



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board

**AGENDA ITEM # 8**

**MEMORANDUM**

April 25, 2002

**TO:** Montgomery County Planning Board

**VIA:** Donald K. Cochran, Director

**FROM:** Terry H. Brooks,  Special Program Coordinator  
Office of the Director of Parks

**SUBJECT:** Maryland Community Baseball -Silver Spring / Takoma Thunderbolts Proposal for Phase II Improvements to Create a Stadium Baseball Field at Blair Senior High School

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**STAFF RECOMMENDATION:**

**APPROVAL**

**BACKGROUND:**

On January 29, 2001 Maryland Community Baseball, Inc. (MCB) a non-profit 501 (c)3 Tax-Exempt corporation submitted a formal proposal and use agreement to reserve baseball league game dates to use the Blair High School baseball field. MCB owns the franchise rights to a team under the name Silver Spring-Takoma Thunderbolts in the Clark Griffith Collegiate Baseball League (CGCBL). (see Thunderbolts Brochure summary-attachment # 1)

The League recruits the top collegiate baseball players to play a 40 game schedule from May through July each year. MCB has been formed to promote youth baseball in the Silver Spring / Takoma Park Area, improve local baseball fields in the Down County area and provide youth scholarship opportunities.

On March 23, 2001 the Montgomery County Planning Board granted MCB conditional approval to enter a two phased baseball field use and facility improvements agreement with the Park and Planning Commission.

The Planning Board conditions for approval included:

- (1) Allowing MCB to proceed to implement their Phase I development proposal for the Blair Senior High School Ballfield;
- (2) Granted a one year use agreement allowing MCB to use the Blair Senior High School Ballfield for their scheduled league games;
- (3) Allowed MCB to raise funds to develop a baseball stadium facility at their own risk and expense;
- (4) Prohibited MCB to proceed to develop their proposed 710 seat stadium Phase II development proposal without: (a) completing a traffic study which determined there would be no adverse impact upon surrounding streets as a result of the proposed development as defined by the Montgomery County Council's guidelines for donations on public property; and
- (5) Required MCB's Phase II proposal must be approved by the Montgomery County Council prior to executing their request for a 20 year lease agreement.

The Commission supported MCB last year in their efforts to request State Bond funding and again this year (see attachment # 2).

***Project Development Update:***

MCB has operated under the Phase I development portion of this agreement for approximately one year. MCB has received an annually allotted number of reserved ballfield dates at Blair High School from the Park Permits Office in exchange for their development of the proposed ballfield improvements.

Over the course of the past year MCB has also developed limited ballfield improvement pursuant to their approved Phase I ballfield use agreement. MCB has installed a new knee wall and safety

netting and padding behind home plate. MCB has also contributed approximately \$ 3,000 in building material for the construction of dugouts as well.

The second phase of MCB's proposal requests the Commission to enter into a 20 year lease with the Commission, allow them to spend \$ 200,000 to erect a 710 stadium style seats and allow MCB to use the Blair High School baseball field as a home team stadium.

In order to develop and use the proposed 710 stadium style seats MCB was required to retain the services of a transportation consultant and conduct a Local Area Transportation Review (LATR)-type analysis of the affects of the introduction of a 710 seat stadium facility on the surrounding roadways. The Commission's Transportation Planning staff have reviewed MCB's consultant's findings and concur with the finding that there are no increased adverse traffic congestion affects resulting from the development of the stadium. (see attachment # 3)

***Basic License Agreement Terms:***

*A few of the key ballfield use license agreement terms are:*

MCB will improve the existing baseball field by funding and creating a baseball stadium. Proposed improvements include the construction of: (a) 710 stadium seats; (b) dugouts; MCB has requested to use the Blair High School baseball field for a total of 26 games or 52 game slots each year for their league home games. c) a kneewall; (d) safety netting; (e) a concession stand/announcer's booth, requesting the right to sell food and souvenirs; (f) a sound system; (g) enhanced lighting; and (h) a scoreboard. The estimated cost to develop the facility is \$ 200,000.

***Ballfield Maintenance-***

MCB is requesting no more than our normal level of standard ballfield maintenance for their operations. MCB has also made a commitment to pay the Commission for any additional service requests above and beyond our normal ballfield maintenance standards per our standard fee payments for ballfield use for services schedule.

***Project Funding-***

The initial \$ 200,000 budget required to fund the development of the project is and support the continued operations of the facility are proposed to be funded from a combination of County Bonds, corporate donations, concession sales, stadium style seat sales and sponsorship banners erected on the outfield fence.

***Ballfield Schedule Fees-***

MCB also proposes to pay the established fee of seventy dollars (\$ 70.00) per game to rent the field. MCB is requesting no more than normal maintenance for their fee payment.

### **General Public Benefits & Community Outreach:**

MCB met with and obtained local community support for their project from the Woodmore Civic Association who's members reside immediately adjacent to Blair High School.

MCB proposes the upgraded facility to be available for high school teams, youth baseball teams and men's and women's leagues throughout the year. MCB is also requesting the Planning Board's approval to allow them the latitude to have less than the required two thirds minimum of Montgomery County residents on their team.

The Thunderbolts recruit the top collegiate players from across the country to play in June and July. This year the Thunderbolts have sent out 85 recruitment letters to college baseball coaches across the country and recruited and signed six (6) players who live in the state of Maryland (3 of which live in Montgomery County). In September 2000 MCB also initiated a local recruitment program by sending recruitment letters to seven local four year and two year college baseball coaches. MCB will also be conducting baseball team tryouts for an additional 5 slots in Montgomery County on April 29<sup>th</sup> for local players as well.

MCB has also met with both the Montgomery County Recreation Department as well as other league user groups in order to avoid conflicts in play dates at Montgomery Blair High school such as: The Ponce DeLeon League, Montgomery County's Women's Baseball League, the Washington Area Men's Baseball League and Montgomery County Men's Senior Baseball League.

### **Montgomery County Council Public Agency Donations Policy Compliance:**

Two years ago the Montgomery County Council (MCC) adopted a policy governing the terms and conditions by which private donations for capital projects on public property must be reviewed and evaluated. The MCC allows donations, but has placed their public review threshold on capital projects which affects 2 or more of the following conditions: (1) of at least \$100,000 in value; (2) has an annual operating budget impact equal to or greater than 10% of capital cost and /or (3) generates at least 25 vehicle trips during the peak one hour period in the vicinity of the project, (4) contains a lease period of 20 years or more. 11

Staff has reviewed MCB's proposed two phased project proposal and found the first phase to be in compliance with MCC's donations policy. MCB's proposed Phase II project will require MCC review.(i.e. items 1 and 4 above).

**M-NCPPC Public / Private Partnership Guidelines:**

On March 8, 1996 The Commission adopted guidelines for the review and evaluation of both solicited and unsolicited proposals for the use of park property. The development guidelines required, among other things, an identification of the entity making the proposal, a description of the proposal in sufficient detail to evaluate the proposed project and a budget with a plan of action on how the project was to be developed. Staff has reviewed MBC's proposal and supports the second phase of the proposed project as being in compliance with the Commission's Public / Private Development Guidelines.

**Legal Agreement Review::**

The Commission's Legal staff have reviewed MCB's proposed 20 year use license agreement. Legal staff has been working with MCB and has approved a modified draft license agreement. The license agreement will serve as the basis for the possible execution of a 20 year lease agreement with MCB.

The final approval of a lease agreement with MCB will be subject to the normal terms and conditions executed with similar leases covering such areas as liability, compliance with facility construction standards, and facility use, management and maintenance terms and conditions.

Legal staff is fully prepared to execute the appropriate agreement documents subject to Commission approval.

***RECOMMENDATION:***

***Staff recommends the Commission approve MCB's request for their Phase II project to develop the baseball field into a baseball stadium facility at Blair High School as described in this memorandum by allowing the staff to execute a 20 year use license agreement with MCB subject to County Council approval.***

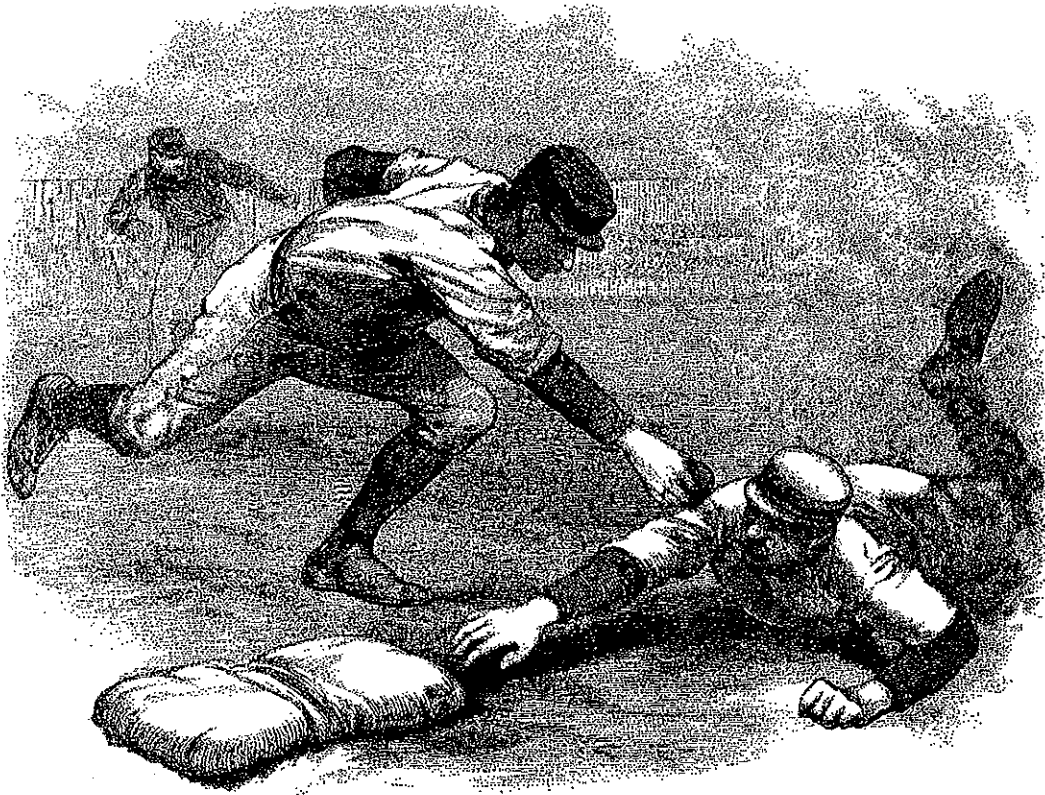
**ATTACHMENT INDEX:**

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3. April 23, 2002 M-NCPPC Transportation Planning Analysis Comments; 18

SILVER SPRING-TAKOMA

# THUNDERBOLTS

2001 PROGRAM

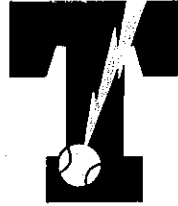


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Welcome to the second season of the Silver Spring-Takoma Thunderbolts. The Thunderbolts and Maryland Community Baseball, Inc. (MCB) are proud to bring quality wooden bat baseball to the Silver Spring-Takoma Park community. The organization is thrilled to make Blair Stadium our new permanent home. The upgrade to the field this winter has produced one of the finest playing surfaces in the Metropolitan Washington area and this is only the beginning. The Thunderbolts plan on building a 710-seat community baseball stadium and improving the area surrounding the stadium. Profits from our baseball games will help to provide youth baseball clinics, assist in restoration and maintenance of local ballfields and establish a scholarship program.

MCB has recently been designated as a 501 (c)(3) tax exempt organization by the Internal Revenue Service. All donations to MCB are tax deductible. I hope that you will become involved in Thunderbolts Baseball by volunteering at a game, purchasing a seat plaque, hosting a player next summer or donating to our program. Please support our sponsors and advertisers. Let them know that you saw their ad or sponsor's logo each time you patronize their business. The Thunderbolts are your community baseball team for the Silver Spring-Takoma Park area. Thank you for coming tonight and enjoy the thrill and excitement of wooden bat baseball in our own backyard. I look forward to your comments on our activities this season.

Sincerely,

A handwritten signature in black ink that reads "Richard O'Connor". The signature is written in a cursive, flowing style.

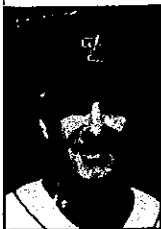
Richard O'Connor  
President and Founder





# THUNDERBOLTS 2001 ROSTER

## HEAD COACH



**Fred Rodriguez**

Fred is a graduate of Northwestern High School and East Carolina University. The Chicago Cubs drafted him in 1966. Fred has taught in Prince George's County for 31 years. He is the former head baseball coach at Bowie State and enters his fourth year as assistant coach at Riverdale Baptist High School. Fred is a member of the Washington D.C. Homeplate Club Hall of Fame and received the "Brick Neuman" Award for contributions to youth baseball in 1999.

## ASSISTANT COACHES



**Jeff Palumbo**

Jeff is the Associate Athletic Director at DeMatha Catholic High School. He was the head baseball coach at Bowie State University from 1992 - 1997. He has served since 1991 as the Director of the Bowie Babe Ruth Baseball program and played baseball at Bowie High School and High Point University. He resides in Bowie with his wife Theresa and has four sons.



**Chris Smith**

Chris teaches in the Fairfax County school system and finished his third year as the coach of the freshman baseball team at DeMatha Catholic High School. He has also coached baseball at Pallotti High School, Bowie State University, Prince George's County Babe Ruth League and Greenbelt American Legion Association. Chris resides in Herndon, Virginia with his wife Amy.



**Nick Adams**

Hometown: Lexington, Kentucky  
College: Eastern Kentucky University  
Stats: 6'0", 185 lbs., Th: R, Bats: R

Nick graduated from Bryan Station High School in Lexington, Kentucky. In 2000 he was named to the All-City team. He had a 0.92 ERA his senior year in high school. He plans to major in broadcasting and electronic media.



**Travis Brown**

Hometown: Brandon, Florida  
College: University of South Florida  
Stats: 5'10", 180 lbs., Th: R, Bats: R

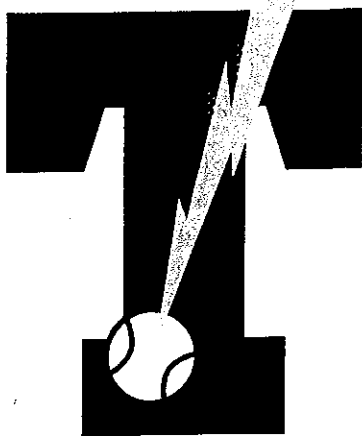
Travis graduated from Bloomingdale High School in Brandon, Florida. His senior year he was selected to the All-County Team, and high school MVP. He is a business major.



**Tony Cardone**

Hometown: Shreveport, Louisiana  
College: Centenary College  
Stats: 5'9", 175 lbs., Th: R, Bats: R

Tony graduated from Southwood High School in Shreveport, Louisiana. He was named to the All-District team his senior year, played all four years as a starter, and his senior year was a member of the state championship runner-up team. He is majoring in business.





**Scott Carmichael**

Hometown: Orlando, Florida  
College: University of Central Florida  
Stats: 6'0", 175 lbs., Th: R, Bats: R

Scott graduated from University High School in Orlando, Florida. He played varsity all four years in high school and played on seven AAU teams that went to national tournaments. He is a computer science major.



**Eric Cloninger**

Hometown: Denver, North Carolina  
College: Liberty University  
Stats: 5'11", 185 lbs., Th: R, Bats: R

Eric graduated from East Lincoln High School in Denver, North Carolina. He lettered his four years in high school, batted .420 his senior year and was named for two years to the All-Conference Team. He is majoring in business administration.



**Jason Connell**

Hometown: Huntington, Maryland  
College: Hofstra University  
Stats: 6'3", 215 lbs., Th: R, Bats: R

Jason graduated from St. John's College High School in Washington D.C. In 1999 he was named to The Washington Post All-Met team, and in 2000 was named to the Second Team at 3rd base. He has played with the Maryland Orioles, Calvert American Legion and Riverdale Baptist High School. He is undecided on a major.



**Edward Cook**

Hometown: Bowie, Maryland  
College: Hofstra University  
Stats: 5'10", 188 lbs., Th: R, Bats: R

Ed graduated from DeMatha Catholic High School in Hyattsville, Maryland. As a freshman he had a batting average of .270 and received the Student Athlete Scholar Award. In 1999 he was selected as a High School "All American" by the Baseball Factory. He is a business major.



**Joey Cress**

Hometown: Charlotte, North Carolina  
College: Wofford College  
Stats: 5'10", 180 lbs., Th: R, Bats: R

Joey graduated from Vance High School in Charlotte, North Carolina. He had a 0.86 ERA his senior year, holds his high school record for most wins, and Legion Post 321 record for most wins. He is majoring in education.



**Dan Grybash**

Hometown: Palatine, Illinois  
College: Western Illinois University  
Stats: 6'1", 205 lbs., Th: R, Bats: R

Dan graduated from Palatine High School in Palatine, Illinois. He was named to the league All-Star team and his senior year he had a 6-3 record as a pitcher. He is undecided on a major.



**Travis Hill**

Hometown: Rock Hill, South Carolina  
College: Presbyterian College  
Stats: 6'2", 180 lbs., Th: L, Bats: R

Travis graduated from Rock Hill High School. He was a member of the All-Area York County All-Star Team, and played last summer for the Monroe Bulldogs in Monroe, North Carolina. He is a physics and math major.

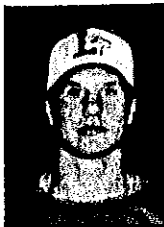
# THUNDERBOLTS 2001 ROSTER



**Michael Johnson**

Hometown: Gaithersburg, Maryland  
College: University of Maryland at Baltimore County  
Stats: 6'0", 195 lbs., Th: R, Bats: S

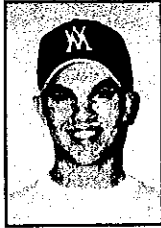
Mike graduated from Quince Orchard High School in Gaithersburg, Maryland. He was the Pitcher of the Year his senior year, selected to play for Team Maryland 2000, posted a 1.43 ERA his senior year and played for American Legion Post 295. He is undecided on a major.



**Jason Jones**

Hometown: Pasadena, Maryland  
College: Liberty University  
Stats: 6'4", 215 lbs., Th: R, Bats: R

Jason graduated from Arlington Baptist High School in Baltimore, Maryland. He was named to the All-State All-Star Team his senior year, First Team All-Conference Team his junior year, and was named team MVP his junior and senior years. He is majoring in sports management.



**John Lentz**

Hometown: Manheim, Pennsylvania  
College: College of William and Mary  
Stats: 6'0", 190 lbs., Th: R, Bats: R

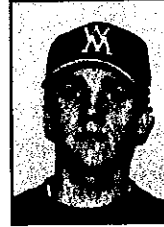
John graduated from Manheim Central High School in Manheim, Pennsylvania. In 1999 and 2000 he was named All-State Honorable Mention, batted .507 in 2000, selected League All-Star in 1998, 1999 & 2000, received leading hitter award in 1999 and 2000. He is majoring in business.



**Chris Morgan**

Hometown: Cape Coral, Florida  
College: Presbyterian College  
Stats: 6'0", 165 lbs., Th: R, Bats: R

Chris graduated from Bishop Verot High School in Ft. Myers, Florida. In 1998 & 1999 he was named to the All-Conference team and was a member of the 2000 state high school runner-up team. He is majoring in secondary education.



**Chris Page**

Hometown: Plymouth, Massachusetts  
College: College of William and Mary  
Stats: 6'3", 190 lbs., Th: L, Bats: L

Chris graduated from Plymouth High School in Plymouth, Massachusetts. He was named to the League All-Star team his senior year, member of the AAU team which went to the NIT Tournament, varsity lettered for four years. He is taking a liberal arts program and is undecided as to a major.



**Jeff Palumbo**

Hometown: Bowie, Maryland  
College: George Mason University  
Stats: 5'9", 160 lbs., Th: R, Bats: S

Jeff graduated from St. John's College High School in Washington D.C. His senior year he was Washington Catholic Athletic Conference Player of the Year and selected to 1st team Washington Post All-Met Team. His senior year he batted .465. He started at second base this year at George Mason. He is undecided on a major. He is returning for his second season with the Thunderbolts.



**Brian Prah**

Hometown: Peachtree City, Georgia  
College: Presbyterian College  
Stats: 6'3", 200 lbs., Th: R, Bats: L

Brian graduated from McIntosh High School in Peachtree City, Georgia. Brian has completed his second year at Presbyterian College and has a .338 college batting average. His senior year in high school he was named to the All-Region Team, MVP offensive player and finished with a .479 batting average. He is majoring in business administration and minoring in English.



**Ben Snare**

Hometown: Palatine, Illinois  
College: Lincoln Trail College  
Stats: 6'2", 192 lbs., Th: R, Bats: R

Ben graduated from Palatine High School in Palatine, Illinois. He was named to the All-Conference Team and was #3 all time hit leader for his high school. In 1999 he was selected to Northwest All-Star Team with a .408 batting average in high school. He is majoring in special education.



**Garrett Weir**

Hometown: Brooklyn, New York  
College: Seton Hall University  
Stats: 6'0", 175 lbs., Th: R, Bats: L

Garrett graduated from Canarsie High School in Brooklyn, New York. He was named his senior year to the All New York All-Star Team, his senior year had a .536 batting average and played varsity all four years. He is majoring in business and sports management.



**Jeff Whitfield**

Hometown: Anderson, South Carolina  
College: Lander University  
Stats: 6'0", 205 lbs., Th: R, Bats: R

Jeff graduated from T.L. Hanna High School in Anderson, South Carolina. His senior year he batted .397 and received Co-MVP and Offensive Player Award, named in 1998 to Preseason All-American team, ranked #3 catcher in state by High School Sports Reports, selected to South Carolina State Top 100 Showcase Team. He is majoring in exercise science and physiology.



**Joe Wilson**

Hometown: Fairfield, Connecticut  
College: St. John's University  
Stats: 6'3", 180 lbs., Th: L, Bats: L

Joe graduated from Notre Dame High School in Fairfield, Connecticut. He has a current ERA of 1.73 and during high school threw two one-hitters, back-to-back. He is undecided on a major.

**William Bradley**

Hometown: University Park, MD  
College: West Virginia University  
Stats: 6'3", 180 lbs., Th: R, Bats: L

**Matt Werts**

Hometown: Wellsboro, Pennsylvania  
College: Millersville University  
Stats: 6'0", 175 lbs., Th: R, Bats: L

# NEW FIELD AT BLAIR HIGH SCHOOL

The first phase of a three part renovation of the Blair High School baseball field has been completed. During the winter, a new playing surface has been built, the field has been reoriented, a new irrigation system has been installed and a new backstop has been constructed. In addition, preliminary concrete work has been completed for new dugouts and a proposed 710-seat stadium. In June, 2000, the Maryland National Capital Park and Planning Commission (MNCPPC) assumed maintenance and ownership control over the baseball and softball fields at Blair. During the summer, large rocks and debris began to appear in the outfield. In September, MNCPPC decided that the field was too dangerous to play on for another season.

MNCPPC retained the services of Alpine Services, Inc, a national leader in ball field construction, for the renovation process. Alpine Services has recently completed renovation work at Coors Field (the home of the Colorado Rockies) and constructed the baseball fields used by the Bowie Baysox and Salisbury Shorebirds. Grove Teates, President of Alpine Services said, " We had to chisel plow the field because it was so tightly compacted. We found large chunks of rock, parts of tires, steel rods and wheel parts in the outfield. This was a very dangerous condition." The field required extensive roto tilling and sifting to remove all the debris. Alpine regraded the field using a state of the art laser transit and deposited sand and

compost to aerate the soil. A new automated sprinkler system and drainage system were installed. The final step was the installation of new sod.

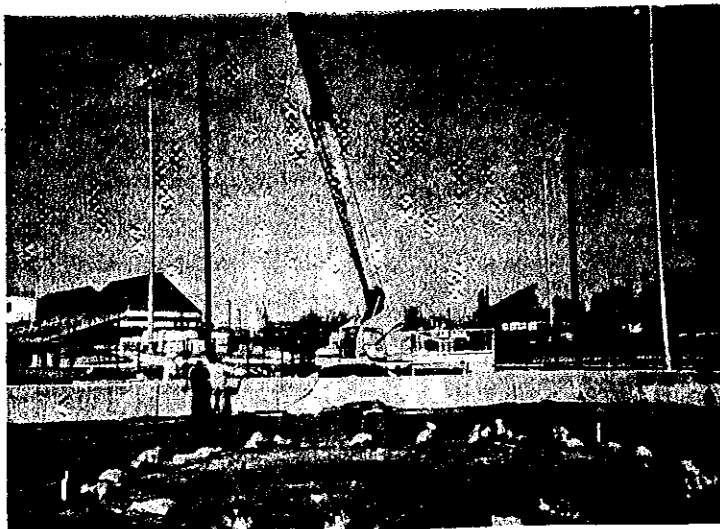
The pitcher's mound has been built using a special mound clay and the infield base paths and batter's box use a mix of martin limestone and vitrified clay. These materials were selected for durability and maintenance. Tim Moore, Ballfield Coordinator for Montgomery County stated, "The ballfield has been vastly improved and the key in the future is in the maintenance of the field. We have a committed maintenance staff at the Blair Field to ensure that this field remains one of the best fields in the county."

The Silver Spring-Takoma Thunderbolts have contributed materials and manpower to construct a new backstop, fan friendly screening and demolition of the existing fencing and construction of a new perimeter fence. The Thunderbolts propose to build on the site a 710-seat stadium, new dugouts, and concession stand/announcer's

booth, and to install upgraded lighting and a new scoreboard. The preliminary engineering and site preparation were completed in this first phase of the renovation. On March 22, 2001, the Montgomery County Planning Board approved the Thunderbolts' concept plan.

The Board conditioned final approval of the project on completion of a traffic analysis, coordination with neighborhood groups and completion of final engineering plans.

The Thunderbolts have launched a fund raising program to raise \$250,000 to build the new stadium. The T-bolts are selling permanent individualized plaques for seats in the stadium and sponsorship plaques for the dugouts and concession stand/announcer's booth. Phase Two of the project will include construction of the dugout's and a portion of the new seating in Fall, 2001 with Phase Three completed in 2002. Sponsorship brochures can be obtained by calling 301-270-0598. Leave your name and address and a sponsorship form will be mailed to you.



Blair High School baseball field renovation



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board

March 5, 2002

The Honorable Barbara A. Hoffman  
Chairman, Budget and Taxation Committee  
Maryland State Senate  
3 West Miller Senate Building  
11 Bladen Street  
Annapolis, Maryland 21401-1991

The Honorable Howard P. Rawlings  
Chairman, House Appropriations Committee  
Room 130  
Maryland House of Delegates  
Lowe House Building  
Annapolis, Maryland 21401-1991

Re: Letter of Support for Senate Bill # 529,  
House Bill # 929

Dear Senator Hoffman and Delegate Rawlings:

I am writing on behalf of the Commission in support of Senate Bill 529 and House Bill 929, a request for a \$200,000 grant to the Board of Directors of Maryland Community Baseball, Inc.(MCB) for improvements to Blair Senior High School baseball stadium.

The Commission conducted a formal public hearing on this proposal and approved the concept presented by MCB.

The Commission shares and endorses MCB's objective to create new and improved baseball facility opportunities for our down county youth. MCB's proposal also creates a showcase for local collegiate level baseball games at reasonable prices at an easily accessible location while at the same time improving the quality of play and public spectator enjoyment by developing as a public donation several ballfield improvements on Commission property at Blair Senior High School (Blair).

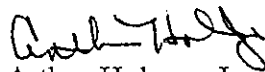
Over the course of the past several years the growing need for baseball fields to accommodate the high demand among baseball field users in general, and baseball league participants in particular, has been inadequately served. This is especially true in the down county area of Montgomery County where available park ballfield sites are scarce to non-existent. The MCB proposal to upgrade the existing ballfield at Blair by providing future stadium style seats, dugouts, a score board, etc. provide both enhanced and extended ballfield play opportunities and therefore serve to support our public ballfield needs.

The Commission is in the process of negotiating a 20-year lease of the facility with MCB. The lease may allow MCB to lease several dates per year in support of league level play for home games, as well as accommodate nominal fees in support of facility development and/or ongoing maintenance and other public benefit programs such as youth baseball scholarships, etc.

MCB has also met with local community groups surrounding the field and other league teams using the field to discuss their project and address any conflicts between these groups as part of their lease negotiation considerations. It is my understanding that MCB has successfully addressed these issues.

In closing, I believe this is a very worthy project warranting positive consideration for funding.

Sincerely,



Arthur Holmes, Jr.  
Chairman

AH:tb

## FACT SHEET

### SENATE BILL #529 and HOUSE BILL # 929 CREATION OF A STATE DEBT- MONTGOMERY COUNTY- MONTGOMERY BLAIR HIGH SCHOOL

#### BACKGROUND OF GRANTEE

- Maryland Community Baseball, Inc. (MCB) is a franchisee in the Clark Griffith Collegiate Baseball League (CGCBL)
- The 47-year-old league recruits top collegiate amateur baseball players to play a 42-game schedule every June and July
- MCB operates under the trade name Silver Spring/Takoma Thunderbolts. MCB is a community-based nonprofit corporation which promotes youth baseball in the Silver Spring/Takoma Park area, works to improve local baseball fields and plans to provide scholarship opportunities
- The organization is approved as a 501(c)(3) tax exempt corporation by the IRS.

#### PROPOSED PROJECT

To date, the following have been built:

- Concrete knee wall
- Pro-style, fan-friendly, netting
- Concrete pad for stands
- Dugouts (under construction)

To be built:

- 710-seat stadium
- Concession stand
- Announcers booth
- Upgrade to lighting system
- New sound system
- New scoreboard

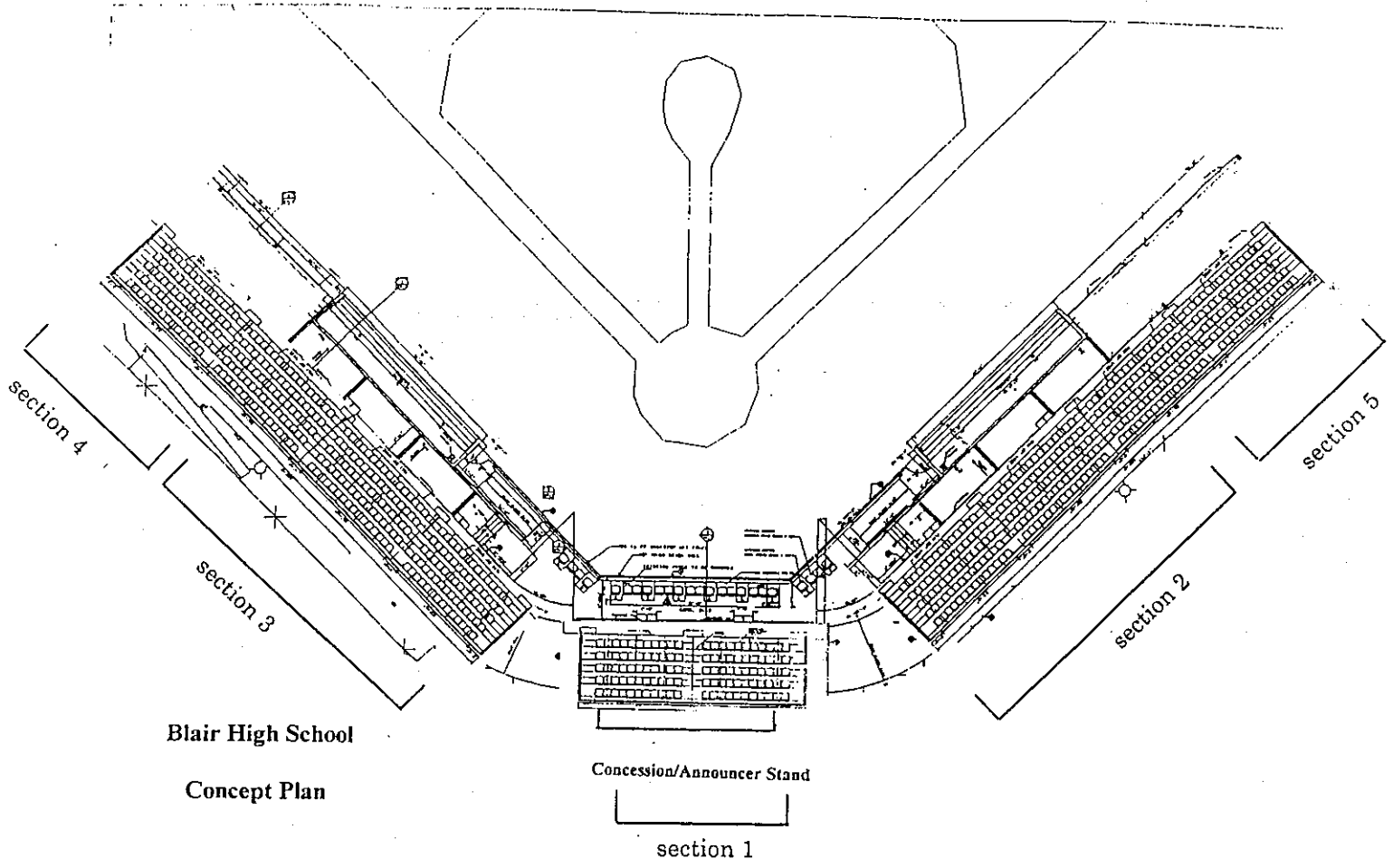
#### FACILITY USER GROUPS

- 17 league and divisions (high school teams, youth teams, and men's and women's leagues) use the baseball field
- Estimated that nearly 14,000 players and fans will use Blair field in 2002
- User number estimated to rise to over 25,000 players and fans in 2003

#### MATCHING FUNDS

- MNCPPC has spent approximately \$130,000 on stadium renovations which are available for match
- MCB has spent approximately \$5000 on stadium renovations
- MCB has an on-going capital fund-raising program selling seat plaques for seats in the stadium.





**Blair High School**  
**Concept Plan**

ATTACHMENT #3



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

April 23, 2002

**MEMORANDUM**

TO: Terry Brooks, Special Projects Coordinator  
Office of the Director of Parks

FROM: Ronald C. Welke, Supervisor  
Transportation Planning *[Signature]*

SUBJECT: Silver-Spring-Takoma Thunderbolts Baseball Team's  
Use of Blair High School Baseball Field

The Silver Spring-Takoma Thunderbolts are a 501©(3) organization that sponsors a baseball team in the Clark-Griffith League. The players are college-eligible 18 to 20 year old boys. The team plays about 20 home games a year during the months of June, July and August at the Blair High School field. About half of the games are played on weekdays, and the rest are played on weekends, all starting around 7:00 p.m. The Thunderbolts are planning to expand the seating area at Blair High School from 200 to 710 seats.

The Maryland-National Capital Park and Planning Commission (M-NCPPC) maintains and controls use of all public school fields in the County, including the field at Blair High School. Based on guidance from the County Council, a Local Area Transportation Review (LATR)-type traffic analysis is required in conjunction with the proposal to increase the seating capacity.

**CONCLUSION**

Transportation Planning staff has reviewed the traffic study prepared by Integrated Transportation Solutions, Inc. (ITS) and concurs with the conclusion that all local intersections studied will continue to operate within the congestion standard of 1,650 critical lane volume (for the Kensington-Wheaton policy area) during the peak hour of site traffic that coincides with the highest hour of street traffic, i.e. 6:00 p.m. to 7:00 p.m.

## DISCUSSION

Five intersections were studied, as follows:

1. Colesville Road (US 29) and University Boulevard (MD 193) South
2. Colesville Road (US 29) and University Boulevard (MD 193) North
3. University Boulevard (MD 193) and Lexington Drive (Eastbound)
4. University Boulevard (MD 193) and Lexington drive (Westbound)
5. University Boulevard (MD 193) and Williamsburg Drive

Existing traffic volumes were counted on June 19 and 20, 2001, in keeping with the schedule of when games are played. All intersections operate within the 1,650 congestion standard.

Based on the January 17, 2002 letter (attached) from Richard O'Connor, President of the Thunderbolts, the two teams arrive about three hours before game time and the spectators arrive from just before game time to 30 minutes after the game has started. Games start at 7:00 p.m. Therefore, team arrivals would occur before the 4:00 p.m. to 6:00 p.m. weekday peak period. Traffic data for the 6:00 p.m. to 7:00 p.m. period was used as the peak hour of site activity, and 300 spectator vehicles were assumed to arrive during this one hour period. The direction of approach was based on the survey information summarized in Mr. O'Connor's letter.

All intersections were found to operate within the 1,650 congestion standard. Therefore, Transportation Planning staff concludes that the local traffic impact of the additional attendance at Thunderbolts baseball games can be accommodated on nearby intersections, as required in the LATR Guidelines.

RCW:cmd

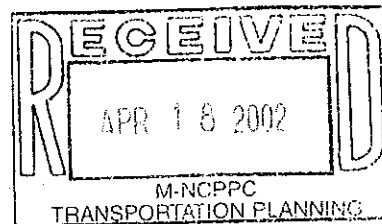
Attachment

Thunderbolts.doc

**C. CRAIG HEDBERG**  
President

## Silver Spring - Takoma Thunderbolts

### LOCAL AREA TRANSPORTATION REVIEW (LATR)



*Prepared for*

The Silver Spring - Takoma Thunderbolts

April, 2002

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## INTRODUCTION

The Silver Spring-Takoma Thunderbolts baseball team is planning to expand the seating area at Blair High School, where the team plays about twenty (20) home games a year during the months of June, July, and August. Blair High School is located in the southeast quadrant of the Colesville Road (US 29)/University Boulevard (MD 193) intersection, within the Kensington-Wheaton Policy Area (see Exhibit 1). The baseball field itself is situated in the eastern section of the Blair High School campus, and access to the field will be from the School driveway on University Boulevard opposite Williamsburg Drive.

The Silver Spring-Takoma Tunderbolts are a 501(c)(3) organization that promotes baseball, and includes as part of its mission sponsoring a team in the Clark-Griffith league. The players are college-eligible boys within the 18-20 age range. As stated in the Thunderbolts letter describing the operations (see Appendix D), about half of the 20 home games occur on weekdays, and the remaining games occur on weekends. The games generally start around 7:00 PM, with one to two games per week, although there could be as many as four games in one week.

The M-NCPPC maintains and controls usage of all fields in Montgomery County, including the field at Blair High School. Based on guidance from the Montgomery County Council, a Local Area Transportation Review (LATR) is required in conjunction with the proposal to increase the seating to approximately 710 seats.

The following traffic scenarios are examined in this analysis:

- a). Existing Traffic/Existing Roadway Network;
- b). Background Traffic/Existing Roadway Network;
- c). Total Traffic (i.e., w/ Site Developed)/Existing Roadway Network.

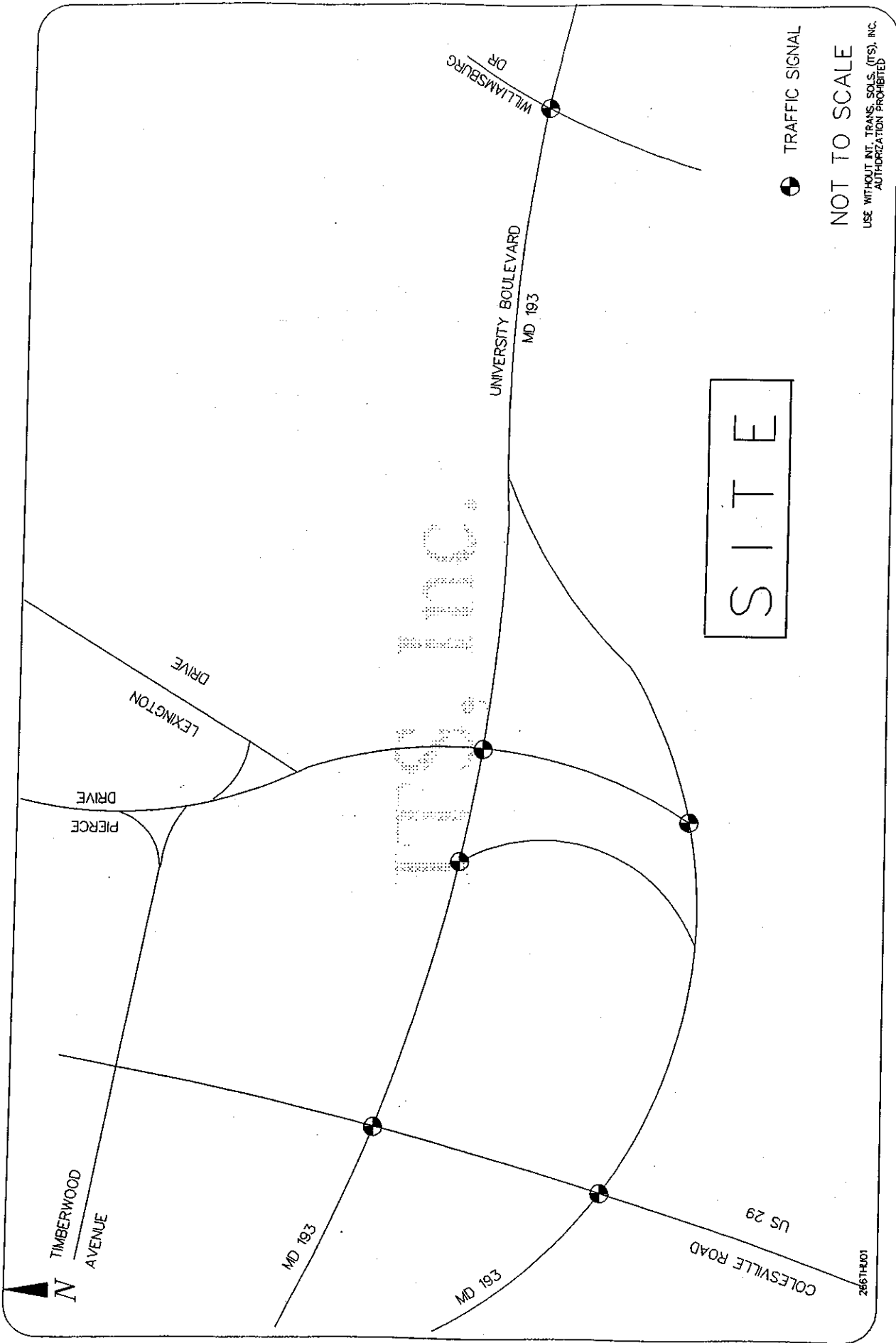
The analysis has shown that, based on the description of operations provided by the Thunderbolts, all intersections will operate within the Critical Lane Volume (CLV) standard shown in the Annual Growth Policy for the Kensington-Wheaton Policy Area (CLV = 1650).

## EXISTING TRAFFIC CONDITIONS

As seen in Exhibit 1, regional access to the site will be via Colesville Road (US 29) and University Boulevard (MD 193). A description of the roadway network in the vicinity of the site follows:

1. Colesville Road (US 29) is a six lane major highway which links the District of Columbia and points south with Montgomery County and Howard County to the north. The posted speed along US 29 in the vicinity of the site is 40 mph.
2. University Boulevard (MD 193) is a six lane major highway which links Kensington and the Wheaton CBD with Prince Georges County to the east. There is a wide median between the eastbound and westbound lanes of University Boulevard on the approaches to Colesville Road, sufficient to accommodate a church and retail establishments. There are signalized intersections on





● TRAFFIC SIGNAL

NOT TO SCALE

USE WITHOUT INT. TRANS. SOLS. (TFS), INC. AUTHORIZATION PROHIBITED

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I N T E G R A T E D

T R A N S P O R T A T I O N

S O L U T I O N S , I N C .

EXHIBIT 1

SITE LOCATION

MD 193 at US 29, Lexington Drive, and Williamsburg Drive. There are also traffic signals at the jug handles which accommodate left turns between Colesville Road and University Boulevard.

3. Lexington Drive is a two lane residential roadway which provides access to the Woodmoor Shopping Center at its southern end. The intersection of Lexington Drive/University Boulevard is signalized, facilitating access to eastbound and westbound University Boulevard.

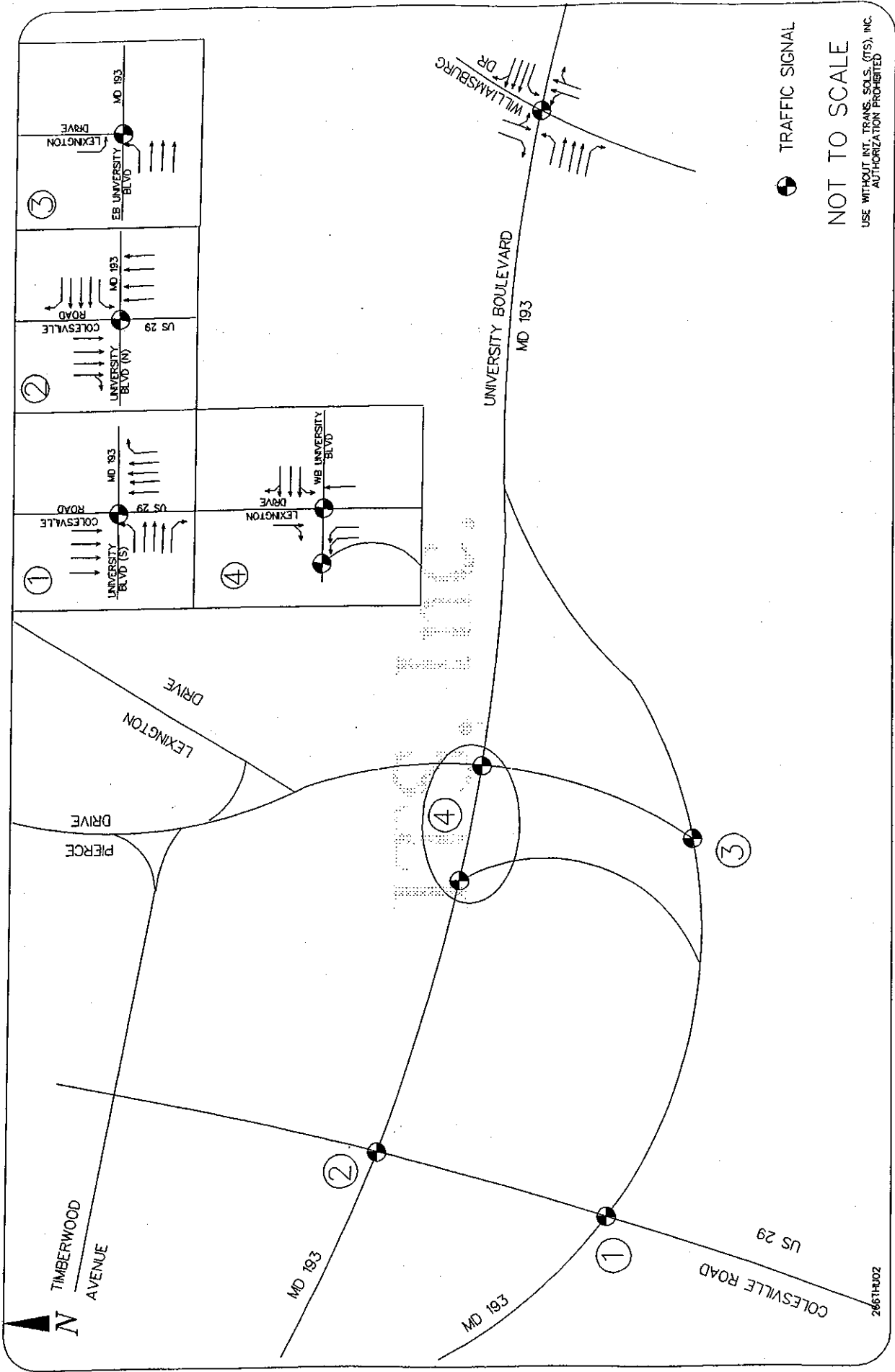
4. Williamsburg Avenue is a residential street which aligns with the eastern driveway to Blair High School in the vicinity of the athletic fields. The intersection of Williamsburg Avenue/Blair High School driveway with University Boulevard is signalized.

The M-NCPPC transportation staff indicated that the following intersections should be examined in this analysis:

- 1). Colesville Road (US 29)/University Boulevard Eastbound {South}
- 2). Colesville Road (US 29)/University Boulevard Westbound {North}
- 3). Eastbound University Boulevard (MD 193)/Lexington Drive
- 4). Westbound University Boulevard (MD 193)/Lexington Drive
- 5). University Boulevard (MD 193)/Williamsburg Drive

Existing lane configurations are presented in Exhibit 2.

The PM peak volumes during the site peak (6:00 - 7:00) were gathered at the intersections listed above, with the PM peak hour volumes displayed in Exhibit 3. The existing Critical Lane Volumes were calculated using the lane configuration shown in Exhibit 2, with the results summarized in Table A. The traffic count data are contained in Appendix A, with the Critical Lane Volume calculations for all scenarios analyzed included in Appendix C.



TRAFFIC SIGNAL

NOT TO SCALE

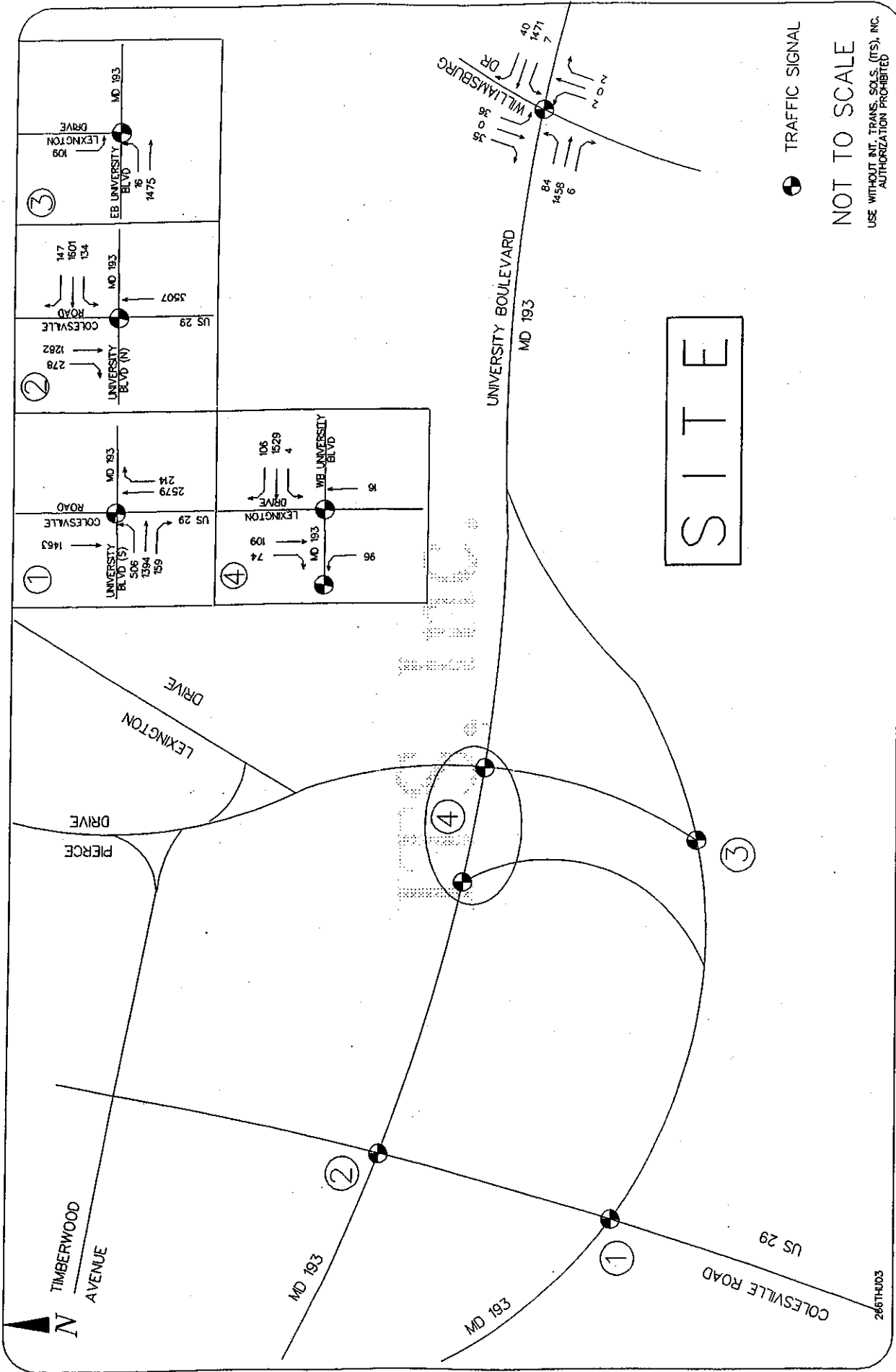
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EXISTING LANE CONFIGURATIONS

EXHIBIT 2

INTEGRATED TRANSPORTATION SOLUTIONS, INC.





EXISTING TRAFFIC VOLUMES  
SITE PM PEAK HOUR

EXHIBIT 3

**I** NTEGRATED  
**T** RANSPORTATION  
**S** OLUTIONS, INC.



Table A  
 Intersection Critical Lane Volumes  
 Existing Traffic Conditions

Intersection	Site PM Peak Hour (6:00 - 7:00 PM)
	CLV <sup>1</sup>
Colesville Road (US 29)/University Boulevard (MD 193) {S}	1289
Colesville Road (US 29)/University Boulevard (MD 193) {N}	1532
Eastbound University Boulevard (MD 193)/Lexington Drive	655
Westbound University Boulevard (MD 193)/Lexington Drive	840
University Boulevard (MD 193)/Williamsburg Drive	681

<sup>1</sup> CLV = Critical Lane Volume

All intersections are seen to operate within the M-NCPPC subdivision standard for the Kensington-Wheaton Policy area (CLV = 1650) under existing traffic conditions during the site PM peak hour.

### BACKGROUND TRAFFIC CONDITIONS

Background traffic conditions reflect traffic from other approved developments which will impact the intersections to be analyzed, along with any programmed improvements which will result in additional capacity being available at those intersections. M-NCPPC transportation planning staff indicated that there were no approved (and unbuilt) developments or programmed roadway improvements that should be reflected in this analysis. Therefore the background traffic conditions are the same as the existing traffic conditions, and are presented in Table B.

Table B  
 Intersection Critical Lane Volumes  
 Background Traffic Conditions  
 Existing Lane Configurations

Intersection	Site PM Peak Hour (6:00 - 7:00 PM)
	CLV <sup>1</sup>
Colesville Road (US 29)/University Boulevard (MD 193) {S}	1289
Colesville Road (US 29)/University Boulevard (MD 193) {N}	1532
Eastbound University Boulevard (MD 193)/Lexington Drive	655
Westbound University Boulevard (MD 193)/Lexington Drive	840
University Boulevard (MD 193)/Williamsburg Drive	681

<sup>1</sup> CLV = Critical Lane Volume

Once again, all intersections are seen to operate within the M-NCPPC subdivision standard for the Kensington-Wheaton Policy area (CLV = 1650) under background (and existing) traffic conditions during the Site PM peak hour.

### SITE DEVELOPMENT CONDITIONS

The Silver Spring - Takoma Thunderbolts plan to play about 20 home games at the Blair High School field during the months of June, July, and August. Based on the January 17, 2002 letter (see Appendix D) from the President of the Thunderbolts, these games occur during the week and on weekends. Furthermore, the letter states that two teams generally arrive about three hours before game time and the spectators generally arrive from just before game time to 30 minutes after the game has started. Even after the stands have been expanded to approximately 710 seats, the letter states that the Thunderbolts do not anticipate more than about 300 cars.

Based on this information, the team arrivals would then occur before the 4:00 - 6:00 PM commuter peak. For this analysis, traffic data for the 6:00 - 7:00 PM data were used as the surrounding "Street Traffic" when peak site conditions occur. The 300 spectator vehicles were then assumed to arrive only during this one hour period. In addition, the direction of approach for the spectator vehicles was based on the survey information summarized in the January 17, 2002 letter.

A. Site Trip Generation

The trip generation for the site PM peak hour, based on the schedule of operations provided by the Thunderbolts, is presented in Table C.

Table C  
Site Trip Generation

Density	Site PM Peak Hour (6:00 - 7:00)		
	In	Out	Total
710 Seats	300	0	300

B. Site Trip Distribution

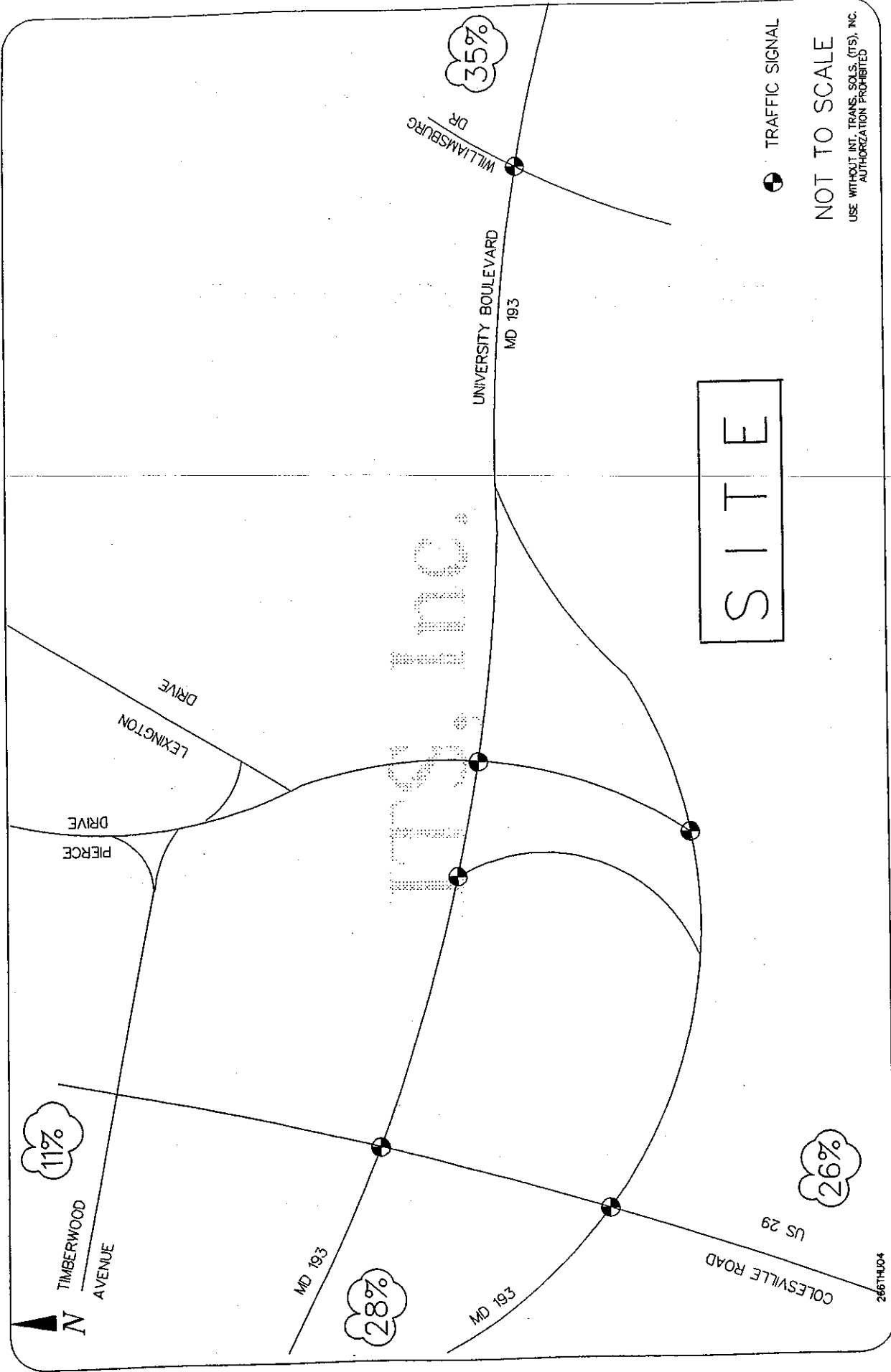
The trips from Table C were assigned to the roadway network using a trip distribution provided by the Thunderbolts based on the survey described in their letter of January 17, 2002. That trip distribution is displayed in Exhibit 4.

The assignment of site trips displayed in Table C using the distribution percentages from Exhibit 4 is presented in Exhibit 5.

C. Total Traffic Volumes/Critical Lane Volumes

The Total Traffic Volumes were determined by combining the existing traffic volumes from Exhibit 3 with the site trips from Exhibit 5. The results are shown in Exhibit 6.

Total Traffic Critical Lane Volumes for the site peak were calculated using the Total Traffic Volumes from Exhibit 6 with the existing lane configurations from Exhibit 2. The results are summarized in Table D.

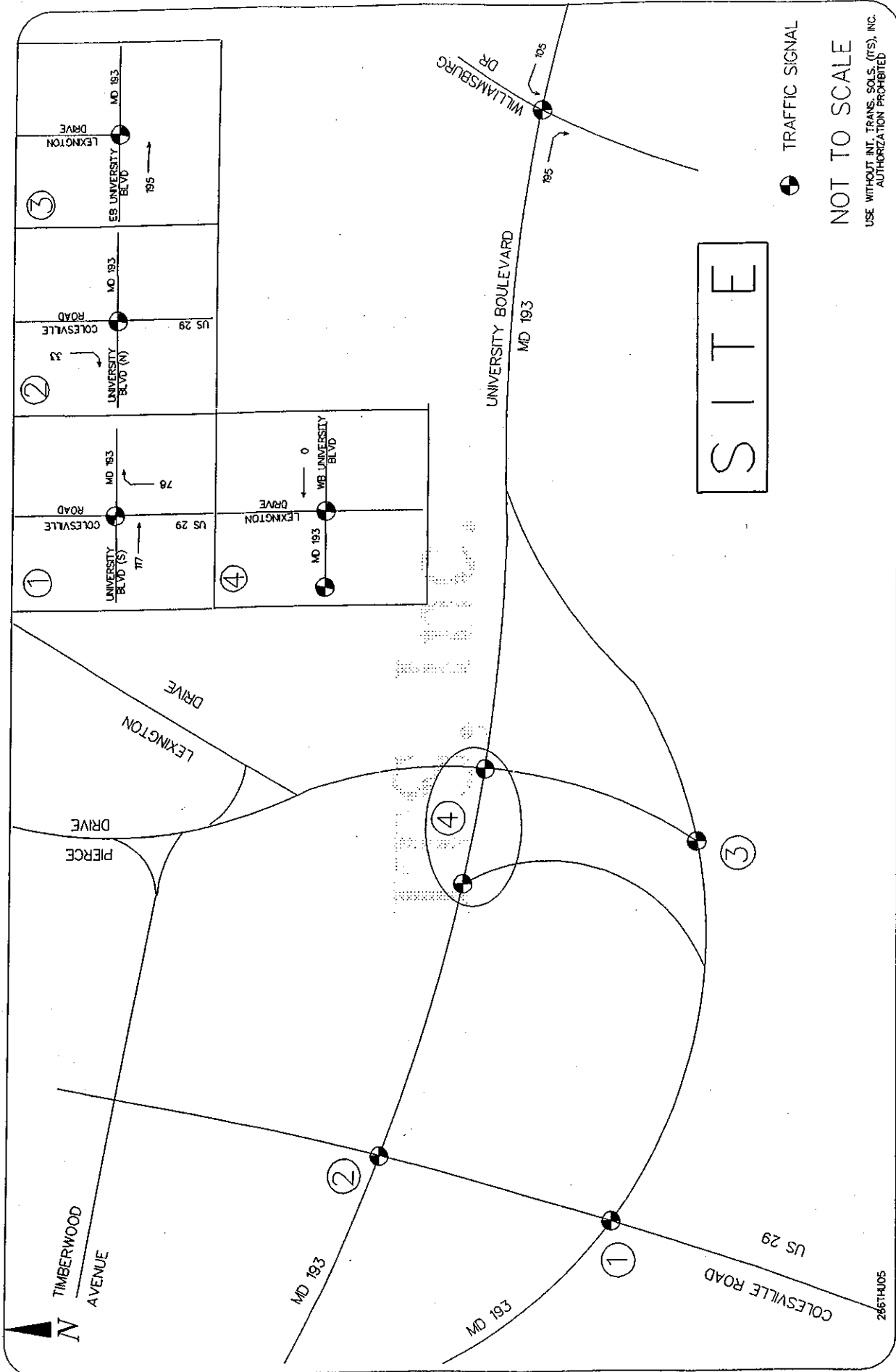


INTEGRATED TRANSPORTATION SOLUTIONS, INC.

EXHIBIT 4

SITE TRIP DISTRIBUTION





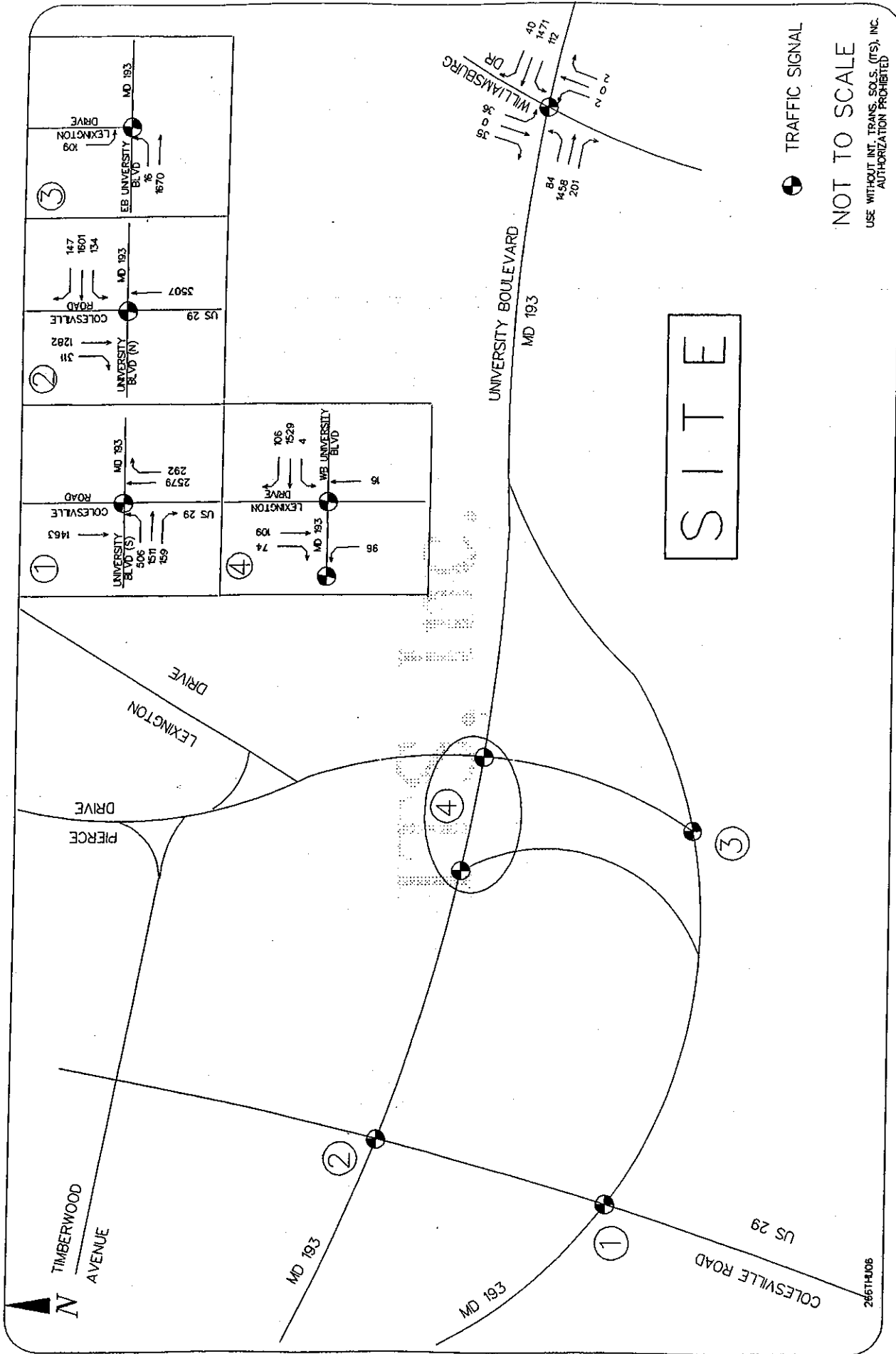
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SITE TRIP ASSIGNMENT  
 SITE PM PEAK HOUR

EXHIBIT 5

**I** NTEGRATED  
**T** RANSPORTATION  
**S** OLUTIONS, INC.

2066TH/05



TOTAL TRAFFIC VOLUMES  
SITE PM PEAK HOUR

EXHIBIT 6

**I** NTEGRATED  
**T** RANSPORTATION  
**S** OLUTIONS, INC.



Table D  
 Intersection Critical Lane Volumes  
 Total Traffic Conditions  
 (Site PM Peak Hour)

Intersection	Site PM Peak Hour
	CLV <sup>1</sup>
Colesville Road (US 29)/University Boulevard (MD 193) {S}	1333
Colesville Road (US 29)/University Boulevard (MD 193) {N}	1532
Eastbound University Boulevard (MD 193)/Lexington Drive	727
Westbound University Boulevard (MD 193)/Lexington Drive	840
University Boulevard (MD 193)/Williamsburg Drive	690

<sup>1</sup> CLV = Critical Lane Volume

Under total traffic conditions during the site peak hour, all intersections are seen to operate within the M-NCPPC subdivision standard for the Kensington-Wheaton Policy area (CLV = 1650).

## CONCLUSION

This traffic analysis has examined intersection operations at the locations identified by M-NCPPC transportation staff in the vicinity of Blair High School where the Clark-Griffith league team sponsored by the Silver Spring - Takoma Thunderbolts plays its home games. The Thunderbolts intend to expand the stands to accommodate approximately 710 seats. Based on the projected number of vehicles anticipated by the Thunderbolts with this expansion, the impacts on congestion at surrounding intersections has been evaluated. The summary of intersection operations under alternate development/improvement conditions is presented in Exhibit 7.

All intersections are seen to operate within the M-NCPPC subdivision standard for the Kensington-Wheaton Policy Area (CLV = 1650). Therefore the provisions of the Local Area Transportation Review (LATR) are satisfied for the proposed expansion to approximately 710 seats.

266thund1

DEVELOPMENT  
SCENARIO

INTERSECTION

Colesville Road (US 29) {South}/ University Boulevard (MD 193)	Colesville Road (US 29) {North}/ University Boulevard (MD 193)	EB University Blvd. (MD 193)/ Lexington Drive	PM	PM	
			CLV <sup>1</sup>	CLV	
1. Existing Site PM Traffic Volumes/Existing Lane Configs.			1289		665
2. Background Site PM Traffic Volumes/Existing Lane Configs.			1289		665
3. Total Site PM Traffic Volumes/Existing Lane Configs.			1333		727

ITS INC  
WB University Blvd. (MD 193)/  
Lexington Drive

University Blvd. (MD 193)/ Williamsburg Drive	PM	
	CLV	
1. Existing Site PM Traffic Volumes/Existing Lane Configs.	840	681
2. Background Site PM Traffic Volumes/Existing Lane Configs.	840	681
3. Total Site PM Traffic Volumes/Existing Lane Configs.	840	690

<sup>1</sup>CLV = Critical Lane Volume

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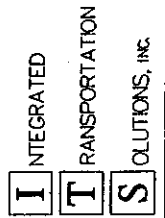


EXHIBIT 7

SUMMARY TABLE  
INTERSECTION CRITICAL LANE VOLUMES



**APPENDICES**

**APPENDIX A**

**Traffic Count Data**

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY  
 Intersection of: MD 193 (SOUTH)  
 and: MD 29  
 Counted by: RW & MEW

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 Location : Montgomery Co  
 Date : 6/19/01 Day: Tuesday  
 Weather : Clear  
 Entered by: CB

STSLTD STSLTD STSLTD STSLTD STSLTD  
 STREET  
 TRAFFIC  
 STUDIES  
 LTD

TIME	TRAFFIC FROM NORTH on: MD 29				TRAFFIC FROM SOUTH on: MD 29				TRAFFIC FROM WEST on: MD 193				TRAFFIC FROM EAST on:				TOTAL N+S + E+W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	0	372	0	372	0	703	51	754	42	372	137	551	0	0	0	0	1677
15-30	0	359	0	359	0	651	48	699	55	350	140	545	0	0	0	0	1603
30-45	0	361	0	361	0	650	51	701	30	358	115	503	0	0	0	0	1565
45-00	0	371	0	371	0	575	64	639	32	314	114	460	0	0	0	0	1470
PM 3 HOUR TOTALS	0	1463	0	1463	0	2579	214	2793	159	1394	506	2059	0	0	0	0	6315
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	372	0	372	0	703	51	754	42	372	137	551	0	0	0	0	1677
530-630	0	731	0	731	0	1354	99	1453	97	722	277	1096	0	0	0	0	3280
545-645	0	1092	0	1092	0	2004	150	2154	127	1080	392	1599	0	0	0	0	4845
06-07	0	1463	0	1463	0	2579	214	2793	159	1394	506	2059	0	0	0	0	6315
PEAK HOU 06-07	0	1463	0	1463	0	2579	214	2793	159	1394	506	2059	0	0	0	0	6315

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD



STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY  
 Intersection of: MD 193 (NORTH)  
 and: MD 29  
 Counted by: HS & PC

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 Location : Montgomery Co  
 Date : 6/19/01 Day: Tuesday  
 Weather : Clear  
 Entered by: CB

STSLTD STSLTD STSLTD STSLTD STSLTD  
 STREET  
 TRAFFIC  
 STUDIES  
 LTD

TIME	TRAFFIC FROM NORTH on: MD 29				TRAFFIC FROM SOUTH on: MD 29				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on: MD 193				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	78	331	0	409	0	915	0	915	0	0	0	0	36	384	32	452	1776
15-30	61	333	0	394	0	887	0	887	0	0	0	0	33	351	41	425	1706
30-45	68	314	0	382	0	792	0	792	0	0	0	0	38	365	41	444	1618
45-00	71	304	0	375	0	913	0	913	0	0	0	0	27	501	33	561	1849
PM																	
3 HOUR TOTALS	278	1282	0	1560	0	3507	0	3507	0	0	0	0	134	1601	147	1882	6949
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	78	331	0	409	0	915	0	915	0	0	0	0	36	384	32	452	1776
530-630	139	664	0	803	0	1802	0	1802	0	0	0	0	69	735	73	877	3482
545-645	207	978	0	1185	0	2594	0	2594	0	0	0	0	107	1100	114	1321	5100
06-07	278	1282	0	1560	0	3507	0	3507	0	0	0	0	134	1601	147	1882	6949
PEAK HOU 06-07	278	1282	0	1560	0	3507	0	3507	0	0	0	0	134	1601	147	1882	6949

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD      STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD      STSLTD STSLTD STSLTD STSLTD STSLTD





STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 193  
 and: Lexington Dr  
 Counted by: PC & CB

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

Location : Montgomery Co  
 Date : 6/19/01 Day: Tuesday  
 Weather : Clear  
 Entered by: CB

STSLTD STSLTD STSLTD STSLTD STSLTD

STREET  
 TRAFFIC  
 STUDIES  
 LTD

TIME	TRAFFIC FROM NORTH on: Lexington Dr				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on: MD 193				TRAFFIC FROM EAST on: MD 193				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	UTURN	THRU	LEFT	TOTAL	UTURN	THRU	RIGHT	TOTAL	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00-15	15	0	24	39	0	0	0	0	34	375	2	411	0	387	32	419	
15-30	34	0	32	66	0	0	0	0	13	385	5	403	0	385	28	413	
30-45	11	0	31	42	0	0	0	0	25	391	4	420	2	364	25	391	
45-00	14	0	22	36	0	0	0	0	24	324	5	353	2	393	21	416	
PM																	
3 HOUR																	
TOTALS	74	0	109	183	0	0	0	0	96	1475	16	1587	4	1529	106	1639	
1 HOUR																	
TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
515-615	15	0	24	39	0	0	0	0	34	375	2	411	0	387	32	419	
530-630	49	0	56	105	0	0	0	0	47	760	7	814	0	772	60	832	
545-645	60	0	87	147	0	0	0	0	72	1151	11	1234	2	1136	85	1223	
06-07	74	0	109	183	0	0	0	0	96	1475	16	1587	4	1529	106	1639	
PEAK HOU																	
06-07	74	0	109	183	0	0	0	0	96	1475	16	1587	4	1529	106	1639	

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 VEHICLE TURNING MOVEMENT COUNT - SUMMARY  
 Intersection of: MD 193  
 and: Williamsburg Dr  
 Counted by: MEW & RW

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD  
 Location : Montgomery Co  
 Date : 6/20/01  
 Weather : Clear  
 Entered by: CB

STSLTD STSLTD STSLTD STSLTD STSLTD  
 Day: Wednesday  
 STREET  
 TRAFFIC  
 STUDIES  
 LTD

TIME	TRAFFIC FROM NORTH on: Williamsburg Dr				TRAFFIC FROM SOUTH on: Montgomery Blair HS Drwy				TRAFFIC FROM WEST on: MD 193				TRAFFIC FROM EAST on: MD 193				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	12	0	15	27	0	0	2	2	2	385	22	409	3	372	14	389	827
15-30	8	0	12	20	0	0	0	0	1	352	26	379	2	380	9	391	790
30-45	9	0	5	14	2	0	0	2	1	360	26	387	2	335	8	345	748
45-00	6	0	4	10	0	0	0	0	2	361	10	373	0	384	9	393	776
PM 3 HOUR TOTALS	35	0	36	71	2	0	2	4	6	1458	84	1548	7	1471	40	1518	3141
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	12	0	15	27	0	0	2	2	2	385	22	409	3	372	14	389	827
530-630	20	0	27	47	0	0	2	2	3	737	48	788	5	752	23	780	1617
545-645	29	0	32	61	2	0	2	4	4	1097	74	1175	7	1087	31	1125	2365
06-07	35	0	36	71	2	0	2	4	6	1458	84	1548	7	1471	40	1518	3141
PEAK HOUR 06-07	35	0	36	71	2	0	2	4	6	1458	84	1548	7	1471	40	1518	3070

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**APPENDIX B**

**Intersection Volume Summaries**

INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.

INTERSECTION VOLUME SUMMARY

INTERSECTION OF: COLESVILLE ROAD (US 29) AND UNIVERSITY BOULEVARD (MD 193) (SOUTH)

COUNT DATE: JUNE 19, 2001

PM PEAK HOUR	TRAFFIC FROM NORTH ON: COLESVILLE ROAD			TRAFFIC FROM SOUTH ON: COLESVILLE ROAD			TRAFFIC FROM EAST ON: UNIVERSITY BLVD			TRAFFIC FROM WEST ON: UNIVERSITY BLVD		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
Existing Traffic Volumes	0	1463	0	214	2579	0	0	0	0	159	1394	506
Recorded/Approved Development Traffic												
Sum of Rec./App. Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	0	1463	0	214	2579	0	0	0	0	159	1394	506
Site Traffic Volumes 300 IB SITE TRIPS				78							117	
Total Site Trips	0	0	0	78	0	0	0	0	0	0	117	0
Total Traffic Volumes	0	1463	0	292	2579	0	0	0	0	159	1511	506



INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.

INTERSECTION VOLUME SUMMARY

INTERSECTION OF: COLESVILLE ROAD (US 29) AND UNIVERSITY BOULEVARD (MD 193) (NORTH)

COUNT DATE: JUNE 19, 2001

PM PEAK HOUR	TRAFFIC FROM NORTH ON: COLESVILLE ROAD			TRAFFIC FROM SOUTH ON: COLESVILLE ROAD			TRAFFIC FROM EAST ON: UNIVERSITY BLVD			TRAFFIC FROM WEST ON: UNIVERSITY BLVD		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
Existing Traffic Volumes	278	1282	0	0	3507	0	147	1601	134	0	0	0
Recorded/Approved Development Traffic												
Sum of Rec./App. Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	278	1282	0	0	3507	0	147	1601	134	0	0	0
Site Traffic Volumes 300 IB SITE TRIPS	33											
Total Site Trips	33	0	0	0	0	0	0	0	0	0	0	0
Total Traffic Volumes	311	1282	0	0	3507	0	147	1601	134	0	0	0



INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.

INTERSECTION VOLUME SUMMARY

INTERSECTION OF: EASTBOUND UNIVERSITY BOULEVARD (MD 193) AND LEXINGTON DRIVE

COUNT DATE: JUNE 19, 2001

PM PEAK HOUR	TRAFFIC FROM NORTH ON: LEXINGTON DRIVE			TRAFFIC FROM SOUTH ON: LEXINGTON DRIVE			TRAFFIC FROM EAST ON: UNIVERSITY BLVD			TRAFFIC FROM WEST ON: UNIVERSITY BLVD		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
Existing Traffic Volumes	0	0	109	0	0	0	0	0	0	0	1475	16
Recorded/Approved Development Traffic												
Sum of Rec./App. Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	0	0	109	0	0	0	0	0	0	0	1475	16
Site Traffic Volumes												
300 IB SITE TRIPS											195	
Total Site Trips	0	0	0	0	0	0	0	0	0	0	195	0
Total Traffic Volumes	0	0	109	0	0	0	0	0	0	0	1670	16

INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.

INTERSECTION VOLUME SUMMARY

INTERSECTION OF: WESTBOUND UNIVERSITY BOULEVARD (MD 193) AND LEXINGTON DRIVE

COUNT DATE: JUNE 19, 2001

PM PEAK HOUR	TRAFFIC FROM NORTH ON: LEXINGTON DRIVE			TRAFFIC FROM SOUTH ON: LEXINGTON DRIVE			TRAFFIC FROM EAST ON: UNIVERSITY BLVD			TRAFFIC FROM WEST ON: UNIV. BLVD "U" TURNS		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
Existing Traffic Volumes	74	109	0	0	16	0	106	1529	4	0	0	96
Recorded/Approved Development Traffic												
Sum of Rec./App. Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	74	109	0	0	16	0	106	1529	4	0	0	96
Site Traffic Volumes 300 IB SITE TRIPS												
Total Site Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Traffic Volumes	74	109	0	0	16	0	106	1529	4	0	0	96

INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.

INTERSECTION VOLUME SUMMARY

INTERSECTION OF: UNIVERSITY BOULEVARD (MD 193) AND WILLIAMSBURG DRIVE

COUNT DATE: JUNE 20, 2001

PM PEAK HOUR	TRAFFIC FROM NORTH ON: WILLIAMSBURG DR			TRAFFIC FROM SOUTH ON: WILLIAMSBURG DR			TRAFFIC FROM EAST ON: UNIVERSITY BLVD			TRAFFIC FROM WEST ON: UNIVERSITY BLVD		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
Existing Traffic Volumes	35	0	36	2	0	2	40	1471	7	6	1458	84
Recorded/Approved Development Traffic												
Sum of Rec./App. Development Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Background Traffic Volumes	35	0	36	2	0	2	40	1471	7	6	1458	84
Site Traffic Volumes 300 IB SITE TRIPS									105		195	
Total Site Trips	0	0	0	0	0	0	0	0	105	195	0	0
Total Traffic Volumes	35	0	36	2	0	2	40	1471	112	201	1458	84



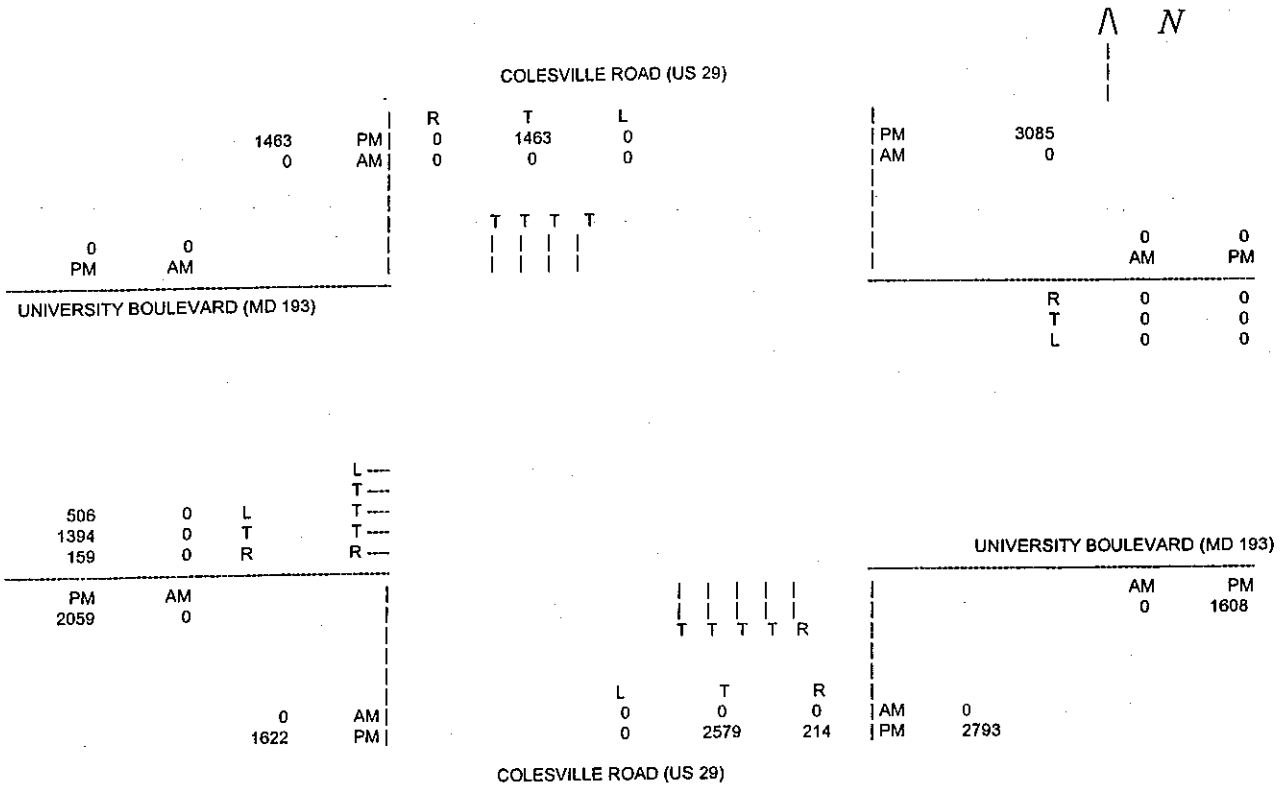
## APPENDIX C

### Critical Lane Volume Calculations

**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (SOUTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: EXISTING TRAFFIC VOLUMES (6:00 - 7:00 PM)  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT: JUNE 19, 2001  
DAY OF WEEK: TUESDAY  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	AM CLV
NB	0	0.30	0	1.00	0	0
SB	0	0.30	0	1.00	0	0
EB	0	0.37	0	1.00	0	0
WB	0	1.00	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

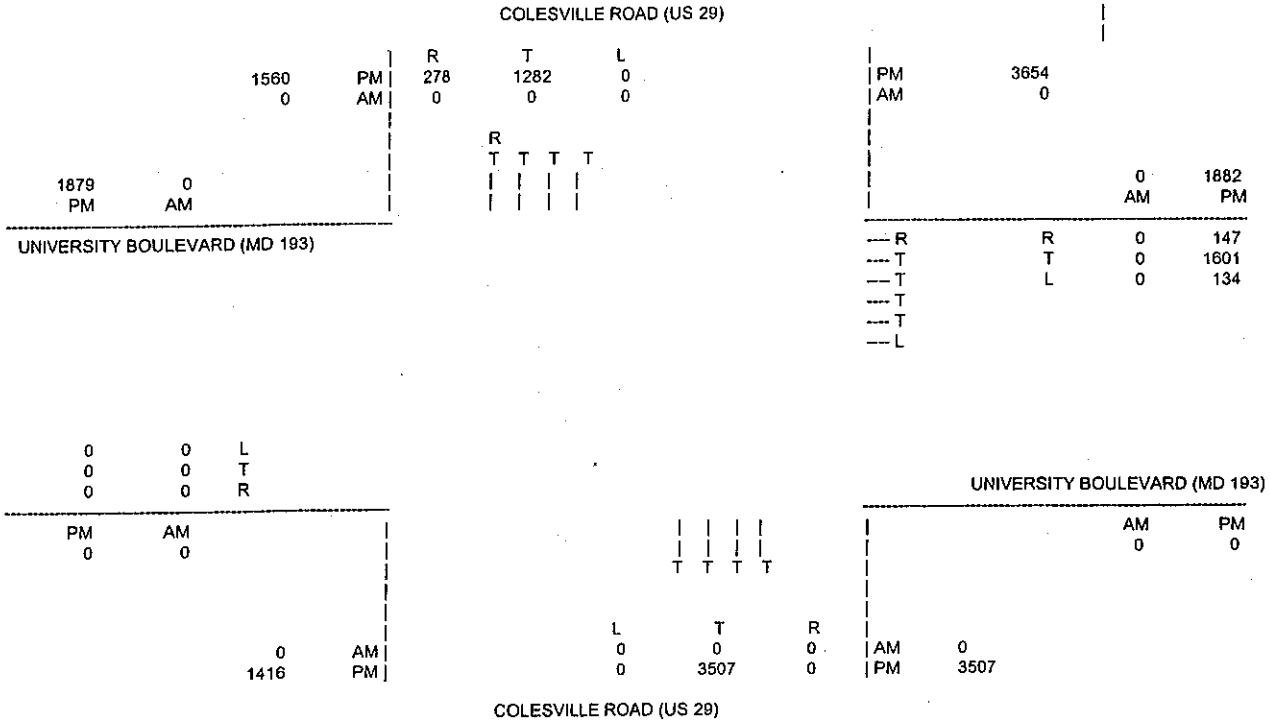
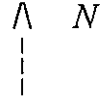
DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	PM CLV
NB	2579	0.30	0	1.00	774	774
SB	1463	0.37	0	1.00	541	516
EB	1394	0.37	0	1.00	516	516
WB	0	1.00	506	1.00	506	516
LEVEL OF SERVICE = C/D					CLV TOTAL =	1289



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (NORTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: EXISTING TRAFFIC VOLUMES (6:00 - 7:00 PM)  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT: JUNE 19, 2001  
DAY OF WEEK: TUESDAY  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	AM CLV
NB	0	0.30	0	1.00	0	0
SB	0	0.30	0	1.00	0	0
EB	0	1.00	0	1.00	0	0
WB	0	0.30	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

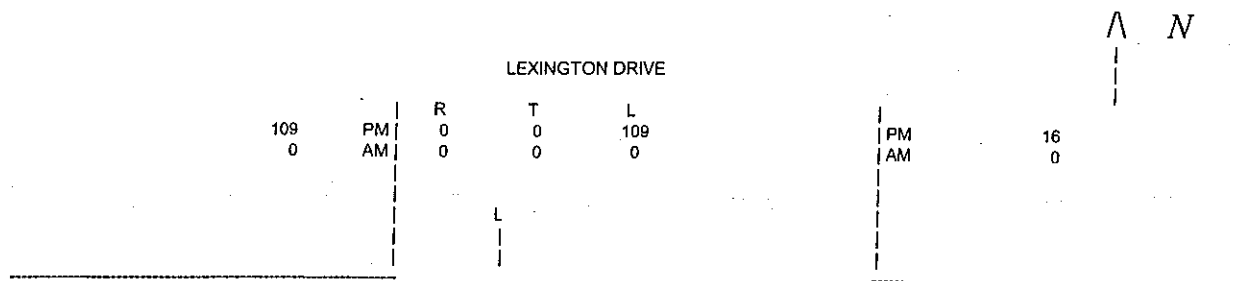
DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	PM CLV
NB	3507	0.30	0	1.00	1052	1052
SB	1560	0.30	0	1.00	468	468
EB	0	1.00	134	1.00	134	480
WB	1601	0.30	0	1.00	480	480
LEVEL OF SERVICE = E					CLV TOTAL =	1532



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: EASTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: EXISTING TRAFFIC VOLUMES (6:00-7:00 PM)  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT: JUNE 19, 2001  
DAY OF WEEK: TUESDAY  
ENTERED BY: CCH



16	0	L	T	
1475	0	T	T	
0	0	R	T	

EASTBOUND UNIVERSITY BOULEVARD (MD 193)

---

PM	AM	AM	PM
1491	0	0	1584

**AM PEAK HOUR**

DIRECTION	THRU VOLUME + OPPOSING LEFTS VOLUME x LUF		VOLUME x LUF		SUB-TOTAL	AM CLV
NB	0	1.00	0	1.00	0	0
SB	0	1.00	0	1.00	0	0
EB	0	0.37	0	1.00	0	0
WB	0	1.00	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

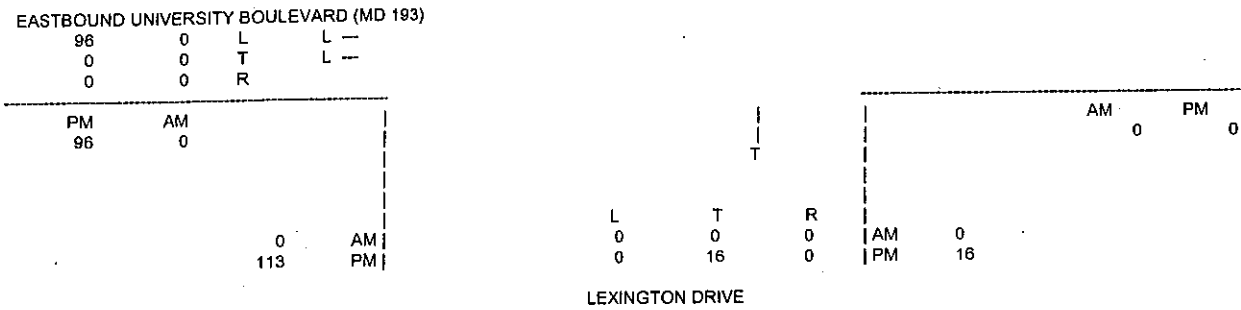
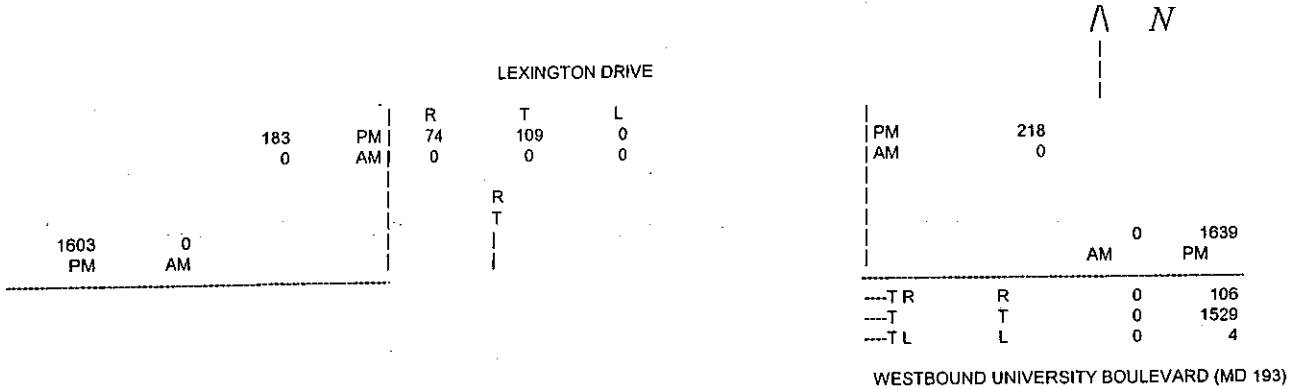
DIRECTION	THRU VOLUME + OPPOSING LEFTS VOLUME x LUF		VOLUME x LUF		SUB-TOTAL	PM CLV
NB	0	1.00	109	1.00	109	109
SB	109	1.00	0	1.00	109	109
EB	1475	0.37	0	1.00	546	546
WB	0	1.00	16	1.00	16	16
LEVEL OF SERVICE = A					CLV TOTAL =	855



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: WESTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: EXISTING TRAFFIC VOLUMES (6:00-7:00 PM)  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT: JUNE 19, 2001  
DAY OF WEEK: TUESDAY  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	AM CLV
NBT	0	1.00	0	1.00	0	0
SB	0	1.00	0	1.00	0	0
EBL	0	0.53	0	1.00	0	0
WB	0	0.37	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

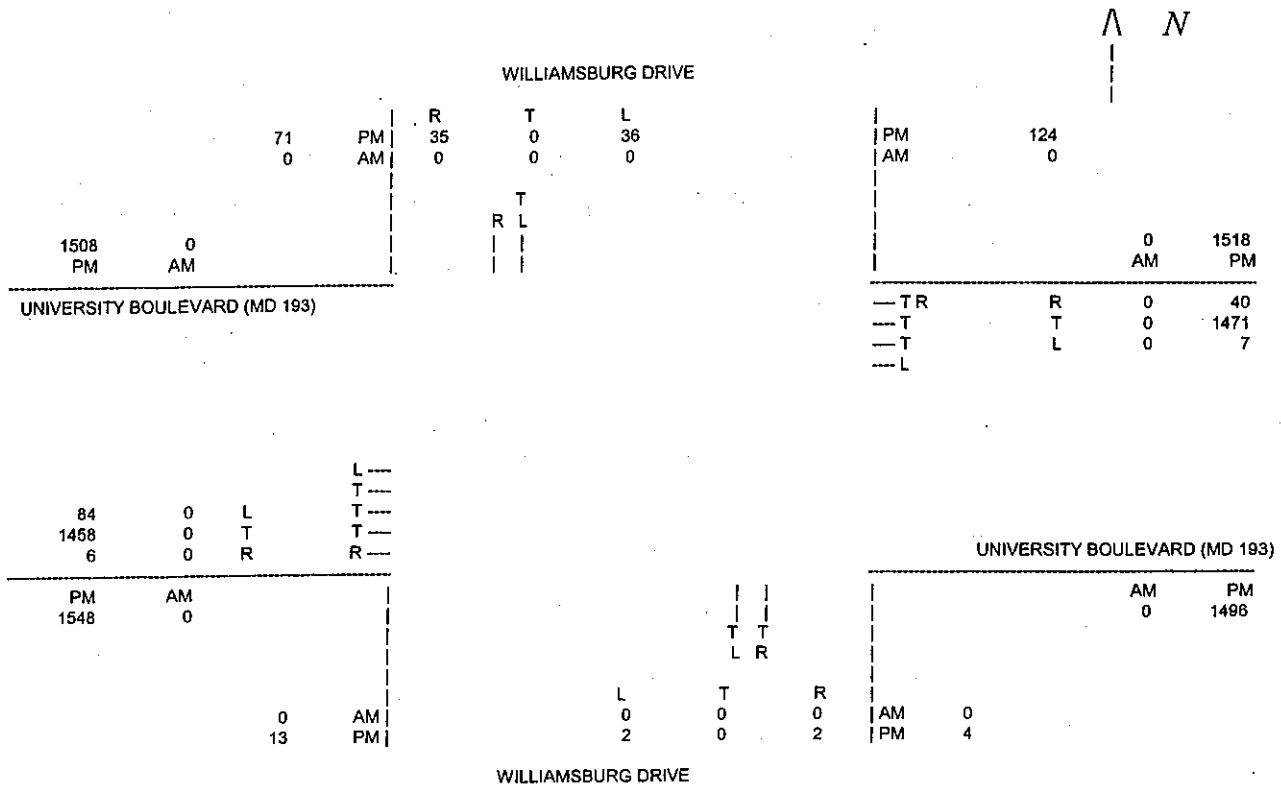
DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF		SUB-TOTAL	PM CLV
NBT	16	1.00	0	1.00	16	183
SB	183	1.00	0	1.00	183	51
EBL	96	0.53	0	1.00	51	606
WB	1639	0.37	0	1.00	606	840
LEVEL OF SERVICE = A					CLV TOTAL =	840



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.**  
**LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: UNIVERSITY BOULEVARD (MD 193)  
 AND: WILLIAMSBURG DRIVE  
 CONDITIONS: EXISTING TRAFFIC VOLUMES (6:00-7:00 PM)  
 EXISTING LANE CONFIGURATIONS

DATE OF COUNT: JUNE 20, 2001  
 DAY OF WEEK: WEDNESDAY  
 ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	AM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	0	0.53	0	0
SB	0	1.00	0	0
EB	0	0.37	0	0
WB	0	0.37	0	0
LEVEL OF SERVICE = A			CLV TOTAL =	0

**PM PEAK HOUR**

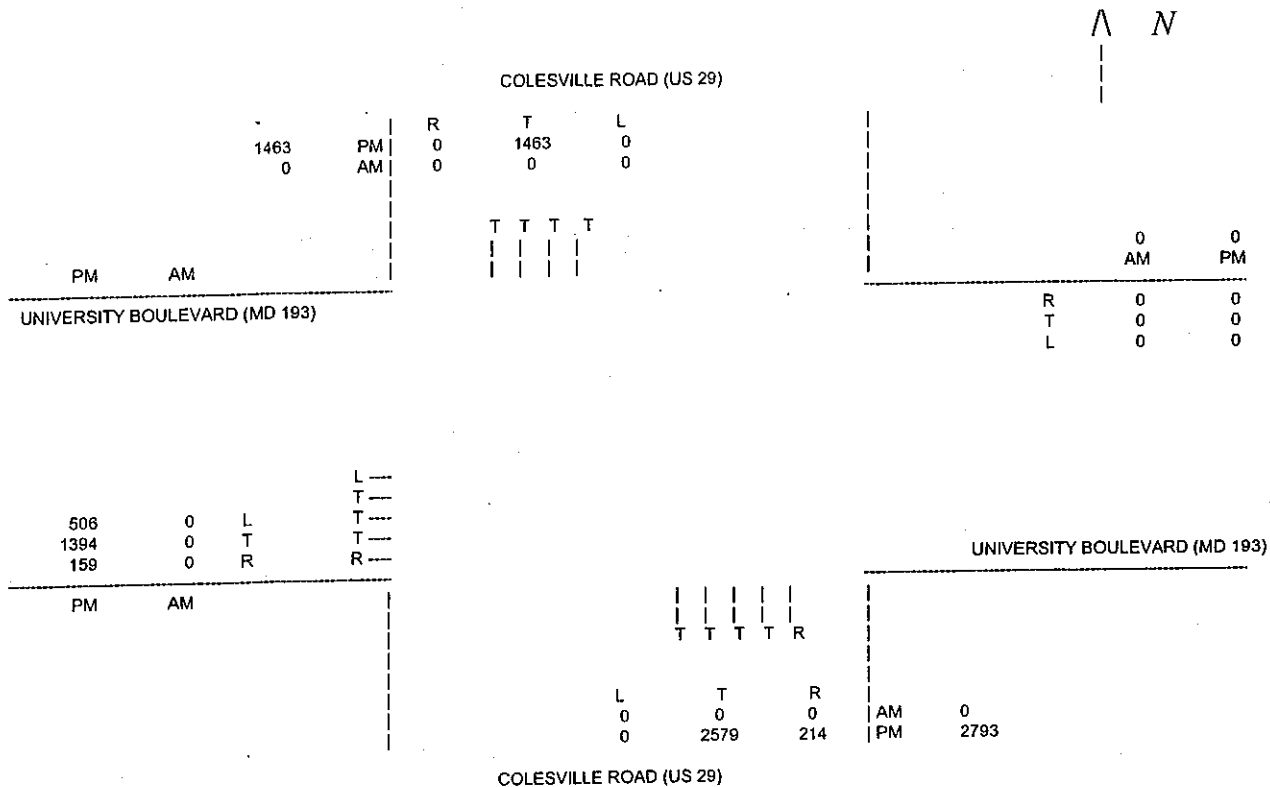
DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	PM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	4	0.53	38	38
SB	36	1.00	38	
EB	1458	0.37	546	643
WB	1511	0.37	643	
LEVEL OF SERVICE = A			CLV TOTAL =	681



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (SOUTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: BACKGROUND TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	AM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	0 0.30	0 1.00	0	0
SB	0 0.30	0 1.00	0	0
EB	0 0.37	0 1.00	0	0
WB	0 1.00	0 1.00	0	0
LEVEL OF SERVICE = A			CLV TOTAL =	0

**PM PEAK HOUR**

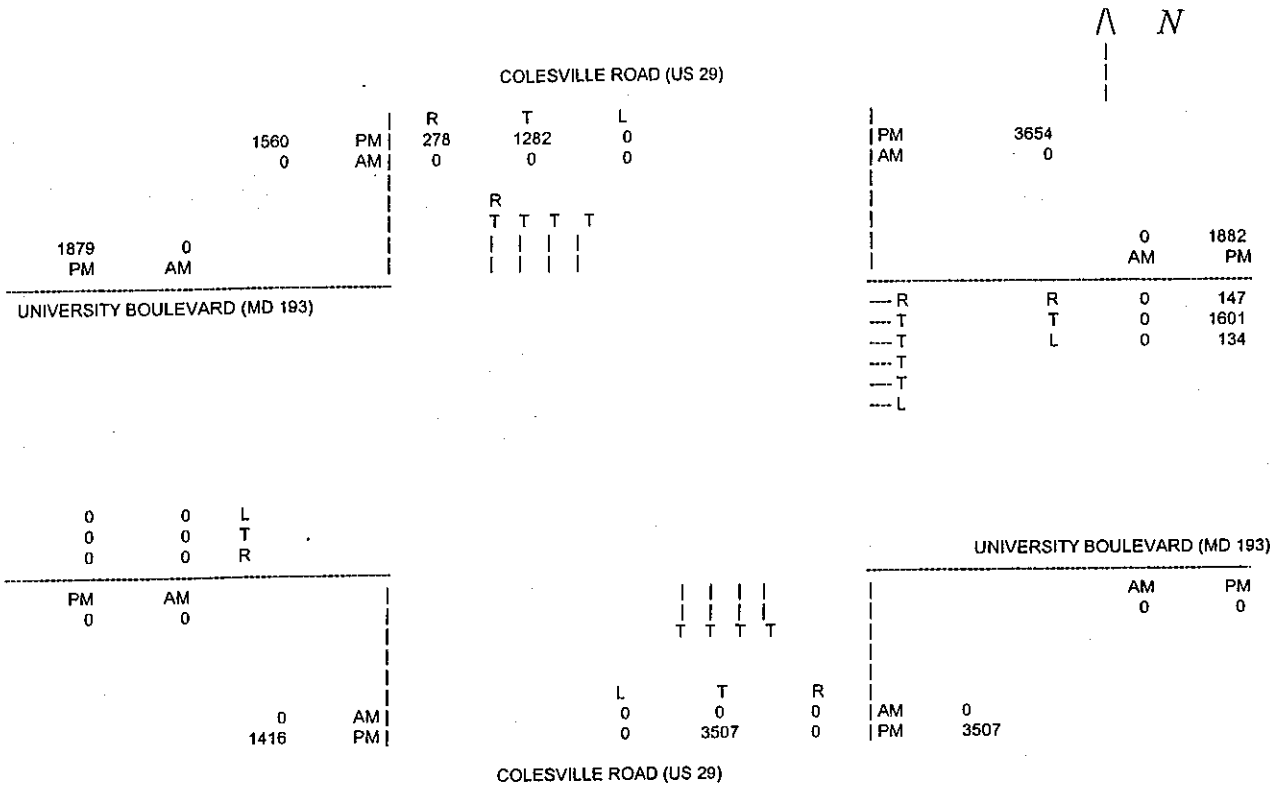
DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	PM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	2579 0.30	0 1.00	774	774
SB	1463 0.30	0 1.00	439	516
EB	1394 0.37	0 1.00	516	516
WB	0 1.00	506 1.00	506	1289
LEVEL OF SERVICE = C/D			CLV TOTAL =	1289



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (NORTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: BACKGROUND TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



DIRECTION	AM PEAK HOUR				SUB-TOTAL	AM CLV
	THRU VOLUME	OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF		
NB	0	0.30	0	1.00	0	0
SB	0	0.30	0	1.00	0	0
EB	0	1.00	0	1.00	0	0
WB	0	0.30	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

DIRECTION	PM PEAK HOUR				SUB-TOTAL	PM CLV
	THRU VOLUME	OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF		
NB	3507	0.30	0	1.00	1052	1052
SB	1282	0.30	0	1.00	385	0
EB	0	1.00	134	1.00	134	480
WB	1601	0.30	0	1.00	480	0
LEVEL OF SERVICE = E					CLV TOTAL =	1532

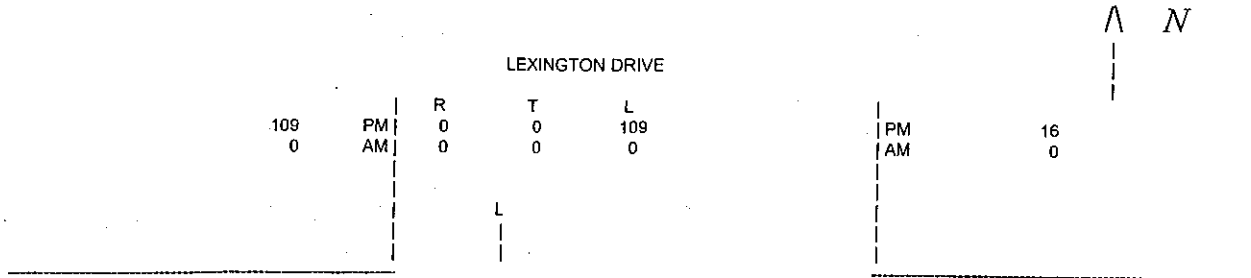




**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: EASTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: BACKGROUND TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



16	0	L	L --
1475	0	T	T --
0	0	R	T --

PM	AM	AM	PM
1491	0	0	1584

**AM PEAK HOUR**

DIRECTION	THRU VOLUME + OPPOSING LEFTS VOLUME x LUF				SUB-TOTAL	AM CLV
NB	0	1.00	0	1.00	0	0
SB	0	1.00	0	1.00	0	0
EB	0	0.37	0	1.00	0	0
WB	0	1.00	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

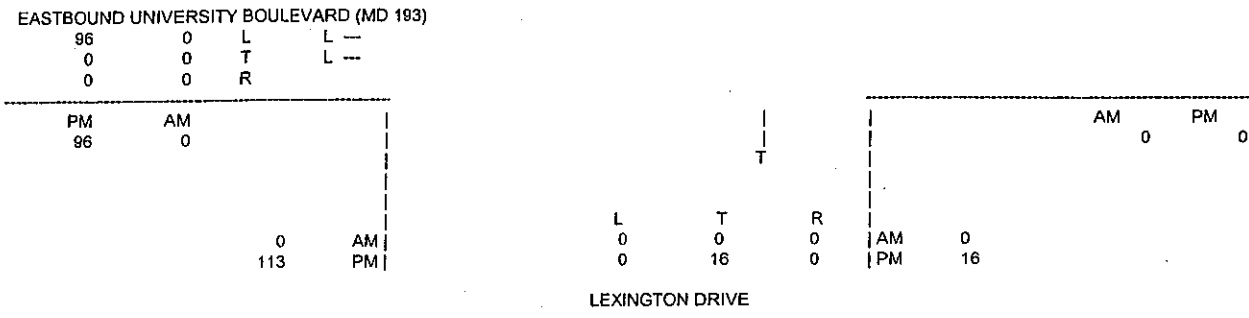
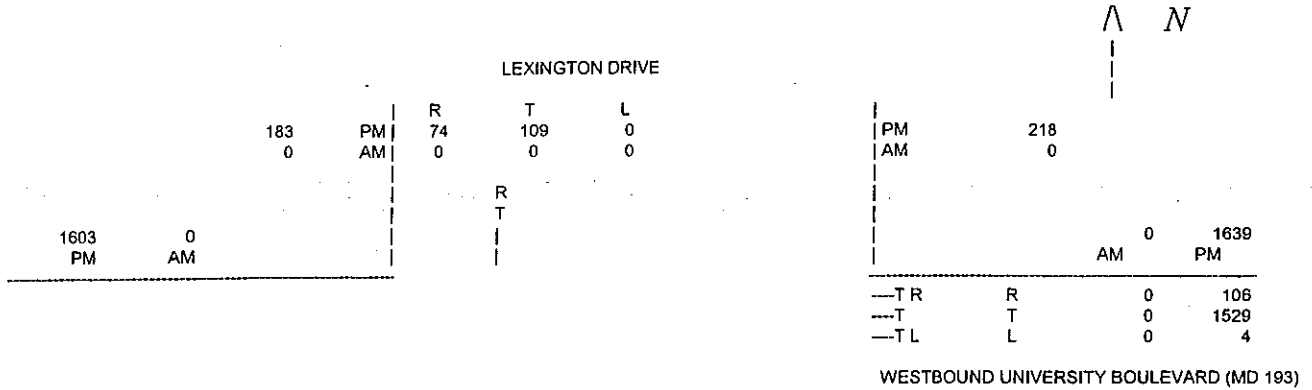
DIRECTION	THRU VOLUME + OPPOSING LEFTS VOLUME x LUF				SUB-TOTAL	PM CLV
NB	0	1.00	109	1.00	109	109
SB	109	1.00	0	1.00	109	109
EB	1475	0.37	0	1.00	546	546
WB	0	1.00	16	1.00	16	16
LEVEL OF SERVICE = A					CLV TOTAL =	655



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: WESTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: BACKGROUND TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	AM CLV
	VOLUME x LUF	VOLUME x LUF		
NBT	0	1.00	0	0
SB	0	1.00	0	0
EBL	0	0.53	0	0
WB	0	0.37	0	0
LEVEL OF SERVICE = A			CLV TOTAL =	0

**PM PEAK HOUR**

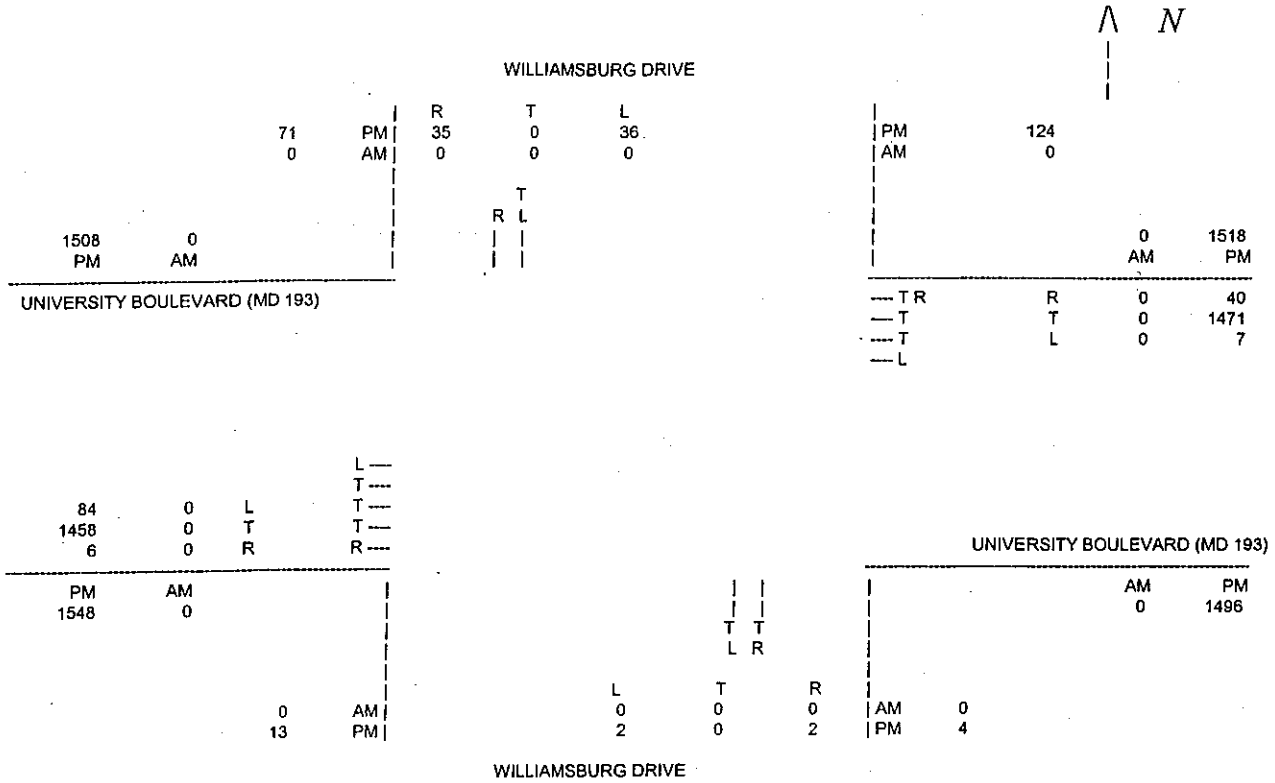
DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	PM CLV
	VOLUME x LUF	VOLUME x LUF		
NBT	16	1.00	16	183
SB	183	1.00	183	51
EBL	96	0.53	51	606
WB	1639	0.37	606	840
LEVEL OF SERVICE = A			CLV TOTAL =	840



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: UNIVERSITY BOULEVARD (MD 193)  
AND: WILLIAMSBURG DRIVE  
CONDITIONS: BACKGROUND TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+	OPPOSING LEFTS		SUB-TOTAL	AM CLV
	VOLUME x LUF		VOLUME x LUF			
NB	0	0.53	0	1.00	0	0
SB	0	1.00	0	1.00	0	
EB	0	0.37	0	1.00	0	0
WB	0	0.37	0	1.00	0	
LEVEL OF SERVICE = A						CLV TOTAL = 0

**PM PEAK HOUR**

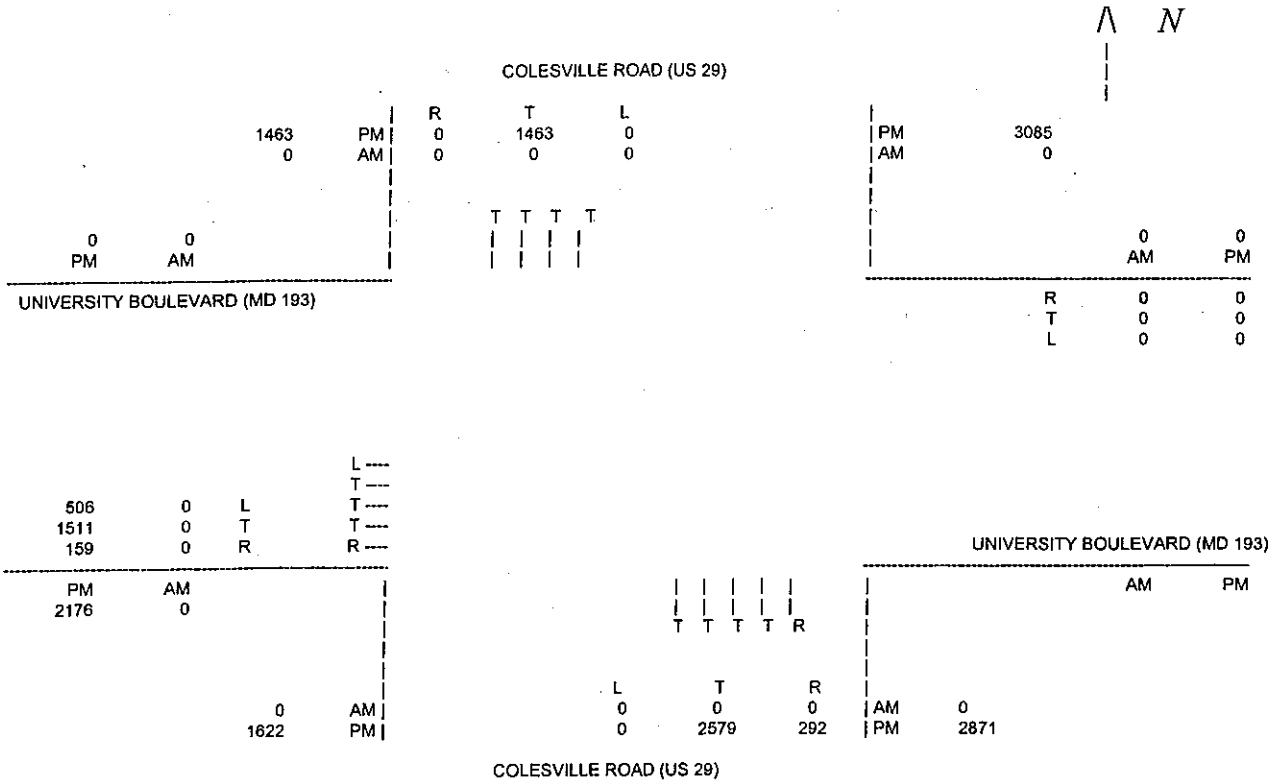
DIRECTION	THRU VOLUME	+	OPPOSING LEFTS		SUB-TOTAL	PM CLV
	VOLUME x LUF		VOLUME x LUF			
NB	4	0.53	36	1.00	38	38
SB	36	1.00	2	1.00	38	
EB	1458	0.37	7	1.00	546	643
WB	1511	0.37	84	1.00	643	
LEVEL OF SERVICE = A						CLV TOTAL = 681



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (SOUTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: TOTAL TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	OPPOSING LEFTS	+ OPPOSING LEFTS		SUB-TOTAL	AM CLV
	VOLUME x LUF	VOLUME x LUF	VOLUME x LUF	VOLUME x LUF		
NB	0	0.30	0	1.00	0	0
SB	0	0.30	0	1.00	0	0
EB	0	0.37	0	1.00	0	0
WB	0	1.00	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

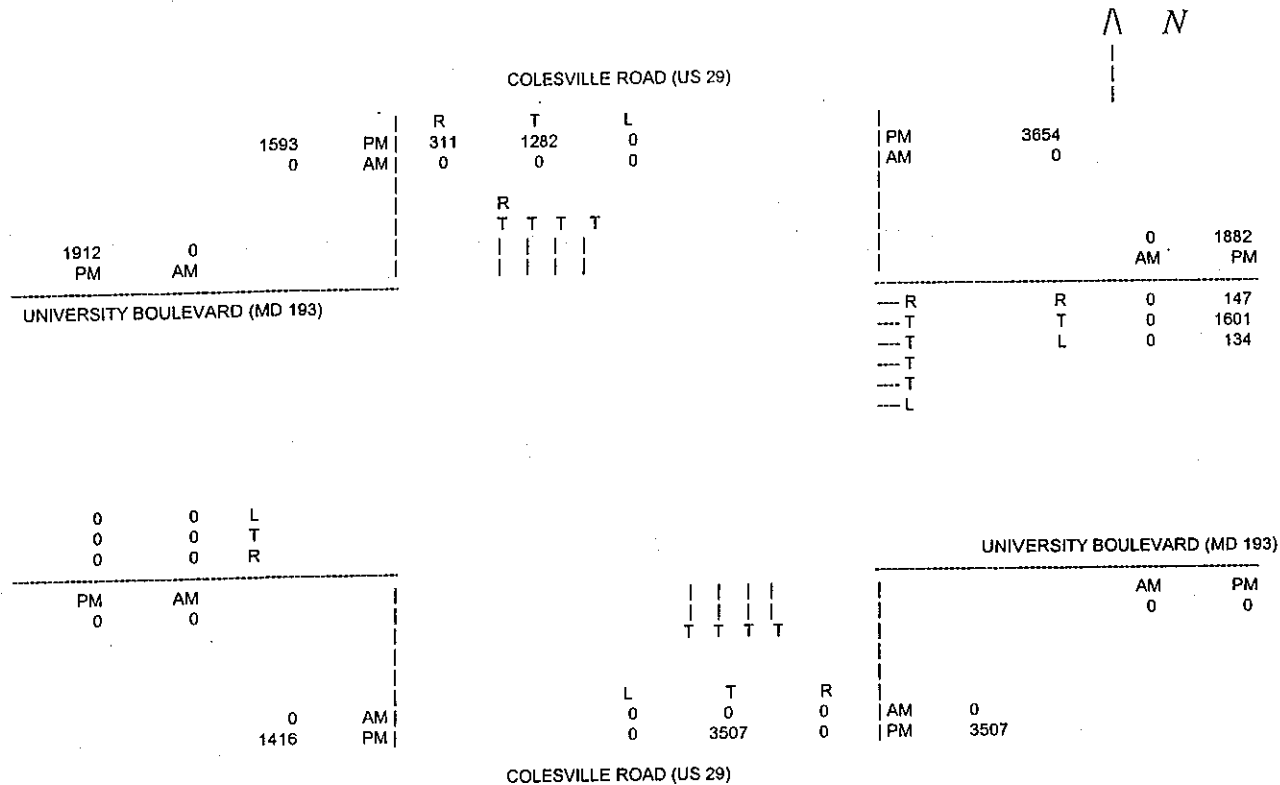
DIRECTION	THRU VOLUME	OPPOSING LEFTS	+ OPPOSING LEFTS		SUB-TOTAL	PM CLV
	VOLUME x LUF	VOLUME x LUF	VOLUME x LUF	VOLUME x LUF		
NB	2579	0.30	0	1.00	774	774
SB	1463	0.30	0	1.00	439	
EB	1511	0.37	0	1.00	559	559
WB	0	1.00	506	1.00	506	
LEVEL OF SERVICE = D					CLV TOTAL =	1333



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: COLESVILLE ROAD (US 29) (NORTH)  
AND: UNIVERSITY BOULEVARD (MD 193)  
CONDITIONS: TOTAL TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	AM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	0	0.30	0	0
SB	0	0.30	0	0
EB	0	1.00	0	0
WB	0	0.30	0	0
LEVEL OF SERVICE = A			CLV TOTAL =	0

**PM PEAK HOUR**

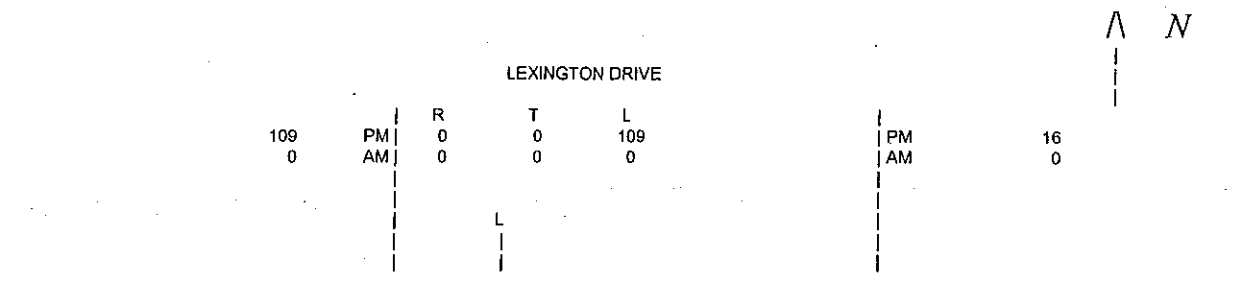
DIRECTION	THRU VOLUME	OPPOSING LEFTS	SUB-TOTAL	PM CLV
	VOLUME x LUF	VOLUME x LUF		
NB	3507	0.30	1052	1052
SB	1593	0.30	478	
EB	0	1.00	134	480
WB	1601	0.30	480	
LEVEL OF SERVICE = E			CLV TOTAL =	1532



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: EASTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: TOTAL TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



PM	AM								
1686	0							AM	PM
								0	1779

**AM PEAK HOUR**

DIRECTION	THRU VOLUME VOLUME x LUF	+	OPPOSING LEFTS VOLUME x LUF		SUB-TOTAL	AM CLV
NB	0	1.00	0	1.00	0	0
SB	0	1.00	0	1.00	0	0
EB	0	0.37	0	1.00	0	0
WB	0	1.00	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

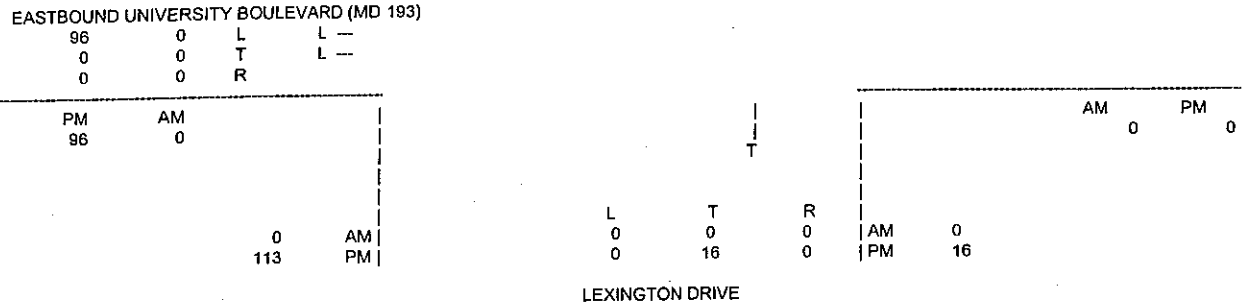
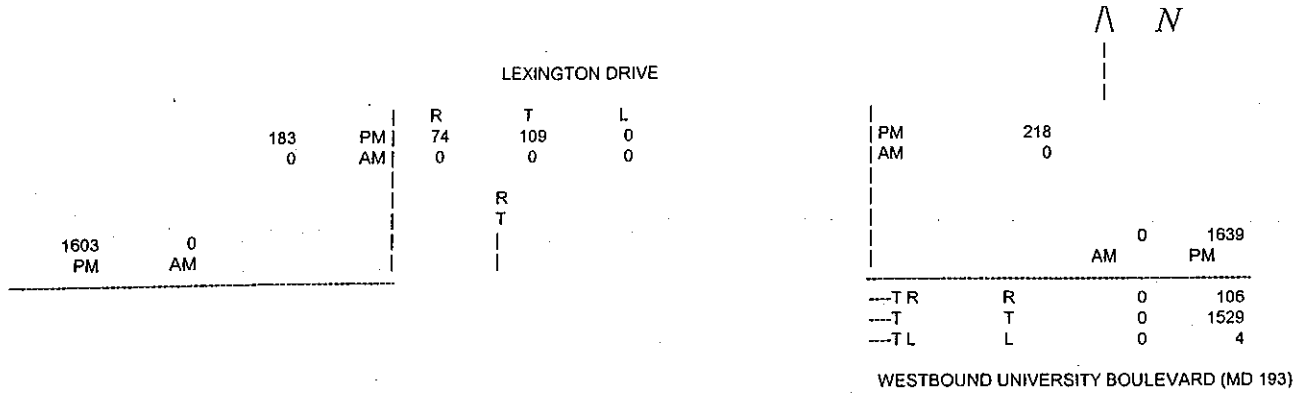
DIRECTION	THRU VOLUME VOLUME x LUF	+	OPPOSING LEFTS VOLUME x LUF		SUB-TOTAL	PM CLV
NB	0	1.00	109	1.00	109	109
SB	109	1.00	0	1.00	109	109
EB	1670	0.37	0	1.00	618	618
WB	0	1.00	16	1.00	16	16
LEVEL OF SERVICE = A					CLV TOTAL =	727



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: WESTBOUND UNIVERSITY BOULEVARD (MD 193)  
AND: LEXINGTON DRIVE  
CONDITIONS: TOTAL TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF	SUB-TOTAL	AM CLV
NBT	0	1.00	0	1.00	0	0
SB	0	1.00	0	1.00	0	0
EBL	0	0.53	0	1.00	0	0
WB	0	0.37	0	1.00	0	0
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

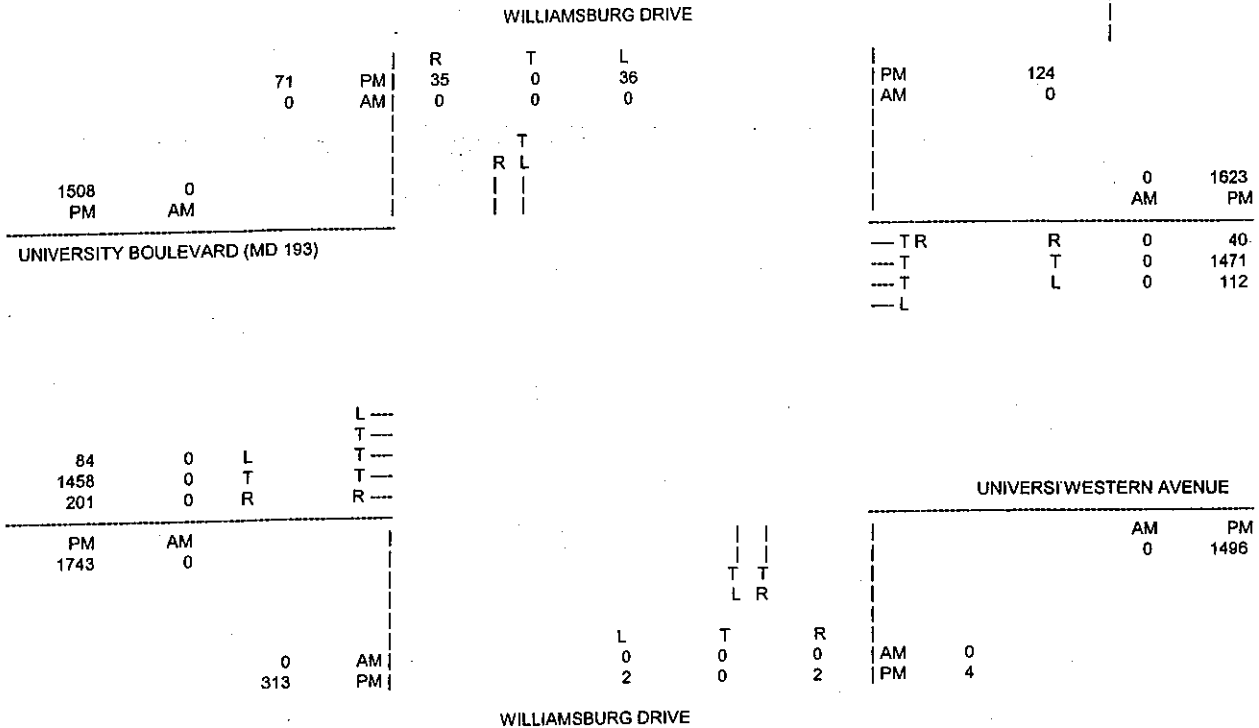
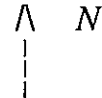
DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF	SUB-TOTAL	PM CLV
NBT	16	1.00	0	1.00	16	183
SB	183	1.00	0	1.00	183	51
EBL	96	0.53	0	1.00	51	606
WB	1639	0.37	0	1.00	606	840
LEVEL OF SERVICE = A					CLV TOTAL =	840



**INTEGRATED TRANSPORTATION SOLUTIONS (ITS), INC.  
LEVEL OF SERVICE (LOS) & CRITICAL LANE VOLUME (CLV) CALCULATIONS**

INTERSECTION OF: UNIVERSITY BOULEVARD (MD 193)  
AND: WILLIAMSBURG DRIVE  
CONDITIONS: TOTAL TRAFFIC VOLUMES  
EXISTING LANE CONFIGURATIONS

DATE OF COUNT:  
DAY OF WEEK:  
ENTERED BY: CCH



**AM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF	SUB-TOTAL	AM CLV
NB	0	0.53	0	1.00	0	0
SB	0	1.00	0	1.00	0	
EB	0	0.37	0	1.00	0	0
WB	0	0.37	0	1.00	0	
LEVEL OF SERVICE = A					CLV TOTAL =	0

**PM PEAK HOUR**

DIRECTION	THRU VOLUME	+ OPPOSING LEFTS	VOLUME x LUF	VOLUME x LUF	SUB-TOTAL	PM CLV
NB	4	0.53	36	1.00	38	38
SB	36	1.00	2	1.00	38	
EB	1458	0.37	112	1.00	651	651
WB	1511	0.37	84	1.00	643	
LEVEL OF SERVICE = A					CLV TOTAL =	690





**APPENDIX D**

**Silver Spring - Takoma Thunderbolts**

**Description of Operations**



# THUNDERBOLTS



Silver Spring - Takoma Thunderbolts  
7110 Maple Avenue  
Takoma Park, Maryland 20912  
301-270-6595

January 17, 2002

Mr. CRAIG HEDBERG  
ITS  
10480 LITTLE PATUXENT PKWY  
STE 400  
COLUMBIA MD 21044

Dear Mr. Hedberg:

Thank you for agreeing to add the planned expansion of the Blair H.S. baseball field to the traffic study. As you may recall, Blair H.S. was built at its current location (Colesville Rd and University Ave) about four years ago. The baseball field currently has seating for approximately 200 people (including the open areas) and we are proposing improvements to the seating area that would replace the existing seating plus add about 500 additional seats, for a total of about 710 seats. Even though the field is at Blair H.S., MNCPP-C now maintains and controls usage of all fields in Montgomery county.

The Silver Spring-Takoma Thunderbolts are a 501(c)(3) organization that promotes baseball in our area. Part of our mission involves sponsoring a team in the Clark-Griffith league. The league is comprised of eight teams in the metro area. All players are college eligible boys, between ages 18 and 20. We play about 20 home games at Blair Field during the months of June and July, with playoffs in the first week of August. About half of the games are weekday, and half are weekend. Generally speaking, both weekday and weekend games start at 7:00 p.m., with one to two games per week of each type. Occasionally, there might be as many as four games in one week.

During the 2001 season, we conducted traffic counts at 13 games. Our average attendance was 200-250 per game. We found that the two teams (25 players, plus about 3 coaches) generally arrive about three hours before game time, and they generally require about ten cars. Our players live with community members in the Takoma Park area, so they generally approach Blair by going west on University Blvd. Of course, the opposing team may be coming from a variety of places, but they will generally be coming around the beltway.

Our analysis (made by querying people as they came through the gate) indicates that spectators generally arrive from just before game time to 30 minutes after the game has started. We found that there are about 50 cars for weekend games and 44 cars for weekday games, including spectators, people working at the concessions, and other officials working the game.

We asked people which of four directions they traveled from: Colesville Ave. Northbound; Colesville Ave. Southbound; University Blvd. from Wheaton; and University Blvd. from Takoma Park. The distribution is fairly similar for both weekday and weekend games, though there is some variation. For Weekday evening games, we recorded (on average) 11.4 (26%) cars from Colesville Ave. Northbound; 5 (11%) cars from Colesville Ave. Southbound; 12.2 (28%) from University Blvd. from Wheaton; and 15.6 (35%) from University Blvd. from Takoma Park.

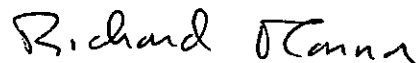
For weekend evening games, we recorded (on average) 16.2 (32%) cars from Colesville Ave. Northbound; 8.1 (16%) cars from Colesville Ave. Southbound; 7.2 (14%) from University Blvd. from Wheaton; and 18.7 (37%) from University Blvd. from Takoma Park.

Of course, we hope new stands will encourage more people to come out to the games, but we still only expect about 300 cars total if we fill the stands (710 seats). We only use the field for two months (June and July) each year, and the stands (and the field) will be available for other uses the remainder of the year.

Park and Planing has requested that we provide a traffic impact analysis for the proposed use of the facility as outlined above. The high school has averaged over 1,000 fans per game on Friday evenings for their 6:30 p.m. football games. The football stadium is adjacent to the baseball field and shares the same parking lots. I have never witnessed a parking or traffic problem for their games.

I would appreciate if you could provide an analysis of our proposal and your opinion on the impact or lack of impact on traffic for this proposal based on your study of the Four Corners area. We will need this analysis completed by the end of February as we have a hearing scheduled before the Commission to approve the plan in mid-March. Please call me if there are any questions. My office number is 301-762-8860 and email is

Sincerely,



Richard O'Connor  
President

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