34	34
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	25,000	79	49%	51%	39	40	152	50%	50%	76	76	0	0	49%	51%	0	0	0	50%	50%	0	0	39	40	76	76	31	32	61	61
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	20,000	65	49%	51%	32	33	126	50%	50%	63	63	0	0	49%	51%	0	0	0	50%	50%	0	0	32	33	63	63	26	27	51	51
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	3,000	19	49%	51%	9	10	37	50%	50%	19	19	0	0	49%	51%	0	0	0	50%	50%	0	0	9	10	19	19	7	8	15	15
S. Stonestreet (west side)	S. Stonestreet Avenue	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Chestnut Lodge	Laird Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (potential)																															
[illegible]																															
Final Total		513,735	1,087			827	861	3,272			1,636	1,636	147,101	579			259	270	1,029			514	514	568	591	1,172	1,172	454	473	897	897

Not included in Final Total

Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Project	Address	Proposed Development: Indust	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Existing Development: Indust	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Total Trips: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	Total Trips After Reduction: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Approved pipeline projects																															
Town Square	Beal Ave/N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Regional Library	Maryland/Beal	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
21 Church Street	21 Church Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Center	E. Montgomery Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Bank of America	755 N. Washington St	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (approved)																															
Pending projects																															
East Street Apartments	811 Jeffers Ville Road	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
East Street property	101 East Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Montgomery Ctr Gt Eds	121 Monroe Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Giant Food Site	715 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Maxim Market	Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Palisades	315 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hungerford properties	404/415/506/30 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Metro Station West	Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Post Office Parking Lot	400 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Trading Post	250 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Apex Center	712 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
VCPS property	N. Stonestreet Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Washington Square	677 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Jeppers/Strauss	700/790 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Stoppel/Barner	830/834/838 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	20000	18	88%	12%	16	2	20	12%	88%	2	17	16	2	2	1	14	2	2	15
Fire Station/Legal Parts	320/327/510 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Ken Sam Gramery	350 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Crystal Court	99 Maryland Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Crowy/Snowden	258/260 N. Washington St	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hoffman's Exxon	200 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Jones Lot	30 E. Jefferson Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Gaddy property	East Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Merchants/Exxon	465/475 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Station (east)	S. Stonestreet Avenue	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	3784	3	88%	12%	3	0	4	12%	88%	0	3	3	0	0	0	3	0	0	3
100 Blk N. Stonestreet (east)	103/109 N. Stonestreet Ave	10000	9	88%	12%	8	1	10	12%	88%	1	9	25354	23	88%	12%	21	3	25	12%	88%	3	22	22	2	2	1	19	2	2	19
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	5000	5	88%	12%	4	1	5	12%	88%	1	4	8775	8	88%	12%	7	1	8	12%	88%	1	7	3	0	0	0	3	0	0	3
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	12000	11	88%	12%	10	1	12	12%	88%	1	10	28547	27	88%	12%	24	3	29	12%	88%	3	25	14	2	2	1	12	2	2	11
300 Blk N. Stonestreet (west)	300 374 N. Stonestreet Ave	20000	18	88%	12%	16	2	20	12%	88%	2	17	30031	28	88%	12%	24	3	29	12%	88%	4	25	8	1	1	1	7	1	1	7
400 Blk N. Stonestreet (west)	378 474 N. Stonestreet Ave	35000	32	88%	12%	28	4	34	12%	88%	4	30	38745	4	88%	12%	3	0	37	12%	88%	5	32	25	3	5	4	21	3	4	27
400 Blk N. Stonestreet (east)	401 477 N. Stonestreet Ave	20000	18	88%	12%	16	2	22	12%	88%	2	17	86666	13	88%	12%	11	2	85	12%	88%	10	75	5	1	8	58	4	1	7	49
S. Stonestreet (west side)	S. Stonestreet Avenue	12000	11	88%	12%	10	1	12	12%	88%	1	10	26015	24	88%	12%	21	3	26	12%	88%	3	22	11	2	2	1	10	1	1	10
Chestnut Lodge	Laird Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (existing)																															
Total																															
Final Total		114 000	105			97	13	117			13	98	128 553	148			131	18	167			36	286	38	5	23	168	33	4	9	143
	Net Included in Final Total																														
	Changes in Each Scenario																														

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Project	Address	Proposed Development: Other	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Existing Development: Other	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Total Trips: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Approved pipeline projects																											
Town Square	Beall Ave/N. Washington	14,000	14	80%	20%	11	3	14	20%	80%	3	11	0	0	80%	20%	0	0	0	20%	80%	0	0	11	3	3	11
Rockville Regional Library	Maryland/Beall	64,848	20	72%	28%	14	6	182	48%	52%	88	95	0	0	72%	28%	0	0	0	48%	52%	0	0	14	6	88	95
21 Church Street	21 Church Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Center	[illegible] Montgomery Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Bank of America	755 N. Washington St	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (pipeline)																											
Pending projects																											
First Street Apartments	811 Veirs Mill Road	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (pending)																											
Potential redevelopment																											
Fleet Street property	127 Fleet Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Montgomery City Gvt. Bldg	101 Monroe Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Giant Food site	275 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Maxim Market	Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Pasarela	316 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Hungerford properties	404/409/430 Hungerford	160	160	80%	20%	128	32	160	20%	80%	32	128	0	0	80%	20%	0	0	0	20%	80%	0	0	128	32	32	128
Metro Station West	Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Ford Of Rockville Parking Lot	400 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Trading Post	250 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Apollo Center	272 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
MCPS property	N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Washington Square	672 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Cooper/Bureau	700/702 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Staples/Barnes	800/804/808 Hungerford	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Free State/Regal Plaza	530/532/536 Hungerford	35,000	35	80%	20%	28	7	35	20%	80%	7	28	0	0	80%	20%	0	0	0	20%	80%	0	0	28	7	7	28
Kim Sam Grocery	300 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
District Court	99 Maryland Ave	110,000	67	75%	25%	50	17	110	25%	75%	28	83	38,000	23	69%	31%	16	7	38	31%	69%	12	26	66	10	56	109
Crown/Crowder	746/750 N. Washington St	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Fireman's Lexon	230 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Lawler's Lot	301 E. Jefferson Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Casey property	Fleet Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Marchant/Mexico	659/679 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Metro Station (part)	S. Stonestreet Avenue	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
100 Blk N. Stonestreet (east)	103/109 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4	0	0	80%	20%	0	0	0	20%	80%	0	0	4	1	1	4
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	15,000	15	80%	20%	12	3	15	20%	80%	3	12	0	0	80%	20%	0	0	0	20%	80%	0	0	12	3	3	12
300 Blk N. Stonestreet (west)	300/324 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
400 Blk N. Stonestreet (west)	378/424 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4	0	0	80%	20%	0	0	0	20%	80%	0	0	4	1	1	4
400 Blk N. Stonestreet (east)	401/417 N. Stonestreet Ave	10,000	10	80%	20%	8	2	10	20%	80%	2	8	0	0	80%	20%	0	0	0	20%	80%	0	0	8	2	2	8
S. Stonestreet (west side)	S. Stonestreet Avenue	6,000	6	80%	20%	5	1	6	20%	80%	1	5	0	0	80%	20%	0	0	0	20%	80%	0	0	5	1	1	5
Chestnut Lodge	Laird Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (potential)																											
Total																											
Final Total		346,000	303			239	64	346			75	271	38,000	23			16	7	38			12	26	223	57	63	275
	Not Included in Final Total																										
	Changes in each Scenario																										

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)

Proposed Development

Project	Address	MF	Vehicle Ends	AM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Ends	PM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	SFA
Approved pipeline projects													
Town Square	Beall Ave/N. Washington	368	257	31%	69%	80	177	305	58%	42%	177	128	0
Rockville Regional Library	Maryland Ave	0	0	31%	69%	0	0	0	58%	42%	0	0	0
21 Church Street	21 Church Street	0	0	31%	69%	0	0	0	58%	42%	0	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	31%	69%	0	0	0	58%	42%	0	0	0
Rockville Center	1 Montgomery Ave	117	35	31%	69%	11	24	45	58%	42%	26	19	0
The Westchester Apartments	501 Hungerford Drive	227	78	31%	69%	24	54	95	58%	42%	55	40	0
Sandy Spring Bank	611 Rockville Pike	0	0	31%	69%	0	0	0	58%	[illegible]	0	0	0
Bank of America	255 N Washington St	351	131	31%	69%	41	90	157	58%	42%	91	66	0
Subtotal (pipeline)													
Pending projects													
First Street Apartments	[illegible] Road	197	65	31%	69%	20	45	[illegible]	58%	42%	[illegible]	[illegible]	0
Subtotal (pending)													
Potential redevelopment													
[illegible] property	[illegible] Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
50 Monroe Place	50 Monroe Place	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Montgomery City/Co. [illegible]	[illegible] Monroe Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	255 N Washington	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	Hungerford Drive	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] N Washington	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Hungerford properties	[illegible] Hungerford	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Metro Station West	Rockville Pike	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Post Office Parking lot	400 N Washington	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Trading Post	250 N Washington	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Auto Center	[illegible] N Washington	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible] property	N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Washington Square	[illegible] Hungerford Drive	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Hungerford Drive	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Hungerford	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Hungerford	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	400 N Washington Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
District Court	27 Maryland Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] N Washington St	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] N Washington Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Jefferson Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible] property	Fleet Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
[illegible]	[illegible] Hungerford Drive	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Rockville Metro Station [illegible]	S Stonestreet Avenue	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
100 Block N Stonestreet east	100 N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
100 Block N Stonestreet east	[illegible] N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
200 Block N Stonestreet west	[illegible] N Stonestreet	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
200 Block N Stonestreet east	255 N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
300 Block N Stonestreet west	[illegible] N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
300 Block N Stonestreet west	[illegible] N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
400 Block N Stonestreet east	[illegible] N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
S Stonestreet (west side)	S Stonestreet Avenue	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Chestnut Lodge	[illegible] Street	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]	[illegible]
Subtotal													
Total													
Final Total		[illegible]	[illegible]			[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]

Project	Vehicle Ends	AM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Ends	PM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	SFD	Vehicle Ends	AM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Ends	PM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out
Town Square	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Regional Library	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
21 Church Street	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Metro Plaza	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Center	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
The Westchester Apartments	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Sandy Spring Bank	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Bank of America	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
First Street Apartments	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0
Potential redevelopment (all rows)	[illegible]	17%	83%	[illegible]	[illegible]	[illegible]	67%	33%	[illegible]	[illegible]	[illegible]	[illegible]	25%	75%	[illegible]	[illegible]	[illegible]	63%	37%	[illegible]	[illegible]
Final Total	[illegible]			[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]			[illegible]	[illegible]

Project	MF Total Trips AM Peak In	Out	PM Peak In	Out	SFA Total Trips AM Peak In	Out	PM Peak In	Out	SFD Total Trips AM Peak In	Out	PM Peak In	Out	Total Trips AM Peak In	Out	PM Peak In	Out	Total Trips After Reduction AM Peak In	Out	PM Peak In	Out
Town Square	80	177	177	128	0	0	0	0	0	0	0	0	80	177	177	128	64	142	[illegible]	102
Rockville Regional Library	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 Church Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rockville Center	11	24	26	19	0	0	0	0	0	0	0	0	11	24	26	19	9	[illegible]	21	15
The Westchester Apartments	24	54	55	40	0	0	0	0	0	0	0	0	24	54	55	40	19	43	44	32
Sandy Spring Bank	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank of America	41	90	91	66	0	0	0	0	0	0	0	0	41	90	91	66	33	72	73	53
First Street Apartments	20	45	[illegible]	[illegible]	0	0	0	0	0	0	0	0	20	45	[illegible]	[illegible]	16	36	[illegible]	[illegible]
Potential redevelopment (all rows)	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Final Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Reduction in Final Total
Changes in each Scenario

(90)

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 1)		Office Total Trips				Retail Total Trips				Industrial Total Trips				Other Total Trips				Residential Total Trips				Total			
Project	Address	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																									
Town Square	Beall Ave/N. Washington	32	4	3	15	47	49	92	92	0	0	0	0	11	3	3	11	64	142	141	102	90	189	233	190
Rockville Regional Library	Maryland/Beall	59	8	17	83	8	8	16	16	0	0	0	0	14	6	88	95	0	0	0	0	82	22	120	193
21 Church Street	21 Church Street	133	18	27	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	18	27	129
Rockville Metro Plaza	111 Rockville Pike	403	55	72	351	27	28	53	53	0	0	0	0	0	0	0	0	0	0	0	0	430	83	125	404
Rockville Center	E. Montgomery Ave	892	122	182	860	95	99	187	187	0	0	0	0	0	0	0	0	9	19	21	15	996	240	390	1063
The Westchester Apartments	501 Hungerford Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	43	44	32	19	43	44	32
Sandy Spring Bank	611 Rockville Pike	154	21	20	99	24	25	47	47	0	0	0	0	0	0	0	0	0	0	0	0	178	46	68	147
Bank of America	255 N. Washington St.	41	6	15	73	10	10	20	20	0	0	0	0	0	0	0	0	32	72	73	53	3	77	78	0
Total (pipeline)		1569	214	300	1465	210	219	415	415	0	0	0	0	26	8	90	106	124	276	280	203	1929	717	1085	2188
Pending projects																									
First Street Apartments	811 Veirs Mill Road	21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Total (pending)		21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Potential redevelopment																									
Fleet Street property	107 Fleet Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	16	8	4	17	16	8
50 Monroe Place	50 Monroe Place	33	4	14	68	0	0	0	0	0	0	0	0	0	0	0	0	4	10	12	8	28	5	2	60
Montgomery Cty Gvt. EOB	101 Monroe Street	382	52	68	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	52	68	332
Giant Food site	275 N. Washington	0	0	0	0	8	9	17	17	0	0	0	0	0	0	0	0	5	14	15	10	13	23	32	27
Maxim Market	Hungerford Drive	178	24	33	162	20	21	39	39	0	0	0	0	0	0	0	0	0	0	0	0	198	45	72	202
Parsons	318 N. Washington	0	0	0	0	7	7	14	14	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	14
Hungerford properties	414/416/430 Hungerford	71	10	10	49	75	78	147	147	0	0	0	0	128	32	32	128	0	0	0	0	274	119	189	324
Metro Station West	Rockville Pike	194	26	36	174	20	21	40	40	0	0	0	0	0	0	0	0	0	0	0	0	214	47	76	214
Post Office Parking Lot	400 N. Washington	67	9	18	87	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	77	19	37	106
Trading Post	250 N. Washington	0	0	0	0	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	10	10	19	19
Apollo Center	212 N. Washington	0	0	0	0	9	10	19	19	0	0	0	0	0	0	0	0	7	15	17	12	3	6	[illegible]	6
MCPS property	N. Stonestreet Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	45	44	24	12	45	44	24
Washington Square	622 Hungerford Drive	47	6	8	27	20	21	40	40	0	0	0	0	0	0	0	0	0	0	0	0	67	27	46	67
Jeepers/Sunoco	700/790 Hungerford Drive	0	0	0	0	3	3	5	5	0	0	0	0	0	0	0	0	6	14	16	12	4	12	[illegible]	7
Staples/Banner	800/804/808 Hungerford	0	0	0	0	25	26	49	49	14	2	2	15	0	0	0	0	5	24	23	11	34	3	28	52
Free State/Regal Paints	500/502/510 Hungerford	0	0	0	0	13	14	26	26	0	0	0	0	28	7	7	28	0	0	0	0	35	7	19	2
Kam Sam Grocery	300 N. Washington Street	54	7	16	79	2	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	56	10	21	84
District Court	99 Maryland Ave	0	0	0	0	0	0	0	0	0	0	0	0	34	10	16	56	0	0	0	0	34	10	16	56
Crown/Sprewder	248/260 N. Washington St	0	0	0	0	8	8	16	16	0	0	0	0	0	0	0	0	4	20	18	9	4	12	3	7
Hickman's Exxon	203 N. Washington Street	0	0	0	0	9	9	17	17	0	0	0	0	0	0	0	0	3	14	13	7	12	24	30	24
Jurors Lot	301 E. Jefferson Street	140	19	28	135	12	12	23	23	0	0	0	0	0	0	0	0	0	0	0	0	152	31	51	158
Casey property	Fleet Street	54	7	16	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	7	16	79
Merchants/Texaco	369/379 Hungerford Drive	67	9	18	87	13	14	26	26	0	0	0	0	0	0	0	0	0	0	0	0	81	23	44	113
Rockville Metro Station (east)	S. Stonestreet Avenue	22	3	13	64	42	43	82	82	0	0	0	0	0	0	0	0	7	25	25	15	71	71	120	161
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	22	3	13	64	10	10	19	19	3	0	0	3	0	0	0	0	1	3	4	3	31	16	35	82
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	31	4	14	67	20	21	40	40	11	1	2	11	4	1	1	4	1	3	5	4	46	28	58	104
200 Blk N. Stonestreet (west)	203/204/208 N. Stonestreet	26	4	13	65	13	13	25	25	2	0	0	2	0	0	0	0	2	4	0	0	38	21	39	88
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	0	0	0	0	17	18	34	34	12	2	2	13	12	3	3	12	2	5	2	1	19	24	37	34
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	13	2	12	60	31	32	61	61	7	1	1	7	0	0	0	0	1	3	5	4	38	36	77	117
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	39	5	15	71	26	27	51	51	21	3	4	32	4	1	1	4	0	0	0	0	90	36	67	94
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	46	6	15	75	7	8	15	15	4	1	7	49	8	2	2	8	6	21	22	13	72	38	47	62
S. Stonestreet (west side)	S. Stonestreet Avenue	26	4	13	65	10	10	19	19	10	1	1	10	5	1	1	5	0	0	0	0	30	13	32	79
Chestnut Lodge	Laird Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	24	14	7	22	24	14
Total (potential)		1447	197	343	1676	322	335	638	638	33	4	19	143	223	57	63	245	79	261	261	154	2030	846	1295	2569
Totals		2994	408	630	3077	533	564	1052	1052	33	4	19	143	248	65	153	351	220	573	578	383	3963	1596	2394	4722
Final Total		2680	365	570	2781	454	473	897	897	33	4	19	143	223	57	63	245	137	388	392	249	3461	1279	1903	4030

Not included in Final Total

Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Project	Address	Proposed Development: Office	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	% Out	Vehicle Trips In	Out	Existing Development: Office	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	% Out	Vehicle Trips In	Out	Total Trips: AM Peak In	Out	PM Peak In	Out	Total Trips After Reduction: AM Peak In	Out	PM Peak In	Out
Approved pipe line projects																															
Town Square	East Avenue	6 600	27	88%	12%	19	3	86	17%	83%	15	72	26 000	64	88%	12%	55	8	108	17%	83%	18	90	37	5	4	18	37	4	3	15
Rockville Regional Library	Maryland/East	34 174	79	88%	12%	70	10	117	17%	83%	20	97	0	0	88%	12%	0	0	0	17%	83%	0	0	70	10	20	97	59	8	17	83
21 Church Street	21 Church Street	93 450	178	88%	12%	156	21	183	17%	83%	31	152	0	0	88%	12%	0	0	0	17%	83%	0	0	156	21	31	152	133	18	27	129
Rockville Metro Plaza	111 Rockville Pike	276 845	474	88%	12%	373	51	399	17%	83%	66	323	0	0	88%	12%	0	0	0	17%	83%	0	0	373	51	66	323	317	43	56	274
Rockville Center	E. Montgomery Ave	486 375	658	88%	12%	579	79	617	17%	83%	105	512	0	0	88%	12%	0	0	0	17%	83%	0	0	579	79	105	512	497	67	89	435
The Westchester Apartments	501 Hungerford Drive	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Stacy Spring Bank	611 Rockville Pike	140 044	246	88%	12%	216	29	236	17%	83%	40	196	14 131	39	88%	12%	34	5	55	17%	83%	16	79	182	25	24	117	154	21	20	99
Bank of America	755 N. Washington St.	0	0	88%	12%	0	0	0	17%	83%	0	0	21 536	55	88%	12%	48	7	103	17%	83%	17	85	48	7	17	85	41	6	15	73
Total (Approved)																															
Pending projects																															
East Side Apartments	811 Veirs Mill Road	0	0	88%	12%	0	0	0	17%	83%	0	0	8 183	28	88%	12%	24	3	88	17%	83%	15	74	24	3	15	74	21	3	13	63
Total (Pending)																															
Potential redevelopment																															
East Side property	101 East Street	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	88%	12%	0	0	0	17%	83%	0	0	15 030	43	88%	12%	38	5	97	17%	83%	16	80	38	5	16	80	33	4	14	68
Montgomery City Site 1 (C3)	101 Monroe Street	450 000	511	88%	12%	450	61	471	17%	83%	80	391	0	0	88%	12%	0	0	0	17%	83%	0	0	450	61	80	391	397	52	66	337
Grant Food Site	775 N. Washington	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Mixed Market	Hungerford Drive	135 000	238	88%	12%	210	29	230	17%	83%	39	191	0	0	88%	12%	0	0	0	17%	83%	0	0	210	29	39	191	178	24	33	157
Pasanos	316 N. Washington	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Hungerford properties	404/416/430 Hungerford	120 000	217	88%	12%	191	26	213	17%	83%	36	177	58 273	127	88%	12%	107	15	144	17%	83%	24	120	84	11	7	57	77	10	10	49
Metro Station West	Rockville Pike	150 000	259	88%	12%	228	31	247	17%	83%	42	205	0	0	88%	12%	0	0	0	17%	83%	0	0	228	31	42	205	191	26	38	174
Post Office Parking Lot	600 N. Washington	45 000	80	88%	12%	70	11	74	17%	83%	21	123	0	0	88%	12%	0	0	0	17%	83%	0	0	70	11	21	123	67	9	18	87
Parking Post	750 N. Washington	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Aspen Center	710 N. Washington	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
VCPS property	N. Stonestreet Ave	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Washington Square	677 Hungerford Drive	60 000	105	88%	12%	110	15	125	17%	83%	25	127	25 281	67	88%	12%	59	7	107	17%	83%	18	89	55	7	7	37	47	6	6	31
Jasper/Stonestreet	700/780 Hungerford Drive	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Jasper/Barnes	800/804/808 Hungerford	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Free State/Rosa Parks	500/505/515 Hungerford	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Ken Sam Grocery	300 N. Washington Street	30 000	77	88%	12%	63	9	112	17%	83%	19	93	0	0	88%	12%	0	0	0	17%	83%	0	0	63	9	19	93	54	7	16	79
District Court	99 Maryland Ave	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Crown/Snowden	240/260 N. Washington St	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Hillman's Flower	700 N. Washington Street	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Lofts at	40 E. Jefferson Street	100 000	189	88%	12%	165	23	197	17%	83%	37	158	0	0	88%	12%	0	0	0	17%	83%	0	0	165	23	37	158	142	19	28	135
Caney property	East Street	30 000	77	88%	12%	63	9	112	17%	83%	19	93	0	0	88%	12%	0	0	0	17%	83%	0	0	63	9	19	93	54	7	16	79
Veterans/Fleece	365/375 Hungerford Drive	45 000	80	88%	12%	70	11	124	17%	83%	21	103	0	0	88%	12%	0	0	0	17%	83%	0	0	70	11	21	103	67	9	18	87
Rockville Metro Station (east)	S. Stonestreet Avenue	15 000	30	88%	12%	26	4	50	17%	83%	15	75	0	0	88%	12%	0	0	0	17%	83%	0	0	26	4	15	75	22	3	13	64
100 B N. Stonestreet (west)	100 N. Stonestreet Ave	15 000	30	88%	12%	26	4	50	17%	83%	15	75	0	0	88%	12%	0	0	0	17%	83%	0	0	26	4	15	75	22	3	13	64
100 B N. Stonestreet (east)	103-109 N. Stonestreet Ave	15 000	41	88%	12%	36	5	66	17%	83%	16	79	0	0	88%	12%	0	0	0	17%	83%	0	0	36	5	16	79	31	4	14	67
200 B N. Stonestreet (west)	200/204/208 N. Stonestreet	12 000	34	88%	12%	30	4	57	17%	83%	16	77	0	0	88%	12%	0	0	0	17%	83%	0	0	30	4	16	77	26	4	13	65
200 B N. Stonestreet (east)	255 N. Stonestreet Ave	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
300 B N. Stonestreet (west)	300-324 N. Stonestreet Ave	5 000	17	88%	12%	15	2	34	17%	83%	14	70	0	0	88%	12%	0	0	0	17%	83%	0	0	15	2	14	70	13	2	12	60
400 B N. Stonestreet (west)	378-421 N. Stonestreet Ave	20 000	57	88%	12%	46	6	101	17%	83%	17	84	0	0	88%	12%	0	0	0	17%	83%	0	0	46	6	17	84	38	5	15	71
400 B N. Stonestreet (east)	401-417 N. Stonestreet Ave	25 000	67	88%	12%	54	7	107	17%	83%	18	89	0	0	88%	12%	0	0	0	17%	83%	0	0	54	7	18	89	46	6	15	75
S. Stonestreet (west side)	S. Stonestreet Avenue	12 000	34	88%	12%	30	4	57	17%	83%	16	77	0	0	88%	12%	0	0	0	17%	83%	0	0	30	4	16	77	26	4	13	65
Chestnut Lodge	Laird Street	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	88%	12%	0	0	0	17%	83%	0	0	0	0	0	0	0	0	0	0
Total (Potential)																															
Grand Total		1 957 770	3 243			2 854	389	3 778			534	3 094	130 783	310			273	37	540			97	448	2 581	352	567	2 646	2 194	299	467	2 249

Not included in Final Total

Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Project	Address	Proposed Development: Retail	Proposed: Vehicle Trip Ends	Proposed AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Proposed: Vehicle Trip Ends	Proposed PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing Development: Retail	Existing: Vehicle Trip Ends	Existing AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing: Vehicle Trip Ends	Existing PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Total Trips AM Peak In	Out	PM Peak In	Out	Total Trips After Reduction AM Peak In	Out	PM Peak In	Out
Approved pipeline projects																															
Town Square	Bean Ave/N. Washington	145,000	405	49%	51%	199	207	781	50%	50%	391	391	101,227	286	49%	51%	140	146	552	50%	50%	276	276	58	61	115	115	47	49	92	92
Rockville Regional Library	Maryland/Beall	3,500	20	49%	51%	10	10	40	50%	50%	20	20	0	0	49%	51%	0	0	0	50%	50%	0	0	10	10	20	20	8	8	16	16
21 Church Street	21 Church Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	73,777	74	49%	51%	36	38	143	50%	50%	72	72	0	0	49%	51%	0	0	0	50%	50%	0	0	36	38	72	72	29	30	57	57
Rockville Center	1 Montgomery Ave	103,236	292	49%	51%	143	149	562	50%	50%	281	281	0	0	49%	51%	0	0	0	50%	50%	0	0	143	149	281	281	114	119	225	225
The Westchester Apartments	501 Hungerford Drive	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	18,394	61	49%	51%	30	31	118	50%	50%	59	59	0	0	49%	51%	0	0	0	50%	50%	0	0	30	31	59	59	24	25	47	47
Bank of America	255 N. Washington St	5,500	26	49%	51%	13	13	50	50%	50%	25	25	0	0	49%	51%	0	0	0	50%	50%	0	0	13	13	25	25	10	10	20	20
Total (pipeline)		[illegible]											[illegible]											[illegible]				[illegible]			
Pending projects																															
First Street Apartments	811 Veirs Mill Road	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
[illegible] Street property	[illegible] Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Montgomery City Ctr. [illegible]	101 Monroe Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Giant Food site	275 N. Washington	22,000	71	49%	51%	35	36	137	50%	50%	68	68	14,108	49	49%	51%	24	25	95	50%	50%	48	48	11	11	21	21	8	9	17	17
Maxim Market	Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	6,274	28	49%	51%	14	14	54	50%	50%	27	27	25	26	49	49	20	21	39	39
Paisanos	316 N. Washington	8,000	33	49%	51%	16	17	63	50%	50%	32	32	275	14	49%	51%	7	7	28	50%	50%	14	14	9	9	18	18	7	7	14	14
Hungerford properties	414/418/430 Hungerford	66,000	190	49%	51%	93	97	367	50%	50%	184	184	0	0	49%	51%	0	0	0	50%	50%	0	0	93	97	184	184	75	78	147	147
Metro Station West	Rockville Pike	15,000	51	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
Post Office Parking Lot	400 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Trading Post	250 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Apollo Center	212 N. Washington	10,000	38	49%	51%	19	19	74	50%	50%	37	37	18,871	62	49%	51%	30	32	120	50%	50%	60	60	12	12	23	23	9	10	19	19
MCPS property	N. Stonestreet Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Washington Square	622 Hungerford Drive	15,000	51	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
Jaspers/Sunoco	700/790 Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	27,428	85	49%	51%	42	44	165	50%	50%	83	83	3	3	6	6	3	3	5	5
Staples/Banner	800/804/808 Hungerford	12,000	43	49%	51%	21	22	84	50%	50%	47	47	35,221	107	49%	51%	52	54	205	50%	50%	103	103	31	32	61	61	25	26	49	49
Free State/Rega [illegible]	500/502/510 Hungerford	0	0	49%	51%	0	0	0	50%	50%	0	0	8,560	33	49%	51%	16	17	65	50%	50%	33	33	16	17	33	33	13	14	26	26
Kam Sam Grocery	300 N. Washington Street	10,000	38	49%	51%	19	19	74	50%	50%	37	37	7,700	32	49%	51%	16	16	62	50%	50%	31	31	3	3	6	6	2	3	5	5
District Court	99 Maryland Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Crown/Snowden	248/260 N. Washington St	0	0	49%	51%	0	0	0	50%	50%	0	0	3,377	20	49%	51%	10	10	39	50%	50%	19	19	10	10	19	19	8	8	16	16
[illegible] Exxon	200 N. Washington Street	11,000	41	49%	51%	20	21	79	50%	50%	40	40	2,834	18	49%	51%	9	9	36	50%	50%	18	18	11	11	21	21	9	9	17	17
[illegible] Ltd	301 E. Jefferson Street	7,000	30	49%	51%	15	15	58	50%	50%	29	29	0	0	49%	51%	0	0	0	50%	50%	0	0	15	15	29	29	12	12	23	23
Casey property	[illegible] Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Merchants/Texaco	469/479 Hungerford Drive	20,000	65	49%	51%	32	33	126	50%	50%	63	63	7,715	32	49%	51%	16	16	62	50%	50%	31	31	16	17	32	32	13	14	26	26
Rockville Metro Station (east)	S. Stonestreet Avenue	35,000	106	49%	51%	52	54	205	50%	50%	102	102	0	0	49%	51%	0	0	0	50%	50%	0	0	52	54	102	102	42	43	82	82
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	15,000	51	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	8,000	33	49%	51%	16	17	63	50%	50%	32	32	0	0	49%	51%	0	0	0	50%	50%	0	0	16	17	32	32	13	13	25	25
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	12,000	43	49%	51%	21	22	84	50%	50%	42	42	0	0	49%	51%	0	0	0	50%	50%	0	0	21	22	42	42	17	18	34	34
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	25,000	79	49%	51%	39	40	152	50%	50%	76	76	0	0	49%	51%	0	0	0	50%	50%	0	0	39	40	76	76	31	32	61	61
400 Blk N. Stonestreet (west)	378-424 N. Stonestreet Ave	20,000	65	49%	51%	32	33	126	50%	50%	63	63	0	0	49%	51%	0	0	0	50%	50%	0	0	32	33	63	63	26	27	51	51
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	3,000	19	49%	51%	9	10	37	50%	50%	19	19	0	0	49%	51%	0	0	0	50%	50%	0	0	9	10	19	19	7	8	15	15
S. Stonestreet (west side)	S. Stonestreet Avenue	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Chestnut Lodge	[illegible] Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (potential)		[illegible]											[illegible]											[illegible]				[illegible]			
Total		[illegible]											[illegible]											[illegible]				[illegible]			
Final Total		[illegible]											[illegible]											[illegible]				[illegible]			

Not included in Final Total

Changes in each Scenario

(93)

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Project	Address	Proposed Development: Indust	AM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Existing Development: Indust	AM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	PM Peak Hour Trips: Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Total Trips: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	Total Trips After Reduction: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Approved pipeline projects																															
Town Square	Bus. Ave/N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Regional Library	Maryland/Beall	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
21 Church Street	21 Church Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	[illegible] Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Center	[illegible] Montgomery Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Silver Spring Bank	611 Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Bank of America	755 N. Washington St.	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (approved)																															
Pending projects																															
East Street Apartments	811 Veirs Mill Road	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
East Street property	1021 East Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Montgomery City Ctr. (CB)	101 Monroe Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Court Plaza	775 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Vacant Valet	Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Pasteros	576 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hungerford properties	624/626/630 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Metro Station West	Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Post Office Parking Lot	400 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Trading Post	750 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Apollo Center	212 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
MCPS property	N. Stonestreet Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Washington Square	677 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Jasper Alliance	730/750 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Super Barber	600/604/608 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	70000	18	88%	12%	16	2	70	12%	88%	7	17	16	2	2	7	14	2	2	7
Free Spirit Rep. Plaza	500/505/510 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Kim Sam Grocery	300 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
District Court	99 Maryland Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Crown/Sprowder	748/750 N. Washington St.	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hoskins Flower	705 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Liberty Hall	301 E. Jefferson Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Kinsey property	East Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Merchants Plaza	668/678 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Station (east)	S. Stonestreet Avenue	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
100 Block N. Stonestreet (west)	100 N. Stonestreet Ave.	0	0	88%	12%	0	0	0	12%	88%	0	0	3784	3	88%	12%	3	0	4	12%	88%	0	1	3	0	0	1	3	0	0	1
100 Block N. Stonestreet (east)	103-109 N. Stonestreet Ave	70000	9	88%	12%	8	1	10	12%	88%	1	9	75554	73	88%	12%	71	9	75	12%	88%	9	22	72	7	7	13	71	7	7	12
200 Block N. Stonestreet (west)	200 N. Stonestreet Ave.	4000	5	88%	12%	4	1	5	12%	88%	1	4	8275	8	88%	12%	7	1	8	12%	88%	1	2	8	0	0	3	7	0	0	2
200 Block N. Stonestreet (east)	205 N. Stonestreet Ave.	12000	11	88%	12%	10	1	12	12%	88%	1	10	75547	77	88%	12%	74	9	79	12%	88%	9	25	74	7	7	15	72	7	7	13
300 Block N. Stonestreet (west)	300-372 N. Stonestreet Ave	70000	18	88%	12%	16	2	20	12%	88%	2	17	50000	78	88%	12%	74	9	79	12%	88%	9	26	90	9	9	19	81	9	9	17
400 Block N. Stonestreet (west)	378-424 N. Stonestreet Ave	35000	37	88%	12%	28	4	34	12%	88%	4	30	78785	4	88%	12%	3	0	77	12%	88%	9	68	25	3	5	16	21	3	4	17
400 Block N. Stonestreet (east)	401-417 N. Stonestreet Ave	70000	18	88%	12%	16	2	20	12%	88%	2	17	80000	13	88%	12%	11	2	85	12%	88%	10	75	9	1	8	58	4	1	7	49
S. Stonestreet (west side)	S. Stonestreet Avenue	12000	1	88%	12%	10	1	12	12%	88%	1	10	76339	74	88%	12%	71	9	76	12%	88%	9	22	11	7	7	7	10	1	1	10
Chestnut Lodge	Hard Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (potential)																															
Grand Total																															
Net Total																															

Not included in the total
Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Project	Address	Proposed Development												Existing Development												Total Trips			
		Other	Vehicle Trip Ends	AM Peak Hour Trips				PM Peak Hour Trips						Other	Vehicle Trip Ends	AM Peak Hour Trips				PM Peak Hour Trips						AM Peak		PM Peak	
				Distribution		Vehicle Trips			Distribution		Vehicle Trips					Distribution		Vehicle Trips			Distribution		Vehicle Trips						
				% In	% Out	In	Out		% In	% Out	In	Out				% In	% Out	In	Out		% In	% Out	In	Out		In	Out	In	Out
Approved pipeline projects																													
Town Square	Beall Ave/N. Washington	14,000	14	80%	20%	11	3	14	20%	80%	3	11		0	0	80%	20%	0	0	0	20%	80%	0	0		11	3	3	11
Rockville Regional Library	Maryland/Beall	64,848	20	72%	28%	14	6	182	48%	52%	88	95		0	0	72%	28%	0	0	0	48%	52%	0	0		14	6	88	95
21 Church Street	21 Church Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Rockville Metro Plaza	11 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Rockville Center	E. Montgomery Ave	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Sandy Spring Bank	611 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Bank of America	255 N. Washington St	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Total (approved)																													
Pending projects																													
First Street Apartments	811 Veirs Mill Road	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Total (pending)																													
Potential redevelopment																													
East Street property	107 East Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Montgomery City Ctr. (100)	100 Monroe Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Giant Food Site	275 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Maxim Market	Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Parsons	316 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Hungerford properties	674/4/6/8/10 Hungerford	160,000	160	80%	20%	28	32	160	20%	80%	32	128		0	0	80%	20%	0	0	0	20%	80%	0	0		28	32	32	128
Metro Station West	Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Post Office Parking Lot	430 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Trading Post	250 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Apple Center	212 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
WSSC property	N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Washington Square	677 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Lincoln/Stonestreet	700/750 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Chapin/Burns	800/804/808 Hungerford	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Free State/Regal Plaza	500/505/515 Hungerford	35,000	35	80%	20%	28	7	35	20%	80%	7	28		0	0	80%	20%	0	0	0	20%	80%	0	0		28	7	7	28
Ken Sam Dry Cleaning	300 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
District Court	99 Maryland Ave	72,000	57	75%	25%	55	17	72	25%	75%	28	83	38,000	73	75%	25%	17	5	68	25%	75%	10	28		54	1	8	54
Crown/Snowden	748/760 N. Washington St	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Hopkins Exxon	200 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Lutheran Church	301 E. Jefferson Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Cosby property	East Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Merchants/Swiss	369/379 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Rockville Metro Station (east)	S. Stonestreet Avenue	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
100 Blk N. Stonestreet (east)	103/105 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4		0	0	80%	20%	0	0	0	20%	80%	0	0		4	1	1	4
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	15,000	15	80%	20%	12	3	15	20%	80%	3	12		0	0	80%	20%	0	0	0	20%	80%	0	0		12	3	3	12
300 Blk N. Stonestreet (west)	300/321 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
400 Blk N. Stonestreet (west)	328/424 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4		0	0	80%	20%	0	0	0	20%	80%	0	0		4	1	1	4
400 Blk N. Stonestreet (east)	401/417 N. Stonestreet Ave	10,000	10	80%	20%	8	2	10	20%	80%	2	8		0	0	80%	20%	0	0	0	20%	80%	0	0		8	2	2	8
S. Stonestreet (west side)	S. Stonestreet Avenue	6,000	6	80%	20%	5	1	6	20%	80%	1	5		0	0	80%	20%	0	0	0	20%	80%	0	0		5	1	1	5
Chestnut Lodge	Laird Street	0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	80%	20%	0	0	0	20%	80%	0	0		0	0	0	0
Total (potential)																													
Total																													
Grand Total																													

Net included in Final Total
Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)

Proposed Development

Project	Address	MF	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	AM Distribution % Out	AM Vehicle Trips In	AM Vehicle Trips Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	PM Distribution % Out	PM Vehicle Trips In	PM Vehicle Trips Out	SFA	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	AM Distribution % Out	AM Vehicle Trips In	AM Vehicle Trips Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	PM Distribution % Out	PM Vehicle Trips In	PM Vehicle Trips Out	SFD	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	AM Distribution % Out	AM Vehicle Trips In	AM Vehicle Trips Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	PM Distribution % Out	PM Vehicle Trips In	PM Vehicle Trips Out	MF Total Trips AM Peak In	MF AM Out	MF PM Peak In	MF PM Out	SFA Total Trips AM Peak In	SFA AM Out	SFA PM Peak In	SFA PM Out	SFD Total Trips AM Peak In	SFD AM Out	SFD PM Peak In	SFD PM Out	Total Trips AM Peak In	Total AM Out	Total PM Peak In	Total PM Out	Total Trips After Reduction AM Peak In	After Reduction AM Out	After Reduction PM Peak In	After Reduction PM Out
Approved pipeline projects																																																						
Town Square	Beall Ave/N Washington	553	257	31%	69%	80	177	305	58%	42%	177	128	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	80	177	177	128	0	0	0	0	0	0	0	0	80	177	177	128	34	142	141	102
Rockville Regional Library	Maryland/Beall	0	0	31%	69%	0	0	0	58%	42%	0	0	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 Church Street	21 Church Street	0	0	31%	69%	0	0	0	58%	42%	0	0	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	136	43	31%	69%	13	29	51	58%	42%	31	23	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	13	29	31	23	0	0	0	0	0	0	0	0	13	29	31	23	[illegible]	[illegible]	[illegible]	[illegible]
Rockville Center	[illegible] Montgomery Ave	475	158	31%	69%	49	109	199	58%	42%	108	79	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	49	109	108	79	0	0	0	0	0	0	0	0	49	109	108	79	41	[illegible]	[illegible]	[illegible]
The Westchester Apartments	501 Hungerford Drive	272	78	31%	69%	24	54	95	58%	42%	55	40	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	24	54	55	40	0	0	0	0	0	0	0	0	24	54	55	40	19	43	[illegible]	[illegible]
Sandy Spring Bank	611 Rockville Pike	0	0	31%	69%	0	0	0	58%	[illegible]	0	0	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank of America	255 N Washington St	252	[illegible]	31%	69%	28	62	[illegible]	58%	42%	[illegible]	46	0	0	17%	83%	0	0	0	67%	33%	0	0	0	0	25%	75%	0	0	0	63%	37%	0	0	28	62	[illegible]	46	0	0	0	0	0	0	0	0	28	62	[illegible]	46	22	[illegible]	[illegible]	[illegible]
Total pipeline		[illegible]	[illegible]																																																			
Pending projects																																																						
First Street Apartments	[illegible]	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	[illegible]	[illegible]	[illegible]	0	0	[illegible]	[illegible]	0	0	0	[illegible]	[illegible]	[illegible]	[illegible]	0	[illegible]	25%	75%	[illegible]	[illegible]	0	63%	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total pending																																																						
Potential redevelopment																																																						
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Montgomery Cty Gov. EOB	101 Monroe Street	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Metro Station West	Rockville Pike	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Post Office Parking Lot	[illegible] N Washington	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MCPS property	N Stonestreet Ave	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Rockville Metro Station (east)	S Stonestreet Avenue	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
S Stonestreet Ave [illegible]	S Stonestreet Avenue	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total potential																																																						
Total																																																						
Final Total																																																						

[illegible] included in Total [illegible]

Changes in [illegible] Scenario

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TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 2)		Office Total Trips				Retail Total Trips				Industrial Total Trips				Other Total Trips				Residential Total Trips				Total			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
Project	Address	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																									
Town Square	Beall Ave/N. Washington	32	4	3	15	47	49	92	92	0	0	0	0	11	3	3	11	64	142	141	102	90	189	233	190
Rockville Regional Library	Maryland/Beall	59	8	17	83	8	8	16	16	0	0	0	0	14	6	88	95	0	0	0	0	82	22	120	193
21 Church Street	21 Church Street	133	18	27	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	18	27	129
Rockville Metro Plaza	111 Rockville Pike	317	43	56	274	29	30	57	57	0	0	0	0	0	0	0	0	11	24	25	18	356	97	139	350
Rockville Center	1 Montgomery Ave	492	67	89	435	114	119	225	225	0	0	0	0	0	0	0	0	39	87	88	63	646	273	402	724
The Westchester Apartments	501 Hungerford Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	43	44	32	19	43	44	32
Sandy Spring Bank	611 Rockville Pike	154	21	20	99	24	25	47	47	0	0	0	0	0	0	0	0	0	0	0	0	178	46	68	147
Bank of America	255 N. Washington St	41	6	15	73	10	10	20	20	0	0	0	0	0	0	0	0	22	49	51	37	9	54	56	16
Total (pipeline)		1083	148	191	933	232	241	457	457	0	0	0	0	26	6	90	106	156	345	349	253	1496	742	1089	1745
Pending projects																									
East Street Apartments	811 Veirs Mill Road	21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Total (pending)		21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Potential redevelopment																									
Fleet Street property	107 Fleet Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	16	8	4	17	16	8
50 Monroe Place	50 Monroe Place	33	4	14	68	0	0	0	0	0	0	0	0	0	0	0	0	4	10	12	8	28	5	2	60
Montgomery City Gvt. (LOB)	101 Monroe Street	382	52	68	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	52	68	332
Giant Food site	275 N. Washington	0	0	0	0	8	9	17	17	0	0	0	0	0	0	0	0	5	14	15	10	13	23	32	27
Maxim Market	Hungerford Drive	178	24	33	162	20	21	39	39	0	0	0	0	0	0	0	0	0	0	0	0	198	45	72	202
Pasanos	316 N. Washington	0	0	0	0	7	7	14	14	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	14
Hungerford properties	414/416/430 Hungerford	71	10	10	49	75	78	147	147	0	0	0	0	128	32	32	128	0	0	0	0	274	119	189	324
Metro Station West	Rockville Pike	194	26	36	174	20	21	40	40	0	0	0	0	0	0	0	0	0	0	0	0	214	47	76	214
Post Office Parking Lot	400 N. Washington	67	9	18	87	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	77	19	37	106
Trading Post	250 N. Washington	0	0	0	0	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	10	10	19	19
Apollo Center	2[illegible] N. Washington	0	0	0	0	9	10	19	19	0	0	0	0	0	0	0	0	7	15	17	12	3	6	1	6
MCPS property	N. Stonestreet Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	45	44	24	12	45	44	24
Washington Square	622 Hungerford Drive	47	6	6	27	20	21	40	40	0	0	0	0	0	0	0	0	0	0	0	0	67	27	46	67
Jeepers/Sunoco	780/790 Hungerford Drive	0	0	0	0	3	3	5	5	0	0	0	0	0	0	0	0	6	14	16	12	4	12	11	7
Staples/Banner	800/804/808 Hungerford	0	0	0	0	25	26	49	49	14	2	2	15	0	0	0	0	5	24	23	11	34	3	28	52
Free State/Regal Parts	500/502/510 Hungerford	0	0	0	0	13	14	26	26	0	0	0	0	28	7	7	28	0	0	0	0	15	7	19	2
Ram Sam Grocery	300 N. Washington Street	54	7	16	79	2	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	56	10	21	84
District Court	99 Maryland Ave	0	0	0	0	0	0	0	0	0	0	0	0	33	11	18	54	0	0	0	0	33	11	18	54
Crown/Snowden	246/260 N. Washington St	0	0	0	0	8	8	16	16	0	0	0	0	0	0	0	0	4	20	18	9	4	12	3	7
Lockmans Exxon	200 N. Washington Street	0	0	0	0	9	9	17	17	0	0	0	0	0	0	0	0	3	14	13	7	12	24	30	24
Aurora Lot	301 E. Jefferson Street	140	19	28	135	12	12	23	23	0	0	0	0	0	0	0	0	0	0	0	0	152	31	51	158
Carsey property	Fleet Street	54	7	16	79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	7	16	79
Merchants/Texaco	369/379 Hungerford Drive	67	9	18	87	13	14	26	26	0	0	0	0	0	0	0	0	0	0	0	0	81	23	44	113
Rockville Metro Station (east)	S. Stonestreet Avenue	22	3	13	64	42	43	82	82	0	0	0	0	0	0	0	0	7	25	25	15	71	71	120	161
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	22	3	13	64	10	10	19	19	3	0	0	3	0	0	0	0	1	3	4	3	31	16	35	87
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	31	4	14	67	20	21	40	40	11	1	2	11	4	1	1	4	1	3	5	4	46	28	58	126
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	26	4	13	65	13	13	25	25	2	0	0	2	0	0	0	0	2	4	0	0	38	21	39	88
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	0	0	0	0	17	18	34	34	12	2	2	13	12	3	3	12	2	5	2	1	19	24	37	36
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	13	2	12	60	31	32	61	61	7	1	1	7	0	0	0	0	1	3	5	4	38	36	77	117
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	39	5	15	71	26	27	51	51	21	3	4	32	4	1	1	4	0	0	0	0	90	36	62	94
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	46	6	15	75	7	8	15	15	4	1	7	49	8	2	2	8	6	21	22	13	72	38	47	62
S. Stonestreet (west side)	S. Stonestreet Avenue	26	4	13	65	10	10	19	19	10	1	1	10	5	1	1	5	0	0	0	0	30	13	32	79
Chestnut Lodge	Laird Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	24	14	7	22	24	14
Total (potential)		1447	197	343	1675	322	335	638	638	33	4	19	143	221	58	65	243	79	261	261	154	2037	847	1267	2566
Totals		2609	342	621	2545	564	577	1095	1095	33	4	19	143	247	67	156	349	250	642	647	434	3528	1622	2399	4280
Final Total		2194	299	461	2248	476	495	940	940	33	4	19	143	221	58	65	243	167	457	461	299	3076	1305	1908	3580

Not included in Final Total

Changes in each Scenario

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

Proposed Development

Project	Address	Office	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	AM % Out	AM Vehicle Trips In	AM Vehicle Trips Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	PM % Out	PM Vehicle Trips In	PM Vehicle Trips Out
Approved pipeline projects												
Town Square	Beal Ave/N. Washington	6,600	21	88%	12%	19	3	86	17%	83%	15	72
Rockville Regional Library	Maryland/Beall	34,174	79	88%	12%	70	10	117	17%	83%	20	97
21 Church Street	21 Church Street	93,450	178	88%	12%	156	21	183	17%	83%	31	152
Rockville Metro Plaza	111 Rockville Pike	276,845	424	88%	12%	373	51	389	17%	83%	66	323
Rockville Center	1 Montgomery Ave	394,261	562	88%	12%	495	67	520	17%	83%	88	432
The Westchester Apartments	501 Hungerford Drive	0	0	88%	12%	0	0	0	17%	83%	0	0
Sandy Spring Bank	611 Rockville Pike	140,044	246	88%	12%	216	29	236	17%	83%	40	196
Bank of America	255 N. Washington St	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (pipeline)		[illegible]										
Pending projects												
First Street Apartments	811 Veirs Mill Road	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (pending)												
Potential redevelopment												
Fleet Street property	107 Fleet Street	0	0	88%	12%	0	0	0	17%	83%	0	0
50 Monroe Place	50 Monroe Place	0	0	88%	12%	0	0	0	17%	83%	0	0
Montgomery Cty Gvt. EOB	101 Monroe Street	350,000	511	88%	12%	450	61	471	17%	83%	80	391
Giant Food site	275 N. Washington	375,000	540	88%	12%	475	65	499	17%	83%	85	414
Maxim Market	Hungerford Drive	135,000	238	88%	12%	210	29	230	17%	83%	39	191
Parsanos	316 N. Washington	16,000	48	88%	12%	42	6	99	17%	83%	17	82
Hungerford properties	414/415/430 Hungerford	475,000	597	88%	12%	525	72	555	17%	83%	94	460
Metro Station West	Rockville Pike	400,000	569	88%	12%	500	68	527	17%	83%	90	437
Post Office Parking Lot	400 N. Washington	40,000	90	88%	12%	79	11	124	17%	83%	21	103
Trading Post	250 N. Washington	0	0	88%	12%	0	0	0	17%	83%	0	0
Apple Center	2-12 N. Washington	50,000	108	88%	12%	95	13	135	17%	83%	23	112
VCPS property	N. Stonestreet Ave	0	0	88%	12%	0	0	0	17%	83%	0	0
Washington Square	622 Hungerford Drive	60,000	125	88%	12%	110	15	146	17%	83%	25	121
Chapters/Sunoco	700/750 Hungerford Drive	100,000	188	88%	12%	165	23	191	17%	83%	32	158
Staples/Barmer	800/804/808 Hungerford	65,000	133	88%	12%	117	16	152	17%	83%	26	126
Free State/Regal Parts	500/509/510 Hungerford	75,000	149	88%	12%	131	18	163	17%	83%	28	135
Kam Sam Grocery	300 N. Washington Street	30,000	72	88%	12%	63	9	112	17%	83%	19	93
District Court	99 Maryland Ave	0	0	88%	12%	0	0	0	17%	83%	0	0
Crown/Snowden	246/260 N. Washington St	0	0	88%	12%	0	0	0	17%	83%	0	0
Heckman's Exxon	200 N. Washington Street	30,000	72	88%	12%	63	9	112	17%	83%	19	93
Jurors Lot	301 E. Jefferson Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Casey property	Fleet Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Merchants/Texaco	369/379 Hungerford Drive	80,000	157	88%	12%	138	19	168	17%	83%	29	140
Rockville Metro Station (east)	S. Stonestreet Avenue	10,000	30	88%	12%	26	4	90	17%	83%	15	75
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	10,000	30	88%	12%	26	4	90	17%	83%	15	75
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	15,000	41	88%	12%	36	5	96	17%	83%	16	79
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	12,000	34	88%	12%	30	4	92	17%	83%	16	77
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	0	0	88%	12%	0	0	0	17%	83%	0	0
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	5,000	17	88%	12%	15	2	84	17%	83%	14	70
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	20,000	52	88%	12%	46	6	101	17%	83%	17	84
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	25,000	62	88%	12%	54	7	107	17%	83%	18	89
S. Stonestreet (west side)	S. Stonestreet Avenue	12,000	34	88%	12%	30	4	92	17%	83%	16	77
Chestnut Lodge	Laird Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (potential)		[illegible]										
Totals		[illegible]										
Final Total		[illegible]										

Existing Development

Project	Office	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	AM % Out	AM Vehicle Trips In	AM Vehicle Trips Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	PM % Out	PM Vehicle Trips In	PM Vehicle Trips Out
Town Square	76,000	64	88%	12%	56	8	108	17%	83%	18	90
Rockville Regional Library	0	0	88%	12%	0	0	0	17%	83%	0	0
21 Church Street	0	0	88%	12%	0	0	0	17%	83%	0	0
Rockville Metro Plaza	0	0	88%	12%	0	0	0	17%	83%	0	0
Rockville Center	125,275	225	88%	12%	198	27	219	17%	83%	37	182
The Westchester Apartments	0	0	88%	12%	0	0	0	17%	83%	0	0
Sandy Spring Bank	14,131	39	88%	12%	34	5	95	17%	83%	16	79
Bank of America	21,536	55	88%	12%	48	7	103	17%	83%	17	85
Total (pipeline)	[illegible]										
First Street Apartments	9,163	28	88%	12%	25	3	89	17%	83%	15	74
Total (pending)											
Fleet Street property	0	0	88%	12%	0	0	0	17%	83%	0	0
50 Monroe Place	18,090	43	88%	12%	38	5	97	17%	83%	16	80
Montgomery Cty Gvt. EOB	0	0	88%	12%	0	0	0	17%	83%	0	0
Giant Food site	0	0	88%	12%	0	0	0	17%	83%	0	0
Maxim Market	0	0	88%	12%	0	0	0	17%	83%	0	0
Parsanos	0	0	88%	12%	0	0	0	17%	83%	0	0
Hungerford properties	58,215	122	88%	12%	107	15	144	17%	83%	24	120
Metro Station West	0	0	88%	12%	0	0	0	17%	83%	0	0
Post Office Parking Lot	0	0	88%	12%	0	0	0	17%	83%	0	0
Trading Post	0	0	88%	12%	0	0	0	17%	83%	0	0
Apple Center	0	0	88%	12%	0	0	0	17%	83%	0	0
VCPS property	0	0	88%	12%	0	0	0	17%	83%	0	0
Washington Square	25,281	62	88%	12%	55	7	107	17%	83%	18	89
Chapters/Sunoco	0	0	88%	12%	0	0	0	17%	83%	0	0
Staples/Barmer	0	0	88%	12%	0	0	0	17%	83%	0	0
Free State/Regal Parts	0	0	88%	12%	0	0	0	17%	83%	0	0
Kam Sam Grocery	0	0	88%	12%	0	0	0	17%	83%	0	0
District Court	0	0	88%	12%	0	0	0	17%	83%	0	0
Crown/Snowden	0	0	88%	12%	0	0	0	17%	83%	0	0
Heckman's Exxon	0	0	88%	12%	0	0	0	17%	83%	0	0
Jurors Lot	0	0	88%	12%	0	0	0	17%	83%	0	0
Casey property	0	0	88%	12%	0	0	0	17%	83%	0	0
Merchants/Texaco	0	0	88%	12%	0	0	0	17%	83%	0	0
Rockville Metro Station (east)	0	0	88%	12%	0	0	0	17%	83%	0	0
100 Blk N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
100 Blk N. Stonestreet (east)	0	0	88%	12%	0	0	0	17%	83%	0	0
200 Blk N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
200 Blk N. Stonestreet (east)	0	0	88%	12%	0	0	0	17%	83%	0	0
300 Blk N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
400 Blk N. Stonestreet (west)	0	0	88%	12%	0	0	0	17%	83%	0	0
400 Blk N. Stonestreet (east)	0	0	88%	12%	0	0	0	17%	83%	0	0
S. Stonestreet (west side)	0	0	88%	12%	0	0	0	17%	83%	0	0
Chestnut Lodge	0	0	88%	12%	0	0	0	17%	83%	0	0
Total (potential)	[illegible]										
Totals	[illegible]										
Final Total	[illegible]										

Total Trips / Total Trips After Reduction

Project	Total Trips AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	After Reduction AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Town Square	37	5	4	18	32	4	3	15
Rockville Regional Library	70	10	20	97	59	8	17	83
21 Church Street	156	21	31	152	133	18	27	129
Rockville Metro Plaza	373	51	66	323	317	43	56	274
Rockville Center	297	40	51	250	252	34	44	213
The Westchester Apartments	0	0	0	0	0	0	0	0
Sandy Spring Bank	182	25	24	117	154	21	20	99
Bank of America	48	7	17	85	41	6	5	73
Total (pipeline)	[illegible]							
First Street Apartments	25	3	15	74	21	3	3	63
Total (pending)								
Fleet Street property	0	0	0	0	0	0	0	0
50 Monroe Place	38	5	16	80	33	4	4	68
Montgomery Cty Gvt. EOB	450	61	80	391	382	52	68	332
Giant Food site	475	65	85	414	404	55	72	352
Maxim Market	210	29	39	191	178	24	33	162
Parsanos	42	6	17	82	36	5	[illegible]	70
Hungerford properties	418	57	70	341	355	48	59	290
Metro Station West	500	68	90	437	425	58	76	372
Post Office Parking Lot	79	11	21	103	67	9	18	87
Trading Post	0	0	0	0	0	0	0	0
Apple Center	95	13	23	112	81	11	19	95
VCPS property	0	0	0	0	0	0	0	0
Washington Square	55	7	7	32	47	6	6	27
Chapters/Sunoco	165	23	32	158	140	19	28	135
Staples/Barmer	117	16	26	126	99	14	22	107
Free State/Regal Parts	131	18	28	135	111	15	24	115
Kam Sam Grocery	63	9	19	93	54	7	16	79
District Court	0	0	0	0	0	0	0	0
Crown/Snowden	0	0	0	0	0	0	0	0
Heckman's Exxon	63	9	19	93	54	7	16	79
Jurors Lot	0	0	0	0	0	0	0	0
Casey property	0	0	0	0	0	0	0	0
Merchants/Texaco	138	19	29	140	117	16	24	119
Rockville Metro Station (east)	26	4	15	75	22	3	13	64
100 Blk N. Stonestreet (west)	26	4	15	75	22	3	13	64
100 Blk N. Stonestreet (east)	36	5	16	79	31	4	14	67
200 Blk N. Stonestreet (west)	30	4	16	77	26	4	13	65
200 Blk N. Stonestreet (east)	0	0	0	0	0	0	0	0
300 Blk N. Stonestreet (west)	15	2	14	70	13	2	12	60
400 Blk N. Stonestreet (west)	46	6	17	84	39	5	15	71
400 Blk N. Stonestreet (east)	54	7	18	89	46	6	15	75
S. Stonestreet (west side)	30	4	16	77	26	4	13	65
Chestnut Lodge	0	0	0	0	0	0	0	0
Total (potential)	[illegible]							
Totals	[illegible]							
Final Total	[illegible]							

Not included in Final Total

Changes in each Scenario

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TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

Project	Address	Proposed Development: Retail	Proposed: Vehicle Trip Ends	Proposed AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Proposed: Vehicle Trip Ends	Proposed PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing Development: Retail	Existing: Vehicle Trip Ends	Existing AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing: Vehicle Trip Ends	Existing PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Total Trips AM Peak In	Out	Total Trips PM Peak In	Out	Total Trips After Reduction AM Peak In	Out	After Reduction PM Peak In	Out
Approved pipeline projects																															
Town Square	Beall Ave/N. Washington	145,000	405	49%	51%	199	207	781	50%	50%	391	391	101,227	286	49%	51%	140	146	552	50%	50%	276	276	58	61	115	115	47	49	92	92
Rockville Regional Library	Maryland/Beall	3,500	20	49%	51%	10	10	40	50%	50%	20	20	0	0	49%	51%	0	0	0	50%	50%	0	0	10	10	20	20	8	8	16	16
21 Church Street	21 Church Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	23,227	74	49%	51%	36	38	143	50%	50%	72	72	0	0	49%	51%	0	0	0	50%	50%	0	0	36	38	72	72	29	30	57	57
Rockville Center	1 Montgomery Ave	103,735	292	49%	51%	143	149	562	50%	50%	281	281	13,986	49	49%	51%	24	25	95	50%	50%	47	47	119	124	234	234	95	99	187	187
The Westchester Apartments	501 Hungerford Drive	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	18,394	61	49%	51%	30	31	118	50%	50%	59	59	0	0	49%	51%	0	0	0	50%	50%	0	0	30	31	59	59	24	25	47	47
Bank of America	255 N Washington St	5,500	29	49%	51%	15	15	50	50%	50%	25	25	0	0	49%	51%	0	0	0	50%	50%	0	0	15	15	25	25	10	10	20	20
Total (pipeline)																															
Pending projects																															
First Street Apartments	811 Veirs Mill Road	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
Fleet Street property	107 Fleet Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Montgomery Cty Govt COB	101 Monroe Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Giant Food site	275 N. Washington	30,000	92	49%	51%	45	47	179	50%	50%	89	89	14,108	49	49%	51%	24	25	95	50%	50%	48	48	21	22	47	47	17	18	38	38
Maxim Market	Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	8,274	28	49%	51%	14	14	54	50%	50%	27	27	25	26	49	49	20	21	39	39
Paisanos	316 N. Washington	3,000	19	49%	51%	9	10	37	50%	50%	19	19	1,775	14	49%	51%	7	7	28	50%	50%	14	14	2	2	5	5	2	2	4	4
Hungerford properties	414/416/430 Hungerford	75,000	215	49%	51%	105	110	414	50%	50%	207	207	0	0	49%	51%	0	0	0	50%	50%	0	0	105	110	207	207	84	88	166	166
Metro Station West	Rockville Pike	25,000	79	49%	51%	39	40	152	50%	50%	76	76	0	0	49%	51%	0	0	0	50%	50%	0	0	39	40	76	76	31	32	61	61
Post Office Parking Lot	400 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Trading Post	250 N. Washington	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Apollo Center	212 N. Washington	10,000	39	49%	51%	19	19	74	50%	50%	37	37	16,877	62	49%	51%	30	32	120	50%	50%	60	60	12	12	23	23	9	10	18	18
MCPS property	N. Stonestreet Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Washington Square	622 Hungerford Drive	15,000	52	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
Jaspers/Sunoco	700/750 Hungerford Drive	25,000	79	49%	51%	39	40	152	50%	50%	76	76	21,478	85	49%	51%	42	43	165	50%	50%	83	83	3	3	6	6	3	3	5	5
Staples/Banner	800/804/808 Hungerford	12,000	43	49%	51%	21	22	84	50%	50%	42	42	35,727	107	49%	51%	52	54	205	50%	50%	103	103	31	32	61	61	25	26	49	49
Fred Stulz/Raga Paint	500/502/510 Hungerford	12,000	43	49%	51%	21	22	84	50%	50%	42	42	8,360	33	49%	51%	16	17	65	50%	50%	33	33	5	5	10	10	4	4	8	8
Kim San Grocery	600 N. Washington Street	10,000	39	49%	51%	19	19	74	50%	50%	37	37	7,400	32	49%	51%	16	16	62	50%	50%	31	31	3	3	6	6	2	3	5	5
District Court	99 Maryland Ave	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Crown/Snowden	746/760 N. Washington St	0	0	49%	51%	0	0	0	50%	50%	0	0	3,377	20	49%	51%	10	10	39	50%	50%	19	19	10	10	19	19	8	8	16	16
Freeman's Exxon	700 N. Washington Street	11,000	41	49%	51%	20	21	79	50%	50%	40	40	7,834	18	49%	51%	9	9	36	50%	50%	18	18	11	11	21	21	9	9	17	17
Jefferson Lot	301 E. Jefferson Street	7,000	30	49%	51%	15	15	58	50%	50%	29	29	0	0	49%	51%	0	0	0	50%	50%	0	0	15	15	29	29	12	12	23	23
Casey property	Fleet Street	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Merchants/Texaco	669/679 Hungerford Drive	7,000	16	49%	51%	8	8	32	50%	50%	16	16	7,775	32	49%	51%	16	16	62	50%	50%	31	31	8	8	15	15	6	6	12	12
Rockville Metro Station (east)	S. Stonestreet Avenue	35,000	106	49%	51%	52	54	205	50%	50%	102	102	0	0	49%	51%	0	0	0	50%	50%	0	0	52	54	102	102	42	43	82	82
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	15,000	52	49%	51%	25	26	100	50%	50%	50	50	0	0	49%	51%	0	0	0	50%	50%	0	0	25	26	50	50	20	21	40	40
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	8,000	33	49%	51%	16	17	63	50%	50%	32	32	0	0	49%	51%	0	0	0	50%	50%	0	0	16	17	32	32	13	13	25	25
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	12,000	43	49%	51%	21	22	84	50%	50%	42	42	0	0	49%	51%	0	0	0	50%	50%	0	0	21	22	42	42	17	18	34	34
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	25,000	79	49%	51%	39	40	152	50%	50%	76	76	0	0	49%	51%	0	0	0	50%	50%	0	0	39	40	76	76	31	32	61	61
400 Blk N. Stonestreet (west)	378-424 N. Stonestreet Ave	20,000	65	49%	51%	32	33	126	50%	50%	63	63	0	0	49%	51%	0	0	0	50%	50%	0	0	32	33	63	63	26	27	51	51
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	3,000	19	49%	51%	9	10	37	50%	50%	19	19	0	0	49%	51%	0	0	0	50%	50%	0	0	9	10	19	19	7	8	15	15
S. Stonestreet (west side)	S. Stonestreet Avenue	5,000	24	49%	51%	12	12	48	50%	50%	24	24	0	0	49%	51%	0	0	0	50%	50%	0	0	12	12	24	24	10	10	19	19
Chestnut Lodge	[illegible] Street	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	49%	51%	0	0	0	50%	50%	0	0	0	0	0	0	0	0	0	0
Total (potential)																															
Total																															
Final Total																															

Not included in Final Total

Changes in each Scenario

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TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

Project	Address	Proposed Development: Indust	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Trip Ends	PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Existing Development: Indust	Vehicle Trip Ends	AM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Trip Ends	PM Peak Hour Trips: Distribution % In	% Out	Vehicle Trips In	Out	Total Trips: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out	Total Trips After Reduction: AM Peak In	AM Peak Out	PM Peak In	PM Peak Out
Approved pipeline projects																															
Town Square	Beall Ave/N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Regional Library	Maryland/Beall	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
21 Church Street	21 Church Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Center	E. Montgomery Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Bank of America	255 N Washington St	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (pipeline)																															
Pending projects																															
First Street Apartments	811 Veirs Mill Road	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (pending)																															
Potential redevelopment																															
Fleet Street property	107 Fleet Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Montgomery Cty CV. EOB	101 Monroe Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Giant Food site	275 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Maxim Market	Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Paisanos	315 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hungerford properties	414/416/430 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Metro Station West	Rockville Pike	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Post Office Parking Lot	400 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Trading Post	250 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Apollo Center	212 N. Washington	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
MCPS property	N. Stonestreet Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Washington Square	622 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Jeepers/Sunoco	700/780 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Staples/Barnes	800/804/808 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	20000	18	88%	12%	16	2	20	12%	88%	2	17	16	2	2	17	14	2	2	15
Free State/Raja Paints	500/502/510 Hungerford	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Kim San Grocery	300 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
District Court	99 Maryland Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Crown/Snowden	246/250 N. Washington St	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Hickman's Exxon	200 N. Washington Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Juror's Lot	301 E. Jefferson Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Casey property	Fleet Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Merchants/Texaco	360/379 Hungerford Drive	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Rockville Metro Station (east)	S. Stonestreet Avenue	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	0	0	88%	12%	0	0	0	12%	88%	0	0	3784	3	88%	12%	3	0	4	12%	88%	0	3	3	0	0	3	3	0	0	3
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	10000	9	88%	12%	8	1	10	12%	88%	1	9	25354	23	88%	12%	21	3	25	12%	88%	3	22	12	2	2	13	11	1	2	11
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	5000	5	88%	12%	4	1	5	12%	88%	1	4	8775	8	88%	12%	7	1	8	12%	88%	1	7	3	0	0	3	2	0	0	2
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	12000	11	88%	12%	10	1	12	12%	88%	1	10	29541	27	88%	12%	24	3	29	12%	88%	3	25	14	2	2	15	12	2	2	13
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	20000	18	88%	12%	16	2	20	12%	88%	2	17	30393	28	88%	12%	24	3	29	12%	88%	4	26	8	1	1	9	7	1	1	7
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	35000	32	88%	12%	28	4	34	12%	88%	4	30	78785	4	88%	12%	3	0	77	12%	88%	9	68	25	3	5	38	21	3	4	32
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	20000	18	88%	12%	16	2	20	12%	88%	2	17	85686	13	88%	12%	11	2	85	12%	88%	10	75	5	1	8	58	4	1	7	49
S. Stonestreet (west side)	S. Stonestreet Avenue	12000	11	88%	12%	10	1	12	12%	88%	1	10	26039	24	88%	12%	21	3	26	12%	88%	3	22	11	2	2	12	10	1	1	10
Chestnut Lodge	Laird Street	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	88%	12%	0	0	0	12%	88%	0	0	0	0	0	0	0	0	0	0
Total (potential)																															
Totals																															
Final Total																															

Not included in Final Total
Changes in each Scenario

(100)

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

		Proposed Development											Existing Development											Total Trips			
				AM Peak Hour Trips				PM Peak Hour Trips							AM Peak Hour Trips				PM Peak Hour Trips					AM Peak		PM Peak	
Project	Address	Other	Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Other	Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	Vehicle Trip Ends	Distribution % In	Distribution % Out	Vehicle Trips In	Vehicle Trips Out	In	Out	In	Out
Approved pipeline projects																											
Town Square	Beall Ave/N. Washington	14,000	14	80%	20%	11	3	14	20%	80%	3	11	0	0	80%	20%	0	0	0	20%	80%	0	0	11	3	3	11
Rockville Regional Library	Maryland/Beall	64,848	20	72%	28%	14	6	182	48%	52%	88	95	0	0	72%	28%	0	0	0	48%	52%	0	0	14	6	88	95
21 Church Street	21 Church Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Center	E. Montgomery Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
The Westchester Apartments	501 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Sandy Spring Bank	611 Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Bank of America	255 N. Washington St.	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (pipeline)																											
Pending projects																											
First Street Apartments	811 Veirs Mill Road	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (pending)																											
Potential redevelopment																											
Fleet Street property	107 Fleet Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
50 Monroe Place	50 Monroe Place	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Montgomery Cty Gvt. EOB	101 Monroe Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Giant Food site	275 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Maxim Market	Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Paisanos	316 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Hungerford properties	414/416/430 Hungerford	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Metro Station West	Rockville Pike	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Post Office Parking lot	500 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Trading Post	250 N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Apollo Center	[illegible] N. Washington	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
VEPS property	N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Washington Square	622 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Jasper/Sunoco	700/750 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Staples/Banner	800/804/808 Hungerford	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Free State/Regal Parts	500/502/510 Hungerford	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Kam Sam Grocery	300 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
District Court	99 Maryland Ave	110,000	67	75%	25%	50	17	110	25%	75%	28	83	38000	23	75%	25%	17	6	38	25%	75%	10	28	33	11	18	54
Crown/Snowden	246/260 N. Washington St.	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Hoffman's Exxon	200 N. Washington Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Jeter's lot	301 E. Jefferson Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Casey property	Fleet Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Merchant's/Texaco	369/375 Hungerford Drive	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Rockville Metro Station (east)	S. Stonestreet Avenue	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
100 Blk N. Stonestreet (east)	103-109 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4	0	0	80%	20%	0	0	0	20%	80%	0	0	4	1	1	4
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	5,000	15	80%	20%	12	3	15	20%	80%	3	12	0	0	80%	20%	0	0	0	20%	80%	0	0	12	3	3	12
300 Blk N. Stonestreet (west)	300-324 N. Stonestreet Ave	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
400 Blk N. Stonestreet (west)	328-424 N. Stonestreet Ave	5,000	5	80%	20%	4	1	5	20%	80%	1	4	0	0	80%	20%	0	0	0	20%	80%	0	0	4	1	1	4
400 Blk N. Stonestreet (east)	401-417 N. Stonestreet Ave	10,000	10	80%	20%	8	2	10	20%	80%	2	8	0	0	80%	20%	0	0	0	20%	80%	0	0	8	2	2	8
S. Stonestreet (west side)	S. Stonestreet Avenue	6,000	6	80%	20%	5	1	6	20%	80%	1	5	0	0	80%	20%	0	0	0	20%	80%	0	0	5	1	1	5
Chestnut Lodge	Laird Street	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	80%	20%	0	0	0	20%	80%	0	0	0	0	0	0
Total (potential)																											
Totals		[illegible]											[illegible]														
Final Total																											

Not included in Final Total

Changes in each Scenario

(101)

TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)

Proposed Development

Project	Address	MF	Vehicle Trip Ends	AM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out	Vehicle Trip Ends	PM Peak Hour Trips Distribution % In	% Out	Vehicle Trips In	Out
Approved pipeline projects												
Town Square	[illegible] Ave/E Washington	658	257	31%	69%	80	177	305	58%	42%	177	128
Rockville Regional Library	Maryland/Beall	0	0	31%	69%	0	0	0	58%	42%	0	0
21 Church Street	21 Church Street	0	0	31%	69%	0	0	0	58%	42%	0	0
Rockville Metro Plaza	111 Rockville Pike	0	0	31%	69%	0	0	0	58%	42%	0	0
Rockville Center	E Montgomery Ave	175	366	31%	69%	114	253	433	58%	42%	251	187
The Westchester Apartments	501 Hungerford Drive	272	78	31%	69%	24	54	95	58%	42%	55	40
Sandy Spring Bank	611 Rockville Pike	0	0	31%	69%	0	0	0	58%	[illegible]	0	0
Bank of America	255 N Washington St	250	83	31%	69%	28	62	109	58%	42%	63	46
[illegible]												
Pending projects												
First Street Apartments	[illegible] Veirs Mill Road	137	36	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
[illegible]												
Potential redevelopment												
[illegible] property	[illegible]	0	0	31%	69%	0	0	0	58%	42%	0	0
30 Monroe Place	30 Monroe Place	75	18	31%	69%	[illegible]	[illegible]	75	58%	42%	[illegible]	[illegible]
Montgomery County [illegible]	[illegible] Monroe Street	0	0	31%	69%	0	0	0	58%	42%	0	0
[illegible]	275 N Washington	75	18	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
[illegible]	Hungerford Drive	0	0	31%	69%	0	[illegible]	[illegible]	58%	42%	0	0
[illegible]	355 N Washington	0	0	31%	69%	0	0	0	58%	42%	0	0
[illegible] properties	[illegible] Hungerford	75	18	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
Metro Station West	Rockville Pike	250	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
Post Office Parking Lot	400 N Washington	0	0	31%	69%	0	[illegible]	[illegible]	58%	42%	[illegible]	0
[illegible]	250 N Washington	0	0	31%	69%	0	[illegible]	[illegible]	58%	42%	0	[illegible]
[illegible]	2[illegible] N Washington	0	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
MCPS property	N Stonestreet Ave	[illegible]	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
Washington Square	[illegible] Hungerford Drive	0	0	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
[illegible]	[illegible] Hungerford Drive	0	0	31%	69%	0	0	0	58%	42%	[illegible]	[illegible]
[illegible]	[illegible] Hungerford	0	0	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
[illegible]	[illegible] Hungerford	0	0	31%	69%	0	[illegible]	[illegible]	58%	42%	0	0
[illegible] County	500 N Washington Street	0	0	31%	69%	0	[illegible]	0	58%	42%	[illegible]	0
[illegible]	[illegible] Mill Ave	0	0	31%	69%	[illegible]	[illegible]	0	58%	42%	[illegible]	0
[illegible]	[illegible] N Washington St	0	0	31%	69%	0	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
[illegible]	200 N Washington Street	0	0	31%	69%	0	0	0	58%	42%	[illegible]	[illegible]
[illegible]	[illegible] Jefferson Street	0	0	31%	69%	0	0	[illegible]	58%	42%	0	0
[illegible] property	[illegible] Street	[illegible]	0	31%	69%	0	[illegible]	[illegible]	58%	42%	0	0
[illegible]	[illegible] Hungerford Drive	0	0	31%	69%	0	[illegible]	0	58%	42%	0	0
Rockville Metro Station [illegible]	S Stonestreet Avenue	75	18	31%	69%	[illegible]	[illegible]	75	58%	42%	[illegible]	[illegible]
100 Blk N Stonestreet west	100 N Stonestreet Ave	20	5	31%	69%	[illegible]	4	[illegible]	58%	42%	5	3
100 Blk N Stonestreet east	[illegible] N Stonestreet Ave	45	5	31%	69%	[illegible]	4	[illegible]	58%	42%	[illegible]	[illegible]
200 Blk N Stonestreet west	[illegible] N Stonestreet	75	6	31%	69%	[illegible]	5	[illegible]	58%	42%	[illegible]	[illegible]
200 Blk N Stonestreet east	255 N Stonestreet Ave	20	[illegible]	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	[illegible]	[illegible]
300 Blk N Stonestreet west	[illegible] N Stonestreet Ave	45	[illegible]	31%	69%	[illegible]	4	[illegible]	58%	42%	[illegible]	[illegible]
400 Blk N Stonestreet west	[illegible] N Stonestreet Ave	0	0	31%	69%	0	0	0	58%	42%	0	0
400 Blk N Stonestreet east	[illegible] N Stonestreet Ave	50	12	31%	69%	[illegible]	[illegible]	[illegible]	58%	42%	0	[illegible]
S Stonestreet [illegible]	S Stonestreet Avenue	0	0	31%	69%	0	0	0	58%	42%	[illegible]	0
[illegible] Lodge	[illegible] Street	0	0	31%	69%	0	0	0	58%	42%	0	0
Sub-total		[illegible]	[illegible]			[illegible]	[illegible]	[illegible]			[illegible]	[illegible]
Total		[illegible]										
Final Total		[illegible]	[illegible]			238	575	[illegible]			540	[illegible]

Project	SFA	Vehicle Trip Ends	AM Distribution % In	% Out	AM Vehicle Trips In	Out	Vehicle Trip Ends	PM Distribution % In	% Out	PM Vehicle Trips In	Out
Town Square	0	0	17%	83%	0	0	0	67%	33%	0	0
Rockville Regional Library	0	0	17%	83%	0	0	0	67%	33%	0	0
21 Church Street	0	0	17%	83%	0	0	0	67%	33%	0	0
Rockville Metro Plaza	0	0	17%	83%	0	0	0	67%	33%	0	0
Rockville Center	0	0	17%	83%	0	0	0	67%	33%	0	0
The Westchester Apartments	0	0	17%	83%	0	0	0	67%	33%	0	0
Sandy Spring Bank	0	0	17%	83%	0	0	0	67%	33%	0	0
Bank of America	0	0	17%	83%	0	0	0	67%	33%	0	0
First Street Apartments	0	0	17%	83%	0	0	0	67%	33%	0	0
Final Total	389	[illegible]			[illegible]	[illegible]	357			[illegible]	[illegible]

Project	SFD	Vehicle Trip Ends	AM Distribution % In	% Out	AM Vehicle Trips In	Out	Vehicle Trip Ends	PM Distribution % In	% Out	PM Vehicle Trips In	Out
Town Square	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Regional Library	0	0	25%	75%	0	0	0	63%	37%	0	0
21 Church Street	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Metro Plaza	0	0	25%	75%	0	0	0	63%	37%	0	0
Rockville Center	0	0	25%	75%	0	0	0	63%	37%	0	0
The Westchester Apartments	0	0	25%	75%	0	0	0	63%	37%	0	0
Sandy Spring Bank	0	0	25%	75%	0	0	0	63%	37%	0	0
Bank of America	0	0	25%	75%	0	0	0	63%	37%	0	0
First Street Apartments	0	0	25%	75%	0	0	0	63%	37%	0	0

Project	MF Total Trips AM In	AM Out	PM In	PM Out	SFA Total Trips AM In	AM Out	PM In	PM Out	SFD Total Trips AM In	AM Out	PM In	PM Out	Total Trips AM In	AM Out	PM In	PM Out	Total Trips After Reduction AM In	AM Out	PM In	PM Out
Town Square	80	177	177	128	0	0	0	0	0	0	0	0	80	177	177	128	64	142	141	102
Rockville Regional Library	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21 Church Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rockville Metro Plaza	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rockville Center	114	253	251	187	0	0	0	0	0	0	0	0	114	253	251	187	[illegible]	[illegible]	[illegible]	[illegible]
The Westchester Apartments	24	54	55	40	0	0	0	0	0	0	0	0	24	54	55	40	19	[illegible]	[illegible]	[illegible]
Sandy Spring Bank	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank of America	28	62	63	46	0	0	0	0	0	0	0	0	28	62	63	46	22	[illegible]	[illegible]	[illegible]
First Street Apartments	[illegible]	[illegible]	[illegible]	[illegible]	0	0	0	0	0	0	0	0	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Final Total	[illegible]	575	540	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

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TOWN CENTER DEVELOPMENT POTENTIAL (Scenario 3)		Office Total Trips				Retail Total Trips				Industrial Total Trips				Other Total Trips				Residential Total Trips				Total			
Project	Address	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																									
Town Square	Beall Ave/N. Washington	32	4	3	15	47	49	92	92	0	0	0	0	11	3	3	11	64	142	141	102	90	189	233	190
Rockville Regional Library	Maryland/Beall	59	8	17	83	8	8	16	16	0	0	0	0	14	6	88	95	0	0	0	0	82	22	120	193
21 Church Street	21 Church Street	133	18	27	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133	18	27	129
Rockville Metro Plaza	111 Rockville Pike	317	43	56	274	29	30	57	57	0	0	0	0	0	0	0	0	0	0	0	0	346	73	113	332
Rockville Center	E. Montgomery Ave	252	34	44	213	95	99	187	187	0	0	0	0	0	0	0	0	91	202	201	145	438	336	431	545
The Westchester Apartments	501 Hungerford Drive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	43	44	32	19	43	44	32
Sandy Spring Bank	611 Rockville Pike	154	21	20	99	24	25	47	47	0	0	0	0	0	0	0	0	0	0	0	0	178	46	68	147
Bank of America	255 N. Washington St.	41	6	15	73	10	10	20	20	0	0	0	0	0	0	0	0	22	49	51	37	9	54	56	16
Total (pipeline)		843	115	146	710	213	221	419	419	0	0	0	0	26	9	90	106	196	436	437	317	277	781	1092	1552
Pending projects																									
First Street Apartments	811 Veirs Mill Road	21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Total (pending)		21	3	13	63	0	0	0	0	0	0	0	0	0	0	0	0	16	36	38	27	4	33	25	36
Potential redevelopment																									
Fleet Street property	107 Fleet Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	16	8	4	17	16	8
50 Monroe Place	50 Monroe Place	33	4	14	68	0	0	0	0	0	0	0	0	0	0	0	0	4	13	12	8	28	5	2	60
Montgomery Ctr Ctr. & OB	101 Monroe Street	382	52	68	332	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	382	52	68	332
Giant Food site	275 N. Washington	404	55	72	352	17	18	33	33	0	0	0	0	0	0	0	0	9	21	23	16	430	94	128	402
Maxim Market	Hungerford Drive	178	24	33	162	20	21	39	39	0	0	0	0	0	0	0	0	0	0	0	0	198	45	72	202
Parsons	316 N. Washington	36	5	14	70	2	2	4	4	0	0	0	0	0	0	0	0	0	0	0	0	37	7	18	74
Hungerford properties	414/416/430 Hungerford	355	48	58	290	84	88	166	166	0	0	0	0	0	0	0	0	9	21	23	16	449	157	249	472
Metro Station West	Rockville Pike	425	58	76	372	31	32	61	61	0	0	0	0	0	0	0	0	22	49	51	37	478	139	188	469
Post Office Parking Lot	400 N. Washington	67	9	18	87	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	77	19	37	106
Trading Post	260 N. Washington	0	0	0	0	10	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	10	10	19	19
Apollo Center	212 N. Washington	81	11	19	95	9	10	19	19	0	0	0	0	0	0	0	0	0	0	0	0	71	1	1	77
MCPS property	N. Stonestreet Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	45	44	24	12	45	44	24
Washington Square	622 Hungerford Drive	47	6	6	27	20	21	40	40	0	0	0	0	0	0	0	0	0	0	0	0	67	27	46	67
Seepers/Sunoco	700/790 Hungerford Drive	140	19	28	135	3	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	138	16	22	130
Staples/Banner	800/804/808 Hungerford	99	14	22	107	25	26	49	49	14	2	2	15	0	0	0	0	5	24	23	11	66	10	6	55
Free State/Regal Plants	500/507/510 Hungerford	111	15	24	115	4	4	8	8	0	0	0	0	0	0	0	0	0	0	0	0	115	19	31	122
Kam Sam Grocery	300 N. Washington Street	54	7	16	79	2	3	5	5	0	0	0	0	0	0	0	0	0	0	0	0	56	10	21	84
District Court	99 Maryland Ave	0	0	0	0	0	0	0	0	0	0	0	0	33	11	18	54	0	0	0	0	33	11	18	54
Crown/Crowdon	246/260 N. Washington St	0	0	0	0	8	8	16	16	0	0	0	0	0	0	0	0	4	20	18	9	4	12	3	7
Hickman's Exxon	200 N. Washington Street	54	7	16	79	9	9	17	17	0	0	0	0	0	0	0	0	0	0	0	0	62	16	33	96
[illegible]	301 E. Jefferson Street	0	0	0	0	12	12	23	23	0	0	0	0	0	0	0	0	6	29	27	13	18	41	50	36
Casey property	Fleet Street	0	0	0	0	10	10	19	19	0	0	0	0	0	0	0	0	8	40	37	18	18	50	56	38
Merchant's/Texaco	369/379 Hungerford Drive	117	16	24	119	6	6	12	12	0	0	0	0	0	0	0	0	0	0	0	0	123	10	12	107
Rockville Metro Station (east)	S. Stonestreet Avenue	22	3	13	64	42	43	82	82	0	0	0	0	0	0	0	0	7	25	25	15	71	71	120	161
100 Blk N. Stonestreet (west)	100 N. Stonestreet Ave	22	3	13	64	10	10	19	19	3	0	0	3	0	0	0	0	1	3	4	3	31	16	35	87
100 Blk N. Stonestreet (east)	103 109 N. Stonestreet Ave	31	4	14	67	20	21	40	40	11	1	2	11	4	1	1	4	1	3	5	4	46	28	58	104
200 Blk N. Stonestreet (west)	200/204/208 N. Stonestreet	26	4	13	65	13	13	25	25	2	0	0	2	0	0	0	0	2	4	0	0	38	21	39	88
200 Blk N. Stonestreet (east)	255 N. Stonestreet Ave	0	0	0	0	17	18	34	34	12	2	2	13	12	3	3	12	2	5	2	1	19	24	37	34
300 Blk N. Stonestreet (west)	300 324 N. Stonestreet Ave	13	2	12	63	31	32	61	61	7	1	1	7	0	0	0	0	1	3	5	4	38	36	77	117
400 Blk N. Stonestreet (west)	328 424 N. Stonestreet Ave	39	5	15	71	26	27	51	51	21	3	4	32	4	1	1	4	0	0	0	0	90	36	62	94
400 Blk N. Stonestreet (east)	401 417 N. Stonestreet Ave	46	6	15	75	7	8	15	15	4	1	7	49	8	2	2	8	6	21	22	13	72	38	47	62
S. Stonestreet (west side)	S. Stonestreet Avenue	26	4	13	65	10	10	19	19	10	1	1	10	5	1	1	5	0	0	0	0	30	13	32	79
Chestnut Lodge	Laird Street	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	22	24	14	7	22	24	14
Total (potential)		2743	374	991	2884	353	367	699	699	33	4	19	143	65	19	26	87	113	362	369	214	3242	1318	1665	3741
Totals		3565	486	723	3632	566	589	1118	1118	33	4	19	143	91	28	117	193	326	836	834	558	4516	1933	2772	5256
Final Total		3250	443	663	3235	487	507	963	963	33	4	19	143	65	19	26	87	242	650	648	424	4013	1615	2281	4566

Not included in Final Total

Changes in each Scenario

Scenario 1 AM Peak Hour Trip Distributions

Project	Weston Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Norbeck Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	8	17	18	39	10	22	3	6	11	23	1	1	17	36	13	27	4	9	4	8	90	189
Rockville Regional Library	7	2	17	5	10	3	3	1	10	3	1	0	16	4	12	3	4	1	3	1	87	22
21 Church Street	12	2	27	4	15	2	4	1	16	2	1	0	26	3	19	3	7	1	5	1	133	18
Rockville Metro Plaza	39	7	88	17	50	10	13	3	53	10	3	1	83	16	57	12	21	4	17	3	430	83
Rockville Center	90	22	204	49	116	28	31	8	123	30	7	2	197	46	143	35	50	12	40	10	996	240
The Westchester Apartments	2	4	4	9	2	5	1	1	2	5	0	0	4	8	3	6	1	2	1	2	19	43
Sandy Spring Bank	16	4	37	9	21	5	6	1	22	6	1	0	34	9	26	7	9	2	7	2	178	46
Bank of America	0	7	0	16	0	9	0	2	0	10	0	1	0	16	0	11	0	4	0	3	1	77
Total (pipeline)	174	65	395	147	224	83	61	23	238	88	14	5	372	138	278	103	96	36	77	29	1329	497
Pending projects																						
First Street Apartments	0	3	0	7	0	4	0	1	0	4	0	0	0	6	0	5	0	2	0	1	0	33
Total (pending)	0	3	0	7	0	4	0	1	0	4	0	0	0	6	0	5	0	2	0	1	0	33
Potential redevelopment																						
Fleet Street property	0	2	1	4	0	2	0	1	0	2	0	0	1	3	1	2	0	1	0	1	4	17
50 Monroe Place	3	0	6	1	3	1	1	0	3	1	0	0	5	1	4	1	1	0	1	0	28	5
Montgomery City Gov. + OB	34	5	78	11	44	6	12	2	47	6	3	0	74	10	55	8	19	3	15	2	387	52
Giant Food site	1	2	3	5	2	3	0	1	2	3	0	0	3	4	2	3	1	1	1	1	13	23
Maxim Market	18	4	41	9	23	5	6	1	24	6	1	0	38	8	29	6	10	2	8	2	198	45
Parsanos	1	1	1	2	1	1	0	0	1	1	0	0	1	1	1	1	0	0	0	0	7	7
Hungerford properties	25	11	56	24	32	14	9	4	34	15	2	1	53	23	39	17	14	6	11	5	274	119
Metro Station West	19	4	44	10	25	6	7	1	26	6	2	0	41	9	31	7	11	2	9	2	214	47
Post Office Parking Lot	7	2	16	4	9	2	2	1	9	2	1	0	15	4	11	3	4	1	3	1	77	19
Trading Post	1	1	2	2	1	1	0	0	1	1	0	0	2	2	1	1	0	0	0	0	10	10
Apollo Center	0	1	1	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3	6
VCPS property	1	4	2	9	1	5	0	1	1	6	0	0	2	9	2	6	1	2	0	2	12	45
Washington Square	6	2	14	6	8	3	2	1	8	3	0	0	13	5	10	4	3	1	3	1	67	27
Jeepers/Subway	0	1	1	2	0	1	0	0	0	1	0	0	1	2	1	2	0	1	0	0	4	12
Staples/Barnes	3	0	7	1	4	0	1	0	4	0	0	0	6	1	5	0	2	0	1	0	34	3
Free State/Regal Parts	1	1	3	1	2	1	0	0	2	1	0	0	5	1	2	1	1	0	1	0	15	7
Kam Sam Grocery	5	1	1	2	1	1	2	0	1	1	0	0	11	2	8	1	3	0	2	0	56	10
District Court	3	1	1	2	4	1	1	0	4	1	0	0	1	2	5	1	2	0	1	0	34	10
Crown/Snowden	0	1	1	2	0	1	0	0	0	1	0	0	1	2	1	2	0	1	0	0	4	12
Hockmans Exxon	1	2	2	5	1	3	0	1	1	3	0	0	2	5	2	3	1	1	0	1	12	24
Lowe's lot	14	3	31	6	18	4	5	1	19	4	1	0	29	6	22	5	8	2	6	1	157	31
Casey property	5	1	11	1	6	1	2	0	7	1	0	0	10	1	8	1	3	0	2	0	54	7
Merchant's/Texaco	7	2	17	5	9	3	3	1	10	3	1	0	16	4	12	3	4	1	3	1	81	23
Rockville Metro Station (east)	6	6	15	15	8	8	2	2	8	8	1	1	14	14	10	10	4	4	3	3	71	71
100 B&N Stonestreet (west)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2	1	1	1	31	16
100 B&N Stonestreet (east)	4	2	9	6	5	3	1	1	6	3	0	0	9	5	7	4	2	1	2	1	46	28
200 B&N Stonestreet (west)	3	2	8	4	4	2	1	1	5	3	0	0	7	4	5	3	2	1	2	1	38	21
200 B&N Stonestreet (east)	2	2	4	5	2	3	1	1	2	3	0	0	4	5	3	3	1	1	1	1	19	24
300 B&N Stonestreet (west)	3	3	8	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	2	1	38	36
400 B&N Stonestreet (west)	8	3	18	7	10	4	3	1	11	4	1	0	17	7	13	5	4	2	4	1	90	36
400 B&N Stonestreet (east)	6	3	15	8	8	4	2	1	9	5	1	0	14	7	10	5	4	2	3	2	72	38
S. Stonestreet (west side)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2		1	1	32	13
Crestwood Lodge	1	2	2	5	1	3	0	1	1	3	0	0	1	4	1	3	0	1	0	1	7	22
Total (potential)	183	76	418	173	237	98	64	27	257	104	15	6	393	163	234	122	102	42	82	34	2239	846
Totals	357	144	812	327	461	185	124	50	489	192	29	12	764	308	512	230	198	80	159	64	3963	1597
Final Total	311	115	759	267	402	149	109	40	477	158	26	9	667	246	438	184	173	64	139	51	3461	1279

Not included in final total

Changes in each Scenario

Scenario 1 PM Peak Hour Trip Distributions

Project	Wootton Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Norbeck Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	21	17	48	39	27	22	7	6	29	23	2	1	45	37	34	27	12	10	9	8	233	190
Rockville Regional Library	11	17	25	40	14	22	4	6	15	24	1	1	23	37	17	28	6	10	5	8	120	193
21 Church Street	2	12	5	27	3	15	1	4	3	16	0	1	5	25	4	19	1	6	1	5	27	129
Rockville Metro Plaza	11	36	26	83	14	47	4	13	15	50	1	3	24	78	18	58	6	20	5	16	125	404
Rockville Center	35	98	80	224	45	127	12	34	48	135	3	8	75	211	56	157	20	55	16	44	390	1093
The Westchester Apartments	4	3	9	7	5	4	1	1	5	4	0	0	9	6	6	5	2	2	2	1	44	32
Sandy Spring Bank	6	13	14	30	8	17	2	5	8	18	0	1	13	28	10	21	3	7	3	6	68	147
Bank of America	7	0	16	0	9	0	2	0	10	0	1	0	15	0	11	0	4	0	3	0	78	0
Total (pipeline)	98	197	222	449	126	254	34	69	134	270	8	16	209	422	156	315	54	109	43	88	1085	2189
Pending projects																						
First Street Apartments	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2	1	1	25	36
Total (pending)	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2	1	1	25	36
Potential redevelopment																						
Fleet Street property	1	1	3	2	2	1	0	0	2	1	0	0	3	2	2	1	1	0	1	0	16	8
50 Monroe Place	0	5	0	12	0	7	0	2	0	7	0	0	0	12	0	9	0	3	0	2	2	60
Montgomery City Gvt. E OB	6	30	14	68	8	39	2	10	8	41	1	2	13	64	10	48	3	17	3	13	68	332
Giant Food site	3	2	7	5	4	3	1	1	4	3	0	0	6	5	5	4	2	1	1	1	32	27
Maxim Market	7	18	15	41	8	23	2	6	9	25	1	1	14	39	10	29	4	10	3	8	72	202
Parsanos	1	1	3	3	2	2	0	0	2	2	0	0	3	3	2	2	1	1	1	1	14	14
Hungerford properties	17	29	39	66	22	38	6	10	23	40	1	2	36	62	27	47	9	16	8	13	189	324
Metro Station West	7	19	16	44	9	25	2	7	9	26	1	2	15	41	11	31	4	11	3	9	76	214
Post Office Parking Lot	3	10	8	22	4	12	1	3	5	13	0	1	7	20	5	15	2	5	1	4	37	106
Trading Post	2	2	4	4	2	2	1	1	2	2	0	0	4	4	3	3	1	1	1	1	19	19
Apollo Center	0	1	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	6
MCPS property	4	2	9	5	5	3	1	1	5	3	0	0	9	5	6	3	2	1	2	1	44	24
Washington Square	4	6	9	14	5	8	1	2	6	8	0	0	9	13	7	10	2	3	2	3	46	67
Jeepers/Sunoco	1	1	2	1	1	1	0	0	1	1	0	0	2	1	2	1	1	0	0	0	11	7
Staples/Banner	3	5	6	11	3	6	1	2	3	6	0	0	5	10	4	8	1	3	1	2	28	59
Free State/Regal Plants	2	0	4	0	2	0	1	0	2	0	0	0	4	0	3	0	1	0	1	0	19	2
Kam Sam Grocery	2	6	4	17	2	10	1	3	3	10	0	1	4	16	3	12	1	4	1	3	21	84
District Court	1	5	3	12	2	7	0	2	2	7	0	0	3	11	2	8	1	3	1	2	16	56
Crown/Snowden	0	1	1	1	0	1	0	0	0	1	0	0	1	1	0	1	0	0	0	0	3	7
Hickman's Exxon	3	2	6	5	4	3	1	1	4	3	0	0	6	5	4	3	2	1	1	1	30	24
Jurors Lot	5	14	10	32	6	18	2	5	6	19	0	1	10	30	7	23	3	8	2	6	51	158
Casey property	1	7	3	16	2	9	1	2	2	10	0	1	3	15	2	11	1	4	1	3	16	79
Merchants/Texaco	4	10	9	23	5	13	1	4	5	14	0	1	8	22	6	16	2	6	2	5	44	113
Rockville Metro Station (east)	11	14	25	33	14	19	4	5	15	20	1	1	23	31	17	23	6	8	5	6	120	161
100 Blk N. Stonestreet (west)	3	7	7	17	4	10	1	3	4	10	0	1	7	16	5	12	2	4	1	3	35	82
100 Blk N. Stonestreet (east)	5	9	12	21	7	12	2	3	7	13	0	1	11	20	8	15	3	5	2	4	58	104
200 Blk N. Stonestreet (west)	3	8	8	18	5	10	1	3	5	11	0	1	7	17	6	13	2	4	2	4	39	88
200 Blk N. Stonestreet (east)	3	3	7	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	1	1	37	34
300 Blk N. Stonestreet (west)	7	11	16	24	9	14	2	4	10	14	1	1	15	22	11	17	4	6	3	5	77	117
400 Blk N. Stonestreet (west)	6	8	13	19	7	11	2	3	8	12	0	1	12	18	9	14	3	5	2	4	67	94
400 Blk N. Stonestreet (east)	4	6	10	13	6	7	1	2	6	8	0	0	9	12	7	9	2	3	2	2	48	62
S. Stonestreet (west side)	3	7	7	16	4	9	1	2	4	10	0	1	6	15	5	11	2	4	1	3	32	79
Chestnut Lodge	2	1	5	3	3	2	1	0	3	2	0	0	5	3	3	2	1	1	1	1	24	14
Total (potential)	116	231	263	527	149	299	40	81	158	317	9	19	248	495	185	370	64	128	51	103	1285	2569
Totals	215	425	491	968	278	549	75	148	295	582	18	35	461	910	345	680	120	236	96	189	2394	4722
Final Total	175	363	390	826	221	468	60	127	235	497	14	30	367	777	274	580	95	201	76	161	1903	4030

Not included in Final Total

Changes in each Scenario

Scenario 2 AM Peak Hour Trip Distributions

Project	Wootton Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Norbeck Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	8	17	18	39	10	22	3	6	11	23	1	1	17	36	13	27	4	9	4	8	90	189
Rockville Regional Library	7	2	17	5	10	3	3	1	10	3	1	0	16	4	12	3	4	1	3	1	82	22
21 Church Street	12	2	27	4	15	2	4	1	16	2	1	0	26	3	19	3	7	1	5	1	133	18
Rockville Metro Plaza	32	9	73	20	41	11	11	3	44	12	3	1	69	19	51	14	18	5	14	4	356	97
Rockville Center	58	25	132	56	75	32	20	9	80	34	5	2	124	53	93	39	32	14	26	11	646	273
The Westchester Apartments	2	4	4	9	2	5	1	1	2	5	0	0	4	8	3	6	1	2	1	2	19	43
Sandy Spring Bank	16	4	37	9	21	5	6	1	22	6	1	0	34	9	26	7	9	2	7	2	178	46
Bank of America	1	5	2	11	1	5	0	2	1	7	0	0	2	10	1	8	0	3	0	2	9	54
Total (pipeline)	139	67	307	152	174	86	47	23	184	91	11	5	288	143	215	107	75	37	60	30	1495	742
Pending projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
First Street Apartments	0	3	1	7	1	4	0	1	1	4	0	0	1	6	1	5	0	2	0	1	4	33
Total (pending)	0	3	1	7	1	4	0	1	1	4	0	0	1	6	1	5	0	2	0	1	4	33
Potential redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fleet Street property	0	2	1	4	0	2	0	1	0	2	0	0	1	3	1	2	0	1	0	1	4	17
50 Monroe Place	3	0	6	1	3	1	1	0	3	1	0	0	5	1	4	1	1	0	1	0	28	5
Montgomery City Ctr. TOD	34	5	78	11	44	6	12	2	47	6	3	0	74	10	55	8	19	3	15	2	382	52
Grant Food site	1	2	3	5	2	3	0	1	2	3	0	0	3	4	2	3	1	1	1	1	13	23
Maxim Market	18	4	41	9	23	5	6	1	24	6	1	0	38	9	29	6	10	2	8	2	198	45
Parsares	1	1	1	2	1	1	0	0	1	1	0	0	1	1	1	1	0	0	0	0	7	7
Hungerford properties	25	11	56	24	32	14	9	4	34	15	2	1	53	23	39	17	14	6	11	5	274	119
Metro Station West	19	4	44	10	25	6	7	1	26	6	2	0	41	9	31	7	11	2	9	2	214	47
Post Office Parking Lot	7	2	16	4	9	2	2	1	9	2	1	0	15	4	11	3	4	1	3	1	77	19
Trading Post	1	1	2	2	1	1	0	0		1	0	0	2	2	1	1	0	0	0	0	10	10
Apollo Center	0	1	1	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	3	6
MCPS property	1	4	2	9	1	5	0	1	1	6	0	0	2	9	2	6	1	2	0	2	19	45
Washington Square	6	2	14	6	8	3	2	1	8	3	0	0	13	5	10	4	3	1	3	1	67	27
Jeepers/Sunoco	0	1	1	2	0	1	0	0	0	1	0	0	1	2	1	2	0	1	0	0	4	12
Staples/Banner	3	0	7	1	4	0	1	0	4	0	0	0	6	1	5	0	2	0	1	0	34	3
Free State/Regal Parts	1	1	3	1	2	1	0	0	2	1	0	0	3	1	2	1	1	0	1	0	15	7
Ram Sam Grocery	5	1	11	2	7	1	2	0	7	1	0	0	11	2	8	1	3	0	2	0	56	10
District Court	3	1	7	2	4	1	1	0	4	1	0	0	6	2	5	2	2	1	1	0	33	11
Crown/Snowden	0	1	1	2	0	1	0	0	0	1	0	0	1	2	1	2	0	1	0	0	4	12
Hickman's Exxon	1	2	2	5	1	3	0	1	1	3	0	0	2	5	2	3	1	1	0	1	12	24
Jerry's Lot	14	3	31	6	18	4	5	1	19	4	1	0	29	6	22	5	8	2	6	1	152	31
Casey property	5	1	11	1	6	1	2	0	7	1	0	0	10	1	8	1	3	0	2	0	54	7
Merchants/Texaco	7	2	17	5	9	3	3	1	10	3	1	0	16	4	12	3	4		3	1	8	23
Rockville Metro Station (east)	6	6	15	15	8	8	2	2	9	9	1	1	14	14	10	10	4	4	3	3	7	71
100 Blk N. Stonestreet (west)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2	1	1	1	3	16
100 Blk N. Stonestreet (east)	4	2	9	6	5	3	1	1	6	3	0	0	9	5	7	4	2	1	2	1	46	28
200 Blk N. Stonestreet (west)	3	2	8	4	4	2	1	1	5	3	0	0	7	4	5	3	2	1	2	1	38	21
200 Blk N. Stonestreet (east)	2	2	4	5	2	3	1	1	2	3	0	0	4	5	3	3	1	1	1	1	19	24
300 Blk N. Stonestreet (west)	3	3	8	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	2	1	38	36
400 Blk N. Stonestreet (west)	8	3	18	7	10	4	3	1	11	4	1	0	17	7	13	5	4	2	4	1	90	36
400 Blk N. Stonestreet (east)	6	3	15	8	8	4	2	1	9	5	1	0	14	7	10	5	4	2	3	2	72	38
S. Stonestreet (west side)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2	1	1	1	30	13
Chestnut Lodge	1	2	2	5	1	3	0	1	1	3	0	0	1	4	1	3	0	1	0	1	7	22
Total (potential)	183	76	418	174	237	98	64	27	251	104	15	6	393	163	293	122	102	42	82	34	2037	847
Totals	318	146	723	333	410	189	111	51	435	200	26	12	680	313	508	234	176	81	141	65	3528	1623
Final Total	272	117	620	267	352	152	95	41	373	161	22	10	583	251	436	188	151	65	121	52	3026	1305

Not included in Final Total

Changes in each Scenario

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Scenario 2 PM Peak Hour Trip Distributions

Project	Wootton Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Norbeck Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	21	17	48	39	27	22	7	6	29	23	2	1	45	37	34	27	12	10	9	8	233	190
Rockville Regional Library	11	17	25	40	14	22	4	6	15	24	1	1	23	37	17	28	6	10	5	8	120	193
21 Church Street	2	12	5	27	3	15	1	4	3	16	0	1	5	25	4	19	1	6	1	5	27	125
Rockville Metro Plaza	12	31	28	72	16	41	4	11	17	43	1	3	27	67	20	50	7	17	6	14	139	352
Rockville Center	36	65	82	148	47	84	13	23	52	89	3	5	77	139	58	104	20	36	16	29	407	724
The Westchester Apartments	4	3	9	7	5	4	1	1	5	4	0	0	9	6	6	5	2	2	2	1	44	32
Sandy Spring Bank	5	13	14	30	8	17	2	5	8	18	0	1	13	28	10	21	3	7	3	6	68	147
Bank of America	5	1	11	3	6	2	2	0	7	2	0	0	11	3	8	2	3	1	2	1	55	16
Total (pipeline)	98	157	223	359	126	203	34	55	134	216	8	13	210	337	157	252	54	87	44	70	1088	1749
Pending projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Street Apartments	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2	1	1	25	36
Total (pending)	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2	1	1	25	36
Potential redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Street property	1	1	3	2	2	1	0	0	2	1	0	0	3	2	2	1	1	0	1	0	16	8
50 Veirs Place	0	5	0	12	0	7	0	2	0	7	0	0	0	12	0	9	0	3	0	2	2	60
Montgomery City Gov. EOB	6	30	14	68	8	39	2	10	8	41	1	2	13	64	10	48	3	17	3	13	68	332
Giant Food site	3	2	7	5	4	3	1	1	4	3	0	0	6	5	5	4	2	1	1	1	37	27
Maxim Market	7	18	15	41	8	23	2	5	9	25	1	1	14	39	10	28	4	12	3	8	72	202
Hillsands	1	1	3	3	2	2	0	0	2	2	0	0	3	3	2	2	1	1	1	1	14	14
Hungerford properties	7	29	39	66	22	58	6	10	23	40	1	2	36	62	21	47	9	16	8	13	189	324
Metro Station West	7	19	16	44	9	25	2	7	9	25	1	2	15	41	11	31	4	11	3	9	78	214
Post Office Parking Lot	3	10	8	22	4	12	1	3	5	13	0	1	7	20	5	15	2	5	1	4	37	106
Reading Pass	2	2	4	4	2	2	1	1	2	2	0	0	4	4	3	3	1			1	19	19
Apollo Center	0	1	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	1	6
MCPS property	4	2	9	5	5	3	1	1	5	3	0	0	9	5	6	3	2		2	1	14	24
Washington Square	4	5	9	14	5	8	1	2	5	8	0	0	8	13	7	10	2	3	2	3	46	67
Leeper's/Sunoco	1		2	1	1	1	0	0		1	0	0	2	1	2	1	1	0	0	0	11	7
Staples/Barnes	3	5	8	11	3	5	1	2	3	6	0	0	5	10	4	8	1	3	1	2	28	57
Free State/Regal Plants	2	0	4	0	2	0	1	0	2	0	0	0	4	0	3	0	1	0	1	0	19	2
Kam Sam Grocery	2	8	4	12	2	10	1	3	3	10	0	1	4	16	3	12	1	4	1	3	21	84
District Court	2	5	4	11	2	6	1	2	2	7	0	0	3	10	3	8	1	3	1	2	18	54
Crown/Snowden	0	1	1	1	0	1	0	0	0	1	0	0	1	1	0		0	0	0	0	3	7
Hickmann/Exxon	3	2	6	4	4	3	1	1	4	3	0	0	6	5	4	3	2	1	1	1	32	24
Luter's Lot	5	14	10	32	6	18	2	5	6	19	0	1	10	30	7	23	3	8	2	6	51	158
Casey property	1	2	3	6	2	6	1	2	2	10	0	1	3	15	2	11	1	4	1	3	16	79
Merchants/Texaco	4	10	6	23	5	13	1	4	5	14	0	1	8	22	6	16	2	6	2	5	44	113
Rockville Metro Station (east)	11	14	25	33	14	16	4	5	16	22	1	1	23	31	17	23	6	8	5	6	120	161
100 Blk N. Stonestreet (west)	3	2	7	11	4	10	1	3	4	12	0	1	7	16	5	12	2	4	1	3	35	87
100 Blk N. Stonestreet (east)	5	8	12	21	7	12	2	5	7	13	0	1	11	20	8	15	3	5	2	4	58	104
200 Blk N. Stonestreet (west)	3	8	8	16	5	10	1	3	5	11	0	1	7	17	6	13	2	4	2	4	39	88
200 Blk N. Stonestreet (east)	3	3	7	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	1	1	37	34
300 Blk N. Stonestreet (west)	7	11	16	24	9	14	2	4	10	14	1	1	15	22	11	17	4	6	3	5	77	117
400 Blk N. Stonestreet (west)	6	8	13	19	7	11	2	3	8	12	0	1	12	18	9	14	3	5	2	4	67	96
400 Blk N. Stonestreet (east)	4	6	10	13	6	7	1	2	6	8	0	0	9	12	7	9	2	3	2	2	48	62
S. Stonestreet (west side)	3	7	7	16	4	9	1	2	4	10	0	1	6	15	5	11	2	4	1	3	37	79
Chestnut Lodge	2	1	5	3	3	2	1	0	3	2	0	0	5	3	3	2	1	1	1	1	24	14
Total (potential)	115	231	264	526	150	298	40	81	159	316	9	19	248	495	185	372	64	128	57	103	1287	2567
Totals	215	389	497	877	279	498	75	134	296	528	18	32	467	825	346	616	120	214	96	171	2400	4283
Final Total	172	323	397	735	222	417	60	113	235	442	14	26	388	697	275	517	95	179	76	144	1908	3589

Not included in the Total

Changes in each Scenario

Scenario 3 AM Peak Hour Trip Distributions

Project	Wootton Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Norbeck Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	8	17	18	39	10	22	3	6	11	23	1	1	17	36	13	27	4	9	4	8	90	189
Rockville Regional Library	7	2	17	5	10	3	3	1	10	3	1	0	16	4	12	3	4	1	3	1	82	22
21 Church Street	12	2	27	4	15	2	4	1	16	2	1	0	26	3	19	3	7	1	5	1	133	18
Rockville Metro Plaza	31	7	72	15	40	9	11	2	43	9	3	1	67	14	50	11	17	4	14	3	346	73
Rockville Center	39	30	90	69	51	39	14	11	54	41	3	2	84	65	63	48	22	17	18	13	438	336
The Westchester Apartments	2	4	4	9	2	5	1	1	2	5	0	0	4	8	3	6	1	2	1	2	19	43
Sandy Spring Bank	16	4	37	9	21	5	6	1	22	6	1	0	34	9	26	7	9	2	7	2	178	46
Bank of America	1	5	2	11	1	6	0	2	1	7	0	0	2	10	1	8	0	3	0	2	9	54
Total (pipeline)	115	70	267	160	148	91	40	25	158	96	9	6	246	151	184	112	64	39	53	31	1277	781
Pending projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
First Street Apartments	0	3	1	7	1	4	0	1	1	4	0	0	1	6	1	5	0	2	0	1	4	33
Total (pending)	0	3	1	7	1	4	0	1	1	4	0	0	1	6	1	5	0	2	0	1	4	33
Potential redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fleet Street property	0	2	1	4	0	2	0	1	0	2	0	0	1	3	1	2	0	1	0	1	4	17
50 Monroe Place	3	0	6	1	3	1	1	0	3	1	0	0	5	1	4	1	1	0	1	0	28	5
Montgomery City Svc. EOB	34	5	78	11	44	6	12	2	47	6	3	0	74	10	55	8	19	3	15	2	382	52
Giant Food site	39	8	88	19	50	11	14	3	53	12	3	1	83	18	62	14	22	5	17	4	430	94
Maxim Market	18	4	41	9	23	5	6	1	24	6	1	0	38	9	29	6	10	2	8	2	198	45
Pasanos	3	1	8	1	4	1	1	0	5	1	0	0	7	1	5	1	2	0	1	0	37	7
Hungerford properties	40	14	92	32	52	18	14	5	55	19	3	1	87	30	65	23	22	8	18	6	449	157
Metro Station West	43	13	98	29	56	16	15	4	59	17	4	1	92	27	69	20	24	7	19	6	478	140
Post Office Parking Lot	7	2	16	4	9	2	2	1	9	2	1	0	15	4	11	3	4	1	3	1	77	19
Trading Post	1	1	2	2	1	1	0	0	1	1	0	0	2	2	1	1	0	0	0	0	10	10
Apollo Center	6	0	15	0	8	0	2	0	9	0	1	0	14	0	10	0	4	0	3	0	77	1
MCPS property	1	4	2	9	1	5	0	1	1	6	0	0	2	9	2	6	1	2	0	2	12	45
Washington Square	6	2	14	6	8	3	2	1	8	3	0	0	13	5	10	4	3	1	3	1	67	27
Jeepers/Sunoco	12	1	28	3	16	2	4	1	17	2	1	0	27	3	20	2	7	1	6	1	138	16
Staples/Banner	6	1	14	2	8	1	2	0	8	1	0	0	13	2	9	1	3	1	3	0	66	10
Free State/Regal Plaza	10	2	24	4	13	2	4	1	14	2	1	0	22	4	17	3	6	1	5	1	115	19
Kam Sam Grocery	5	1	11	2	7	1	2	0	7	1	0	0	11	2	8	1	3	0	2	0	56	10
District Court	3	1	7	2	4	1	1	0	4	1	0	0	6	2	5	2	2	1	1	0	33	11
Crown/Snowden	0	1	1	2	0	1	0	0	0	1	0	0	1	2	1	2	0	1	0	0	4	12
Dickerman's Exxon	6	1	13	3	7	2	2	1	8	2	0	0	12	3	9	2	3	1	2	1	67	16
Juror's Lot	2	4	4	8	2	5	1	1	2	5	0	0	3	8	3	6	1	2	1	2	18	41
Casey property	2	4	4	10	2	5	1	2	2	6	0	0	3	10	3	7	1	2	1	2	18	50
Merchants/Texaco	10	1	23	2	13	1	3	0	14	1	1	0	21	2	16	1	6	0	4	0	111	10
Rockville Metro Station (east)	6	6	15	15	8	8	2	2	9	9	1	1	14	14	10	10	4	4	3	3	77	71
100 Blk N. Stonestreet (west)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2	1	1	1	31	16
100 Blk N. Stonestreet (east)	4	2	9	6	5	3	1	1	6	3	0	0	9	5	7	4	2	1	2	1	46	28
200 Blk N. Stonestreet (west)	3	2	8	4	4	2	1	1	5	3	0	0	7	4	5	3	2	1	2	1	38	21
200 Blk N. Stonestreet (east)	2	2	4	5	2	3	1	1	2	3	0	0	4	5	3	3	1	1	1	1	19	24
300 Blk N. Stonestreet (west)	3	3	8	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	2	1	38	36
400 Blk N. Stonestreet (west)	8	3	18	7	10	4	3	1	11	4	1	0	17	7	13	5	4	2	4	1	90	36
400 Blk N. Stonestreet (east)	6	3	15	8	8	4	2	1	9	5	1	0	14	7	10	5	4	2	3	2	72	38
S. Stonestreet (west side)	3	1	6	3	4	2	1	0	4	2	0	0	6	3	4	2	2	1	1	1	30	13
Chestnut Lodge	1	2	2	5	1	3	0	1	1	3	0	0	1	4	1	3	0	1	0	1	7	22
Total (potential)	292	101	665	229	377	130	102	35	400	138	24	8	625	216	467	161	162	56	130	45	3242	1119
Totals	406	174	926	396	525	225	142	61	557	238	33	14	870	373	650	278	226	97	181	77	4515	1933
Final Total	361	145	823	331	466	188	126	51	495	199	30	12	773	311	578	233	201	81	161	65	4013	1615

Not included in Final Total

Changes in each Scenario

Scenario 3 PM Peak Hour Trip Distributions

Project	Wootton Pkwy		Rockville Pike (MD 355)		Veirs Mill Road		Baltimore Road		Nebraska Road (MD 28)		Southlawn Lane		Hungerford Drive (MD 355)		West Montgomery Ave (MD 28)		Great Falls Road		Maryland Avenue		Total	
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Approved pipeline projects																						
Town Square	21	17	48	39	27	22	7	6	28	23	2	1	45	37	34	27	12	10	9	8	233	190
Rockville Regional Library	11	17	25	40	14	22	4	6	15	24	1	1	23	37	17	28	6	10	5	8	120	193
21 Church Street	2	12	5	27	3	15	1	4	3	16	0	1	5	25	4	19	1	6	1	5	27	129
Rockville Metro Plaza	10	30	23	68	13	39	4	10	14	41	1	2	27	64	16	48	5	17	5	13	113	332
Rockville Center	39	49	88	112	52	63	14	17	53	67	3	4	83	105	62	78	22	27	17	22	432	543
The Westchester Apartments	4	3	9	7	5	4	1	1	5	4	0	0	9	6	6	5	2	2	2	1	44	37
Sandy Spring Bank	6	13	14	30	8	17	2	5	8	18	0	1	13	28	10	21	3	7	3	6	68	147
Bank of America	5	1	11	3	6	2	2	0	7	2	0	0	11	3	8	2	3	1	2	1	56	16
Total (pipeline)	98	142	224	318	127	180	34	49	135	191	8	11	211	299	157	224	55	78	44	62	1197	1693
Pending projects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Street Apartments	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2		1	25	36
Total (pending)	2	3	5	7	3	4	1	1	3	4	0	0	5	7	4	5	1	2	1	1	25	36
Potential redevelopment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Street property	1	1	3	2	2	1	0	0	2	1	0	0	3	2	2	1	1	0	1	0	16	8
50 Monroe Place	0	3	0	12	0	7	0	2	0	7	0	0	0	12	0	9	0	3	0	2	2	60
Montgomery City Gov't CBD	5	33	14	68	8	39	2	10	8	41	1	2	13	64	10	48	3	17	3	13	68	337
Giant Food site	12	35	26	87	15	47	4	13	6	53		3	25	77	18	58	6	23	5	16	128	437
Maxim Market	2	18	15	41	8	23	2	6	8	25		1	14	39	10	29	4	10	3	8	72	207
Pasteros	2	7	4	15	2	9	1	2	2	9	0	1	3	14	3	11	1	4		3	18	73
Hungerford properties	22	47	51	87	29	55	8	15	31	58	2	3	48	91	36	68	12	24	10	19	248	473
Metro Station West	17	47	58	88	22	55	5	15	25	58	1	3	36	93	27	68	9	23	8	19	188	469
Post Office Parking Lot	3	10	8	22	4	12	1	3	5	13	0	1	7	20	5	15	2	5	1	4	37	102
Trading Post	2	2	4	4	2	2	1	1	2	2	0	0	4	4	3	3	1	1	1		19	19
Apple Center	0	7	0	15	0	9	0	2	0	9	0	1	0	15	0	11	0	4	0	3	1	77
WSSC property	4	2	9	5	5	3	1	1	5	3	0	0	9	5	6	3	2	1	2	1	44	24
Washington Square	4	8	9	16	5	8	1	2	6	8	0	0	9	13	7	10	2	3	2	3	46	87
Lebber/Surface	2	12	5	27	3	15	1	4	3	16	0		4	23	3	19	1	8		5	22	130
Staples/Barnes	1	5	1	11	1	6	0	2	1	7	0	0	1	11	1	8	0	3	0	2	6	55
Free State/Regal Plaza	3	11	5	25	4	14	1	4	4	15	0	1	6	24	4	18	2	6	1	5	31	123
Kim Sam Grocery	2	8	1	17	2	10	1	3	3	10	0	1	4	16	3	12	1	4	1	3	21	84
Market Court	2	5	4	11	2	6	1	2	2	7	0	0	3	10	3	8	1	3	1	2	18	54
Crown/Growdon	0	1			0	1	0	0	0	1	0	0	1	1	0	1	0	0	0	0	1	1
Richard's Exxon	3	6	7	23	4	11	1	3	4	12	0		6	19	5	14	2	5	1	4	33	96
Lorain Lot	5	3	12	7	6	4	2	1	6	4	0	0	13	7	7	5	3	2	2	1	50	36
Casey property	5	5	12	8	7	4	2	1	7	5	0	0	11	7	8	5	3	2	2	2	55	38
Merchants/Texaco	1	12	3	22	1	12	0	3	2	13	0	1	2	21	2	15	1	5	0	4	12	107
Rockville Metro Station (east)	11	14	25	33	14	19	4	5	15	20	1		23	31	17	23	6	8	5	6	120	161
100 Block N. Stonestreet (west)	3	7	7	17	4	10		3	4	10	0		7	16	5	12	2	4		3	35	87
100 Block N. Stonestreet (east)	5	9	12	21	7	12	2	3	7	13	0	1	11	23	8	15	3	5	2	4	58	104
200 Block N. Stonestreet (west)	3	8	8	18	5	10	1	3	5	11	0	1	7	17	6	13	2	4	2	4	39	88
200 Block N. Stonestreet (east)	3	3	7	7	4	4	1	1	5	4	0	0	7	7	5	5	2	2	1	1	37	34
300 Block N. Stonestreet (west)	7	11	16	24	9	14	2	4	10	14	1	1	15	22	11	17	4	6	3	5	77	117
400 Block N. Stonestreet (west)	5	8	13	19	7	11	2	3	8	12	0	1	12	18	9	14	3	5	2	4	67	94
400 Block N. Stonestreet (east)	4	6	10	13	6	7	1	2	6	8	0	0	9	12	7	9	2	3	2	2	48	67
S. Stonestreet (west side)	3	7	7	16	4	9	1	2	4	10	0	1	6	15	5	11	2	4	1	3	37	79
Chestnut Lodge	2	1	5	3	3	2	1	0	3	2	0	0	5	3	3	2	1	1	1	1	24	14
Total (potential)	149	337	339	767	197	435	57	117	204	461	17	28	319	727	238	539	83	187	65	150	655	1471
Total	248	479	568	1078	327	615	87	165	342	648	25	39	534	1013	399	757	139	263	111	212	2173	5258
Pipeline Total	205	411	456	936	285	537	77	143	281	563	17	34	442	880	328	658	114	228	91	183	2281	4567

Not included in Pipeline Total

Changes in each Scenario

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Appendix C

Level of Service Worksheets

Appendix C
Level of Service Worksheets

Existing AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS	CORSIM LOS
Manakee St & MD 355	1	369	1406	0	85	1490	0.90	E	D
N Washington & MD 355	4	573	1047	119	33	1198	0.77	C	B
N Washington & Martins Ln	7	242	411	147	141	557	0.37	A	B
Beall Ave & N Washington	11	379	535	270	134	805	0.53	A	B
Maryland Av & Beall (Full)	13	0	0	0	0	0	0.00	A	A
Beall Ave & MD 355	14	613	986	115	121	1107	0.67	B	B
W Middle Ln & N Washington	15	431	258	225	122	655	0.43	A	B
Maryland Av & Middle Ln	17	281	8	593	456	882	0.55	A	A
E Middle Ln & MD 355	20	631	1027	435	382	1462	0.94	E	D
Park Rd & N Stonestreet	21	47	50	221	704	754	0.50	A	A
Park Rd & S Stonestreet	22	0	608	215	98	921	0.61	B	B
W Montgomery & N Washington	24	121	318	156	500	818	0.54	A	B
MD 355 & Church St & Monroe Pl	29	825	956	307	284	1263	0.76	C	B
W Montgomery Av & Laird St	31	72	100	1295	1054	1394	0.87	D	C
W Jefferson & Great Falls Rd	32	326	216	610	1166	1492	0.99	E	C
Jefferson St & N Washington	34	395	0	641	585	1035	0.64	B	B
Jefferson St & Maryland Ave	35	363	265	796	500	1159	0.77	C	C
Jefferson St & Monroe St	36	205	188	795	687	1000	0.66	B	C
MD 355 & W Jefferson & Viers Mill	37	671	861	408	433	1294	0.78	C	D
Falls Road & Maryland Av	42	144	204	476	638	842	0.60	B	B
MD 355 & Richard Montgomery Dr	48	356	981	134	160	1141	0.69	B	C
MD 355 & First St & Wootton Pk	57	379	942	190	369	1500	0.96	E	E
Viers Mill Rd & First St	58	750	645	382	585	1335	0.86	D	C
W Montgomery Ave & Nelson St	61	284	6	544	966	1250	0.83	D	B
First St & Baltimore Rd	62	355	216	695	492	1051	0.67	B	B

Baseline AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS	CORSIM LOS
Manakee St & MD 355	1	433	1672	0	85	1756	1.06	F	F
N Washington & MD 355	4	623	1312	141	50	1502	0.96	E	B
N Washington & Martins Ln	7	268	472	148	142	620	0.41	A	A
Beall Ave & N Washington	11	478	585	333	135	918	0.61	B	B
Maryland Av & Beall (Full)	13	48	50	185	232	282	0.17	A	A
Beall Ave & MD 355	14	642	1249	189	14	1452	0.93	E	B
W Middle Ln & N Washington	15	538	301	389	123	927	0.61	B	A
Maryland Av & Middle Ln	17	447	185	797	738	1428	0.95	E	C
E Middle Ln & MD 355	20	661	1397	458	646	2042	1.31	F	E
Park Rd & N Stonestreet	21	47	50	245	842	893	0.59	A	F
Park Rd & S Stonestreet	22	0	888	222	98	1208	0.80	D	D
W Montgomery & N Washington	24	161	407	206	641	1048	0.69	B	B
MD 355 & Church St & Monroe Pl	29	722	1133	322	288	1455	0.88	D	B
W Montgomery Av & Laird St	31	72	100	1712	1180	1811	1.13	F	D
W Jefferson & Great Falls Rd	32	372	239	805	1376	1748	1.16	F	E
Jefferson St & N Washington	34	427	0	867	872	1300	0.81	D	B
Jefferson St & Maryland Ave	35	579	323	886	641	1465	0.97	E	C
Jefferson St & Monroe St	36	351	279	872	892	1243	0.82	D	C
MD 355 & W Jefferson & Viers Mill	37	784	1112	434	532	1643	0.99	E	E
Falls Road & Maryland Av	42	144	204	660	733	937	0.66	B	B
MD 355 & Richard Montgomery Dr	48	476	1242	141	249	1491	0.90	E	C
MD 355 & First St & Wootton Pk	57	505	996	210	508	1715	1.10	F	E
Viers Mill Rd & First St	58	910	701	423	736	1646	1.06	F	D
W Montgomery Ave & Nelson St	61	365	6	718	835	1200	0.80	D	E
First St & Baltimore Rd	62	355	251	748	1008	1363	0.87	D	C

Scenario 2 AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	515	1790	0	85	1875	1.13	F
N Washington & MD 355	4	703	1447	161	60	1667	1.07	F
N Washington & Martins Ln	7	285	466	147	141	612	0.40	A
Beall Ave & N Washington	11	508	639	416	135	1055	0.70	C
Maryland Av & Beall (Fut)	13	49	46	307	303	355	0.22	A
Beall Ave & MD 355	14	845	1426	223	26	1675	1.08	F
W Middle Ln & N Washington	15	641	372	413	123	1054	0.70	C
Maryland Av & Middle Ln	17	748	370	754	555	1502	0.93	E
E Middle Ln & MD 355	20	1047	1639	664	454	2303	1.48	F
Park Rd & N Stonestreet	21	149	152	265	1100	1252	0.83	D
Park Rd & S Stonestreet	22	0	831	226	99	1156	0.77	C
W Montgomery & N Washington	24	238	497	269	725	1222	0.81	D
MD 355 & Church St & Monroe Pl	29	1078	1338	326	311	1665	1.00	F
W Montgomery Av & Laird St	31	107	135	1816	1282	1951	1.21	F
W Jefferson & Great Falls Rd	32	606	337	934	1346	1953	1.30	F
Jefferson St & N Washington	34	494	0	1203	1484	1979	1.23	F
Jefferson St & Maryland Ave	35	534	362	947	753	1481	0.98	E
Jefferson St & Monroe St	36	597	396	1067	916	1665	1.10	F
MD 355 & W Jefferson & Viers Mill	37	1063	1268	446	558	1826	1.10	F
Falls Road & Maryland Av	42	144	204	627	1003	1207	0.86	D
MD 355 & Richard Montgomery Dr	48	714	1379	141	253	1632	0.98	E
MD 355 & First St & Wootton Pk	57	689	1083	389	562	2035	1.31	F
Viers Mill Rd & First St	58	1075	804	447	788	1863	1.20	F
W Montgomery Ave & Nelson St	61	321	6	790	880	1201	0.80	D
First St & Baltimore Rd	62	355	346	845	1156	1511	0.97	E

Scenario 3 AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	533	1859	0	85	1943	1.17	F
N Washington & MD 355	4	763	1569	207	60	1836	1.18	F
N Washington & Martins Ln	7	332	526	147	141	673	0.44	A
Beall Ave & N Washington	11	606	681	412	135	1094	0.72	C
Maryland Av & Beall (Fut)	13	80	76	277	284	364	0.22	A
Beall Ave & MD 355	14	1069	1443	230	18	1691	1.09	F
W Middle Ln & N Washington	15	789	385	425	123	1213	0.80	D
Maryland Av & Middle Ln	17	749	344	789	567	1538	0.96	E
E Middle Ln & MD 355	20	1313	1566	736	468	2302	1.48	F
Park Rd & N Stonestreet	21	149	152	278	1141	1293	0.86	D
Park Rd & S Stonestreet	22	0	910	228	99	1237	0.82	D
W Montgomery & N Washington	24	338	503	247	879	1381	0.92	E
MD 355 & Church St & Monroe Pl	29	1285	1364	326	326	1690	1.02	F
W Montgomery Av & Laird St	31	107	135	1907	1313	2042	1.27	F
W Jefferson & Great Falls Rd	32	725	356	975	1395	2120	1.41	F
Jefferson St & N Washington	34	488	0	2124	2654	3142	1.96	F
Jefferson St & Maryland Ave	35	602	387	936	781	1538	1.02	F
Jefferson St & Monroe St	36	575	403	941	947	1522	1.01	F
MD 355 & W Jefferson & Viers Mill	37	1211	1275	462	551	1826	1.10	F
Falls Road & Maryland Av	42	144	204	637	1147	1350	0.96	E
MD 355 & Richard Montgomery Dr	48	837	1399	141	253	1652	1.00	F
MD 355 & First St & Wootton Pk	57	763	1105	536	564	2205	1.42	F
Viers Mill Rd & First St	58	1162	824	447	789	1950	1.25	F
W Montgomery Ave & Nelson St	61	321	6	841	891	1212	0.80	D
First St & Baltimore Rd	62	355	380	869	1219	1599	1.03	F

AM LOS	Existing	Baseline	Scenario 2	Scenario 3
Manakee St & MD 355	E	F	F	F
N Washington & MD 355	C	E	F	F
N Washington & Martins Ln	A	A	A	A
Beall Ave & N Washington	A	B	C	C
Maryland Av & Beall (Fut)	A	A	A	A
Beall Ave & MD 355	B	E	F	F
W Middle Ln & N Washington	A	B	C	D
Maryland Av & Middle Ln	A	F	E	E
E Middle Ln & MD 355	E	F	F	F
Park Rd & N Stonestreet	A	A	D	D
Park Rd & S Stonestreet	B	D	C	D
W Montgomery & N Washington	A	B	D	E
MD 355 & Church St & Monroe Pl	C	D	F	F
W Montgomery Av & Laird St	D	F	F	F
W Jefferson & Great Falls Rd	E	F	F	F
Jefferson St & N Washington	B	D	F	F
Jefferson St & Maryland Ave	C	E	E	F
Jefferson St & Monroe St	B	D	F	F
MD 355 & W Jefferson & Viers Mill	C	E	F	F
Falls Road & Maryland Av	B	B	D	E
MD 355 & Richard Montgomery Dr	B	E	E	F
MD 355 & First St & Wootton Pk	E	F	F	F
Viers Mill Rd & First St	D	F	F	F
W Montgomery Ave & Nelson St	D	D	D	D
First St &Baltimore Rd	B	D	E	F

Existing PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS	CORSIM LOS
Mariakee St & MD 355	1	850	953	0	235	1188	0.72	C	B
N. Washington & MD 355	4	889	757	298	133	1321	0.85	D	C
N. Washington & Martins Ln	7	490	534	220	223	756	0.50	A	E
Bea. Ave & N. Washington	11	515	542	215	170	757	0.50	A	B
Maryland Av & Bea. (Ext.)	13	0	0	0	0	0	0.00	A	A
Bea. Ave & MD 355	14	742	901	94	104	1004	0.60	B	A
W. Middle Ln & N. Washington	15	372	192	189	157	561	0.37	A	A
Maryland Av & Middle Ln	17	328	57	581	399	966	0.60	B	B
E. Middle Ln & MD 355	20	948	764	419	311	1368	0.88	D	C
Park Rd & N. Stonestreet	21	78	82	415	490	572	0.38	A	A
Park Rd & S. Stonestreet	22	0	344	399	123	867	0.57	A	C
W. Montgomery & N. Washington	24	154	313	121	496	809	0.53	A	B
MD 355 & Church St & Monroe P	29	794	733	283	340	1134	0.68	B	B
W. Montgomery Av & Laird St	31	32	95	1108	1335	1431	0.89	D	D
W. Jefferson & Great Falls Rd	32	246	244	554	1163	1409	0.93	E	C
Jefferson St & N. Washington	34	333	0	498	602	935	0.58	A	B
Jefferson St & Maryland Ave	35	302	447	678	516	1125	0.74	C	C
Jefferson St & Monroe St	36	321	332	607	564	939	0.62	B	C
MD 355 & W. Jefferson & Vers M	37	1098	694	383	279	1481	0.89	D	D
Falls Road & Maryland Av	42	20	46	383	861	907	0.64	B	A
MD 355 & Richard Montgomery Dr	48	706	756	157	201	956	0.57	A	A
MD 355 & First St & Wootton Pk	57	756	778	389	238	1404	0.90	E	E
Vers M. Rd & First St	58	771	823	798	374	1521	1.04	F	D
W. Montgomery Ave. & Nelson St	61	278	76	372	939	1216	0.81	D	C
First St & Baltimore Rd	62	455	244	1092	315	1547	0.99	E	D

Baseline PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS	CORSIM LOS
Mariakee St & MD 355	1	1145	1350	0	235	1380	0.83	D	B
N. Washington & MD 355	4	1135	847	405	139	1679	1.19	F	D
N. Washington & Martins Ln	7	632	610	224	223	856	0.57	A	A
Bea. Ave & N. Washington	11	594	563	249	177	842	0.56	A	A
Maryland Av & Bea. (Ext.)	13	389	433	213	216	649	0.40	A	A
Bea. Ave & MD 355	14	879	990	238	14	1242	0.80	D	C
W. Middle Ln & N. Washington	15	433	214	526	169	959	0.63	B	B
Maryland Av & Middle Ln	17	962	910	744	766	1728	1.08	F	E
E. Middle Ln & MD 355	20	1086	1016	512	409	1698	1.09	F	D
Park Rd & N. Stonestreet	21	78	82	508	542	690	0.46	A	D
Park Rd & S. Stonestreet	22	0	439	421	123	983	0.65	B	C
W. Montgomery & N. Washington	24	159	604	156	645	1249	0.83	D	B
MD 355 & Church St & Monroe P	29	988	871	359	377	1344	0.81	D	C
W. Montgomery Av & Laird St	31	32	95	1278	1554	1649	1.03	F	E
W. Jefferson & Great Falls Rd	32	259	315	677	1407	1722	1.14	F	D
Jefferson St & N. Washington	34	362	0	666	860	1223	0.76	C	D
Jefferson St & Maryland Ave	35	510	860	743	692	1603	1.06	F	F
Jefferson St & Monroe St	36	774	733	697	676	1472	0.98	E	F
MD 355 & W. Jefferson & Vers M	37	1313	866	508	330	1821	1.10	F	F
Falls Road & Maryland Av	42	27	46	457	1250	1296	0.92	E	D
MD 355 & Richard Montgomery Dr	48	868	956	193	288	1244	0.75	C	E
MD 355 & First St & Wootton Pk	57	827	957	588	244	1789	1.15	F	F
Vers M. Rd & First St	58	957	994	1004	382	1998	1.28	F	F
W. Montgomery Ave. & Nelson St	61	288	76	445	823	1136	0.73	C	B
First St & Baltimore Rd	62	455	250	1375	539	1831	1.18	F	F

Scenario 2 PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS
Manakee St & MD 355	1	1261	1157	0	235	1496	0.90	E
N Washington & MD 355	4	1305	942	350	161	1818	1.29	F
N Washington & Martins Ln	7	552	573	224	223	797	0.53	A
Beall Ave & N Washington	11	635	747	364	177	1112	0.74	C
Maryland Av & Beall (Ext)	13	163	222	434	415	656	0.41	A
Beall Ave & MD 355	14	1078	1363	259	83	1705	1.09	F
W Middle Ln & N Washington	15	571	360	603	172	1174	0.78	C
Maryland Av & Middle Ln	17	857	540	1180	880	2037	1.27	F
E Middle Ln & MD 355	20	1380	1232	753	569	2132	1.37	F
Park Rd & N Stonestreet	21	323	327	512	935	1262	0.84	D
Park Rd & S Stonestreet	22	0	671	443	124	1238	0.82	D
W Montgomery & N Washington	24	246	939	222	830	1769	1.17	F
MD 355 & Church St & Monroe Pl	29	1134	1150	553	530	1703	1.03	F
W Montgomery Av & Laird St	31	55	118	1468	1725	1843	1.15	F
W Jefferson & Great Falls Rd	32	387	530	747	1707	2237	1.49	F
Jefferson St & N Washington	34	393	0	1116	1669	2062	1.28	F
Jefferson St & Maryland Ave	35	547	821	770	674	1591	1.06	F
Jefferson St & Monroe St	36	898	833	777	756	1675	1.11	F
MD 355 & W Jefferson & Viers Mill	37	1555	1151	563	391	2118	1.28	F
Falls Road & Maryland Av	42	27	46	460	1316	1363	0.97	E
MD 355 & Richard Montgomery Dr	48	1011	1184	193	288	1472	0.89	D
MD 355 & First St & Wootton Pk	57	1022	1115	675	286	2076	1.33	F
Viers Mill Rd & First St	58	1177	1148	1092	461	2269	1.46	F
W Montgomery Ave & Nelson St	61	282	76	551	890	1172	0.78	C
First St & Baltimore Rd	62	455	303	1586	646	2041	1.31	F

Scenario 3 PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS
Manakee St & MD 355	1	1330	1182	0	235	1565	0.94	E
N Washington & MD 355	4	1348	1064	383	161	1891	1.35	F
N Washington & Martins Ln	7	578	618	224	223	843	0.56	A
Beall Ave & N Washington	11	667	950	359	177	1310	0.87	D
Maryland Av & Beall (Ext)	13	482	594	342	392	986	0.61	B
Beall Ave & MD 355	14	1108	1533	436	77	2046	1.31	F
W Middle Ln & N Washington	15	677	474	669	169	1346	0.89	D
Maryland Av & Middle Ln	17	841	599	1279	982	2120	1.32	F
E Middle Ln & MD 355	20	1130	1178	848	629	2025	1.30	F
Park Rd & N Stonestreet	21	323	327	551	953	1280	0.85	D
Park Rd & S Stonestreet	22	0	705	447	124	1276	0.85	D
W Montgomery & N Washington	24	282	1150	395	860	2010	1.34	F
MD 355 & Church St & Monroe P	29	1188	1375	517	485	1892	1.14	F
W Montgomery Av & Laird St	31	55	118	1539	1897	2015	1.25	F
W Jefferson & Great Falls Rd	32	396	585	784	1972	2557	1.70	F
Jefferson St & N Washington	34	441	0	1518	2058	2499	1.56	F
Jefferson St & Maryland Ave	35	550	866	796	661	1662	1.10	F
Jefferson St & Monroe St	36	800	740	818	762	1618	1.07	F
MD 355 & W Jefferson & Viers Mill	37	1753	1263	539	400	2292	1.38	F
Falls Road & Maryland Av	42	27	46	467	1331	1377	0.98	E
MD 355 & Richard Montgomery Dr	48	1043	1308	193	288	1596	0.96	E
MD 355 & First St & Wootton Pk	57	1050	1188	660	286	2135	1.37	F
Viers Mill Rd & First St	58	1315	1209	1077	461	2392	1.54	F
W Montgomery Ave & Nelson St	61	282	76	589	952	1234	0.82	D
First St & Baltimore Rd	62	455	325	1671	672	2149	1.38	F

PM LOS	Existing	Baseline	Scenario 2	Scenario 3
Wahakee St. & MD 355	C	D	E	E
N. Washington & MD 355	D	F	F	F
N. Washington & Martins Ln	A	A	A	A
Beall Ave & N. Washington	A	A	C	D
Maryland Av & Beall (Fut.)	A	A	A	B
Beall Ave & MD 355	B	D	F	F
N. Middle Ln & N. Washington	A	B	C	D
Maryland Av & Middle Ln	B	F	F	F
E. Middle Ln & MD 355	D	F	F	F
Park Rd & N. Stonestreet	A	A	D	D
Park Rd & S. Stonestreet	A	B	D	D
W. Montgomery & N. Washington	A	D	F	F
MD 355 & Church St. & Monroe P	B	D	F	F
W. Montgomery Av & Laird St.	D	F	F	F
W. Jefferson & Great Falls Rd	E	F	F	F
Jefferson St. & N. Washington	A	C	F	F
Jefferson St. & Maryland Ave	C	F	F	F
Jefferson St. & Monroe St.	B	E	F	F
MD 355 & W. Jefferson & Viers Mill	D	F	F	F
Falls Road & Maryland Av	B	E	E	E
MD 355 & Richard Montgomery Dr	A	C	D	E
MD 355 & First St. & Wootton Pk	E	F	F	F
Viers Mill Rd & First St.	F	F	F	F
W. Montgomery Ave. & Nelson St.	D	C	C	D
First St. & Baltimore Rd	E	F	F	F

2015 Baseline AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	485	1767	0	85	1852	1.12	F
N Washington & MD 355	4	687	1407	152	50	1609	1.03	F
N Washington & Martins Ln	7	279	489	148	142	637	0.42	A
Beall Ave & N Washington	11	489	618	333	135	951	0.63	B
Maryland Av & Beall (Full)	13	48	50	185	232	282	0.17	A
Beall Ave & MD 355	14	687	1333	189	14	1536	0.99	E
W Middle Ln & N Washington	15	549	319	389	123	938	0.62	B
Maryland Av & Middle Ln	17	832	535	797	738	1629	1.01	F
E Middle Ln & MD 355	20	705	1480	458	646	2126	1.37	F
Park Rd & N Stonestreet	21	47	50	245	842	893	0.59	A
Park Rd & S Stonestreet	22	0	888	222	98	1208	0.80	D
W Montgomery & N Washington	24	161	407	206	664	1071	0.71	C
MD 355 & Church St & Monroe P	29	787	1217	322	288	1539	0.93	E
W Montgomery Av & Laird St	31	72	100	1761	1217	1860	1.16	F
W Jefferson & Great Falls Rd	32	393	272	879	1413	1806	1.20	F
Jefferson St & N Washington	34	427	0	893	915	1342	0.83	D
Jefferson St & Maryland Ave	35	579	323	912	683	1490	0.99	E
Jefferson St & Monroe St	36	351	279	898	934	1286	0.85	D
MD 355 & W Jefferson & Viers M	37	830	1175	448	566	1741	1.05	F
Falls Road & Maryland Av	42	144	204	680	756	960	0.68	B
MD 355 & Richard Montgomery Dr	48	498	1304	141	249	1553	0.94	E
MD 355 & First St & Wootton Pk	57	526	1057	271	536	1864	1.20	F
Viers Mill Rd & First St	58	966	787	520	784	1751	1.12	F
W Montgomery Ave & Nelson St	61	365	6	744	848	1213	0.80	D
First St & Baltimore Rd	62	355	251	821	1088	1444	0.93	E

2015 Baseline with ICC AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	411	1681	0	85	1766	1.07	F
N Washington & MD 355	4	596	1321	147	50	1518	0.97	E
N Washington & Martins Ln	7	274	482	148	142	630	0.42	A
Beall Ave & N Washington	11	484	605	333	135	938	0.62	B
Maryland Av & Beall (Full)	13	48	50	185	232	282	0.17	A
Beall Ave & MD 355	14	616	1251	189	14	1454	0.93	E
W Middle Ln & N Washington	15	544	312	389	123	933	0.62	B
Maryland Av & Middle Ln	17	832	535	797	738	1629	1.01	F
E Middle Ln & MD 355	20	634	1399	458	646	2045	1.31	F
Park Rd & N Stonestreet	21	47	50	245	842	893	0.59	A
Park Rd & S Stonestreet	22	0	888	222	98	1208	0.80	D
W Montgomery & N Washington	24	161	407	206	654	1062	0.70	C
MD 355 & Church St & Monroe P	29	596	1135	322	288	1458	0.88	D
W Montgomery Av & Laird St	31	72	100	1688	1149	1787	1.11	F
W Jefferson & Great Falls Rd	32	384	259	734	1345	1729	1.15	F
Jefferson St & N Washington	34	427	0	854	828	1282	0.80	D
Jefferson St & Maryland Ave	35	579	323	873	597	1452	0.96	E
Jefferson St & Monroe St	36	351	279	859	848	1211	0.80	D
MD 355 & W Jefferson & Viers M	37	707	1162	415	482	1645	0.99	E
Falls Road & Maryland Av	42	144	204	639	746	950	0.67	B
MD 355 & Richard Montgomery Dr	48	493	1291	141	249	1540	0.93	E
MD 355 & First St & Wootton Pk	57	521	1045	211	468	1725	1.11	F
Viers Mill Rd & First St	58	827	577	284	667	1494	0.96	E
W Montgomery Ave & Nelson St	61	365	6	706	824	1189	0.79	C
First St & Baltimore Rd	62	355	251	643	892	1248	0.80	D

2015 Baseline with Gude AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	424	1670	0	85	1754	1.06	F
N. Washington & MD 355	4	667	1318	63	50	1431	0.92	E
N. Washington & Martins Ln	7	189	359	148	142	507	0.33	A
Beall Ave & N. Washington	11	400	371	333	135	733	0.48	A
Maryland Av & Beall (Ext)	13	48	50	185	232	282	0.17	A
Beall Ave & MD 355	14	887	1333	189	14	1536	0.99	E
W. Middle Ln & N. Washington	15	460	183	389	123	849	0.56	A
Maryland Av & Middle Ln	17	832	535	797	738	1629	1.01	F
E. Middle Ln & MD 355	20	705	1480	458	646	2126	1.37	F
Park Rd & N. Stonestreet	21	47	50	245	842	893	0.59	A
Park Rd & S. Stonestreet	22	0	888	222	98	1208	0.80	D
W. Montgomery & N. Washington	24	154	324	206	478	803	0.53	A
MD 355 & Church St & Monroe P	29	767	1217	322	288	1539	0.93	E
W. Montgomery Av & Laird St	31	72	100	1701	1166	1800	1.12	F
W. Jefferson & Great Falls Rd	32	224	61	769	1362	1586	1.05	F
Jefferson St & N. Washington	34	427	0	861	888	1315	0.82	D
Jefferson St & Maryland Ave	35	579	323	880	656	1459	0.97	E
Jefferson St & Monroe St	36	351	279	866	908	1259	0.83	D
MD 355 & W. Jefferson & Viers M	37	830	1175	417	539	1714	1.03	F
Falls Road & Maryland Av	42	144	204	680	570	883	0.63	B
MD 355 & Richard Montgomery Dr	48	498	1304	141	249	1553	0.94	E
MD 355 & First St & Woottton Pk	57	526	1057	271	536	1864	1.20	F
Viers Mill Rd & First St	58	930	787	520	784	1715	1.10	F
W. Montgomery Ave & Nelson St	61	365	6	712	830	1195	0.79	C
First St & Baltimore Rd	62	355	251	790	1061	1417	0.91	E

2015 Baseline PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS
Manakee St & MD 355	1	1251	1106	0	235	1487	0.90	E
N. Washington & MD 355	4	1229	903	424	139	1791	1.27	F
N. Washington & Martins Ln	7	651	622	224	223	875	0.58	A
Beall Ave & N. Washington	11	613	586	249	177	861	0.57	A
Maryland Av & Beall (Ext)	13	389	433	213	216	649	0.40	A
Beall Ave & MD 355	14	972	1039	238	14	1291	0.83	D
W. Middle Ln & N. Washington	15	452	226	526	169	978	0.65	B
Maryland Av & Middle Ln	17	962	910	744	766	1728	1.08	F
E. Middle Ln & MD 355	20	1180	1064	612	409	1792	1.15	F
Park Rd & N. Stonestreet	21	78	82	608	542	690	0.46	A
Park Rd & S. Stonestreet	22	0	439	421	123	983	0.65	B
W. Montgomery & N. Washington	24	159	604	156	684	1289	0.85	D
MD 355 & Church St & Monroe P	29	1061	920	359	377	1438	0.87	D
W. Montgomery Av & Laird St	31	32	95	1319	1608	1703	1.06	F
W. Jefferson & Great Falls Rd	32	306	339	746	1461	1800	1.19	F
Jefferson St & N. Washington	34	362	0	687	911	1274	0.79	C
Jefferson St & Maryland Ave	35	510	860	765	743	1525	1.08	F
Jefferson St & Monroe St	36	774	733	719	727	1501	1.00	F
MD 355 & W. Jefferson & Viers M	37	1422	905	523	363	1945	1.17	F
Falls Road & Maryland Av	42	27	46	482	1290	1336	0.95	E
MD 355 & Richard Montgomery Dr	48	939	978	193	288	1267	0.76	C
MD 355 & First St & Woottton Pk	57	896	977	641	290	1908	1.23	F
Viers Mill Rd & First St	58	1024	1087	1119	431	2206	1.42	F
W. Montgomery Ave & Nelson St	61	286	76	467	843	1128	0.75	C
First St & Baltimore Rd	62	455	250	1464	619	1831	1.18	F

2015 Baseline with ICC PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	PM CLV TOTAL	PM V/C RATIO	PM LOS
Mahakee St & MD 355	1	1151	1025	0	235	1386	0.84	D
N Washington & MD 355	4	1133	823	417	139	1589	1.20	F
N Washington & Martins Ln	7	643	516	224	223	868	0.57	A
Beall Ave & N Washington	11	605	576	249	177	854	0.56	A
Maryland Av & Beall (Full)	13	389	433	213	216	649	0.40	A
Beall Ave & MD 355	14	877	962	238	14	1214	0.78	C
W Middle Ln & N Washington	15	445	221	526	169	970	0.64	B
Maryland Av & Middle Ln	17	962	910	744	766	1728	1.08	F
E Middle Ln & MD 355	20	1085	987	612	409	1596	1.09	F
Park Rd & N Stonestreet	21	78	82	608	542	690	0.46	A
Park Rd & S Stonestreet	22	0	439	421	123	983	0.65	B
W Montgomery & N Washington	24	159	604	156	669	1273	0.84	D
MD 355 & Church St & Monroe P	29	966	843	359	377	1343	0.81	D
W Montgomery Av & Laird St	31	32	95	1243	1527	1622	1.01	F
W Jefferson & Great Falls Rd	32	291	328	611	1380	1708	1.13	F
Jefferson St & N Washington	34	362	0	647	823	1186	0.74	C
Jefferson St & Maryland Ave	35	510	860	725	656	1585	1.05	F
Jefferson St & Monroe St	36	774	733	679	639	1454	0.96	E
MD 355 & W Jefferson & Viers M	37	1289	893	486	283	1775	1.07	F
Falls Road & Maryland Av	42	27	46	426	1274	1321	0.94	E
MD 355 & Richard Montgomery Dr	48	924	973	193	288	1262	0.76	C
MD 355 & First St & Wootton Pk	57	882	973	532	178	1684	1.08	F
Viers Mill Rd & First St	58	860	859	839	312	1699	1.09	F
W Montgomery Ave & Nelson St	61	286	76	427	813	1099	0.73	C
First St & Baltimore Rd	62	455	250	1248	423	1831	1.18	F

2015 Baseline with Gude PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	1145	1040	0	235	1380	0.83	D
N Washington & MD 355	4	1229	837	269	139	1636	1.16	F
N Washington & Martins Ln	7	486	520	224	223	744	0.49	A
Beall Ave & N Washington	11	457	401	249	177	706	0.47	A
Maryland Av & Beall (Full)	13	389	433	213	216	649	0.40	A
Beall Ave & MD 355	14	972	1039	238	14	1291	0.83	D
W Middle Ln & N Washington	15	297	125	526	169	822	0.54	A
Maryland Av & Middle Ln	17	962	910	744	766	1728	1.08	F
E Middle Ln & MD 355	20	1180	1064	612	409	1792	1.15	F
Park Rd & N Stonestreet	21	78	82	608	542	690	0.46	A
Park Rd & S Stonestreet	22	0	439	421	123	983	0.65	B
W Montgomery & N Washington	24	159	604	156	359	963	0.64	B
MD 355 & Church St & Monroe P	29	1061	920	359	377	1438	0.87	D
W Montgomery Av & Laird St	31	32	95	1262	1542	1637	1.02	F
W Jefferson & Great Falls Rd	32	9	153	716	1395	1548	1.03	F
Jefferson St & N Washington	34	362	0	657	876	1239	0.77	C
Jefferson St & Maryland Ave	35	510	860	735	709	1595	1.06	F
Jefferson St & Monroe St	36	774	733	589	692	1467	0.97	E
MD 355 & W Jefferson & Viers M	37	1422	905	493	329	1915	1.16	F
Falls Road & Maryland Av	42	27	46	482	964	1010	0.72	C
MD 355 & Richard Montgomery Dr	48	939	978	193	288	1267	0.76	C
MD 355 & First St & Wootton Pk	57	896	977	641	290	1908	1.23	F
Viers Mill Rd & First St	58	990	1087	1119	431	2206	1.42	F
W Montgomery Ave & Nelson St	61	286	76	437	819	1105	0.73	C
First St & Baltimore Rd	62	455	250	1434	585	1831	1.18	F

2015 Scenario 2 AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	567	1886	0	85	1971	1.19	F
N Washington & MD 355	4	748	1542	172	60	1774	1.14	F
N Washington & Martins Ln	7	296	483	147	141	630	0.41	A
Beall Ave & N Washington	11	519	872	416	135	1088	0.72	C
Maryland Av & Beall (Full)	13	49	46	307	303	355	0.22	A
Beall Ave & MD 355	14	890	1509	223	26	1759	1.13	F
W Middle Ln & N Washington	15	652	390	413	123	1065	0.70	C
Maryland Av & Middle Ln	17	748	370	754	555	1502	0.93	E
E Middle Ln & MD 355	20	1091	1722	664	454	2386	1.53	F
Park Rd & N Stonestreet	21	149	152	265	1100	1252	0.83	D
Park Rd & S Stonestreet	22	0	831	226	99	1156	0.77	C
W Montgomery & N Washington	24	238	497	269	748	1245	0.83	D
MD 355 & Church St & Monroe P	29	1123	1422	326	311	1748	1.05	F
W Montgomery Av & Laird St	31	107	135	1865	1319	2000	1.25	F
W Jefferson & Great Falls Rd	32	627	370	1008	1383	2011	1.34	F
Jefferson St & N Washington	34	494	0	1483	2011	2505	1.56	F
Jefferson St & Maryland Ave	35	534	362	973	796	1507	1.00	F
Jefferson St & Monroe St	36	597	396	1093	958	1690	1.12	F
MD 355 & W Jefferson & Viers M	37	1129	1331	459	592	1923	1.16	F
Falls Road & Maryland Av	42	144	204	647	1026	1230	0.87	D
MD 355 & Richard Montgomery Dr	48	736	1441	141	253	1594	1.02	F
MD 355 & First St & Woodton Pk	57	709	1144	395	590	2129	1.37	F
Viers Mill Rd & First St	58	1132	890	544	836	1968	1.26	F
W Montgomery Ave & Nelson St	61	321	6	816	893	1214	0.80	D
First St & Baltimore Rd	62	355	346	918	1236	1591	1.02	F

2015 Scenario 2 with ICC AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	492	1800	0	85	1885	1.14	F
N Washington & MD 355	4	676	1456	167	60	1683	1.08	F
N Washington & Martins Ln	7	292	476	147	141	623	0.41	A
Beall Ave & N Washington	11	514	659	416	135	1075	0.71	C
Maryland Av & Beall (Full)	13	49	46	307	303	355	0.22	A
Beall Ave & MD 355	14	818	1428	223	26	1677	1.08	F
W Middle Ln & N Washington	15	647	383	413	123	1060	0.70	C
Maryland Av & Middle Ln	17	748	370	754	555	1502	0.93	E
E Middle Ln & MD 355	20	1020	1641	664	454	2305	1.48	F
Park Rd & N Stonestreet	21	149	152	265	1100	1252	0.83	D
Park Rd & S Stonestreet	22	0	831	226	99	1156	0.77	C
W Montgomery & N Washington	24	238	497	269	738	1235	0.82	D
MD 355 & Church St & Monroe P	29	1052	1341	326	311	1667	1.01	F
W Montgomery Av & Laird St	31	107	135	1792	1251	1927	1.20	F
W Jefferson & Great Falls Rd	32	618	357	863	1315	1934	1.28	F
Jefferson St & N Washington	34	494	0	1190	1440	1934	1.20	F
Jefferson St & Maryland Ave	35	534	362	934	709	1469	0.97	E
Jefferson St & Monroe St	36	597	396	1055	872	1652	1.10	F
MD 355 & W Jefferson & Viers M	37	1006	1318	426	509	1827	1.10	F
Falls Road & Maryland Av	42	144	204	606	1016	1220	0.87	D
MD 355 & Richard Montgomery Dr	48	731	1429	141	253	1682	1.01	F
MD 355 & First St & Woodton Pk	57	705	1132	393	522	2047	1.32	F
Viers Mill Rd & First St	58	993	880	308	718	1712	1.10	F
W Montgomery Ave & Nelson St	61	321	6	777	869	1190	0.79	C
First St & Baltimore Rd	62	355	346	739	1040	1395	0.90	E

2015 Scenario 2 with Gude AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	506	1788	0	85	1873	1.13	F
N Washington & MD 355	4	748	1444	83	60	1587	1.02	F
N Washington & Martins Ln	7	207	340	147	141	487	0.32	A
Beall Ave & N Washington	11	430	401	416	135	846	0.56	A
Maryland Av & Beall (Full)	13	49	46	307	303	355	0.22	A
Beall Ave & MD 355	14	890	1509	223	26	1759	1.13	F
W Middle Ln & N Washington	15	563	247	413	123	976	0.65	B
Maryland Av & Middle Ln	17	748	370	754	555	1502	0.93	E
E Middle Ln & MD 355	20	1091	1722	664	454	2386	1.53	F
Park Rd & N Stonestreet	21	149	152	265	1100	1252	0.83	D
Park Rd & S Stonestreet	22	0	831	225	99	1156	0.77	C
W Montgomery & N Washington	24	238	497	269	562	1059	0.70	C
MD 355 & Church St & Monroe P	29	1123	1422	326	311	1748	1.05	F
W Montgomery Av & Laird St	31	107	135	1805	1268	1940	1.21	F
W Jefferson & Great Falls Rd	32	458	99	977	1332	1791	1.19	F
Jefferson St & N Washington	34	494	0	1452	1984	2478	1.54	F
Jefferson St & Maryland Ave	35	534	362	941	769	1476	0.98	E
Jefferson St & Monroe St	36	597	399	1062	931	1659	1.10	F
MD 355 & W Jefferson & Viers M	37	1129	1331	428	565	1897	1.14	F
Falls Road & Maryland Av	42	144	204	647	840	1044	0.74	C
MD 355 & Richard Montgomery Dr	48	736	1441	141	253	1694	1.02	F
MD 355 & First St & Woottton Pk	57	709	1144	395	590	2129	1.37	F
Viers Mill Rd & First St	58	1096	890	544	836	1932	1.24	F
W Montgomery Ave & Nelson St	61	321	6	784	875	1196	0.79	C
First St & Baltimore Rd	62	355	346	886	1209	1565	1.00	F

2015 Scenario 2 PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	1367	1213	0	235	1603	0.97	E
N Washington & MD 355	4	1399	998	369	161	1929	1.37	F
N Washington & Martins Ln	7	571	585	224	223	809	0.53	A
Beall Ave & N Washington	11	654	770	364	177	1135	0.75	C
Maryland Av & Beall (Full)	13	163	222	434	415	656	0.41	A
Beall Ave & MD 355	14	1172	1411	259	83	1753	1.13	F
W Middle Ln & N Washington	15	590	372	603	172	1193	0.79	C
Maryland Av & Middle Ln	17	857	540	1180	880	2037	1.27	F
E Middle Ln & MD 355	20	1473	1280	753	569	2226	1.43	F
Park Rd & N Stonestreet	21	323	327	512	935	1262	0.84	D
Park Rd & S Stonestreet	22	0	671	443	124	1238	0.82	D
W Montgomery & N Washington	24	246	939	222	870	1808	1.20	F
MD 355 & Church St & Monroe P	29	1227	1198	553	530	1781	1.07	F
W Montgomery Av & Laird St	31	55	118	1509	1779	1897	1.18	F
W Jefferson & Great Falls Rd	32	423	553	815	1761	2314	1.54	F
Jefferson St & N Washington	34	393	0	1118	1719	2113	1.32	F
Jefferson St & Maryland Ave	35	547	821	792	725	1613	1.07	F
Jefferson St & Monroe St	36	898	833	798	807	1705	1.13	F
MD 355 & W Jefferson & Viers M	37	1664	1190	578	424	2242	1.35	F
Falls Road & Maryland Av	42	27	46	485	1356	1402	1.00	F
MD 355 & Richard Montgomery Dr	48	1082	1207	193	288	1495	0.90	E
MD 355 & First St & Woottton Pk	57	1091	1135	728	332	2195	1.41	F
Viers Mill Rd & First St	58	1245	1241	1208	510	2451	1.58	F
W Montgomery Ave & Nelson St	61	282	76	573	909	1192	0.79	C
First St & Baltimore Rd	62	455	303	1674	726	2130	1.37	F

2015 Scenario 2 with ICC PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	1267	1132	0	235	1502	0.91	E
N Washington & MD 355	4	1303	917	362	161	1826	1.30	F
N Washington & Martins Ln	7	564	579	224	223	804	0.53	A
Beall Ave & N Washington	11	547	760	364	177	1125	0.74	C
Maryland Av & Beall (Full)	13	163	222	434	415	656	0.41	A
Beall Ave & MD 355	14	1076	1334	259	83	1676	1.08	F
W Middle Ln & N Washington	15	583	367	603	172	1186	0.79	C
Maryland Av & Middle Ln	17	857	540	1180	880	2037	1.27	F
E Middle Ln & MD 355	20	1378	1203	753	569	2130	1.37	F
Park Rd & N Stonestreet	21	323	327	512	935	1262	0.84	D
Park Rd & S Stonestreet	22	0	671	443	124	1238	0.82	D
W Montgomery & N Washington	24	246	939	222	854	1793	1.19	F
MD 355 & Church St & Monroe P	29	1132	1121	553	530	1685	1.02	F
W Montgomery Av & Laird St	31	55	118	1433	1698	1816	1.13	F
W Jefferson & Great Falls Rd	32	409	543	681	1680	2223	1.48	F
Jefferson St & N Washington	34	393	0	882	1260	1653	1.03	F
Jefferson St & Maryland Ave	35	547	821	752	637	1573	1.04	F
Jefferson St & Monroe St	36	898	833	758	719	1657	1.10	F
MD 355 & W Jefferson & Viers M	37	1531	1178	541	343	2072	1.25	F
Falls Road & Maryland Av	42	27	46	429	1341	1387	0.99	E
MD 355 & Richard Montgomery Dr	48	1067	1202	193	288	1490	0.90	E
MD 355 & First St & Wootton Pk	57	1077	1131	605	220	1956	1.26	F
Viers Mill Rd & First St	58	1081	1014	926	390	2007	1.29	F
W Montgomery Ave & Nelson St	61	282	76	533	880	1162	0.77	C
First St & Baltimore Rd	62	455	303	1459	530	1914	1.23	F

2015 Scenario 2 with Gude PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	1261	1146	0	235	1496	0.90	E
N Washington & MD 355	4	1399	931	214	161	1773	1.26	F
N Washington & Martins Ln	7	407	483	224	223	707	0.47	A
Beall Ave & N Washington	11	499	585	364	177	950	0.63	B
Maryland Av & Beall (Full)	13	163	222	434	415	656	0.41	A
Beall Ave & MD 355	14	1172	1411	259	83	1753	1.13	F
W Middle Ln & N Washington	15	435	275	603	172	1037	0.69	B
Maryland Av & Middle Ln	17	857	540	1180	880	2037	1.27	F
E Middle Ln & MD 355	20	1473	1280	753	569	2226	1.43	F
Park Rd & N Stonestreet	21	323	327	512	935	1262	0.84	D
Park Rd & S Stonestreet	22	0	671	443	124	1238	0.82	D
W Montgomery & N Washington	24	246	939	222	544	1483	0.98	E
MD 355 & Church St & Monroe P	29	1227	1198	553	530	1781	1.07	F
W Montgomery Av & Laird St	31	55	118	1452	1713	1831	1.14	F
W Jefferson & Great Falls Rd	32	126	367	786	1695	2062	1.37	F
Jefferson St & N Washington	34	393	0	1116	1685	2078	1.29	F
Jefferson St & Maryland Ave	35	547	821	752	690	1583	1.05	F
Jefferson St & Monroe St	36	898	833	768	772	1670	1.11	F
MD 355 & W Jefferson & Viers M	37	1564	1190	548	389	2212	1.34	F
Falls Road & Maryland Av	42	27	46	485	1030	1077	0.76	C
MD 355 & Richard Montgomery Dr	48	1082	1207	193	288	1495	0.90	E
MD 355 & First St & Wootton Pk	57	1091	1135	728	332	2195	1.41	F
Viers Mill Rd & First St	58	1210	1241	1206	510	2448	1.57	F
W Montgomery Ave & Nelson St	61	282	76	543	885	1188	0.77	C
First St & Baltimore Rd	62	455	303	1645	692	2100	1.35	F

2015 Scenario 3 AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	586	1954	0	85	2039	1.23	F
N Washington & MD 355	4	808	1665	218	60	1943	1.25	F
N Washington & Martins Ln	7	343	544	147	141	690	0.46	A
Beall Ave & N Washington	11	617	714	412	135	1127	0.75	C
Maryland Av & Beall (Full)	13	80	76	277	284	364	0.22	A
Beall Ave & MD 355	14	1113	1527	230	18	1775	1.14	F
W Middle Ln & N Washington	15	800	403	425	123	1224	0.81	D
Maryland Av & Middle Ln	17	749	344	789	567	1538	0.96	E
E Middle Ln & MD 355	20	1357	1650	736	468	2386	1.53	F
Park Rd & N Stonestreet	21	149	152	278	1141	1293	0.86	D
Park Rd & S Stonestreet	22	0	910	228	99	1237	0.82	D
W Montgomery & N Washington	24	338	503	247	902	1404	0.93	E
MD 355 & Church St & Monroe P	29	1329	1447	326	326	1774	1.07	F
W Montgomery Av & Laird St	31	107	135	1956	1350	2091	1.30	F
W Jefferson & Great Falls Rd	32	746	405	1049	1432	2178	1.45	F
Jefferson St & N Washington	34	488	0	2124	2696	3184	1.99	F
Jefferson St & Maryland Ave	35	602	387	962	823	1563	1.04	F
Jefferson St & Monroe St	36	575	403	967	989	1564	1.04	F
MD 355 & W Jefferson & Viers M	37	1276	1339	475	585	1924	1.16	F
Falls Road & Maryland Av	42	144	204	657	1170	1373	0.98	E
MD 355 & Richard Montgomery Dr	48	860	1461	141	253	1714	1.03	F
MD 355 & First St & Wootton Pk	57	783	1166	541	592	2299	1.48	F
Viers Mill Rd & First St	58	1218	910	544	837	2055	1.32	F
W Montgomery Ave & Nelson St	61	321	6	867	904	1226	0.81	D
First St & Baltimore Rd	62	355	380	942	1299	1679	1.08	F

2015 Scenario 3 with ICC AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	511	1868	0	85	1953	1.18	F
N Washington & MD 355	4	736	1579	213	60	1852	1.19	F
N Washington & Martins Ln	7	338	537	147	141	684	0.45	A
Beall Ave & N Washington	11	612	701	412	135	1113	0.74	C
Maryland Av & Beall (Full)	13	80	76	277	284	364	0.22	A
Beall Ave & MD 355	14	1042	1445	230	18	1593	1.09	F
W Middle Ln & N Washington	15	795	396	425	123	1219	0.81	D
Maryland Av & Middle Ln	17	749	344	789	567	1538	0.96	E
E Middle Ln & MD 355	20	1286	1568	736	468	2305	1.48	F
Park Rd & N Stonestreet	21	149	152	278	1141	1293	0.86	D
Park Rd & S Stonestreet	22	0	910	228	99	1237	0.82	D
W Montgomery & N Washington	24	338	503	247	892	1394	0.92	E
MD 355 & Church St & Monroe P	29	1258	1366	326	326	1692	1.02	F
W Montgomery Av & Laird St	31	107	135	1883	1282	2018	1.26	F
W Jefferson & Great Falls Rd	32	737	392	904	1364	2101	1.40	F
Jefferson St & N Washington	34	488	0	1416	1902	2390	1.49	F
Jefferson St & Maryland Ave	35	602	387	923	737	1525	1.01	F
Jefferson St & Monroe St	36	575	403	928	903	1503	1.00	F
MD 355 & W Jefferson & Viers M	37	1154	1326	442	502	1828	1.10	F
Falls Road & Maryland Av	42	144	204	617	1160	1364	0.97	E
MD 355 & Richard Montgomery Dr	48	854	1448	141	253	1701	1.03	F
MD 355 & First St & Wootton Pk	57	779	1154	539	524	2218	1.43	F
Viers Mill Rd & First St	58	1080	701	308	719	1799	1.16	F
W Montgomery Ave & Nelson St	61	321	6	829	880	1201	0.80	D
First St & Baltimore Rd	62	355	380	764	1104	1483	0.95	E

2015 Scenario 3 with Gude AM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	525	1856	0	85	1941	1.17	F
N Washington & MD 355	4	808	1567	129	60	1756	1.13	F
N Washington & Martins Ln	7	254	401	147	141	548	0.36	A
Beall Ave & N Washington	11	528	443	412	135	941	0.62	B
Maryland Av & Beall (Ext)	13	80	76	277	284	364	0.22	A
Beall Ave & MD 355	14	1113	1527	230	18	1775	1.14	F
W Middle Ln & N Washington	15	711	260	425	123	1135	0.75	C
Maryland Av & Middle Ln	17	749	344	789	567	1538	0.96	E
E Middle Ln & MD 355	20	1357	1550	736	468	2386	1.53	F
Park Rd & N Stonestreet	21	149	152	278	1141	1293	0.86	D
Park Rd & S Stonestreet	22	0	910	228	99	1237	0.82	D
W Montgomery & N Washington	24	338	503	247	716	1218	0.81	D
MD 355 & Church St & Monroe P	29	1329	1447	326	326	1774	1.07	F
W Montgomery Av & Laird St	31	107	135	1896	1299	2031	1.26	F
W Jefferson & Great Falls Rd	32	577	118	1017	1381	1958	1.30	F
Jefferson St & N Washington	34	488	0	2124	2670	3157	1.97	F
Jefferson St & Maryland Ave	35	602	387	930	797	1532	1.02	F
Jefferson St & Monroe St	36	575	403	935	962	1537	1.02	F
MD 355 & W Jefferson & Viers Mill	37	1276	1339	444	558	1897	1.14	F
Falls Road & Maryland Av	42	144	204	657	984	1188	0.84	D
MD 355 & Richard Montgomery Dr	48	860	1461	141	253	1714	1.03	F
MD 355 & First St & Wootton Pk	57	783	1166	541	592	2299	1.48	F
Viers Mill Rd & First St	58	1182	910	544	837	2019	1.30	F
W Montgomery Ave & Nelson St	61	321	6	836	886	1207	0.80	D
First St & Baltimore Rd	62	355	380	911	1273	1652	1.06	F

2015 Scenario 3 PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Manakee St & MD 355	1	1437	1239	0	235	1672	1.01	F
N Washington & MD 355	4	1441	1121	402	161	2004	1.43	F
N Washington & Martins Ln	7	597	630	224	223	855	0.56	A
Beall Ave & N Washington	11	686	973	359	177	1333	0.88	D
Maryland Av & Beall (Ext)	13	482	594	342	392	986	0.61	B
Beall Ave & MD 355	14	1202	1581	436	77	2094	1.35	F
W Middle Ln & N Washington	15	696	486	669	169	1365	0.90	E
Maryland Av & Middle Ln	17	841	599	1279	982	2120	1.32	F
E Middle Ln & MD 355	20	1224	1226	848	629	2074	1.33	F
Park Rd & N Stonestreet	21	323	327	551	953	1280	0.85	D
Park Rd & S Stonestreet	22	0	705	447	124	1276	0.85	D
W Montgomery & N Washington	24	282	1150	395	900	2050	1.36	F
MD 355 & Church St & Monroe P	29	1281	1423	517	485	1940	1.17	F
W Montgomery Av & Laird St	31	55	118	1580	1951	2069	1.29	F
W Jefferson & Great Falls Rd	32	432	608	853	2026	2634	1.75	F
Jefferson St & N Washington	34	441	0	1518	2109	2549	1.59	F
Jefferson St & Maryland Ave	35	550	866	817	712	1683	1.12	F
Jefferson St & Monroe St	36	800	740	840	813	1639	1.09	F
MD 355 & W Jefferson & Viers Mill	37	1862	1301	554	433	2417	1.46	F
Falls Road & Maryland Av	42	27	46	492	1370	1416	1.01	F
MD 355 & Richard Montgomery Dr	48	1114	1330	193	288	1618	0.98	E
MD 355 & First St & Wootton Pk	57	1120	1209	713	332	2254	1.45	F
Viers Mill Rd & First St	58	1382	1302	1192	510	2574	1.66	F
W Montgomery Ave & Nelson St	61	282	76	610	971	1264	0.83	D
First St & Baltimore Rd	62	455	325	1760	753	2149	1.38	F

2015 Scenario 3 with ICC PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	1336	1158	0	235	1572	0.95	E
N Washington & MD 355	4	1346	1040	395	161	1901	1.35	F
N Washington & Martins Ln	7	590	625	224	223	849	0.56	A
Beall Ave & N Washington	11	679	863	359	177	1323	0.88	D
Maryland Av & Beall (Full)	13	482	594	342	392	986	0.61	B
Beall Ave & MD 355	14	1107	1504	436	77	2017	1.30	F
W Middle Ln & N Washington	15	689	481	669	169	1358	0.90	E
Maryland Av & Middle Ln	17	841	599	1279	982	2120	1.32	F
E Middle Ln & MD 355	20	1128	1149	848	629	1997	1.28	F
Park Rd & N Stonestreet	21	323	327	551	953	1280	0.85	D
Park Rd & S Stonestreet	22	0	705	447	124	1276	0.85	D
W Montgomery & N Washington	24	282	1150	395	885	2035	1.35	F
MD 355 & Church St & Monroe P	29	1186	1346	517	485	1863	1.12	F
W Montgomery Av & Laird St	31	55	118	1504	1870	1988	1.24	F
W Jefferson & Great Falls Rd	32	418	598	719	1945	2543	1.69	F
Jefferson St & N Washington	34	441	0	1026	1515	1956	1.22	F
Jefferson St & Maryland Ave	35	550	866	777	624	1643	1.09	F
Jefferson St & Monroe St	36	800	740	800	726	1600	1.06	F
MD 355 & W Jefferson & Viers M	37	1729	1290	517	353	2246	1.36	F
Falls Road & Maryland Av	42	27	46	436	1355	1401	1.00	F
MD 355 & Richard Montgomery Dr	48	1099	1325	193	288	1613	0.97	E
MD 355 & First St & Wootton Pk	57	1105	1205	627	220	2052	1.32	F
Viers Mill Rd & First St	58	1219	1074	912	390	2130	1.37	F
W Montgomery Ave & Nelson St	61	282	76	570	942	1224	0.81	D
First St & Baltimore Rd	62	455	325	1544	556	2149	1.38	F

2015 Scenario 3 with ICC PM	CLV SYNCHRO NUMBER	FR SOUTH CLV	FR NORTH CLV	FR WEST CLV	FR EAST CLV	AM CLV TOTAL	AM V/C RATIO	AM LOS
Mahakee St & MD 355	1	1330	1172	0	235	1565	0.94	E
N Washington & MD 355	4	1441	1054	247	161	1848	1.32	F
N Washington & Martins Ln	7	433	528	224	223	753	0.50	A
Beall Ave & N Washington	11	530	788	359	177	1148	0.76	C
Maryland Av & Beall (Full)	13	482	594	342	392	986	0.61	B
Beall Ave & MD 355	14	1202	1581	436	77	2094	1.35	F
W Middle Ln & N Washington	15	541	389	669	169	1209	0.80	D
Maryland Av & Middle Ln	17	841	599	1279	982	2120	1.32	F
E Middle Ln & MD 355	20	1224	1226	848	629	2074	1.33	F
Park Rd & N Stonestreet	21	323	327	551	953	1280	0.85	D
Park Rd & S Stonestreet	22	0	705	447	124	1276	0.85	D
W Montgomery & N Washington	24	282	1150	395	574	1724	1.14	F
MD 355 & Church St & Monroe P	29	1281	1423	517	485	1940	1.17	F
W Montgomery Av & Laird St	31	55	118	1523	1885	2003	1.25	F
W Jefferson & Great Falls Rd	32	135	422	823	1960	2382	1.58	F
Jefferson St & N Washington	34	441	0	1518	2074	2515	1.57	F
Jefferson St & Maryland Ave	35	550	866	787	677	1653	1.10	F
Jefferson St & Monroe St	36	800	740	810	779	1610	1.07	F
MD 355 & W Jefferson & Viers M	37	1862	1301	524	398	2387	1.44	F
Falls Road & Maryland Av	42	27	46	492	1045	1091	0.77	C
MD 355 & Richard Montgomery Dr	48	1114	1330	193	288	1618	0.98	E
MD 355 & First St & Wootton Pk	57	1120	1209	713	332	2254	1.45	F
Viers Mill Rd & First St	58	1348	1302	1192	510	2540	1.63	F
W Montgomery Ave & Nelson St	61	282	76	580	947	1230	0.81	D
First St & Baltimore Rd	62	455	325	1730	718	2149	1.38	F

Intersections	2006 Baseline				2015 Baseline			
	AM		PM		AM		PM	
Manakee St. & MD 355	F	1.06	D	0.83	***F***	***1.12***	***E***	***0.9***
N. Washington & MD 355	E	0.96	F	1.19	***F***	***1.03***	***F***	***1.27***
N. Washington & Martins Ln	A	0.41	A	0.57	***A***	***0.42***	***A***	***0.58***
Beall Ave & N. Washington	B	0.61	A	0.56	***B***	***0.63***	***A***	***0.57***
Maryland Av & Beall (Fut.)	A	0.17	A	0.4	A	0.17	A	0.4
Beall Ave & MD 355	E	0.93	D	0.8	***E***	***0.99***	***D***	***0.83***
W. Middle Ln & N. Washington	B	0.61	B	0.63	***B***	***0.62***	***B***	***0.65***
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08
E. Middle Ln & MD 355	F	1.31	F	1.09	***F***	***1.37***	***F***	***1.15***
Park Rd & N. Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S. Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65
W. Montgomery & N. Washington	B	0.69	D	0.83	***C***	***0.71***	***D***	***0.85***
MD 355 & Church St & Monroe Pl	D	0.88	D	0.81	***E***	***0.93***	***D***	***0.87***
W. Montgomery Av & Laird St	F	1.13	F	1.03	***F***	***1.16***	***F***	***1.06***
W. Jefferson & Great Falls Rd	F	1.16	F	1.14	***F***	***1.2***	***F***	***1.19***
Jefferson St & N. Washington	D	0.81	C	0.76	***D***	***0.83***	***C***	***0.79***
Jefferson St & Maryland Ave	E	0.97	F	1.06	***E***	***0.99***	***F***	***1.08***
Jefferson St & Monroe St	D	0.82	E	0.98	***D***	***0.85***	***F***	***1***
MD 355 & W. Jefferson & Viers Mill	E	0.99	F	1.1	***F***	***1.05***	***F***	***1.17***
Falls Road & Maryland Av	B	0.66	E	0.92	***B***	***0.68***	***E***	***0.95***
MD 355 & Richard Montgomery Dr	E	0.9	C	0.75	***E***	***0.94***	***C***	***0.76***
MD 355 & First St & Wootton Pk	F	1.1	F	1.15	***F***	***1.2***	***F***	***1.23***
Viers Mill Rd & First St	F	1.06	F	1.28	***F***	***1.12***	***F***	***1.42***
W. Montgomery Ave. & Nelson St.	D	0.8	C	0.73	D	0.8	***C***	***0.75***
First St. &Baltimore Rd.	D	0.87	F	1.18	***E***	***0.93***	F	1.18

Intersections	2006 Baseline				2015 Baseline with CC				2015 Baseline with Gude			
	AM		PM		AM		PM		AM		PM	
Wayne Ave & MD 355	F	1.12	E	0.9	F	1.07	D	0.84	F	1.06	D	0.83
N. Washington & MD 355	F	1.03	F	1.27	E	0.97	F	1.2	E	0.92	F	1.16
N. Washington & Wayne Ln	A	0.42	A	0.58	A	0.42	A	0.57	A	0.33	A	0.49
Bell Ave & N. Washington	B	0.63	A	0.57	B	0.62	A	0.55	A	0.48	A	0.47
Maryland Ave & Bell (Full)	A	0.17	A	0.4	A	0.17	A	0.4	A	0.17	A	0.4
Bell Ave & MD 355	E	0.99	D	0.83	E	0.93	C	0.78	E	0.99	D	0.83
W. Middle Ln & N. Washington	B	0.62	B	0.65	B	0.62	B	0.64	A	0.56	A	0.54
Maryland Ave & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08	F	1.01	F	1.08
E. Middle Ln & MD 355	F	1.37	F	1.15	F	1.31	F	1.09	F	1.37	F	1.15
Park Rd & N. Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S. Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65	D	0.8	B	0.65
W. Montgomery & N. Washington	C	0.71	D	0.85	C	0.7	D	0.84	A	0.53	B	0.64
MD 355 & Church St & Monroe P	E	0.93	D	0.87	D	0.88	D	0.81	E	0.93	D	0.87
W. Montgomery Av & Lard St	F	1.16	F	1.06	F	1.11	F	1.01	F	1.12	F	1.02
W. Jefferson & Great Falls Rd	F	1.2	F	1.19	F	1.15	F	1.13	F	1.06	F	1.03
Jefferson St & N. Washington	D	0.83	C	0.79	D	0.8	C	0.74	D	0.82	C	0.77
Jefferson St & Maryland Ave	E	0.99	F	1.08	E	0.96	F	1.05	E	0.97	F	1.06
Jefferson St & Monroe St	D	0.85	F	1	D	0.8	E	0.96	D	0.83	E	0.97
MD 355 & W. Jefferson & Viers M	F	1.05	F	1.17	E	0.99	F	1.07	F	1.03	F	1.16
Falls Road & Maryland Av	B	0.68	E	0.95	B	0.67	E	0.94	B	0.63	C	0.72
MD 355 & Richard Montgomery Dr	E	0.94	C	0.76	E	0.93	C	0.76	E	0.94	C	0.76
MD 355 & First St & Wootton Pk	F	1.2	F	1.23	F	1.11	F	1.08	F	1.2	F	1.23
Viers Mill Rd & First St	F	1.12	F	1.42	E	0.96	F	1.09	F	1.1	F	1.42
W. Montgomery Ave & Nelson St	D	0.8	C	0.75	C	0.79	C	0.73	C	0.79	C	0.73
First St & Baltimore Rd	E	0.93	F	1.18	D	0.8	F	1.13	E	0.91	F	1.18

Intersections	2006 Baseline				2015 Baseline with CC				2015 Baseline with Gude			
	AM		PM		AM		PM		AM		PM	
Wayne Ave & MD 355	F	1.06	D	0.83	F	1.07	D	0.84	F	1.06	D	0.83
N. Washington & MD 355	E	0.96	F	1.19	E	0.97	F	1.2	E	0.92	F	1.16
N. Washington & Wayne Ln	A	0.41	A	0.57	A	0.42	A	0.57	A	0.33	A	0.49
Bell Ave & N. Washington	B	0.61	A	0.56	B	0.62	A	0.56	A	0.48	A	0.47
Maryland Av & Bell (Full)	A	0.17	A	0.4	A	0.17	A	0.4	A	0.17	A	0.4
Bell Ave & MD 355	E	0.93	D	0.8	E	0.93	C	0.78	E	0.99	D	0.83
W. Middle Ln & N. Washington	B	0.61	B	0.63	B	0.62	B	0.64	A	0.56	A	0.54
Maryland Av & Middle Ln	F	1.01	F	1.08	F	1.01	F	1.08	F	1.01	F	1.08
E. Middle Ln & MD 355	F	1.31	F	1.09	F	1.31	F	1.09	F	1.37	F	1.15
Park Rd & N. Stonestreet	A	0.59	A	0.46	A	0.59	A	0.46	A	0.59	A	0.46
Park Rd & S. Stonestreet	D	0.8	B	0.65	D	0.8	B	0.65	D	0.8	B	0.65
W. Montgomery & N. Washington	B	0.59	D	0.83	C	0.7	D	0.84	A	0.53	B	0.64
MD 355 & Church St & Monroe P	D	0.88	D	0.81	D	0.88	D	0.81	E	0.93	D	0.87
W. Montgomery Av & Lard St	F	1.13	F	1.03	F	1.11	F	1.01	F	1.12	F	1.02
W. Jefferson & Great Falls Rd	F	1.16	F	1.14	F	1.15	F	1.13	F	1.06	F	1.03
Jefferson St & N. Washington	D	0.81	C	0.76	D	0.8	C	0.74	D	0.82	C	0.77
Jefferson St & Maryland Ave	E	0.97	F	1.06	E	0.96	F	1.05	E	0.97	F	1.06
Jefferson St & Monroe St	D	0.82	E	0.98	D	0.8	E	0.96	D	0.83	E	0.97
MD 355 & W. Jefferson & Viers M	E	0.99	F	1.1	E	0.99	F	1.07	F	1.03	F	1.16
Falls Road & Maryland Av	B	0.66	E	0.92	B	0.67	E	0.94	B	0.63	C	0.72
MD 355 & Richard Montgomery Dr	E	0.9	C	0.75	E	0.93	C	0.76	E	0.94	C	0.76
MD 355 & First St & Wootton Pk	F	1.1	F	1.15	F	1.11	F	1.08	F	1.2	F	1.23
Viers Mill Rd & First St	F	1.06	F	1.28	E	0.96	F	1.09	F	1.1	F	1.42
W. Montgomery Ave & Nelson St	D	0.8	C	0.73	C	0.79	C	0.73	C	0.79	C	0.73
First St & Baltimore Rd	D	0.87	F	1.18	D	0.8	F	1.13	E	0.91	F	1.18

Intersections	2006 Scenario 2				2015 Scenario 2			
	AM		PM		AM		PM	
Manakee St. & MD 355	F	1.13	E	0.9	F	1.19	E	0.97
N. Washington & MD 355	F	1.31	F	1.29	F	1.14	F	1.37
N. Washington & Martins Ln	A	0.4	A	0.53	A	0.41	A	0.53
Beall Ave & N. Washington	C	0.7	C	0.74	C	0.72	C	0.75
Maryland Av & Beall (Full)	A	0.22	A	0.41	A	0.22	A	0.41
Beall Ave & MD 355	F	1.08	F	1.09	F	1.13	F	1.13
W. Middle Ln & N. Washington	C	0.7	C	0.79	C	0.7	C	0.79
Maryland Av & Middle Ln	E	0.93	F	1.27	E	0.93	F	1.27
E. Middle Ln & MD 355	F	1.48	F	1.37	F	1.53	F	1.43
Park Rd & N. Stonestreet	D	0.83	D	0.84	D	0.83	D	0.84
Park Rd & S. Stonestreet	C	0.77	D	0.82	C	0.77	D	0.82
W. Montgomery & N. Washington	D	0.81	F	[illegible]	D	0.83	F	1.2
MD 355 & Church St. & Monroe R	F	[illegible]	F	1.03	F	1.05	F	1.07
W. Montgomery Av & Lard St	F	1.27	F	1.15	F	1.25	F	1.18
W. Jefferson & Great Falls Rd	F	1.3	F	1.43	F	1.34	F	1.54
Jefferson St. & N. Washington	F	1.23	F	1.28	F	1.56	F	1.32
Jefferson St. & Maryland Ave	E	0.98	F	1.06	F	1	F	1.07
Jefferson St. & Monroe St	F	[illegible]	F	[illegible]	F	1.12	F	1.13
MD 355 & W. Jefferson & Viers M	F	[illegible]	F	1.28	F	1.16	F	1.35
Falls Road & Maryland Av	D	0.86	F	0.97	D	0.87	F	1
MD 355 & Richard Montgomery Dr	E	0.98	D	0.89	F	1.02	E	0.9
MD 355 & First St. & Wootton Rd	F	1.31	F	1.33	F	1.37	F	1.41
Viers Mill Rd & First St	F	1.2	F	1.46	F	1.26	F	1.58
W. Montgomery Ave & Nelson St	D	0.8	C	0.78	D	0.8	C	0.79
First St. & Baltimore Rd	F	0.97	F	1.31	F	1.02	F	1.37

Intersections	2015 Scenario 2				2015 Scenario 2 with ICC				2015 Scenario 2 with Guide			
	AM		PM		AM		PM		AM		PM	
Manakee St. & MD 355	F	1.19	E	0.97	F	1.14	E	0.91	F	1.13	E	0.9
N. Washington & MD 355	F	1.14	F	1.37	F	1.08	F	1.3	F	1.02	F	1.26
N. Washington & Martins Ln	A	0.41	A	0.53	A	0.41	A	0.53	A	0.32	A	0.47
Beall Ave & N. Washington	C	0.72	C	0.75	C	0.71	C	0.74	A	0.56	B	0.63
Maryland Av & Beall (Full)	A	0.22	A	0.41	A	0.22	A	0.41	A	0.22	A	0.41
Beall Ave & MD 355	F	1.13	F	1.13	F	1.08	F	1.08	F	1.13	F	1.13
W. Middle Ln & N. Washington	C	0.7	C	0.79	C	0.7	C	0.79	B	0.65	B	0.69
Maryland Av & Middle Ln	E	0.93	F	1.27	E	0.93	F	1.27	E	0.93	F	1.27
E. Middle Ln & MD 355	F	1.53	F	1.43	F	1.48	F	1.37	F	1.53	F	1.43
Park Rd & N. Stonestreet	D	0.83	D	0.84	D	0.83	D	0.84	D	0.83	D	0.84
Park Rd & S. Stonestreet	C	0.77	D	0.82	C	0.77	D	0.82	C	0.77	D	0.82
W. Montgomery & N. Washington	D	0.83	F	1.2	D	0.82	F	1.19	C	0.7	E	0.98
MD 355 & Church St. & Monroe R	F	1.05	F	1.07	F	1.01	F	1.02	F	1.05	F	1.07
W. Montgomery Av & Lard St	F	1.25	F	1.18	F	1.2	F	1.13	F	1.21	F	1.14
W. Jefferson & Great Falls Rd	F	1.34	F	1.54	F	1.28	F	1.48	F	1.19	F	1.37
Jefferson St. & N. Washington	F	1.56	F	1.32	F	1.2	F	1.23	F	1.54	F	1.29
Jefferson St. & Maryland Ave	F	[illegible]	F	[illegible]	E	0.97	F	1.04	E	0.98	F	1.05
Jefferson St. & Monroe St	F	1.12	F	1.13	F	1.1	F	1.1	F	[illegible]	F	1.11
MD 355 & W. Jefferson & Viers M	F	1.16	F	1.35	F	1.1	F	1.25	F	1.14	F	1.34
Falls Road & Maryland Av	D	0.87	F	[illegible]	D	0.87	E	0.99	D	0.74	C	0.76
MD 355 & Richard Montgomery Dr	F	1.02	E	0.9	F	1.01	E	0.9	F	1.02	E	0.9
MD 355 & First St. & Wootton Rd	F	1.37	F	1.41	F	1.32	F	1.26	F	1.37	F	1.41
Viers Mill Rd & First St	F	1.26	F	1.58	F	1.1	F	1.29	F	1.24	F	1.57
W. Montgomery Ave & Nelson St	D	0.8	C	0.79	C	0.79	C	0.77	C	0.79	C	0.77
First St. & Baltimore Rd	F	1.02	F	1.31	F	0.9	F	1.23	F	[illegible]	F	1.35

Intersections	2006 Scenario 2				2015 Scenario 2 with ICC				2015 Scenario 2 with Guide			
	AM		PM		AM		PM		AM		PM	
Manakee St. & MD 355	F	1.13	E	0.9	F	1.14	E	0.91	F	1.13	E	0.9
N. Washington & MD 355	F	1.31	F	1.29	F	1.08	F	1.3	F	1.02	F	1.26
N. Washington & Martins Ln	A	0.4	A	0.53	A	0.41	A	0.53	A	0.32	A	0.47
Beall Ave & N. Washington	C	[illegible]	C	0.74	C	0.71	C	0.74	A	0.56	B	0.63
Maryland Av & Beall (Full)	A	0.22	A	0.41	A	0.22	A	0.41	A	0.22	A	0.41
Beall Ave & MD 355	F	1.08	F	1.09	F	1.08	F	1.09	F	1.13	F	1.13
W. Middle Ln & N. Washington	C	[illegible]	C	0.78	C	0.7	C	0.79	B	0.65	B	0.69
Maryland Av & Middle Ln	E	0.93	F	1.27	E	0.93	F	1.27	E	0.93	F	1.27
E. Middle Ln & MD 355	F	1.48	F	1.37	F	1.48	F	1.37	F	1.53	F	1.43
Park Rd & N. Stonestreet	D	0.83	D	0.84	D	0.83	D	0.84	D	0.83	D	0.84
Park Rd & S. Stonestreet	C	0.77	D	0.82	C	0.77	D	0.82	C	0.77	D	0.82
W. Montgomery & N. Washington	D	0.81	F	[illegible]	D	0.82	F	1.19	C	0.7	E	0.98
MD 355 & Church St. & Monroe R	F	[illegible]	F	1.03	F	1.01	F	1.02	F	1.05	F	1.07
W. Montgomery Av & Lard St	F	1.27	F	1.15	F	1.2	F	1.13	F	1.21	F	1.14
W. Jefferson & Great Falls Rd	F	1.3	F	1.43	F	1.28	F	1.48	F	1.19	F	1.37
Jefferson St. & N. Washington	F	1.23	F	1.28	F	1.2	F	1.23	F	1.54	F	1.29
Jefferson St. & Maryland Ave	E	0.98	F	1.06	E	0.97	F	1.04	E	0.98	F	1.05
Jefferson St. & Monroe St	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]	F	[illegible]
MD 355 & W. Jefferson & Viers M	F	[illegible]	F	1.28	F	[illegible]	F	1.25	F	1.14	F	1.34
Falls Road & Maryland Av	D	0.86	F	0.97	D	0.87	E	0.99	C	0.74	C	0.76
MD 355 & Richard Montgomery Dr	E	0.98	D	0.89	F	1.01	E	0.9	F	1.02	E	0.9
MD 355 & First St. & Wootton Rd	F	1.31	F	1.33	F	1.32	F	1.26	F	1.37	F	1.41
Viers Mill Rd & First St	F	1.2	F	1.46	F	1.1	F	1.29	F	1.24	F	1.57
W. Montgomery Ave & Nelson St	D	0.8	C	0.78	C	0.79	C	0.77	C	0.79	C	0.77
First St. & Baltimore Rd	F	0.97	F	1.31	F	0.9	F	1.23	F	[illegible]	F	1.35

Intersections	2006 Scenario 3				2015 Scenario 3			
	AM		PM		AM		PM	
Manakee St. & MD 355	E	[illegible]	E	0.94	F	1.23	F	1.01
N. Washington & MD 355	F	1.18	F	1.35	F	1.26	F	1.43
N. Washington & Martins Ln	A	0.44	A	0.56	A	0.46	A	0.56
Beall Ave & N. Washington	C	0.72	D	0.87	C	0.75	D	0.88
Maryland Av & Beall (Ft.)	A	0.22	B	0.61	A	0.22	B	0.61
Beall Ave & MD 355	F	1.09	F	1.31	F	1.14	F	1.35
W. Middle Ln & N. Washington	D	0.8	D	0.89	D	0.81	E	0.9
Maryland Av & Middle Ln	E	0.96	F	1.32	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.48	F	1.3	F	1.53	F	1.33
Park Rd & N. Stonestreet	D	0.86	D	0.85	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.82	D	0.85	D	0.82	D	0.85
W. Montgomery & N. Washington	E	0.93	F	1.36	E	0.92	F	1.36
MD 355 & Church St. & Monroe R	F	1.07	F	1.17	F	1.02	F	1.12
W. Montgomery Av & Lang St.	F	1.3	F	1.29	F	1.26	F	1.24
W. Jefferson & Great Falls Rd	F	1.45	F	1.75	F	1.4	F	1.69
Jefferson St. & N. Washington	F	1.96	F	1.59	F	1.49	F	1.22
Jefferson St. & Maryland Ave	F	1.04	F	1.12	F	1.01	F	1.09
Jefferson St. & Monroe St.	F	1.04	F	1.09	F	1	F	1.06
MD 355 & W. Jefferson & Veirs M	F	1.18	F	1.46	F	1.1	F	1.36
Falls Road & Maryland Av	E	0.98	E	1.01	E	0.97	E	1
MD 355 & Richard Montgomery Dr	F	1.03	E	0.98	F	1.03	E	0.97
MD 355 & First St. & Wootton Rd	F	1.48	F	1.45	F	1.43	F	1.32
Veirs Mill Rd & First St.	F	1.32	F	1.66	F	1.16	F	1.57
W. Montgomery Ave. & Nelson St	D	0.81	D	0.85	D	0.8	D	0.81
First St. &Baltimore Rd	F	1.08	F	1.38	F	0.96	F	1.38

Intersections	2015 Scenario 3				2015 Scenario 3 with ICC				2015 Scenario 3 with Guide			
	AM		PM		AM		PM		AM		PM	
Manakee St. & MD 355	F	1.23	F	1.01	F	1.19	E	0.95	F	1.17	E	0.94
N. Washington & MD 355	F	1.25	F	1.43	F	1.19	F	1.35	F	1.13	F	1.32
N. Washington & Martins Ln	A	0.46	A	0.56	A	0.45	A	0.55	A	0.36	A	0.5
Beall Ave & N. Washington	C	0.75	D	0.88	C	0.74	D	0.88	B	0.62	C	0.76
Maryland Av & Beall (Ft.)	A	0.22	B	0.61	A	0.22	B	0.61	A	0.22	B	0.61
Beall Ave & MD 355	F	1.14	F	1.35	F	1.09	F	1.3	F	1.14	F	1.35
W. Middle Ln & N. Washington	D	0.81	E	0.9	D	0.81	E	0.9	C	0.75	D	0.8
Maryland Av & Middle Ln	E	0.96	F	1.32	E	0.96	F	1.32	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.53	F	1.33	F	1.48	F	1.28	F	1.53	F	1.33
Park Rd & N. Stonestreet	D	0.86	D	0.85	D	0.86	D	0.85	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.82	D	0.85	D	0.82	D	0.85	D	0.82	D	0.85
W. Montgomery & N. Washington	E	0.93	F	1.36	E	0.92	F	1.36	D	0.81	F	1.14
MD 355 & Church St. & Monroe R	F	1.07	F	1.17	F	1.02	F	1.12	F	1.07	F	1.17
W. Montgomery Av & Lang St.	F	1.3	F	1.29	F	1.26	F	1.24	F	1.26	F	1.25
W. Jefferson & Great Falls Rd	F	1.45	F	1.75	F	1.4	F	1.69	F	1.3	F	1.68
Jefferson St. & N. Washington	F	1.96	F	1.59	F	1.49	F	1.22	F	1.97	F	1.57
Jefferson St. & Maryland Ave	F	1.04	F	1.12	F	1.01	F	1.09	F	1.02	F	1.1
Jefferson St. & Monroe St.	F	1.04	F	1.09	F	1	F	1.06	F	1.02	F	1.07
MD 355 & W. Jefferson & Veirs M	F	1.18	F	1.46	F	1.1	F	1.36	F	1.14	F	1.44
Falls Road & Maryland Av	E	0.98	E	1.01	E	0.97	E	1	D	0.84	C	0.77
MD 355 & Richard Montgomery Dr	F	1.03	E	0.98	F	1.03	E	0.97	F	1.03	E	0.98
MD 355 & First St. & Wootton Rd	F	1.48	F	1.45	F	1.43	F	1.32	F	1.48	F	1.45
Veirs Mill Rd & First St.	F	1.32	F	1.66	F	1.16	F	1.57	F	1.3	F	1.63
W. Montgomery Ave. & Nelson St	D	0.81	D	0.85	D	0.8	D	0.81	D	0.8	D	0.81
First St. &Baltimore Rd	F	1.08	F	1.38	E	0.96	F	1.38	F	1.08	F	1.38

Intersections	2006 Scenario 3				2015 Scenario 3 with ICC				2015 Scenario 3 with Guide			
	AM		PM		AM		PM		AM		PM	
Manakee St. & MD 355	F	[illegible]	E	0.94	F	1.18	E	0.95	F	1.17	E	0.94
N. Washington & MD 355	F	1.18	F	1.35	F	1.19	F	1.35	F	1.13	F	1.32
N. Washington & Martins Ln	A	0.44	A	0.56	A	0.45	A	0.55	A	0.36	A	0.5
Beall Ave & N. Washington	C	0.72	D	0.87	C	0.74	D	0.88	B	0.62	C	0.76
Maryland Av & Beall (Ft.)	A	0.22	B	0.61	A	0.22	B	0.61	A	0.22	B	0.61
Beall Ave & MD 355	F	1.09	F	1.31	F	1.09	F	1.3	F	1.14	F	1.35
W. Middle Ln & N. Washington	D	0.8	D	0.89	D	0.81	E	0.9	C	0.75	D	0.8
Maryland Av & Middle Ln	E	0.96	F	1.32	E	0.96	F	1.32	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.48	F	1.3	F	1.48	F	1.28	F	1.53	F	1.33
Park Rd & N. Stonestreet	D	0.86	D	0.85	D	0.86	D	0.85	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.82	D	0.85	D	0.82	D	0.85	D	0.82	D	0.85
W. Montgomery & N. Washington	E	0.92	F	1.34	E	0.92	F	1.36	D	0.81	F	1.14
MD 355 & Church St. & Monroe R	F	1.02	F	1.14	F	1.02	F	1.12	F	1.07	F	1.17
W. Montgomery Av & Lang St.	F	1.3	F	1.25	F	1.26	F	1.24	F	1.26	F	1.25
W. Jefferson & Great Falls Rd	F	1.4	F	1.7	F	1.4	F	1.69	F	1.3	F	1.68
Jefferson St. & N. Washington	F	1.96	F	1.58	F	1.49	F	1.22	F	1.97	F	1.57
Jefferson St. & Maryland Ave	F	1.02	F	1.1	F	1.01	F	1.09	F	1.02	F	1.1
Jefferson St. & Monroe St.	F	1.02	F	1.07	F	1	F	1.06	F	1.02	F	1.07
MD 355 & W. Jefferson & Veirs M	F	1.1	F	1.38	F	1.1	F	1.36	F	1.14	F	1.44
Falls Road & Maryland Av	E	0.96	E	0.98	E	0.97	E	1	D	0.84	C	0.77
MD 355 & Richard Montgomery Dr	F	1.03	E	0.98	F	1.03	E	0.97	F	1.03	E	0.98
MD 355 & First St. & Wootton Rd	F	1.42	F	1.3	F	1.33	F	1.32	F	1.48	F	1.45
Veirs Mill Rd & First St.	F	1.25	F	1.54	F	1.15	F	1.57	F	1.3	F	1.63
W. Montgomery Ave. & Nelson St	D	0.8	D	0.82	D	0.8	D	0.81	D	0.8	D	0.81
First St. &Baltimore Rd	F	1.03	F	1.38	E	0.96	F	1.38	F	1.08	F	1.38

Intersections	2006 Baseline AM		2006 Baseline PM		2006 Scenario 2 AM		2006 Scenario 2 PM		2006 Scenario 3 AM		2006 Scenario 3 PM	
Manakee St & MD 355	F	1.06	D	0.83	F	1.13	E	0.9	F	1.17	E	0.94
N. Washington & MD 355	E	0.96	F	1.18	F	1.07	F	1.29	F	1.18	F	1.35
N. Washington & Martins Ln	A	0.41	A	0.57	A	0.4	A	0.53	A	0.44	A	0.56
Beall Ave & N. Washington	B	0.61	A	0.56	C	0.7	C	0.74	C	0.72	D	0.87
Maryland Av & Beall (Full)	A	0.17	A	0.4	A	0.22	A	0.41	A	0.22	B	0.61
Beall Ave & MD 355	E	0.93	D	0.8	F	1.03	F	1.09	F	1.09	F	1.31
W. Middle Ln & N. Washington	B	0.6	B	0.63	C	0.7	C	0.78	D	0.8	D	0.89
Maryland Av & Middle Ln	F	1.01	F	1.08	E	0.93	F	1.27	[illegible]	[illegible]	F	1.32
E. Middle Ln & MD 355	F	1.31	F	1.09	F	1.48	F	1.37	F	1.48	F	1.3
Park Rd & N. Stonestreet	A	0.59	A	0.46	D	0.83	D	0.84	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.8	B	0.65	C	0.77	D	0.82	D	0.82	D	0.85
W. Montgomery & N. Washington	B	0.69	D	0.83	D	0.81	F	1.17	E	0.92	F	1.34
MD 355 & Church St & Monroe Pl	D	0.88	D	0.81	F	1	F	1.03	F	1.02	F	1.14
W. Montgomery Av & Laird St	F	1.13	F	1.03	F	1.21	F	1.16	F	1.27	F	1.25
W. Jefferson & Great Falls Rd	F	1.15	F	1.14	F	1.3	F	1.49	F	1.41	F	1.7
Jefferson St & N. Washington	D	0.81	C	0.76	F	1.23	F	1.28	F	1.36	F	1.56
Jefferson St & Maryland Ave	E	0.97	F	1.06	E	0.98	F	1.06	F	1.02	F	1.1
Jefferson St & Monroe St	D	0.82	D	0.88	F	1.1	F	1.11	F	1.01	F	1.07
MD 355 & W. Jefferson & Viers Mill	E	0.99	F	1.11	F	1.1	F	1.28	F	1.1	F	1.38
Falls Road & Maryland Av	B	0.66	E	0.92	D	0.86	E	0.97	E	0.95	E	0.98
MD 355 & Richard Montgomery Dr	E	0.9	C	0.75	E	0.98	D	0.89	F	1	E	0.96
MD 355 & First St & Wootton Pkwy	F	1.1	F	1.15	F	1.31	F	1.33	F	1.42	F	1.37
Viers Mill Rd & First St	F	1.06	F	1.28	F	1.2	F	1.46	F	1.25	F	1.54
W. Montgomery Ave. & Nelson St	D	0.8	C	0.73	D	0.8	C	0.78	D	0.8	D	0.82
First St & Baltimore Rd	D	0.87	F	1.18	E	0.97	F	1.31	F	1.03	F	1.38

Intersections	2015 Baseline AM		2015 Baseline PM		2015 Scenario 2 AM		2015 Scenario 2 PM		2015 Scenario 3 AM		2015 Scenario 3 PM	
Manakee St & MD 355	F	1.12	E	0.9	F	1.19	E	0.97	F	1.23	F	1.01
N. Washington & MD 355	F	1.03	F	1.27	F	1.14	F	1.37	F	1.26	F	1.43
N. Washington & Martins Ln	A	0.42	A	0.58	A	0.41	A	0.53	A	0.46	A	0.56
Beall Ave & N. Washington	B	0.63	A	0.57	C	0.72	C	0.75	C	0.75	D	0.88
Maryland Av & Beall (Full)	A	0.17	A	0.4	A	0.22	A	0.41	A	0.22	B	0.61
Beall Ave & MD 355	E	0.99	D	0.83	F	1.13	F	1.13	F	1.14	F	1.35
W. Middle Ln & N. Washington	B	0.62	B	0.66	C	0.7	C	0.79	D	0.81	E	0.9
Maryland Av & Middle Ln	F	1.01	F	1.08	E	0.93	F	1.27	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.37	F	1.15	F	1.53	F	1.43	F	1.53	F	1.33
Park Rd & N. Stonestreet	A	0.59	A	0.46	D	0.83	D	0.84	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.8	B	0.65	C	0.77	D	0.82	D	0.82	D	0.85
W. Montgomery & N. Washington	C	0.71	D	0.85	D	0.83	F	1.2	E	0.93	F	1.36
MD 355 & Church St & Monroe Pl	E	0.93	D	0.87	F	1.05	F	1.07	F	1.07	F	1.17
W. Montgomery Av & Laird St	F	1.16	F	1.06	F	1.25	F	1.18	F	1.3	F	1.29
W. Jefferson & Great Falls Rd	F	1.2	F	1.19	F	1.34	F	1.54	F	1.45	F	1.75
Jefferson St & N. Washington	D	0.83	C	0.79	F	1.56	F	1.32	F	1.99	F	1.59
Jefferson St & Maryland Ave	E	0.93	F	1.08	F	1	F	1.07	F	1.04	F	1.12
Jefferson St & Monroe St	D	0.85	F	1	F	1.12	F	1.13	F	1.04	F	1.09
MD 355 & W. Jefferson & Viers Mill	F	1.05	F	1.17	F	1.16	F	1.35	F	1.16	F	1.46
Falls Road & Maryland Av	B	0.66	E	0.95	D	0.87	F	1	E	0.98	F	1.01
MD 355 & Richard Montgomery Dr	E	0.94	C	0.76	F	1.02	E	0.9	F	1.03	E	0.98
MD 355 & First St & Wootton Pkwy	F	1.2	F	1.23	F	1.37	F	1.41	F	1.48	F	1.45
Viers Mill Rd & First St	F	1.12	F	1.42	F	1.26	F	1.58	F	1.32	F	1.56
W. Montgomery Ave. & Nelson St	D	0.8	C	0.75	D	0.8	C	0.79	D	0.81	D	0.83
First St & Baltimore Rd	E	0.93	F	1.18	F	1.02	F	1.37	F	1.08	F	1.38

Intersections	2015 Baseline with ICC AM		2015 Baseline with ICC PM		2015 Scenario 2 with ICC AM		2015 Scenario 2 with ICC PM		2015 Scenario 3 with ICC AM		2015 Scenario 3 with ICC PM	
Manakee St & MD 355	F	1.07	D	0.84	F	1.14	E	0.91	F	1.18	E	0.95
N. Washington & MD 355	E	0.97	F	1.2	F	1.08	F	1.3	F	1.19	F	1.35
N. Washington & Martins Ln	A	0.42	A	0.57	A	0.41	A	0.53	A	0.45	A	0.56
Beall Ave & N. Washington	B	0.62	A	0.56	C	0.71	C	0.74	C	0.74	D	0.88
Maryland Av & Beall (Full)	A	0.17	A	0.4	A	0.22	A	0.41	A	0.22	B	0.61
Beall Ave & MD 355	E	0.93	C	0.78	F	1.08	F	1.08	F	1.09	F	1.3
W. Middle Ln & N. Washington	B	0.62	B	0.64	C	0.7	C	0.79	D	0.81	E	0.9
Maryland Av & Middle Ln	F	1.01	F	1.08	E	0.93	F	1.27	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.31	F	1.09	F	1.48	F	1.37	F	1.48	F	1.28
Park Rd & N. Stonestreet	A	0.59	A	0.46	D	0.83	D	0.84	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.8	B	0.65	C	0.77	D	0.82	D	0.82	D	0.85
W. Montgomery & N. Washington	C	0.7	D	0.84	D	0.82	F	1.19	E	0.92	F	1.35
MD 355 & Church St & Monroe Pl	D	0.88	D	0.81	F	1.01	F	1.02	F	1.02	F	1.12
W. Montgomery Av & Laird St	F	1.11	F	1.01	F	1.2	F	1.13	F	1.26	F	1.24
W. Jefferson & Great Falls Rd	F	1.15	F	1.13	F	1.28	F	1.43	F	1.4	F	1.59
Jefferson St & N. Washington	D	0.8	C	0.74	F	1.2	F	1.03	F	1.49	F	1.22
Jefferson St & Maryland Ave	E	0.96	F	1.05	E	0.97	F	1.04	F	1.01	F	1.09
Jefferson St & Monroe St	D	0.8	E	0.98	F	1.1	F	1.1	F	1	F	1.06
MD 355 & W. Jefferson & Viers Mill	E	0.99	F	1.07	F	1.1	F	1.25	F	1.1	F	1.36
Falls Road & Maryland Av	B	0.67	E	0.94	D	0.87	E	0.99	E	0.97	F	1
MD 355 & Richard Montgomery Dr	E	0.93	C	0.76	F	1.01	E	0.9	F	1.03	E	0.97
MD 355 & First St & Wootton Pkwy	F	1.11	F	1.08	F	1.32	F	1.25	F	1.43	F	1.32
Viers Mill Rd & First St	E	0.98	F	1.09	F	1.1	F	1.29	F	1.16	F	1.37
W. Montgomery Ave. & Nelson St	C	0.79	C	0.73	C	0.79	C	0.77	D	0.8	D	0.81
First St & Baltimore Rd	D	0.8	F	1.18	E	0.9	F	1.23	E	0.96	F	1.38

Intersections	2015 Baseline with Gude AM		2015 Baseline with Gude PM		2015 Scenario 2 with Gude AM		2015 Scenario 2 with Gude PM		2015 Scenario 3 with Gude AM		2015 Scenario 3 with Gude PM	
Manakee St & MD 355	F	1.08	D	0.83	F	1.13	E	0.9	F	1.17	E	0.94
N. Washington & MD 355	E	0.92	F	1.16	F	1.02	F	1.25	F	1.13	F	1.32
N. Washington & Martins Ln	A	0.33	A	0.48	A	0.32	A	0.47	A	0.36	A	0.5
Beall Ave & N. Washington	A	0.48	A	0.47	A	0.56	B	0.63	B	0.62	C	0.76
Maryland Av & Beall (Full)	A	0.17	A	0.4	A	0.22	A	0.41	A	0.22	B	0.61
Beall Ave & MD 355	E	0.99	D	0.83	F	1.13	F	1.13	F	1.14	F	1.35
W. Middle Ln & N. Washington	A	0.59	A	0.54	B	0.66	B	0.69	C	0.75	D	0.8
Maryland Av & Middle Ln	F	1.01	F	1.08	E	0.93	F	1.27	E	0.96	F	1.32
E. Middle Ln & MD 355	F	1.37	F	1.15	F	1.53	F	1.43	F	1.53	F	1.33
Park Rd & N. Stonestreet	A	0.59	A	0.46	D	0.83	D	0.84	D	0.86	D	0.85
Park Rd & S. Stonestreet	D	0.8	B	0.65	C	0.77	D	0.82	D	0.82	D	0.85
W. Montgomery & N. Washington	A	0.53	B	0.64	C	0.7	E	0.98	D	0.81	F	1.14
MD 355 & Church St & Monroe Pl	E	0.93	D	0.87	F	1.05	F	1.07	F	1.07	F	1.17
W. Montgomery Av & Laird St	F	1.12	F	1.02	F	1.21	F	1.14	F	1.26	F	1.25
W. Jefferson & Great Falls Rd	F	1.05	F	1.03	F	1.13	F	1.37	F	1.3	F	1.58
Jefferson St & N. Washington	D	0.82	C	0.77	F	1.54	F	1.29	F	1.37	F	1.57
Jefferson St & Maryland Ave	E	0.91	F	1.06	E	0.98	F	1.05	F	1.02	F	1.1
Jefferson St & Monroe St	D	0.83	D	0.87	F	1.1	F	1.11	F	1.02	F	1.07
MD 355 & W. Jefferson & Viers Mill	F	1.03	F	1.18	F	1.14	F	1.34	F	1.14	F	1.44
Falls Road & Maryland Av	B	0.63	C	0.72	C	0.74	C	0.75	D	0.84	C	0.77
MD 355 & Richard Montgomery Dr	E	0.94	C	0.78	F	1.02	E	0.9	F	1.03	E	0.98
MD 355 & First St & Wootton Pkwy	F	1.2	F	1.23	F	1.37	F	1.41	F	1.48	F	1.45
Viers Mill Rd & First St	F	1.1	F	1.42	F	1.24	F	1.57	F	1.3	F	1.37
W. Montgomery Ave. & Nelson St	C	0.78	C	0.73	C	0.79	C	0.77	D	0.8	D	0.81
First St & Baltimore Rd	E	0.91	F	1.18	F	1	F	1.35	F	1.26	F	1.39